

A photograph of four J/24 sailboats racing on a dark blue sea. The boats are white with white sails. The boat in the foreground on the right has a large blue anchor logo on its sail and the number 18 on its hull. The boat to its left has the number 26 on its hull. The boat in the foreground on the left has the number 35 on its hull. The boat in the background has the number 28 on its hull. The sails are marked with various codes: PER 1407, ME 378, MEX 4904, and JA 100. The text 'International J/24' is overlaid at the top, and '2007 Yearbook' is overlaid at the bottom.

International

**J.
24**

2007 Yearbook

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



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International J/24 Class 2007 Yearbook

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2007 YEARBOOK



IJCA Chairman Bob Turner, right, with Italian J/24 Class President Eros Angeli

You will know from my comments in the last magazine that to retain our position as the most successful keelboat class with a cabin of all time, we needed to evolve and initiate change where it was clearly needed. I am very happy to report that this process is well and truly underway and we really are now capitalising on the great deal of work done last year to rationalise our Constitution, By Laws and Class Rules. It is also very heartening to note that at the World Council Meeting (WCM), so well organised by the Italian JCA in Riva del Garda, your delegates, rather than being drawn into detailed administration, were able to devote their energies to the issues that are pivotal to the future of our Class. Please take the time to read those WCM Minutes, and you will see the developing themes. I would like to highlight some.

Our stable global membership has resulted in a stable financial position.

Our stable global membership has resulted in a stable financial position. Importantly, more of your money is being spent on Marketing and Promotion and if this is successful you will all reap the benefit. Peter Weigandt, who ran the stunningly brilliant World Championships in Vallarta, Mexico, has developed a Marketing Plan, complete with tailored support packages. It is very professional but, of course, still needs your help to get the best return on the investment. Therefore, if you have any business contacts or friends in Global Brands, let Peter know.

Two of our three boat builders were present at the WCM and their input was highly valued. By the time you read this article, I hope we will have been able to implement some changes to the interior of the cabin of the J/24, and the deck detail, so we can make the boat more modern looking and user friendly with absolutely no impact on the performance of the boat, fundamental in preserving our rigid One Design. Your Executive Committee (EC) has also been tasked to approach the Designer and Copyright Holder with the aim of transferring the responsibility of managing the Class and its Building Specifications in a more effective way.

In terms of actual Rule Changes, this year has seen very few. However, a potential change of deep interest, initiated by the Harden brothers from Texas, is the proposal to allow more freedom in forestay length, to achieve a better helm balance for all, particularly in lighter wind strengths. This idea is being evaluated very carefully through a formal ISAF trial process

and is certainly the subject of a great deal of interest.

In turning to Events and Regattas, there are several ideas now gaining momentum. We have enabled NJCAs to enter one Youth Team (under 25) and one all-Ladies team in the World Championships, these being additional to the normal qualifying criteria. Furthermore, the Brazilian NJCA, by the initiative of the current World Champion Mauricio Santa Cruz, is investigating adding the J/24 to the ISAF World Youth Championships in Brazil in 2009. You all know of the great success of the Women's Open Championships held in the USA in 2006. This will be repeated in 2008, hosted again by the Beverly YC, and this time is expected to attract entries from around the World. Here is the opportunity for the long term establishment of a top level addition to our racing calendar, lady sailors, over to you! Another excellent initiative from

Australia is the creation of an Asian Continental Championships. I see this as a vital step in bringing our sailors from the Asian region together, building on the existing expertise from Australia and Japan. There is huge potential for the J/24 Class in Singapore, South Korea, India and China just to name a few of the nations now taking an active interest in our sport. We are a global class; supporting and encouraging J/24 fleets worldwide is a clear priority.

I make no apology for asking you again to look at the list of Officials and Representatives who put in long hours on your behalf. Remember they are volunteers. Whenever you have the chance, support them and thank them; it is very motivating.

I would like to draw together my thoughts for this year. Refine the boat layout, get the marketing and sponsorship right, create memorable events that are also more inclusive for the ladies and the young, and look towards the wider world, as well. Put that lot together and we can have a marvellous 30th Anniversary. Looking further ahead, be ready to read our first Strategic Plan that I trust will map out the next 15 years in the life of our phenomenal boat.

Finally, let us congratulate Ed Baird, one of our past World Champions, for both winning the Americas Cup and being elected Rolex Sailor of the Year. He has once more illustrated that an apprenticeship in the J/24 can lead to becoming the best of the best.

Bob Turner, IJCA Chairman

30 Years of the J/24 Class



Eric Faust

Executive Director
International J/24 Class Association

As many of you know, 2008 will mark the 30th anniversary of the J/24 Class Association. When I first set foot on a J/24 for a club race back in 1984, I immediately fell in love with the simplicity of the boat, the great competition, and most of all the great camaraderie of sailing on a team of five people. I was trimming the genoa that day, and due to my inexperience and lack of technique I had a tough time. I think we finished last in both of the day's races, but the excitement of the competition kept me coming back for years to come. Little did I know at the time that I would one day make my living by supporting and promoting the great sport of J/24 sailing. Every day, I think of how lucky I am to wake up and work on something I love.

Over the past 30 years, I'm sure that many people have fallen in love with the J/24 as I did on that summer day over 20 years ago. The fact is, once you catch the bug it's hard to shake. J/24 sailing gets in your blood, and although we may go off and sail in other classes, eventually we all come back to our roots, sailing in the boat we love.

2007 In Review

This yearbook is a celebration of the past year in J/24 sailing, and what a great year it was. From a membership standpoint the J/24 Class remains strong, with numbers holding steady at just over 2700 members worldwide. Because of the consistent membership levels, the IJCA has benefited from stable finances, as well. But due to the rising cost of shipping and other expenses, dues will increase by a modest \$2.00 per member for 2008. It is expected that this increase will cover expenses and allow for the same level of service from the Class office.

As always, the 2007 continental championship regattas were run to the highest standards and the winners truly deserve to be congratulated. Argentina's Pereira Matais is the reigning South American champion after winning the 24-boat regatta in Buenos Aires in November. The North American Championship, held in Marina del Rey, California in July, was won by Chris Snow in a regatta that was decided in the final race of the eight race series. At the European Championship, Brazilian Dan Glomb put together a fine series of races to win in the 45-boat fleet. Each of these sailors deserves hearty praise, not only for his victory, but for keeping the standard of J/24 sailing at the very top level of our sport.

The 2007 J/24 World Championship perhaps set a new benchmark for what our flagship regatta can and should be. Held in Puerto Vallarta, Mexico in March, the event was truly breathtaking. The onshore activities could not be beaten, with endless supplies of food

and beverages each night of the regatta. On the water, the conditions were fantastic as well, and provided the 70-boat fleet with unsurpassed championship racing. In the end, Brazil's Mauricio Santa Cruz was crowned the J/24 World Champion for the second straight year. The Mexican J/24 Class should be very proud of hosting such a fine event and setting a new standard for our future World Championships.

In October, delegates from around the world gathered in Riva del Garda, Italy for the annual World Council Meeting. Hosted by the Italian J/24 Class, the meeting participants were treated to outstanding hospitality at one of the most scenic sailing venues to be found anywhere. Not distracted by the view, the World Council had a very productive meeting and was able to actively build on the momentum and cooperative spirit of the past year. The minutes from that meeting can be found elsewhere in this magazine, and I would encourage all members to read through them to keep abreast of the latest developments for our Class.

Looking at 2008

Looking ahead, 2008 promises to be another great year highlighted by the World Championship in Sardinia, Italy in June. In an effort to expand the scope of participation for this event, the World Council has approved the addition of two extra entries from each country; one for an all-woman team and one for an under-25 year old team. Although it is expected that not every country will offer an entry in these categories, any additional participants will be highly welcomed. Details about the regatta can be found on the World's website at www.j24arzachena.it.

In other developments, the World Council and the J/24 builders are looking toward the long-term strength of our Class by making some cosmetic changes to the interior and exterior of the boat. By improving the interior of the J/24 without changing the weight distribution, it is hoped that this 30-year-old design can appeal to a new generation of sailors looking for a competitive and attractive boat. Look for photos and prototypes of the "J/24 of the Future" elsewhere in this yearbook. A sneak peak at the new cabin will be available at the annual Midwinter Championship in Tampa, Florida.

Finally, I wish to thank all of the Class Executives and organizers around the world who continue to dedicate their time to promoting J/24 sailing. Without their efforts, we would not have the ability to play the great game of sailing as we now enjoy it. Their enthusiasm and commitment not only make my job easier, but also make it a true pleasure. I hope you all have a safe and fun year of sailing, and I hope to see you on the water soon.

Santa Cruz & Bruschetta Repeat as J/24 World Champion

Story Contributors: Kathy Taylor and Joy Okazaki



Joy Allworth - Strange Bird Photography

Brazil's Mauricio Santa Cruz and his team on *Bruschetta* are the 2007 J/24 World Champions. *Bruschetta* led the boat parade through Nuevo Vallarta Harbour to cheers and horns on the final day of racing in the Mexican resort.

The sky lit up with fireworks as Governor Ney Gonzales declared the J/24 UBS World Championship Vallarta officially open in front of a crowd of hundreds of international sailors, committee members, staff and volunteers in Nuevo Vallarta. Speeches were short, but the well-wishing was huge. It was clearly an emotional moment for Committee Chairman Peter Weigandt who acknowledged the enormous effort and reward associated with bringing this event to Mexico. Mexican Sailing Federation President Ralph Nelles declared that Banderas Bay was the "perfect place in Mexico for this event to take place," and thanked the State of Nayarit for their support and participation. Governor Ney, who had spent the afternoon on the water watching the practice races, declared that J/24 sailing is a perfect model for global harmony: on each boat, everyone has a duty and does it well, but is willing to help when help is needed.

There was plenty of time for entertainment. The rich culture of Nayarit and Mexico was celebrated with a folkloric ballet - swirling skirts and rapid-fire footwork followed the beautifully narrated tableau of the Huichol people's spiritualism, and their connection to the earth and sea and sky. "We are Nayaritas, and we welcome you."

Day One

2006 World Champion Mauricio Santa Cruz from Brazil sat comfortably on top of the standings after the first day of racing at the 2007 J/24 World Championship. After two races, Santa Cruz, sailing *Bruschetta*, had finishes of 3-3 to end the day three points ahead of Rochester, New York's Mike Ingham and *Brain Cramp* (7-2).

Day Two

Tuesday was a day of big shifts, however, nothing change at the top of the results, as Santa Cruz held onto first place. Santa Cruz and his team sailing *Bruschetta* scored a bullet in Race 4. He was pursued by USA's Chris Snow on *Bogus* finishing second, and Canadian Rossi Milev sailing *ING DIRECT* in third.

Just moments before the first start of the day, the wind shifted almost 40 degrees sending the RC into postponement while the course was reset. The delay gave time for the breeze to build to 18 knots. Wataru Sakamoto of Japan sailed *Siesta* to a first place finish in Race 3, trading the lead with *Reloaded* from Chile, helmed by Per von Appen, and chased closely by Juan Ignacio Grimaldi and Domingo Contessi driving Argentina's *Tag Heuer*.

After four races, the Brazilian boat *Bruschetta* was still being chased by three American team of Snow (8-4-5-2) and Cox (4-6-4-18), with Ingham (7-2-16-11) tied for fourth with Argentin-

ian entry *Tag Heuer* driven by Grimaldi/Contessi (16-5-3-12). Mexico's Kenneth Porter (5-9-18-25) on *S* sat in 12th place as the top boat from the host country. Numerous protests kept the jury busy well into the night, delaying the posting of the overall standings.

Contestants experienced the finest of Mexican hospitality, with the UBS bash at Maxim's favorite jet-set sandbox, Nikki Beach, on Monday night, and Tuesday night's Paradise Beach volleyball tourney.



Jay Allworth - Strange Bird Photography

Day Three

The first race started with light air and flat seas. Great Britain's Imarsat *HedgeHog* helmed by 2006 J/24 European Champion Ian Southworth and Chris McLaughlin took a strong early lead and held it to the finish, followed by Chris Snow on *Bogus*, and Argentina's *Tag Heuer* in third place.

The big wind shifts of Day Two repeated themselves as the wind clocked south just before the start of the second race. The Race Committee reset the course quickly, and the fleet had one of the best starts of the regatta, with only 3 boats over the line early. 18-knot winds forced the quickest boats on the first windward leg to change to small jib, but by the turn, the big sails were up again. In oscillating winds, Mauricio Santa Cruz on *Bruschetta* and Chris Snow battled for position, while Canadian John Polglase on *Fragata* sailed to a first place finish.

The mid-way point through the 2007 World Championship had Brazil's Mauricio Santa Cruz and his *Bruschetta* team firmly in first place, with Chris Snow's *Bogus* from the USA right at his heels. The U.S. continued to hold onto 3 of the top 5 spots, with Mark Hillman on *WIP* and Mike Ingham's *Brain Cramp* claiming third and fourth place. Argentina's *Tag Heuer*, driven by the Grimaldi/Contessi team dropped are in fifth position.

Off the water, the Sponsor Village continued to be the post-race Happy Hour spot – top-notch local restaurants offered gourmet specialties and the cerveza was very, very cold. Wednesday's Fiesta on the Beach featured a traditional Mexican buffet.



Jay Allworth - Strange Bird Photography



Day Four

A full day of racing at the J/24 World Championships and the top four boats of Day Three were still firmly on top of the rankings. Santa Cruz maintained his number one position despite a 13-4 finish. *Bruschetta* (3-3-8-1-7-7-13-4) is still being chased by three American entries – Chris Snow and *Bogus* in second place (8-4-5-2-36-6-14-9), Mark Hillman's *WIP* in third (18-1-25-4-2-3-9-19) and in fourth place, Mike Ingham (7-2-16-11-8-2-15-16) helming *Brain Cramp*.

The big move came from the middle of the fleet. Great Britain's Inmarsat *HedgeHog* driven by Southworth and McLaughlin (50-12-15-9-1-17-7-1) had their second bullet of the week, moving them up to fifth place, nudging Argentina's team of Grimaldi/Contessi (16-5-3-12-25-5-2-20) on *Tag Heuer* into sixth.

Host country Mexico had its best finish today when Julian Fernandez sailing *Crocs* (15-36-DQ-38-44-28-3-35) held onto third place throughout the first race of the day. He crossed the line after first place *Sebago* driven by Chile's Dag von Appen (26-35-21-8-21-71-1-24) closely followed by second place finisher *Tag Heuer*.

It was a dark and stormy night in Sponsor Village when the Bermuda team was the generous hosts of their sixth annual World Championship Gosling Rum and Ginger Beer Party. The evening was highlighted by a costume competition, and the feast of giant paella.

Day Five

Sitting in top spot all week, Santa Cruz went into the final day needing only to hold off the three USA boats that had been chasing him since Day One. Mike Ingham's *Brain Cramp* finished in second place with Mark Hillman driving *WIP* in third. Chris Snow on *Bogus*, who was in the top four most of the week, dropped to 8th place after 36-8 finishes. Santa Cruz retired after the first race, the Championship in hand after his 18th place finish.

Japan's *Cerezo* driven by Yasutaka Funazawa had consistent finishes and beat out *Siesta* helmed by Wataru Sakamoto, to finish fourth and fifth respectively.

The final day of racing saw some of the best conditions of the week with 10-knot winds and mostly flat seas. USA's *Tundra Rose*, helmed by Keith Whittemore, had its best finishes of the week with two bullets. Mexico's Yon Belauteguigoitia sailing *Metiche* finished as the top Mexican boat in 14th.

Sarah Buckley and her crew on *Chile Manzano* was awarded the Jaeger Trophy as the top finishing women's team. The oldest boat racing was *Tasmanian Devil* owned by El Zancudo. The Dr. A. F. Turner Memorial Trophy for the top-finishing boat with a crew under 25 years was awarded to Jorge Murrieta of Mexico sailing GQ.



J/24 World Championship Vallarta 2007 Report

The 2007 Worlds organizers got together two years before the event, back in 2005, and discussed the organization of the championship to be held in Acapulco, Mexico. It did not take long before we came up with a vision to organize "The Best Worlds Ever". From that moment, every decision was guided by this vision so the decision making became a pretty easy task. This vision drove the Organizing Committee to very important achievements, including:

- Changed the venue from Acapulco to Nuevo Vallarta
- Raised more than \$650,000 in sponsorships
- Affiliated 24 sponsors
- Funded transportation of 50 boats to travel 1500 km to the venue and back
- Brokered the temporary importation of 12 boats from Japan, Italy, USA and Chile
- Built an impressive Sponsor J/24 Village, 400 square meters
- Held 5 press conferences
- Held 3 TV interviews and 6 radio interviews
- Displayed 400 newspaper and magazine impacts on the event, total of 1230 media impacts
- Hosted 7 very different parties and social events during the Worlds
- Attracted and funded a very competitive race committee, measurement committee and jury
- Organized more than 120 volunteers during the event
- Kept the regatta fee very low to attract many competitors
- Signed up 70 boats for the race
- Chartered 4 VIP and observer boats for every race day



The regatta and social events could not have been better, here are some highlights:

- We were blessed to have some whales close enough to some J/24s that went out for practice before the racing days
- The inauguration ceremony was very emotional, including speeches by the Governor of Nayarit, folkloric regional dancers and costumes as well as a Mariachi show and impressive fireworks
- Most of the country teams attended the costume party with very innovative, original and funny outfits. We had the "Queen of England", the "Statues of Liberty" and the "Wild Japanese" among others
- Our Beach Volleyball tournament was won by the competitive Argentine team
- Wind conditions were very steady ranging from 9 to 18 knots every day
- A boat parade was organized to court the Champions into the marina with honking horns
- We had more than 1600 people participating in the award ceremony

We are proud to say that everyone who participated in this event has simply said "It Was The Best Worlds Ever".

I would like to close this report with a very special thank you to all the participants and volunteers who made this event happen!

Yours,
Peter Wiegandt
Chairman for the 2008 J/24 Championship

Vallarta Yacht Club

2007 J/24 World Championship March 4-9, 2007

| Pl | Skipper | Fm | Boat Name | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Tot |
|----|-------------------------|-----|--------------------|-----------------|--------|-----------|--------|------|-----------|--------|-----------|----------|-----------|-----|
| 1 | Mauricio Santacruz | BRA | Bruschetta | 3 | 3 | 8 | 1 | 7 | 6 | 13 | 4 | 18 | (71\ DNS) | 63 |
| 2 | Mike Ingham | USA | Brain Cramp | 7 | 2 | (16) | 11 | 8 | 2 | 16 | 16 | 12 | 7 | 81 |
| 3 | Mark Hillman | USA | WIP | 18 | 1 | 25 | 4 | 2 | 3 | 9 | 19 | (28) | 4 | 85 |
| 4 | Yasutaka Funazawa | JPN | Cerezo | 14 | 16 | 11 | 5 | 10 | 4 | 12 | (18) | 5 | 12 | 89 |
| 5 | Wataru Sakamoto | JPN | Siesta | 21 | 20 | 1 | 7 | 6 | 12 | 18 | 7 | (71\BFD) | 2 | 94 |
| 6 | Southworth / McLaughlin | GBR | Inmarsat/ Hedgehog | (50\ZFP) | 12 | 15 | 9 | 1 | 16 | 7 | 1 | 17 | 17 | 95 |
| 7 | Alejo / Gonzalez | ARG | Chimera | 12 | 18 | (71\ DSQ) | 33\SCP | 3 | 10 | 4 | 5 | 2 | 14 | 101 |
| 8 | Chris Snow | USA | Bogus | 8 | 4 | 5 | 2 | (36) | 5 | 14 | 9 | 36 | 18 | 101 |
| 9 | Rossi Milev | CAN | ING Direct | 10 | 19 | 19\SCP | 3 | 5 | 18 | (22) | 6 | 13 | 10 | 103 |
| 10 | Grimaldi / Contessi | ARG | Tag Heuer | 16 | 5 | 3 | 12 | 25 | (71\ DSQ) | 2 | 20 | 19\RDG | 3 | 105 |
| 11 | Ryan Cox | USA | | 4 | 6 | 4 | 18 | 23 | 23 | 6 | (37\ SCP) | 16 | 8 | 108 |
| 12 | David Klatt | USA | Jaded | 1 | 13 | 6 | 27 | 16 | 19 | (48) | 2 | 19 | 15 | 118 |
| 13 | Will Welles | USA | Cougar | 19 | 10 | 10 | 15 | 15 | 17 | (35) | 21 | 9 | 17\RDG | 133 |
| 14 | Yon Belauteguigoitia | MEX | Metiche | 17 | 26 | 7 | 20 | 19 | (71\ DSQ) | 8 | 8 | 31 | 9 | 145 |
| 15 | Kenneth Porter | MEX | S | 5 | 9 | 18 | 25 | 12 | 28 | 26 | 22 | 3 | (71\ BFD) | 148 |
| 16 | Tomomi Hat-akeyama | JPN | Gekko | 16\ZFP (32\SCP) | | 17 | 30 | 17 | 11 | 10 | 31 | 20 | 16 | 168 |
| 17 | Per von Appen | CHI | Reloaded | 33 | 15 | 2 | 17 | 9 | 7 | 29 | 39 | (41) | 24 | 175 |
| 18 | Mr Tsuji | JPN | Ripple/Profe | (71\BFD) | 24 | 19 | 42 | 18 | 37 | 5 | 14 | 14 | 11 | 184 |
| 19 | Murrieta / Berho | MEX | GQ | 23 | 31 | 12 | 21 | 13 | (71\ DNF) | 32 | 23 | 26 | 5 | 186 |
| 20 | Bob Harden | USA | Mister Happy | 9 | 7 | 38 | 33 | 38 | (50) | 21 | 3 | 22 | 19 | 190 |
| 21 | Santiago Silveira | URU | Vientos | 47 | 14 | (71\ DSQ) | 22 | 29 | 21 | 15 | 10 | 32 | 13 | 203 |
| 22 | Dag von Appen | CHI | Sebago | 26 | 31\SCP | 21 | 8 | 21 | (71\ OCS) | 11\SCP | 24 | 15 | 71\BFD | 228 |
| 23 | Javier Arribas Leigh | PER | Pisco Sour | 39 | 38 | 20 | 31 | 14 | 29 | 11 | 12 | 35 | (71\ BFD) | 229 |
| 24 | Masashi Hirota | JPN | Parranda | (58) | 29 | 26 | 13 | 26 | 31 | 20 | 36 | 27 | 27 | 235 |
| 25 | Montes/ Zan | ARG | Jobbit 24 | 25 | (54) | 32 | 34 | 22 | 36 | 50 | 15 | 25 | 6 | 245 |
| 26 | Roger Harden | USA | Get'er Done | 41\ZFP | 8 | 13 | 28 | 4 | 40 | 43\SCP | (57) | 39 | 33 | 249 |
| 27 | John Polglase | CAN | Fragata | (71\BFD) | 11 | 50\SCP | 16 | 41 | 1 | 39 | 37 | 30 | 30 | 255 |
| 28 | Turner / Clarke | GBR | Serco Defense | 6 | 28 | 27 | 32 | 35 | (52) | 52 | 30 | 11 | 34 | 255 |
| 29 | Julian Fernandez | MEX | Good Vibes | 15 | 35 | (71\ DSQ) | 38 | 44 | 26 | 3 | 35 | 49 | 23 | 268 |
| 30 | Robert Vulling | MEX | Cero Baro | 48\ZFP | 34 | 39 | 43 | (55) | 35 | 23 | 28 | 6 | 28 | 284 |
| 31 | Diego Garcia Terra | URU | H2GO | 37 | 25 | 14 | 16\SCP | 39 | (71\ DNF) | 43 | 50 | 34 | 32 | 290 |
| 32 | Claudio Cozzi | MEX | Arlequin | 34\ZFP | 23 | 55 | 44 | 52 | 9 | 17 | 32 | (60) | 26 | 292 |
| 33 | Chalmers / Robinson | GBR | Alebrije | 41 | 42\SCP | 28 | 35 | 42 | 27 | (54) | 46 | 8 | 39 | 308 |
| 34 | Michael Whitfield | USA | TMC Racing | 48 | 46 | 22 | 14 | 24 | 34 | 45 | 29 | (63) | 48 | 310 |

Vallarta Yacht Club

2007 J/24 World Championship March 4-9, 2007

| | | | | | | | | | | | | | | |
|----|-------------------------------|-----|----------------------|----------|----------|----------|----------|--------|--------|----------|--------|--------|----------|-----|
| 35 | Robin Avery | CAN | Temptation | 22 | 42 | 24 | 24 | 40 | 49 | 37 | 51 | (56) | 21 | 310 |
| 36 | Javier Velazquez | MEX | Trinquete | (71\BFD) | 17 | 48 | 10 | 56 | 24 | 28 | 71\DSQ | 7 | 51 | 312 |
| 37 | Sargenti/ Di Faria | ITA | El del Mono Azul | 52\ZFP | (71\DSQ) | 34 | 19 | 34 | 41 | 71\DSQ | 17 | 4 | 43 | 315 |
| 38 | Gustavo Coll | URU | Super Machos | 25\ZFP | 39 | (71\DSQ) | 40 | 27 | 13 | 41 | 40 | 45 | 46 | 316 |
| 39 | Keith Whittemore | USA | Tundra Rose | 41*1 | (71*2) | 71\DNF | 71\DNS | 11 | 71\OCS | 40 | 11 | 1 | 1 | 318 |
| 40 | Shuhei Saito | JPN | A Que Si | 45\ZFP | 40 | 43 | 56 | 33 | 33 | (60) | 26 | 21 | 22 | 319 |
| 41 | Manuel Villareal | MEX | Amura | 59\ZFP | 51 | 30 | 41 | 30 | 35\SCP | (71\OCS) | 13 | 44 | 31 | 334 |
| 42 | Alec Hughes | PER | Sea Lion | 57 | 51\SCP | 35 | 36 | 20 | 48 | 19 | 25 | 51 | (71\BFD) | 342 |
| 43 | Jason Decker | USA | Rush (4X4) | 49\ZFP | 33 | 41 | 50 | (58) | 8 | 42 | 44 | 40 | 44 | 351 |
| 44 | Luis Alvarez | MEX | Ta'lento | 32 | 47 | 52 | 39 | (65) | 45 | 62 | 38 | 10 | 35 | 360 |
| 45 | Joaquin Bargallo | MEX | Tenaz | 38\ZFP | 48 | 45 | (71\OCS) | 49 | 46 | 25 | 33 | 37 | 41 | 362 |
| 46 | Hector Guzman | MEX | Tres Velas | (71\BFD) | 53\SCP | 42 | 47 | 31 | 22 | 57 | 43 | 24 | 47 | 366 |
| 47 | Per Hakan Persson | SWE | Front Runner/ Nao | 29 | 44 | 33\RDG | 26 | 48 | 39 | 51 | 55 | (58) | 50 | 375 |
| 48 | ED Leslie | USA | Carisma | 52 | 56 | 51 | 29 | 32 | 51 | 36 | (59) | 46 | 25 | 378 |
| 49 | Gian Maria Pantella | ITA | Capolago | 42\ZFP | 49 | 37 | 53 | (57) | 47 | 38 | 48 | 38 | 36 | 388 |
| 50 | Dennis Gentry | MEX | Terror | (71\BFD) | 27 | 33 | 44 | 37 | 56 | 46 | 58 | 53 | 37 | 391 |
| 51 | Mergenthaler/ de la Madrid | MEX | Jut Tub 2 | (71*3) | 50 | 31 | 45 | 45 | 58 | 30 | 42 | 71\DSQ | 20 | 392 |
| 52 | Mauricio Miranda | MEX | Digger | 58\ZFP | 37 | 23 | 37 | 53\SCP | 38 | 58 | 57\SCP | 43 | (71\BFD) | 404 |
| 53 | Ricardo Brockman | MEX | Ayahootz | 42 | 55 | 49 | 55 | 50 | 20 | 44 | (56) | 55 | 38 | 408 |
| 54 | Peter Colliard | MEX | Kawabunga | (71\BFD) | 45 | 29 | 71\OCS | 51 | 14 | 31 | 45 | 57\SCP | 71\BFD | 414 |
| 55 | Pablo Cervantes | MEX | Besanga | (71\BFD) | 36 | 47 | 62 | 46 | 32 | 71\OCS | 41 | 62 | 29 | 426 |
| 56 | Francisco Guzman | MEX | Zorro | (71*4) | 30 | 46 | 69\SCP | 28 | 55 | 56 | 61 | 33 | 71\BFD | 449 |
| 57 | Sarah Buckley | USA | Chile Manzano | 49 | 58 | 60 | 52 | (66) | 42 | 34 | 60 | 42 | 56 | 453 |
| 58 | Javier Cabillo | MEX | Lata | 54\ZFP | (71\DSQ) | 36 | 71*5 | 63\SCP | 43 | 24 | 63 | 67 | 45 | 466 |
| 59 | Brandon Lambert | CAN | Whiplash | (71\ZFP) | 59 | 59 | 49 | 47 | 57 | 63 | 34 | 50 | 49 | 467 |
| 60 | Luis Morales | MEX | Orion | (71\BFD) | 53 | 71\OCS | 63 | 60 | 15 | 49 | 53 | 61 | 54 | 479 |
| 61 | Tim Bilham | AUS | Asterix | 70*6 | (71\DSQ) | 54\SCP | 46 | 54 | 54 | 55 | 52 | 29 | 71\BFD | 485 |
| 62 | Pablo Gutierrez | MEX | Buddy | (67\ZFP) | 63 | 50 | 48 | 63 | 53 | 53 | 65 | 59 | 42 | 496 |
| 63 | Klaus Wiegandt | MEX | Zephyr | 44\ZFP | 57 | 64 | (71\DNF) | 62 | 30 | 59 | 71\DSQ | 66 | 53 | 506 |
| 64 | Jorge Castillo | MEX | Caspian | 54 | 62 | 62 | 57 | 61 | 59 | (71\SCP) | 67 | 48 | 40 | 510 |
| 65 | Aroldo Di Rienzo | ITA | Jeton | 69\ZFP | 65 | 58 | (71\SCP) | 67 | 60 | 27 | 49 | 54 | 71\BFD | 520 |
| 66 | Bridgit Lane | USA | Juglar | 43 | 60 | (71\SCP) | 58 | 70 | 62 | 65 | 54 | 68 | 55 | 535 |
| 67 | Franco Ambrosi | MEX | Cri-Cri | 51 | (71*7) | 61 | 71\DNS | 69 | 61 | 61 | 62 | 52 | 52 | 540 |
| 68 | Peter Wiegandt | MEX | W | 60 | (71\SCP) | 54 | 54 | 64 | 44 | 66 | 64 | 65 | 71\BFD | 542 |
| 69 | Karla Moreno | MEX | Pipopos One | (71*8) | 52 | 56 | 60 | 59 | 63 | 67 | 68 | 64 | 58 | 547 |
| 70 | Rikki Hornett | BER | Tasmanian Devil | (71\BFD) | 64 | 57 | 61 | 68 | 71*9 | 47 | 66 | 57 | 57 | 548 |

The MAN Roland J/24 European Championship Neustadt, Germany August 2007

Ian Southworth, in Hedgehog, wins the 2007 J/24 European Championship for the third year in succession.

Neustadt sits on the Baltic Coast of Germany, with numerous islands and a fairly shallow sea dominating the race conditions. A pretty town, it benefits from massive investment at Ancora Marina, which has excellent facilities.

Forty-two J/24s made the trip from across Europe to compete for the newly re-presented, **John Adams European Championship Trophy**.

European J/24 Class Associations have purchased an 1830's silver trophy, which is awarded to the top-finishing European boat. The trophy has been additionally dedicated in recognition of the contribution made by Stuart Jardine to the growth of the Worlds most successful One-Design Class.

Two-time European Champion, Ian Southworth, was there to defend the title for a third consecutive year in *HedgeHog*, his 20 year -old, Rogers-built boat.

In conditions ranging from flat calm and 25 degree temperatures, to 27 knots and rain, twelve races turned into a battle between the British crew and a new team from Brazil, sailing a boat built for World Champion, Mauricio Santa-Cruz. Helm, Dan Glomb, had finished second to the current Brazilian World Champion in Brazil's 2007 Pan American Games selection and has entered the World Match-racing circuit.

Day One of the Championship saw tough wind and choppy seas. The inshore course held 3 races with winds ranging from 15 - 25 knots. Conditions were difficult, with shifty conditions and wind moving through 25 degrees. The opening race was won by Glomb of Brazil, in *Bruschetta*; second was Southworth, sailing the Inmarsat-sponsored *HedgeHog*, with the German race sponsor representative, *Rotoman*, taking third place.

Race 2 saw an increase in breeze which set a challenge on the Genoa/Jib transition. Italian helm, Mario Pasquale Di Fraia in *Botta*

Dritta, led from start to finish. Second and third were British sailors, Jon Powell in *Peggy* and Mike Lewis of Britain in *Rumble*.

The wind peaked at 27 knots during Race Three. Southworth gained places to take the lead by the top of the second beat. A downwind battle with Glomb ensued, with Southworth breaking away by 100 yards to the finish, as boats surfed through a disturbed seaway. British fleet newcomer, Gareth Robinson, celebrated his new Sparloft/Ullman rig with a well deserved third place.

At the close of the first day, Glomb led with 7 points, with Germany's Jan Kahler, in *United Five*, on 14 points and Ian Southworth on 16 points.

Day Two opened windy, sunny and demanding of competitors. The short waves and twenty degree shifts made for gains and rapid losses. Race 4 was sailed on jibs with Germany's Carsten Henzel, sailing Manfred Koenig's *Vitesse*, leading the fleet to the windward mark from the favoured left side. Ian Southworth on starboard approach was closely followed by series leader, Dan Glomb of Brazil with a port approach, who tacked under him at the weather mark. Fast racing and surfing conditions, saw Henzel take the gun with Glomb second and Sweden's Marianne Schoke-Holzer third, by a boat length from Southworth.

Race 5 belonged to the Brazilian, who opened a clear lead by the end of the first run, as winds freshened yet again. Glomb was followed by South-

worth, with Britain's Gareth Robinson finishing third.

Race 6 saw a change to genoas and yet again a tactical battle between Glomb and Southworth. On the upwind leg the British boat opened a clear lead taking left-hand shifts to round first and then opening further on the run. Glomb defended a strong challenge from Wenzel to hold second place.

The Committee then opted for a fourth race and after a General



Recall in winds around 12 knots, the fleet got away under Black Flag. Southworth grabbed and extended a commanding lead from Glomb, with Dutch sailor, Ivo Kok, working through the 20 degree shifts to take third place. At the finish, Glomb discovered he had been black-flagged. Southworth's boat was taken by the Measurers for scrutinizing and re-weighing. *HedgeHog* passed all checks.

Southworth, with support from witnesses, considered protesting Glomb for the windward mark incident in the first race. He decided that to do so, combined with Glomb's Black Flag, would eliminate the newcomer from the Championship, so let the protest drop. But overnight Glomb got redress on the Black Flag disqualification and regained the series lead. Southworth dropped to second, with Italy's Mario Pasquale di Fraia third and Gareth Robinson fourth. Dutch sailor Ivo Kok held fifth place.

Races 10 and 11 of the Championships were both postponed from their start times as light, shifting winds continued to dominate. Curiously, the Lifejacket flag flew throughout the day in anticipation of a 30 knot front that did not materialise.

Race 10 finally began after a postponement in the hope of stable winds. Race Officer, Oliver Mose, worked hard to keep the Championship on track but his skills were tested yet again. The day was dominated by 20-25 degree shifts, again from the left of the course. Southworth got away at the start, leading the pack middle and left. Then the wind dropped completely and the leaders ground to a halt, before a shift brought the furthest left boats around the outside of them.

The European Champion found himself rounding in the late 20's. The lead was now held by Jan Hosseman of Germany, in *Panta Rhei*, from Hannes Pagel in *Seglershop*, both having their best race of the week. Third-placed Glomb of Brazil, fouled Di Fraia of Italy as he made a port approach to the weather mark and took a 20% penalty.

The Italian, sailing *Botta Dritta*, held fourth place. Continued shifts led to much place changing and Southworth, worked through to finish 6th just behind Wilcox in *Rotoman*.

Race 11 began in grey skies and light rain. There was a postponement, then a General Recall, followed by a Black-Flag start. There were many shifts with lifts and headers of 20-25 degrees across the course. The lead alternated between Gareth Robinson of Britain, Glomb and Southworth. Following a tacking duel, Glomb split left in a header as Southworth approached the weather mark on a port tack 20 degree lift. As he tacked, he was first headed, then freed and found himself back in 5th place again.

Per Hakan Persson of Sweden now took the lead from Lewis and Glomb. Southworth caught and passed Kok to regain 4th on the run, only to lose it at the finish, as a shift brought the Dutch

sailor through by half a boat length.

Going to the final race, Dan Glomb, not eligible for the European title, held a ten-point lead on Southworth, who in turn had a 42 point lead on third placed Gareth Robinson. Third place among the Europeans was closely fought between Robinson on 74 points; Di Fraia on 77 and Greg Wilcox on 79.

Although Southworth had retained the European Championship title for an unprecedented third year, he considered what to do about the Brazilian sailor. Should he try to attack the points leader and settle it in the Protest Room, or attack and try to get him take a 20% penalty, then regain the lead. Or should he go for a win and hope Glomb scored 12th or lower?

The Race Officer delayed the start to allow the wind to settle, then promptly changed Southworth's options by going straight to a Black Flag start. The British sailor chose to start at the port pin, with the Brazilian heading for the Committee boat. Southworth nailed the line and drove hard towards incoming left-hand pressure. Glomb was caught by the shift and fell back into the fleet.

The now 2007 European Champion was first to the weather

mark, chased by Stefan Karsunke in *Max Bahr*. Glomb rounded ninth and down the run initially fell back to 11th. Southworth and crew completed the final race with a lead of 1 minute 30 from the second boat.

Dan Glomb of Brazil won the regatta with a point score of 26 and was awarded the MAN Roland Open Championship title. Dan Glomb's crew were: Alexandre Mueller (Cockpit), Alexandre Parededes (Tactics), Alfredo Rovere (Pitman) and Pedro Caldos (Bow)

Ian Southworth and his crew won the 2007 J/24 European

Championship as the top European team. He took the title for an unprecedented third year in succession and fourth time in J/24 history. Southworth score included five firsts and two seconds. Second place went Mario Pasquale Di Fraia of Italy, with Gareth Robison of Britain third and Greg Wilcox, sailing *MAN Roland Rotoman* placed fourth overall.

Ian Southworth sailed *HedgeHog*, a 1987 Rogers boat, restored by David Heritage Yachts of Cowes, with Ullman sails designed by Max Skelley of the Maryland USA loft, on a Sparloft New Zealand rig. Dan Glomb sailed *Bruschetta*, a new Italia J Boats hull, with North Sails from San Diego, also on a Sparloft rig. Southworth's crew was: Andrew McLelland (Cockpit), Mike Kyte (Spinnaker), Chris McLaughlin (Tactics) and Mark Hayman (Bow).

The Class was back to its social best throughout the week. The final night saw w an impromptu take-over of the local Italian restaurant, followed by competitive, good humoured drinking at the well-named "Gemutlich" Bar until the early hours of the following morning.



2007 MAN Roland European Championship

24-31 August, 2007

| Pl | Sail # | Boat | Helm | Total Pts |
|----|----------|------------------------------|------------------------|-----------|
| 1 | BRA 46 | Bravissimo | Dabiel Glomb | 26 |
| 2 | GBR 4177 | Inmarsat | Chris McLaughlin | 33 |
| 3 | ITA 460 | Botta Fritta | Pasquale Di Fraia | 82 |
| 4 | GBR 4255 | J-Whizz | Gareth Robinson | 87 |
| 5 | GER 5266 | ROTOMAN | Greg Wilcox | 100 |
| 6 | GER 5412 | Vitesse | Carsten Hensel | 106 |
| 7 | NED 62 | J/spot | Ivo Kok | 113 |
| 8 | GER 5281 | United 5 | Jan Kahler | 114 |
| 9 | GER 5279 | Panta Rhei | Jan Hossemann | 123 |
| 10 | SWE 5330 | Sailing Planet | Marianne Schoke-Holzer | 123 |
| 11 | GER 5282 | quick & dirty | Dirk Strelow | 124 |
| 12 | GER 4230 | Seglershop | Peer Kock | 127 |
| 13 | GBR 4264 | Rumble | Mike Lewis | 128 |
| 14 | GER 5381 | MAX BAHK | Stefan Karsunke | 130 |
| 15 | GER 5269 | 3Chicks2Guys | Jan-Peter Helms | 161 |
| 16 | SWE 4896 | Front Runner | Per-Hakan Persson | 163 |
| 17 | SWE 5368 | SUPERLIGA | Klaus Walkusch | 167 |
| 18 | GBR 4232 | Boomerang | Jim Anderson | 174 |
| 19 | GBR 4268 | Peggy | Jon Powell | 184 |
| 20 | GER 5210 | Gunni | Matthais Garzmann | 222 |
| 21 | GER 4577 | Maitresse | Norbert Marsch | 223 |
| 22 | GER 4495 | Oste Strolch | Peter Langhans | 226 |
| 23 | GER4401 | Stemen Taxi | Henning Baur | 246 |
| 24 | NED 51 | Electromarine Jos van Bortel | Nils Jannichsen | 251 |
| 25 | GER 725 | Four Elements | Michael Kruse | 253 |
| 26 | GER 5316 | Hungriger Wolf | Johann-Peter Huhn | 260 |
| 27 | GER 4236 | Owen's J | Owen Kerr | 279 |
| 28 | HUN 203 | Euphemya | Tamas Madarasz | 279 |
| 29 | GER 16 | Pathetique | Horst Rieckborn | 282 |
| 30 | ITA 427 | EDB-JEBEDEE | Gaglione Luca | 293 |
| 31 | GER 4746 | VEGA Antigen | Stephanie Kopcke | 295 |
| 32 | GER 898 | White Trash | Lars Gibbe | 332 |
| 33 | GER 4221 | GERONIMO | Volker Pump | 342 |
| 34 | GER 1078 | Just for fun | Michael Stamp | 344 |
| 35 | NED 67 | White Moose | Rien van Paridon | 348 |
| 36 | GER 5025 | HeRo | Johannes Hauptmann | 349 |
| 37 | GER 3860 | Elodea | Lutz Kohler | 365 |
| 38 | GER 3634 | Jolly Strolch | Michael Landhans | 385 |
| 39 | GER 3874 | Pfau | Lars Hager | 388 |
| 40 | GER 1184 | Altweiss | Hendrik Lippek | 415 |
| 41 | HUN 22 | Balaton | Annamaria Sabjan | 416 |
| 42 | GER 4403 | New Generation | Nina Bilzinger | 423 |



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Snow Wins North American Championship

M. H. McCarthy - California Y.C.



J/24 Class standout, Chris Snow and *Bogus USA 5208*, won the 2007 J/24 North American Championship with dramatic close racing on the final day of the Championship. The tight racing had Snow, David Klatt on *Jaded USA 1892*, and Pat Toole on *3 Big Dogs USA 2160* within 2.5 points of each other going into the last race.

The final four-legged race was sailed in 6-8 knots and the flat waters of Santa Monica Bay. A general recall flamed the

tension between Snow and Klatt, who resorted to aggressive match racing pre-start maneuvers. Snow won the start and the favored left side, as Klatt was forced to the right and into the fleet. Snow secured the Championship with a 3rd place finish. Snow's winning crew included Nick von der Wense (Annapolis, MD), who called tactics, Brian Bissell (Annapolis, MD) mast, Grain Goepfrich (Lake Tahoe, CA) trim and Andrew Kerr (Seattle, WA) bow.

M. H. McCarthy - California Y.C.





M. H. McCarthy - California Y.C.

2007 J/24 North American Championship California Yacht Club, Marina del Ray July 10-14, 2007

| Pl | Sail# | Skipper Name | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | Points |
|----|----------|-------------------|-------|-----|-------|-------|-------|-------|-------|-------|--------|
| 1 | USA 5208 | Chris Snow | 1 | 6.5 | 2 | 2 | 3 | 5 | [14] | 3 | 22.5 |
| 2 | USA 1892 | David Klatt | 3 | 3 | 5 | 1 | 8 | 1 | 4 | [12] | 25 |
| 3 | USA 2160 | Pat Toole | 5 | 5 | 1 | 6 | 1 | 4 | 3 | [9] | 25.1 |
| 4 | USA 3324 | Ryan Cox | 4 | 1 | 8 | 5 | 4 | [9] | 7 | 1 | 30 |
| 5 | USA 3843 | Keith Whittemore | [25] | 6.5 | 4 | 7 | 6 | 2 | 1 | 5 | 31.5 |
| 6 | USA 5325 | Paul Bogataj | 2 | 9 | 7 | 10 | 7 | [10] | 9 | 2 | 46 |
| 7 | USA 2195 | Chris Raab | 9 | 25 | [25] | 4 | 2 | 3 | 2 | 4 | 49 |
| 8 | JPN 2680 | Makoto Nakano | 8 | 2 | 9 | [12] | 9 | 7 | 6 | 10 | 51 |
| 9 | USA 349 | Sonny Gibson | 13 | 4 | 3 | 8 | 5 | 12 | 10 | [14] | 55 |
| 10 | USA 4906 | Michael Whitfield | 10 | 12 | 14 | 3 | 11 | 6 | [18] | 11 | 67 |
| 11 | USA 1238 | Scott Milne | [16] | 11 | 13 | 9 | 15 | 8 | 5 | 8 | 69 |
| 12 | USA 1898 | Stuart Cramer | 7 | 13 | 11 | [25] | 13 | 11 | 11 | 6 | 72 |
| 13 | USA 1891 | Brian Zimmerman | 6 | 15 | 6 | 13 | 12 | [18] | 16 | 7 | 75 |
| 14 | USA 2223 | Susan Taylor | 11 | 10 | [20] | 11 | 18 | 13 | 15 | 13 | 91 |
| 15 | USA 1380 | Evan Caves | 12 | 8 | 12 | 16 | 10 | 15 | 20 | [25] | 93 |
| 16 | USA 3747 | Michael L Johnson | 15 | 18 | 10 | 15 | 17 | 14 | 17 | [20] | 106 |
| 17 | USA 133 | Scott Tobin | 18 | 16 | 16 | 14 | 19 | 17 | 13 | [19] | 113 |
| 18 | USA 699 | David Witham | 17 | 19 | 17 | 19 | 16 | [22] | 12 | 18 | 118 |
| 19 | USA 3885 | Joan Chandler | 21 | 17 | 21 | [21] | 19 | 19 | 8 | 16 | 121 |
| 20 | USA 2379 | Doug Hosford | 14 | 14 | 25 | [25] | 23 | 16 | 21 | 17 | 130 |
| 21 | USA 346 | Stan Whisenhunt | 20 | 22 | 18 | 18 | [22] | 21 | 19 | 15 | 133 |
| 22 | USA 3745 | Peter Ross | 23 | 21 | 19 | 17 | 21 | 20 | 22 | [24] | 143 |
| 23 | CAN 3375 | Max James | 22 | 20 | 22 | [25] | 20 | 23 | 24 | 21 | 152 |
| 24 | USA 2185 | Pierson Jacquelin | 19 | 23 | 23 | 22 | 24 | [25] | 23 | 23 | 157 |

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The opening ceremony set the stage for a grand event. Plenty of beer, champagne and very good wines flowed, plus superb food extended fun well into the moonlit night.

A photograph of three male tennis players celebrating on a podium. They are all wearing white polo shirts with 'CROATIA' and 'Dimitrijevic' printed on the back. The player on the left is holding a large wooden trophy. The player in the center is holding a silver trophy. The player on the right is holding a wooden plaque. They are all smiling and looking up at their trophies. In the background, there is a black banner with 'CABOI' and 'Inter' visible.

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performance of *Carrera* was defined as he was so far ahead in the standings that he had no need to race on the last day race. This gave a chance for the other crews to excel on Saturday, when the conditions were soft with flat waters and wind a maximum of 14 knots. *Shark* won easily, second *Tsunami* with Diego Cuneo, and in third, the Peruvian Alec Hughes driving the *Peroni Pepper* which was brought specially for him from Uruguay.

The prize-giving ceremony was really a joy, with a brilliant full moon backlighting the country flag masts during the low *Ering* act. Great prizes, including wrist watches and bags containing selections of wines and champagne, were given to the first five top finishers. It is to be pointed out that Matias Pereyra and crew, as winner of the 2007 South American Championship, was awarded a slot to the 2008 World Championship in Italy. He had the merit of winning without being involved in any dispute. Except for the winner, the other four leading boats were newly built boats and the whole fleet appeared in optimal conditions.

Good on-shore management was provided by the club. The Championship was fortunate to have experienced, high-level people involved as authorities. Windy conditions. Good sponsorship allowing for plenty of very good food and beverage. Demanding races and a very high level of competition. All these factors combined to result in a very good Championship.

Principal Race Officer Teodoro Kundig from Argentina provided impeccable good management of the races. A first-class International Jury was composed of Emilio Feliu from Spain, Claudio Ferraz from Brazil, and the Argentineans F. Sanjurjo, L. Velasco and A. Gneri. Very reliable, accurate, and fair measuring work carried out by Gunther Muller from Brazil (assisted by his wife and son) with help of the local measurer Alex Finsterbush. Many thanks to our main sponsor, Berkley International Insurance Company. Again, an all-round, wonderful experience.

Next year the South American Championship should be in Chile or at least on the Pacific coast.



2007 South American Championship

Olivos - Buenos Aires - Argentina

November 17-24, 2007

| PL | Sail # | Helm | Boat | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | PTS | Discard | Net |
|----|----------|---------------------|---------------------|----|----|------|----|----|----|----|----|----|-----|---------|-----|
| 1 | ARG 5194 | Pereira Matais | Carrera | 2 | 1 | 6 | 1 | 4 | 1 | 7 | 4 | 25 | 51 | 25 | 26 |
| 2 | ARG 5398 | Joaquin Doval | U-2 J. Cabot | 3 | 5 | 2 | 5 | 3 | 6 | 5 | 3 | 10 | 42 | 10 | 32 |
| 3 | ARG 5403 | Alejandro Rossi | Shark | 4 | 8 | 5 | 10 | 1 | 9 | 8 | 1 | 1 | 47 | 10 | 37 |
| 4 | CHI 5014 | Dag Van Appen | Sebag | 7 | 2 | 1 | 3 | 25 | 11 | 1 | 6 | 8 | 64 | 25 | 39 |
| 5 | ARG 5396 | Nicolas Rigoni | Luca Vive | 9 | 4 | 4 | 2 | 2 | 7 | 2 | 9 | 25 | 64 | 25 | 39 |
| 6 | ARG 4677 | Juan Grimaldi | Tag Heuer | 5 | 9 | 3 | 8 | 25 | 2 | 3 | 8 | 5 | 68 | 25 | 43 |
| 7 | BRA 46 | Daniel Glomb | Bravissimo | 6 | 11 | 11 | 4 | 9 | 3 | 25 | 2 | 7 | 78 | 25 | 53 |
| 8 | PER 4407 | Alec Hughes | Peroni Pepper | 14 | 7 | 7 | 17 | 6 | 10 | 6 | 11 | 3 | 81 | 17 | 64 |
| 9 | CHI 5224 | Per Van Appen | Punta Fraile | 10 | 6 | 9 | 7 | 13 | 5 | 25 | 5 | 11 | 91 | 25 | 66 |
| 10 | CHI 5371 | Patricio Seguel | Match-Point | 1 | 3 | 25 | 6 | 5 | 14 | 14 | 10 | 18 | 96 | 25 | 71 |
| 11 | URU | Pablo DeFazio | Punta Ballena | 8 | 10 | 25 | 19 | 12 | 4 | 4 | 7 | 25 | 114 | 25 | 89 |
| 12 | ARG 5045 | Fernando Montes | Mataco | 11 | 13 | 10 | 25 | 7 | 25 | 11 | 15 | 4 | 121 | 25 | 96 |
| 13 | ARG 5095 | Pendola Sergio | Cacique | 12 | 12 | 12 | 15 | 11 | 17 | 15 | 25 | 6 | 125 | 25 | 100 |
| 14 | CHI 5223 | Vernon Robert | Black Jack | 18 | 12 | 8 | 16 | 25 | 8 | 12 | 12 | 25 | 136 | 25 | 111 |
| 15 | ARG 5169 | Diego Cuneo | Tsunami | 19 | 17 | 15 | 12 | 10 | 18 | 24 | 20 | 2 | 137 | 24 | 113 |
| 16 | ARG 2753 | Reser Federico | Plan C - Jaimanso | 20 | 22 | 12 | 9 | 17 | 13 | 16 | 16 | 14 | 139 | 22 | 117 |
| 17 | ARG 5164 | Riquelme Pedro | Guerrero Del Viento | 15 | 14 | 14,5 | 21 | 18 | 16 | 10 | 17 | 13 | 139 | 21 | 118 |
| 18 | ARG 5399 | Cubria Mario | Rina | 13 | 25 | 13 | 18 | 19 | 19 | 9 | 13 | 17 | 146 | 25 | 121 |
| 19 | ARG 2759 | Fernando Nandin | Compinche | 21 | 16 | 14 | 13 | 24 | 20 | 13 | 18 | 9 | 148 | 24 | 124 |
| 20 | PER 4915 | Javier Arribas | On Line | 16 | 20 | 18 | 14 | 14 | 12 | 17 | 22 | 15 | 148 | 22 | 126 |
| 21 | ARG 5040 | Vincente Ragognetti | Quinto | 22 | 21 | 17 | 11 | 8 | 21 | 25 | 21 | 12 | 158 | 25 | 133 |
| 22 | ARG 5134 | Roberto Authier | Deep Sump | 17 | 25 | 25 | 20 | 16 | 15 | 18 | 14 | 16 | 166 | 25 | 141 |
| 23 | CHI 5094 | Pablo Cisterna | Tadeus | 23 | 23 | 19 | 23 | 15 | 25 | 19 | 20 | 19 | 186 | 25 | 161 |
| 24 | ARG 4680 | Aveddiz Sahakian | Cala | 25 | 24 | 25 | 22 | 21 | 22 | 21 | 25 | 25 | 210 | 25 | 185 |

South European Championship Souda - Greece

A team of European Class Measurers skippered by Stuart Jardine with Marianne Schoke, Dan Fredskov from Sweden and Mark Penfold from the UK won the Greek Open Nationals and followed up immediately by winning the South European J24 Championship sailed from the Souda Yacht Club in Crete. The teams results were 3 firsts and 3 seconds, discarding a third.

The measurement team had primarily gone out to Crete two days earlier in order to measure the Greek Fleet who had lacked a Class measurer for some years.

Stuart took out his own Hyde Sails as the team had been offered the club's J/24, a 1991 Bashford from Australia, to race in the events. To make up their number the Greek President of the Chania Yacht Club joined the team for the racing.

The hospitality shown by all the Cretian organisers was superb, including Greek dancing competitions, far too much excellent food, copious quantities of beer, wine and raki. A really great Championships setting the scene for an exceptional European Championships to look forward to in 2009.



1st South European J/24 Championship 2007 Souda - Greece

| PI | BN | Sails No | Skippers Name | Yacht | Offshore | R1 | R2 | R3 | R4 | R5 | R6 | -Worst | Total |
|----|----|-----------|---------------------|-----------------|----------|----|----|----|----|----|----|--------|-------|
| 1 | 5 | GBR 4215 | Stuart Jardine | SIMERA | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 3 | 9 |
| 2 | 4 | GRE 45381 | Alexis tagaropoulos | EYNIKH III | 2 | 3 | 2 | 2 | 1 | 8 | 3 | 8 | 13 |
| 3 | 7 | GRE 02 | Dimitris Altsiadis | EYNIKH | 1 | 1 | 11 | 11 | 4 | 3 | 1 | 11 | 21 |
| 4 | 10 | ITA 246 | George Vitsakis | ALESSANDRA | 4 | 4 | 3 | 3 | 9 | 4 | 4 | 9 | 22 |
| 5 | 1 | GRE 5205 | George Perantinos | KIKA | 9 | 6 | 6 | 6 | 6 | 2 | 6 | 9 | 32 |
| 6 | 2 | GRE 752 | Vasilis Kozonakis | NIKOS KOZONAKIS | 5 | 5 | 7 | 4 | 8 | 10 | 5 | 10 | 34 |
| 7 | 8 | GRE 3978 | John Boulgaris | ANIMA | 10 | 7 | 4 | 5 | 5 | 6 | 8 | 10 | 35 |
| 8 | 3 | ITA 437 | Mixalis Ikonomou | NIKOLAS | 7 | 8 | 5 | 11 | 3 | 5 | 9 | 11 | 37 |
| 9 | 6 | GRE 3616 | Nikos Kapelonis | OKYROI | 6 | 9 | 8 | 8 | 10 | 7 | 7 | 10 | 45 |
| 10 | 9 | GRE 007 | Aris Palikaris | MINOAN SPIRIT | 8 | 11 | 9 | 9 | 7 | 9 | 10 | 11 | 52 |

A J/24 Experience in Crete not to be forgotten

By Mark Penfold

As small boat racing becomes a global sport, so the world of sailing becomes increasingly similar the world over. Common regatta and race formats, high standards of sailing, judging and general conduct are positive results of this trend. But it also makes the regatta experience increasingly homogenous – same people, same parties, different venue. Wouldn't it be fantastic to be surprised by an event where the standards of organisation remain high, yet the ambiance is overwhelmingly different?

I was lucky enough to have just such an experience in Crete in November, sailing with Stuart Jardine, Marianne Schoke and Dan Fredskov at the J/24 Southern Europeans in Souda Bay. We teamed up to measure the boats of the Greek J/24 fleet and provide advice and guidance on making them both compliant and fast. We were also given use of one of their Club boats, to sail in the event.

From the moment we left the arrivals hall in Chania Airport, it was clear that this was to be no ordinary experience. Tasos Nikolaou, the Regatta Chairman, took us on a late night tour of the facilities, before introducing us to most of the organising team and to Ouzo, Raki and Mezze in a taverna that was, luckily for us, near to our hotel. A 2 a.m. finish was not the best preparation for measuring boats, but next day the competitors were so friendly, helpful and welcoming that the pace of measurement soon picked up. In two days, we gave all the boats a thorough examination, Stuart providing up to date paperwork and the rest of us generating crib sheets on improving the boats.

Nor did the pace of the hospitality slacken – if anything, it picked up. Lunch breaks at the insistence of the organisers, followed by dinner in the evening were the prelude to a series of social events that left one humbled by the level of commitment and hospitality. After all, this event was "only" a dress rehearsal for the 2009 European Championships.

I was asked several times whether I had been to Greece before – and ended up saying no, despite two enjoyable beach club sailing holidays in that country. The unique hospitality and exceptional kindness of everyone concerned with the event was something completely new, that I have experienced nowhere else – and this despite 20 years of sailing J/24s internationally at many friendly and well managed venues.

There is much work to be done in the next two years for the Europeans in Crete. The organisers have lots of ideas and innovations, matched with even greater energy and commitment. J/24 Sailors the world over, their friends and, indeed, anyone else who wants to sample a totally unique experience, should keep their diaries clear in October 2009 for this event. It promises to be something very special indeed.

Oh yes, and with the help of Manolis Barbopoulos – the President of the Hania YC – we also happened to win the Greek Open and Inaugural Southern European J/24 Championships – just to complete a perfect week. Roll on 2009!

THE MEETING LAKE!



**EUROPEAN 2008
CHAMPIONSHIP**

J/24 19-26 SEPTEMBER
HUNGARY-BALATONFÜRED



www.j24.hu

INVITATION

The Yacht Club of Balatonfüred and the Hungarian Yachting Association invite You and Your crew to the 2008 J/24 European Championship.

2008 International J/24 Women's Open Championship

June 26-29, 2008

Beverly Yacht Club | Marion, Massachusetts

U.S. J/24 Fleet 16 and Beverly Yacht Club invite you and your crew to the 2008 International J/24 Women's Open Championship. The regatta will be sailed on the waters of Buzzards Bay, adjacent to Sippican Harbor and Marion, Massachusetts.

World Qualifying Berths

A total of two (2) berths to the 2009 J/24 World Championship, scheduled for 7-15 May 2009 in Annapolis, Maryland, United States, will be awarded at this event in the following order:

1. The top-finishing, not previously qualified primary helmswoman who is a current member of any NJCA as recognized by the International J/24 Class (including the USJCA) and meets all other eligibility requirements will earn a berth to the 2009 J/24 World Championship. This berth is allocated by the International J/24 Class and is available to sailors from any country. Once this helmswoman is determined, she will be considered "previously qualified" for the purpose of allocating the next berth as defined in 2, below.
2. The top-finishing, not previously qualified primary helmsperson who is a current member of the USJCA and meets all other eligibility requirements will earn a berth to the 2009 J/24 World Championship. This berth is allocated by the USJCA.

Organizing Authority

The Organizing Authority is the U.S. J/24 Fleet #16, the U.S. J/24 Class Association and the International J/24 Class Association. Beverly Yacht Club is the host.

Venue

Beverly Yacht Club in Marion, Massachusetts USA will be the host club and headquarters for the event. Racing will take place on the waters of Buzzards Bay, off Marion, MA. The center of the racing area is located approximately .8 nautical mile at a bearing of 170 degrees magnetic from Bird Island, just beyond the exit from Sippican Outer Harbour.

Eligibility and Entry

The regatta is open to J/24 Class boats as defined by the IJCA Rules and crewed entirely by women. The Helm must be either a national or resident, and a member of the National J/24 Class Association of the country they represent. Boats must complete the registration process and pay all required fees to be considered eligible.

The entry fee will be \$375.00USD if received by June 5, 2008. A late registration fee of \$50.00USD will apply to entries received after June 5, 2008. The entry fee includes launching and hauling, dinner on Friday and Saturday evenings and light fare at the Awards Ceremony on Sunday.

Accommodations

Private housing with host families for crews will be assigned on a first-registered, first-served basis. Every effort will be made to accommodate all entrants. Competitors will be asked to car pool from their lodgings as much as possible to minimize parking in the residential areas of Marion.

Schedule

Thursday, June 26

- 0900-1700 Check-in, Registration, Crew Weigh in
Beverly Yacht Club
0900-2000 Launching, Trailer Storage, Burr's Boat Yard
1800 Welcome GathEring

Friday, June 27

- 0700-0830 Registration, Crew Weigh in Beverly Yacht Club
0830-0900 Competitor's Meeting, Beverly Yacht Club
1100 Warning Signal - 1st race of the day
Additional Races to follow
Beverly Yacht Club Race Area
1800 Friday Night Buffet, Private home

Saturday, June 28

- 1000 Crew Weigh-in
Warning Signal - 1st race of the day
Additional Races to follow
Beverly Yacht Club Race Area
1800 Saturday Evening Buffet, Private home

Sunday, June 29

- 1000 Crew Weigh-in
Warning Signal - 1st race of the day
Additional Races to follow
Beverly Yacht Club Race Area
1330 No races started after 1330
After racing Awards Ceremony - Light fare, cas bar
Beverly Yacht Club

Transportation and Directions

The Marion area is served by two major airports: Logan International Airport in Boston, MA, and T. F. Greene Airport in Providence, Rhode Island. Both airports are serviced by major airlines and rental car companies. Logan International Airport has direct flights to and from almost all major destinations, worldwide. T. F. Greene Airport has service to all major North American destinations with connecting flights to major foreign airports. *DRIVING DIRECTIONS* and maps are available on the event website.

Charter Boats

The Regatta will be sailed on a bring-your-own-boat basis. There may be a limited number of charter boats available. The Organizing Authority will provide assistance on a best efforts basis to connect those wishing to charter and owners willing to charter. Charter boat priority will be given to non-North American teams until April 1, 2008. Interested parties should contact the Regatta Chair listed below as soon as possible.

Information

Chair: Nanna Buckley Email: nanna.blueocean@earthlink.com
Event Website: www.j24womensopenchampionship.com
Tel: 508-748-2342 Cell: 508-979-9612 Fax: 508-748-2971
Fleet Website: www.j24fleet16.com
Marion, MA Website: www.southcoastnavigator.com



**NORTH AMERICAN
CHAMPIONSHIP**
LAKE MINNETONKA, MN

CELEBRATING 30 YEARS
1978-2008

NORTH AMERICAN CHAMPIONSHIP
SEPTEMBER 8-12, 2008
LAKE MINNETONKA, MN

30th Anniversary

2008 J/24 North American Championship

Wayzata Yacht Club | Lake Minnetonka, MN | September 8 – 12, 2008

www.j24northamericans.com/sail or www.wyc.org/j24

Invitation to Race

Wayzata Yacht Club and J/24 Fleet 1 of District 15 invite you and your crew to the 2008 J/24 North American Championship. This regatta will be sailed on Lake Minnetonka in Minnesota.

Location/Accommodations

Wayzata Yacht Club is located in the city of Wayzata, Minnesota, just minutes west of downtown Minneapolis. We will offer no-cost housing for our out-of-town teams with local sailors and club members, on a first come, first served basis. There are also many hotels and motels in the area, some of which are listed on www.j24northamericans.com. Minnesota also has many attractions for family members, such as the Mall of America, vibrant downtown theater district, great dining and museums.

Entry

The early entry fee will be \$375 USD per boat received before August 1, 2008; \$425 USD after August 1, 2008.

Preliminary Schedule

| | | |
|-------------------------|---|--|
| Friday, August 1 | 2400 hours | Entry Deadline |
| September 5 – 8 | 0800 – 1800 hours | Boat weigh-in and measurement by appointment only |
| Friday, September 5 | | U-Gotta Regatta, District 15 Championships, Early registration <i>(All are welcome to participate in this tune-up event for the 2008 North American Championship.)</i> |
| September 6 & 7 | | U-Gotta Regatta |
| Monday, September 8 | 0800 – 1700 hours 1400 hours 1800 hours 2000 hours 2200 hours | Registration, sail measurement and crew weigh-in Warning signal for practice race Skippers' meeting Evening social Entry deadline Deadline for boats to be in the water |
| Tuesday, September 9 | 1100 hours | Warning signal for 1 st day of races, After race social |
| Wednesday, September 10 | | Further races as announced, After race refreshments |
| Thursday, September 11 | | Further races as announced, After race social |
| Friday, September 12 | 1300 hours TBD | Further races as announced No race after original warning signal Closing ceremonies |



2009 J/24 World Championship

Annapolis, Maryland USA

April 30 - May 8, 2009

ORGANIZING AUTHORITY

The Annapolis Yacht Club, the International J/24 Class Association, the US J/24 Class Association and J/24 Fleet 8 in Annapolis will be the Organizing Authority.

LOCATION

The regatta will be sailed on the waters of the Chesapeake Bay near Annapolis, Maryland. Annapolis has a rich nautical history and is the home of the United States Naval Academy. Annapolis is just 30 miles (48 km.) from Washington, DC and Baltimore, Maryland. Transportation and accommodations information will be available on the regatta website.

SCHEDULE

| | | |
|-----------|----------|---|
| Thursday | April 30 | Measurement and Registration |
| Friday | May 1 | Measurement and Registration |
| Saturday | May 2 | Measurement and Registration |
| Sunday | May 3 | Measurement and Registration Practice Race Opening Ceremony Cocktail Party |
| Monday | May 4 | Racing and Post Race Socials |
| Tuesday | May 5 | Racing and Post Race Socials |
| Wednesday | May 6 | Racing and Regatta Dinner |
| Thursday | May 7 | Racing and Post Race Socials |
| Friday | May 8 | Racing Awards and Closing Ceremony Cocktail Party |

CHARTER BOATS

The US J/24 Class Association and J/24 Fleet 8 in Annapolis will assist competitors in finding charter boats through the regatta website. The deadline for requesting assistance and posting boats for charter will be announced on the regatta website.

SHIPPING

The Port of Baltimore is the closest international harbor for those who prefer to ship their own boats rather than charter. Shipping information will be available on the regatta website.

CONTACTS

Regatta Chairmen:

Angelo Buscemi ajbuscemi@aol.com
David Malkin david.malkin@verizon.net

US J/24 Class President
Paul Scalisi scalisi@mshcc.org

www.J24WorldChampionship2009.com



AUS-JCA—AUSTRALIA

By Alister Morison, Class President



2007 Australian Championships

Sailing on Sydney Harbour in the 29th International J/24 Australian Championship, Sean Kirkjian RPEYC (NSW) sailing *Death Star* AUS145 had to wait until the last race of the 10 race regatta to secure the title from the 2006 Australian Champion, Sean Wallis RPYC (WA) on *Golder.com* AUS190 by 2 points. Ben Lamb on *Kaotic* AUS160 finished 3rd, a further 9 points behind and well ahead of the rest of the field.

Kirkjian sailed a consistent regatta with five 1st and two 2nd places. Ben Lamb and Wallis both pressed hard with both Seans on level points after Race 6. *Death Star* secured a win in Race 7 with *Kaotic* 2nd and *Golder.com* back in 5th place. *Death Star* consolidated with another win in Race 8 with *Golder.com* 2nd and *Kaotic* in 3rd to go back to the MHC beach with a comfortable lead. A bad race for *Death Star* in Race 9 opened the door for Wallis, only to have it slammed shut again after Kirkjian came out fighting in the 10th and last race to win and take the title after some pre-start match racing with Wallis.

Sixteen boats competed in the Championship hosted by Middle Harbour Yacht Club from 8th – 12th January 2007 on Sydney Harbour. The regatta was sailed in a variety of conditions including light South Easters on a large swell as the fleet sailed across the Sydney Heads and 15 – 18 knot North Easterlies sailed off Point Piper on flat waters further up the Harbour.

The racing was highly competitive with many tight finishes. The racing conditions were excellent and the race management team of John Hurley and Ken Mascord set very fair courses and great start lines. Ken Mascord knows the fleet well, recalling that his race management career began with the first J/24 Australian Championships also run out of Middle Harbour in 1979.

The class president, Alister Morison said "the regatta was a huge success with top racing and a great social program. It was good to see new boat owners joining the fleet as it rebuilds after the World Championships hosted in Melbourne last year."

South Australia

The fleet continues to grow in Adelaide, which will host the 2009 Australian Championships.

High winds caused absolute havoc in October's racing from the Cruising Yacht Club of SA with winds recorded reaching up to 50 knots. Competitors in the club racing found the conditions very difficult and unfortunately a water spout hit two J/24's resulting in the sinking of *Fun2* (ex *Mr Bridger*) and *Kaizen*. (see next page)

For Alyn Stevenson's *Fun2*, an Italian built boat with sealed buoyancy tanks, the boat was retrieved later that evening and was reported safely back on its trailer not long after. News was worse for *Kaizen* which was being sailed by Brett Yardley; it was washed ashore at Taperoo Beach missing a keel and rig - a total write-off. Both sailors have many years experience; however, nature respects no qualifications as these two South Aussie sailors came head to head with nature resulting in the sinking of two boats in minutes.

SA J/24 fleet requires all crew members to be wearing PFDs at all times and this seems to have been a prudent decision. No crew members were reported injured.

NSW Spring Regatta

One of the best in years! Eleven boats competed in the NSW J/24 Spring Regatta event hosted by Gosford Sailing Club under blue skies on the flat Brisbane Waters. A challenging but rewarding westerly blew on both days of the event held over the October long weekend. Eight races were sailed over the two days in the short sprint style adopted at this regatta which is generally regarded as a good training weekend. The races lasted approximately 35 minutes each, so the fleet stays quite close together.

Doug McGain sailing *Code Violation AUS186* produced 6 wins, a second and dropped the 3rd place to win the regatta convincingly. Sean Kirkjian helmed the *Pacific Sailing School Starpac AUS206* team into 2nd on count-back from Alister Morison on *Bruschetta AUS208* finishing 3rd. Doug McGain made the most of his boat speed and the shifty conditions to recover on several occasions from the middle of the fleet as changes in pressure and direction handed out get-of-jail cards.

Pacific Sailing School entered five boats in the regatta, with the students making the most of the weekend with a sail up the coast from Sydney on the Friday and back on the Monday in fairly strong conditions.

Michelle Warner was presented the Pacific Sailing School Woman on Water Award for her contribution to and enthusiasm for J/24 sailing. Michelle was a student of the Pacific Sailing School, has a part share in a J/24, has sailed in two J/24 World Championships and is a crew member on *Wildfire AUS193*. Michelle has assisted at regattas and is a contributor to the class.

NSW State Titles

The Royal Australian Navy Sailing Association hosted the 2007 NSW State Championship in November on Sydney Harbour, close to two of the famous Australian icons, the Bridge and the Opera House. Close racing was the best description of the regatta sailed in conditions ranging from 8 to 25 knots on Sydney Harbour. Regatta winner, Sean Wallis on a local chartered boat, named *Fried Dog Snot AUS196* for the occasion, sailed a consistent regatta, keeping his score sheet free of large numbers in the six race, no-drop series. John Crawford sailing *Innamincka AUS172* also stayed out of trouble to come in second and Ben Lamb on *Kaotic AUS160* third.

Pizzas and cold beer out front of the RAN Sailing Association over looking the Sydney Harbour Bridge and Rushcutters Bay followed the great racing. Lots of war stories. Lots of beer.

Victoria is slowly recovering from the effort put into the Melbourne Worlds in 2006, with a core fleet sailing at the club level.

2007 Champions

Australia – Sean Kirkjian

NSW – Sean Wallis

Victoria – David Suda

SA – Alyn Stevenson

WA – Sean Wallis



2008 Australian Champion Sean Kirkjian and the crew of *Death Star*

High Winds Cause Havoc in Adelaide

The Sinking of J/24s Kaizen and Fun2 on 27/10/2007

By Alyn Stevenson

27 October, 2007 - North Haven, South Australia - High winds caused havoc during a Saturday club race at the Cruising Yacht Club of SA. The day started with the winds at 8 to 12 knots from the north. Everyone was keeping an eye out for inclement weather that may appear.

J/24s, *Fun2* owned by Alyn Stevenson and *Kaizen* sailed by Brett Yardley, went around the leeward mark in front for the second time. About 200 meters up the course they saw J/24 *Good Company* flattened by a squall.

The two boats sailed back towards the harbor after being informed that the race had been abandoned. Being close and to windward of *Kaizen*, *Fun2* decided to fall back and bear away to keep plenty of distance from *Kaizen* in case a squall came.

As the boats were reaching away, the weather to windward had to be about 8-knots. Then all hell broke loose. Suddenly, the boats were in 50 knots plus and flipped upside down in seconds.

Alyn Stevenson of *Fun2* said, "The most unusual site was that I could see the breeze line as a circle around us and the water was foaming as I had never seen before. At the time, I did not realize we were in the twister."

Stevenson continued, "With the boat upside down, we got all the crew clear and in a group ready to be picked up. *Fun2* came back up to 90 degrees then went down stern first. The 3 flotation tanks held her up by the bow. Meanwhile, we noticed that *Kaizen* had sunk and only the tip of the mast could be seen."

A number of large yachts came close by to render assistance and all crews were out of the water within 10 minutes.

Kaizen had a buoy attached to the mast as a marker and was abandoned. *Fun2* had a line attached and was slowly towed by the push pit back to the Club. Once at the club, many members helped with the re-floating and pumps. Half an hour later, *Fun2* was back on the trailer.

Fun2 suffered about \$18,000 in lost or damaged gear. The rig and hull came away unscathed.

Kaizen was less fortunate. The following day saw 45 to 50 knot breeze with 3 meter plus seas. She was destroyed in the surf on the beach.

Back on shore, the crews learned that there had been 5 twist-ers, and one had come down directly on the two J/24s. As a result of the sinking, the entire fleet is looking at putting sealed bulkheads in their boat as the difference between *Kaizen* and *Fun2* was that *Fun2* had sealed bulkheads, which saved the boat from destruction.

The real blessing was the *New Rules*, instigated 5 weeks earlier, requiring J/24 crews to wear PFDs at all times. The rules proved to be a great decision and certainly helped with all crew coming away unscathed.

The key safety elements to come out the sinkings were that all the crew remained calm and all moved clear of the boat to be retrieved by rescuers.

Much thanks was extended to all those from the Cruising Yacht Club and the Royal South Australian Yacht Squadron for their assistance.



BER-JCA—BERMUDA

By Tom Quinn



Tom Quinn

News from the Bermuda J/24 fleet

This year saw the Bermuda J/24 Fleet active in several regattas. Firstly, Rikki Hornett sailed in the J/24 Worlds in March in Nuevo Vallarta in Mexico. Then we had Bermuda International Race Week in April/May (full story below), and in August, Trevor Boyce finished third in the Second Annual Dennis Conner International Yacht Club Challenge at the Manhattan Sailing Club in New York. In November the CCS Group J/24 Nationals took place - 16 boats competed for the National title, which was won by defending champion Luis Chiapparro, with Trevor Boyce finishing one point behind for the second year in a row.

Bermuda International Invitational Race Week 2007

Bermuda Race Week has become a real institution in the sailing calendar, and this year proved to be no exception. We had some familiar faces - Stuart Jardine from the UK being the most familiar - and some new crews - including two from Shediak, New Brunswick, Canada.

The first day of racing in International Race Week 2007 saw consistency paying off for two of the J/24 crews - local boat *New Wave* with Trevor Boyce on the helm, and Stuart Jardine from the UK sailing on *Gripper*. Both had great starts to the regatta finishing the day with 3 points apiece after 2 races.

The forecast for Day One was 10-15 from the southwest building to 15-20 later in the day. After some hairy maneuvers off the dock and engine trouble for some boats causing difficulties getting to the start line, the RC set a 2 lap course. At the first start, Stuart Jardine got away well, as did Jamie Storey on *Erin*. Both boats seemed to be moving quickly through the upwind tacks. Trevor Boyce was also doing well. Playing the shifts was definitely the order of the day. On *Sadiqi* we were up in the mix and after the first downwind a gap started to form between the front 4 boats and the rest of the fleet. Trevor Boyce was in a commanding position and Stuart Jardine had managed to consolidate second spot. *Sadiqi* managed to edge ahead of *Erin* on the second upwind and rounded the mark in third. That is how the first race finished.

There was little time for pleasantries or a full lunch before the start of the second race (unless of course you were Dale Robertson on *Solaise*). Race 2 was another 2-lapper. The second start was a bit of a melee, with Trevor Boyce over early and having to go back,

and a whole lot of "faffing" (technical term) happening in the middle of the course. Trevor went back and managed to get clean air to claw his way back to second behind Stuart Jardine after the first upwind leg. After that it was anyone's game - with the next 4 or 5 boats bunched relatively closely.

The bow on *Jezebel* was crying "starboard" at every boat within a 50 boat length distance from them, causing some confusion and the odd panic tack on several boats. On *Sadiqi*, some schoolboy errors on the winches (from yours truly) pushed us down the fleet to the rear end of the pack. Our next upwind gained us 4 spots and we were at least back in the mix. In front of us, Caroline Muselet on *Cyclone* seemed to be finding her groove, as was local J/24 Class John Nicholls on *Siren*. At the finish *Gripper* finished first, with *New Wave* in second.

So Trevor Boyce had a great start to the regatta with a 1-2 on local boat *New Wave*, with Stuart Jardine on *Gripper* finishing the day with a 2-1. Jamie Storey and his *Shediak* crew on board *Erin* had a good day, whereas his brother Brien seemed to struggle with the upwind legs and their shroud tension. *Carla Dale* was slightly off the pace, and Dale Robertson had a late start to the second race but did get to finish his sandwiches.

Day Two of International Race Week 2007 saw Stuart Jardine and his crew on *Gripper* consolidate their lead with a consistent performance.

The Day Two forecast was for 15-20 knots out of the west clocking to NW 10-15. The sun was shining as we made our way out to the race course, to find *Cleo* tucked away below Pearl Island and 2 windward marks set, one so far away I think it was in South America.

The sequence was Etchells - J/24s - IODs - 105s. We watched keenly as Peter Bromby wound up for the first Etchells start at the favoured end. Then it was our turn for a 2 lap affair. It was a relatively clean start unless you were Brien Storey on *Shogun*, who was called OCS and did not go back, despite all the shouting. We bailed out of the melee into clean air and managed to catch a good set of lifts to be in a good position at the first windward mark with *New Wave* and *Gripper*, who seemed to be match racing. The numbers called for an early gybe, which gave us clear air as the Etchells ploughed down from their longer course and started mixing things up. We managed to get to the downwind mark around the front of the pack and sailed a good upwind to be in contention with *Gripper* on the final downwind. We played the shifts and managed to sneak clear by half a boat length, which we held until the finish. Trevor Boyce finished third.

The second race was another 2-lap affair. We started with clear air and managed to get a good lift on the left. *Gripper* was looking way down, and *Solaise*, with Erik Koppernaes helming in a neck brace, was flying. On *Sadiqi* we played some great shifts and managed to sneak ahead of them. Again, we were in contention, but Stuart Jardine was not giving up. At the first windward mark it was again a question of avoiding the Etchells on their run. We steered clear, as did *Gripper*, but some of the other J/24s in the fleet managed to get caught in the mix. Now it was interesting - we were sailing against J/24s and Etchells. We looked to be in a commanding position on the next upwind but *Gripper* clawed her way back and

managed to get inside us as we tacked for the windward mark. They rounded first and as we searched for shifts they got away from us. Behind us, *New Wave* and *Siren* were coming on strong, and as we hit a flat patch in the middle they began to challenge. *Siren*, going left, was coming in at speed at the finish, but we managed to hold them off by no more than a boat length for second place behind Stuart Jardine. *New Wave* finished close behind *Siren* for fourth spot.

The wind shifted and more faffing about ensued with the RC. They were providing some light entertainment over the VHF channel as the mark boat picked up the mark still being used by the 105s, who by this time were sailing to Miami and back. It went back in time for the 105s mark rounding.

The final race of the day was another 2-lapper, for a change. Another clean start saw us trucking down the left with *New Wave* and *Siren*. We managed to pinch up on *New Wave*, to their consternation, and put ourselves in a good position on the left. Unfortunately, the right side of the course was favoured, and *Papillon* and *Gripper* (who else?) were out there at speed. They rounded the first windward mark together, but *Papillon* got their chute flying quicker for an early advantage. *Gripper* then outfoxed them on the gybes and was back in the lead. Behind them, *Solaise* were going like a bullet and we were in there too. The second upwind saw the breeze drop slightly, and we managed to sneak ahead of *Solaise* and *Papillon* into second, with Stuart Jardine out in front. The final downwind saw the breeze drop out in the middle, where we were, and *Solaise* capitalised and nipped in at the committee boat to grab second by a whisker. We took third spot with *New Wave* not far behind.

So Stuart Jardine on *Gripper* finished the day with a 2-1-1. *Sadiiqi* led the local boats for the day with a 1-2-3, with *New Wave* close behind with a 3-4-4. Behind those three there is a pack of boats closely bunched.

The third day of Race Week saw some changes in the race results to shake up the fleet. Stuart Jardine still held the lead but it is narrowed after the first drop is taken into account. Jamie Storey has a solid day to take over fourth behind the two Bermuda boats *New Wave* and *Sadiiqi*.

The order of racing for Day Three was changed, with the Etchells off first, J/24s second, then IODs and 105s last. As we started for our 2-lap race, the wind was shifting around, causing us to adjust our numbers several times. We had a clean start, and some of the fleet headed left, some right. *Gripper* was flying, and we were trucking along too. *Papillon* were up in the mix, and Jamie Storey on *Erin* was sailing well. At the first windward mark Stuart Jardine was in the lead, and increasing that lead convincingly. Behind him Trevor Boyce on *New Wave* had read the shifts well, and *Sadiiqi* were sitting third. Those positions were cemented on the second leg, and the race finished *Gripper*, *New Wave*, *Sadiiqi*, with *Papillon* gaining a creditable fourth. Jamie Storey took fifth on *Erin*, sneaking in at the pin to get ahead of *Jezebel*, who had a good race.

The second race saw some breeze changes and some delays, but all credit to the Race Committee for straightening up the line and ensuring that we were sailing a good course. We had another



Tom Quinn

clean start and went left. *New Wave* were with us, and *Gripper* went right. We got some great lifts up the course, and rounded the windward mark in a good position. Behind us, *Siren* seemed to have found their form, and Jamie Storey was going well again. Stuart Jardine seemed to get caught in some traffic and was languishing in a position unfamiliar to the crew (i.e. not first or second). A solid downwind saw Trevor Boyce add some gains, and the fleet began to bunch up slightly. On *Sadiiqi* we

went with the shifts and managed to creep up on *New Wave*, and John Nicholls on *Siren* was sticking close. Behind *Siren* a group of boats were vying for position - there were some big ducks and some shouting as boats tacked on each other. We were glad to be clear. The final downwind saw no changes in the front three, so *New Wave* led *Sadiiqi* then *Siren* over the finish line.

The third race saw the tables turned. *Gripper* was over early and went back. On *Sadiiqi* we went right, and *New Wave* went with us. As we looked back Stuart Jardine and crew were again in a position unfamiliar - at the back - but they were not giving up. As we headed right and looked across the course, we realised that



Tom Quinn

the left was massively favoured. We watched *Solaise*, *Cyclone*, *Erin* and *Jezebel* trucking up the course with massive leads over the righties. From that point onwards it became tough to catch them. The first downwind saw the J/24 fleet merging with some Etchells and 105s. That caused some issues, but towards the back of the fleet we could only watch as the leading boats maintained their lead. As we approached the turning mark it became apparent we were entering the "melee", as we call it on *Sadiiqi*. That is never a good thing. And so it proved to be. *Siren* went inside, *Papillon* on top of them, and we squeezed in between them and *Shogun*, who were sailing with three. At the mark *Siren* fouled *Papillon*, we fouled *Papillon*, and both of us did turns. That left us both at the back. Up front, *Solaise* was trucking again, and Caroline Muselet was doing well to maintain her second place. *Erin* and *Jezebel* were still duking it out, and Trevor Boyce had made some great gains to be back in the front half of the fleet. Stuart Jardine not far behind after a great recovery - he had managed to avoid the melee. Dale Robertson/Erik Koppernaes took the bullet, Caroline Muselet on *Cyclone* grabbed a great second spot, and Jamie Storey proved to be consistent again with a third. A great flip-flop result for the fleet.

That left Stuart Jardine in the lead before the lay day with 13 points, but at least his crew had proven that they are not infallible. Trevor Boyce had a good day with a 2-1-5 and is four points adrift, with *Sadiiqi* in third, a further three points back. Jamie Storey takes over fourth after a great day (5-4-3).

On Day Four of Race Week, Stuart Jardine consolidated his lead with 2 bullets and a second. Trevor Boyce was still in second place, with Pete Ramsdale in third. Behind the top three, the pack is shuffled as Jamie Storey had a bad day and Caroline Muselet and *Carla Dale* have good ones.

The forecast for Day Four was 5-10 knots WSW. As we made it into the Great Sound it was a solid 10 knots. Racing got off with a course 2 set for the J/24s. The first start was clean, and ended up with the top three boats on the left of the course. *Sadiiqi* hung out longer and rounded the weather mark in top spot, with *Gripper* and *New Wave* close behind. Jamie Storey, who had done so well the day before, did not seem to be going as fast; neither did *Solaise* with Erik Koppernaes at the helm. *Papillon* and *Cyclone* were both speeding along upwind. *Sadiiqi* maintained their lead through the first downwind and up the next upwind until the top of the course, where a left shift favoured *New Wave* and *Gripper*, who got ahead round the mark. *Gripper* edged out in front for the bullet, as *Sadiiqi* tried to overhaul *New Wave*. *Cyclone* took a left course downwind and saw some great gusts, enabling them to catch and pass *New Wave* and *Sadiiqi* at the line for second.

The second race was another 2-lap affair. It would have been



Tom Quinn

perfect for *Sadiiqi* at the pin end if it had not been for Stuart Jardine on *Gripper* edging in and then pointing up "like a big pointy thing" - pointing high but still going quickly. *New Wave* were going well again, and *Carla Dale* on *Papillon* had the boat going like a train. *Cyclone* were having some issues after their second in the first race, and were back in the pack. At the first mark rounding it was close, with the top three boats all in touch. In the pack behind there was much shouting in the melee. Trevor Boyce eked out a slender lead on the next upwind/downwind set of legs to grab a great first, with Stuart Jardine just behind.

Papillon was sneaking ahead of *Sadiiqi* until a starboard gybe manoeuvre allowed Pete Ramsdale to take third spot. Behind *Papillon*, *Solaise* were next over the line.

Race Three was delayed slightly as the RC sent the IODs off before us. That provided much amusement as 5 of the IODs managed to start on the wrong side of the committee boat - not a great tactical play. Then we were off for the final race of the day and the penultimate race of IRW2007. On *Sadiiqi* we struggled early on as we were trapped behind *Papillon*

and unable to tack. *Cyclone* was inside us going well, with *Gripper* also going strong. At the first mark rounding *Sadiiqi* had a starboard situation with port tacker *Shogun* who failed to tack away causing us to crash tack and lose several positions. As we finally rounded the mark we were at the back of the fleet. The downwind saw us pick a left shift and manage to move ahead of 2 boats, and then a starboard gybe allowed us to get past Jamie Storey on *Erin*. We were back in the mix now. In front, Stuart Jardine and *Carla Dale* were fighting it out with *Solaise* and *New Wave* behind them. The final upwind/downwind saw those positions cemented, with Stuart Jardine taking the bullet, *Carla Dale* taking second, Trevor Boyce third and Dale Robertson/Erik Koppernaes fourth. We were running downwind alongside *Cyclone* and managed to sneak in ahead of them at the pin for 5th.

The final day forecast - variable. When the forecasters talk of variable, it normally only means one thing - flat calm. As we headed out for the final race of IRW2007 on Friday morning, the breeze was more like 8-10 knots, and the sun was shining, despite reports of rain. The assumption was that the scheduled one race only would mean a relatively short day on the water...if only that were true.



Tom Quinn

In the Great Sound there were some ominous black clouds in the sky to the North. On *Sadiqi*, we looked at them and hoped they were moving away from us. After a beat upwind to take some numbers, then a run downwind to make sure everything was working, we checked in the RC and noted the "W" on the course board.

The RC switched the order again, scheduling the IODs to set off first before the J/24s. Some of the IODs assumed that they would be racing in the usual order and were still halfway up the course practising when their warning gun went. Off went the IOD crash boat to let them know the good news. Fortunately for those crews, the wind switched a full 180 degrees halfway through the starting sequence, forcing the RC to fly the AP flag and wait for the wind to settle.

And so began the faffing. We waited. The rain came in - hard - sucking all the wind out of the clouds. It began to get quite chilly, a real change from the previous 4 days of racing. The RC eventually set a new course, but by now the wind had dropped to variable. Off went the IODs, and we were up. At the start we managed to foul the pin on *Sadiqi*, and did turns before setting off right behind *Gripper* and *New Wave*, the top 2 boats. On the left, *Siren* was going well. *Cyclone* came across to the left and seemed to have relatively good speed in the small shifts. The rain stopped for a few minutes, but then started again as we eventually neared the mark. Brien Storey on *Shogun* had stayed left and was doing well, but *Siren* and *New Wave* were the front 2 boats at that point. The downwind was agonising - the rain was making the sails wet and heavy, and in the little breeze boats were struggling to keep their chutes flying. Dale Robertson on *Solaise* was sailing some hot angles to maintain speed, as was Caroline Muselet on *Cyclone*. In the downwind Trevor Boyce read the shifts well and seemed to get ahead. When we reached the turning mark most of the fleet was

ahead of us. My sunglasses were fogged up and taking them off was worse because the rain was falling *DIRECTLY* into my eyes as I looked up at our wet red spinnaker.

Around the mark we went left to try and chase some breeze. The breeze picked up slightly and we saw our best speeds of the day. We managed to overhaul a couple of boats on the upwind, and on the downwind a few more, including *Siren*. At the front the RC had shortened the course so we were not going to have to hook round for an upwind finish. Apparently, the crew on *New Wave*, leading at the time, did not notice that and shaped up for another upwind, letting Stuart Jardine on *Gripper* sneak in for a bullet - a great result considering the fact that he was languishing in 6th or 7th on the previous leg. Dale Robertson finished strongly despite some discussion about *Solaise* hitting a mark. Brien Storey on *Shogun* had his best result of the week in the wet, windless conditions.

Then it was back to the RBYC with ice creams on the way in the rain. Crews dried off under cover as the RBYC staff prepared for the prize giving. Stuart Jardine and crew cracked a bottle of bubbly to celebrate their decisive victory. By the time the prize giving began the weather had brightened up.

Bermuda skipper Pete Ramsale and crew received their third place prizes, followed by another local Trevor Boyce and crew for their second. Then *Stuart Jardine*, Nigel Ryder, Geoff Evelyn, Wendy Evelyn and John Holloway, sailing *Gripper*, accepted the *Gripper* Trophy for winning International Race Week 2007 for the J/24 Class.

So a successful regatta finished with thanks to our friends from the UK and Atlantic Canada. If you are interested in sailing Bermuda International Race Week in 2008, please contact our Race Week team on race.week@J/24.bm.

2007 Bermuda International Invitations Race Week For the Gripper Trophy

| Pl | Sail # | Helm | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Total |
|----|----------|------------------|------|------|-------------|-----|------|------|-----|------|------|------|-----|------|-------|
| 1 | GBR 4215 | Stuart Jardine | 2 | 1 | 2 | 1 | 1 | 1 | (5) | (6) | 1 | 2 | 1 | 1 | 13 |
| 2 | BER 3942 | Trevor Boyce | 1 | 2 | 3 | 4 | 4 | 2 | 1 | (5) | 3 | 1 | (4) | 2 | 23 |
| 3 | BER 3158 | Pete Ramsdale | 3 | 6 | 1 | 2 | 3 | 3 | 2 | (9) | 4 | 3 | 5 | (6) | 32 |
| 4 | CAN 568 | Dale Robertson | (10) | (10) | 5 | 7 | 2 | 8 | 6 | 1 | 9 | 5 | 3 | 3 | 49 |
| 5 | CAN 1271 | Caroline Muselet | 7 | 4 | 7 | 5 | 6 | 7 | (8) | 2 | 2 | (9) | 6 | 5 | 51 |
| 6 | CAN 797 | Jamie Storey | 4 | 3 | 4 | 8 | (10) | 5 | 4 | 3 | (10) | 6 | 7 | 8 | 52 |
| 7 | CAN 3424 | Carla Dale | 9 | 7 | (9) | (9) | 5 | 4 | 7 | 7 | 6 | 4 | 2 | 9 | 60 |
| 8 | BER 550 | John Nichols | 5 | 5 | 8 | 3 | 7 | 9 | 3 | (10) | 5 | (10) | 8 | 7 | 60 |
| 9 | BER 14 | Gavin Collery | 6 | 8 | 6 | 6 | 9 | 6 | 9 | 4 | 8 | 7 | (9) | (10) | 69 |
| 10 | CAN 3886 | Brian Storey | 8 | 9 | (11) Ocs | 10 | 8 | (10) | 10 | 8 | 7 | 8 | 10 | 4 | 82 |

CAN-JCA—CANADA

By Pierre Dupuis
2007 Canadian Championships Race Chairman



Bob Mallet

Canadian National Championships

The little town of Shediac, New Brunswick was chosen to host the 2007 J/24 Canadian Championship. The Championship was held from August 2-5 with 25 crews racing for the prestigious title. The organizing committee had promised to have excellent sailing conditions and the sailors weren't disappointed. Shediac Bay has thrown all types of conditions to the sailors, so everyone had a chance to shine. The conditions range from light air to medium air with some small chops on the last day. The average wind for the regatta was 10 knots. Following is a recap of the regatta.

Day 1

Day 1 was a beautiful warm sunny day with a nice 8-12 knots offshore breeze and flat waters. The wind came from a SSW direction and race 1 preparatory signal went up on time. Everyone was a bit anxious to start as there was a couple of general recalls. Finally, the third start was clear and the regatta was officially underway. The fleet was well-divided going to the upwind mark, as half went the port side of the course and the rest to the starboard side. The fleet got a surprise 10 boat lengths from the upwind mark, as the wind began oscillating and this switched a few of the positions. The conditions stayed the same for the other three races. The crew of *Drivers Wanted CAN 4013* came out shining after the first four races. After the last race was completed, some of the fleet got caught in a squall while sailing towards the Yacht Club. After a ½ hour of mayhem, the dock party began.

Day 2

Day 2 was another beautiful warm sunny day with a southerly offshore breeze averaging 10 knots. The race committee did not waste anytime as Race 5 started on time as scheduled. The water was flat and the boats were *powEring* quite well out of the tacks. The competition was fierce, as the crew of *Spoilsport USA 1132* finally found their groove as they receive 2 bullets and the crew of *Sunnyvale CAN 3599* with the other. The Race Committee decided to send the fleet in after the 3rd race of the day as a squall was brewing in the westerly direction.

Day 3

Day 3 gave a different angle to the picture, as it was sunny with cooler temperatures and the wind shifted to a NW on-shore breeze with some small waves. The wind was not as steady in strength as previous days, since it varied from 2 to 10 knots and shifted towards NE for Race 4 and East for Race 5 of the day. The bullets were shared among the crews of *Spoilsport USA 1132*, *Drivers Wanted CAN 4013*, *Team BC CAN 787*, and *Hakky-Sak CAN 911*.

Thank you all the teams that participated in the 2007 Canadian Championships, especially the teams from Ontario, BC and the US for making the 12 hours or longer treks.

A regatta can not be successful without a superb group of event volunteers, race organizing volunteers and an exceptional team of race managers and judges. Thank you to Gordon Moulard and his team for keeping the races well organized, completing 11 races in three days. Also, thank Lorne Chapman with his team of judges for forming the protest committee. They had the easy task of only hearing one protest during the whole regatta.

J/24 Canadian Championship Shediac Bay Yacht Club

| Pl | Boat | Sail # | Helm | R1 | R1 | R3 | R4 | R5 | R6 | R7 | R8 | R9 | R10 | R11 | Total | Net |
|----|-----------------------|----------|---------------------|------|------|------|------|------|------|------|------|----|------|------|-------|-----|
| 1 | Spoilsport | USA 1132 | Stuart Challoner | 7 | (13) | 1 | 1 | 1 | 3 | 1 | 5 | 1 | 4 | 2 | 39 | 26 |
| 2 | Drivers Wanted | CAN 4013 | Ted Batlewski | 1 | 1 | 3 | 3 | 6 | 4 | 4 | 1 | 2 | 6 | (16) | 47 | 31 |
| 3 | Sunnyvale | CAN 3599 | Peter Wickware | 2 | 12 | 6 | 4 | 2 | 1 | (15) | 2 | 5 | 2 | 11 | 62 | 47 |
| 4 | Red Stripe | CAN 4140 | Nick Jako | 4 | 3 | 11 | 5 | 3 | 9 | 2 | (12) | 6 | 11 | 4 | 70 | 58 |
| 5 | Clear Header | USA 5275 | Matt Christie | 3 | (15) | 2 | 7 | 7 | 13 | 9 | 3 | 11 | 3 | 3 | 76 | 61 |
| 6 | Swich | CAN 3424 | Sean | 11 | 2 | 4 | 2 | 12 | 2 | 7 | (22) | 4 | 15 | 10 | 91 | 69 |
| 7 | Team BC | CAN 787 | Robin Avery | 9 | 7 | 8 | 9 | 5 | 7 | 3 | 11 | 13 | 1 | (14) | 87 | 73 |
| 8 | Hakky-Sak | CAN 911 | Erik Koopemaer | 5 | 11 | 5 | 6 | 9 | 10 | 13 | (17) | 10 | 13 | 1 | 100 | 83 |
| 9 | Black Jack | CAN 797 | Jamie Storey | (17) | 17 | 7 | 8 | 4 | 6 | 10 | 9 | 14 | 12 | 8 | 112 | 95 |
| 10 | Out of t he Blue | CAN4260 | Luc Bourgeois | 10 | 21 | 14 | 17 | 17 | 5 | 11 | 6 | 8 | 5 | (26) | 140 | 114 |
| 11 | Jzeus | CAN 578 | Dale Robertson | 14 | 8 | 15 | 14 | 10 | 14 | 16 | 10 | 9 | 10 | 17 | 137 | 120 |
| 12 | Joker | CAN 2102 | Dan Richard | 13 | 5 | 19 | 12 | 16 | 19 | 14 | 15 | 3 | 8 | (20) | 144 | 124 |
| 13 | Isleview II | CAN 547 | Edward Steeves | (21) | 9 | 16 | 20 | 15 | 20 | 12 | 4 | 7 | 14 | 7 | 145 | 124 |
| 14 | Jamming | CAN 42 | Nick Hamblin | 12 | 14 | 13 | 15 | (26) | 16 | 6 | 16 | 15 | 9 | 12 | 154 | 128 |
| 15 | Buzz | CAN 684 | Doug Inglis | 6 | 19 | 21 | 11 | 11 | 18 | 8 | 8 | 16 | 16 | (22) | 156 | 134 |
| 16 | Toe Tags | CAN | Louis Le Bond | 18 | 4 | 10 | 18 | 20 | (23) | (23) | 18 | 12 | 7 | 6 | 159 | 136 |
| 17 | Isleview II | CAN54 | Pierre Dupruis | (22) | 6 | 18 | 19 | 22 | 12 | 17 | 7 | 21 | 17 | 9 | 170 | 148 |
| 18 | J-Barleycorn | CAN 578 | Gil Winham | 16 | 18 | 9 | 13 | 8 | 11 | (25) | 24 | 18 | 18 | 23 | 183 | 158 |
| 19 | Abracadabra | CAN 3919 | Mike Sasco | 19 | 10 | (24) | 10 | 13 | 22 | 20 | 19 | 17 | 22 | 19 | 195 | 171 |
| 20 | Jack Flash | CAN 3250 | Bruce Hancock | 8 | 16 | 12 | 23 | 23 | 17 | 10 | 20 | 24 | (26) | 26 | 205 | 179 |
| 21 | Spar Wars | CAN 3426 | Rob Rodgers | 23 | 20 | 20 | (25) | 14 | 15 | 19 | 23 | 19 | 23 | 5 | 206 | 179 |
| 22 | Limerick | CAN 2849 | Mike Orr | 15 | (25) | 22 | 21 | 19 | 8 | 18 | 21 | 22 | 20 | 15 | 206 | 181 |
| 23 | Muffin | CAN 3886 | Brien Storey | 20 | (24) | 17 | 22 | 21 | 21 | 22 | 14 | 20 | 19 | 13 | 213 | 189 |
| 24 | No Risk, No Return | CAN 2229 | Peter Ford | (25) | 22 | 23 | 16 | 18 | 24 | 21 | 13 | 23 | 24 | 21 | 230 | 205 |
| 25 | Setam Luos | CAN 3800 | Gary Robinson | 24 | 23 | (25) | 24 | 24 | 25 | 24 | 25 | 25 | 21 | 18 | 258 | 233 |

Profile: Rossi Milev

**2006 North American Champion
2007 Pan-Am Games Bronze Medalist in J/24s**

By Katie Coleman Nicholl

I met Rossi Milev in the Summer of 1997, when he came wand~~ering~~ down to Ashbridge's Bay Yacht Club looking for a ride on a boat and wanting to know if anyone wanted any fiberglass work done on their boats. Little did I know that I would run into him again in Newport, Rhode Island several months later while I was at the Rolex Women's World Keelboat Championships. A storm had come through and another boat that had been tied up next to us banged our hull all night and put a hole right through. Out of nowhere, Rossi

shows up, has fiberglass repair fixings in his truck, repairs the boat, and off we go to race! Hero of the day? I should think so!

Born in Bourgas, Bulgaria, the largest sea port on the Black Sea, Rossi did not come from a sailing family. His mother, like many mothers of young boys with lots of energy wondered what to do with her active son during the summer months to keep him out of trouble. Why not sailing? So, she enrolled him in classes at the Port Bourgas Yacht Club. That was it; Rossi was smitten, as he found sailing very challenging and couldn't get enough of it. From there he went on to University to study engine~~ering~~, and of course, continue his sailing.

The next challenge came from wanting to learn English. The young lad set out for Melbourne, Australia, then found his way to Montreal, and then Toronto, Canada.

What happened from there is a story of a self-made young



Rossi Milev and his winning J/24 North American crew in 2006

man who was determined to do things on his own. He started a business called Clear Air Yacht Services and set up shop doing boat repairs of any kind. His engine~~ering~~ mind could fix just about anything, but his passion was still sailboat racing. He is a perfectionist, which is what it takes to win races, especially in the world renowned J/24 class....and that he did, as the first Canadian to win the 2006 J/24 North American Championships held in Rochester, NY.

Rossi earned the right to represent Canada in the 2007 Pan

Am Games in Rio. Want to hear the 20 hour story of trying to get a J/24 in a container to be shipped to South America that was too small? Rossi, defied the odds again, and rebuilt the cradle, with the help of his crew Mike Wolfs, Mark Goodyear, and Erwyn Naidoo.

This is the story of an immigrant who came to Canada, with a hope, vision, determination and the drive to win the Pan Am games on his own terms. His competition? Well, the South Americans are professionals and are paid to sail together all year long, as a crew. The Canadian team? All of them may very well work in the sailing industry, but there is the key word... "Work"... yes, which often takes priority over raising funds and practicing.

Rossi Milev and his Canadian team won the bronze medal at the 2007 Pan-Am Games.



Anne Davis

UK-JCA—GREAT BRITAIN

An exciting year for UK J/24 sailors

By Chris McLaughlin and Stuart Jardine

Whilst numbers attending regattas were down after the UK-based Worlds and UK-hosted European Championships, an average 25 boats traveled around the UK to compete against each other.

There was close racing and this is shown by UK having at least six top boats in Europe. Many of these have had individual wins at European and Worlds level. The top end of the UK Fleet has invested in its performance and benefits from upgrading their boat and sail preparation in the lead up to the Worlds and European championships. They are now looking forward to the Sardinia, 2008, World Championship.

The UK Fleet has taken up all its spaces for the forthcoming Worlds and the UK-based IJCA Chairman, Bob Turner will also attend. Leading the UK effort will be Ian Southworth, the triple European Champion, in *HedgeHog*.

Youth sailing has also benefited, with three Colleges buying boats for match racing and team racing. A women's crew, led by Lucy McGregor, until recently crewing Shirley Robertson's *Olympic Yngling*, will also be in Italy, supporting the initiative to expand participation at top level.

Two new boats have joined the fleet; *Jolly Roger* helmed by Roger Morris and based at Poole and *Jitterbug*, helmed by John Hicks and sailing in the Falmouth fleet. Our largest fleet is based in Poole Harbour and enjoys weekend and evening sailing. The fleets in Weymouth and Foy are also increasing.

Al Clarke, sailing *Headcase*, which has won two World Championships with Ken Read at the helm, won the Spring Cup in Weymouth. Second was Jon Powell, in *Peggy* and third, Paul Thoms in *Joya*.

Conditions for the Southern Area Championship in Falmouth started very light over the three day national holiday and ended with the wind howling. Al Clarke, again sailing Bob Turner's boat, continued his winning-ways in *Headcase*, Duncan McCarthy, in *Madeleine*, beat local boat and keen competitor, Gavin Watson and Gary Denning in



Roger Rabbit.

This was followed by the Fowey Gallant Trophy in early June.

Class Stalwart, Stuart Jardine sailing *Stouche* took the event from *Madeleine*, helmed by Duncan McCarthy, David Ellis in *Hitch Hiker* third in the moderate but increasing to very strong winds. The second day was lost to winds over 35 knots.

Stuart Jardine used a mixture of light airs patience and dogged-determination to win the 2007 Dubarry-sponsored UK Nationals. Second was *Roger Rabbit*, third was Nick McDonald in *Legal Alien*, a 1987 Rogers, using an Ullman rig for the first time.

David Ellis, a past UKJ/24 National Champion, placed fourth with Duncan McCarthy fifth, Jon Powell sixth and newcomer, Thijs Knapper a very creditable seventh.

The season concluded with the Autumn Cup in Plymouth. Mike Lewis in *Rumble* took the event on count back from David Ellis. Lewis had scored three firsts on the second day in the 12-13 knot winds. Paul Toms took third place in *Joya*.

The UK Fleet has a strong core of sailors and it is interesting that the top six boats, *HedgeHog*, *Stouche*, *Roger Rabbit*, *Madeleine*, *Peggy* and *Hitchhiker* are all UK built Rogers boats from the 1980's and 90's.

UK Sailors are at the front of the World fleet, with Southworth now recording his third consecutive European title and three top ten positions in the last three World Championships. Stuart Jardine had a great season. He won the Greek National Open Championship and South European Champs in Crete. He also won Bermuda Race Week in the class scoring 7 first places and 3 seconds, with good friends Geoff & Wendy Evelyn of Canada along as crew. Geoff is the past IJCA Chairman.

Finally, the UK Class was invited to display *HedgeHog* at the London Boat Show. This generated great interest and three new purchasers are currently negotiating deals to enter the Class in 2008.

We look forward to Sardinia and Hungary.



UK Nationals

The Dubarry UK J/24

European Championship 2007

Stuart Jardine wins in Stouche



David Harding - Sailingscenes.com

The Dubarry 2007 J/24 UK National Championships were held at Parkstone Yacht Club, with racing in Poole Bay, in a fleet of 27 boats.

The fleet was depleted by clashes with the Southampton Boat Show and many crews returning to work, or education after the summer holidays. The most significant absentee was 2007 European Champion, Ian Southworth, whose crew had run-out of holiday time.

However the entrants were rewarded by great sailing under a cloudless sky, with a thankfully stronger than expected 6-10 knot South Westerly breeze.

Parkstone race officer Brian Drake and his team managed two races before the breeze faded away for the opening day. The first race started at first attempt with only a couple of over-enthusiastic starters, a tricky and shifty race was made even more difficult by a building ebb tide. Stuart Jardine claimed first with David Ellis second and local boat, *Madeleine*, helmed by Duncan McCarthy in third.

Race two was given a General Recall and the fleet got away a second attempt under a Black flag, however a large bunch were caught by the tide and ended up rafted next to the committee boat, several penalties and the general confusion left many crews hoping that this would be their discard race. The consistency of the top crews was remarkable given the several large shifts that made the race a tricky and challenging exercise.

The consistency point was emphasized by Jardine and Ellis in the first two places again, with Gary Denning's *Roger Rabbit* third, an improvement of one place on his fourth in race one.

The race officer managed three races on Day Two. With a good 8-12 knots of breeze, but from variable and shifty directions there were some very mixed results.

Stuart Jardine in *Stouche*, the winner of both races on day one, managed a 9th, 10th and 2nd but retained his lead. David Ellis, who had two seconds on the opening day, dropped to 5th with a 2nd, 21st and Black Flag. Denning, from the Royal Cornwall, gained four top five finishes to replace David Ellis in second spot.

Local boats, *Madeleine*, *Jumanji* and *Fruit Cakes*, turned in some consistent results, but the two surprises of the day were Thijs Knapper in *Phoenix* getting a 1st and 3rd, and Lucy Macgregor, Poole's 20-year-old Olympic Class *Yngling* crew, obtaining a 3rd, 7th and 9th, helming a J/24 for the first time.

The J/24 Class has always encouraged young crews, and most boats have a couple of younger sailors on board. *Jobs 4 the Buoys* was helmed by 20-year-old Robbie Allam, who sailed consistently, managing two top ten scores. The Class Association is now buying a class boat to lend to under 25 year olds for both Club and Regatta sailing.

The forecast for Saturday was lighter and with three races to go, the results in the challenging conditions were far from certain. The 2007 results were far from settled.

An absolutely cloudless morning and strong tides gave the third day a slightly ominous feeling and despite the race committee starting procedures on time at 10.30, a massive wind shift caused the



David Harding - Sailingscenes.com

first attempt to start race six to be, thankfully, aborted.

The wind then died completely, with swimming, lunch and fishing being the main attraction for the next couple of hours, just after 2 pm. a solid breeze arrived from the south and two races were quickly started and successfully run.

Race six was a clean start with both young helms, Lucy McGregor and Robbie Allam showing the older J helms the way, a very difficult beat meant that these two were joined at the first mark by *Peggy* and *Fruitcakes*, the difficult run and next beat allowed a few place changes with *Peggy*, helmed by John Powell first, David Ellis second and Lucy McGregor third.

Race seven was recalled after a huge line bulge, and restarted under a Black flag, four local boats, *Fruitcakes*, *Jobs4 the Buoy*s, *Zaphod* and *Madeleine* were disqualified. Duncan McCarthy had a terrible day, with a 19th and the black flag dropping him to 5th overall.

Stuart Jardine regained his earlier form and won the 7th race, from Jon Powell and John Allan in *Legal Alien*. This moved a consistent John Allen into third place overall.

The final day was sailed in the best wind of the week. With forecasts of a South Westerly building to Force six, the final race was sailed in a 12-15 knot breeze, near the top of the genoa range for a J, so some boats unpacked their jibs for the first time this week.

The fleet motored-out against a very strong flood tide in almost calm conditions, but by the scheduled start time of ten, earlier on this, the last day, the race committee was ready and waiting. With the course laid and the wind building it was a busy Poole Bay, which was also accommodating the Animal 'windfest', Zapcats and cruiser class racing.

There were two General Recalls before the fleet finally started under the second Black flag of the morning. *Madeline* recovered from yesterdays 'bad day at the office' to be with *Peggy*, *Roger Rabbit* and *Stouche* at the first mark. A rapid run saw some of the fastest sailing of the week, with lots of place changes in the middle of the fleet.

The fleet became spread out for the first time in the whole event, with Stuart Jardine doing enough by finishing fourth to win the title, Gary Denning finished first, to take second overall, and Duncan McCarthy third, to guarantee his fifth overall. Third overall and fifth today was the ever consistent John Allen in *Legal Alien*, sailing his boat for the first time in 2007 and David Ellis was sixth today and fourth overall.

Stuart Jardine's boat "*Stouche*" is a UK-built Rogers, with a Selden mast and Hyde sails. Gary Denning's *Roger Rabbit* is a much restored Rogers, with a Sparcraft mast and Ullman sails. Third placed John Allen's *Legal Alien* is a US Watercraft boat, with a Sparcraft mast and Quantum sails.



David Harding - Sailingscenes.com



David Harding - Sailingscenes.com



David Harding - Sailingscenes.com



David Harding - Sailingscenes.com

2007 Dubarry UK National Championship

| Pl | Sail No | Boat | Helm | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | Pts |
|----|---------|--------------------|-----------------|-------|--------|------|------|-------|----------|--------|------|-----|
| 1 | 4215 | Stouche | Stuart Jardine | 1 | 1 | 9 | (10) | 2 | 6 | 1 | 4 | 24 |
| 2 | 4223 | Roger Rabbit | Hirst & Denning | 4 | 3 | 5 | 8 | 1 | (10) | 7 | 1 | 29 |
| 3 | 4064 | Legal Alien | John Allen | 7 | 7 | 1 | (15) | 6 | 5 | 3 | 5 | 34 |
| 4 | 4242 | Hitch-hiker | David Ellis | 2 | 2 | 21 | 2 | (BFD) | 2 | 10 | 6 | 45 |
| 5 | 4245 | Madeleine | Duncan McCarthy | 3 | 9 | 11 | 4 | 4 | 18 | (BFD) | 3 | 52 |
| 6 | 4268 | Peggy | John Powell | 9 | (19) | 16 | 13 | 14 | 1 | 5 | 2 | 60 |
| 7 | 4222 | Phoenix | Thijs Knapper | (22) | 13 | 19 | 1 | 3 | 11 | 4 | 10 | 61 |
| 8 | 4252 | Jumanji | Brian Downing | 13 | 4 | 3 | (23) | 12 | 9 | 8 | 14 | 63 |
| 9 | 4255 | J-Whizz | James Chalmers | 12 | 5 | 6 | (19) | 15 | 17 | 2 | 8 | 65 |
| 10 | 4247 | Serco Defence | Bob Turner | 10 | 8 | 4 | 14 | (BFD) | 14 | 9 | 9 | 68 |
| 11 | 4243 | Fruit Cakes | Lee Elford | 5 | 12 | 10 | 5 | 18 | 4 | (BFD) | 19 | 73 |
| 12 | 4232 | Boomerang | Jim Anderson | 26 | 17 | 2 | 7 | (BFD) | 16 | 14 | 7 | 89 |
| 13 | 4264 | Rumble | Mike Lewis | 17 | 24 | 14 | 18 | 7 | 3 | 6 | (25) | 89 |
| 14 | 4067 | Why J | Roderick Harris | 6 | 21 | 18 | 11 | 10 | 13 | 11 | (24) | 90 |
| 15 | 4263 | Jobs for the Buoys | Robert Roots | 8 | 16 | 13 | 9 | (BFD) | 7 | 28 BFD | 12 | 93 |
| 16 | 4206 | Jam Too | R. Ball | 11 | 10 | 8 | 17 | 16 | (22) | 15 | 18 | 95 |
| 17 | 4261 | Jinseng | Andy Gaunt | 15 | 6 | (24) | 6 | 20 | 12 | 19 | 21 | 99 |
| 18 | 4270 | Jolly Roger | Roger Morris | 23 | 23 | 7 | 3 | 9 | (28 RAF) | 28 RAF | 13 | 106 |
| 19 | 4497 | St. James | David Cooper | 18 | 25 | (26) | 22 | 5 | 8 | 18 | 11 | 107 |
| 20 | 4260 | Jeli | A.K.D. McDonald | 19 | 14 | 17 | 16 | 17 | (20) | 13 | 15 | 111 |
| 21 | 4239 | Zaphod | Philip Owen | 14 | 11 | 12 | 12 | 21 | 21 | (BFD) | 23 | 114 |
| 22 | 4090 | Rolling Stock | William Pollock | 25 | 22 | 15 | (26) | 11 | 15 | 16 | 16 | 120 |
| 23 | 4235 | Wijit | Andrew Hill | 20 | 20 | 22 | 20 | 13 | (23) | 12 | 22 | 129 |
| 24 | 4254 | JuJu | Sue Proudfoot | 16 | 18 | 20 | 21 | (BFD) | 19 | 17 | 20 | 131 |
| 25 | 4194 | Jeepers | David Pipe | 21 | 15 | 23 | 24 | 8 | 24 | 21 | (26) | 136 |
| 26 | 4147 | Hi-Jack | Richard Hornby | 24 | (26) | 25 | 25 | 19 | 25 | 20 | 17 | 155 |
| 27 | 6482 | Suspicion | Phil Matheson | (DNC) | 28 DNC | 27 | 27 | 22 | 26 | 22 | 27 | 179 |

GRE-JCA—GREECE

By Tasos Nikolaou
President of Greek JCA

The Inaugural South European and the Greek J/24 Open Championships took place in Souda Bay, Crete, the largest Greek Island, from 27th October to 2nd November 2007. The event was hosted by Hania Sailing Club, at the Souda Yacht and Water Sport Centre. The Organizing Committee scheduled 10 races, 9 windward-leeward and one long distance race named "The Round of Souda Islands". The first 6 races of the regatta counted for the Greek Open and Greek National J/24 Championship 2007.

After two thirsty but rewarding days, international measurers Stuart Jardine, Marianne Schoke, Mark Penfold and Dan Fredskov finished all the boat measurements in time for the Opening Ceremony. It was an opportunity for the competitors to show their appreciation to the Organisers, the representatives of the Local Authorities, and the Sailing Organisations who have shown their important support for this Championship and the European Championship that will follow in 2009. The crowd was entertained by some traditional Cretan dancing, which was executed with the passion, great skill and energy of this Island. These are the same qualities that the Organising Committee brought to this event and will bring to the Europeans in October 2009.

The races started at noon on Tuesday 29 October. The light weather (Easterly 9-12 knots breeze with 25 degrees Celsius and sun) allowed to the crews to really enjoy themselves in perfect sailing conditions. As the first day finished, Stuart Jardine and his measurers turned crew made it clear that they had come to win, and not only to drink "tsikoudia" (the local spirit), which had been their main fuel since arriving.

Stuart's team included Hania YC President, Manolis Barbopoulos. Stuart won two of the races. The Eyniki and Dimitris Altsiadis crew won the first race, but bad luck in Race Two with a broken rudder, causing them to miss two of the three races. In the evening, there was dinner for the competitors, organisers and friends of the championship, with a chance for our visitors to learn Cretan dancing. The race officers led the way and Marianne showed us how the Swedes dance to Abba!

On Wednesday, The Round of Souda Islands mixed the results, as Stuart finished in the third place and Eyniki took the first. The 12 NM distance had been completed in 3 hours for the first boat and four hours for the last one to finish. In this race the crews had the opportunity to sail along the beautiful Souda Bay and to round the



Andreas Koutsantonakis

three small Islands at the entrance of the bay. It had been a very tricky race with West winds at the beginning 2-4 knots and building 9-11 knots at the end. The fleet shuffled positions multiple times during the race. Buffet supper at the Sports Centre was followed by – well, you probably could guess – more traditional dancing! Yes – Cretans love to dance and to sail.

The third day the weather was light. The Race Officer did well to run two good races and had good sense to abandon the third when the wind went round. The day finished with Stuart leading the fleet. On the final day, light winds meant only one race was completed, but sun and 27 degrees Celsius made up for that! Stuart finished second in the last race and so won both of South European 2007 and Greek Open Championship.

In the 2nd place – and Greek National Champions – was the boat EYNIKH III with the crew of Hellenic Police Team, who fought to cover the distance from Stuart. In the 3rd place was the boat EYNIKH with Olympic 49r Champion Thanasis Pahoumas, together with the Greek 470 Champion Haralambos Psomiadis, who couldn't make up the difference and take the first place after their accident at the first day. In the 4th place the boat ALESANDRA of University of Crete, made an excellent effort also.

In the end seven out of ten races had been successfully finished. The RC made a great effort to complete the schedule in spite of the weather. Many thanks to the crews and specially to Stuart and his measurers, who had traveled so many miles to sail together with Greek fleet in the first international J/24 class event held in Crete. Many thanks to the committees and especially to the IRO Pavlo Schillizzi and the President of International Jury George Ardley with his colleagues Dina Sfakianaki, Peter Johnson and Wilii Gohl. Hania Sailing Club and the Local Authorities cannot go without acknowledgement for their support.

The Prize-giving and After Party with yes, more Cretan dancing, was the chance to recognise all of the competitors and the organisers who helped to make a successful event. We believe our new friends went away with happy memories of Crete to go with their prizes.

Once again, the local dignitaries were able to look forward to the 2009 Europeans with their important support. With this support and our own hard work, we will deliver the J/24 a European Championship to remember in October 2009.

HUN-JCA—HUNGARY

By Erik Herscel, President



Last year, the first sentence of my report was: "The Hungarian J/24 Class Association is a small but dynamically developing organization within the International J/24 Association." This dynamic development has not slowed; in the summer of 2007, two brand new boats arrived from Italy, followed by one more from the Netherlands. So, today 19 boats sail the largest freshwater lake in Central Europe.

J/24 Audi Cup Hungarian Championship

The excellent quality of Paolo Boido's ships is underlined by their record in the 2007 Hungarian Championships where two new ships grabbed first and second place. Naturally, two good crews and two superb helmsmen were also required. The final victory went to Uniqa, which was competing in the J/24 class for the first time. Captain Antal Székely (Tono) competed in a Finnish dinghy at the 1988 Seoul Olympic Games, and also won a total of 19 gold, 16 silver and 5 bronze Hungarian Championships medals in various divisions.

Second place went to Diego, navigated by a young but highly skilled Yolle team. Their helmsman was R. Attila Nagy, Laser and S22 Hungarian champion with six second and seven third place finishes in various divisions. Among other achievements, he came third in 2006 with a 1979 Swedish-built J/24 named *Paganini*.

Lajos Varga, competing in the Finnish Masters, arrived in third place. Unfortunately, due to his premature start, Hungarian champion Tamás Madarász was unable to achieve a podium finish. The first two days brought strong winds, and then no wind at all, so the Hungarian Championships had to be closed after just four rounds.

Hungarian Ranking 2007

The final result of the Hungarian Ranking aggregates the results of nine selected races. At the beginning of the year, the members of HUN-JCA decided on the selection of nine races, including three tour races and five track races in addition to the Hungarian Championships. The tour races included the Blue Ribbon around the lake, first organized on Lake Balaton in 1934. This increasingly popular race is in fact the longest round-the-lake run in Central Europe. In 2007, more than 500 ships started the race.

The worst three results in the 9 races could be eliminated by teams to give a final result. In addition to demonstrating the greatest sailing expertise, the teams that are most successful in this series of competitions are those that participate in the most races.

MANROLAND J/24 European Championship 2007

For the first time, Hungary was represented by two teams in the European Championships. Last year's Hungarian champion, Tamás Madarász (HUN-203) was accompanied by a sporty and enthusiastic women's team named Balaton and captained by Annamarie Sabján. The ladies have been sailing in other divisions for several years, but have had little experience with a J/24. With this in mind, their primary objective was to compete fairly, earn experience and gain a better understanding of the division, as well as promoting the 2008 J/24 European Championships in Balatonfüred among the participants of the Neustadt event. Led by Rudino, the two teams threw a "dock party" for interested racers to discuss preparations for the 2008 European Championship in a friendly atmosphere. A short film sequence was also screened to present Hungary, Lake Balaton, Balatonfüred and the 140-year traditions of the Yacht Club of Balatonfüred, which will be hosting the event.



Dear Fellow J/24 Sailors,

I am delighted to announce that the International J/24 Class Association (IJCA) has awarded Hungary the right to organise the 2008 European Championship. Thank you! With this decision, the Association has acknowledged the sailing achievements of this small country that does not even have a sea, and the relatively few but very enthusiastic members of our Hungarian J/24 Class.

The first J/24 boat appeared in Hungary on the waves of Lake Balaton in 1996. Today, barely 10 years later, 18 of them race against each other. Those reading these lines are surely aware that J/24 is the world's most widely used OneDesign keeler and know how well-designed these boats are. I am sure that anyone who has ever raced in one of them would agree with me.

Sailors who felt too old for small boats but were not yet ready to give up true racing soon came to love the J/24 in Hungary as well, laying the foundations of a small, but excellent community, the Hungarian J/24 Class. Now this community has a chance to present itself, our beautiful country and Lake Balaton to European sailors. The event also offers us the chance to widen the circle of J/24 fans, and to recruit new members to our ranks.

For decades, Lake Balaton was a meeting point for families from the two sides of a divided Europe, mainly from Germany. We are hopeful that in 2008, Balaton will become a meeting point for sailors from all over a united Europe! We are hoping that the European Championship will make Balaton a real "Meeting Lake", and Balatonfüred a city where the lovers of sailing from various cultures and nations can meet, exchange experience and enjoy themselves for a whole week!

Since all of those arriving here share a common love of sailing, I am confident that the circumstances will be ideal for us to engage in a sporting competition for the European Championship title!

Good speed to all of you, and let's meet at the 2008 European Championship!

Erik Hercsel
President of HUN-JCA

HUN-JCA 2007 RANKINGS

| Rank | Boat | Skipper | Sail Nr | Total |
|------|----------------|-----------------|---------|-------|
| 1 | Egi | Peter Pernesz | HUN-82 | 94.6 |
| 2 | Ossztaps | Erik Hercsel | HUN-200 | 92.2 |
| 3 | Oregszem | Andras Gero | HUN-3 | 91.4 |
| 4 | Big Five | Pal Gal | HUN-5 | 88.6 |
| 5 | Nelson | Lajos Varga | HUN-4 | 83 |
| 6 | Gone w.t. Wind | Zoltan Kristof | HUN-109 | 82.8 |
| 7 | Break | Janos Barnoczki | HUN-20 | 72.2 |
| 8 | Imi-Je | Antal Szekely | HUN-7 | 67.8 |
| 9 | Euphemya | Tamas Madarasz | HUN-203 | 60 |
| 10 | Diego | Attila Nagy R | HUN-77 | 41.4 |
| 11 | Enigma | Peter Edocs | HUN-703 | 30 |
| 12 | Paganini | Attila Sztankov | HUN-22 | 24 |
| 13 | Play Mate | Istvan Mate | HUN-24 | 16 |
| 14 | Hedda | Adorjan Lettner | HUN-481 | 8 |



2007 HUN-JCA National Championship Final Results

| Pl | Sail # | Boat | Club | Skipper | R1 | R2 | R3 | R4 | Total |
|----|---------|-----------------|--------|----------------|----|----|-----|-----|-------|
| 1 | HUN-7 | Imi Je | BHSE | Antal Szekely | 1 | 2 | 3 | 1 | 7 |
| 2 | HUN-77 | Diego | BYC | Attila Nagy R | 3 | 1 | 1 | 3 | 8 |
| 3 | HUN-4 | Nelson | BYC | Lajos Varga | 5 | 5 | 4 | 2 | 16 |
| 4 | HUN-82 | Egi | BYC | Peter Pernesz | 4 | 6 | 9 | 5 | 24 |
| 5 | HUN-200 | Ossztaps | BYC | Erik Hercsel | 6 | 8 | 2 | 9 | 25 |
| 6 | HUN-109 | Gone w the Wind | SIRÁLY | Zoltan Kristof | 9 | 3 | 7 | 6 | 25 |
| 7 | HUN-3 | Oregszem | BYC | Andras Gero | 7 | 7 | 5 | 7 | 26 |
| 8 | HUN-203 | Euphemya | BYC | Tamas Madarasz | 2 | 4 | OCS | OCS | 28 |
| 9 | HUN-5 | Big Five | OMFB | Zoltan Gal | 10 | 9 | 6 | 4 | 29 |
| 10 | HUN-20 | Break | YEGY | Akos Csoltó | 8 | 10 | 8 | 8 | 34 |

IRL-JCA—Ireland

By Michael Clarke, President J/24 Association of Ireland



Peter Scott

A J/24 start on scenic Lough Erne

2007's two big happenings for Ireland's J/24s were when Stephan Hyde, RCYC, became Irish National J/24 Champion and then went on to become the ISA All Ireland Champion. Moreover, the runner up, Prof O'Connell was also RCYC and National J/24 Champion 2002.

The total of J/24s in Ireland remained 68, with a third in Northern Ireland, and two-thirds in the Republic, coastal and inland. International J/24s are notably widespread across Ireland, as indeed they are worldwide. Robin Eagleson represented Ireland at the 2007 J/24 World Council in a club on Lake Garda – Italy's attempt to match Irish hospitality at the 2006 Council in Lough Erne YC, with J/24 delegates from Japan, Australia, North and South America and across Europe.



David Branigan

President Michael Clarke's Jeriatrix

On the number of Clubs associated with the J/24 class, and reading "association" as hosting J/24 Championships, ten clubs have done so in recent years. Some J/24s are based at ten other clubs, most recently Malahide YC, Western YC, and Clifden SC in Conemara and Lough Derg.

Lough Neagh SC hosted late August's 28th National J/24 Championship, with excellent courses set for top class racing on the largest lake in these islands by Robin Gray, a highly regarded race officer from Ballyholme YC. These non-tidal open waters, with easy depths for setting buoys, are uniquely suited to keelboat championship racing. Stefan Hyde's victory was hard fought, decided on the final beat of the final race of the ten-race Championship.



Michael Clarke, out-going Irish President



Stephan Hyde, All Ireland and National J/24 Champion



Autumn Champion, Flor O'Driscoll in Hard on Port



Shaun Sowden's Jorvik, Best Westerly, Autumn Championship

National's runner-up Flor O'Driscoll, later won the J/24 Autumn Championship at Lough Erne YC. Stefan Hyde's excuse for absence from this event was accepted with delight – he was winning the All-Ireland on Dublin Bay. Flor O'Driscoll, a Corkman, in *Hard on Port*, Royal St George YC, earlier won the Midland J/24 Championship at Lough Ree YC and was first overall in the J/24 fleet at July's big Dunlaoghaire regatta. Stuart Harrison, LNSC, in Marcus Isherwood's *Jadore*, LEYC, won April's Spring Championship at Carrickfergus SC on Belfast Lough, and David Taylor in *Taz*, from Carrick, took J/24 honours in RAYC's Baily Bowl fleet in May.

June's second Irish J/24 Match Racing event's winner was a crew from Carlingford Sail Training Centre, which teaches keelboat skills in a fleet of J/24s. Graeme Grant, senior instructor, and a deck crew of keen trainees, showed off opposition from around Ireland, Kilkee to Carrickfergus.

After a couple of very busy seasons, all in all, a quieter J/24 season in 2007, with happy highlights and successes by young sailors in the All Ireland Championship and the J/24 Match Racing.



Anne Marie Shewfelt helming Jeriatrix

ITA-JCA—ITALY

By Eros Angeli, President



2007 has been a rich and important year of accomplishments for the Italian J/24 Class. The J/24 has been the one-design class in Italy with an increasing number of boats participating at the national regattas, competing for the Trofeo J/24 (the J/24 Trophy) and the National Championship. This demonstrates that the Italian J/24 Class is alive and attracting new boat owners. While we recognize there is a natural turnover of boat owners, boats are passed on to new racers. Despite the ownership turnover, we have 162 boat owners, including 24 new members. This has been possible thanks to the work of the 13 fleet captains in their respective districts across the country.

For the first time in its history, the activities of the Italian J/24 Class have been supported by public agencies: the Province of Trento, the community of Riva del Garda, the Associazione di Classe and the bank Cassa Rurale Alto Garda. We are grateful to these agencies for their generous contributions.

Beyond the regular class activity, the Italian J/24 Class hosted the IJCA World Council Meeting in October in Riva del Garda. Minutes and pictures of the meeting can be found elsewhere in the Yearbook. Thirty representatives from 13 nations participated in the World Council meeting and the activities. Many of the representatives traveled from Argentina, Australia, Mexico, Japan, North America and Europe. The weekend was a remarkable one, with a high level of international participation highlighted by numerous resolutions toward the promotion and enhancement of the class. Beyond the work and accomplishments of the World Council, there was much socialization and entertainment among the participants.

The Italian J/24 Class is busy with the preparations and organization of the 2008 J/24 World Championship in Cannigione. While circumstances required a change in location last year, the Club Nautico Arzachena Cannigione, Sardinia stepped up as the host yacht club on the famous Smeralda Coast.

Our friends at the Club Nautico Arzachena, with the support of their community administration, will also organize and host the 2008 Italian National Championship prior to the Worlds. The new dates of 5-13 June was required to avoid conflict with the Sardinia Cup, a national regatta for the Transpac 52, Farr 40, and Swan 45 classes. Despite the changes, the organizational progress is constantly monitored to create a marvelous J/24 World Championship event.

2007 Sailing Activity

Fleets

All fleets are in a phase of recovery and growth in their racing activity. There has been an increase in the number of regattas. Activity has increased in the winter months, on Lagos and Sardinia, as well as increasing participation at the regional championship level. Each event is attracting between 12 and 30 boats.

National and International Activity

As the level of activity at the national level increases, the enthusiasm increases, especially when 40 to 50 boats show up at a regatta. As custom, the Trofeo J/24 is awarded to the helmsman-boat owner with the four best results obtained over the course of six regattas—three annual regattas and three traveling regattas between which the National Championship is held. The Coppa Italia (the Italian Cup) has been added to the 2008 regatta calendar, as has three stages of qualification to represent Italy in the 2008 World Championship. Internationally, Italy saw the participation of two teams in the World Championship in Mexico and at the European Championship in Germany.

The first regatta of the 2007 calendar was the Primo Cup in Monte Carlo in February. Three Italian teams competed with ITA 479 *J Di Quadri* with owner/helmsman Claudius Buiatti finishing 2nd. In March, two Italian teams traveled to Vallarta, Mexico to compete in the 2007 J/24 World Championship. Anna Sargenti's ITA 487 with helmsman Mariolino Di Fraia, ITA 455 owned by Gian Maria Pantella with helmsman Francisco Rebaudi, and Aroldo Di Rienzo sailing *Jeton* competed. Participation in these international championships has been beneficial in planning the 2008 Worlds.

The second regatta for the Trofeo J/24 was the Pasquavela a Porto S. Stefano. The four-day regatta completed 7 races. Four boats qualified for

2008 Worlds slots from this event. 40 boats competed, including 5 international entries. Thanks to GER 5266 *Rotoman* for the large chocolate egg on Passover Sunday. The winner of the Pasquavela was ITA 461 *General Cargo* helmed by Eugenio Trumpy, who was joined on the podium by ITA 233 *J Di F* helmed by Luigi Ravioli and ITA 434 *Yellow Flame* driven by Andrea Casale. These teams, together with Claudius Buiatti, gained qualification to the 2008 Worlds.

The Class arrived in Livorno to compete for the Trofeo Accademia Navale. The regatta had 47 boats that included teams from many foreign countries. Winner after 4 days and 7 races was ITA 233 *J Di F* with Luigi Ravioli on the helm. Second place went to GER 5381 *Max Bahr* helmed by Stefan Karsunke and in third place was ITA 427 *Jebedee* driven by Luca Gaglione.

In May, the National Open Championship Open was held in



Cagliari, Sardinia. It was the fourth regatta in the Trofeo J/24 series and the second regatta for qualifying 7 teams for the 2008 Worlds. No greater number of boats has been found among any one-design class for their respective National Championship in Italy. Among the 47 boats competing were three foreign teams, including BRA 37 *Bruschetta* driven by the current World Champion Maurico Santa Cruz, USA 5399 with Keith Whittemore, who has raced in our National Championship for a number of years, and GER 5266 with Greg Wilcox who has participated in a number of Italy's regattas in preparation for the European Championship.

During this championship, the president of the NJCA, with the support of the Organizing Authority and its president (former J/24 regular) approved the presence of on-the-water judging, that included issuing penalties to boats that broke the rules. The experiment was appreciated by the crews. The first day was a catastrophe of penalties, but in the days that followed, most of the penalties were correct and accepted, with protests to be heard. It is not easy to undertake on-the-water judging, and not suitable for the average regatta. It can be difficult to find an experienced judge, with knowledge of the specific Class, knowledge of how the boat responds under different conditions, and who is willing and able to spend the entire day on the water, followed by hearing protests once returned to shore.

The regatta was won by BRA 37 *Bruschetta* with Maurico Santa Cruz, while the National Champion title was won by ITA 466 *Avoltore* driven by Francisco Cruciani. Cruciani had previously won the national title in 1992. Joining Francisco on the podium was 233 ITA *J Di F* with Luigi Ravioli and ITA 434 *Fiamma Gialla* with Andrea Casale.

In August, two Italian crews attended the European Championship in Germany, ITA 460 *Botta Dritta* with Mariolino Di Fraia and ITA 427 *Jebedee* with Luca Gaglione. *Botta Dritta* finished 3rd and *Jebedee* finished 30th in a fleet of 43 boats. After a pause for summer, the pursuit of the Trofeo J/24 resumed in September with the Domaso regatta on Lake Como. The winner of the three-day, nine race regatta was the crew of ITA 137 *Papere a Bordo* with Benfatto Mauro. Second place went to ITA 187 *Kong* driven by Stefanoni Marco. Third place was ITA 381 *Extra Large* with Martignoni Roberto.

The final event in October was the S. Margherita Ligure in the Gulf of Portofino for the Coppa Italia and the final regatta for the Trofeo J/24. The regatta qualified three more boat for the 2008 Worlds.

28 boats competed in the final regatta. After three days of racing, completing 6 races, the Coppa Italia was awarded to Mariolino Di Fraia, driving ITA 460 *Botta Dritta*, followed by ITA 479 *J Di F* with Claudius Buiatti and followed by ITA 212 *Jamaica* with Peter Diamonds. Despite of his performance, Di Fraia was not successful in winning the 2007 Trofeo J/24. The trophy was awarded to Claudius Buiatti sailing ITA 479 *Botta Dritta* with a total of 265 points.



Luigi Ravioli helming ITA 233 was the top non-boat owner with 264 points. Italy also saw Grade 3 Match Races in J/24s on the island of Elba, Lake Como and Lake Garda.

Sailing Activity 2008

The center fixture of the 2008 season will be the World Championship in Sardinia. The 2008 Trofeo J/24 will be contested through a series of six regattas – Primo Cup in Monte Carlo, the Pasqua-vela (the last world qualifying regatta), in which a number of foreign teams are anticipated, the Trofeo Accademia Navale in Livorno, the National Championship in Cannigione, the Coppa Italia in September in Anzio and grand finale to the season in Cervia in October. The opportunity to compete in the World Championship is looked forward to by the 25 Italian crews who will participate. The European Championship in Hungary in August will also provide an opportunity for excellent competition. We wish fair winds to all.

MEX-JCA—MEXICO

By Jorge Castillo, President

It has been a very active year for the Mexican J/24 Class as host of "The Best World's Ever" ... the UBS J/24 World Championship Vallarta 2007. Even after the World Championship in early March, the regatta participation remained steady. A total of 82 races were sailed at 18 regattas, held at eight different clubs at Valle de Bravo and Nuevo Vallarta. The tradition has become in many of them to have a social event after the first day of races.

Even though the Mexican Class has only one fleet, concentrated at Valle de Bravo, the racing is very close with all the boats being in top condition after all the fleet was measured for the Worlds, whether competing or chartered, and many boats overhauled. The Class has maintained its membership and has shown the interest with new faces joining in with the proximity of the J/24 North American Championship 2009 to be held in Valle the Bravo and the Pan American Games in the state of Jalisco in 2011.

The Mexican J/24 Class, besides the individual regattas hosted by different yacht clubs and the National Championship, has a Quarterly Championship (Primavera, Verano, Otoño and Invierno) and an annual Championship, which final 2007 standings are hereby provided. Individual results, photo gallery, annual calendar and other links to information can be found at www.j24mex.com

2007 Mexican J/24 National Championship

The 2007 National Championship, raced at Nuevo Vallarta on the weekend previous to the World Championship, offered ideal conditions and was a great practice regatta for 14 international crews that joined the 29 boats from the Mexican fleet making a total of 43 boats on the starting line. After three races were completed on the first day of racing with warm temperatures and nice 15 to 18 knot breeze, Kenneth Porter and crew on board S was leading with one point advantage over Julian Fernandez and Crocs, while Yon Belausteguigoitia on third place was nine points away. Day Two was another beautiful day at Nuevo Vallarta with similar conditions, and whale sightings right next to the course, while race four and five did not change any of the standings on the top five places; Kenneth, Julian and Yon stood one, two and three for the series on the National Championship.



Jay Allworth - Strange Bird Photography



Jay Allworth - Strange Bird Photography



Jay Allworth - Strange Bird Photography

2007 Mexican National Championship

February 24 & 25, 2007

Vallarta, Mexico

| PI | Boat | Sail # | Helm | R1 | R2 | R3 | R4 | R5 | Total | Net |
|----|------------------|----------|----------------------------------|---------|---------|---------|------|---------|-------|-----|
| 1 | | USA 3324 | Ryan Cox | 1 | 5 | (14) | 1 | 2 | 23 | 9 |
| 2 | WIP | USA 2274 | Mark Hillman | 2 | 3 | (20) | 6 | 3 | 34 | 14 |
| 3 | Bruschetta | BRA 37 | Maurico Santa Cruz | (12) | 2 | 2 | 5 | 6 | 27 | 15 |
| 4 | Siesta | JPN 5179 | Wataru Sakamoto | 4 | 6 | (25) | 11 | 1 | 47 | 22 |
| 5 | Tundra Rose | USA 3843 | Keith Whitmore | 5 | (12) | 1 | 8 | 9 | 35 | 23 |
| 6 | Cougar | USA 3145 | Will Welles | 8 | 1 | 9 | (10) | 7 | 35 | 25 |
| 7 | Cerezo | JPN 5289 | Yasutaka Funazawa | (9) | 9 | 6 | 7 | 5 | 36 | 27 |
| 8 | Jaded | USA 1892 | David Klatt | (18) | 4 | 11 | 2 | 11 | 46 | 28 |
| 9 | Siesta | MEX 1585 | Kenneth Porter | 7 | 7 | 13 | 4 | (15) | 46 | 31 |
| 10 | CROCS | MEX 4390 | Julian Fernandez | 6 | 10 | 12 | (20) | 4 | 52 | 32 |
| 11 | Pisco Sur | PER 4915 | Javier Arribas Leigh | (21) | 18 | 4 | 3 | 19 | 65 | 44 |
| 12 | El del Mono Azul | ITA 487 | A. Sargenti/Di Faria | 17 | 11 | 3 | 14 | (24) | 69 | 45 |
| 13 | Metiche | MEX 4439 | Y. Belauteguigoltia | 13 | 19 | 5 | 15 | (44OCS) | 96 | 52 |
| 14 | GQ | MEX 4691 | J. Murrieta/D. Berho | 23 | 13 | 7 | (25) | 13 | 81 | 56 |
| 15 | TMC Racing | USA 4906 | Michael Whitfield | (20) | 17 | 16 | 13 | 18 | 84 | 64 |
| 16 | Trinquete | MEX 222 | Javier Velazquez | 27 | (44OCS) | 21 | 9 | 8 | 109 | 65 |
| 17 | AMURA | MEX 4018 | ManuelVillareal | 3 | 26 | (44DSQ) | 16 | 23 | 112 | 68 |
| 18 | Cero Baro | MEX 1528 | Robert Vulling | (31) | 8 | 23 | 22 | 16 | 100 | 69 |
| 19 | Besanga | MEX 2165 | pablo Cervantes | (44OCS) | 15 | 10 | 32 | 17 | 118 | 74 |
| 20 | Ta'lento | MEX 4905 | Luis Alvarez | 10 | 27 | 19 | 19 | (34) | 109 | 75 |
| 21 | Cri-Cri | MEX 379 | Franco Ambrosi | 33 | (39) | 8 | 27 | 10 | 117 | 78 |
| 22 | Zorro | MEX 4864 | Francisco Guzman | 24 | 14 | 22 | (26) | 20 | 106 | 80 |
| 23 | Lata | MEX 920 | Javier Cabillo | 16 | 21 | 15 | (29) | 29 | 110 | 81 |
| 24 | Sea Lion | PER 4407 | Alec Hughes | 19 | 24 | (33) | 18 | 25 | 119 | 86 |
| 25 | Digger | MEX 2988 | Maurico Miranda | 32 | (35) | 30 | 17 | 12 | 126 | 91 |
| 26 | Temptation | CAN 787 | Robin Avery | 28 | 34 | 17 | (40) | 14 | 133 | 93 |
| 27 | Tres Velas | MEX 4398 | Hector Guzman | 25 | 20 | 18 | 31 | (35) | 129 | 94 |
| 28 | Terror | MEX 4904 | Dennis Gentry | 22 | (44DSQ) | 31 | 23 | 21 | 141 | 97 |
| 29 | Kawabunga | MEX 1592 | Peter Colliard | 11 | 33 | 27 | (37) | 27 | 135 | 98 |
| 30 | Orion | MEX 5324 | L. Morales/J.R. Galindo | 14 | 29 | 29 | 28 | (31) | 131 | 100 |
| 31 | Tenaz | MEX 4524 | Joaquin Bargallo | 29 | 25 | 24 | (30) | 22 | 130 | 100 |
| 32 | W | MEX 5355 | Peter Wiegandt | 15 | 32 | (38) | 33 | 26 | 144 | 106 |
| 33 | Asterix | AUS 193 | Tim Bilham | (35) | 31 | 28 | 21 | 28 | 143 | 108 |
| 34 | Metiche | MEX 5302 | Franciso Usobiago | 36 | 37 | (39) | 12 | 30 | 154 | 115 |
| 35 | Super Machos | MEX 4688 | Tralph Nelles | 26 | 23 | 32 | 34 | (36) | 151 | 115 |
| 36 | Buddy | MEX 3485 | Pablo Gutierrez | 37 | 16 | 26 | 39 | (44DNS) | 162 | 118 |
| 37 | Vientos | MEX 1833 | Alfonso Serrano | 30 | 22 | 35 | 36 | (39) | 162 | 123 |
| 38 | Zephyr | MEX 3303 | Klaus Wiegandt | 34 | 28 | (44DNF) | 41 | 32 | 179 | 135 |
| 39 | PIPOPE | MEX 1236 | Pablo Carvajal | (39) | 30 | 34 | 35 | 38 | 176 | 137 |
| 40 | Nao | MEX 2834 | Luis Garcia Moreno | (42) | 41 | 41 | 24 | 33 | 181 | 139 |
| 41 | Jobbits | MEX 4022 | Enrique Alvare | 38 | 36 | (40) | 38 | 37 | 189 | 149 |
| 42 | Jut Tub 2 | MEX 4527 | E. Mergenthaler/ E. de la Madrid | 41 | 38 | 36 | 42 | (44DNF) | 201 | 157 |
| 43 | Capolago | MEX 5288 | Enrique Tobilla | 40 | 40 | 37 | (43) | 40 | 200 | 157 |

2007 Mexican National Championship

February 24 & 25, 2007

Vallarta, Mexico

| Place | Boat Name | Sail Nbr. | Helm | TOTAL | FINAL |
|-------|---------------|-----------|------------------------|-------|-------|
| 1 | S | 1585 | Kenneth Porter | 575 | 292 |
| 2 | Supermachos | 4688 | Ralph Nelles | 537 | 319 |
| 3 | Ta'lento | 4905 | Luis Alvarez | 620 | 338 |
| 4 | Buddy | 3485 | Pablo Gutiérrez | 592 | 343 |
| 5 | Tenáz | 4528 | Joaquin Bargalló | 605 | 360 |
| 6 | Good Vibe | 4390 | Julián Fernández | 554 | 365 |
| 7 | Orixá | 5324 | Javier Ruiz Galindo | 736 | 367 |
| 8 | Bruschetta | 5407 | Peter Wiegandt | 622 | 367 |
| 9 | Kawabunga | 1592 | Peter Colliard | 573 | 374 |
| 10 | Nao | 2834 | Luis García-Moreno | 681 | 389 |
| 11 | A que si | 4545 | Miguel Bargalló | 770 | 393 |
| 12 | Chimera | 4439 | Yon Belausteguigoitia | 656 | 397 |
| 13 | Orión | 2970 | Luis Morales | 666 | 405 |
| 14 | Hakunamatata | 4017 | Manuel Villarreal | 696 | 427 |
| 15 | Chile Manzano | 2423 | Tito Benitez | 769 | 437 |
| 16 | Zorro | 4864 | Francisco Guzmán | 745 | 452 |
| 17 | Carisma | 2972 | Eduardo Porter | 774 | 453 |
| 18 | Zephyr | 3303 | Klaus Wiegandt | 760 | 457 |
| 19 | Bote Botas | 2159 | Mauricio Botas | 832 | 464 |
| 20 | Jeón | 5017 | Aroldo De Rienzo | 811 | 465 |
| 21 | Caspián | 5265 | Jorge Castillo | 832 | 483 |
| 22 | Parrandeados | 5355 | Juan Pablo de la Parra | 830 | 486 |
| 23 | Fast Track | 4691 | Diego Berho | 776 | 486 |
| 24 | Magna Sin | 2165 | Pablo Cervantes | 810 | 486 |
| 25 | Alebrije | 1045 | Luis Vázquez | 849 | 491 |
| 26 | Metiche | 5302 | Francisco Usobiaga | 826 | 500 |
| 27 | Trinquete | 222 | Javier Velásquez | 850 | 512 |
| 28 | Digger | 2988 | Mauricio Miranda | 845 | 512 |
| 29 | Cero Baro | 965 | Roberto Vulling | 839 | 513 |
| 30 | Cri-Cri | 379 | Franco Ambrosi | 831 | 515 |
| 31 | Hut Tub | 4527 | Enrique de la Madrid | 881 | 516 |
| 32 | Birdie | 4950 | Sebastian Buira | 912 | 523 |
| 33 | La Lata | 290 | Javier Cabildo | 848 | 524 |
| 34 | Asterix | 3788 | Thierry Jean/Jacques | 889 | 526 |
| 35 | Capolago | 5288 | Enrique Tovilla | 896 | 527 |
| 36 | H2 GO! | 545 | Martín Pérez | 891 | 527 |
| 37 | Tres Velas | 5398 | Héctor Guzmán | 860 | 528 |
| 38 | El Terror | 4904 | Dennes Gentry | 869 | 528 |
| 39 | Vientos | 4864 | Alfonso Serrano | 879 | 535 |
| 40 | Arlequin | 2971 | Roberto Escobedo | 916 | 535 |
| 41 | Jobbit 24 | 4022 | Enrique Alvarez | 890 | 536 |
| 42 | Pipopos One | 1236 | Pablo Carvajal | 888 | 540 |
| 43 | Arlequin | 2171 | Claudio Cozzi | 930 | 541 |
| 44 | Ayahootz | 3787 | Ricardo Brockmann | 910 | 542 |
| DNQ | A La La | 1681 | Enrique Pérez-Cirera | 941 | 552 |



NED-JCA—NETHERLANDS

By Nils Jannichsen
President, Dutch J/24 Class Association



Club Racing

In the Netherlands the J/24 is mostly used for club racing, on Wednesday evenings on the Braassem Lake 24's are racing, and on several places alongside the river Maas J/24 are also used for club racing. We are working to get them also into one design racing. I also use my race machine to go out for a barbeque just on the other side of the Maas where the beach is located, which is also a great use of a J/24!

Winter Series

During the Winter Series 2006-2007, the Royal Yacht Club presented a J/24 to the Youth Sailing Club of Neptunus. The youth members learned a lot about teamwork and organizing transportation to Muiden, as they were not able to drive their selves. First race in 2007, we had a major incident with the *Jake* under very windy and cold conditions. The J/24s were on the water together with X99's and X35's. After the gibe, the *Jake* had troubles with getting the spinnaker down. While recovering the spinnaker, the boat capsized and the crew fell into the freezing cold water. One crewmember was being pulled under water as he was trapped by a halyard. His mates were not able to keep him above water despite crew's efforts. The boat made a 360 and the unlucky person did this also. He was more than 4 minutes under water and unconscious when he came out of the water. CPR was needed. After recovering the whole crew by an organisation rib and an X99, 2 people were brought to hospital for hyperthermia and 1 person with water in his

lungs. Fortunately all crew members fully recovered.

This year's winter series is organized by Royal Yacht Club Braassemmermeer at Roelofsarensdveen. At the moment having sailed 2 series, 4 boats are running the show. Not surprisingly Hans Hussum with NED28 is at the top this moment. NED62 is not present because team *J-Spot* has a different program this winter, NED51 is not present because their helmsman, Nils Jannichsen, is in the States for 6 months. Other teams which are racing fast on the Braassem Lake are NED40, helmed by Jan Bart Dekker, NED67, helmed by Paul van der Sheet and NED24, helmed by Marco Westra.

The SpringCup 2007

The SpringCup 2007, organised at Medemblik, was a spectacular one, with lots of wind, lots of German crews, and lots of sun. On the first day, 4 races were sailed and Remco and Ivo with the *J-Spot* were leading by 1 point. After the 4th race, the chain plate came loose from the bulkhead on NED24, breaking their mast as a result.

On Day Two, there was still lots of wind and only 2 of the 3 scheduled races, were sailed. The German crews did very well on the second day, Jan Kähler finished the day with two 1sts and Dirk Strelow sailed to two 2nds. Overall, *J-Spot* now in 2nd position, 3 points behind *United 4*.

On the 3rd day, wind had increased a little more, measuring, on the starting vessel, averages over 30 knots. A German boat that tried to go out was grounded on the rocks, surrounding the Me-

demblik Regatta Centre, damaging the hull and keel severely. Races were cancelled for the rest of the SpringCup 2007

Dutch Open 2007/ North Europeans

Dutch Open 2007/ North Europeans. This year's North Europeans were sailed together with the Dutch Open. As much wind as there was in Medemblik during the Spring Cup, there was very light air with the Dutch Open at Medemblik. After the first day it was light air specialist Nils Jannichsen, helming *Electro Marine JosvanBoxtel*, who was leading the fleet. Conditions were very challenging for the competitors, as well as for the race committee. Races were abandoned after the first leeward mark because the first beat was not good enough. Starts were restarted because of major wind shifts within the 5 minute signal, or races were abandoned just because the wind died totally. On the last day, one race was sailed and after waiting more than 2 hours for a second race, boats decided to go home and the races were cancelled. Dirk Strelow helming GER 5382, became Dutch Champion 2007, and also 2007 North European Champion. Patrick Kroon won the clogs for helming the fastest Westerly this series. Nils Jannichsen, 3rd, was the best Dutch performer.

The year-end Ranking Prize

In 2006 the Dutch Class Organization introduced a year-end ranking based on results of regattas during the year. The year-end ranking combined with the Europeans make the qualification for the worlds in Italy in 2008

Dutch Teams International

The Dutch did not travel much this year. Travelling across the border was only done by 3 teams, going to the *MAN Roland* Europeans in Neustadt, Germany. *J-Spot* NED 62 7th, de Jans NED 51 24th and NED 67 *White Moose* 35th. Unfortunately, NED51 missed KeelWeek, which he hadn't missed since 2000. The Dutch Internationals are looking forward to 2008 with the Worlds in Italy at the beginning of June, KeelWeek at the end of June, and the Europeans at the end of September in Hungary.



NL Youth from Sailingclub Netunus participating in the 06-07 Winter Series.



United Five and Team J-Spot

J24 Open Dutch Championship 2007

| Pl | Sail No | Name | 1 | 2 | 3 | 4 | 5 | Scores |
|----|----------|----------------------------|-------|-------|-----|-------|-------|--------|
| 1 | GER 5282 | Dirk Strelow | (ocs) | 1 | 2 | 1 | 1 | 5 |
| 2 | GER 5381 | Stefan Karsunke | 1 | (4) | 1 | 3 | 3 | 8 |
| 3 | NED 51 | Nils Jannichsen | 2 | 2 | 5 | (ocs) | 2 | 11 |
| 4 | NED 62 | Ivo Kok/Remco van den Berg | 5 | 5 | 3 | 2 | (ocs) | 15 |
| 5 | NED 28 | Hans Hussem | 6 | 3 | (8) | 4 | 4 | 17 |
| 6 | NED 67 | Paul van der Schoot | 3 | (7) | 4 | 6 | 7 | 20 |
| 7 | GER 4785 | Stephan Mais | 4 | 6 | 7 | (8) | 6 | 23 |
| 8 | GER 3860 | Lutz Köhler | 7 | (dns) | 6 | 5 | 5 | 23 |
| 9 | NED 13 | Patrick Kroon | 8 | 8 | (9) | 7 | 8 | 31 |

SWE-JCA—SWEDEN

By Marianne Schoke-Holzer, President

2007 delivered a rainy and extreme windy sailing season in Scandinavia in general. I can't remember when we last had so much rain and strong winds over a whole season. And the summer in general was just terribly cold.

This was no problem for our sailing though; on the contrary, it really gave some heavy wind training. The J/24 shows again that it is a stable, overall solid, and fun boat to race. The J/24s were often the only boat class starting, where other classes had to cancel their races due to too much wind! Come on, I raced in 40 knots wind at the 2006 North American Championship in Rochester and we were flying...that's J/24 sailing at it's best! (Except for the boat sinking part...of course).

We see a steady growing interest in the Class. We see more young crews looking our way and luckily we've managed to catch some of them. The striking facts about J/24 in Sweden is many girls sailing all women- or mixed crews, many Danish sailors sailing for or in Sweden and good international networking. Further, we plan to take one boat over to Denmark for the 2008 Youth World Championships in order to give the organization a preview and demonstration of the class. Hopefully we will see a final introduction at the 2009 Youth Worlds in Brazil.



Jon Frøden



Team Superliga, winner of the 2007 Swedish Open

2007 STANDINGS

| Place | Name | Sail Nbr. | Helm | TOTAL | FINAL |
|-------|---------------|-----------|------------------------|-------|-------|
| 1 | Supermachos | 4688 | Ralph Nelles | 494 | 285 |
| 2 | S | 1585 | Kenneth Porter | 561 | 287 |
| 3 | Ta'lento | 4905 | Luis Alvarez | 577 | 306 |
| 4 | Buddy | 3485 | Pablo Gutiérrez | 559 | 319 |
| 5 | Good Vibe | 4390 | Julián Fernández | 511 | 331 |
| 6 | W/Bruschetta | | Peter Wiegandt | 579 | 335 |
| 7 | Kawabunga | 1592 | Peter Colliard | 530 | 340 |
| 8 | Tenáz | 4528 | Joaquín Bargalló | 593 | 359 |
| 9 | Nao | 2834 | Luis García-Moreno | 653 | 373 |
| 10 | A que si | 4545 | Miguel Bargalló | 738 | 373 |
| 11 | Orión | 2970 | Luis Morales | 623 | 376 |
| 12 | Hakunamatata | 4017 | Manuel Villarreal | 653 | 395 |
| 13 | Chimera | 4439 | Yon Belausteguigoitia | 647 | 399 |
| 14 | Chile Manzano | 2423 | Tito Benitez | 726 | 405 |
| 15 | Orixa | 5324 | Javier Ruiz Galindo | 786 | 415 |
| 16 | Carisma | 2972 | Eduardo Porter | 731 | 422 |
| 17 | Zephyr | 3303 | Klaus Wiegandt | 717 | 429 |
| 18 | Bote Botas | 2159 | Mauricio Botas | 789 | 437 |
| 19 | Jetón | 5017 | Aroldo De Rienzo | 768 | 437 |
| 20 | Zorro | 4864 | Francisco Guzmán | 724 | 446 |
| 22 | Caspián | 5265 | Jorge Castillo | 789 | 455 |
| 23 | Parrandeados | | Juan Pablo de la Parra | 787 | 458 |
| 24 | Fast Track | 4691 | Diego Berho | 733 | 458 |
| 25 | Magna Sin | 2165 | Pablo Cervantes | 767 | 458 |
| 26 | Alebrije | 1045 | Luis Vázquez | 806 | 463 |
| 27 | Metiche | 5302 | Francisco Usobiaga | 783 | 472 |
| 28 | Trinquete | 222 | Javier Velásquez | 807 | 484 |
| 29 | Cero Baro | | Roberto Vulling | 796 | 485 |
| 30 | Digger | 2988 | Mauricio Miranda | 802 | 487 |
| 31 | Cri-Cri | 379 | Franco Ambrosi | 788 | 487 |
| 32 | Hut Tub | 4527 | Enrique de la Madrid | 838 | 488 |
| 33 | H2 GO! | 545 | Martín Pérez | 837 | 490 |
| 34 | La Lata | 290 | Javier Cabildo | 805 | 496 |
| 35 | Birdie | 4950 | Sebastian Buira | 869 | 498 |
| 36 | Asterix | 3788 | Thierry Jean/Jacques | 846 | 499 |
| 37 | Capolago | 5288 | Enrique Tovilla | 853 | 502 |
| 38 | Tres Velas | 5398 | Héctor Guzmán | 817 | 503 |
| 39 | El Terror | 4904 | Dennes Gentry | 826 | 503 |
| 40 | Hobbit 24 | 4022 | Enrique Alvarez | 847 | 508 |
| 41 | Arlequin | 2971 | Roberto Escobedo | 873 | 510 |
| 42 | Pipopes One | 1236 | Pablo Carvajal | 845 | 515 |
| 43 | Ayahootz | 3787 | Ricardo Brockmann | 867 | 517 |
| 44 | Vientos | 4864 | Alfonso Serrano | 845 | 519 |

International Achievements

The Swedish J/24 sailors are active as ever, especially the fleet in the southern part. From this region several boats, including women teams, are traveling internationally and they are doing quite well. Team *Sailing Planet* SWE5330 won the Y.E.S Cup in Kiel Germany, *Superliga* SWE5368 7th followed by *Front Runner* SWE4896 10th. During Kiel Week, *Sailing Planet* ended 4th, and an all women crew skipped by former National team Europe dinghy sailor Emma Jönsson 18th. At the European Championships, *Sailing Planet*, sailed the highest level putting themselves in a 10th place overall. Earlier this year two crews sailed the Monaco Primo Cup. The *FrontRunner* team participated at the Worlds in Mexico while other Swedish sailors crewed on US and Canadian boats.

Nationals

Swedish Open was once again sailed outside the beautiful peninsula Skanör/Falsterbo in August, a place worth visiting. All three race days with increasing winds. Day one started with heavy air and huge waves causing problems to the race committee, buoys floating away, officials being seasick. One minute to start *Sailing Planet* got in trouble due to a broken rudder which snapped during a tack while lining up. A disappointed crew saw their possibility to win the Nationals decrease while they were towed back to port. The Nationals was a tight event with five boats having the chance to win entering the last race; Sweden Nationals 2007 was won by *Superliga*, with Klaus Walkusch on the helm.

2010 World Championship

Sweden will host the 2010 World Championship in Malmö. If I am correct, Ed Baird won the last Worlds held in Malmö 1983. The venue will be in the same place on the very same waters where the 2005 Louis Vuitton Cup Acts 6 & 7 were sailed. Little bit more than two years to go and the SWE-JCA are working on achieving a venue that you will appreciate and we promise a well organized and quality event you will never forget. So when you plan your vacation for 2010 make sure you have booked August to visit wonderful Sweden!



Team Sailing Planet, winner of the YES Cup, Kiel, Germany.

USA-JCA—United States

By Paul Scalisi, USJCA President



Photo © Tim Wilkes / www.timwilkes.com

The USA-JCA is looking forward to a great 2008. With the World Championship returning to the U.S. in 2009, we expect a great deal of activity in 2008. After a few years of little to no growth within the Class, we expect 2008 to reverse the trend. With our Worlds berths tripled due to our host country status; everyone is gearing up to grab a spot for Annapolis. Good Luck to all and see you on the starting line.

Before I go too far we all owe a big thank you to Nancy Zangerle for her hours of dedication and hard work over the past few years. She truly lives and dies J/24s and has been instrumental in promoting the class, including working to reach Juniors and Women in the U.S. and worldwide. A job well done and thank you for leaving U.S. a class in great shape.

Our U.S. Nationals were held in Jacksonville, Florida, April 18 - 21, 2007. Thirty-four boats competed in the 9-race regatta. Conditions for the event were very challenging, ranging from light and variable to heavy air. The Florida Yacht Club was a great host and did a great job running the event. One funny story from the event happened before racing began. As the committee was get-

ting ready for one race, the entire fleet left the race course to return to the club for foul weather gear as a storm cell was fast approaching, leaving the committee to wonder, "Oh where, oh where, has my little fleet gone?" The National Championship for 2007 was awarded to *Twins*, who by all accounts sailed fantastically and won by 20 points. One look at the results and the who's who of J/24 sailors that were competing really highlights how dominant they really were, congrats to Chris and Waldek Zaleski for a great regatta, and thanks to the Florida Yacht Club for hosting U.S. J/24 National Championship.

The North American Championship was held at California Yacht Club in Marina Del Rey, California on July 10 - 14. Twenty-four boats competed at the event. After 8 races were sailed, Chris Snow was crowned North American Champion in a hotly contested regatta.

I know the Annapolis Worlds Championship Committee and Annapolis Yacht Club are working very hard to make the event one not to be missed. I look forward to welcoming our J/24 brethren from around the world to Annapolis in June 2009.

Z Sails' Waldek and Chris Zaleski Win 2007 J/24 U.S. National Championships

JACKSONVILLE, Fla. — Connecticut sailors Waldek and Chris Zaleski with their crew on *Twins* easily took the championship trophy, twenty points ahead of Maryland's Mark Hillman sailing *Work in Progress* on the final day of the 2007 J/24 U.S. National Championships on the St. Johns River in Jacksonville, Fla. Third place for the regatta went to Doug Clark on *Flying Squirrel*, also from Connecticut.

Thirty-four J/24s from around the country raced in comfortable temperatures with downtown Jacksonville as the backdrop for racing. After three races on the first day of racing in fluky conditions, St. Augustine's Dan Borrer — the winner of the 2007 Midwinters and U.S. Pan-Am Games Trials was in first place. Connecticut's Doug Clark on *Flying Squirrel* sat in second place and Mark Hillman's *Work in Progress* from Maryland was in third, pending protests.

Day Two saw a consistent 20 knots of wind with gusts to 25 on the St. John's River. Downwind wipeouts were common as the

fleet of thirty-four boats dwindled throughout the day. At least one competitor went overboard, but was safely retrieved. A few of the wet and battered racers reported minor injuries. Waldek and Chris Zaleski's *Twins* overtook local sailor Dan Borrer for the lead. Mike Ingham's *Brain Cramp* and Doug Clark's *Flying Squirrel* were sitting second and third respectively.

Day Three saw the final three races for the championship with sunny skies and ideal 13-16 knot wind conditions. The ideal conditions did not preclude competitors from some carnage, as a boat was dismasted and protests were heard throughout the afternoon. The Florida Yacht Club were gracious hosts for the Nationals, and regatta organizers and sponsors Bank of America, Coastal Construction Products, Layline, Quantum Sail Design and Coral Reef Sailing Apparel deserve the thanks for the Class for their support of the Championship.



Photo © Tim Wilkes / www.timwilkes.com



Action from the 2007 U.S. National Championship. Photos (c) Tim Wilkes / www.timwilkes.com

USJCA Regatta Summary

Midwinter Championship February 22- 24 Tampa, Florida

Thirty-two J/24 teams were hosted by the Davis Island Yacht Club in Tampa for the 29th Annual J/24 Midwinter Championship. Robby Brown and Preparation J won the Championship and a berth to the 2008 Worlds after finishing 14 points ahead of the next competitor in the nine race series. Peter Bream's Team *Tarheel* finished second and Tony Parker sailing *Bangor Packet* finished third. The three-day regatta saw light winds and pleasant temperatures. Reflective of Tampa's cigar culture – the top ten boats each received humidors and hand-rolled cigars. North Sails provided gear bags to the top three boats and a new North jib as the mid-fleet trophy. Winner of the Mid-Fleet trophy was Warren Sweet's *Pigs in Hiding*.

Great Lakes Championship July 7-8 Rochester, New York

Despite competition from two weddings in nearby Rochester, Oswego Yacht Club drew 14 J/24s for the Championship. The local entries numbered seven while others came from Skaneateles, Toronto, Lake George, Ithaca, and Sodus Bay. On the race course, Kirk Reynolds used the favored left side in four of five races to win the weather shortened event with 10 points. Second place turned out to be a battle between two local teams as John Enwright (13 points) edged Tom Doran's OZ team (14 points) by a single point. Ted Bartelwski from Toronto won the first race of the series, then slipped to fourth overall with 23 points. Matt Johnson's *Wiz Bucket* showed excellent speed and collected the fifth place award.

Saturday's four races were followed by an excellent chicken dinner catered by Mike Ross, beverages sponsored by Labatts and Eagle Beverages, music by Stan and Dave, and door prizes supplied by Layline, Haarstick Sailmakers, Sampson Ropes, Harken, J Boats and Layline. Other event sponsors included Burritt Motors, Fitzgibbons Insurance, Cam's Pizzeria, Krylo Dance Studio, Oswego International Marina, Modular Comfort Systems, and Atlantic Marketing Group.

Northeast Regional Championship July 13-15 Newport, RI

Thirty-five boats descended on Narragansett Bay for the J/24 Northeast Regional Championship. Chris and Waldek Zaleski sailing *Twins* prevailed as the 2007 Regional Champions in a series that was close up to the last day. The first day of racing provided competitors with an excellent southerly 12-16 knot breeze. Mark Hillman showed great form, winning both races, followed by Mike Ingham on *Brain Cramp* with a 2-2 and *Twins* with a 3-3. The much lighter 6-8 knots of wind on the second day created challenging conditions for the competitors. Will Welles won the day with a 2-2-9 finish. At the end of Day Two – *Twins* was leading, but the top six boats were separated by 12 points. Hillman, Welles, and Ingham all fell victim to the BFD in the first race (after five general recalls) on Day Three, dropping them out of contention for the championship. Zaleskis sailed conservatively to finish with a total of 34 points. John Mollicone and *Pipe Dream* finished second with 41 points, and Steve Lopez on *Elvis* finished third with 56.

Western Regional Championship August 10-12 Columbia River Gorge

The Western Regional Championship was a 100% travel-in regatta held in the spectacular Columbia River Gorge. Four of the 15 boats from Portland, Washington made the 40 mile up-the-river and through the Bonneville Locks. Other competitors came from as far away as Vancouver, BC and San Francisco. All boats were launched on Friday in time for a practice race in moderate wind. Afterwards the competitors were treated to a BBQ spread with plenty of Full Sail beer and Crater Lake Soda right off the beach overlooking a spectacular Gorge Sunset.

Saturday's weather started off disappointing with a very light Easterly breeze, matching a terrible forecast. It was clear the traditional thermal-induced wind-tunnel effect the Gorge is famous for was going to take a bit to kick in. Gradually the flags and wind-vanes turned, and racing was on. Saturday turned out to be the perfect ramp, lighter air and Genoa's at first, finishing with full-on blade weather and 6 races under the belt. Keith Whittemore's *Tundra Rose* from Seattle began their domination on Saturday with all bullets, and continued it on Sunday, except for a third, and a DNC in the last race as they headed to the crane. Qualifying for the 2008 Worlds in Italy was an objective easily accomplished. Saturday ended with a catered BBQ Salmon/

Chicken dinner in the tent camping area of the marine park, and the DJ was respectfully asked to observe the quiet hours starting at 10. A good thing for the races, as Sunday began solid and ended with the strongest breeze of the weekend. With another 4 races, for a total of 10, run by the well-oiled racing machine of CGRA on Sunday, 2nd through 5th were separated by a mere 9 points. After *Tundra Rose*, Harry Dursch's *Self Abuse* was second, Mike Whitfield's *TMC Racing 3rd*, Eric Sanderson and *Suspense* 4th and John Polglase sailing *Celerity* was 5th.

Southwest Regional Championship October 27-28, 2007 Dallas Corinthian Yacht Club

The Southwest Regional Championship was won by Roger Harden sailing *New Rules USA 5325*. Second was Bob Harden with *mr. happy USA 5319*, and District Governor Kelly Holmes-Moon was third sailing *Bad Moon USA*.



Action from the 2007 U.S. National Championship. Photos (c) Tim Wilkes / www.timwilkes.com

2007 U.S. National Championship

The Florida Yacht Club

April 18-21 2007

Series Summary

| Pl | Skipper | Boat Name | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | Tot. |
|----|------------------------|----------------------|--------|--------|--------|----|--------|--------|--------|--------|--------|------|
| 1 | Zaleski/Zaleski | Twins | 7 | 4 | 18 | 2 | 1 | 1 | 1 | 2 | 1 | 37 |
| 2 | Mark Hillman | WIP | 35\DSQ | 2 | 2 | 1 | 5 | 2 | 6 | 1 | 3 | 57 |
| 3 | Doug Clark | Flying Squirrel | 5 | 14 | 1 | 5 | 7 | 11 | 4 | 7 | 6 | 60 |
| 4 | Peter Bream | Team Tarheel | 12 | 6 | 9 | 9 | 13 | 5 | 3 | 3 | 7 | 67 |
| 5 | D. Borrer/N. Vilardebo | Jesus Lizard | 1 | 1 | 13 | 10 | 10 | 15 | 9 | 9 | 4 | 72 |
| 6 | Mike Ingham | Brain Cramp | 3 | 5 | 15 | 11 | 2 | 4 | 12 | 8.5*1 | 16 | 76.5 |
| 7 | Robby Brown | Preperation J | 20 | 7 | 10 | 14 | 9 | 3 | 11 | 11 | 2 | 87 |
| 8 | R. Gibbs/R. Milev | Orange Blossom | 9 | 26 | 11 | 4 | 14 | 7 | 2 | 5 | 9 | 87 |
| 9 | John Wilsey | Red Dawn | 14 | 9 | 8 | 12 | 11 | 16 | 5 | 4 | 8 | 87 |
| 10 | B. Fastiggi/K. Felis | Beauty | 4 | 16 | 6 | 3 | 12 | 8 | 10 | 19 | 13 | 91 |
| 11 | Kris Werner | Pee Wee | 16 | 17 | 3 | 16 | 6 | 10 | 34\SCP | 10 | 5 | 117 |
| 12 | Tony Parker | Bangor Packet | 6 | 3 | 25 | 15 | 17 | 14 | 15 | 6 | 18 | 119 |
| 13 | S. Allcorn/W. Newton | Magic | 15 | 12 | 7 | 6 | 23 | 17 | 26 | 8 | 12 | 126 |
| 14 | Paul van Ravenswaay | Millennium Falcon | 11 | 13 | 21 | 17 | 3 | 6 | 25 | 21\SCP | 11 | 128 |
| 15 | Chip Till | Large Red Delicious | 8 | 35\PRT | 12 | 7 | 4 | 9 | 22 | 13 | 25 | 135 |
| 16 | Mark/Chris Liebel | Rental | 10 | 8 | 31 | 21 | 8 | 19 | 19 | 24 | 10 | 150 |
| 17 | Jonathan Luscomb | Pick-Up Styx | 17 | 28 | 19 | 8 | 19 | 18 | 7 | 12 | 35\DNF | 163 |
| 18 | John Denman | Airodoodle | 23 | 18 | 33 | 13 | 18 | 12 | 16 | 17 | 15 | 165 |
| 19 | Brian Malone | Super Nat. Fishslapp | 13 | 10 | 28 | 28 | 16 | 13 | 17 | 20 | 21 | 166 |
| 20 | Roger Dougal | Tutaknaut | 22 | 20 | 5 | 20 | 25 | 26 | 24 | 15 | 28 | 185 |
| 21 | Eric Motter | No Problem | 18 | 25 | 14 | 24 | 21 | 25 | 20 | 18 | 23 | 188 |
| 22 | Rick Jarchow | Exit Strategy | 19 | 24 | 4 | 32 | 24 | 35\DNS | 21 | 16 | 29 | 204 |
| 23 | Andy Culver | Rush | 21 | 31 | 35\OCS | 22 | 28 | 21 | 13 | 22 | 14 | 207 |
| 24 | Scott Weakley | Rex | 24 | 27 | 29 | 18 | 15 | 35\DNS | 8 | 35\DNF | 19 | 210 |
| 25 | Mark Toso | High Five | 25 | 15 | 26 | 19 | 20 | 20 | 31 | 35\PRT | 20 | 211 |
| 26 | Ron D. Medlin, Jr. | Bash | 27 | 32 | 23 | 25 | 26 | 22 | 23 | 21 | 24\SCP | 223 |
| 27 | E. Gotwalt/M. Lamas | Dimarian | 28 | 22 | 22 | 26 | 27 | 23 | 29 | 25 | 22 | 224 |
| 28 | Tim Reitano | Blue Print | 26 | 19 | 16 | 30 | 32 | 29 | 32 | 28 | 24 | 236 |
| 29 | Tim Monahan | USA 2504 | 2 | 35\OCS | 35\PRT | 27 | 35\DNF | 35\DNS | 14 | 35\DNF | 35\DNS | 253 |
| 30 | Robert Ramsay | Avalanche | 31 | 30 | 34 | 29 | 35\PRT | 28 | 18 | 23 | 27 | 255 |
| 31 | Bill Derr | Defiant | 29 | 23 | 30 | 31 | 31 | 27 | 33 | 26 | 26 | 256 |
| 32 | Michael Sudofsky | Giz | 35\RAF | 34 | 27 | 23 | 22 | 24 | 34 | 35\DNS | 35\DNS | 269 |
| 33 | Jim Lindsay | Sight Seeing | 30 | 21 | 24 | 34 | 35\DNF | 35\DNS | 28 | 29 | 35\DNS | 271 |
| 34 | Michael Pentaleri | Tantrum | 32 | 33 | 32 | 33 | 30 | 30 | 30 | 35\DNF | 35\DNS | 290 |

2nd Annual Dennis Conner International Yacht Club Challenge

The Annual Dennis Conner International Yacht Club Challenge is designed to promote international goodwill through friendly competition. This amateur sailing event is sailed in a fleet of J/24s provided by the Manhattan Yacht Club. Yacht clubs from around the globe are invited to participate in the regatta.

Eight countries sent 15 teams to participate in the 2007 event. Raritan Yacht Club (United States) won the event, followed by Royal Cork Yacht Club (Ireland) in second, and Royal Bermuda Yacht Club (Bermuda) in third.

Shoreside, the event sails out of North Cove, New York City's mega-yacht marina located next to Wall Street and the business capital of America. The regatta is supported by the New York Harbor Sailing Foundation. The foundation helps promote amateur sailing of national and international importance in N.Y. harbor.

The event is structured for club sailors who would like to visit New York City with their family and friends. In addition to the competition, there was a lively social schedule of dinners and parties for the participants.

We hope the quality of competition and the spirit of the social events will make the Dennis Conner International Yacht Club Challenge a truly memorable experience for all participants. And with our floating clubhouse in the harbor, we know we can offer you million dollar views, especially after the sun sets.

The third "Dennis Conner International Yacht Club Challenge" will be held August 20 to 23, 2008. Clubs may request invitations at www.myc.org under "more club info".

2nd Annual Dennis Conner International Yacht Club Challenge August 22-25, 2007 Manhattan Sailing Club, New York Harbor

| Pl | Team (#) | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | Total |
|----|--|------|------|------|------|------|------|----|----|-------|
| 1 | United States - Raritan Yacht Club | 1 | (5) | 1 | 1 | 1 | 3 | 5 | 2 | 14 |
| 2 | Ireland - Royal Cork Yacht Club | 6 | 6 | 2 | (9) | 3 | 1 | 4 | 7 | 29 |
| 3 | Bermuda - Royal Bermuda Yacht Club | (12) | 4 | 3 | 3 | 4 | 7 | 2 | 10 | 33 |
| 4 | Cayman Islands - Cayman Islands Sailing Club | (11) | 2 | 10 | 6 | 5 | 4 | 6 | 3 | 36 |
| 5 | United States - Malletts Bay Boat Club | 2 | (8) | 6 | 5 | 7 | 6 | 3 | 8 | 37 |
| 6 | Australia - Fremantle Sailing Club Team B | 9 | (12) | 7 | 2 | 2 | 12 | 7 | 5 | 44 |
| 7 | Italy - Fraglia Vela Riva | 4 | 3 | 9 | 8 | (15) | 11 | 1 | 9 | 45 |
| 8 | United States - Manhattan Sailing Club Team A | 3 | 9 | 5 | (10) | 9 | 8 | 9 | 4 | 47 |
| 9 | Australia - Fremantle Sailing Club Team A | (12) | 7 | 8 | 4 | 8 | 10 | 12 | 1 | 50 |
| 10 | United States - Manhattan Sailing Club Team B | 7 | (13) | 12 | 11 | 6 | 5 | 8 | 6 | 55 |
| 11 | Italy - Yacht Club Bergamo | 8 | 1 | 11 | 12 | 13 | (15) | 11 | 14 | 70 |
| 12 | Ireland - Blessington Lakes Sailing Club Team A | 10 | 10 | (15) | 15 | 12 | 2 | 11 | 11 | 71 |
| 13 | New Zealand - Manukau Yacht and Motor Boat Club | 5 | 11 | (13) | 13 | 10 | 13 | 13 | 13 | 78 |
| 14 | France - H22 France Sailing Club | 12 | (15) | 14 | 7 | 11 | 9 | 15 | 15 | 83 |
| 15 | Ireland - Blessington Lakes Sailing Club Team B | 12 | (14) | 4 | 14 | 14 | 14 | 14 | 12 | 84 |



Sixth Lady Liberty Regatta

Manhattan Yacht Club,

New York, June 2 & 3, 2007



Kate Morgan and her team broke a four-way tie to win the Sixth Lady Liberty Regatta sailed in New York Harbor. The event, sponsored by Conde Nast Publications, is raced on identical J/24 sailboats provided by the Manhattan Sailing Club. Twelve all-women's teams from across the U.S. participated in the regatta.

The Lady Liberty Regatta brings together some of the top women sailors in the country and abroad for a competition sailed within the shadows of the Statue of Liberty. The regatta is organized by the New York Harbor Sailing Foundation and runs approximately every 2 years.

The four-way tie for first place was between Morgan, Magie Donelan, Margaret Hurley and 3-time Lady Liberty winner Heidi Riddle. Morgan was awarded the win for having the best individual race rankings (two Firsts and one second). Her crew consisted of Megan Spurling, Mary-Jean (MJ) Cavanagh, Carla Murphy and Margaret Flynn.

SIXTH LADY LIBERTY REGATTA

| Pl | Team | R1 | R2 | R3 | R4 | R5 | R6 | Total Pts |
|----|------------------------------|------|------|------|------|----|-----|-----------|
| 1 | Kate Morgan | (12) | 3 | 9 | 2 | 1 | 1 | 16 |
| 2 | Maggie Donelan | 1 | 1 | 7 | (10) | 3 | 4 | 16 |
| 3 | Margaret Hurley | 4 | 2 | 4 | 1 | 5 | (8) | 16 |
| 4 | Heidi Riddle | (5) | 4 | 1 | 4 | 4 | 3 | 16 |
| 5 | Caludia Wieland/Isabel Marsh | 2 | 6 | 3 | (8) | 8 | 2 | 21 |
| 6 | Daniello Gallo | 3 | (7) | 2 | 5 | 6 | 5 | 21 |
| 7 | Karen Kelly | (9) | 5 | 6 | 3 | 2 | 9 | 25 |
| 8 | Patti Dinse | (8) | 8 | 5 | 6 | 7 | 7 | 33 |
| 9 | Nanna Buckley | 7 | (10) | 8 | 7 | 9 | 6 | 37 |
| 10 | Bonnie Kirchner | 6 | 9 | 10 | (11) | 11 | 10 | 52 |
| 11 | Delphine David-Huet | 11 | (12) | 11 | 9 | 10 | 11 | 52 |
| 12 | Madaleine Tan | 10 | 11 | (12) | 12 | 12 | 12 | 57 |

Provogue Mumbai International Match Race 2007

By Cdr R Mahesh

Article and photographs provided courtesy of IndiaBoating.com

The waters off the Chowpatty Bay, Mumbai witnessed some action packed high quality racing courtesy the first ever Provogue Mumbai International Match Race 2007.

The event was held from 16th to 20th of December 2007 at the picturesque Chowpatty Bay and run off the H2O Water Sports Complex giving the viewing public a true taste of the racing which was held close to the shore. The event was kicked off by a brunch hosted by Salt Water Grill and H2O – Mumbai's with Mumbai's who's who in attendance.

Forty competitors from seven countries were invited for the event to be eventually held among ten teams. Five Indian teams also participated in the event. The ten teams were pitted to sail against each other in a round robin format to pick the top six who would then race each other to determine the semi finalist for the event. The semi finals and the finals were sailed in a knock out best of three format.

The event sailed over five days saw extremely close racing which turned out to be a feast for the spectators but nerve racking affair for the competitors involved! The lead in the race changed hands many a times with distances between boats being under a couple of seconds after twenty minutes of racing.

The Russian team skippered by Andrey Arbuzov finally clinched the title of 'The Champion', Provogue Mumbai International Match Race 2007 after a heated battle through the event and a come from behind win in the finals against Tino Ellegast from Germany. He lost the first race of the best of three finals to Tino before stamping his class on the event by winning the next two races in style and thus adding to his title tally which includes a host of international events in the past. He walked away from Mumbai with the chunk of the prize money purse of USD 8000, a designer Tag Heuer watch presented by the official timekeepers for the event and a host of goodies from the title sponsor Provogue.

Overseen by Admiral Murlidharan, the Chief of Staff, Western Naval Command, the prize giving was a grand function held at the Chowpatty Beach. To sum it up the first ever Provogue Mumbai International Match Race 2007 proved to be a highly successful event that showcased Mumbai's potential as an international venue.

FINAL STANDINGS

- | | |
|-------------------|-----------------|
| 1. Andrey Arbuzov | 6. F Tarapore |
| 2. Tino Ellegast | 7. A Mongia |
| 3. E Nikiforov | 8. John Back |
| 4. R Mahesh | 9. S Basheer |
| 5. Peter Kochnev | 10. Amit Arvind |

Match Racing, unlike traditional sailing it is the most spectator friendly part of the sport. It is a one on one wherein two identical boats racing against other – this one-on-one duel is a game of strategy and tactics. The match race lasts for under 20 minutes where the boats maneuver against each other at distances under a few inches making it extremely exciting for the spectators and giving the participants a major adrenaline rush!



The J/24 Appears at Earls Court Boat Show

By Stuart Jardine



David Harding - SailingScenes.com

The UK J/24 Class Association was fortunate to be offered a stand by the organisers at the 2007 Earls Court Boat Show from the 1st – 9th December. The J24, the World's most popular One-Design Keelboat, was located directly opposite the Royal Navy and Royal Marines, just a "half-pint" from the Guinness Stand.

The stand in Hall 2 was big enough to display one of the most successful J/24 boats "HedgeHog", a 1987 boat built by Jeremy Rogers and recently overhauled and polished up by David Heritage. In fact, we can proudly say she was shining and looked newer than some of the brand new yachts at the show.

Earls Court has certainly had a major overhaul and those of us who were fortunate to visit were impressed by the slick smart layout achieved by the show organisers. The only pity was an impression that there was a shortage of visitors. However, we believe the

Class was given good coverage and received many comments about how nice to see the International J24 back at a Boat Show.

The Association would like to thank all the class volunteers who manned the stand and also Inmarsat, Dubarry of Ireland, David Harding of Sailing Scenes and our sailmakers; Ullman, North & Hyde for their support.

J24s represent very good value for sailors. They are solidly built and can be realistically used for family day cruising, whilst remaining competitive for club and international events. Strict one-design rules mean that the best sailors, not those with the biggest budget, win. The J24 needs a team to sail to her full potential and the fun is both on and off the water.

This ISAF Class continues to excite sailors of all ages, from International to beginner status. The J24 attracts sport, club and

weekend sailors, serious campaigners, all-women teams, teenage and college students amongst its loyal enthusiasts. It represents the cross-over from dinghy to keelboat and many past J24 World Champions are to be found at the America's Cup.

The J24 has been selected for use at nearly every major International championship, including the ISAF Sailing Games, the Nations Cup and the Pan American games. Nearly 5,500 boats have been built and 50,000 people sailing actively in over 100 fleets in more than 40 Countries brings a wealth of new friends around the World.

The UK J/24 Class has a list of current second-hand boats available at its website. These range from £3950.00 to £21,000. New boats are available from J Boats Italy, starting at £26,000.00, in time for the June World Championship in Cannigione, Sardinia.

Dennis Ellis - Great Britain – IJCA Councilor of Honor

By Stuart Jardine

Dennis celebrated his 90th birthday on the 30th November 2007.

Many may not be aware that Dennis joined the Class Technical Committee on its formation in the early 1980s, under the chairmanship of Rod Johnstone. He was the main instigator of most of our current long standing International Rules, working closely with the then IYRU (now ISAF).

In the early 1990s, Dennis took over the International Technical Committee Chair from Rod, which he held until his retirement from the ITC in 1997. His retirement did not end his association with the Class, as he was made a Councilor of Honor and has remained a technical advisor to the UK-NJCA ever since. I can honestly say that during my time as the UK's chief measurer and a member of the ITC, that I have been very lucky to have him round. Despite his age, Dennis's brain remains keen, and his memory and knowledge of Class history is huge and fascinating. The International J/24 Class looks forward to his continued help and guidance for many more years.

30th Anniversary Edition of the J/24

2008 marks the 30th Anniversary celebration of the J/24. With over 5,400 boats world-wide, the J/24 Class continues to attract the world's best sailors and the up and comers.

Debating at the 2008 Midwinter Championship will be the 30th Anniversary Edition of the J/24, sailed by Jeff Johnstone and his team from Newport, RI. This latest production of the J/24 was conceived by Italian J/Boat builder Paolo Boido and approved by the International J/24 Class Association's World Council in October 2007.

The first 30th Anniversary boat was built at US Watercraft.

Mr. Boido presented ideas for redesigning some aspects of the J/24 without changing the total weight or the weight distribution of the boat. Some of the changes included removal of the wash basin (sink) and adding watertight hatches on the interior seats. The World Council approved a motion that the IJCA, in conjunction with the builders, develop the proposals of J/Boats Italy to enhance the interior of the cabin and deck mouldings.



2007 World Council Meeting Minutes

Riva del Garda, Italy • October 6, 2007

1. Call to Order and Welcome

Bob Turner called the meeting to order at 0900.

2. 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. 26 total votes were represented at the meeting.

Attendance: Bob Turner – Chairman, Jim Farmer – Vice Chairman, Roger Harden – Finance Committee Chairman, Eric Faust – Executive Director, Lorne Chapman – Technical Committee Chairman (holding proxy for CAN-JCA – 1 vote), Nancy Zangerle – USA-JCA (5 votes), Remco van den Berg – IJCA Executive Committee (holding proxy for NED-JCA – 1 vote), Tasos Nikolau – GRE-JCA (1 vote), Roberto Authier – ARG-JCA (1 vote), Robin Eagleson – IRL-JCA (1 vote), Marianne Scholke – SWE-JCA (plus proxies for GER-JCA & DEN-JCA - 3 votes), Tomomi Hatakeyama – JPN-JCA (2 vote), Stuart Jardine GBR-JCA (holding proxy for BER-JCA – 2 votes), Alister Morison – AUS-JCA (1 vote), Tamas Madarasz – HUN-JCA (1 vote), Eros Angeli – ITA-JCA (2 votes), Jorge Castillo – MEX-JCA (holding proxies for ESP-JCA, CHI-JCA, COL-JCA – 4 votes). Observers included: Kenneth Porter – Technical Committee, Sachiko Suzuki – JPN-JCA observer/translator, Paulo Boido – J-boats Italy, Gabor Csernussi – HUN-JCA, Massimo Mariotti – ITA-JCA, Anna Sargenti – ITA-JCA, Gianpietro Pollesel – ITA-JCA and Technical Committee.

3. Appointment of Secretary

Bob Turner appointed Eric Faust as secretary for the meeting.

4. Chairman's Update

B Turner thanked the local hosts for their hospitality and for the opening reception. Bob stated he was pleased that the majority of the attendees had also attended last year's meeting, thus allowing for greater continuity. He reminded the group that the World Council is a policy making group and everyone should focus on optimizing their short time together. In the last year, the Class has largely caught up with a backlog of work from previous years including work on the Constitution, By-Laws and Rules. The main

challenge is for the Class to present itself in a way that attracts new people and it should therefore try to focus on marketing and promotion in the years to come. With much of the administrative work behind us, the Class is now in a position to move forward with new enthusiasm.

5. Approval of 2006 WCM Minutes

N Zangerle pointed out that the agenda item regarding the J/24 logo usage had been completed. With the understanding that this was accurately reflected in the 2006 WCM minutes, **N Zangerle made a motion that, "the minutes be approved as written."** The motion was seconded and unanimously approved.

6. Actions Arising

B Turner indicated that all actions arising from the 2006 meeting would be taken up in agenda items later in this meeting.

7. Elections

J Farmer was given the floor to conduct elections. **J Farmer nominated Roger Harden for the position of Finance Chairman for a two-year term. The nomination was seconded and unanimously approved. For the additional members of the Executive Committee, J Farmer nominated Massimo Mariotti (ITA-JCA), Alister Morison (AUS-JCA) and Remco van den Berg (NED-JCA) for one-year terms. The nominations were seconded and unanimously approved.**

L Chapman nominated the following slate of members to the Technical Committee: Stuart Jardine GBR, Günther Müller BRA, John Peck USA, Gianpietro Pollesel ITA, Kenneth Porter MEX, Reid Stava USA, Alyn Stevenson AUS, Tim Winger USA and Lorne Chapman CAN as Chairman. J Farmer made a motion to "accept the slate as presented." The motion was seconded and unanimously approved.

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 with a year of experience with the IJCA, things ran more smoothly this

past year with the help of many members of the Executive Committee. Membership is stable across all countries with a 2007 total membership of 2750. The cooperative agreement to share overhead expenses with the USA-JCA is working well. The 2006 year-book was produced and the time is coming to submit information for the coming 2007 year-book. Rulebooks were also printed and distributed to each country. A new webmaster, Scott Waterhouse, has taken over running the IJCA website and information should be sent to him for posting to that site. The new keel measurement templates are completed and will be ready to ship to those who ordered them soon. Measurement certificates are being produced in the Class office and are now being sent to the boat owners as printable PDF files.

8.3 Financial Report

R Harden gave a report on the Class finances. The class is in good financial shape with revenue coming in as expected. With stable membership, the revenue has also been very stable. The two main revenue sources are memberships and sail royalties. This year sail royalty revenue was down about 20% from the previous year. It is not expected that this is a trend. The IJCA still maintains a bank account that is sufficient to run the Class in case of unexpected losses. The Class has successfully abated two outstanding penalties with the IRS that were created several years ago during the office transition. There remains one outstanding penalty for approximately US\$4,000, but it is expected that this will also be abated in time. The IJCA has a current system of paying the shipping expenses for all IJCA material sent to the NJCAs. With increases in shipping costs, it would be wise to increase the IJCA dues from US\$13 to US\$15. This should allow the IJCA to run at a break even in the coming year. **R Harden made a motion to "increase the IJCA dues from US\$13 to US\$15 per membership starting in 2008."** The motion was seconded and unanimously approved. S Jardine stated that several countries in Europe are required to carry national royalty labels in addition to IJCA royalty labels. *"It was decided that action should be taken to discuss this with ISAF with the intention of eliminating the need for national royalty labels."* B Turner suggested that S Jardine take the lead on this project.

8.4 Technical Committee Report and Rule Changes

L Chapman presented a report on behalf of the IJCA Technical Committee (ITC.) (See *attached report*.) With the majority of the work rewriting the Regatta Regulations now complete, the ITC can focus on other issues. The ITC is always interested in assuring the existence of sufficient measurers across all continents. Keel and rudder measuring templates have been produced. A future project will likely be to modify the J/24 Class rules to conform with ISAF standards. A set of sail measurement templates has been produced and the possibility of producing more will be explored.

8.5 Builders' Reports

R Authier, the builder from J-boats Argentina, gave a report. He stated that his company had built 10-12 new boats in the last year for distribution to Chile, Brazil and Argentina. The molds are almost 20 years old and will need to be replaced in the near future, which is a big expense. R Authier was concerned about the differences in boats among the various builders around the world. Maintaining one-design standards is very important and he would like the assistance of the IJCA in assuring that his boats are built in accordance with the rules. R Authier also offered his assistance to the Technical Committee. P Boido, gave a report from J-boats Italy. Production of J/24s is down with the Italian market very weak. Only one boat has been ordered for the 2008 World Championship. P Boido has been working to build business in other countries. The J/24 is very expensive to build due to the way it was designed. He does not perceive a significant difference in the boats built by the various builders. He would also like to see a single technical person within the Class that could serve as a point person for the builders. He would like to see the Class Rules simplified to make the boat easier to race. The J/24 is a good boat; it just needs to be marketed properly.

S Jardine stated that the J/24 should be modernized, particularly in the interior. L Chapman presented an idea that the Class could contact J-boats to look into the possibility of taking over control of the building specifications so that changes could be implemented with the Class approval. After further discussion on the subject, **L Chapman then made a motion that, "The World Council empower the Executive Committee to approach J-boats for the J/24 Class Association to assume sole control over actions related to J/24 builder's specifications and other aspects of full management of the Class, including acquiring the J/24 copyright."** The motion was sec-

onded and unanimously approved.

8.6 Marketing and Promotions

N Zangerle stated that an agreement for the usage of the J/24 logo has been completed and she has copies of that document. The Yearbook was challenging to produce but in the end, the content was satisfactory. The deadline for the 2007 Yearbook would move up substantially from previous years. A notice will be sent for submissions in the near future. The poster approved for development at last year's meeting was not produced. The plan is to produce a promotional poster for 2008. The webmaster has helped in developing an online demographic profile that can be used to collect data about IJCA members around the world. This will be completed shortly and people will be allowed to file information through the IJCA website. L Chapman mentioned that it would be helpful to have a broadcast email system on an international basis.

** B Turner suggested that as an action, each NJCA develop a similar system for easily contacting its own members.*

** P Boido suggested that the contact information for each builder be included in future Class Yearbooks.*

** R Harden suggested that each builder be sent several copies of the Class Yearbook each year and Rule Books when they are printed.*

N Zangerle mentioned that there are differences in the time it takes for the Yearbooks to be distributed in each country.

9. Submissions

2009 North American Championship – Valle de Bravo, MEX

J Castillo submitted a proposal, which was previously circulated, to host the 2009 J/24 North American Championship. B Turner asked the group if anyone had an objection to the proposed host and location. Without any objection, the proposal was formally accepted.

2010 World Championship – SWE/DEN

M Scholke presented a proposal to host the 2010 J/24 World Championship in Malmo, Sweden on August 20-28, 2010. The southern region of Sweden is an active sailing area and has previously hosted an America's Cup event. M Scholke stated that since developing the proposal and establishing preliminary discussions, the Royal Danish Yacht Club has also expressed interest in hosting the regatta. The regatta organizers are now looking into the available options to determine which venue will provide the greatest support and sponsorship opportunities for the regatta.

N Zangerle made a motion that "the SWE-

JCA be awarded the 2010 J/24 World Championship to be hosted in Malmo, Sweden or Copenhagen, Denmark." The motion was seconded and unanimously approved.

Class Rules

Change Proposals

N Zangerle made a motion that, "Rule 3.3.1 be changed to read: 'The keel shall be of moulded lead to the building specifications and cast in a mould licensed by JBoats and approved by ISAF and the IJCA.'" The motion was seconded and unanimously approved.

Two proposals for changes to Plan C of the Class Rules were withdrawn by R Authier. **L Chapman made a motion to, "Remove Rule 3.6.4 from the Class Rules."** The motion was seconded and unanimously approved.

S Jardine made a motion to amend Rule 6.1.28 to read, "Water resistant flashlight(s)." The motion was seconded and unanimously approved.

S Jardine made a motion to change Rule 3.6.10 to read, "The mainsail shall be attached to the mast and boom with boltropes. The foot boltrope shall be a minimum of 2300 mm in length." The motion was seconded and unanimously approved.

L Chapman stated that there is a known discrepancy between Plan D of the Class Rules and the standard measurement form. It should be noted that the actual maximum rudder depth is 890mm instead of 880mm as shown on Plan D. A proposal submitted by a Class member to, "Increase the allowed power ratio of the kicking strap (vang) to 12:1 or 16:1" was presented. **R Harden made a motion to, "Table the proposal until testing could be carried out."** The motion was seconded and unanimously approved. **S Jardine made a motion to change Rule 7.1.11 to read, "7.1.11 A strop or the use of wire in the mainsheet control system."** The motion was seconded and unanimously approved. **L Chapman made a motion to change Rule 3.5.4 (g) to read, "Cunningham controls of synthetic rope using a maximum of 6:1 power ratio which may include a single wire strop for attachment to the mainsail or headsail. A cunningham control may be used instead of a fixed attachment for the tack of a sail."** The motion was seconded and approved.

L Chapman made a motion to change Rule 7.2 to read, "Other than specified in Rule 6.1.1 the trimming of genoa or jib sheets by means other than by a sheet from the

clew directly to the turning block attached to a car with a plunger pin or screw pin on the headsail tracks. The trimming of the 100 percent jib may optionally be from optional deck eye (see Rule 6.1.4(b)) first, then through the clew on the jib. The turning block must be attached directly to the car on the headsail track by a shackle or other material of minimum length to enable the attachment, and fixed so that it is not adjustable while sailing. The vertical distance from the deck adjacent to the headsail track to the loadbearing surface of the sheave in the fixed block closest to the deck may be a maximum of 110 mm." The motion was seconded and unanimously approved.

After discussion, a proposal to change Rule 3.5.3(c) was withdrawn by R Harden. L Chapman made a motion that, "The World Council authorizes the Technical Committee to write a protocol, which takes into account all factors and objectives defined at the 2007 World Council Meeting, for a trial regarding Rule 3.5.3(c) to allow for adjustable forestays. The trial will run from whenever ISAF approval can be obtained until October 1, 2008. The trial would be for events up to and including the National Championship level, not for Continental and World Championships. Each country should have the option to participate in the trial or not. The protocol will be circulated to all meeting delegates and NJCAs for a decision on whether or not to move forward with a formal trial." The motion was seconded and approved.

Regatta Regulations

L Chapman made a motion that, "the Regatta Regulations be approved as presented as an addition to the Bylaws of the IJCA." The motion was seconded and approved. The objection of several NJCAs was noted. The ITC shall maintain its commitment to accepting comments and suggestions for changes to the Regatta Regulations to be approved by the Executive Committee on an ongoing basis.

Global Sponsorship Proposal

J Castillo gave a presentation describing work that is being carried out to create a professionally produced sponsorship package that can be used to solicit multi-year sponsors for J/24 World Championships. This would include a booklet and video in an appealing polycarbonate package. The World Council was asked to forward any corporate contacts for potential sponsors to E Faust in the Class office so they can be added to the

existing list of targets.

R Harden made a motion to, "Approve the continuance of the project to develop the sponsor package and solicit sponsors with an estimated total budget of approximately US\$20,000. The payments will be made contingent upon meeting certain project milestones." The motion was seconded and unanimously approved.

2011 World Championship

B Turner indicated to R Authier that based on the current regatta rotation, the IJCA would like to see the 2011 J/24 World Championship held in South America. R Authier stated that he would be happy to organize the event.

2008 World Championship Update

The ITA-IJCA gave a report on the status of the 2008 World Championship to be held in Sardinia. It was stated that they were close to closing a deal with a title sponsor, Moby Line. Any budget shortfall in sponsorship money would be covered by the municipal government of Arzecena. Arrangements will be made to provide reduced rate ferries from the mainland as well as hotel and shopping discounts for the competitors. The entry fee is targeted at €400. Charter boats will be made available from J/24 owners in Italy. In addition P Boido will develop a price quote for new charter boats to be made available for the event.

** When the price quote is available from P Boido, each NJCA should be polled to determine how many total charter boats will be demanded at that price point.*

J/24 Building Specification Modification

P Boido made a presentation showing some ideas for redesigning some aspects of the J/24 without changing the total weight or the weight distribution of the boat. Some changes might include the removal of the wash basin and adding watertight hatches on the interior seats. On the exterior, existing teak or PVC rails might be replaced with moulded fiberglass parts in order to reduce some of the current production costs.

R van den Berg made a motion that, "By January 1, 2008, the IJCA, in conjunction with the J/24 builders, shall develop the proposals of J-boats Italy to enhance the interior of the cabin and deck mouldings." The motion was seconded and approved.

Proposals Regarding World Championship Qualification

S Jardine read a proposal from Chris McLaughlin regarding World Championship participation. The proposal for, "Permanent qualification of past Continental Champions e.g. North American; South American; Australasian and European Champions for eligibility to sail at World Championships, without prior qualification series and without impacting on National allocations" received no second. Proposal rejected. R Harden made a motion that, "For the 2008 World Championship and the 2009 World Championship, 'One all female crew per country, to be selected by each governing J/24 national authority, will be eligible to sail the J/24 World Championship in to compete for the Jaeger J/24 World Championship Women's Trophy. Also, one under 25-years crew per country, to be selected by each governing J/24 national authority, will be eligible to sail the J/24 World Championship to compete for the under-25 Turner Trophy.'" The proposal was seconded and approved.

Other Business

P Boido asked the group what the maximum fee for boat measurement is in each country and if there should be a standard rate worldwide. After polling the group it was determined that there was a wide variance in prices, ranging from countries that charge no fee up to a €150 fee in Italy. After some discussion, B Turner asked that the World Council note the variance in measurement fees and costs and encouraged each NJCA to minimize the cost of measurement if at all possible. Additionally, the IJCA will endeavor to work with J-Boats Italy to resolve the issue of measuring boats at its factory.

10. Vision for the Future

B Turner stated that the Class should be looking at where we would like to be 15 years in the future. He suggested that a small group of volunteers come together to brainstorm a coherent program, integrating all the aspects of our Class that we would like to promulgate, and develop a strategic plan. The Class has a 30th anniversary celebration year coming up in 2008 along with the potential to have an updated boat design. These two aspects can be integrated into our global marketing plan, which is also in development.

** J Farmer, R van den Berg and J Castillo volunteered to develop a strategic plan and report back to the group with their findings.*

11. Action Plan Revision

B Turner noted that the action plan devised in the past year had been working well and had been constantly revised as actions were completed or changed. The action plan comprises the building block elements that will need to be involved in the long-range strategic plan. Of note on the current action plan is item #11, the creation of a Youth World Championship. Mauricio Santa Cruz is working on integrating the J/24 into the 2009 ISAF Youth World Championship to be held in Brazil. P Boido mentioned that the "Old Boat Trophy" was won by Jens Hookenson at the 2004 Worlds and has not been presented since.

** A process for tracking perpetual trophies should be developed. The list of trophies should be printed in the Yearbook.*

12. Date and Place of Next World Council Meeting

The 2008 World Council Meeting will be held in Annapolis, Maryland during the month of October. The exact dates are not finalized.

** N Zangerle will send the final dates to the World Council as soon as that information is available.*

13. Closing Remarks

B Turner thanked the group for its contribution throughout the day and once again thanked the members of the ITA-JCA for their wonderful organization and hospitality. Many strides have been made over the past year, and this meeting is a good way to continue to build on our past successes.

R Harden made a motion to adjourn the meeting. The motion was seconded and approved and the meeting was adjourned at 1745.

2007 International Technical Committee Report Sept. 28, 2007

1. 2006 Rule Changes

The changes were approved by ISAF and made effective for February 1, 2007. Eric Faust, our Executive Director produced the printed rule book in the early spring. There has been no feedback on any of the 2006 rule changes.

2. Safety Initiative

Tim Winger with help from Hans Spiller (measurer in Seattle) and Stuart Jardine have assembled a body of knowledge on boat preparation and prevention of sinking, crew preparation, sailing techniques to

prevent the events, and what to do when it happens. The resulting work is getting close to being published - this should happen later this year.

3. Sail Measurement Template

Reid Stava took the initiative to have a sail measuring template made for use in North America following the approach pioneered in the UK. With the cooperation and some work contribution from Haarstick Sails in Rochester NY, a set of templates were produced. This set has been used at the Mid-winters, 2007 Worlds in Puerto Vallarta, the North Americans and the Canadian Nationals - and some more regattas not on my list. They have been enormously successful, removing the need to lay out a measurement floor and bring a new level of consistency to sail measurement. It's quick and easy to train the measurer assistants and we can do a better job all round measuring sails. Our next task is to figure out where we want to use the templates and develop a plan that balances the use need and shipping costs to determine if additional sets are needed and where to locate them.

4. Regatta Support

One of the key roles of the ITC is to provide regatta support to major championships including Worlds, Continental Championships, some national championships and special events. We have had comments that it is hard to plan regattas when they don't know what the involvement and support level from the ITC members will be and what other expectations are involved. We are developing guidelines to share with regatta organizers and get the expectations in the open so that best use is made of the resources and unmet expectations get eliminated. The guidelines will be in the form of an appendix to the Regatta Regulations document.

5. Regatta Regulations

A lot of work has gone into the completely revised set of Regatta Regulations. The current version of the document is posted on the IJCA web site and is on the Oct. 5 WCM agenda for approval. The current version has had scrutiny by a small group of members with major regatta organizing experience as well as good race organization and rules knowledge. Their suggestions have been incorporated. The current version covers World and Continental championships. Our goal is to bring as much consistency as possible between these two levels of events, recognizing that local conditions may require some adaptation. The Regatta Regulations will have the status of IJCA by-laws so they can be amended when needed with the approval of the Executive Committee, and the changes ratified at the following WCM. Our further plans are to add a section for National

championships, guidelines for ITCC support as mentioned above, and minor updates to the class standard NOR and SIs.

6. Hull Measurements and Resulting Rule Changes

We have been working with Roger Harden on his initiative to find a way to remove the disparity in the balance in boats from various builders. Through an exhaustive measurement program, Roger has uncovered that there are minor differences in hulls from various builders and time periods. These differences impact the balance of the boat because the sail plan is measured from that mythical point on the bow, and the keel position is controlled by the hull/transom intersect. A test measurement jig was built and some test measuring with the jig done at the Worlds in Puerto Vallarta. While this data corroborated what the models built from the hull measurements showed, more extensive use would have entailed re-measuring the entire fleet. A simpler solution started to emerge that entails allowing a variable forestay length resulting in more freedom to adjust mast rake. This would let the owner balance the rig and keel position on their boats at low cost. The few tests with this approach indicate it has promise as a solution. The next step is a class-wide trial - which is being proposed to the WCM.

7. Class Rules Rewrite

I attended the ISAF measurers' conference in Nov. 2006 with Stuart Jardine. It was most useful in assessing the state of class rules development and measuring by the various ISAF recognized classes. We also made a number of useful contacts. One of the initiatives of the Measurement sub-committee in ISAF is to convince classes to reformat their class rules to a new standard. This will enable more effective management of the change process and make it easier for ISAF trained international measurers to pick up the nuances of measuring J/24s. There is also a strong focus on the class rules containing only items describing the boat "as it is raced". Various class rules have accumulated baggage throughout the years on topics such as championship regatta standards and rule changes processes within the class. These extraneous items more correctly belong in class by-laws and outside the ISAF rule management process. Examining whether to, and if desirable, how to reformat the class rules to be seen as a player in supporting this initiative will become an active issue for the ITC in the coming months.

Submitted by: Lorne Chapman
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Sept. 28, 2007

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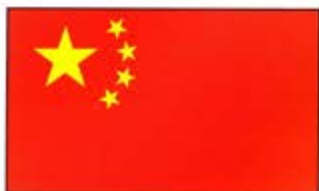
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