



International

J.
24

Winter 2002 • Volume 45

Simply #1.

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2002 Worlds**

**1,2
2002 North Americans**

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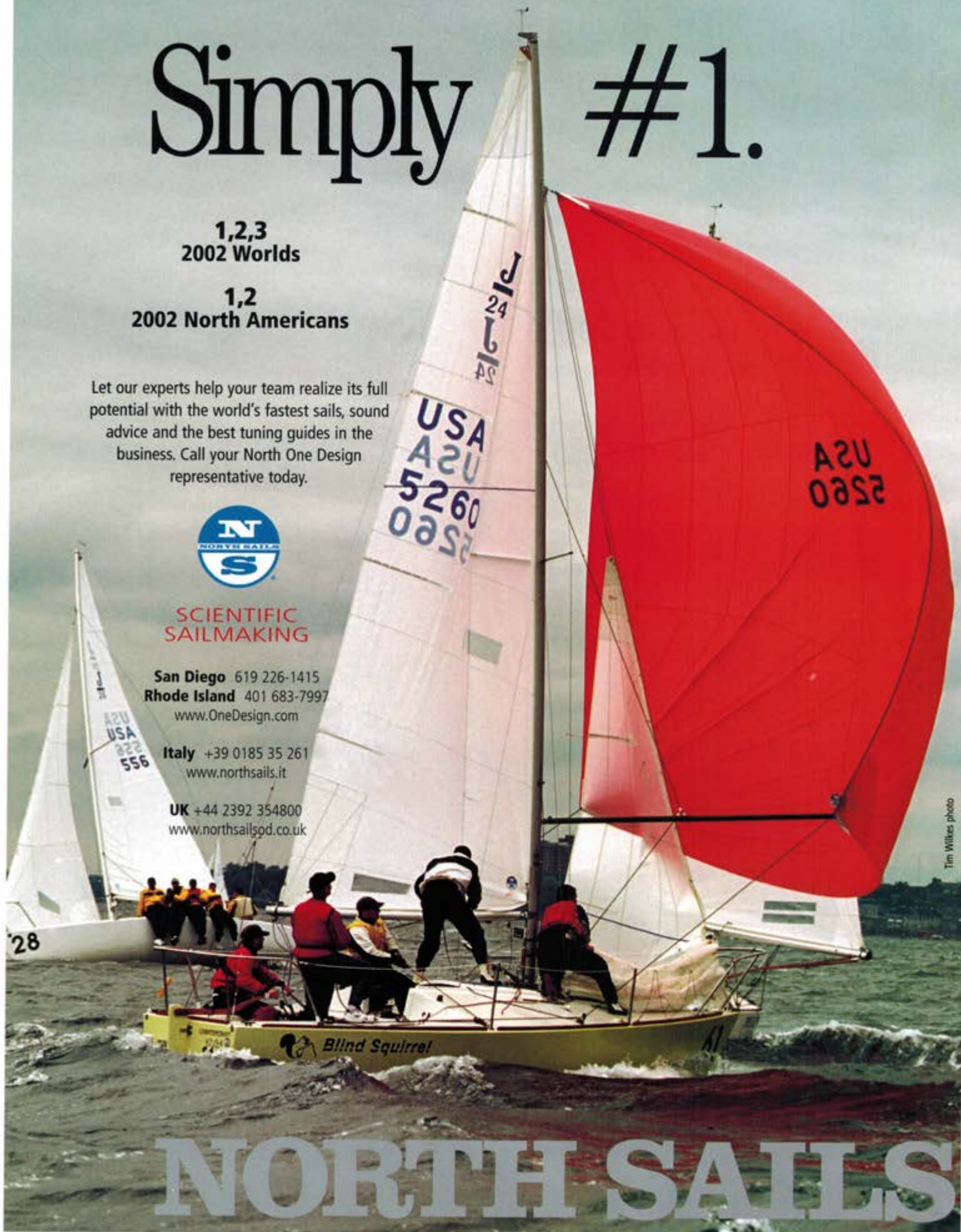


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NORTH SAILS



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Geoff Evelyn

From The Chairman

This is the second edition of the new International J/24 Magazine. I have to say that the first edition produced by John Peck and Eric Faust was an unqualified success. It had a sharp new image with a good spectrum of articles in a very readable format. This issue should be just as exciting as both John and Eric have had a chance to settle into their roles and the learning curve will not be as steep.

RULES

One of the major strengths of this class is that we have a set of rules that have been in place for many years. Rule changes have been evolutionary and not revolutionary. This year we are going forward with very few changes. Those changes will close loopholes and ensure that the one-design nature of the class is maintained.

To assist in the better understanding of the rules our Technical Committee has updated the Class Measurement Manual. This manual will be distributed to all measurers that actively are involved in the measurement process. When measurement takes place at a regatta those involved in the process will have a solid reference point from which to work. At this year's Annual Meeting, the Class agreed that a member of the International Technical Committee will be in atten-



Geoff Evelyn and John Peck at Kingston Worlds

dance at all Continental Championships. To ensure that there are sufficient volunteers to handle this, the Committee has been expanded by two, Stuart Jardine in Europe and Kenneth Porter in Mexico. I welcome them to the fray. I would also like to thank Marshall Lytle for his years of service as the Designer's Representative on the Committee. Marshall resigned this year due to outside pressures and Rod Johnstone has chosen Hank Killion to represent him on the Tech Committee. Hank is a Past Chairman of the class who has maintained his contacts within the class. Welcome back Hank.

Much has been written recently by Paul Henderson, the ISAF Chairman, about enforcement and adherence

to the Racing Rules. The executive of the class has been following these discussions as they have a direct relationship to J/24's and the way they are sailed. The Racing Rules allow certain actions and restrict others, so do we. Rule 42 of the RRS must be enforced as will class rules that deal with pumping of the spinnaker guy (Rule 8.2.2) and crew position outside of lifelines (8.3). Enforcement must come from regatta participants and should not be mitigated by the fact that you'll spend some time with the Jury. The Class has, at the past two world championships, used the arbitration process very successfully. The process is simple and should take no longer than five to ten minutes.

I must also, sadly, report

that the World Council has taken actions to suspend two members from the International J/24 Class Association. These individuals brought the sport of sailing and the IJCA into disrepute by their actions. Enough said, hopefully there will be no more.

In closing I would like to thank all the volunteers that make this class run and who have worked extremely hard in ensuring that when we go on the water we have fun. Remember to thank these folks whenever you see them.

In Sailing

Geoff Evelyn

News in Brief

By John Peck

The IJCA membership continues to be healthy with a 3% growth from 2001 to 2002. There has been renewed interest in Central and South America because the J/24 was chosen as the keelboat for use in both the Central American Games in 2002 and the Pan American Games in 2003. Three new JCA are being developed in Ecuador, St Lucia, Trinidad and Venezuela.

After hosting a very successful 2001 European Championship, the NED-JCA is in the final stages of preparation to host the 2003 World Championship. To accommodate the demand for charter boats, the European Community is pooling all available resources. Many of the charter boats will be coming from the GBR and IRL-JCA's. These boats will have to be ferried to the continent, and bookings must be made in January to guarantee good discounted fairs.

Therefore, it is extremely important that we establish the number of charter boats that will be required. All JCA's have been asked to provide the following:

- The number of teams that you anticipate will represent your country at the 2003 World Championship
- The number of teams that will need a charter boat
- The number of teams that would like to charter a boat with the owner (or the owner's representative) as one of the crew
- The number of teams that would like to take delivery of a new boat from J/Boats Italy at the Championship

Bob Turner (GBR-JCA) will be coordinating the charter boats on a first come first serve basis. You may contact Bob directly by e-mail at Robert@meadows24.freemove.co.uk, but please copy the IJCA office with all correspondence, ijca@ShipPlans.com.

Communication within the class is very important, and with the increased use of the Internet, the IJCA will concentrate on making improvements and refinements to the web site. We are working closely with Rudy Wolfs, President of the CAN-JCA to make this happen. Stay tuned.

Along those same lines, what do you think about this publication? Some are questioning the need for two issues each year. Is the information you receive of value? I am making every effort to bring the cost down so that it is more affordable to more people. Let your opinion be heard, talk to your Fleet Captain, District Governor or Class President. This will most likely be a topic for discussion at the next World Council Meeting.

The most difficult task as an editor is getting the information from contributors. In this issue of International J/24, the IRL-JCA has been featured. This is due primarily to the contributions of Michael Clarke. As you read about the many activities in Ireland, it is not hard to understand why the Irish class has grown from thirty members in 1999 to

fifty five in 2002. Good organization creates interest and promotes growth, and the IRL-JCA sets a good example. If you would like to see your JCA featured, make sure someone writes an article and makes the submission.

The South American JCA's have agreed on a coast-to-coast rotation for the South American Championship as follows:

- 2002 Peru
- 2003 Brazil
- 2004 Chile
- 2005 Argentina
- 2006 back to Peru and begin new rotation

If one of the developing JCA's has an interest in hosting the Championship, its proposal will be considered for 2006.

Your comments, good or bad, are encouraged.

I wish you a safe and happy holiday season.

History of IJCA Memberships				
IJCA	2002	2001	2000	1999
ARG	26	61	65	65
AUS	201	135		155
BER	150	98	15	8
BRA	27	27	27	27
BUL	10			
CAN	175	251	151	
CAY	8	8	10	
CHI	25		151	151
DEN				6
*ECU	1			
FRA		25	50	40
GBR	83	81	80	73
GER	50		55	52
GRE	21			
HUN	10	8	7	7
IRL	55	35	36	30
ITA	251	253	253	262
JPN	300	300	300	300
KOR	10	10		
*LCA	1			
MEX	43	40	40	42
MON	26	26	27	26
NED	51	40	40	
PER	24	15	15	17
PUR	11	10	10	
SWE	26	28	30	20
*TRI	1			
URU		10	7	13/7
USA	1050	1096	1118	1168
*VEN	1			
Totals	2637	2557	2487	2449

* Developing Class Associations

IJCA Technical Committee Report:

By John Peck, Chairman

As mentioned in the Chairman's Report and in the Minutes of the 2002 World Council Meeting, the Technical Committee has been expanded from five to seven members. We welcome long time class members and National Measurers



Kenneth Porter (MEX-JCA) joins the Technical Committee

Stuart Jardine (GBR-JCA) and Kenneth Porter (MEX-JCA). We also bid farewell to Rod Johnstone's appointed representative, Marshall Lytle, who has been replaced by former USA-

JCA President and World Council Chairman, Hank Killion.

The World Championship is the only event that requires "re-measurement" of all boats, regardless of any "previous certification". This has been a long standing tradition in the class to insure the competitors that all boats are in full compliance before the sailing begins, and is intended to allow everyone to focus on sailing. Measurement at the 2002 Worlds in Kingston went well, due in part to the pre-regatta preparation done by Lorne Chapman who is a past Chairman of the IJCA, and now the Canadian National Measurer. Also in attendance were committee members Francesco Ciccolo, Reid Stava and myself, as well as new members Stuart Jardine, Kenneth Porter and Hank Killion.

There were a few boats at the Worlds with bow shapes that were questionable. After careful review by the ITC members present, Rule 3.1.3 was invoked. Using a random sample of ten boats, the bow profiles in question were brought into compliance, without issue.

ITC members covered all continental events in 2002, with Reid Stava at the North American's,

Stuart Jardine, Hauke Kruss and Francesco Ciccolo at the European's, and I will be at the South American's.

Even though the Central American and Pan American Games are not "official" J/24 events, the World Council is in agreement that those regional mini Olympics should have full support of the IJCA. To that end, I will be overseeing measurement for all classes of boats at the Central American Games in Mexico this November, and Reid Stava will be the IJCA representative at the PanAm Games in the Dominican Republic next August. All of the boats for the PanAm's will be chartered from Puerto Rico. Reid has already made one trip to Puerto Rico, and will be there again in February to insure that quality boats will be available. He will also be present at the next meeting of the Pan American Sailing Federation (PASF) to check the Yacht Club Venue and Competition Area, to make sure that everything will run smoothly.

There will be only minor changes to the 2003-2004 Rule Book that go into effect 1st March 2003. None of these changes will affect your Measurement Certificates. Refer to the Minutes of the World Council Meeting for details.



Stuart Jardine and Reid Stava review refinements to the Measurement Manual at the Kingston Worlds.

USA-JCA Technical Committee Report:

By Reid Stava

The past year has been quite active in measurement activities. It began with the Mid-Winter's in January, hosted by Key Biscayne Yacht Club and ably chaired by Jack King. Jack was informed at the last minute of the need to make provision for measurements and had to do an eleventh hour scramble to arrange for space. Only a few boats had changes that needed a class measurer's approval, but the sail measurement was waived with the understanding that a protest could be made against boats without stamped sails pending satisfactory conformance to the class rules. Fortunately such was not the case and the regatta proceeded without measurement issues.

In March, a request from Hector Jimenez and Gilberto Rivera arranged for a trip to measure 12 boats in Puerto Rico (In March! While it's still winter in Rochester! It was a tough duty but it had to be done!). Several of the boats exhibited a flaw at the stem. Evidently prior owners decided to improve the pointing ability of the boat by flattening the stem fiberglass under the stemplate, allowing the mast to move aft, in direct violation of the class rules. The affected boats will have to have the area built up to approximate the shape of an unmodified stem before a measurement certificate can be issued. As expected, the current owners were a bit annoyed. Still, the boats by and large met the certificate requirements except for weight where most were underweight (the spring sailing season was just beginning and the boats had been drying out in storage over the winter).

By the way, while they dry sail boats in Puerto Rico, they do not launch with a crane hoist. Instead, a bulldozer sized forklift truck with padded 25 ft long lift arms places the arms fore and aft on either side of the keel, picks the boat off the trailer, drives it over to the launch slip, and lowers it into the water. While not too strange in a short boat, it was an interesting sight when they picked up a 35 ft offshore boat and carry it teetering fore and aft on the arms to the launch slip. I was told that owners rarely are on hand during the launch as it's too nerve racking to watch, but they haven't dropped a boat yet!

While on the subject, there was a recent incident involving a Puerto Rican boat that should be brought up. Evidently a boat dropped while being hoisted on a crane in Ponce. Upon investigation it was found that one of the keelbolts to which the lift strap is secured snapped off below the sump resin surface. Although the exposed portion gave no indication of a problem, the sub-surface portion was corroded to the point of failure under load. It must be noted that this is the

first known instance of such a failure for the J/24 Class. Nevertheless owners should check the condition of keelbolts by re-tightening them every 3-5 years to 40-50 ft lbs. of torque. Should a problem be discovered (i.e. the bolt rotates without tightening) it is recommended that the owners contact the current builder, Watercraft Inc., to determine an appropriate corrective action.

In July, Tim Winger and I from the US Class found ourselves involved in the measurement process for the 2002 World's at the Olympic Sailing Center in Portsmouth Harbor, Kingston, Ontario. For those not familiar with the site, the center is a vast building

for almost the entire regatta. Terry Bowdish, measurement chairman, arranged for the luxury of waist high sail measuring tables to be set up in a pavilion located away from the main clubhouse traffic. In addition, regatta chairperson, Nancy Zangerle arranged for 5 people to attend the Measurement Training seminar. After spending the first day in the lecture portion and sail measurement table layout, the trainees proceeded to measure two boats needing a complete measurement plus several others needing re-measurement for minor modifications. Laying out the sail table is a time consuming process that is worthwhile if a large number of sails need measuring. As the regatta

maintain a sealed file on the boat that contains the measurement data, operating manuals for radios, outboard's and the like, boat registration forms, and most important today, copies of insurance policies. They do a quick review of the contents as part of the regatta planning to assure there are no surprises when they arrive. It is no pleasure scrambling around trying to get a certificate or insurance policy copy to complete registration. It is not unusual for a chief judge to refuse to accept a competitor who hasn't a certificate issued by the International Office. So, remember, make arrangements for a class measurer to verify the compliance of the new keel job you just spent a bundle on and check that your insurance policy is aboard before packing the boat for the road.

This report wouldn't be complete without mentioning the excellent support provided by the members of the Technical Committee. As mentioned earlier, Tim Winger has provided insightful tools and fixtures that speed the measurement process considerably. George Wall provides much needed representation in the Long Island Sound area. Hank Kilian is in close proximity to Watercraft Inc. builders of the boats in Bristol, RI. Wayne Clough has returned, and keeps the Gulf states under control. Bill Worsham supports measurement activities in the western regions. And James Howard holds down the fort in the south east. Many thanks to all these capable people.

Successful Sailing!
Reid Stava
USJCA Technical Chairman

Note on the measurement error due to using a steel tape measure on an aluminum mast:

Every now and then the question arises about the effect of temperature on the measurement accuracy of using steel tapes on aluminum masts. Therefore it might be worthwhile to explore the issue. The coefficient of expansion of steel is about 0.0000065 inches per inch per degree Fahrenheit temperature change. Aluminum is twice that value. The average temperature that masts are measured is about 72 degrees Fahrenheit. Using the 7725 mm (about 25.3 ft) mast measurement as a case in point, the difference between the spar and the steel tape measure calculates to about 0.010 inches or about .1 mm for every 5 degrees Fahrenheit temperature change. Consequently, if a mast was originally measured at 72 degrees and re-measured at 92 degrees (or 52 degrees), the error would be about 1 mm. This is within the margin of error to be expected when measuring over such a long distance and is unlikely to result in a measurement rejection.



Reid Stava

with the internal space of a small convention center. However there is only one entrance door large enough to run one J/24 through at a time. Made for an interesting shuttle process to have the boats alternately brought into one of the two interior measuring bays. Nevertheless the process went reasonably well. We were able to use an adjacent area to lay out the tapes for the sail measurement procedure. As many of you know, boats are completely measured for a World's regardless of having an existing certificate. Still it is surprising that a number of boats arrive with masts and recent keel work that require corrective action. This results in the aggravation of having to measure a boat twice, once in the official area and once in the parking lot after corrections have been made. This process is the greatest cause of measurement delays at World's regattas and could be minimized if participants were better prepared.

The September North American Regatta at Edgewater Yacht Club was a far cry from the conditions at the last NA's hosted there. Even the weather was legendary for the time of year with flat water (in Lake Erie!), 85 degree sunshine, and 15-20 kt. winds

was accepting stamped sails from earlier regatta's, this resulted in about 40-50 sails needing measurement. The tables allowed the sails to be qualified in about 5 minutes each, rather than the 30-45 minutes if each dimension were to be tape measured. Most of all, being waist high they really saved the knees and backs of the measurers!! Many large regatta's arrange for local contractors to donate the lumber needed for the tables, then have them re-claim the material afterward for use in their construction projects. Makes it a win / win situation! Congratulations to seminar attendees Mike Hoskins, Jim Mackey, Mike Lindgren, and Mary Jordan for committing the time necessary for the training and thereby joining the ranks of USJCA measurers.

All of this prompted several thoughts about getting ready for a qualifier regatta. Admittedly the decision to attend a regatta is often a last minute one due to job demands, etc. and, as a result, many of the paperwork activities are postponed or incomplete upon arrival at the regatta site. Currently valid boat measurement certificates are one of the largest problems facing an owner at the registration desk. Experienced competitors

Rudder Installation

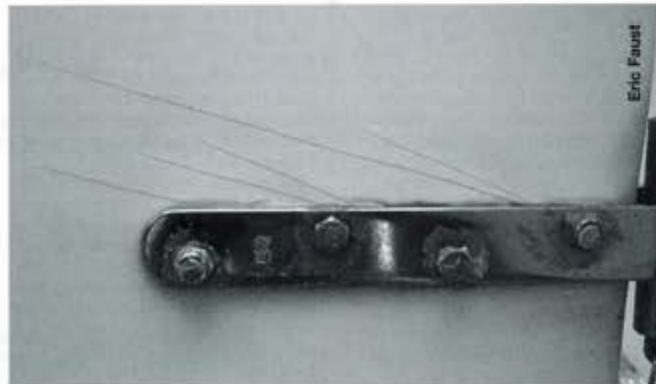
By Tim Winger

There are a number of reasons that you might want a new rudder on your boat. The original TPI rudders were fat, sometimes not very fair, and usually heavy. As much as we try to keep weight out of the ends of our boats, the rudder is not where you want extra weight. You can put on a lightweight tiller (such as the ones from Karl's Boat Shop) and a lightweight extension, but there is not much you can do to lighten the rudder itself if that does not bring you down to minimum weight. People often tried to fair the older, fat rudders down to near minimum thickness, but the fiberglass skins were not thick enough to support radical fairing and many of the rudders developed cracks and failed. You should check your old rudder for cracks, especially where you think it might have been faired, and around the holes where the hardware is mounted.

Excessive pressure from the mounting screws can eventually crush the core and start cracks in the skin. The cracks can let moisture into the core and delamination begins. This will eventually lead to failure of the rudder, most likely at a very inopportune moment.

If you are thinking it is time for an upgrade, US Watercraft is currently producing very nice rudders that are fair, and very near minimum thickness. While your at it, I strongly suggest you purchase new gudgeons and rudder pins for the job. Your old hardware is probably worn and never really fits as tight as the new stuff anyway. New hardware can be obtained from US Watercraft, Hall Rigging or Layline in the US or from JBoats Italy, JBoats Argentino or other internationally licensed builders. The Italian gudgeons come with plastic bushings, and you may be able to tighten up the old hardware by simply adding new bushings.

Although the job of installing a new rudder seems simple, there are some tricks to doing the job right. Begin by checking the alignment of the old rudder with the mast and keel. You can use line of sight from well behind the boat to make sure the rudder is in vertical alignment with the keel. Measure from as many points as possible (run a string from the bow through the forward hatch, out the companion way to the rudder mounting point



Cracks along the rudder head are signs of structural weakness.

on the transom) to see if the rudder is on the centerline of the boat. If it is not, would moving it make it line up any better with the keel? If you determine the rudder is in the right place now, you needn't move the mounting holes on the transom.

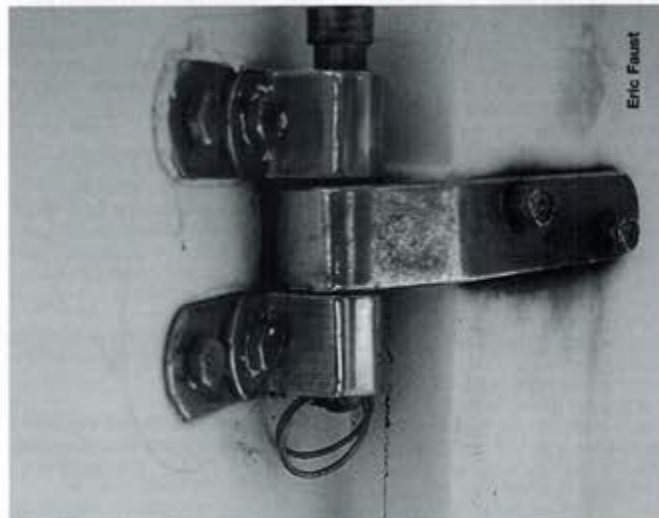
The tight new hardware will require better alignment of the transom gudgeons than your old hardware did. Many transoms are concave, so the hardware needs to be realigned in order to accept the new rudder pins properly. For this, I suggest using a straight half inch rod long enough to pass through both transom gudgeons at once. Mount all of the hardware (including the empty rudder gudgeons for proper spacing) loosely on the transom with the rod through all, and use a combination of hard bedding compound or thickened epoxy and shims to bring the pieces into alignment before tightening the whole mess. If you are using bedding compound or epoxy for spacing, allow it to harden before tightening the bolts enough to bend the half inch rod. The rules do not allow you to mount the transom gudgeons on blocks or do anything else to extend the rudder farther from the transom than the original design. An inspection port installed on the inside of the transom, over the upper gudgeons improves working conditions in this area. Hiring a trained monkey to crawl into the port lazarette is the only thing I can think of to improve working on the lower gudgeons. Do not crawl into the lazarette by yourself without at least tying open the hatch. (Editor's note: Or bring your cell phone inside with you.)

Most people prefer minimum depth mounting of the rudder with a slight

forward tilt to the bottom of the rudder. Minimum rudder depth is 860 mm below the bottom of the transom. I would suggest allowing at least 3 mm for measuring error, which comes to 863 mm or about 34 in. This is measured from a straight edge on the bottom of the rudder, up the leading edge of the rudder. Once you have measured this distance, add the distance from the bottom of the boat at the transom (the bottom, not on the radius) to the top of the lower transom gudgeon. Make a mark of this point on the leading edge of the rudder. This will be the bottom of the lower rudder gudgeon. Locate the rudder gudgeon on the rudder at this mark and drill the forward hole in the rudder using the gudgeon as a guide. Now mount the rudder on the boat with both upper and lower rudder gudgeons in place, but the upper not yet attached to the rudder. Check your depth measurement

from the bottom of the transom to a straight edge on the bottom of the rudder. You will need help to stabilize the rudder to do this measurement. If the depth is satisfactory, use a long straight edge flush against the transom and extending to the bottom of the rudder as a guide for tilt. You may not tilt more than 10 mm or 3/8 in. from the bottom of the rudder out of parallel to this straight edge. Pick your location and mark the forward hole through the top rudder gudgeon and drill. If you are using new hardware, there should be virtually no play in the rudder with just two bolts holding it. Recheck all measurements and drill the rest of the holes in place.

I like all holes through a cored material (the rudder has a balsa core) to be encapsulated. This accomplishes two things: it helps keep water out of the core, and when you tighten down the bolts, you are tightening against solid material rather than balsa core. To do this you need to open up the holes a little which requires a device to remove some core under the solid outer skin. I use a Dremel tool with a cutter that will undercut the core below the skin. Some people use a bent nail or allen wrench in a drill to do the same job. Once the core is removed, fill the hole with filled epoxy or polyester resin. Polyester resin filled with "kitty hair" (chopped glass) works well and cures fast. When everything has cured, re-drill your holes. It is not



Overtightening the rudder gudgeons can cause damage to the rudder.

necessary to encapsulate the holes it's just my personal preference.

Some rudders come with predrilled and encapsulated holes for mounting the tiller. Others, like the Argentine rudders require that you drill the hole for the tiller. To install your tiller on the rudder, simply locate the tiller where you want it, mark through the mounting holes and drill from both sides. You may

want to encapsulate this hole as well, to protect the core. You may also want to shim the tiller at the mounting hole on Argentine rudders since they are tapered in this area. New US rudders have parallel cheeks.

After all of your hardware, tiller and tiller extension have been installed, weigh the rudder assembly on an accurate scale. Include only the

installed rudder gudgeons, not the pins, in this weight. The rudder assembly (rudder, hardware, tiller & extension) may not weigh less than 13.5 kg (29 lbs. - 12 oz.) If yours now weighs less, you must add weight in order to make it legal. Fishing sinkers and split shot glued into holes in the butt of the tiller make a pretty clean job of this. If you need a lot of weight, consider adding heavier straps between the

tiller and rudder. This has the added benefit of stiffening the feel of the steering. I once destroyed a tiller by hollowing it out and gluing in lead to bring a grossly underweight assembly up to minimum weight. Don't you do that!

With these tips, you should be able to install a new rudder on your J/24 with a minimum of time and effort. Good luck and good sailing!

Pro-actively maintaining your aging boat From J/Boats, Inc.

As boats age, it becomes increasingly important to take pro-active maintenance steps to ensure long term reliability and use. There are several excellent books on yacht maintenance and inspection, two of which, "Surveying Fiberglass Sailboats" by Henry Mustin; and "Surveying Small Craft" by Ian Nicholson, are particularly good at alerting owners to long term survey issues. Following are some action items recommended for all J/24 owners, whose boats now range up to 25 years old.

1) SURVEY: If you have not had a professional survey either upon a recent purchase or by request of your insurance company, consider having a full survey of your vessel. Many insurance companies will insist on a survey at some point in the boat's life, varying from 5 to 12 years after new purchase. An inspection should include: detailed examination of all structures and major components like hull, deck, keel, rudder, standing rigging, mast, bulkheads and deck hardware. This should also include backing off some of the keel bolt nuts and inspecting for crevice corrosion. Upon completion of survey, you will end up with a prioritized list of items to address. For a list of accredited surveyors in your area, call either the National Association of Surveyors (800-822-6267), or the Society of Accredited Marine Surveyors (800-344-9077). Preference should be given to a surveyor with prior J boat experience.

2) BOAT DAMAGE: After any grounding, soft or hard, be sure to carefully inspect the keel and sump area for any signs of cracking or weakness. This is best handled by a qualified marine surveyor. Even a seemingly minor grounding can weaken the overall structure. Have repairs done by a professional yard with a follow-up survey.

3) BILGES: Care should be taken to keep the bilges as dry as possible on a year round basis. We've been on several boats during winter months, where bilges have been full of water. Not only does this accelerate corrosion of wiring and fasteners, it promotes the deterioration of the belowdecks wood.

4) RIGGING: The general rule of thumb is that standing rigging (whether wire or rod) should be replaced every 10 years, unless excess strain due to hard ocean sailing shortens this life. Fatigue can be in any form- sailing in extreme wind conditions, unnecessary flogging of loose leeward shrouds, corrosive environment. Wire rigging will usually show some broken strands, indicating needed replacement. In the islands, with the high salinity and year round warm weather, rigging must sometimes be replaced every 5 years. Fresh water sailed boats will generally have a longer rigging life, but are still subject to fatiguing after years of stress.

5) SPARS: Spar life can vary, but the general rule is the mast/boom should be replaced every 20 years. Spars break more often than not by a failure in the standing rigging, but there are some specific areas to keep an eye out for: 1) Deck area- The mast section at the partners (where the mast passes through the deck) is usually subject to the most fatigue over time. This is due to the rig getting set up with pre-bend, then pulling on lots of backstay tension, and a constant flexing of the spar over many years. The best prevention is a good set of mast wedges or the Spartite mast wedge system (800-772-7848). Unchecked movement at the deck can significantly shorten the life of the spar. Be especially careful about drilling any holes in the mast near the deck, and periodically inspect any holes in the area to make sure, there are no

cracks developing. 2) Spreader Area - spreaders should be untaped and inspected annually with special care to inspect around the bases/thru-bar for corrosion and around the tips to ensure the endcaps are still intact. Many owners inadvertently bend their spreaders down while tightening up the rig, and have to bang them in place with a spinnaker pole. Over time this weakens the spreader. If in doubt, replace the spreaders.

6) RUDDER GUDGEONS/PINTLES: All owners of older J/24s (pre 1985) should have already switched over to the double gudgeon/drop pin arrangement to secure the rudder. However, the bottom stainless rudder strap on wet-sailed boats is subject to the most fatigue/corrosion and should be considered for replacement at least every 10 years.

7) DECK HARDWARE: Sealants used for deck hardware can last anywhere from 5-10 years depending on the stress exerted on the hardware. If most of your hardware is still original, you should consider backing off the fasteners and rebedding with Sikaflex. Jib and genoa tracks are usually the first areas to start to leak over time. Caulking the deck chainplates should be considered an annual maintenance item. Every six months, or each time your rig is re-stepped (whichever occurs sooner), you should scrape out the old sealant around the shroud chainplates and apply fresh sealant. Stanchion set screws should be re-inspected and replaced if necessary. Lifelines get a lot of wear in J/24s and would be expected to have a 10-12 year lifespan. When replacing, seriously consider getting uncoated lifelines, as these are much easier to maintain as well as easier to detect corrosion/wear. The coated white lifelines are no longer ORC legal.

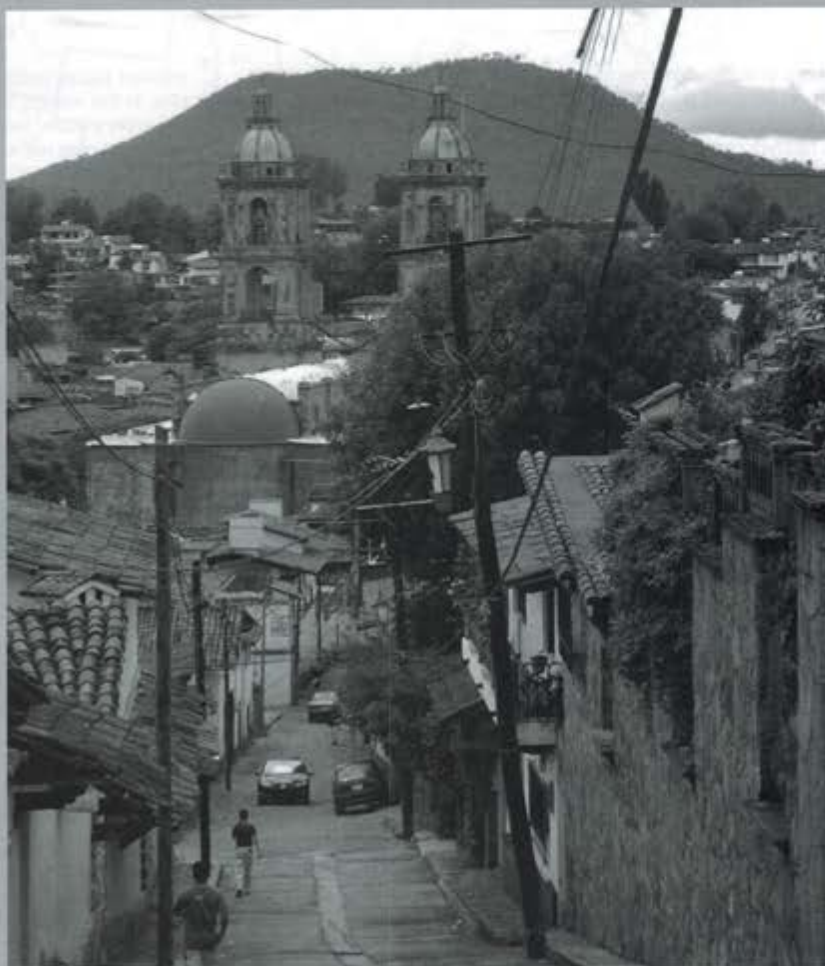
2003 North American's in Paradise

John Peck

For the first time in the twenty-five year history of the Class, the North American Championship will be sailed south of the US Border. The Mexican J/24 Class Association was successful in its bid for the 2003 Championship that will be sailed on lake Valle de Bravo in the mountains just west of Mexico City where the surrounding forests provide the winter home for the Monarch butterflies.

Valle de Bravo (the town) was established by the Spanish in the 1500's, and much of the original charm and architecture remains unchanged. Nearly all of the narrow streets are still cobblestone. In the 1950's, German engineers helped build the dam that created the lake that is now the home of the world's largest fleet of J/24's. There are over one hundred boats in nooks and crannies around the lake. Like most other places on the planet, only about 60% are actively being raced. Therefore, ample charter boats are available that will be fully measured and race ready.

The MEX-JCA is going to some extremes to make it easy for the first time visitor to Mexico. Packages have been put together so that a team can book a round trip ticket to Mexico City, and EVERYTHING from arrival to departure will be taken care of: ground transportation to and from Valle, housing in quaint



hotels within walking distance to the Yacht Club and town square, breakfast and lunch at the Yacht Club, and dinner in a new location every night.

For those family members and significant others who will not be on the race course every day, there are golf courses, paddle and tennis courts, horseback riding, trekking and mountain bike trails, paragliding, water skiing, as well as sight seeing and shopping in the historical town.

There is an abundance of information to be found on the web site www.j24mex.com, including driving instructions, links to hotels, etc.

With Toyota as the masthead sponsor, this promises to be a championship not to miss.



Notice of Race



2003 J/24 North American Championship May 10-16, 2003

Club Nautico Valle de Bravo
Valle de Bravo, Estado de México, México

Invitation

Club Nautico Valle de Bravo, The Mexican Sailing Federation and the Mexican J/24 Class Association invite J/24 sailors to the 2003 J/24 North American Championship, to be sailed on the open waters of Lake Valle de Bravo, Estado de México.

Organizing Authority

The organizing authority for this regatta will be the Club Nautico Valle de Bravo, The Mexican Sailing Federation and the The Mexican J/24 Class Association, in conjunction with the International J/24 Class Association.

Venue

Club Nautico Valle de Bravo will be the headquarters for the event. Regatta dates area May 10th through May 16th, 2003. The Regatta Organizing Committee is comprised of The Mexican Sailing Federation, The Mexican J/24 Class Association and Club Nautico Valle de Bravo. The host for the event is Club Nautico Valle de Bravo.

Rules

The regatta will be governed by the 2001-2004 Racing Rules of Sailing (RRS). The prescriptions of the Mexican Sailing Federation do not apply. The Organizing Authority intends to appoint an international jury in accordance with RRS Appendix M1. Decisions of the international jury will be final in accordance with rule 70.4. This regatta is classified as a Category C event per Appendix 1 of the RRS as amended by the IJCA Class Rules.

Eligibility

The Regatta is open to all J/24's as defined by the IJCA Rules. ISAF Eligibility (RRS Appendix 2, Regulation 21) is required of all competitors. Competitors must meet all ownership, class membership and boat measurement requirements and must have paid all event fees before beginning official competition. Bow numbers and event sponsorship may be issued for this event and if so, all competitors will affix the numbers and/or sponsor information according to the instructions provided for the duration of the event.

Entry and Fees

The Organizing Authorities must be in receipt of the completed Registration Form and payment of the Entry Fee of \$250.00 US by April 7th, 2003. After that date, a late fee of \$50.00 US will apply for entries received up to May 1st, 2003. Any received after May 1st, 2003 must pay a \$100.00 US late fee in addition to the Entry Fee.

Checks must be made payable to "Clase J-24 A.C.". Entry forms and payments are to mailed to:

Club Nautico Valle de Bravo AC
2003 J/24 NA Championship
ZOTITLA 44 COL CONTADERO
CP 05530 CUAJIMALPA D.F.
MEXICO

nauticov@terra.com.mx

Entry Fee includes launching, trailer storage, rafting/docking, night security, racing, haul out, and

social activities at CNVB for participants. Additional tickets for non-racing participants will be made available at the registration desk.

Racing

Racing will take place on the fresh waters of Lake Valle de Bravo, on Windward/Leeward courses as described in the Sailing Instructions.

Communications

It is the intent of the Organizing Authorities and the Race Committee to use marine VHF radios and signal flags to communicate with the fleet when on the open waters of Lake Valle de Bravo.

Penalty Systems

The Scoring Penalty, rule 44.3, will apply, amended such that code flag "I" may be used as a yellow flag.

Schedule of Races

Nine races are scheduled.

Saturday,	May 10	0900-1600	Check-in and Measurement
Sunday,	May 11	0900-1700	Check in and Measurement
		1400	Practice Race
		1800	Welcoming Party
Monday,	May 12	0900-1100	Crew Weigh-in only
		1230	Championship races
		1800	Post-Race Social Events
Tuesday,	May 13	1230	Championship races
		1800	Post-Race Social Events
Wednesday,	May 14	1230	Championship races
		1800	Post-Race Social Events
Thursday,	May 15	1230	Championship races
		1800	Post-Race Social Events
Friday,	May 16	1230	
		1500	
		2000	Championship races

No further races to be started.

Awards Ceremony

Protest arbitration will be used for eligible protests. Rule 44 is modified to allow a boat to take an alternative penalty accepted during arbitration or as allowed by the sailing instructions.

Scoring

The Low Point scoring system RRS Appendix A will be used. Nine (9) Races are scheduled. The championship will be valid if three (3) or more races are completed.

Prizes

Prizes will be awarded to the top ten boats of the fleet. Helm and crew awards will be presented to the top five finishers. Daily awards will be presented. The "Cri-Cri" Sportsmanship Trophy and 2003 J/24 NA at Valle de Bravo Top Amateur Trophy will be presented.

Registration, Inspection, Measurement

At registration, all participants are required to present a current measurement certificate, certified by their respective J/24 Class Association; proof of a valid insurance policy for boat damage, and 3rd party liability coverage. All crews shall weigh in at registration.

Inspection and measurement will be carried out on each boat before its registration is complete. Boats without valid measurement certificates may be

measured by prior appointment only. A measurement fee may be required. All sails must be presented for inspection. Those sails without a valid measurement stamp will be measured. A random inspection shall be performed on a number of the registered boats to ensure that measurement requirements are being followed.

Launching and Rafting All boats may launch via two trailer ramps at CNVB. All boats must be afloat before 2200 hours on May 11, and may not be hauled out before the end of the series without prior written permission of the Jury. Rudders shall remain affixed. Careening and dive cleaning using underwater breathing apparatus shall not be permitted from a period after the launch deadline until the conclusion of all scheduled races. All participating boats shall be rafted or docked at CNVB. Rafts may be assigned. All boats shall have proper equipment for rafting, including spring lines and fenders of 10" minimum diameter. Detailed staging, launch, rafting/docking, and haul-out instructions will be provided to participants.

Charter

The regatta will be sailed on a bring-your-own boat basis. Assistance in finding a boat to charter can be arranged by contacting Leopoldo Ferias. Boats available for charter will be listed on the Official Event Website at www.j24mex.com.

Sailing Instructions

Sailing Instructions will be available at registration and on the event website at www.j24mex.com by April 30, 2003.

Media, Images and Sound

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

Environmental Concerns

Competitors are prohibited from discharging any refuse overboard, including but not limited to cans, bottles, and plastic. The Jury and Race Committee intend to protest as necessary. The penalty for breaking this rule will be disqualification from the race in progress, or the nearest race sailed if a violation occurs before or after racing.

Contact

Requests for information may be directed to:

Kenneth A. Porter
Event Chairman
Of 52-55- 58640701
Mexico DF
H: 5423-2978
Email: kporter@comex.com.mx

Entry forms should be mailed to:

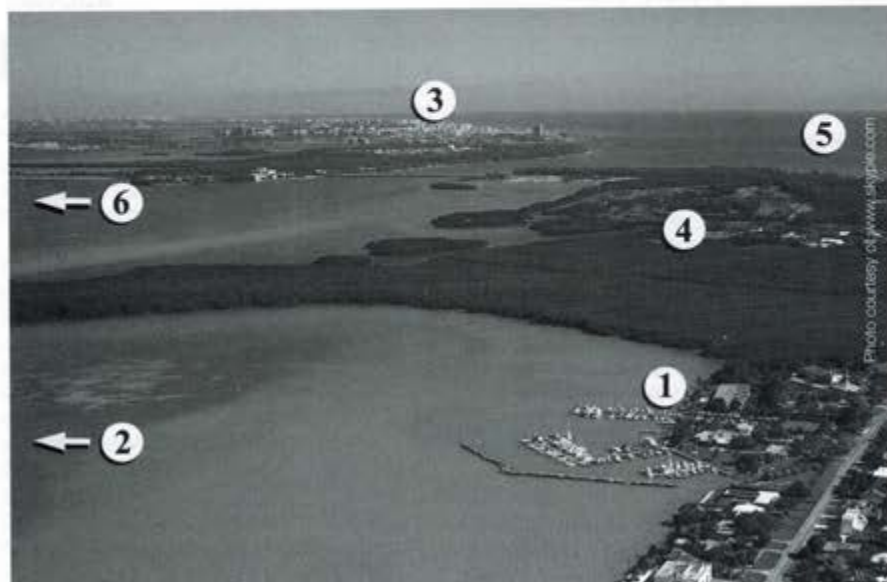
Club Nautico Valle de Bravo
2003 J/24 North Americans
ZOTITLA 44 COL CONTADERO
CP 05530 CUAJIMALPA D.F.
MEXICO
nauticov@terra.com.mx

Other Committee contacts may be found on the website, www.j24mex.com

Notice of Race



**Hosted By Flat Earth Racing
and J/24 Fleet 10
Key Biscayne Yacht Club,
January 7-11, 2003
Key Biscayne, Florida**



Aerial view of the 2003 Midwinters sailing site at Key Biscayne.
1. Key Biscayne Yacht Club, 2. Biscayne Bay. Sailing area is one mile away. 3. South Beach. For world famous nightlife and dining. 4. Crandon Park Public Golf Course. 5. Atlantic Ocean. 6. Coconut Grove is only three miles away.

1 Host

This regatta will be organized by Flat Earth Racing and J/24 Fleet 10 and will be held at the Key Biscayne Yacht Club, 180 Harbor Drive, Key Biscayne, FL. (305) 361-9171

2 Rules

This regatta will be governed by the rules as defined by The Racing Rules of Sailing (RRS.)

3 Eligibility and Entry

3.1 The regatta is open to all J/24 boats that possess a valid measurement certificate. Membership in the class association is required for all owners and skippers.

3.2 The completed entry form must be received by Flat Earth Racing not later than December 20, 2002 to avoid late fees. Late entries will be accepted up to the closing of the check-in period for an additional \$75.00 fee.

4 Schedule of Events

4.1 Jan. 4-6: Early launching by appointment only. Call Key Biscayne YC to arrange a time.

4.2 Jan. 7, 1000-1700: Launch, check in, measurement and crew weigh in.

4.3 Launch deadline for all boats: Jan. 8, 2003, 0900. All boats must be launched by this time and shall not be hauled out before the end of the series without the prior permission of the jury.

Schedule of Races

4.5 Races:
Harbor Gun each day 0900

Races	Day and Date	First Warning Signal
1-3 races	Wednesday, Jan. 8	1000
1-2 races	Thursday, Jan. 9	1000
1-3 races	Friday, Jan. 10	1000
1-2 races	Saturday, Jan. 11	1000

4.6 Jan. 11, 1500: Awards presentation and barbeque poolside.

4.4 Jan. 7, 1800: Competitor's meeting poolside

5 Fees and Registration

5.1 Regatta Entry Fee:

Member of US SAILING \$275.00 US

Non-member \$310.00 US

Late Fee (received after 12/20/02) \$75.00 US

5.2 Fee includes:

Registration, skipper's bag of goodies, post racing cocktail party each day, light breakfast each day, crew dinners Wednesday and Saturday, launching facilities, rafting facilities and trailer parking.

5.3 Registration may be accomplished by completing a registration form available at www.j24class.org/usa and mailing to Flat Earth Racing, P.O. Box 331627, Coconut Grove, FL 33233. Make checks payable to Flat Earth Racing.

6 Measurement

All boats entered in the regatta must have a current J/24 measurement certificate. If you do not have one and wish to be measured at this event, you must make arrangements through the US J/24 Class Office.

7 Regatta Site

The regatta site is the Key Biscayne Yacht Club located on the southwest side of Key Biscayne, across Biscayne Bay from Miami, Florida. The address is 180 Harbor Drive, Key Biscayne, FL and the phone number is (305) 361-9171. Competitors will be permitted to use all Yacht Club facilities including hoists, dining room, bar, swimming pool, shower facilities, docks, parking and trailer storage area. On arrival, please check in with the Club office to make payment arrangements for food and drink not included in the regatta.

8 Scoring

The Low-point Scoring System, Appendix A of the racing rules will apply. There will be one throw-out when 5 or more races have been completed. This modifies RRS Appendix A. 10 races are scheduled, of which three (3) shall be completed to constitute a regatta.

9 Prizes

Prizes will be awarded to the top 20% of all competitors up to ten places. The top eligible U.S. skipper will earn a berth to the 2003 J/24 World Championships in Medemblik, Holland.

10 Further Information

Check www.j24class.org/usa for latest updates or contact Jack King, Flat Earth Racing, 305 975-4701 or E-mail Flatearthracing@hotmail.com.

Notice of Race



Invitation

On behalf of the Dutch J/24 Class Association, the the Royal Yacht Club Hollandia invites J/24 sailors to the 2003 World Championship to be held on the IJsselmeer off Medemblik, the Netherlands. The World Championship shall be held from 15th of August to 23rd of August 2003.

The Royal Yacht Club Hollandia has organised over 60 world and continental Championships in Medemblik and is for instance staging the yearly SPA REGATTA International Event for Olympic Classes which has grown to become one of the key European Regattas.

The racing area on the IJsselmeer off Medemblik is considered one of the finest fresh water venues for major yacht racing events in Europe and perhaps the world.

Medemblik is a picturesque medieval city overlooking the IJsselmeer. Once a major port for the Dutch trade with the Far-East, it has now become an enthusiastic yachting centre, providing all the facilities required to support large yachting regattas. Medemblik is located 55 km north of Amsterdam.

Site

The regatta will be sailed on the IJsselmeer, approximately four miles off Medemblik Harbour.

Rules

The Regatta will be governed by the Racing Rules of Sailing 2001-2004 (RRS), the prescriptions of the Royal Netherlands Yachting Union, the J/24 Class Rules, this Notice of Race (NOR) (except if any of these are altered by the Sailing Instructions), and by the Sailing Instructions (SI). An International Jury appointed by the organising authority constituted in accordance with RRS Appendix Q1 shall hear protests and requests for redress.

The Sailing Instructions may contain minor alterations to the RRS.

Category

The Regatta is designated Category C event per Appendix 1 of the RRS as amended by the Class Rules.

1) Entry Eligibility

ISAF Eligibility according to RRS Appendix K is required for any person who wants to compete in this Regatta.

Boats registered with the Royal Netherlands Yachting Union (KNWV) shall comply with the relevant prescriptions of the KNWV. Personal members of the KNWV shall comply with Rule 75.1(a).

The World Championship is open to boats nominated by their national authority, whose entry has been accepted by the Regatta Committee. Helmsmen must be either national or resident and registered members of the NJCA of the country they represent. The number of entries per country shall be decided in accordance with International J/24 Class Association regulations.

Entries

Entries are to be made on the enclosed Entry Form only and are to be sent to: Dutch J24 Class Association, Max Houtzager and/or

Mrs Ingeborg Houtzager-Schagen
Boomstraat 21, 3582 KP Utrecht
the Netherlands. Or email to info@j24.nl

ENTRY CLOSING DATE: 1st of June 2003

Entry Fee

The Entry Fee is Euro 500,- per boat (incl. craning). The Entry Fee is payable at the Regatta Office upon arrival in Cash money.

2) Campers and Caravans

Unfortunately city regulations in Medemblik prohibit

ing opening hours as stated in the Schedule of Races.

Crane and Berths

Boats will be craned in the harbour and will be allocated free berths in the harbour across from the Regatta Office. Please follow the signs to Medemblik-Voorover before entering the city of Medemblik.

Accommodation

Accommodation in hotels and bed-and-breakfast in Medemblik can be arranged. You are requested to send your completed accommodation form, indicating your preference, to RYC Hollandia, fax: +31 (0)20 77778575 on the entry closing date at the latest. On your accommodation form there is also information about bungalow parks just outside Medemblik and one in Andijk.

Schedule of Races

Thursday	15th August	16.00 – 19.00	Registration
Friday	16th August	8.30 – 19.00	Registration and inspection
Saturday	17th August	8.30 – 19.00	Registration and inspection
Sunday	18th August	8.30 – 12.00	Inspection
		13.00	All boats afloat
		14.30	Practice Race
		19.00	Opening Ceremony
Monday	19th August	10.30	Start multiple races
Tuesday	20th August	10.30	Start multiple races
Wednesday	21st August	10.30	Start multiple races
		19.00	"Midweek Price Giving Ceremony" and barbecue at Café Brakeboer
Thursday	22nd August	10.30	Start multiple races
Friday	23rd August	10.30	Start multiple races

After races Price Giving Ceremony
Further details will be given in the Sailing Instructions.

sleeping in campers and caravans parked along the public roads or in car parks. You will be towed away by the police! You're advised to book a place on the Zuiderzee camping just 500 m further along the dike..

Information

For any further information please contact: Dutch J24 Class Association, Max or Ingeborg Houtzager,

Telephone +31-(0)30-2546508 (evenings)

Or contact: Royal Yacht Club Hollandia, Mrs Angeline Schminck

Telephone +31 (0)75-6218511 Fax +31 (0)75-6403397, the Netherlands.

Website
<http://www.j24.nl>
<http://www.ryc-hollandia.org>

The IJsselmeer has fresh water without tide or current. There are no obstructions in the racing area.

WE WISH YOU A PLEASANT JOURNEY TO MEDEMBLIK

7) Regatta Office

The Regatta Office in the Harbour will be open for Registration and collecting Sailing Instructions dur-

Courses

Windward / leeward courses as described in the sailing instructions.

3) Scoring System

The Low Point Scoring System, Rule A2, will apply, modified so that if 6 or more races have been completed, each boat's score will be the total of her race scores with her worst score discarded. 10 Races are scheduled, of which 4 shall be completed to constitute a valid World Championship Regatta.

Prizes

Prices will be awarded to yachts finishing in the top 15% of the fleet.

Launching

All boats must be afloat, Sunday 19th of August, at 13.00 hours, and shall not be hauled out before the end of the series without a written permission of the Jury. Careening and dive cleaning shall not be permitted during the regatta. Boats will be moored as presented in the figure below.

4) Inspection

Inspection and measurement will be carried out on each boat before its registration is complete. Competitors are subject to random inspection at any time during the regatta.

Charter

The ICA office will be the intermediary for available charter boats for overseas countries. Lessor and lessee will be responsible for their mutual agreement.

Liability and Insurance

The Royal Yacht Club Hollandia and any other party involved in the organisation of the Regatta will accept no liability whatsoever for any personal or material damage (including but not limited to death, injury, consequential damages, etc.) sustained prior to, during or after the Regatta.

For every participating boat at least a valid third party liability insurance shall exist with a minimum cover of Euro 750.00,00 per event or the equivalent in the currency of the country of registration of the boat. The liability insurance will be checked upon registration.

2002 J/24 World Championships

It seems like everybody knows what a great place Kingston, Ontario is to have a regatta.

By Eric Faust

That's why the J/24 Class has held several major events there over the years, and why Kingston plays host to (hands down) the largest regatta in North America every year; otherwise known as CORK. The Canadians are a pretty smart bunch and they've known about this place for a while, so when the Olympic Games were held in Montreal, they decided to put the sailing events at this mid-sized college town on the northeast shore of Lake Ontario. The legacy of that Olympic regatta is the Portsmouth Olympic Harbour, which was constructed for the 1976 Games, and today is used by thousands of sailors each year. Basically, you've got a nice sized marina, a very large sailing center on shore including a restaurant and snack bar, and about 20 acres of land. What more could you want.

Beside the fact that Kingston has a fine harbor and shore facility, the city is also a great place to sail for the city's sake. Never mind that the sailing center is nestled between the provincial maximum security penitentiary on one side and the local mental institution on the other, the city seems to be laid out with a sailor in mind. A short distance from the harbor is the downtown area with tons of bars and restaurants within easy walking distance. Even better, in the summertime sailors are invited to stay in the empty university dorms about a

mile from their boats for a very reasonable price. And for those travelers from south of the border, the favorable exchange rate makes the

preparation and measurement, the competitors were anxious to hit the water for five days of racing.

The second race was started in about ten knots of wind and a significant left shift. The boats with a clear lane to tack were able to take



NOT SO SMOOTH SAILING: A crew from Pony intentionally explores its sailboat at the start of yesterday's first race in the J/24-class championships off Kingston in a sailor's can stumble up the mast to untangle a line. They were able to finish the task and get back in the race. For more on the championships, please see Page 17.

Javier Arribas L. (PER-JCA) careens his charter boat to retrieve a lost halyard on the first day of racing. No protest was filed.

cost of living in Canada very nice indeed.

So when the J/24s decided to hold the Worlds in Kingston, it was a given that it would be a great event. As I mentioned, these guys host one of the world's largest regattas on an annual basis, so running races and playing host to lots of sailors is something they can pull off without a hitch. In July, over 300 J/24 sailors converged on the Kingston with an eye towards winning the Worlds. After three days of

The classic Kingston sailing days come when the wind blows from the southwest and the waves have the entire length of Lake Ontario to build. On the first morning of the Worlds, it looked as if it would be one of those days; southwest wind at 12-15 knots and the beautiful 4-6 foot waves that make going downhill a blast. 62 boats representing ten countries took to the water for the three-mile sail around the point to the racing area in the main body of the lake.

With the steady wind direction and velocity, the race committee wasted little time in starting the first race. It was a boat speed kind of race where steering the waves and having your rig properly tuned were the most critical factors to success. Geoff Moore of Newport, RI knows how to do both of those things, and took the bullet followed by fellow East Coast sailor, Britt Hughes. Throughout the race however, you could tell the wind was easing up; the surfing downwind became more sporadic and the skippers were asking for adjustments to give them more power in the rig. The wind was dying but the waves were still going strong.

the lift to the right side and stay in phase. The right paid big on the first leg, and the fading wind now made powering up through the waves the primary concern. A Japanese team skippered by Tsurugi Kasahara showed these conditions to their liking as they finished first. By the finish, the wind had died to less than 5 knots. Britt Hughes took third behind Tim Healy's Newport team in second to top the score sheet at the end of the day with a 2,3.

Back on shore the real competition was just beginning. Being that the regatta was hosted by Canadians, they decided to hold a street hockey tournament featuring teams from the various countries at the regatta. In the round-robin competition, the teams from Italy, Canada, Mexico and the U.S. looked strong in the early rounds with convincing wins. Italy and Mexico? Hockey? These countries are not usually known for their hockey prowess but were playing surprisingly well. Sure enough, upon closer examination of the rosters, it seems there were a few players on each of those teams who like to finish their sentences with the word "eh."



Southwest winds kicked up large waves during Race One.

The forecast for day two was a little dubious, as a cold front was predicted to move across the area by noon. As the sailors arrived at the boat park, a light southwest wind blew across the lake, but the race committee decided to postpone on shore because of the expected change in the weather. Right on schedule the front moved through ushering in beautiful (but shifty) sailing conditions with sunny skies and 10-12 knots winds. Forty degree shifts were the order of the day and staying in phase was challenging in the offshore north wind. After two general recalls the fleet got away clean under a black flag start. Half way up the first leg, a 30 degree left shift hung the boats that had

tacked to the right early out to dry. Much to his chagrin, Brad Read's team from Newport, Rhode Island was one of these boats, and found themselves back in the pack at the top mark. Patrick Toole of Santa Barbara, California was able to stay in phase in the big shifts to finish first, followed by Yon Belausteguigoitia of Mexico and Tim Healy. Read's team, showing good speed and patience, was able to dig back to finish 11th and avoid disaster.

Shifty conditions continued for the next race with several 30 to 40 degree shifts on the windward legs keeping the lead changing until the end. On the first leg, several boats

nearly capsized when faced with a 40 degree auto-tack. These shifts were hard to read on the water and crews had to stay on their toes to succeed. At the finish, Waldek Zaleski of Norwalk, Connecticut found the last left shift to take the gun ahead of Andy Horton's team. Andy's consistent day of 5,2 in inconsistent conditions, moved him up the leader board into fourth place overall after a 15 and a 9 on day one.

Again, the real competition was back on shore as the street hockey tournament continued. The Canadians were cruising through their games and looking strong. The Americans, led by Brad Read

with Karl Anderson in the goal, were also looking good as they moved through their division. The stage was set for the next day's finals; a rematch of the Olympics...Canada vs. USA.

Back on the water, the racing moved closer to home on to the Alpha course just outside the Portsmouth Harbour for the third day. The cold front that had passed through the area left a shifty north wind that was expected to die as the day progressed. The inner (alpha) course provided flat water and some shore effects that made for big gains and losses. Race one was started under the "I" flag after a couple of general recalls in nice



Andrea Basagana of Argentina leads Doug Nugent of the USA.

continued from page 13



Ten nations competed in challenging conditions on Lake Ontario.

8-10 knot winds and overcast skies. The lead boats made both the right and left corners pay, while working the middle did not work well. Toronto sailors David Shaver and Todd Irving broke out from the pack and led the race wire to wire. They finished first and second respectively. This was a tough race for the favorites with Read finishing 23rd to Healy's 22nd place.

Winds continued to die, and the

day's second race was started in 5-8 knots under clearing skies. Again, the corners paid with the left side (closer to the shore) showing the most consistent gains. With the clearing skies and dying winds, the race was shortened to finish on the final downwind leg. Mike Ingham of Rochester, NY took the bullet and his team's 5,1 on the day was enough to boost him to second place overall. Read's fifth place kept his team on top of the overall

standings, but Healy again couldn't find the right gear and wound up 27th in the days final race.

That afternoon, sailing center was buzzing with excitement about the upcoming street hockey final. The Canadians seemed confident of a victory. After all, their country had just won the Olympic gold medal in hockey. But the Americans would not be intimidated. Tensions were high. Adrenaline rushed. Spectators drank beer. This is what hockey is all about.

The U.S. jumped out to an early lead with 2 goals in the first half. In the net, Anderson in his goalie suit (foul weather gear) kept the Canadians scoreless for the half. It looked like the U.S. would take the game in a runaway victory. But in the second half, the Canadians stepped it up. Oskar Johanson came on strong and Team Canada scored two second half goals to bring the game close. In the end, the U.S. team prevailed by a score of 3-2. A sweet revenge for the

Olympics just months earlier.

The next day the wind was still from the north. Two days after the front moved through the arctic air was losing its sting, but there was enough wind to get a race started on schedule. Again on the inner Alpha course, the fleet got off under an "I" flag start in a 4-6 knot northeasterly. After the previous day's races where the left paid huge rewards, most of the fleet stayed on starboard and banged the corner causing half the fleet to overstand the mark. Rudy Wolfs and Andy Horton picked the layline well and found themselves in a commanding lead at the top mark. Those two never looked back and finished first and second respectively. With winds becoming variable, the committee chose to shorten the course and finish after the second downwind leg. Conditions did not improve, and the fleet was sent ashore with only one race completed on the day. Going into the final day of racing, Brad Read now held a five-point lead with 33



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points over Mike Ingham with 38. Andy Horton was third with 46 points, two points ahead of a 3-way tie at 48 that included Healy, Moore, and Hughes.

For the final day, the wind finally turned back around to the south. From the docks that morning the lake looked brutal. The 20 knot

wind made just getting past the breakwater through the waves a harrowing experience. For safety, the committee again chose to keep the fleet close to home on the Alpha course where the waves were still manageable. Keeping the boat powered and driving through the short 2-3 foot chop was tricky as the entire fleet chose to use their

small jibs in the first race. The left side seemed like the place to be, with most of the leaders finding some nice lanes up the shore side of the course. Chris Snow of San Diego, CA found the groove upwind and kept his boat in control on the planing downwind legs to take the win followed by Waldek Zaleski of Norwalk, CT. Read's

fourth place to Ingham's thirteenth virtually assure the victory for the former World Champion, while Healy's third place moved him into a tie with Ingham going into the final race of the regatta.

Searching for extra power through the chop, about half the fleet switched to their genoas for the second race. Winds again were in the 20 knot range and flat boats and controlled jibes were at a premium. Brad Read decided to finish the regatta in style. He took his first bullet of the series to close out a convincing victory for the regatta, and join his brother as a repeat J/24 world champion. Healy finished right behind to secure second place overall. Geoff Moore finally hit his stride, and his third place in the race put him in third for the regatta. Congratulations are due to Brad Read and his team for their fine sailing, and congratulations to the regatta organizers for hosting a top-quality event worthy of the J/24 Class.

See additional photos in Gallery.

See following page for World Championship results.

Long Distance Award

There were two teams who drove over 7,000 miles round trip from Mexico City to Kingston to compete in the 2002 World Championship. They were given a special award for their travels that took them through San Antonio, Texas for a short stop at the IJCA Office, New Orleans for some R&R, Washington D.C. to see George, Charlotte, N.C. to pick up new masts at Charleston Spar, and Niagara Falls. Seventeen states in all.

Polo Farias, the lead driver has documented his adventures to aid those who intend to drive to the 2003 North American Championship in Mexico. Go on the Internet to www.j24mex.com for a link.



Lisa Peck

2002 J/24 World Championship Results

Skipper	Country	1	2	3	4	5	6	7	8	9	Total
1. Read, Brad	USA	3	5	11	4	23	5	5	4	1	38
2. Healy, Timothy	USA	12	2	3	5	22	27	4	3	2	53
3. Moore, Geoffrey	USA	1	11	7	6	11	12	12	7	3	58
4. Horton, Andy	USA	15	9	5	2	13	22	2	10	5	61
5. Hughes, Britt	USA	2	3	24	13	14	13	3	17	11	76
6. Ingham, Mike	USA	5	10	8	29	5	1	9	13	27	78
7. Snow, Chris	USA	32	17	4	3	19	48	13	1	4	93
8. Kirjian, Sean	AUS	9	7	13	11	9	23	37	9	23	104
9. Zaleski, Waldek	USA	19	4	25	1	17	39	32	2	7	107
10. Challoner, Stuart	USA	7	16	23	22	8	28	6	21	13	116
11. Hyodo, Kazuyuki	JPN	10	13	14	8	35	2	35	12	26	120
12. Bream, Peter	USA	8	15	9	25	3	10	31	23	RAF	124
13. Moody, Jeff	CAN	11	41	32	14	15	11	14	8	19	124
14. McGain, Doug	AUS	25	6	40	10	12	33	19	26	14	145
15. Belausteguigoitia, Yon	MEX	18	45	2	12	18	26	10	38	25	149
16. Basagana, Andrea	ARG	6	30	28	24	30	18	DSQ	5	8	149
17. Irving, Todd	CAN	4	14	41	26	2	4	30	OCS	40%	155
18. Wolfs, Rudy	CAN	16	20	12	50	40	34	1	11	22	156
19. Welles, Will	USA	17	18	20	33	37	20	16	15	17	156
20. Harden, Bob	USA	20	12	21	31	28	30	18	22	6	157
21. Olness, Chad	USA	22	32	19	7	25	17	43	19	21	162
22. Harden, Roger	USA	33	25	20%	15	7	20%	24	14	12	172
23. Kasahara, Tsurugi	JPN	37	1	15	38	20	36	11	50	18	176
24. Mountford, Michael	CAN	49	22	34	20	10	3	28	27	45	189
25. Porter, Kenneth	MEX	39	8	18	18	36	25	34	RDG	32	195
26. Fogh, Morten	CAN	23	19	49	47	26	9	8	40	24	196
27. Toole, Patrick	USA	30	27	1	35	32	58	27	39	15	206
28. Willetts, Dale	CAN	13	20%	17	34	38	21	22	6	DNS	209
29. Messenger, Jon	CAN	43	28	35	16	44	8	29	16	DNF.	219
30. Noviski, Tony	USA	40	23	10	28	47	56	33	24	16	221
31. Turner, Robert	GBR	31	44	42	19	24	46	36	28	10	234
32. Issel, Axel	ARG	29	29	44	48	4	32	57	31	20	237
33. Jardine, Stuart	GBR	26	26	22	23	39	42	51	30	29	237
34. Williams, Don	CAN	42	31	29	37	42	14	15	33	50	243
35. Shaver, David	CAN	38	43	33	46	1	19	40%	37	31	248
36. Neumann, Rafael	PER	36	21	26	9	60%	53	26	43	37	251
37. Long, Bruce Paul	CAN	34	20%	37	36	21	47	17	20	40	252
38. Ryan, Tim Laura	USA	46	24	54	56	6	6	40	46	36	258
39. Potee, Russell	USA	35	20%	27	17	41	29	42	29	41	261
40. Hughes, Brent	CAN	47	38	46	30	33	50	7	41	30	272
41. Erglis, Robert	CAN	41	35	6	51	54	37	41	25	46	282
42. Dyer, Brian	USA	24	42	20%	32	43	31	47	34	39	292
43. Allen, Peter	CAN	21	20%	47	44	56	15	49	40%	34	311
44. Haginara, Shigekazu	JPN	28	20%	51	41	31	35	53	35	43	316
45. Farmer, Jim	USA	27	56	36	61	45	7	20%	54	44	327
46. Hatakeyama, Tomomi	JPN	57	20%	52	43	27	OCS	20	42	35	338
47. Harris, Ron	CAN	51	36	31	39	59	60	23	51	48	338
48. Bargallo, Joaquin	MEX	53	55	16	21	20%	54	20%	55	56	351
49. Nicoll, Katie	CAN	52	60	50	27	57	41	45	36	47	355
50. Nugent, Doug	USA	44	57	20%	52	DNF.	49	54	18	28	359
51. Dennis, Garth	USA	14	37	43	40	58	59	48	DNS	DNS	362
52. Pollett, William	BER	58	49	55	62	34	40	39	48	55	378
53. Ramsdale, Pete	BER	50	51	39	58	51	44	60	47	38	378
54. Hendershot, William	CAN	45	47	53	42	50	38	55	53	51	379
55. Hupfield, Rob David	CAN	56	58	60	49	53	45	25	52	52	390
56. Sargenti, Anna	ITA	60	53	56	45	48	24	44	DNS	DNS	393
57. Lewis, Michael	BER	61	61	RAF	54	61	16	52	49	42	396
58. Donahue, Louis	CAN	48	48	DNE	53	52	61	59	44	33	400
59. McDermott, Sean	CAN	59	54	59	60	49	55	38	45	54	413
60. Amtmann, Guillermo	MEX	54	39	57	57	46	57	61	56	40%	427
61. Hooper, David	CAN	55	59	48	59	55	52	56	57	53	435
62. Bell, Nick	BER	62	62	58	55	60	51	58	DNS	DNS	469

Background, Charleston Spar

John Killeen

Anyone who has tried to purchase a mast in the last ten years knows that mast-building companies can be hard to figure out. Most businesses in this area of the marine industry operate in very different ways and are focused on serving different segments of the industry. Those mast companies who rely mostly on boat builders for the majority of their business usually find it difficult to service the boat owner with replacement parts such as sheaves, tangs, and brackets. While these aftermarket sales are a good opportunity for additional revenue they can also be burdensome for a large manufacturer focused on producing large quantities of new masts. This is not to say that all mast builders are slow if fact many U.S. mast builders have distinguished themselves as professional organizations and usually find themselves moving into carbon fiber construction that requires substantial investment in equipment and personnel. Conversely small mast builders seldom have access to a large range of aluminum extrusions or capital to move into the carbon arena, and usually focus their efforts to specific boats or region of the country.

Many mast companies have suffered from self-inflicted injuries such as mismanagement, poor pricing structure, and over aggressive growth. International Marine grew fast in 1989 acquiring Sparcraft, Kenyon, and Isomat only to go out of business a few years later leaving some production boat builders holding boats with no masts. Many different companies scrambled to fill the void; some data and knowledge of particular mast designs were lost or discarded making them difficult to track down. The Kenyon mast section dyes, which produce the J-24 mast,

have landed with Charleston Spar, which markets the mast under the Sparcraft One Design label. Charleston Spar was created by Sparcraft France to manufacture masts for production boat builders in North America including their largest customer Beneteau.

Now that Charleston Spar has been operating in the United States for over six years establishing a reputation as a high quality aluminum spar builder, they have added the J-24 to their regular production schedule. They sell their masts through a network of dealers and through the J-24 builders Waterline in the U.S. and J Boats in Italy.

The value represented in the used J-24 market has rejuvenated the class and sent many sailors out to the classified ads seeking a good deal on a solid boat. After taking care of bottom work, hardware updates, and new sails the list usually ends with mast and rigging. This is an area that most sailors do not think about until it is absolutely necessary and even then may chose to buy a used mast from an older boat. While an older



replacement mast may fill an immediate need, there is no doubt that a new mast will increase your boats performance and give you confidence in heavy conditions. Considering a new mast can be purchased for less than the cost of a set of sails it represents a good value and is a significant upgrade to your boat.

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Salsa Wins North American Championship

Cleveland, Ohio. Jens Hookanson and PJ Schaffer returned to Cleveland to claim the J/24 North American Championship. Hookanson, Schaffer, and the rest of the Salsa crew demonstrated once again that consistency wins major championship regattas.

By Nancy Zangerle

Salsa posted three firsts, two seconds, and two thirds during the nine-race event to beat Tim Healy and his team on Anna by twelve points.

Chris Zaleski took third on Twins. Rossy Milev, driving the top Canadian boat, ING Direct, finished fourth. Steve Lopez and his team on Elvis finished fifth to capture the Top Amateur Boat award. The Peter Milnes Sportsmanship Award was presented to Kevin Severino, #394 Why Knot, from Ashtabula, Ohio.

Edgewater Yacht Club and J/24 Fleet 102 hosted the event September 18 through 21, 2002. Hookanson made his first visit to Cleveland in 1996 where he won the J/24 North American title while crewing for current J/24 World Champion Brad Read. Schaffer, a Cleveland native that grew up sailing in Edgewater's junior sailing program, now works for Hookanson at Hall Rigging in Rhode Island.

In sharp contrast to the challenging conditions Lake Erie threw at competitors during the 1996 continental championship, the weather was picture-perfect for the 2002 edition. Edgewater YC, on the south shore of Lake Erie and a stone's throw from downtown Cleveland, welcomed 47 teams with unseasonably warm temperatures, great sailing conditions and a slew of enthusiastic volunteers and sponsors. Four countries were represented, including teams from the United States, Canada, Ireland and the Caribbean.

The North American activities began on Tuesday, September 17 with a measurement certification seminar led by USJCA Technical Committee Chairman, Reid Stava. The seminar rolled right into boat and sail measurement and check-in, as crews arrived anxious to put weigh-in behind them. The early arrivals had an extra bonus of partying at the awards ceremony for the International J/24 Women's Open Championship.

Wednesday found the on-shore activity in full swing as the teams readied themselves for three days of racing with an afternoon practice race. The official welcoming party, held Wednesday evening was full of pomp and circumstance with the International Order of the Blue Gavel (past commodores of the region's

about by winning race two with his team on 5235. Zaleski fought off Milev and Healy to win race three, and Hookanson started a streak of three bullets by topping Zaleski and Milev in the day's final race.

After four races, a close three-way battle had formed at the top.



Ted Winston works upwind

yacht clubs) conducting a flag planting ceremony replete with a procession of flags from all the participating nations, and a bag pipe and drum corp.

The first day of racing brought blue skies, temperatures in the 80s and a tricky southwest breeze that started at 12 knots and built to about 16. PRO Sandy Grosvenor and her race committee took advantage of the premium conditions and knocked off four races with efficiency.

The steady breeze and flat water kept the fleet close, and those that played the left side of the course generally fared best. Windward marks and leeward gates drew large crowds, but the competitors' liberal application of the alternative penalty flag allowed the jury to enjoy the party.

The tight racing saw a different boat on top in each race on the first day. Mike Ingham and team Brain Cramp took the first race. Fleet 102's Adam Zangerle gave the locals something to cheer

Zaleski claimed the day with 15 points. Hookanson was close behind with 18 points (but half of those resulted from a 9 point I-flag penalty in race one) while Healy stayed in striking distance with 22 points. While the fourth race had caught some competitors by surprise, no one could complain about the near ideal conditions. The long day on the water did not dampen the enthusiasm for the Blender Party that followed, as well as the free chill-dogs and beer.

Despite predictions of rougher and colder weather, day two gave the fleet similar conditions - temperatures in the 80s and breeze in the 15-22 knot range from the southwest. This offshore wind direction again held off the Lake Erie chop that is typical for September. Teams tightened up their rigs as the breeze built during the day.

Again, with great expertise, Grosvenor and the race committee knocked off three races.

Hookanson jumped into first for

the series by taking bullets in races five and six, and a third in race seven. Healy climbed to second with a consistent three, two, four. Zaleski slipped to third after posting 20 points for the day with four, seven, and nine. Lopez grabbed a deuce in race five, Bengt Johansson popped into the money with a third in race six, and Bill Worsham made the Texas Circuit proud by taking the bullet in race seven; the windiest race of the regatta.

The heavier breeze and five-leg courses meant a good night's sleep for most teams, but not before they enjoyed a post-race beer at the club and a trip to the Velvet Dog in the Cleveland Warehouse District. Velvet Dog, with three floors and a rooftop bar, hosted the participants for a Friday night frolic.

Day three could not muster the breeze of the first two days, but challenged competitors with shiftier wind and Lake Erie's famous chop. The breeze started at about 10 knots, but gradually faded as the day wore on. Frontal activity and storms overnight generated just enough northwest breeze to leave large, dying swells across the race-course. The swells proved to be an adventure (or a nightmare) when sailing downwind in light air. With two races to complete the nine-race series, competitors were happy to finish up early as the breeze all but disappeared on the last downwind leg of the last race.

The light and shifting breeze shuffled the fleet in race eight, but Hookanson managed to stay in the top ten and put a few boats between him and Healy to all but clinch the regatta. Ted Winston took the race eight bullet, with Lopez second and Paul Van Ravenswaay in third. Ingham demonstrated his light air prowess by winning the day with a four in race eight and a bullet in race nine. Healy took a second to Hookanson's third in race nine, but had to relinquish the North American crown to Hookanson.

Place	Skipper	Boat Name	1	2	3	4	5	6	7	8	9	Total
1.	Jens Hookanson	Salsa	20%	2	4	1	1	1	3	7	3	33
2.	Tim Healy	Anna	11	4	3	4	3	2	4	12	2	45
3.	Chris Zaleski	Twins	7	5	1	2	4	7	9	23	10	68
4.	Rosy Milev	Ing Direct	20%	6	2	3	6	6	10	8	7	71
5.	Steven Lopez	Elvis	19	11	6	13	2	8	6	2	8	75
6.	Mike Ingham	Brain Cramp	1	13	10	6	13	13	16	4	1	77
7.	Doug Mclean	Clearheader	9	8	21	19	5	20	5	6	5	98
8.	Kris Werner	Pee Wee	3	24	16	7	12	9	12	9	15	107
9.	Todd Irving	Narcoleptic	4	19	5	12	8	20%	2	20	29	118
10.	Tom Barbeau	Navtech	21	14	9	14	14	14	8	15	11	120
11.	Bengt Johansson	Mr. Raisinface	17	26	17	8	10	3	13	26	9	129
12.	Bill Worsham	Flood Tip	6	15	18	5	27	16	1	16	26	130
13.	David S. Breitner	Voodoo	5	10	22	9	7	12	20%	36	6	130
14.	P Van Ravenswaay	Sundance	35	18	7	16	20	15	20	3	4	138
15.	Adam Zangerle	USA 5235	20%	1	38	17	9	4	25	10	25	158
16.	Fred Babson	Booyah	13	27	19	30	30	5	7	18	16	165
17.	Bob Matthews	Eraserhead	25	9	23	20	23	26	18	14	28	186
18.	John Mollicone	Pipe Dreams	30	20	39	10	11	11	21	24	27	193
19.	Chris Clancy	Fruitcakes	12	3	32	29	20%	32	24	13	21	194
20.	Ted Winston	Passage East	10	17	14	11	20%	28	29	1	43	199
21.	Tom Kane R.E.	Express	27	44	15	15	16	20%	11	17	41	216
22.	Karen E. Lynch	Medullitus	32	7	20	22	34	22	20%	39	13	220
23.	Kris Zillman	Hot Cheese	28	32	11	20%	22	17	15	35	20	228
24.	Michael Green	Black & Tan	23	23	25	21	OCS	25	36	19	14	234
25.	Timothy Roberts	Phrf King	36	21	12	23	21	24	41	31	30	239
26.	Chris Carroll	Swandive	24	47	13	18	18	19	31	38	37	245
27.	Cathleen Graf	Grafix	22	31	31	27	31	18	34	40	17	251
28.	Brad Balmert	Jade	26	38	27	32	35	20%	23	5	44	262
29.	Anne Shewfelt	Celtic Princess	33	16	35	37	20%	36	17	33	36	267
30.	Mikie Tiltgemeyer	People Eater	8	37	43	25	28	39	40	28	22	270
31.	Sarah Buckley	Stirred Not Shaken	31	33	8	24	36	29	27	44	39	271
32.	Nancy Zangerle	J242002.Com	43	12	34	20%	29	27	26	37	32	275
33.	Jim Matthew	Poch Ma Hon	29	29	33	39	33	44	38	21	12	278
34.	ED Gardner	Surprise!	40	34	29	31	17	43	28	32	24	278
35.	Jim Vandavelde	Mind Games	39	42	26	40%	40	30	19	22	19	284
36.	Mary Jordan	Galadriel	44	20%	40	36	24	31	39	11	18	291
37.	Harold Stackpoole	Suicide Blonde	15	36	37	41	20%	20%	35	27	23	298
38.	Lambert Lai	Dr.Feelgood	20%	22	30	40%	25	33	30	34	33	303
39.	Bruce Johnston	Brewski's Tavern	42	35	28	33	26	45	32	30	35	306
40.	Kathy Lundeen	Token Male	18	39	42	42	38	38	33	25	38	313
41.	Barb Rosenbaum	(No Name)	37	30	24	43	42	35	37	43	42	333
42.	James Bunsey	Outragous	34	25	44	35	39	37	42	45	34	335
43.	Deam Riedy	Team Bubba	16	28	45	46	43	42	45	42	31	338
44.	Jim Mackey	Paddywhack	41	46	41	44	41	47	44	29	40	373
45.	Kevin Severino	Why Knot	38	40	46	34	44	40	47	46	46	381
46.	Terrence L. Bowdish	Carry On	47	41	36	45	46	41	43	41	45	385
47.	Michael Hoskins	Julia's Kestrel	46	43	47	47	45	46	46	DNC	DNC	416

IRL-JCA

Ireland

Michael Clarke



Michael Clarke,
IRA-JCA President



Robin Eagleson,
IRA-JCA Vice President

Ireland's J/24s had another excellent season in 2002 with continued fleet growth and superb sailing sport at five well attended events, a national and four regional weekend championships, conveniently organised as one NJCA for the whole island, comprising the Republic of Ireland and Northern Ireland (part of the UK). The whole island's total population is about 5 million, quite small by European standards. Ireland's number of J/24s has steadily

increased in recent years, and now exceeds 50. By mid-season, it included Europe's original J/24 and its most recently built J/24, and both took part in our year's big event, the Alfa Romeo J/24 European Championship hosted by the Royal Irish YC.

Irish Fleet Growth

A regular Irish J/24 Newsletter, six issues in 2002, is sent out by post to now almost 300 Irish J/24 enthusiasts. January's issue had its usual list of J/24s for sale, in a busy market for these fast, classic boats that give uniquely top class sailing sport at bargain low cost. July's issue reported no J/24s at all left in for sale anywhere in Ireland and 6 imported from Italy, including Enda O'Coineen's brand new Kilcullen. She joined an Irish fleet in June that already had Jay Kay, Europe's first J/24, built in the USA and sent to Britain to make the original mould used for hundreds of J/24s built by Westerly up to 1983. This historic veteran, 22 years later, restored and now named Jay Kay, and with Tim Sheard of Lough Neagh Sailing Club at her helm, won the Irish National J/24 Championship hosted by RIYC in August 2001, as a prelude to this year's European Championship.

Irish J/24 history goes back to 1980 and earlier. We proudly still use our original designation as 'Fleet Number 45'. For almost 20 years there were just two local J/24 fleets, the main one on Dublin Bay and a smaller one on

Lough Erne, a scenic lake in the western part of Northern Ireland. Now there are six local fleets across the island, all in beautiful sailing locations. Dublin Bay and Lough Erne were joined by Lough Foyle, on the north west Atlantic coast, Carlingford Lough, on the east coast, between the Mourne and Cooley mountains, Lough Neagh, in Northern Ireland, largest lake in the UK, and Lough Ree, right in the middle of the island on the Shannon, Ireland's longest river.

In Ireland this is an unusual, perhaps a unique spread of local fleets for a keelboat class, and there are some single J/24s in other places. Where there was a single J/24 in Foyle and one in Carlingford in 2000, now there are six each, including the very first J/24 out of that Westerly mould in Britain, Mark Slater's Juno, Sail 4001. Other J/24s imported last winter and spring from Italy to Dublin Bay and to Lough Ree made the total up to 53 by June

2002 in continued growth in Ireland of the world's most active, numerous and widespread keelboat one-design class, over 5,250 boats in 40 yachting nations. We are part of the Biggest and Best - so it is fitting that J/24 world HQ is now in Texas!

Irish J/24 Events and Sailors

The Irish J/24 season now has a pattern of five main events, a national and four regional championships, Northern, Eastern, Western, and Midland, the latter where else but lovely Lough Ree, exact mid point of the island. Single page standard Sailing Instructions have evolved for all Irish J/24 events. They specify up to eight windward-leeward races to fit into a weekend, with most finishing to leeward so the fleet is well placed to start promptly on the next race.

In close racing, which is great fun for all, most of the fleet often finish within about five



AMX Jerriatrix

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Ireland

minutes after over an hour's racing. There is great enthusiasm and involvement. A total of 38 boats, with 175 sailors, took part in at least one of these main J/24 events and 27 travelled at least once to an event hosted by another J/24 fleet.

Indicators of enjoyable competition were the wide range of event winners and variety of helms in top places in each race. Each of the main championships had a different winner. At least half the boats at every main event finished at least one race in the top 20%, i.e. at least in a third place, or in a fourth place at the 22 boat National and Midland's Championship. To spread encouragement, it is standard prize policy to award a prize for the best placed overall of the older Westerly built boats, and a prize to the best placed boat in each race, both excluding boats already with a prize.

As well as boat and owner being IJCA members, with International transom sticker, the

domestic rules of the J/24 Association of Ireland specify that all sailors on board at events must be members of the Association paid up for that year. At the end of 2002 season, almost 300 sailors, owners, crew and friends of the Class, were enrolled. All receive personal copies of the Irish J/24 newsletter. Everybody knows everything and this creates informed involvement. An anecdote to illustrate – the 2000 National Champion felt too busy at work to go to events. But the crew all also knew that year's J/24 plans, nagged him to go, took the boat there and back for him when he did, so they went, and they won. This kind of thing happens when everybody had all the information and it creates the enthusiasm to act on it.

In J/24s the whole crew are very important. Commenting on a report about his winning the Eastern Championship, Frank Heath, the helmsman emailed – "thanks for the report. A wee correction, it was Frank Heath, Ivan Schuster, Declan Keogh, Gavan Murphy and

Bobby Collins in Crazyhorse who won, not just me. Having spent most of my sailing life as a crew I learnt that the guy waggling the stick at the back is often over emphasised. Particularly in this event which was largely about boat handling, it was the well co-ordinated crews that rose to the top".

Enthusiasm showed in February when 60 J/24 sailors attended a J/24 weekend conference in Carlingford to hear useful pre-season talks on boat preparation and crew work by Christian Brewer from Britain and on J/24 rules and measurement by Hauke Krause from Germany. Good food, drink, chat and song at and after Saturday evening's dinner was followed by a subdued Class meeting late on Sunday morning to discuss and finalise 2002 season plans.

Irish Northern J/24 Championship

In April, Dublin Bay boats took top places in an 18 boat fleet at the Irish Northern J/24 Championships, organised by Shirley Sheard,

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Crazyhorse, Irish Eastern Champion

Northern J/24 Fleet Captain. Six hard races were sailed over a cold wet and windy weekend, on the largest lake in these islands, hosted by Lough Neagh Sailing Club and based at Craigavon Borough Council's Kinnego Marina. Jerry Dowling emerged the new Irish J/24 Northern Champion at the helm of Bád, Royal Irish Yacht Club, with 14 points, counting best 5 scores in the 6 races. Each one point behind were Desmond Fortune, past Northern Champion, Hard on Port, 14 points, and Barry O'Neill, Jazz, 16 points, both Royal St George YC.

Michael McCaldin, another past Northern champion, in JOG from Lough Erne Yacht Club, made fourth overall, winning the first two races in a hard gusty south west wind and shallow Lough Neagh's lumpy waves. Tim Rippey, Jet, from Lough Erne YC, was fifth overall, winner of the final race, and won the perpetual Kinnego Plate for old Westerly boats. The best placed local LNSC boat was Robin Eagleson's Luder, sixth overall, best result a fourth.

James Byrne, JAB, was best placed, seventh overall, among four J/24s from Dundalk and Carlingford Sailing Club, three with new owners and recently imported from Wales. The weather made a poor welcome for a first J/24 event and these new boats understandably missed some races, as did Franco Magliocco owner of another new Italian boat, Taz, from Lough Ree YC on the Shannon, and the boat that travelled the longest road distance to

take part.

The J/24 Association of Ireland and Lough Neagh SC were grateful to Craigavon Borough Council for use of Kinnego Marina, and to the event's sponsors, PricewaterhouseCoopers, Royal Sun Alliance and The Shirtmaker's Guild. Lough Neagh is ideal for this kind of top class one-design keelboat racing, with its large open area of clean tide-free water, clear winds due to low lying land around, excellent and convenient facilities ashore and afloat, and easy road access.

Results (top 10 of 18)

Low points system, 5 best of 6 races count for total.

1. Jerry Dowling, RIYC, Bád, 2, 2, 4, 4, 4, 2, 4, total 14
2. Desmond Fortune, RStGYC, Hard on Port, 3, 15, 1, 1, 1, 9, 15, Tot 15
3. Barry O'Neill, RStGYC, Jazz, 7, 3, 2, 2, 5, 4, 7, total 16
4. Michael McCaldin, LEYC, JOG, 1, 1, 5, 10, 19, 7, 19, total 24
5. Tim Rippey, LEYC, Jet, 14, 12, 3, 11, 2, 1, 14, total 29, best Westerly
6. Robin Eagleson, LNSC, Luder, 4, 6, 8, 7, 8, 6, 8, total 31
7. James Byrne, DCSC, JAB, 12, 5, 9, 6, 7, 5, 12, total 32
8. Michael Clarke, LEYC, Jeriatrix, 5, 8, 12, 12, 6, 3, 12, total 34
9. Graham Frazer, RStGYC, Carabeg, 10, 10, 10, 8, 3, 8, 10, total 39

- 10. Tim Sheard, LNSC, Jay Kay, 11, 9, 7, 3, 19, 19, 19, total 49

Irish Eastern J/24 Championship

Frank Heath in Crazyhorse became Irish J/24 Eastern Champion, first time a J/24 winner at this level. Colin Galavan, Taz, came though in a fast 30 knot spinnaker reach to win the final race, and thus made second overall, ahead of Barry O'Neill, Jazz, winner of two of Saturday's five races, third overall, and Bailey Bowl event J/24 winner the previous weekend on Dublin Bay.

This was the usual fast, close, exciting J/24 racing among 17 boats with 85 crew, hosted by Dundalk and Carlingford Sailing Club and sponsored by ICC Bank, on courses set by Race Officer, Michael Harris-Barke South of the shipping channel in the entrance to Carlingford Lough, in moderate Saturday winds, and near gale, over 30 knots, on Sunday, both South East. The last two races of eight planned were abandoned. 13 boats had come by road from Dublin Bay and Loughs Erne, Neagh, Ree and Strangford, to join the four local boats competing (a fifth ashore re-fitting)

The results below show how top places in all races were frequently taken by different boats, for example a 3rd place for John Mulholland, Jasper, tenth overall. New owners doing well included Diarmuid O'Donovan, Virjin, and Gerry McKenny, JAM, both first time helming at a big J/24 event, 8th and 9th overall, with JAM best placed local Carlingford boat. Good also to see first time Richard O'Connor in Nivola, and the efforts made by Kevin Kennedy to get Triple XXX there, but unable to sail Saturday, with gear missing, and then retired in Sunday's heavy weather.

Stephen Bradshaw, from Strangford SC, in End Over, got the old Westerly prize. He came 5th overall, missing a place in the top three by retiring from the final race with sail damage. Stephen Bradshaw is North East Fleet Captain and organised this event with Carlingford's top J/24 enthusiast, James Byrne. On the previous weekend on Dublin Bay, Stephen had been second in the Bailey Bowl event for J/24s and other keelboats. It was won by Barry O'Neill in Jazz.

IRL-JCA

Ireland

Results (Top 10 of 17 boats)

Irish J/24 Eastern Championship, 18 & 19 May 2002.

8 races planned. 6 best to count, last 2 abandoned..

Low Point System, Entries 17 so DNC etc. scored 18 points

1. Frank Heath, Crazyhorse, RStGYC, 10, 2, 1, 4, 5, 2, total 24 pts
2. Colin Galavan, Taz, LRYC, 2, 9, 8, 2, 3, 1, tot. 25 pts.
3. Barry O'Neill, Jazz, RStGYC, 1,10,3,1,2,18, tot. 35 pts.
4. Gerry Dowling, Bád, RIYC, 6, 4, 7, 11, 6, 3, tot. 37 pts
5. Stephen Bradshaw, End Over, SSC, 3,1,5,5,7,18, tot. 39, best Westerly
6. Desmond Fortune, Hard on Port, RStGYC, 5, 6, 6, 3, 1, 18, tot 39 pts
7. Robin Eagleson, Luder, LNSC, 9, 13, 2, 6, 4, 9, tot. 43 pts
8. Diarmuid O'Donovan, Virjin, LEYC, 4, 8, 4, 14, 10, 4, tot 44 pts.
9. Gerry McKenny, JAM DCSC, 14, 7, 11, 7, 12, 5, tot. 56 pts
10. John Mulholland, Jasper, LEYC, 8, 3, 12, 13, 13, 8, tot 57 pts

Irish Western J/24 Championship

Seventy sailors in 14 boats took part in the Volvo sponsored Irish Western J/24 Championships hosted by Lough Erne YC on the 15 & 16 June, a weekend which unfortunately clashed with other events involving some J/24s and reduced attendance. Six local boats were joined by only 8 visiting boats from Dublin Bay and Loughs

Carlingford, Neagh, and Strangford.

Fermanagh's top sailor, Michael McCaldin retained the Irish J/24 Western Championship Trophy helming Joey Kelly's JOG, other crew Bertie Forsythe, Michael Whaley and Edward Beattie..

Challengers included Barry O'Neill, Royal St George YC, second overall, one point ahead of third placed, and 2001 Irish National J/24 Champion, Tim Sheard, Jay Kay, Lough Neagh SC. The best Westerly built boat was Jay Bee, also LNSC, helmsman Paddy Prunty. He finished fourth overall and got a fine piece of Belek china for his mantelpiece.

Best placed local boat, apart from the Champion, and fifth overall was Virjin, LEYC, an excellent performance for her new owner and helm, Diarmuid O'Donovan, who is Western J/24 Fleet Captain at LEYC and was this Volvo event's main organiser. To do at all well, amid all the work for such an event, was an admirable achievement.

Lough Erne YC and the J/24 Association of Ireland were most grateful to the event sponsors, Greens of Antrim, Volvo Dealers, Belek Pottery, Galway Crystal and First Trust Bank. Earlier, the RYA had awarded Volvo Champion Club status to LEYC and a select few other UK clubs to mark good work encouraging sailing success, especially among young sailors. LEYC is Ireland's oldest yacht racing club and has hosted J/24 Championships for 20 years past.

Saturday's courses, in a moderate south west



Hauke Krausse explains J/24 keel measurement

wind, sometimes gusty and shifty in rain showers, were set on the Broad Lough by LEYC Race Officer, Fred Ternan, with the start line just west of the Spike rocks and the windward mark in open water near Holme Bay. With skillful management of the standard Irish J/24 racing format, adjusting buoy positions, shortening courses and locating start and finish lines, as needed, the Ternan team fitted five good races into the day, each a fair contest, to windward and to leeward, hard racing all the way, least mistakes winning, and, above all, excellent, well organised, enjoyable sport in superb scenery on Ireland's oldest yacht racing waters.

Sunday morning's light shifty wind settled moderate southerly, enough to set courses, start east of Inish Doney and windward mark a mile up-wind clear of Gublusk point, for two races, both tight contests in an unreliable wind.

Results (top 7 of 14)

Volvo Irish J/24 Westerns 2002 Low points system, 6 best counting, 8 races planned, 7 sailed.

- 1 Michael McCaldin, JOG, Lough Erne YC, 1, (6) 3, 1, 4, 3, 1: 13 pts
- 2 Barry O'Neill, Jazz, Royal St George YC, 5, 2, (7) 5, 1, 1, 2: 18 pts
- 3 Tim Sheard, Jay Kay, Lough Neagh SC, 3, 4, 1, (12) 2, 7, 2: 19 pts
- 4 Paddy Prunty, Jay Bee, LNSC, (15) 3, 5, 6, 3, 9, 7: 33 pts, best Westerly.
- 5 Diarmuid O'Donovan, Virjin, LEYC, 4, 6, (10) 10, 6, 5, 3: 34 pts
- 6 Stephen Bradshaw, End Over, Strangford SC, 6, 8, 2, 3, 9, (10) 8: 36 pts
- 7 Douglas Harrison, Jay, LNSC, 7 (9) 6, 8, 8, 2, 5: 36 pts



Diarmuid O'Donovan in Virjin

Irish and History at the European Championship

In August, 26 Irish boats were joined by 25 boats from 5 other European nations for the Alfa Romeo European J/24 Championships organised by the Royal Irish Yacht Club. This was a week of nine delightful summer races on Dublin Bay. Top places went to Dutch, German, Italian and British boats and the best Irish three, all in the top ten, were Barry O'Neill, Jazz, 8th overall, Desmond Fortune, Hard on Port, only Irish helm to win one of the event's nine races, 9th overall, and 10th Bryan Maguire, Cries of Passion.

Arrangements afloat for this event were again excellent, as they had been when the Royal Irish YC hosted the 1995 European and the 1990 World J/24 Championships. More history, the fin keel was invented and had its first success at the RIYC regatta away back in 1887 when Mischief from Lough Erne in County Fermanagh beat all comers fitted with this new device in place of her centreboard. Today the fin keel is the most common keel configuration and the J/24s are the world's largest fin keel class. A final bit of history, the

J in J/24 is for the family name Johnstone, and this family have a traditional belief that they came to the USA originally from Ireland, where this surname is most and very common in Fermanagh. Perhaps that early Johnstone sailed on Lough Erne and passed it on down the generations?

There is a separate report from the Royal Irish YC on the Alfa Romeo European Championship.

Irish National and Midlands Championship

In late September, Maurice O'Connell, Royal St George Yacht Club, first time in an Irish J/24 event and helming Tony Magliocco's Taz, became the 2002 Irish National and Midlands J/24 Champion in a close fought eight race weekend contest hosted by Lough Ree Yacht Club on the wider southern part of this scenic Shannon lake right in the middle of Ireland. Club mate Desmond Fortune in Hard on Port, overnight leader, emerged second overall and Bryan Maguire, Royal Irish YC, several times past Irish National Champion, was third overall in Cries of Passion.

This standard Irish J/24 weekend event, organised by Midlands J/24 Fleet Captain, Mark McCormick, used the proven Irish J/24 event format to deliver continuous action afloat from early Saturday to Sunday mid-afternoon, with eight windward-leeward races, each three rounds in just over an hour, and lively racing with no time wasted between races. Indicative of high quality sport in real close one-design racing, there were four different winners of the eight races and half the fleet counted at least one race finish in the top 20 % (fourth or better).

Race Officer David Dixon has 22 boats with 110 sailors on his start line, as J/24s in the home LRYC fleet were joined by three times as many towed by road from Loughs Carlingford, Erne and Neagh, and Dublin Bay. Saturday's weather, and early Sunday, was a sunny moderate south wind that increased by Sunday afternoon to 20 knots.

Frank Heath in Crazyhorse, RStGYC, had an excellent event, winning three races. On total points, with the one discard, he made fourth overall. Enda O'Coineen, Kilcullen, National

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Blue water, Green Hills

YC, was two points behind, counting one first place. Sixth was Michael McCaldin, Lough Erne YC, in JOG. He had won this National event when last on Lough Ree in 2000.

Ken Fildes, LRYC, first outing in Jelly Jay built mid 1990s and recently imported from Italy, was best of the home fleet, 3rd in one race and 8th overall. Robin Eagleson, Lough Neagh SC, in Luder Too, also had a good event, 10th overall, his best two fifth places, and winning the special trophy for best placed of eight Westerly built boats competing.

Other prize winners to mention, best each race apart from main prize winners, include Richard O'Connor, RStGYC, Nivola, Mark McCormick, LRYC, Jana, James Byrne, JAB, Dundalk & Carlingford SC, and Diarmuid O'Donovan, Virjin, LEYC. Teenager Andrew Mannion, Jiffy, got the Indigo Trophy, best in the last race not already a prize winner.

The magnificent new J/24 Midlands perpetual trophy was presented to the J/24 Class by LRYC. It is a representation of a J/24, hull and sail plan, modelled from a piece of hard bog oak dug up nearby and several thousand years old.

Results (top 12 of 22)

Irish National & Midlands Championship, Lough Ree YC, 28 & 29 September 2002

Low points system, 8 races, one discard, 22 Entries so DSQ etc = 23 points.

1. Maurice O'Connell, RStGYC, Taz, 5, 1, (9), 2, 4, 1, 2, 2, 17 pts

2. Desmond Fortune, RStGYC, Hard on Port, 1, 2, 3, (8), 1, 2, 8, 8, 25 pts
3. Bryan Maguire, RIYC, Cries of Passion, 2, 6, 6, (12), 3, 7, 6, 3, 33 pts"
4. Frank Heath, RStGYC, Crazyhorse, 6, 12, 1, 5, (14), 14, 1, 1, 40 pts
5. Enda O'Coineen, NYC, Kilcullen, 16, 3, 4, 1, (23), 4, 4, 10, 42 pts
6. Michael McCaldin, LEYC, JOG, 10, 4, 2, 23, 7, 3, 12, 6, 44 pts
7. Richard O'Connor, RStGYC, Nivola, 3, 10, 13, (23), 5, 6, 3, 12, 52 pts
8. Ken Fildes, LRYC, Jelly Jay, (13), 8, 7, 3, 6, 10, 13, 5, 52 pts
9. Diarmuid O'Donovan, LEYC, Virjin, 8, 8, 6, 8, 8, (15), 4, 58 pts
10. Robin Eagleson, LNSC, Luder Too, 8, 5, 12, (13), 10, 11, 5, 11, 62 pts best Westerly
11. Jerry Dowling, RIYC, Bád, 4, 9, 14, 10, (13), 12, 10, 7, 65 pts
12. Barry O'Neill, RStGYC, Jazz, 12, (17), 10, 4, 17, 5, 9, 9, 66 pts

Women Sailors, Ireland & North America

The Alfa Romeo European Championship's Notice of Race invited women entries, specifying that most crew be women, including helm foredeck and trimmer. Anne Marie Shewfelt, from Toronto, and a member of the J/24 Association of Ireland, entered in Jeriatrix, an old Lough Erne Westerly boat, with crew Judie Anderson, Sandra Dillon, Olivia Cosgrove and owner Michael Clarke. She won the European perpetual Old Boat trophy for Jeriatrix and the women's prize, a tall Galway Crystal Glass, coming 36th overall, best result 20th in the fifth of the nine

races sailed.

Enthused, the three Irish J/24 women, two weeks later, flew trans-Atlantic to re-join Anne Marie, now helming her own Canadian J/24, renamed Celtic Princess for the occasion, to compete in mid-September's inaugural North American Women's J/24 Championship hosted on Lake Erie by Edgewater YC, Cleveland, Ohio. In 9 races over three days, they made 4th overall, best result a first place, among 8 entries.

After a lay day, they then competed in the North American Championships, another 3 days and 9 races. Anne Marie and her Celtic Princess team came 29th overall among 49 entries, best results 16th and 17th places, and she ranked 4th overall among the 9 helmswomen competing. All a very creditable performance for a helm and crew that were gathered by email just a few days beforehand, and first sailed together only at the European event's practice race.

Conclusion

As the 2002 season ends, weekend J/24 sailing at Lough Ree continues until Halloween and at Lough Neagh, where it will finish with a traditional hangover-clearing event on the day after Christmas Day. Winter boat buying and selling has already begun. Another winter Irish J/24 conference is mooted and, looking ahead to 2003, plans include a new venue on Galway Bay, on the Atlantic coast, for the Irish J/24 Western Championship, and Irish National Championship in May at Lough Erne YC ahead of, hopefully, several Irish entries at August's J/24 Worlds in Holland and, despite the greater travel and towing distance, a few also to Sardinia for the European Championship.

For Irish J/24 news, pictures and information go to

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Gallery

photos by Tim Wilkes



2002 World Championships



2002 European Championships— A view from mid fleet

Finally after what seemed an interminable wait, the day dawned to hitch Jeppers to the back of the car and head north towards Holyhead en route for Dun Laoghaire in Ireland for the J24 Europeans.

David Pipe

The previous few weeks had been spent making lists, lists of lists etc, in an attempt not to forget those vital bits nor omit crucial jobs. This was our first foray to foreign waters and so there a great feeling of anticipation.

The journey to the ferry port was uneventful, the car performed well and the roads are very good all the way. Things appeared to be looking up for team Jeppers as, despite arriving rather late for the ferry, we managed to establish an inside

Apart from the final day, the weather was benign with light to medium winds and sunshine, apparently the best week of the summer, the Gods clearly have a yearning for J sailing too!

The practice race on Sunday provided a taster of the week to come, the race organisation was superb and competition very keen. J24 racing is renowned for being unforgiving and with such tight margins between boats, one error can lose ten places all too easily.

was certainly one crew member who was decidedly jaded on the Tuesday morning (and afternoon!)

Day two was again gentle and although the wind was from a different direction, it still posed the same problems as the previous day. Reorienting the tides to the new wind direction stretched the grey matter, but at least we were afforded a new view of the bay. Jeppers showed some improvement overall although there were some 'mild histrionics' from the helm as at the end of the last race we had a splendid view of ten boats crossing the line ahead while we waited in hole for them to pass! Tuesday evening was an excellent affair at the Fruitcakes residence for the Parkstone contingent and several of the assembled guests were keen to perform their party pieces to a 'captivated' audience. (Photographic evidence will be withheld for a small fee).

Wednesday dawned with very light and variable breezes preventing the race officer from starting a race all day. The inevitable deterioration of conversation on board continued throughout the day until we were attacked by swarm of flying ants who clearly were not impressed by our standard of jokes. Everyone returned at 4pm after a rather fruitless day. The evening entertainment was the regatta dinner and disco which ensured that several members were still wending their way home well into the following day.

Thursday provided similar conditions to the beginning of the week and Jeppers posted a couple of results in the twenties despite one particularly ignominious start which shall not be described, suffice to say that it was excellent proof that port tack was not favoured!

The final day arrived with a strong wind forecast and the first race was sailed under jibs. Jeppers showed her best result with a magnificent 24th! There were several spills from other boats with some crew members enjoying the local bathing facilities. The final race was the sting in the regatta tail, with the wind easing halfway through the race enticing the unwary to change up to genoas for the final beat. This naturally included Jeppers who were then treated to 35 Knots of breeze to the finish.

On return to the shore, boats were lifted out, strapped down to trailers (in most cases) and masts lowered ready for the return trip on the early morning ferry. This again proved very straightforward and concluded an excellent week of high quality J racing which certainly wetted our appetites for another expedition abroad.

Congratulations to David Ellis on an excellent performance coming fourth overall, other Parkstone results were Fruitcakes eighteenth, and Owens J thirty third.



Team Just4Fun the new European Champions J/24, from left to right: Robbert Baggers, Albert Kooijman, Fred Bulk, Mark Brouwer en Boris Bulk.

overlap just after the ticket booth and boarded the ferry in second place and first out of the Parkstone contingent of four.

After the three hour ferry journey to Dublin it is a short drive to Dun Laoghaire and the Royal Irish Yacht Club. The mast was erected that evening and after a night in a local B&B, the team towed Jeppers up to the clubhouse for pre race scrutineering.

The crew were arriving from different directions during the morning and so the dreaded crew weigh-in was delayed until all were present at midday, however with Orla at 47kgs, as featured in the Irish Independent Newspaper, there was plenty of reserve for the fat boys and all-up crew weight limit of 400kgs was easily achieved.

Jeppers was launched just after lunch and joined a total of 52 boats in the water with entries from Germany, Holland, Italy, Greece, Ireland and the UK. The final on-the-water scrutineering was passed, after some controversy over Jeppers sink arrangements, and we were clear to start the event.

Monday morning heralded the beginning of the series and the view of the fleet heading out of the harbour made an impressive sight. The windward/leeward courses present their own challenges and with the wind coming off the shore, there were major windshifts of up to 20 degrees magnifying the potential for positional gains and losses. A feature of the week was the precision of both course and line with very little bias ensuring that there was no room for port tack flyers. In addition to the variable wind direction, winds speeds ranged widely across the course and with the final ingredient of the strange local tidal streams of Dublin Bay, there was plenty of opportunity for confusion!

The first day's races proved challenging for the crew of Jeppers and concluded with both results in the mid thirties leaving plenty of room for improvement.

The lack of evening entertainment at the Yacht Club, with the exception of Wednesday, meant that crews had to entertain themselves and, in contrast to the racing, this did not pose any undue problems for the Jeppers team and there

2002 European Championship— Team Just4Fun wins the European Championship

Albert Kooijman's Team Just4Fun convincingly won the Alfa Romeo J/24 European Championship at the Royal Irish Yacht Club, Dun Laoghaire, Ireland

A 20 point winning margin was suitably rounded off by a fifth race win for the Dutch team. The title joins their J/22 European Championship won earlier this year.

German national champion Leif Tom Loose edged out his Italian counter-parts on Guardia di Finanza, the Revenu Police crew, to take out second overall on the final day.

Barry O'Neill and the crew of Jazz from the Royal St.George YC were the best of the home fleet in eight overall. Clubmate Desmond Fortune with Hard on Port took ninth plus the honour of being just one of the five race winners in the 52 boat fleet.

Albert Kooijman: "Getting first place in an international event like this is something to be very proud off. Team Just4Fun was the only representative for The Netherlands in this championship and we could not have done it better. Our clothing sponsor Jeantex gave us orange clothes for this occasion, the famous colour of the Dutch Royal Family. So they called us 'The Orange Team' here in Ireland."



Final results Alfa Romeo EC J/24 2002:

1.	NED	Albert Kooijman	Just 4 Fun	16 points
2.	GER	Leif Tom Loose	Rotoman	36 points
3.	ITA	Guardia di Finanza	J di F	37 points
4.	GBR	David Ellis,	Hitchhikers	46 points
5.	GBR	Stuart Jardine	Stouche	47 points
6.	GBR	Mark Penfold	Wijit	56 points
7.	GBR	Bob Turner	Headcase	63 points
8.	IER	Barry O'Neill	Jazz	104.5 points
9.	IER	Desmond Fortune	Hard on Port	118 points
10.	IER	Bryan Maguire	Cries of Passion	126 points



photo by David Branigan Oceansport

A smart spinnaker hoist by keen new Irish J/24 owner in 2002 and crew, Diarmuid O' Donovan in Virgin, with Dermot Clarke, Rob Larke, June Clarke and Chris Scott.

2002 U.S. National Championship

A quarter of a century after its inception, the J/24 is a worldwide fixture in the sport of sailing with fleets active on five continents and builders turning out new boats in those same regions.

In its first two decades, the J/24 accomplished for sailing what the VW beetle did for driving in the '60s and '70s—it put more people out there, in this case on the water, enabling them to enjoy their chosen pastime. Now there's hardly a marina you can enter worldwide where you don't see the distinctive flush deck and fractionally rigged profile of this ubiquitous one-design.

In April of this year, 52 J/24s congregated to celebrate the silver anniversary of the boat and do battle for the class' national championship honors on the murky, tide-driven waters of Charleston, SC. For the occasion, boats materialized from as far away as Vancouver, Canada, Vermont, Texas, Chicago, and Michigan. Some of the boats themselves were over 20 years old, which is testimony to the success of the class and its design. And though many of the faces and names have changed since the early days of racing in the J/24 arena, the caliber of competition remains high and the attitudes occasionally cut-throat. Consequently, general recalls on the starting line are a class hallmark, and in Charleston, individual recalls occurred on every start except those that featured generals.

With a cold front stalled just offshore in the Atlantic, the Charleston Yacht Club's race committee relied on back-to-back days of strong northeasterly winds to accomplish nine, five-leg races over three days. Strong ebb tides moving against the wind flow for the duration of the regatta meant moderate chop throughout the course as the fleet jockeyed for open lanes and clear air.

Tony Parker, a 23-year-veteran of the class, jumped out to a decisive lead with four other boats in the first race, and grabbed the win. But in Races Two and Three, Parker fell deep and finished 18th both times. His inconsistent scores were par for the course since almost everyone in attendance posted scores that were all over the map. For those who had more downs than ups, there was plenty of barbecue and Sam Adams beer onshore that evening, and Bob Johnstone was on hand to cut the first piece of an enormous cake baked expressly to commemorate the J/24's 25th birthday.

The following day the racers encountered even stronger easterly breezes and as the competition evolved, it became clear that one team held an advantage. Tim Healy, a sailmaker from Newport, RI, and the reigning J/24 Midwinter Champion had arrived with a seasoned crew and a mission on its collective agenda. They intended to win the regatta and thereby qualify for the J/24 World Championships, slated for Medemblik, Holland in the summer of 2003. Healy's team started the event with a fourth and a sixth, and closed out Day One's third race with a bullet to end up one point out of first place, just behind Mark Hillman's group aboard Tribal Pleasures. In the building breeze on Day Two, Healy and company essentially took over.

Four races were conducted on that second day, and the Rhode Island-based team easily won the first two. They posted a fourth in the third contest that day, finishing behind Waldek Zaleski's Twins, Mike Ingham's Brain Cramp, and Rudy Wolf's Ing Direct (in that order), widening their overall margin over second place to 19 points. Then they got what they thought was a seventh in the last race of the day. Sailing back downwind to the dock, Healy and his team had a good feeling about their progress thus far.

That's when things turned a little "surreal," as one of Healy's crew later put it. While crossing the finish line in the day's final contest, Healy's boat allegedly hit the pin mark. He and his crew didn't find out until 15 minutes after they'd reached the dock that the race committee had protested them for touching the mark. Because a competitor who finished closely behind said he witnessed the infraction, Healy and his crew lost the protest and picked up an additional 53 points. Ouch!

"It was surprising," said Healy several days later, "but not unusual." Acknowledging how competitive the class can be, he said that he and his crew were disappointed, but allowed that they took comfort in knowing that "we really feel good about how we sailed the regatta."

the racecourse. The race committee wisely shortened the event and finished the boats on their second downwind leg to ensure that the race had a conclusion. The competitors slowly converged on the finish line like ants heading for a discarded lollipop.

James Howard's Georgia-based team on Classic took the gun. They had rounded the weather mark in last place and headed across the bay to find less current along the shore. It worked, as they literally passed the entire fleet on the final leg and finished first with a roar of applause from the fleet behind. It was only their second single-digit finish in the regatta. Among the leaders, Skelley dropped out of contention with a 25th and Brain Cramp picked up a 15th, but the worst hit was Horton, whose team fell



Strong current and good wind kept the action close at the mark roundings.

Healy's fall from grace, coupled with the fact that every race counted in the overall scoring, changed the dynamics at the top of the leaderboard. Going into the final day, the top prize was within the reach of at least six boats. Andy Horton's Vermont-based crew aboard Money Shot held the lead with 41 points. Behind them in succession were Max Skelley's Fat Boyz with 55, Ing Direct with 64, Healy and company with 70, and Brain Cramp and Tribal Pleasures with 74 each.

Just to keep things interesting, Mother Nature threw in a little twist for the last day of racing. Where once relatively consistent winds registering in the teens graced the course, now fitful zephyrs bedeviled the fleet. Coupled with an increasingly strong ebb tide, the whimsical conditions made for tough racing. The upshot in the day's first contest was that several of the leaders dropped back, particularly Horton who finished 13th and Skelley who picked up 14 points.

Horton went into the final race with 54 points, almost a sure bet to beat Skelley with 69, Wolf's team on Ing Direct with 73, and the Brain Cramp team with 77. But that contest turned out to be the strangest to date. The current out-pulled the wind at times and the fleet spread out on the beats taking refuge on both sides of the channel that ran through

to second overall when they struggled to post a 28th-place finish. Rudy Wolf's group aboard Ing Direct carded a sixth place, which vaulted them in front of Horton to win the event by three points. It somehow seemed fitting for this weird conclusion that a Canadian had won the 2002 J/24 US National Championship.

So, how's the health of the J/24? Well, it's only appropriate that we give the final word to Tim Healy, since so much else appears to have been taken away from him at this event. "Lately my concern and some of my time has been going into helping grow the J/24 Class. But I think people should have had a good feeling about the class from this event. I think it was a good turnout....I thought they [the organizers] did a great job, especially in making the fleet feel welcome....But the big thing with the class is to get the membership back up and regatta participation seems to be rebounding. The Worlds in July will have 75 boats and the bigger regattas like the East Coasts and the Midwinters are pulling well too. So it looks good, overall." You could say that's a not a bad outlook after the first 25 years.

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U.S. National Championships Final Results

Charleston Yacht Club, Charleston, SC – April 10-14, 2002

Pos	Boat Name	Helm	R1	R2	R3	R4	R5	R6	R7	R8	R9	Pts
1.	Ing Direct	Wolf, Rudy	8	10	14	3	13	3	13	9	6	79.0
2.	Money Shot	Horton, Andy	2	5	6	12	6	5	5	13	28	82.0
3.	Tribal Pleasures	Hillma, Mark	5	2	3	25	18	10	11	3	7	84.0
4.	Usa 5277	Healy, Tim	4	6	1	1	1	4	DSQ	10	9	89.0
5.	Brain Cramp	Ingham, Mike	OCS	1	5	2	5	2	7	2	15	92.0
6.	Fat Boyz	Skelley, Max	7	3	2	10	16	13	4	14	25	94.0
7.	Bangor Packet	Parker, Tony	1	18	18	6	9	8	ZFP	5	4	101.0
8.	Twins	Zaleski, Waldek	OCS	13	16	7	2	1	2	12	8	114.0
9.	Tarheel	Abdullah, Paul	6	19	20	14	4	17	1	11	30	122.0
10.	Spoilsport	Challoner, Stuart	OCS	8	9	5	8	16	15	16	3	133.0
11.	Instant Karma	Kerst, Joshua	9	12	ZFP	27	10	6	14	27	23	142.0
12.	Yikes!	Faust, Eric	15	14	25	8	14	15	18	31	20	160.0
13.	Clearheader	Flinn, Larry	10	DNS	13	4	12	47	9	1	19	168.0
14.	Mr. Rainsinface	Johansson, Bengt	17	16	17	28	7	9	21	22	31	168.0
15.	(No Name)	Hooper, Bill	OCS	9	24	17	11	12	3	33	12	174.0
16.	Casper	Willets, Dave	13	30	7	13	OCS	ZFP	6	30	11	180.0
17.	Pipe Dream	Nixon, Scott	OCS	11	21	24	3	ZFP	20	25	2	183.0
18.	Mammals Crew	Griffith, Ross	3	21	11	19	DNF	DNS	17	6	5	188.0
19.	Pee Wee	Voss, Kiki	12	SCP	19	16	19	19	27	19	10	189.0
20.	Party Reptile	Farmer, Jim	14	7	35	38	17	23	ZFP	4	13	191.0
21.	Elvis	Lopez, Steven	OCS	26	8	23	21	22	19	7	14	193.0
22.	Slurred Not Spoken	Gray, Ken	11	20	26	29	38	21	36	17	17	215.0
23.	Classic	Howard, James	16	ZFP	34	21	32	OCS	8	34	1	226.0
24.	Latte	Davila, Francis	27	29	30	9	27	29	33	24	29	237.0
25.	Eraserhead	Matthews, Robert	18	36	33	31	40	20	16	8	41	243.0
26.	Tutaknaut	Dougal, Roger	22	35	15	30	24	36	38	23	21	244.0
27.	Camero Mullet	Fuller & Burnside	ZFP	15	22	15	23	OCS	12	39	38	248.0
28.	Dimarian	Gotwalt, Eric	24	24	28	22	25	27	24	35	44	253.0
29.	Footloose	Zonjee, Maarten	25	4	23	18	35	24	40	43	50	262.0
30.	Turn & Burn	Foster, Michael	23	33	31	32	36	32	10	36	39	272.0
31.	No Vacancy	Fenton, John	26	42	27	40	26	18	26	32	40	277.0
32.	Dr. Feelgood	Moore, Wm. H. Jr.	20	23	12	45	30	46	28	45	33	282.0
33.	(No Name)	Hanckel, Will	OCS	32	42	11	20	28	37	15	45	283.0
34.	Mobile Home	Rathbun, Tim	19	37	32	37	15	31	DSQ	41	18	283.0
35.	Riptide	Staikos, Nicholas	33	25	10	39	33	25	23	48	48	284.0
36.	Cinderella	Schulze, Gerrit	OCS	ZFP	OOD	ZFP	22	38	25	21	49	326.3
37.	In First	Selfridge, Thomas	31	ZFP	41	SCP	31	ZFP	35	18	32	329.0
38.	Snickerz	Cowen, Bob	OCS	ZFP	29	33	37	11	34	40	47	338.0
39.	Quickdriver	Veraldi, Michael	OCS	31	37	41	34	49	45	26	24	340.0
40.	Witch Way	Merchant, Alfie	34	OCS	WTD	20	29	34	44	OCS	ZFP	346.0
41.	Slingblade	Mcsweeney, David	29	27	WTD	44	46	43	48	28	34	352.0
42.	Orange Crush	Frasch, Charlie	30	OCS	ZFP	26	39	40	42	37	37	354.0
43.	Red Stripe	Davis, Ken	OCS	OCS	DNC	36	28	33	32	42	27	357.0
44.	Team Spirit	Ford, David	32	38	43	47	43	42	46	38	29	358.0
45.	No Problem	Motter, Eric	35	WTD	WTD	43	OCS	30	43	29	22	361.0
46.	Strange Brew	Carr, Randall	ZFP	39	46	42	42	35	49	20	42	365.0
47.	N/A	Collins, John	28	46	44	51	44	41	47	47	26	374.0
48.	White Lightning	Lant, R., Todd	DNC	40	36	49	41	37	29	51	43	379.0
49.	Antler Dance	Goodwin, Douglas	36	45	38	50	WTD	48	31	44	35	380.0
50.	Bash	Medlin, Ron Jr.	37	41	45	46	45	45	39	46	52	396.0
51.	True Colors	Tonks, Neal	39	47	39	48	47	44	50	50	36	400.0
52.	Jammin	Spencer, Joe	38	43	47	52	OCS	39	41	49	51	413.0

The Revitalization Of Long Island's Fleet 106

By Harry Benson -

When Eric Faust asked me to summarize that which led to the growth of our J/24 Fleet 106 on Long Island's north shore, my first thought was "Beer." Seriously, I'm not sure that any of the organizers of the fleet can take any of the credit for its success. It would be like a politician taking credit for economic upturn. Truly, it has been the enthusiasm of our local sailors/racers that is the real impetus behind our fleet's growth. We, the organizers, simply harnessed that enthusiasm and gave the racers the proper channels to exert their energies.

Let me back up. Before you can understand the growth of our fleet you first have to understand the sailing community from which we come. About half way out Long Island's north shore, wrapped in the arms of Lloyd Neck and Eaton's Neck (under the watchful eyes of the



Fleet 106 Member Phil Walters

large Northport smokestacks) lays Huntington harbor, Centerport Harbor and Northport harbor. Probably like where you live, everyone here sails. When my wife and I moved into the area four years ago, we parked my trailered Lightning rather prominently in our front driveway for the first two months, not knowing where else to put it. (Technically that is against local ordinances and I was worried because I had heard stories about Long Islanders.) Sure enough, I'm standing out in the front yard, when here comes one of my elderly neighbors walking across the cul-de-sac, to reprimand me for this monstrosity (it needs paint and has a nasty torn cover.)

"Is that a Lightning?" he asks. "Why yes, it is?" I respond with relief. "Why I must have spent 15 years climbing all over one of these in Northport harbor back when we had a good size fleet in the 80's." Anyway you get the point. The people here don't judge you by the car you drive but rather whether you throw up your spinnaker in howling breeze.

So, getting to the topic at hand. How did we grow our fleet from 3

boats racing PRHF in 2000, to a one design fleet of 14 with 10 regularly showing up on the line each Wednesday night. Again, "beer" plays prominently in the answer. Aside from the beer we did several key things.

First, we rode the wave of enthusiasm. In the winter of 99-00, a few hot local PRHF sailors made the move to J/24s and then all of a sudden, we had enough boats (5-7) to have our own start on Wednesday nights. Once that took place, word of mouth took over. A few more competitive sailors either bought J/24s or signed on as driver/crew for other less competitive boats. At the end of 2001, we had 7 regular participants in the Wednesday night series.

Second, we got organized and set annual objectives. Building upon the success of the previous year, we decided early to work together to build the fleet. We had a fleet meeting in early February and set our goals and tasks. Here they are with a quick summary of the outcome.

1. Find all of the J/24s in the area and communicate with the owners. To accomplish this we went to many of the local marinas and asked for a list of all J/24s. We also tracked down all J/24s that we saw on the water. Once we had them on our list we bombarded them with a string of useful information and updates of events many of which involved, you guessed it, beer.

2. Create/execute a series of fleet building events. They were:
J/24 crew training day / crew development- Utilizing the skills and proven "crew processes" of Alan and Dave Constance of Blitz (arguably one of the best non-professional J/24 crews on the water) we put on an "on the docks" day-long crew training seminar. The first half of the day walked all participants through each of the boat positions/responsibilities. The second half dealt with tuning and strategy with discussions led by local hotshot J/24 helmsmen Aidan Glackin and Brian Simkins. As the afternoon wore on the beer started flowing. We had over 40 people attend. The feedback was very positive and we plan on repeating it again next year, expanding the scope.

J/24 night out- In early spring, prior to the start of the racing season we had a series of get togethers to talk equipment, tuning, fleet building, and crew development. Once again beer was present.

Our own regatta- Fleet 106 is very fortunate to be part of one of the nations premier Districts. With the encouragement of our District Governor, Britt Hughes, and a promise of at least 8 boats, from Noroton, Fleet 106 put on a classy regatta with the support of Lloyd Harbor Yacht Club (providing race committee) and Centerport Yacht club (providing chase boats, and the social function.) The 1st annual "Mid sound regatta" had 22 boats battling under extremely challenging light air conditions. Al Constance of Blitz took the honors in an extremely close series. Chris Zaleski, of Twins was 2 points back with



Your author, Harry Benson, on Blue Strikes Back.

local boat Mental Floss (Aidan Glackin) just 3 points off the pace. Our fleet really performed. After the first day, 4 out of the 5 boats were from Fleet 106. And in the end we took 5 of the top 10 places including the 1st and 3rd overall.

Regular Sharing of Boat Tuning information- On the docks before a race, or in the bar (over a pint) afterwards or over the phones in the following days, every member of the fleet is willing to share their tuning experience from the previous race. Our fleet's philosophy is that as the overall level of the fleet improves, each of our individual performance levels elevates. Each team, including the top boats of the fleet, agrees that their overall crew and boat performance has dramatically improved over the past 18 months.

Guest Crew/Drivers- In a few instances the exchanging of crew and drivers between boats has helped facilitate the transfer of information between boats.

Crew Development- The biggest problem most of our boats face is filling out their boat with consistent crew. The fleet put together a list of all interested crew and regularly distributed this to the needy skippers. A lot of times, this was the difference for a boat sitting or sailing. This is such an important part of our success. We will also need to continue to steal crew from the PRHF boats and weekend one-design fleets to grow our fleet.

Beer/Fun- Every step of the way we tried and succeeded in making it fun. From our first meeting, to the raft-up after the last race of the summer series, we had a hoot. Big kudos to the Lloyd Harbor Yacht Club and the Centerport Yacht Club for creating such a fun social calendar/environment.

Next year- As the fall season comes to a close, the fleet is already

looking forward to what we want to accomplish next year. Our biggest challenge will be to get all of the "new and intimidated" skippers to come out and give racing a chance. We have some 7 different boats, 3 that have limited experienced crew and 4 that simply don't have the skill set to comfortably go out and race. We look forward to this challenge and already have plans for different activities to take this on.

To conclude, throughout the process there have been five constants (not Constance): enthusiasm, goal setting, communication, follow through and beer. While all were important to the success of the fleet, one stands out. *"It was in the Libyan desert, beneath the rising sun/ when along came a dirty old warrior with water in his hand/ I said you dirty old warrior, how dare you Ganga-din, take that stuff away from me/ Let's go and find a brewery, cause beer is best, have another one, beer is best!"* – Lyrics to an old English sailing/rugby song.

Special thanks to the Lloyd Harbor Yacht Club for organizing the Wednesday night series and giving us our own gun. Also thanks for the great work of John Stork and LHYC's race committee during our "Mid-sound Regatta" A special thanks to Glen Suss, Aidan Glackin, Phil Walters, the Blue Crew and the rest of the J/24 fleet for making it all happen.

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Pre-Start Technique

"We were watching the wind constantly and the crew was really dialed in before the start" you overhear the regatta winning team say at the club after the last race of the series. Sure enough, the concept that the most warmed-up team who has done the best R & D before the start has the best chance of success is a well proven one.

By Andrew Kerr

Teams that use the pre-start time effectively are the ones that are able to develop and execute effective game plans time and time again. Essentially you want to sail the course in miniature prior to the start so that your team can garner as much relevant information as possible, and utilize the practice time as best as you can.

Here is a suggested repertoire that you and your team can apply so that you can be in the best shape for when that warning flag is raised. Obviously, types of boats and racing areas (current vs. no current, lake vs. ocean) affect your emphasis on particular aspects of your performance, but the fundamentals always apply. It would be good to develop your pre-start repertoire based on your particular needs, but to always incorporate the basic concepts that we will cover in this article.

Now, ideally the team gets out to the racing area at least one hour prior to the start and uses every minute to prepare, and at a big regatta that should be your goal every day. However, the author understands also about how tricky it can be for teams to get out of work in time -- especially for a beer can race -- and about how getting stuck in traffic is a reality of life! So let's look at a repertoire that uses the time that we have as best as possible.

In Racing Mode! Practice and Observe First off, get out to the line as soon as possible -- the minute you push off the dock you are in racing mode -- roll tacking, trimming the sails well and looking for breeze. Fly the spinnaker to the starting line if you can and practice some jibes. If you are going upwind then tack at last 7 or 8 times



Finding the layline to the pin before the start can help keep you out of trouble, focusing on smooth steering, rolling the boat and building speed.

As soon as you get to the start line, check-in with the race committee, get the course (if it is posted) and then immediately head upwind on starboard tack. Watch the compass carefully, fine tune the controls, look for the mark and get settled in; sailing the boat with a consistent heel angle. Take this time to start communicating puffs and waves and to open up the team dialogue. After a few minutes go ahead and tack on to port, note the compass heading and go fast.

After that, practice a couple of tacks and then a spinnaker set and



To help avoid a foul, shoot for the wind from the starboard tack.

head back to the line, do a number of jibes, look back for breeze and note compass headings on both jibes -- your goal is to be on the headed jibe in breeze and in positive current. As soon as you are back to the line, douse the spinnaker and practice a mark rounding (if there is a mark to use.)

Start Line R & D

Now it's time to see which end of the line is favored, so jump on the line and run it on starboard tack. Take a compass reading, add 90 degrees and this will give you the "magic number" of a line square to the wind. Now go head to wind, take a wind reading and compare that number to your "magic number." Make a habit of being on starboard tack when you go head to wind to maintain right-of-way with potentially little steerage. All the numbers should be written down on the boat with a pencil in a place where the team can see them.

How do they look?

If the line is restricted to another class then do your research (head to wind readings, observations) at the ends of the line where the air is clearest. You can also use boats in a prior start to gain information for your own starting strategy. If another fleet is coming off the line almost bow to stern on starboard tack then the wind has either shifted left a lot or the pin is very favored. If they are coming off the line almost beam to beam then the line is either square or the starboard end of the line is favored.

Check the Laylines to the Starting Line

In your research here, you want to check the starboard tack (and in many instances the port tack one too) layline to the end of the line you likely are going to want to start at by heading up to close-hauled in that area. If the line is restricted, head up to close-hauled outside the line and get a feel for the angle and note the compass heading. Knowing this layline will prevent either barging at the committee boat or not even making the pin end -- we've all done both! If this is not practical because of traffic then watch other boat's starts or angles very carefully.

Back Down

Be sure to back down to remove any weeds or kelp, try and do this away from other boats to give yourself room to maneuver. We write down a reminder to do this on the boat! If a team has a propensity to bang corners upwind one may even write down -- "tacked recently!" and other tactical reminders like "Don't go to an early layline!"

Track the Wind

You should plan on doing at least 4 head to wind readings in clear air while sailing around the pre-start area. Your goal here is to know which phase the wind is in and how often it is shifting. As you sail around the starting line area keep watching the fleet(s) that may be starting ahead of you very carefully to see which side of the line and course is favored so that you can reassess your initial tactical assumptions that you may have made 10 or 15 minutes earlier.

There goes the warning signal ... Game on! Your team is ready!

From Layline's Workbench...

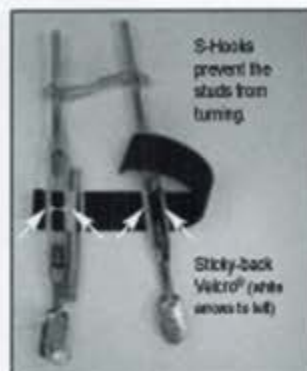
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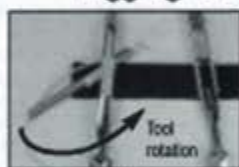


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Back In My Day...

By Tom Sitzman

So you think you are J/24 veteran? Have J/24 war stories that leave the group standing around the keg silent with awe? Well, you may have met your match. Try going up against Tony "I will tell you" Parker. Unless your arsenal packs four world championship appearances, including the very first J/24 World Championship, a top-five North American finish, and an East Coast Championship victory, among many others, you're goin' down.

I spent some time talking to one of the Class' true veterans, with an idea serenely to recount his years sailing the indomitable J/24. I envisioned us sitting in rocking chairs, sipping lemonade, me listening to him recount the years, friends and boats he sailed with and against, me writing it all down, him waxing nostalgic. I hoped to capture the longevity, a timeline, a sketch of the years he and his many crew members spent sailing his J/24 around buoys and race courses from Maine to Key West. Was I in for a surprise. We never made it past the first regatta.

What follows is what we talked about, or, rather, the story I listened to of how Tony got to the very first J/24 world Championship. It was a great one, and much of it may even be true.

Back in the day, Tony Parker raced sailboats. He particularly liked to match race, one-on-one, and in fact was good enough at it to compete in the venerable Congressional Cup, an international-level match racing event. For three years he even finished 2nd in this sailing tournament. And while in match racing there "is no second," this was quite an accomplishment, enough so that he got a call from Baron Blich, head of the French America's Cup effort at the time, asking him to come out to spar with his French AC team.

"Oui" said Tony, and not long afterwards one sunny August morning in 1978, Tony and his team found themselves on board the French trial horse being towed out of Newport, RI harbor along with the French "A" team aboard on their America's Cup contender. It was a perfect day for sailing; 10-15 SW classic Newport sea breeze. They certainly would do a lot of sailing today.

Many would be nervous, taking the controls of a 12 meter for the first time, going up against seasoned veterans and sailing professionals, about to spar with the best in unfamiliar surroundings. Most would at least be consumed with on board details, rig setup, sails, where stuff is, etc. Not Tony.

Casually gazing around beautiful Rhode Island Sound, Tony spied something happening that caught his attention, something that was to become the new birth of his amateur sailing career. Off in the distance an abundant fleet of boats were sparring near a starting line. Looked like it could be as many as 60 boats! Either they were using a new, extremely long starting sequence (unlikely, thought Tony) or something else was amiss. As the French 12 meters marched on by, this curious fleet never left the starting area. "Hmmm..." Tony's legally-trained mind pondered the causes as his boat was whisked away with the French.

Later that evening among friends and fellow sailors, Tony investigated into and learned the story of the



one-design fleet that seemed stuck on the starting line. As luck would have it, Tony Parker's foray with the French fell on the same week as the inaugural J/24 North American Championship. Tony witnessed for the first time a J/24 regatta, or at least an attempt at a J/24 regatta. Much to his amazement, and I'm sure of the race committee as well, the fleet of J/24's never got a race off. General recall after general recall ended angrily with the race committee pulling up stakes and canceling racing for the day, unable to tame the J/24 teams vying for the first North American title. Many would be appalled, and hesitant at least to join such a group. Tony's reaction? You guessed it: "Wow. This must be a lot of fun!

Welcome to the J/24 Class.

Ordered soon afterwards from Charlie Scott's J/Boats dealership in Maryland, J/24 #953 was built for new owners Tony Parker and co-owner Peter Driscoll and ready in time for the very first World Championship (Charlie, as it turned out, was the eventual champion of that first Newport North American Regatta). On a used trailer purchased from another J/24 hotshot Larry Leonard (now president of Quantum Sail Design Group) the new "Bangor Packet" traveled up to Newport for the first Worlds to duke it out in the new hot one-design class, one that seemed to attract both talent and type-A sailing personalities.

At this regatta, his first major J/24 event, Tony began the learning curve that has made him one of the better J/24 sailors the class has seen, and certainly one of the most durable. And on the final day of this first world championship, he and his crew also experienced, as Tony describes it: "the most spectacular sailboat ride of my life."

The Race According to Bangor Packet

(Wave heights and breeze readings edited an average of 5 knots and 3 feet from Tony's original story.)

The race around Jamestown Island began ominously off Castle Hill in a steady 25 knot southerly gust-

ing to 30, while the race committee struggled to hold anchor in the growing swell. The fleet battled upwind, some actually catching their rigs on the old tower that used to guard Newport, which also served as the windward mark (ouch!). Bangor Packet rounded the weather mark somewhere in the middle of the fleet, relieved that everything was intact for the downwind leg.

Just as things seemed to be under control and the crew settled into the tight, tense heavy air downwind balancing act, POP! went the main halyard shackle as the mainsail fell from its hoist.

Tony, never shy to take command of a situation in the heat of battle (as all good J/24 helmsman surely do) acted quickly, sized up his crew, and ordered young Tim McGee, a spry and lightweight US Naval Academy recent graduate, to go into harms way, grab the bosuns chair and make ready to be hoisted up the rig. Remember, it's blowing 30 knots, the seas are at 5-8 feet, the spinnaker is up, the boat is hurtling downwind, and Tim is being winched up the rig.

All seemed lost as Tim reached the hounds and realized he would go no higher as he was attached to the fractional rig's genoa halyard. Uh-oh. With the boat lurching, pitching and yawing beneath him, young Tim and the upper part of the aluminum mast traveled through space at an alarming, unpredictable pace as the team considered their next move.

Like an eerie, surreal pre-cursor to CBS's new hit show Fear Factor, Tony, still bravely in command, holding the tiller with both white knuckled hands, pushed Tim on, asked him to reach deep down, and told him to "Go for it."

"Go for it" meant get out of the bosuns' chair and shimmy up the mast to retrieve the main halyard and complete the job. Yet quite unlike Fear Factor, Tim had no bungee cord or safety net to secure him from plummeting should he lose grip of the wet, gyrating aluminum extrusion. But as a faithful crew,

Tim gamely took on the challenge, shimmied up unsecured to the top of the rig, managed to grab the halyard, and somehow got back into the bosun's chair. That is exactly when things got a little worse.

Tony's grip on the freshly varnished, slick wet tiller against the growing swell and surf ultimately gave way, if only for a moment. Yet that moment was enough. "We're losing it," instructed Tony as the boat lurched more sideways now than any other direction. Amazingly, Tim held on, and what is even more amazing, Tony claims he himself had practiced this maneuver before, on a US Naval Academy yawl as a safety exercise, and confidently instructed Tim to "Hold on until the mast hits the water." Which he did.

"Now let go, Tim," which Tim dutifully did again as he fell into the frothing sea. Tim clung to the leech of the stricken mainsail while the boat groaned back upright, and worked his way back to the boat where he was pulled aboard, as the spinnaker sheets whipped and raged about the deck, looking to slash any unwary crewmember.

Undaunted, the Bangor Packet team somehow re-raised the mainsail, regained control of the spinnaker, and launched onwards toward the tip of Jamestown Island.

"Then," as Tony Parker said to me, grinning mischievously as he spoke, "it really started to blow."

Tony claimed that gusts of 55 (remember my edit) began to over-match the surfing fleet of J/24's. The Packet was flying now and the crew fending off walls of green ocean water pounding them on each wave. Boat after boat succumbed to the conditions. They watched in horror as on the left Bill Shore's J/24 wiped out hard, sending a crew member catapulting over the mainsail and into the sea, and on the right, they stared into the eyes of three ashen-faced crew members holding on for dear life...to their keel!

Disaster Narrowly Averted

Again, just as the Packet worked her way through the destruction on the race course, there was an odd, ominous feeling on the tiller. Tony looked back just in time to see the nuts holding the tiller to the rudder free themselves and PLUNK! disappear into the rooster-tail. Oh no!

As the tiller began to part company from the rudder, three crew members held the steel plates together, and amazingly, three replacements were found down below and order was restored. What are the chances!

Just as Tim McGee was starting to shake off the thought of climbing that mast, the breeze finally moderated a bit and Tony again looked for every speed advantage he could find. "That bosun's chair up at the top of the rig needs to come down. It has to be slow!"

Yes, this whole time the chair was stuck atop the genoa halyard. (remember Tim came down through the water.) Again, without any security, spinnaker still flying, Tim shimmied up the mast and retrieved the chair. Just in time too, because the Packet was

approaching the final leeward mark, and needed to prepare a headsail for the last beat.

Energized by their ability to keep the boat rolling (and by the fact that they were all still alive), Tony's team set up for an exciting top-ten rounding in this final race of the very first Worlds.

The Gong Show

Whether the mainsheet came in too early, or the Packet caught an unlucky gust of wind and a bad wave no one can really determine, and is still a matter of conjecture and open for debate. But what is clear is that instead of safely rounding the final mark, which happened to be a heavy bell-buoy, the Bangor Packet team induced a loud GONG! from it as the boat forcefully struck the government mark.

"Re-Rounding! Re-Rounding! We're still in this!" signaled the captain.

tion and again seized the moment. "Guys, we really need that main again. Let's sail with it all the way up."

Great idea, and it all sounded so simple. Unfortunately, as things go, the neglected topping lift had found its way up the mast, and wrapped itself miserably around the shrouds, effectively blocking any hope of raising the main.

With the boats behind him creeping closer and closer, Tony had no choice.

"Tim..."

Tim knew what he had to do, one more time. And, for the third time in one race, Tim shimmied up the mast of a heeling J/24, un-fouled the topping lift, and returned to safety. Whew.



Tony Parker at the helm of Bangor Packet.

Too bad the new 360 degree exoneration rule wasn't in effect, because as the Packet lurched around, halyards sheets and gear all amiss, a flying jibe again caused the ill-fated J/24 to round up too hard, and GONG! went the mark a second time. Another direct Bangor Packet hit.

Hopes of a final-race top-ten finish twice dashed on the side of a green bell-buoy, the Packet finally performed a safe and legal rounding. But they were not across the line yet. Fate had one more death-defying feat in store for young Tim McGee.

Third Time's a Charm

The mainsail had had a long day, and the aching reef point decided on that final beat that it was time. RIP! Out it went. Weighing options, Tony decided that discretion dictated dropping that sail, as the breeze was still shrieking, and they could finish it out under jib alone. A tired and thankful crew concurred, and they swiftly stowed the main and sat back on the lurching rail.

Ahh, but that competitive spirit came back with a vengeance when Tony sniffed out breeze modera-

Bangor Packet finished back in the middle pack in this final race, plagued by the same storm that would cross the Atlantic and cause chaos for the upcoming Fastnet Race, but for Tony Parker, the future was clear. J/24's were "the best equal bath-tubs" and "perfect boat for the time for people who liked to race one design boats around the country. All the best sailors in the country sailed them: Charlie Scott, Jimmy Scott, Larry Leonard, Dave Curtis, Scott Allan, John Kollus, Bill Shore, Ed Adams, to name only a very few."

This "energizer bunny" of J/24 sailing is a credit to the J/24 class, and a class act himself. He will fight hard on the race course during the day and then be your best buddy afterwards. Sounds a lot like a J/24 sailor.

Lundeen Wins J/24 Women's Open Championship

By Nancy Zangerle



Kathy Lundeen and crew from Sheboygan, WI.

Cleveland, Ohio – Capitalizing on her consistency, Kathy Lundeen and her crew sailing Bavaria II won the inaugural International J/24 Women's Open Championship hosted by Edgewater Yacht Club. The three day, nine-race series was sailed on Lake Erie, with the Cleveland skyline providing the backdrop, on September 15-17. Lundeen and her crew hail from Sheboygan Yacht Club, Wisconsin.

To mark the occasion of the inaugural International J/24 Women's Open Championship, the International J/24 Class Association made the pronouncement that the event winner would qualify to compete in the 2003 J/24 World Championship in Medemblik, Holland. In addition, the event will be a world's qualifier in subsequent years.

Following check-in and measurement on Saturday, September 14, the competitors and race officials were officially welcomed to Cleveland at a party sponsored by the North Coast Women's Sailing Association.

Racing started on Sunday, September 15th. A shifty south wind challenged the competitors, as oscillations swung from 180 to 260 degrees. The race committee, with Principal Race Officer Jeff Borland of Annapolis, stayed on top of the oscillations with multiple course changes. The first day of racing found Kris Zillmann, sailing USA641, Nancy Zangerle and their respective teams dueling for the leader board position. Zillmann took a commanding lead in the first race after Zangerle gave up two boats in the first race to finish fourth. Zangerle bounced back to

finish with two bullets in race two and three. A cold front moved through the area late in the third race, promising windier and wet conditions. After three races, Zillmann (Zangerle's former tactician and J/22 helm in the 2002 ISAF World Championships) had finishes of 1-2-2 to take a one point lead over Zangerle who had six points. Kathy Lundeen finished the day in a solid third with eight points.

Day Two found Anne Marie Shewfelt and her Irish crew hitting their stride and winning the day

with finishes of 2-1-3. Lundeen held consistent with a 3-2-2, while Zangerle languished with 4-4-1. Zillmann started the day with a bullet in race four, but dropped back to a 3 in race five and a 6 in race six.

The teams took a break from the competition on Monday night to be entertained at Circo Zibabo, a downtown restaurant/nightclub in the Warehouse District. Circo put on a spread of appetizers and introduced the teams to a special "J/24" martini invented in honor of the occasion.

Lundeen, Zillmann and Zangerle entered the last day of racing in a three-way tie with three races left to complete the series. Zillmann fell behind in the standings with three fourth place finishes to end the regatta second overall. Zangerle remained inconsistent throughout the series, posting a 6-1-6 on the day. Shewfelt won race seven, but lost the advantage with an I-flag penalty. Mary Jordan from Wisconsin, sailing Galadriel, posted two 3rd place finishes in races eight and nine. Katrina Posedel and her North Coast Women's Sailing Association teammates were cheered with their best series finish, a 3rd in race seven. Cathy Graf, sailing Grafix, also made her mark in race nine with a 2nd.

In the end, Lundeen's consistency paid off as she took the overall victory. The superior race management, supportive jury and enthusiastic competitors made the inaugural "WOC" a huge success, and set high standards for events.



Regatta organizer Nancy Zangerle sailing J242002.com.

The future of our class **our kids!**

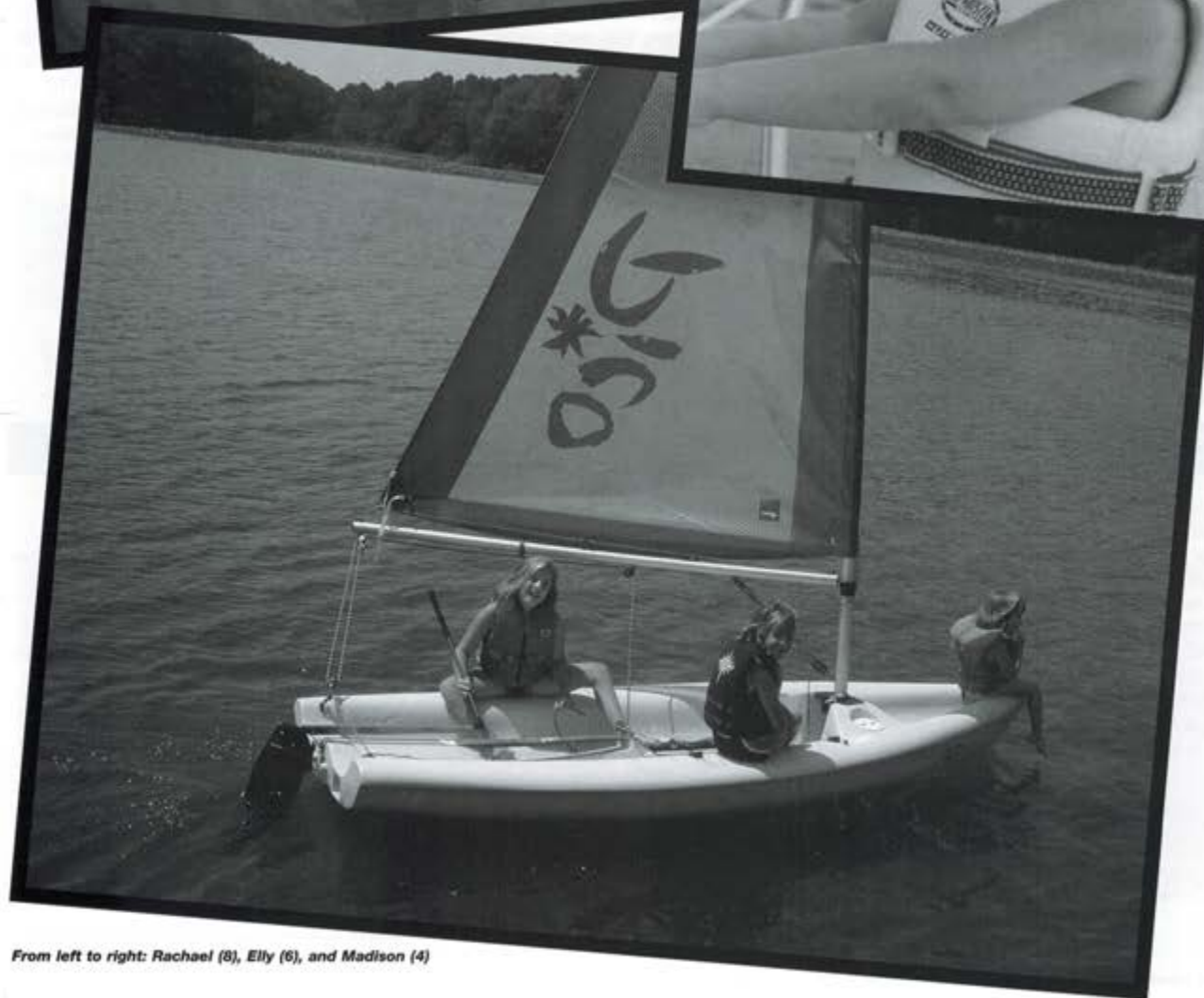


Javier, Jr.

Editors Note: To see your kids on this page, send 300 DPI jpeg or tiff images to magazine@shipplans.com



William



From left to right: Rachael (8), Elly (6), and Madison (4)

National REPORTS

ARG-JCA

Report from Argentina

The membership in Argentina has declined due primarily to the national economy. On the bright side, J-Boats Argentina built and

delivered five boats to the Brazilian Navy this year, and are finalizing the details to build

twelve J/24's for the Indian Navy for delivery in 2003.

AUS-JCA

Report from Australia

by Arthur Crothers

Overseas Competition Hones the Skills the Top Three Yachts in the J24 New South Wales State Titles at Belmont, Australia

The top three places in the J24 Australian NSW State Titles sailed on Lake Macquarie over 8-10 November were filled by crews who attended world championships during 2002.

First place went to Rob Brewer who sailed the yacht Kaotic from Middle Harbour Yacht Club to record three wins, two seconds, a third and two fourth placing. Rob's crew comprised Simon Williams and Arthur Crothers who crewed with him in the 2002 ISAF World Sailing Games in Marseille and former National Title winners Murray Walters and Andrew Stanning. Rob who has won two National Titles advised that this was his first State Title after being bridesmaid five times.

Second place went to Sean Kirkjian sailing Fuji Film. Sean and his crew won the NSW,

Victorian and South Australian State Championships in 2001 and competed in the 2002 J24 World Titles in Kingston, Canada in July this year where they achieved a creditable 8th position.

Coming in third was Doug McGain sailing Code Violation from MHC. Doug and his crew won the Sydney J24 Mid Winter Regatta in May and the Gosford Spring Regatta conducted over the October Long weekend. They also competed in the 2002 J24 World Titles where they were placed 14th in a field of 62.

Fifth and sixth places were filled by local Lake Macquarie sailors Brett Lewis sailing Wildcard and Mark Long sailing NonStop. Luke Mathews from Sandringham Yacht Club, Victoria sailing Onnett was seventh and Ben Lamb the current Australian Laser Champion having his second regatta series in J24s finished eighth sailing a local Lake Macquarie yacht Mr Otto.

Conditions over the weekend varied with light variable easterlies of 5-10 knots on Friday, increasing to 10-12 knots easterlies on Saturday and changing to 20-30 knot southerlies on Sunday. The series conducted by Lake Macquarie Yacht Club was managed in a most competent and professional manner with well set courses and a good social calendar.

A number of the top J24 yachts are now preparing for a trip west at the end of the year to attend the J24 Nationals to be held at the Royal Perth Yacht Club on the Swan River in Perth, Western Australia from the 3-10 January 2002. The series is to be conducted over a 10 races to determine the Australian Champion. This is the first time the J24 class has held their Australian Championship in Western Australia and will be strongly contested by the eighteen J24s located in WA together with entries from the Eastern States.

For full results of the NSW State Titles, go to www.j24australia.com.

CAN-JCA

2002 J/24 Canadian Championships

by Graham Kirby

Twenty seven boats including entries from Montana, Seattle and Vancouver Island made their way to the 2002 J/24 Canadian Championships on the West Coast of Canada (Vancouver, BC). The top Canadian finisher qualified for the 2003 World Championships in Holland. The event started with very challenging conditions (large waves and 25kts of wind) on Friday highlighted with the most exciting downwind conditions we have experienced in a J/24. Four races were held with

one thrown out later due to a drifting mark.

Saturday was a different story, with inconsistent breeze; we were not able get a race off however the dinner and party that night were amazing which made up for the drifter. We held an Air Band competition with a DJ and judges with score cards. Fifteen crews entered and it was a huge success. We moved first warning signal on Sunday to 10:00 from 10:30 to give us the opportunity

to hold three races. We sailed in eight to twelve knot breeze and were back at the dock by 14:30. The announcement about the 2003 North Americans location (Vancouver, BC) was met with a resounding roar and there was a long standing ovation at the end of the prize giving that made all the hard work worth while.

<http://www.j24canadians.com/j24results.htm>

GRE-JCA

Report from Greece

Following our last communication during April, let us put you in the picture of what has happened till August in 2002 and what is yet to come in Greece.

The 2002 Greek Nationals were held in Souda Bay, Crete on March 15-18 with a lot of participants who really enjoyed four days of sailing, in a series of ten races. It goes without saying that excitement was not restricted to the water since the beautiful town of Chania, where the crews were staying, offered all kinds of opportunities for fun before and after sailing.

The first five boats :

- EVNIKI I
- HELLENIC POLICE
- KIKI
- NIKOS KOZONAKIS
- ACTIVISTA

The next important event (PASTRIKAKIA) took place on April 20-21st in Saronic Bay (off Athens coast). Participation was quite important, wind excellent, races were eventful, the finishes full of suspense and the changes at the top of the rank numerous.

The first five boats :

- KIKI
- FRAGOS FLAGS III
- EVNIKI I
- HELLENIC POLICE
- EVNIKI

During the summer months most J24 crew members are trying to keep in touch with racing by participating in the many offshore races in the Aegean and the Ionian Seas onboard bigger sailing boats. The J24 racing events resume in September, with the main ones taking place in the island of Crete,

starting with a Match Racing in Iraklion port (September 28-29th) and ending with the J24 Cup organized by the Gazi Sailing Club in November 9-10th.

In the meantime, while waiting anxiously to read the articles on the World and European Championships, we cannot help envying all these sailors participating in the first "test event" (2002 Regatta) for the 2004 Athens Olympics taking place in front of our very eyes, making us wonder once more why J24 is not an Olympic class ...!

With our best sailing regards,
Alex. Michailidis
michailidis.a@dimitriaki.gr
Greek J24 Class Association

GBR-JCA

Report from Great Britain

GBR-JCA (National Report for 2002)
Stuart Jardine - Class Secretary

The Class has continued to expand. Regrettably, Bridlington must still wait on the agreement to build a marina; currently every boat has to berth in a special cradle. As a result the proposed plan to run our Nationals at Bridlington have been further delayed. We are looking at holding the 2005 Nationals at Weymouth a week or so before the Worlds, this will ensure that charter boats will be on site.

We held a very successful National Championships at Falmouth, the first week in July, mustering a fleet of 40 boats, slightly down on last year probably due to it being held over a full week rather than a long week-

end, because of the weekly holiday lets in that area. Once again it looks likely that the J24's will attract more boats to their Nationals than any other "one design" keelboat class in the UK.

We have a flotilla of 12 boats from the UK going across to Dublin for the Europeans. We are all looking forward to a fabulous event.

The use of E-Mail and Class Websites throughout Europe is developing much closer links amongst us all, which can only be good news.

It should be noted that the strength of the class lies in its rigid one design policy, which gives very close racing at a low cost. We

continue to attract ex-dinghy sailors and those weary of sport boats. It continues to be crucially important that fears of "Special Keels" on J24's are allayed immediately and firmly. The UK is concerned that the TC have not appeared to fully appreciate the problem.

Members continue to upgrade to better boats. There is a serious shortage of good second hand boats, which is restraining the growth somewhat. However, it is encouraging to see that the UK, like France, has a healthy youth element, which helps widen the appeal of the call and augers well for the future.

NED-JCA

Report from The Netherlands

by Remco van den Berg

Open letter to the World Council Meeting, 2002 Kingston Canada:

To my dearest J24 friends,

Unfortunately I regretted my personal appearance on the meeting. I apologize for not able to join you. My business forced me to stay in Europe.

Never the less I ask your attention for a few moments now. This means you will miss all my comments and interruptions, attacks during the meeting, but therefore instead there are a few major items with I put on the table now. I kindly ask your constitutional decisions in all wisdom

Proxy

I forwarded my proxy to the GBR-JCA or IRL-JCA, and have shared already some items with them prior to this meeting. In addition to this, our Dutch International Jury member Ms Magriet Pannevis will attend the World championship in Kingston. (She is also the president of the Royal Yacht Club Hollandia).

European Championship 2001.

The Dutch J24 Class association can look back with proud to the European Championship 2001 in Medemblik. With 59 competitors out of 9 countries we have established good racing in close corporation with Royal Yacht Club Hollandia. With this experience we have full confidence in organizing the Worlds 2003. Lessons learned of Measurement etc. will be improved for next year.

Worlds 2003 in Medemblik

The preliminary Notice of Race of the Worlds is available at the Registration desk of Portsmouth Olympic harbor. This event will start on Friday 15th August till 23rd August 2003. For details you may contact myself or Mrs Magriet Pannevis

Remarks on Charter boats

As previous announcement the Dutch Class Ass can not be responsible for offering good

quality charter boats to overseas competitors. As decided on the WCM in Genoa, the IJCA will fulfill the intermediary role to the overseas countries in close corporation with nabor NJCA (UK, ITA, GER and France).

I have contacted J-Boats Italy for any help in supplying/building new boats. Paolo is prepared to help together with Dutch dealership, but no miracles can be expected here, due to financial risk and no commitment for Event sponsorship yet.

Entries

Basically entries will/must be between 55 and 65 boats.

Measurement manual

In November 2001 we agreed that this manual will be ready in March 2002 and approved by the next WCM. It seems that the Technical Committee is not able to do there job.

The Technical committee performs absolutely not at the level as I expected.

If I am correct the contents of the current manual is still catastrophically.

The only person on this table who has taken this manual more seriously then the Technical committee itself is Mr. Stuart Jardine of the UK.

I insist that all the modifications are incorporated in the manual before the end of the meeting. I expect a good and hi-qualified manual.

To support this statement I would like to put on the table that if there will be no consensus achieved in the meeting about all the technical aspects of our rules respectively the Measurement Manual, "how the hell can the Dutch, organize a top class World event in 2003, when measurement instruction, rules, drawings, wording etc. are not clear and solved?". The answer is "We can and will not do that!"

I would like to put a motion on the table to discuss the current membership of the TC?

To my opinion it seems that the TC is not capable in fulfilling their job and responsibilities. It looks that the TC can not perform on the level we all should expect

Motion (by Remco van den Berg) (Geoff you may decide when this motion will be carried)

- To increase the number of membership of the TC.

- I propose Mr. Stuart Jardine of the UK NJCA to be added to the TC.

International Magazine

I would like to express my compliment to John Peck and Eric Faust to the fresh format of our International Magazine. Keep up the good work.

WCM 2003

The Dutch NJCA will be honored to be your host for the next WCM in 2003. We will be prepared to set up a meeting place at Medemblik before the events starts. By the way this invitation will jeopardize the Proposed Changes to the Regatta Standards item E, so that we do not have to care of the travel expenses of the IJCA Technical Committee representative(s) for the Worlds 2003, because they will be in Medemblik anyway for the WCM.

Finally Ladies and Gentlemen I wish you all a pleasant and fruitful meeting.

Remco van den Berg
President Dutch Class Ass.
Member Executive committee

National REPORTS

USA-JCA

U.S. Class News

U.S. Gains Berth to the Pan Am Games

U.S. Trials - January 4-6, 2003

Based on our strong performance at the recent J/24 World Championships, the U.S. has qualified to compete in the Pan American Games to be held in Santo Domingo, Dominican Republic in August, 2003. To fill the available berth, the U.S. Olympic Committee, US SAILING and the U.S. J/24 Class have set up a trials qualification regatta to be held just prior to the Midwinters on January 4-6, 2003 at the Key Biscayne Yacht Club near Miami, Florida.

This is your chance to represent your country and join an impressive list of the world's top sailors who have competed in the Pan Am Games! US SAILING has announced that the winner of the trials will receive full funding to compete in the finals. That means travel costs, boat charter, coaching, housing, meals and, of course, a cool USA sweat suit.

For those unfamiliar with the Pan Am Games, it is really a BIG deal. Held every four years in the year preceding the Olympics, the games are an international athletic competition for countries in the western hemisphere and is equivalent in scope to the Olympic Games.

For more information about this event go to www.j24class.org/usa/Florida2003/.

2004 Worlds Qualification You need to go to the U.S. Nationals in Milwaukee Aug. 1-3!

The 2004 J/24 World Championships are returning to the U.S. hosted by the Noroton Yacht Club in Noroton, Connecticut. That means that 2003 is the year you need to hit the water and qualify your team to compete.

As usual, the host country for the Worlds get three-times the normal allotment of berths to the event. For the U.S. that means 24 spots available. The U.S. Board of Governors' allocation of these berths is as follows:

- One berth to each of the 16 U.S. Districts = 16
- One berth to each of the regional championships (Southwest, Western, Great Lakes, Northeast and Southeast) = 5
- One berth to 2003 U.S. Nationals in



Milwaukee Aug. 1-3 = 1

- One berth to 2004 Midwinters = 1
- One berth to U.S. Class President = 1

A change in this system from the past is that competitors will no longer be able to gain a berth by petition. All unfilled berths will be distributed based on finishes at the 2003 U.S. Nationals. Spots will be offered down the final score sheet until all berths are filled. If you want to go the 2004 Worlds, it would be wise to go to the 2003 Nationals. Full rules are being drafted now and will be made available on the U.S. website by the beginning of the year.

The process for qualifying through one of the District Championships will be determined by the individual Districts. Also, the Regional Championship dates are not in place at the time of this writing. The goal is to have the systems and dates for these in place by January 1, 2003 so that all competitors will have the opportunity to plan their sailing schedule well in advance. If you're reading this and you think you might be in charge of setting these schedules in your area, you probably are. Please make every effort get your calendars in place now, and keep the Class office informed. This is extremely important to positioning our class for success in the coming year.

New U.S. Class Officers

At the USJCA annual meeting held in

Cleveland, Ohio, we elected a new President and Vice President. Former President, Tim Ryan of New York City, is stepping down citing increased time pressures from his new business. Tim expressed that he will remain active and involved with the class and will retain a position on the Executive Committee as Past President. Tim deserves a big "thank you" for all his hard work over the past years as a class officer.

Former Vice President, Jim Farmer of Augusta Georgia, is stepping up to take over the position of President. If you see Jim, tell him thanks for taking on this task; it means a lot to the continued success of our class.

Nancy Zangerle from Ohio will take over in the role of Vice Presidents. Nancy brings great enthusiasm and energy to the job, as she proved by her recent success in organizing two major regattas in two weeks in Cleveland. Nancy's connections in women's sailing, strong business skills and "can do" attitude will benefit everyone in the J/24 community.

Thanks to these and many other J/24 volunteers around the country, we are looking forward to another great year in 2003. As always, the Class Officers and District Governors are there for you. If you have comments or suggestions, feel free to contact them. The reason they do what they do for the Class, is because the love to talk about J/24s. We're all in this together, and we can't do it alone.

National REPORTS

USA-JCA

District 1 Report

Alan Ouellette of Fleet 23 in Burlington, Vermont sends this recap of their fleet championship. Alan does a great job of keeping everyone in the area up to speed with regular emails.

It's always fun to come to shore not being exactly sure who has won. That was the case for the Fleet 23 Championship series as everyone hovered around the scorer while the results were typed in. The Fleet 23 Championship series consisted of 5 separate days of racing over the course of the summer at Malletts Bay Boat Club on Lake Champlain, Vermont. Each day's results were scored as a single race towards the Fleet Championship. Going into the final day, any one of 5 boats could claim the Championship with a win: Mike Quaid and Ice Cube, Bill Hickson and USA3225, Tom Noone and Downtown, Al Ouellette and Last Kid Picked, or Al Russell and Slippery.

The final day provided perfect conditions with sunshine and a very shifty 10 knot southerly breeze. Downtown won the first race and

Fawn Liebowitz finished second. Ice Cube managed to get back to third after having to do circles shortly after the start because of a port-starboard incident. So far so good for Downtown. The next race saw Fawn Liebowitz finish first, Ice Cube finish second, and Downtown finish in third. Fawn Liebowitz won the third race (sensing a trend?), Last Kid Picked finished second and Downtown finished third. After 24 separate races, the stage was set. Basically if Downtown or Ice Cube won, they would be Fleet Champion. Naturally, Fawn Liebowitz won the final race with Ice Cube finishing second and USA3225 finishing third. Al Hobart and crew on Fawn Liebowitz won the day's racing with 5 points. Downtown and Ice Cube tied with 11 points with Downtown taking second on the tie-breaker.

And the 2002 Fleet 23 Champion is... Mike Quaid and the crew of Ice Cube! Downtown and USA3225 finished in a tie for second, with Downtown winning on the tie-breaker. This wraps up a fun summer of close racing on Lake Champlain. A full review of the sum-

mer's racing can be viewed on the internet at www.harborwatch.com/j24/index.htm. It looks like we will be adding a couple of new boats to the fleet next summer.

2002 Downeast Invitational Regatta Results

September 7-8, Falmouth, Maine - Fleet 43

Final Results - 5 Races; No Discards. 1. Paul Adam, Irie, 15; 2. Bruce Morse, Bad Apple, 19; 3. Moise Solomon, Shockwave, 29; 4. Tony Jessen, Denali, 35; 5. Jerome Jordan, Air Jordan, 37; 6. Mark Toso, High Five, 38; 7. Andrew Carey, Mr. Hanky, 39; 8. Lee Burgess, On The Beach, 39; 9. Ed Rowe, Flying Chicken, 43; 10. Dan Marston, Underdog, 47; 11. Jeff Smith, Second Chance, 51; 12. Mark Klein, Al, 56; 13. Bill Newbury, Needful Thing, 56; 14. Paul Lippman, Spontaneous, 57; 15. Ed Philpot, Impatient, 57; 16. Howard Coon, Flying Circus, 72; 17. Karen Jones, Maelstrom, 82; 18. Jim Dodd, Jazazzi, 85

District 3 Report

by Britt Hughes

2002 District 3 Championship

The first stop of the Long Island Sound J/24 Series took place June 1-2 at Riverside YC in Greenwich, Ct. Twenty J/24's participated in the District Championship Regatta. This event was not a World Qualifier this year because the J/24 World Championship will be held in Holland in 2003 and the District Championship is not a qualifying event. Next year will be a great year on the Sound for J/24 sailing since the Worlds will be in Noroton in 2004 and our District will receive additional extra berths to the event. Details to follow!

What a great weekend it was. Three races were held on Saturday with winds averaging about 12 knots from the SW. The conditions were tough, there were many wind shifts of 20-30 degrees during the day which made it difficult to come back if you were on the wrong side. Saturday night was fun with a great meal on the lawn of RYC with as much Stella Artois beer as you could consume. It

seems that the organizers of the event asked for a 6-pack for each boat in addition to the kegs that were donated for the weekend, unfortunately Sophie from Labatt's got the message wrong and provided each boat with a case of their excellent product. A special thanks to Sophie De Crombrughe for her help in making the weekend a great event.

Sunday's forecast was for winds from the NW at 10-15 knots. We all motored out to the course with zero wind with thoughts like, "O.K. there is no wind, I hope that it fills in from the SW at 10 knots so we get at least one race in today." Five minutes later the wind came in hard and fast from the NW and was soon blowing 15-20 knots and building. All boats sailed the first race with genoas but struggled in overpowering conditions. The second race was a clear little jib race with gusts over 30 knots. On Shogun we did at least 15 knots on the 2nd downwind run to the finish while on a sustained plane for about 5 minutes. In 16 years it may have been the fastest that I have sailed on a J/24.

The bottom line was that the Zaleski twins and their crew sailed a great regatta taking first place by a comfortable margin. The next 4 boats were Shogun, Blitz, Crush and PeeWee separated by only 9 points. The event saw some newcomers: Larry Flinn with his brand new J/24 finished 7th with a 2,3 finish on Sunday in the big breeze. They were the only boat to use a genoa in the 2nd race and made it work quite well. Warren Costikyan was out in Thumper with very strong finishes in the lighter, shifty breezes on Saturday. It was a welcome sight to see Aidan Glackin back out racing on Mental Floss. Aidan is helping Harry Benson over on Long Island with getting their fleet active and growing again. Also we had boats that came from quite a distance. Kris Werner on PeeWee drove in from Rochester and Pushy from Ithaca NY. Also, Bob Connell returned for the second year in a row from the Duck Island fleet. Congratulations again to Chris and Waldek Zaleski and their crew in winning the District Championship.

District 4 Report

It was another good year for the New Jersey Parkway Series. This year marked the first year that standard Sailing Instructions were applied to all the event. The overwhelming consensus is that this was a great improvement. By winning the Tom's River event, John

Wilsey has also won this year's Parkway Series.

District 4 Championship Results

Terry Wilkins Regatta - June 15-16 2002
1. Full Charge, J. Wilsey, 13; 2. Screaming

Java, M. McGuckin, 18; 3. Zia, P. Frisch, 21; 4. Cinderella, G. Schultz, 22; 5. No Vacancy, J. Fenton, 22; 6. Mixed Signals, D. Sawyer, 24; 7. Riptide, N. Stalkos, 28; 8. Gizmo, M. Sudofsky, 40; 9. Blink, D. Sharp, 43; 10. Magpie, T. Winger, 46.

District 12 Report—J/24 District Championship

August 31-Sept 1, 2002

The 2002 J/24 District 12 Championship was held on Anchor Bay on the north end of Lake St. Clair hosted by Fleet 6 and North Star Sail Club August 31 - Sept 1st.

For day one the weather was perfect with sunny skies, 80-degree temperatures and light winds. In the first race, Dan Webb on his Homer J sailed a clean race to finish first with Mind Games in second. Race 2 was started in about the same breeze and small oscillations to play. The wind gods decided that the

fun was over on the last leg and shut off the wind. With spinnakers struggling to stay full, the fleet drifted towards the finish. After reaching back and forth across the rumb line, to the displeasure of the rest of the fleet, Mind Games finished with less than 10 minutes to spare to take the gun. That meant the rest of the fleet had to struggle to the finish. Steve Conger on 1373 drifted the fastest for 2nd followed by Homer J then Tonic 2.

Saturday night the fleet enjoyed a great buffet dinner and lots of cold beer to swap stories. A great raffle of prizes donated by local sup-

pliers and a 50-50 raffle kept the fleet entertained well into the evening. Sunday dawned with the same weather as Saturday but with steadier winds of about 10-12. The race committee cranked out 3 great races and had the fleet in by 1:30. In the end, Jim VanDeVelde on Mind Games took the overall victory ahead of Dan Webb on Homer J in second and Steve Conger sailing 1373 in third. After the racing, the Level 35 fleet provided hotdogs while boats were put away, races were re-lived and beautiful half model trophies, crew trophies and the District 12 Championship trophies were presented.

District 15 Report—Great Lakes Championship Results

Sheridan Shores Yacht Club, Wilmette, Illinois - July 27-28, 2002

1. Ed Leslie/Ron Bjurstrom, J Rabbitte, 6; 2. Bret Liebmann/Lori Delfosse, Diamond Broach, 12; 3. Doug Felten, Mama's Boys,

16; 4. Tom Kane IV, Red Eye Express, 19; 5. Jim Law/Tom Harrison, RA, 21; 6. Kevin Rietema/Randy Rietema, Addicted, 29; 7. Scott Lammers, Intuit, 30; 8. Eric Moore/Greg Mack, Analyze This, 33; 9. Tim Rathbun, Motorhome, 33; 10. Bruce Johnston, Bruski's

Tavern, 34; 11. Tom Wyman, Northstar, 36; 12. Norman Abood/Curtis Koch, Boondoggle, 45; 13. David Muzzall, Nighthawk, 50; 14. John Barriger, Breakaway, 58; 15. Joel Carroll, Taxi, 61.

District 19 Report

by Rachel Harris

2002 Team Racing Regatta Recap

The Royal Vancouver Yacht Club has hosted the Team Racing Regatta the past 3 years. This year, 2002, was the 4th & largest regatta held! The Canadians pulled teams together from West Vancouver Yacht Club and Royal Vancouver Yacht Club to make up 4 teams of 3 boats (12 boats total). Seattle, Fleet 26, for the first time in the past four years, put 2 teams of 3 boats together (6 boats total which included 2 charter boats from Canada). In all the Regatta hosted 6 teams total and 18 boats!

The Seattle teams were as follows:

Team Blue: Eric Sanderson and crew on Suspense, Bill Vlass and crew on Irrational, John Rahn and crew on Knot So Dinghy (aka Chicks Kick Ass)

Team Purple (Mol'eh? Maluna): Ben Nieting and crew on Carolina, Frank Flannery and crew on Fat Tuesday (charter), Jakob Lichtenberg and crew on UXB (charter)

Friday - The Seattle team started rolling into town with boats, trailers and crew around 2:30pm and the mast stepping, rigging and launch preparations began. A few boats from the Seattle teams had time for a quick practice before the registration/skippers meeting and Team Race Seminar were held that evening.

Saturday - Sunny skies and medium breeze (10-15 knots) allowed the RVYC to pull off 18 races, completing 1 and 1/2 round robins. Seattle Team Purple (Mol'eh? Maluna) sporting their Orange team visors and caps ended the first round robin in a 3-way tie for second place and ended the day tied for first place with the West Vancouver team Light Blue (Bubbalouie, Kids 3, Blurr.) Seattle Team Blue had a rough time in the first round robin and came in fifth.

Saturday evening, cold drinks, a nice dinner and team games were held at the RVYC. Jim Burns on J&B and Bruce Long on Flyer donated two slightly used spinnakers, and teams were pitted against each other to untie them after they'd been knotted, twisted and tied by the previous team. Another game of team balloon stomping was also held that caused the judges to impose new rules this year so as to keep injuries to a minimum. Unfortunately, the two Seattle teams did not do well in either on-shore event.

Sunday - Another sunny day and lighter winds of 5-10 knots helped finish the second round robin early so the out of town boats had plenty of time to get off the water. In this round Seattle Team Purple seemed to take the lead, breaking their first place tie by beating the Canadian team Light Blue, only to become tied again after losing to Seattle Team Blue in their last race of day. This left the question of who

would win the first place tiebreaker looming over them...

Seattle Team Blue rallied from their Saturday losses to win every race on Sunday (including beating their own Seattle Team Purple) moving them into a tie for 3rd place overall. In one race, Team Blue's Chicks Kick Ass found themselves stuck on a crab pot, forcing Irrational to come to the rescue. Some of Team Blue even got in the water to release the crab pot and Team Blue still went on to win the race!

After the final tally, Seattle Team Purple (Mol'eh? Maluna) with skippers Nieting, Flannery and Lichtenberg won the first place tie-breaker to take the regatta victory and bring the 2002 Team Racing Trophy back to the U.S. Seattle Team Blue also won their tie-breaker to finish the regatta in third place. Hats off to Team Blue for their awesome come back on Sunday.

A big thanks to Ben Nieting for all his hard work pulling practices and coaches together, creating the team email list and updating our website this year. Seattle wouldn't have fielded two teams without all his hard work. Also, thanks to Kathryn Meyer for supplying team Mol'eh? Maluna with their awesome team visors and caps! We looked great and will be forever remembered as the Purple/Orange team!

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Minutes of the 2002 IJCA World Council Meeting

Kingston, Ontario, CANADA

International J24 Class Association
World Council Meeting
July 20, 2002
Kingston, Ontario, CANADA

Attendees:

Geoff Evelyn, President-Votes only when there is a tie vote
Donald Manasse, VP, Monaco-1 vote
John Peck, Executive Director, Technical Chair-1 vote as TC, but is not voting the TC vote, 1 vote for Puerto Rico
Nadine Franczyk, Treasurer-no vote
Kenneth Porter, Mexico-1 vote
Andrea Basagana, Argentina Representative-1 vote
Stuart Jardine, UK Representative-observer
Bob Turner, UK Representative-1 vote (1 for each France and Sweden)
Francesco Ciccolo, Technical Committee Member, Italy Representative-1 vote
Tim Ryan, USA Representative-2 votes
Rudy Wolfs, Canada Representative-1 vote
Chris Scott, Australia Representative-1 vote
John Adams, Honorary Council Member- no vote
Takeshi Kurihara, Japan Representative-1 vote
Javier Arrobas, Peru Representative-1 vote
Pete Ramsdale, Bermuda Representative-1 vote
Robin Eagleson, Ireland Representative-1 vote plus 1 vote for Holland
Total=16 votes

Other Observers:

Lorne Chapman-Canada-former Chairman of IJCA
Reid Stava-USJCA Technical Chair
Jim Farmer-USJCA Vice President
Hank Killion-USA-former Chairman of IJCA
Brad Read-Past World Champion

1. Call to Order and Welcome

Geoff Evelyn welcomed everyone; introductions around the table were made. Thanks to Rudy for all the hard work in preparation for these worlds.

2. Approval of the 2001 World Council Minutes

Tim Ryan: Question regarding the royalty tags, mentioned that no motion was actually in the minutes regarding and no agreement. Jim explained that at the meeting minutes do not accurately reflect actions at the meeting.

USJCA propose that the words "purchase royalty tags from the IJCA, and" be deleted from the last bullet point item of the Royalty Tag Discussion.

The Chairman asked that someone move to approve the minutes with changes.

Moved: Tim Ryan Seconded: Stuart Jardine
All in favor

3. Executive Directors Report

John Peck gave the status of the IJCA class office activities:

- mentioned that class office is up and running.
- things have been well received with regard to the database, etc. from the countries
- all countries have been supportive and cooperative except the USA-JCA
- gave review of getting all countries up on a standardized measurement certificate process
- Central American Games-John Peck will be attending as technical representative for all classes



representative for all classes

- Pan American games will be held in J/24's (4 crew / 3 sails...4 crews based on number of participants that they can have at the venue) hosts have asked that one person be flown at our expense from the technical committee to the event, they will house the person
- Francesco Ciccolo mentioned that the ISAF just had the world champs in Italy and that the J/80 and J/22 were used, no class representative was there. There was a builder's rep there, but the class had no say with regard to class rules, etc. at the event.
- discussion ensued if a representative need to be there at the event for the whole event or just for measurement based on need to equalize the boat vs. promotion of the boat vs. time away from the office, etc.
- suggestion was made that John go back to the organizers of Pan Am games and ask if he can just be there for the measurement vs. being in the office
- Geoff Evelyn doesn't see the pressures of the office being high
- John Peck suggested that Francesco be the representative for technical issues at the next ISAF meeting
- John Peck mentioned that he things that he made a big step forward in getting the magazine out asked the group to go back to their countries and ask what they want to see in the magazine. Goal in future is to bring the costs down by 50%. Target date of Oct 15 as ship date on fall magazine per John Peck.
- John Peck did not receive the builders report, Tim Ryan mentioned that he will give report from Jeff Johnstone.

2. IJCA Proposed Changes to the 2003-2004 Class Rules

John Peck - Technical Committee Chairman gave description and reasoning

Rule3.6.5.

Current: Sails may have primary reinforcing of any flexible material or coating at a corner, at Cunningham hole or at reefing points.

Proposed: Sails may have primary reinforcing of any flexible material or coating at a corner, at Cunningham hole or at reefing points, and secondary reinforcing of additional layers of cloth. Reinforcement, finishing materials or coating applied to the reinforcement shall not prevent the sail from being folded, all reinforcement shall be capable of being folded in any direction without damaging the fibers

Reason: To correct an oversight from prior submissions, and to allow secondary reinforcing to increase the life of the sails.

Stuart asked if there is a concern regarding limits of reinforcing based on the ISAF rules regarding proportions. Francesco thought there wasn't an issue

Moved: Donald Manasse
Second: Bob Turner
All in favor.

Rule 2.8.1 (Method of Measurement)

Current: The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of the ISAF.

Proposed: The method of measurement shall be in accordance with the IJCA Measurement Manual, or unless otherwise stated, in accordance with the recommendations of the ISAF and the ISAF Equipment Rules.

Reason: To provide detailed references to unique measurement points and methods that are not covered by the ISAF, and to include the ISAF Equipment Rules.

John Peck gave description and reasoning as well as assist in credibility of the measurer since Equipment rules of sailing were not included. Geoff Evelyn added additional comments on timeliness of measurement manual and importance of being widely available so things don't get missed.

Tim Ryan asked question to clarify wording on language of what ISAF will accept. Robin and Rudy mentioned that there can be cause for confusing with the "or unless otherwise stated".

Robin Eagleson suggested changing wording of "or unless otherwise stated" to "or if not covered therein"....

Move: Donald Manasse
Second: Tim Ryan
All in favor.

Rule 2.5.3 (Measurement Certificate)

Current: No yacht shall race unless a current, valid Measurement Certificate has been issued by the owner's national authority, or if a national authority is not administering the class, by the International J/24 Class Association.

Proposed: No yacht shall race unless a current, valid Measurement Certificate has been issued by the International J/24 Class Association. This certificate will be in addition to any certificates required by the owner's national authority.

Reason: To remove conflict with Rule 2.5.1, and to provide consistency in the measurement documentation.

Geoff Evelyn mentioned that based on feedback from member nations, that it may be extremely difficult for some racers to get IJCA issued certificates in the current time lines for regattas and doesn't want to see sailors being thrown out where NJCA certificates have been issued and IJCA certificates have been not. Stuart Jardine mentioned that in the UK, their boats get a certificate with a certification from Royal Yachting Association, but even though the measurements were all taken, the RYA keeps the forms. Robin Eagleson and Bob Turner asked for some type of practical solution. John Peck was asked for a reasonable time scale to come up with a plan to achieve what the rule says. Lorne Chapman said we continue to keep trust in the people staying and getting into the class and if we get caught up in

the technicalities that we can get lost in it...agreed in setting a time scale to get boats in compliance over time. John Peck asked that the move be that the rule change be in effect three years from now. Geoff Evelyn asked that this be a directive outside the rule changes.

Nadine Franczyk asked that a move be made to have technical committee set a timeline to investigate and set a plan for this rule and forward plan to world council by 2003 WCM, plan to be provided to NJCA's within 90 days of that meeting:

Lorne Chapman has left the meeting to assist in measurement.

Francesco Ciccolo, on behalf of the Technical Committee suggested that the database completed by 2004. The ITC would like to see this progress during the year. By next WCM wants to know from each national class, the status of where they are and a plan of how they will achieve this database.

Move: To take 2.5.3 out of this discussion point, and that all boats that do not have measurements per the IJCA Measurement Certificate per Part D must supply this information for the IJCA database by Sept. 30, 2004. Boats that have never been measured should comply immediately.

Moved: Bob Turner
Second: Pete Ramsdale
All in favor.

Rule 3.3.4 (Keel)

Current: The leading and trailing edges shall be fair and within +/- 5mm of a straight line between Sections I and VI.

Proposed: The surface of the keel, from the hull down, shall be fair in all planes. In addition, the leading and trailing edges shall be within +/- 5mm of a straight line between Sections I and VI.

Reason: To reduce to writing what has been assumed and implied in practice, to include the portion of the keel that is a molded extension of the hull in the definition of "fair in all planes".

Stuart Jardine mentioned ambiguity that some measurers have taken by the +/- 5mm to read "10" due to + "and" _ instead of in reality "or". Robin Eagleson asked if we even need the "+" or "-" and suggested getting rid of the +/- altogether. Stuart Jardine also mentioned that below and above Sections I and IV. There are issues regarding above Sections I and below Section IV with some of the keels. Robin asked that we maybe add "and without distortion" after the word fair. Francesco Ciccolo, John Peck and Reid Stava agreed that "fair" in itself means without distortion.

Modification moved by Donald Manasse
The leading and trailing edge from the hull down shall be fair and within 5 millimeters of a straight line.
Second: Bob Turner
All in favor.

PLAN C

The motion to allow the technical committee to make minor changes to Plan C for consistency with Rule 3.3.4 and to add reference to the "hull intersect point".

Moved: Donald Manasse
Second: Robin Eagleson
All in favor.

B. Proposed Changes to the Regatta Standards

Heading: Francesco Ciccolo moved to add brackets around the "s" behind

the word events. Tim Ryan mentioned that he would like to see general guidelines and have these standards, then handle National issues on a separate case. Francesco Ciccolo mentioned that we are just changing wording to adjust by taking out "district and regional events" and replace wording as "other world qualifying events".

Brad Read mentioned that as an organizing authority for many different classes, it can put an undue burden on the organizer by not having the standards. If standards are going to be enforced, it has to be the local J/24 fleet, etc. body that enforces these standards.

Tim Ryan that he agrees with the proposed as is, but asked that the ambiguities be taken separately away with a group of people from this table to look at the "standards". Tim Ryan would be happy to head the committee and pick two others from the World Council to investigate issues. John Peck mentioned that rulebook goes to print in January, so suggestions need to be made by end of year w/e-mail circulation and vote by the end of the year.

Move to keep working as is with "(s)" as is:

Donald Manasse
Seconded: Rudy Wolfs
All in favor.

E. Measurement (addition to the last paragraph)

Proposed NEW sentence at the end of Paragraph Two: "The Organizing Authority is responsible for the expenses of the IJCA Technical Committee representative(s)."

Reason: To support the requirement of the ITC Member(s) presence.

Moved: Rudy Wolfs
Seconded: Bob Turner
All in favor.

4. Financial Reports/Discussions

Geoff Evelyn gave a background on how we came to the statements handed out. Tim Ryan gave additional history and explanation of financial statements on USJCA view. Tim Ryan said that although John Peck has done the job of painstakingly going through each individual item for the past twenty years, it is very difficult to say this is what the IJCA vs. USJCA owns. Tim Ryan apologized for timeliness and accountability regarding the completion of the financials by the former Executive Directors over the five past years. The USJCA now has a new Finance Committee and has put in place a new budget. Tim Ryan said that it was like a divorce, and in New York, where he is from, everything is divided equally. He proposed allocating each of the balance sheet items to the IJCA vs. USJCA and split of Alex Brown Accounts.

Rudy Wolfs asked what the impact is on the Jan 1, 2002 balance sheet. Calculations of impact based on John's figures would be a \$61,303 loss that needs to show either as a grant or an operating loss going forward.

Geoff Evelyn expressed his personal thoughts that each of the accounts be split to each entity that they belong to, and that the proposal by Tim Ryan should be on paper for the members here to see at the meeting, as he had been aware of the meeting agenda for over a month. He asked each member present to respond. A round table discussion followed.

Bob Turner said that we cannot ignore the detailed work that has been done to reconcile the accounts and supported Geoff Evelyn. The smaller nations are working, and so should the USA-JCA. He suggested that once the US has demonstrated some stability, some debt forgiveness may be considered.

Donald Manasse said that the US should have returned the funds, and then come to the table with a proposal. What is fair is where did the money come from, who earned it, and why should the US get the lion's

share. Suggested that the US turn over the funds, and present a bail out plan.

Francesco Ciccolo said that the US needs to show a good sign of cooperation and turn over the funds immediately.

Kenneth Porter said that Mexico pays its dues. It is an unfortunate situation, but it is not like a divorce. A divorce is between people, and we should not use rules that apply to people. We should apply the rules that apply to businesses; we owe you money and can't pay - give us four or five years to get back on track, and we can pay you back.

John Adams said that the USA-JCA should be treated exactly the same as all other classes, and should not expect special treatment. The US has acted as if it runs the IJCA, doing what ever it wants. He feels strongly that the IJCA is the "father" of the class, and the "children", US included, should trust and respect the father. He supports John Peck's analysis.

Tim Ryan argued that there were never two offices (US and IJCA).

Hank Killion stated that when he was the Chairman of the IJCA, separate offices and accounts were maintained, and were in place when he left office ten years ago. He did not understand why things had changed.

Geoff Evelyn said that the accounting rules should apply, and that it was totally unfair for the US to withhold funds pending resolution of effect of its departure.

Geoff proposes funds transfer of IJCA funds at this time and keeping the balance sheet as stated on the January 1, 2002 financial statements until a proposal has been received from the USA-JCA regarding financing the debt to the IJCA. Tim has asked that he take Geoff's proposal to the US Executive Committee.

Proposal: Donald Manasse
Seconded: Francesco Ciccolo
All in favor.

USA-JCA Executive Committee convened in a separate meeting regarding the above proposal to come back to the IJCA.

Tim Winger came in and made some personal comments of his own regarding moving forward and membership levels vs. splits in the reconciliation. Tim Ryan came back to the room with the official position of the US. He reviewed the YTD report and budget, and gave the result of the US Exec Meeting just held. Instructions will be given to Eric Faust (USA-JCA Executive Director) to wire the Alex Brown funds immediately, and further that the US is uncomfortable with moving forward with the debt on the balance sheet, and should be entirely forgiven since numbers may need to possibly be re-stated.

John Peck expressed concern about the tax implications for the IJCA of writing off the USA-JCA account receivable. Donald Manasse concurred.

Donald Manasse moved that the IJCA may consider forgiving the \$46,000 account receivable from the USA-JCA when it can be determined that it will have neutral tax implications to both entities.
Seconded by Francesco
All in favor.

5. Budget

Proposal by Geoff that since the budget could not be completed by John/Nadine for the upcoming year due to circumstances beyond their control and that the budget be completed by August 31, 2002.

6. Elections

Minutes of the 2002 IJCA World Council Meeting

Kingston, Ontario, CANADA

Chairman and Vice-Chairman

John Adams thanked all the group for their volunteer efforts for the class. And asked group if there might be any nominations for any of the positions. John has spoken to current Chairman and Donald Manasse and imparted to the group that they are willing to continue.

Nominated By: Bob Turner

Seconded: Francesco Ciccolo

All in favor.

Tim Ryan Nominated:

Rudy Wolfs Chairman, Bob Turner as Vice Chairman

Not seconded

Both parties declined at this time since neither is prepared to be in these positions.

Finance Chairman

John Adams nominated that Nadine Franczyk continue as Finance Chair

By Acclimation

Technical Committee

Bob Turner proposes that Stuart Jardine be included on the International Technical Committee.

John Peck mentioned that Marshall Lyttle has expressed that he would like to step down as Designers Representative and would like to approach Rod Johnstone with Stuart as his representative, and also that Kenneth Porter be elected to the Technical Committee.

Several made comments that we would want to add a position rather than replace members of the Technical Committee.

Move to re-elect the current Technical Committee and add two positions:

Moved: Bob Turner

Seconded: Rudy Wolfs

All in Favor

Executive Committee

Proposed by: Tim Ryan

Second: Donald Manasse

ON EC due to next year's worlds: Remco Van den Berg

Bob Turner: elected prior year and to remain for continuity

Rudy Wolfs: remain on exec committee for continuity

Geoff Evelyn thanked everyone for their support over the years.

Hank Killion expressed his thoughts on meeting old and new and thanks to those here and listening to his thoughts.

7. Reports:

World Championships Bid

Chris Scott gave description and proposal for 2006 in Australia (January)

Moved Acceptance of Australia to Host 2006 World

Championship: Donald Manasse

Second: Bob Turner

All in favor.

Within the rotation, 2007 Worlds will head back to North America.

Report was given by Javier for '02 South American Championship to be

held in Lima Peru. Brazil will be hosting the '03 South American Championships.

World (2004) and North American Championship (2002): Tim Ryan
North Americans/Women's Open in Cleveland.
Worlds at Noroton YC (end of Sept/early Oct)

North American Championship (2003)

Kenneth Porter provided details on the event to be held Valle de Bravo in May 2003

Mexico also indicated that Acapulco YC has expressed their intent to host a World Championship in 2007

He will forward a copy of the proposal before the '03 AGM.

'02 Europeans Ireland report by Robin

'03 Europeans Italy report by Francesco

'05 Worlds-UK report by Bob Turner at the new Olympic training site

Upon acceptance of the RYA of the protest that the UK member be suspended from the J/24 class for one year.

Proposed: Bob Turner

Second: Rudy Wolfs

All in favor.

Worlds '03 Geoff Evelyn gave a report on behalf of Holland

8. Other Business

Robin Eagelson asked to re-visit the Royalty Tag Issue. John mentioned that the sailmakers from Quantum and North in the USA have been giving quarterly reports to John regarding the sails sold for other countries. Francesco, Robin, Stuart, mentioned that there are issues with the North Italy loft since they won't readily give information regarding the destination Country of the sail. Geoff suggested that the three of them work out a resolution for the European group.

9. Builders Report:

Tim Ryan gave report from Jeff Johnstone.

10. 2003 World Council Meeting

WCM scheduling will be at Worlds in Medemblik, Holland on Friday 15th April.

11. Adjournment

The Chairman asked for a motion to adjourn the meeting

Nadine Franczyk moved to adjourn the meeting.

Francesco Ciccolo seconded.

All in favor

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The Editors would like to thank Tim Wilkes for his contribution of photos from the World Championships in Kingston Ontario featured in the Gallery. Log onto his web site at timwilkes.com to see more of his outstanding work.

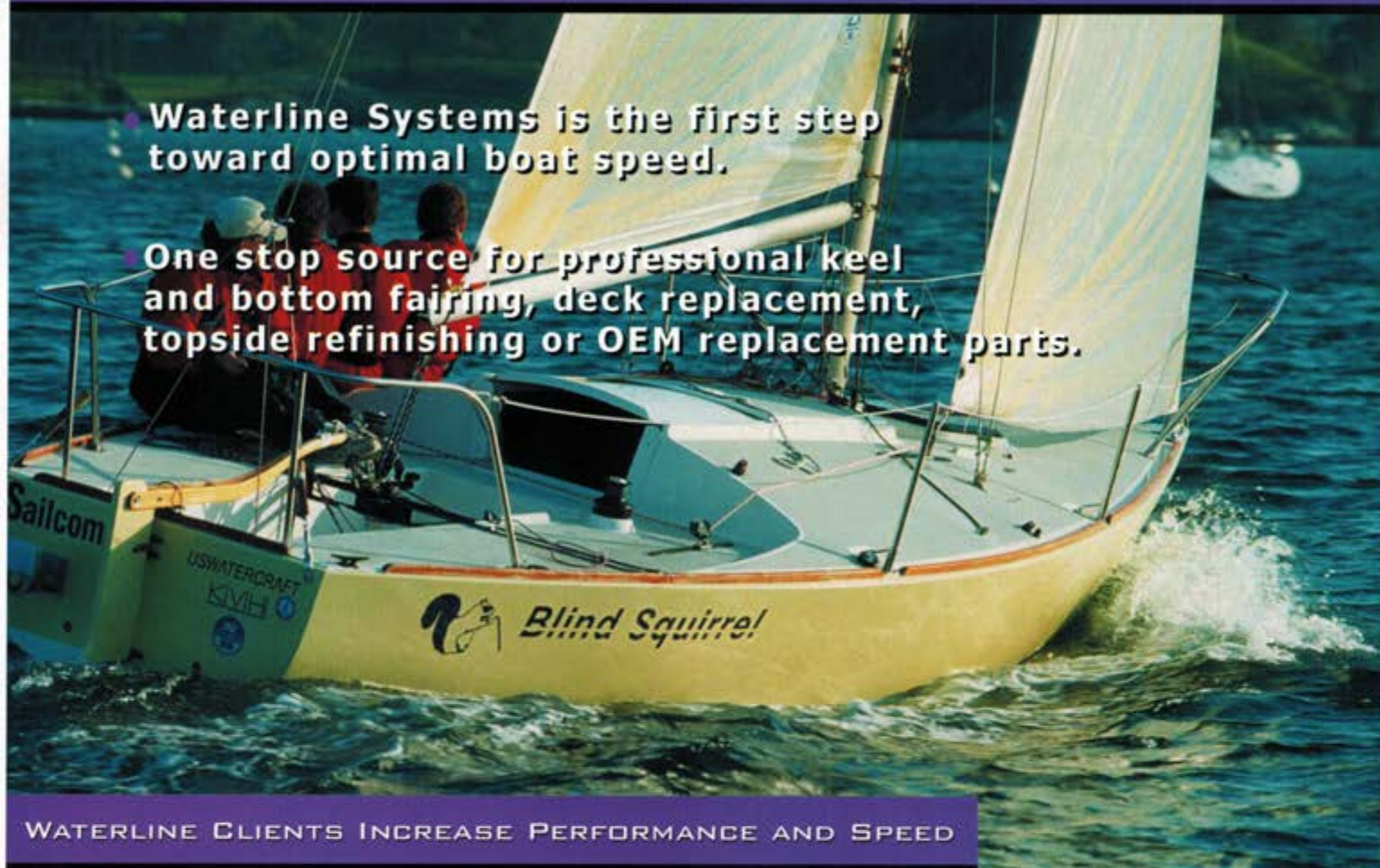


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