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Fall 2003

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Nick D'Aloia and Ben Stauber from Duluth Minnesota saved three miles by cutting through Times Square on their way to the Silver Anniversary Regatta this summer. Photo: Steve Townsend.

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Volume XLVII, Fall 2003. Price \$10.00. J/24 Magazine (publication number pending) is published four times a year by the U.S. J/24 Class Association, 7793 Burnet Rd. #15, Austin, TX 78757. Eric Faust, Editor. Application to mail at Periodicals Postage Rates pending at Austin, TX and additional mailing offices. POSTMASTER: Send address changes to: USJCA, 7793 Burnet Rd. #15, Austin, TX 78757.

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Design and Layout: Eric Faust

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USJCA President's Report – Jim Farmer

What a great summer this has been to be a J/24 sailor!

Starting in July, the 25th Anniversary Regatta in Newport was a huge success. I have heard nothing but praise for the entire week of activities. From the "Legends Racing" on Tuesday to the videos in the tent to the "Round the Island" race, it was a fantastic week for the Class. Many thanks are due to Brad Read and his staff at Sail Newport.

Then in early August the U.S. Nationals were held in Milwaukee. 53 boats competed over three days. Congrats to Chris Snow and his crew for their first place finish. Also in August, the Pan American Games were held in the Dominican Republic. Tim Healy and crew represented the USA in the J/24 Class and sailed very well all week to earn the first place gold medal. Great sailing Tim! Also, our U.S. Technical Committee Chair, Reid Stava, served as a technical representative for all of the sailing classes. Thanks to Reid for all his time spent during the Pan Ams.

The World Champs were held in Medemblik Holland in mid August. The U.S. was represented well by five teams that made the trip overseas. Congrats to Andy Horton and crew for a great 2nd place finish. My wife, Laura, and I were able to make it to Medemblik for the IJCA meeting that was held in conjunction with the Worlds. The big news from the IJCA this year was the retirement of the Chairman, Geoff Evelyn, after nine years in that position. Many thanks go out to Geoff for handling a tough job for a long term. The new Chairman is Rudy Wolfs from Canada. Rudy sails often in the U.S. and is a great sailor. Don Manasse stepped down as Vice-Chair and Bob Turner from the UK will take on that position.

There is still a lot of sailing to do in the rest of 2003. So get that boat on its trailer and make some regattas. Your participation is what makes this Class the best in the World!

Best regards,
Jim Farmer - USA 5206



Jim Farmer and his wife Laura at the Midwin-
ters in Key Biscayne, Florida.

Executive Director's Report – Eric Faust

In the spring issue of this magazine I made the suggestion that a great way to promote J/24 sailing would be for everyone to take a new person out sailing this year. If each one of us did that, we were bound to get a few people hooked on what we all know is a great sport.

For fear of being known as a hypocrite, in August I finally got around to inviting my friend Vinnie and his wife Blanca to go sailing with me for the first time. I've known Vinnie for years. Since our days in college at the University of Texas I've always discussed sailing with him, and I've spun many a yarn hyperbolizing my sailing exploits. But even with all of this, I'd never invited Vinnie to come sailing. In thinking about it, I was embarrassed that I'd kept what I consider to be a top-quality hobby/sport from one of my best friends.

In Austin we have the perfect set-up for

this type of friendly introduction to sailing with our Friday night beer can series. You take your own start and finish times, and after rounding three buoys on the water, everyone gathers at the clubhouse for burgers and beer.

I had visions of imparting my wisdom to the two of them; turning Vinnie into a great trimmer and Blanca into a agile foredeck person during the course of one evening. That Friday, however, I discovered that the best thing I could really do was to expose the two of them to the pleasures of sailing and being out on the water. Being an engineer, I spent most my time discussing the physics of sailing with Vinnie. Being a non-swimmer, I spent the rest of my time describing to Blanca how J/24s have large lead keels and they are not likely to capsize in light winds.

After sailing a while with Vinnie pull-

ing the genoa, I turned over the helm and let him steer the boat. The eight-knot breeze and flat water made the conditions perfect for a first timer; just enough to feel the boat, but not enough to be in danger of losing control.

I think our discussion of the physics of sailing paid off, because after a few minutes with the tiller Vinnie actually got pretty good. He could keep the boat on the wind, and pretty much make it go where he wanted it to go. We tacked and jibed a bunch of times and generally had a good time on the boat that night. From her perch in the companionway, Blanca even seemed to enjoy herself too even though she continuously held on with both hands.

I still think this is a great idea. Take someone new out sailing. I think I've got at least one person hooked. How about you?

USJCA Technical Report

Measuring boats at the Pan Am Games

By Reid Stava

The experience of measuring boats in an environment other than that found in the U.S. and Canada (and, no doubt, western European countries as well) is an education in the art of patience and reduced expectations. Despite detailed pre-regatta preparations that involved many e-mail communications with the event chairman, much of the necessary personnel and equipment required for measuring J/24s for this regatta was left as a problem set to be resolved on site. Fortunately, arrangements had been made to have a class scale and a template set FedEx'd to the Miami shipping operation arranged for by the regatta planners where the equipment was consolidated in a shipping container that was delivered directly to the regatta site. Most of the sailors had rented shipping containers for their boats and sundry equipment and many doing the international regatta circuit said that they bought a container and fitted it especially for their particular boat. As many that have tried this can attest, the J/24 cannot fit directly and must be shipped on a custom tilting cradle or a trailer built for the purpose.

Because of the demand for charter boats, a local sailing association made available 4 new Italian boats. Unfortunately all needed a complete measurement process. While the initial plan was to pre-measure the boats, there was never a time in the months prior to the regatta when the boats were available for an entire weekend for measurement. As a result a plan was made to arrive two days before the official measurement process started and complete the work on these boats. As most measurers realize, measuring new boats re-

quires several passes: the first to find out all that needs correction, the second to check the corrections, and a third to confirm the measurements that failed the second go around. The result was that measuring each boat required 3-4 hours in actual measurement time but 2-3 days of total time. But that assumes all goes relatively smoothly. Such was not to be!

Upon arrival we found the Italian charter boats to be fully rigged and required getting the crews together to dismantle the rig. The boat launching was to be done with a travel lift that would also be the platform for the weighing scale. However the hoist had not been wired and was hanging from a single strand of chain stretched between eyebolts on the lift crossbar. Of course the yard crew personnel were not on hand to correct the situation until the first official measurement day! Meanwhile the 4 boats were found to have various problems with the keels (trailing edges too thin, the upper part of the keel width ('J' bump) too thin, and most of all, the intersect of the keel root and hull was a broken line of hollows and bulges!! I was astounded by the nature of the problem as it appeared that the hull mold was faulty! Nevertheless the owner association decided to have local labor perform the fairing (after being given specific instructions) rather than allow each charter crew to do its own work. This meant the boats were worked upon sequentially which, of course, stretched out the repair time as they still needed further work after several attempts.

For a variety of reasons the

(Continued on page 20)

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U.S. Wins Gold at Pan Am Games

by Tim Healy

The 2003 Pan American Games were held August 3rd-10th at the Club Nautico in Boca Chica, Dominican Republic. Boca Chica is on the south side of the island not far from Santo Domingo. Eleven teams competed in the J/24 class event representing countries from North and South America. Twelve races were sailed in the 8-16 knot wind range in a large open bay that was about 5 miles across where it joined the Caribbean Sea. The breeze would start out with a light northeasterly in the early morning and shift quickly to the southeast between 10:30 and 11:30. The J/24 class would start the first race of the day at 12:30 and complete the second

race between 3 and 4pm. The strongest wind speed would be at about 2pm. Seas were 3-6 feet with chop over the swells. The swells were quite far apart and traveled quickly as a result. Race committee work was flawless which is remarkable considering that the course was in 300ft waters!

All teams competed with a crew of four and were only allowed to measure three sails: main, spinnaker and 100% jibs. We used an All Purpose (AP) shape (deeper than the blade and max dimensions) for our jib. The Silver (Brazil) and Bronze (Chile) medallists also used the North AP class jib. We also measured in the Newport Main and the San Diego Full Radial Spinnaker.



Photo: Thornton

Tim Healy and team on their way to a gold medal at the Pan Am Games.

The race courses were four leg windward-leeward with the finish downwind. The finish to leeward made it very difficult to drive a competitor back in the fleet when we were leading into the finish. So as a result, the point spread between the leaders was very slim. There were no gates or offsets, making boat handling and positioning critical. For 80% of the windward legs, the left was the place to be. The left was closer to shore and I believe that there was a geographic shift there, along with increased pressure on that side of the course. The left was favored at the top of the course but many teams took advantage of right shifts at the bottom of the course to hip up on the fleet and boat speed to the left in a clear lane. As you can imagine, it was not a strait forward go left scenario on every beat. Towards the middle of the regatta we came to the conclusion that when the breeze got light, the pressure filled back in from the right and when the breeze was up, the left was a safe bet even at the bottom of the course. Downwind was a game to find

the best pressure and work hard at surfing the swells. It was extremely important to position yourself inside the fleet at the bottom of the leg because there was no gate.

We set our mast up with slightly less prebend (about 1.5 inches). This was due to the fact that I was pulling backstay on earlier than normal because of the 175 pound lighter crew weight. This would flatten the main and open up the leech. The added benefit was a tighter headstay when the backstay was pulled on. A tight headstay is good when the breeze is up because it keeps the jib shape flat. We sailed with maximum backstay in about 50% of the races. It was extremely important to be able to keep the boat flat and driving in a bow down mode due to the steep chop on top of the big swell.

The boat was a pleasure to sail with a four-person crew. We seemed to be sailing on a bigger boat (i.e. more elbow room.) Our boat handling routine was a little different but by no means more difficult. A four-person crew can perform all the same racing maneuvers.



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We also sailed without a motor, anchor, ground tackle (300ft deep at race area) or genoa, so the boat all up weight was almost 100lbs lighter. Combined with the 175lbs less crew weight we sailed about 275lbs lighter than the class configuration. Needless to say the boat was more nimble and responsive. We could surf sooner downwind and the boat felt lighter on the helm upwind.

Our J/24 team consisted of Davenport Crocker (trimming), Nick Judson (tactics/twins), Gordon Borges (bow) and my-

self at the helm. This was a great experience for all of us. J/24 sailors in North America very rarely get the opportunity to be part of the U.S. Sailing Team. Needless to say, we feel very fortunate to be able to qualify and represent our country in the Pan American Games. I would like to thank US SAILING and the J/24 Class for all of their support over the last six months. I would also like to thank Club Nautico and all of the volunteers who helped make this a superb sailing event.



Using small jibs made pre-start maneuvering tight at the Pan Am Games.

Pan Am Games Final Results

		1	2	3	4	5	6	7	8	9	10	11	12	Total	w/ TO
Gold	USA	1	2	1	3	(5)	1	2	1	4	2	1	(DNC)	35	18
Silver	BRA	2	1	2	1	1	(7)	3	2	3	4	3	(DNC)	41	22
Bronze	CHI	7	3	(11)	4	3	2	4	(DSQ)	1	10	4	4	65	42

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Snow Wins U.S. Nationals Again

By Chris Snow

Milwaukee, Wisconsin was the venue for this year's edition of the J/24 U.S. Nationals held August 1st through 3rd. Any thoughts that the J/24 class is dead can be put to rest after this regatta. 52 boats from all over the country showed up for this three-day event. There were a number of boats from the East and West Coast and of course a large contingent of Midwesterners looking to get in some time on one of the "inland seas." Lake Michigan is a great place to sail and is truly more like sailing in the ocean than sailing on a lake. At 80 miles across and over 300 miles long this lake can really develop some substantial seas very quickly. The shifts are relatively slow and the waves require a patient hand on the tiller.

Our team which included me, Nick von der Wense on tactics, Chris Nesbitt in the cockpit, Dave Kurt on the mast and Andrew Kerr on the bow was well prepared. We trailered our boat from San Diego and having sailed the boat just a few weeks earlier in San Francisco knew what to expect. There is nothing like having your own boat at an away regatta!

The first race started in light Southeasterly breeze. This is the direction we were told the lakebreeze comes from and we were excited to see the wind already in that direction at 10:00 A.M.. The pin end of the line was quite favored and surprisingly there was a substantial current, at least half a knot that was moving from south to north. We positioned ourselves about one third of the way up from the pin and the strong current soon

caused a hug pile up on the pin boat to leeward of us giving us a big jump on the group at the leeward end. Unfortunately the wind shifted right soon after the start and we looked to be about mid fleet halfway up the beat. Nick saw stronger wind ahead and instead of tacking we held on and were the first to the new breeze that proved to be a bit of

The second race was similar to the first except that the fleet by now was fully aware that there was current on a lake! The start was clean and the wind now had filled in a bit. The beat was more even and we rounded the first weather mark in second or third with the guys on "Twins" leading. They led to whole race until the last leg. The wind was

close so we wanted to minimize our tacks. After two races we had two firsts and were feeling pretty good! One more race to go in the first day.

Unfortunately we got kind of "chicken winged" at the start and had to take a LOT of transoms off the line. Of course the wind shifted left which did not help matters. We hung tough and



Photo: Brownie Lewis, Harken, Inc.

Light winds and a large swell made conditions challenging on the opening day of the U.S. Nationals.

a header. Now we looked great on the boats to our right and we tacked to converge with the fleet. We were clearly first or second and as we converged with the Zaleski brothers on "Twins" and we barely crossed them on port. We hipped up on them and continued to the left eventually tacking on the port layline coming in with good breeze and speed. The left side won the beat and with the wind now shifted left the run became almost one jibe. Game over, we won the first race.

still shifted right (which favored the right gate mark) and there were now puffs coming down from the right side as well. We both went around the downwind right mark and immediately tacked to head out to the right. A shift to the right soon came and now we were well bow out on the Z's. They eventually caved in to us and we both tacked back to the left. From there it was a covering contest and we tried to herd them out to the left layline as quickly as we could. The fleet behind was

instead of melting down (like in my youth) we kept sailing and trying to pass boats. Pass them we did and eventually we wound up 6th in that race. This race taught me again a lesson I've learned too many times: In bigger fleets, and especially in boats that generate bad air like the J/24, being able to go straight after the start is key. Start in low density areas and increase your chances of getting a clean start. Usually one end or another is not favored by so much that this approach will not

work. At the end of the first day we had 8 points and John Mollicone, who was sailing great, had 19 points despite taking an "I" flag in the second race. Ryan Cox our fellow Californian had 20 points.

The second day of the event dawned clear and windless. With a 9:30 start time many of us left the dock early and were wondering where the RC was when we heard that the postponement flag was flying on shore. At about 10:30 the flag came down and we were off to the races. Well not quite, the breeze was pretty light and not quite settled in when the fourth race started. Greg Eiffert on "Brain Cramp" owned the leeward end and soon after a nice lefty came in and he had a nice lead. He jibed around the weather mark while our boat in third carried on straight. At one point the breeze in the middle of the run dropped out almost completely. We got a great heading puff and at one point we were laying the leeward mark on starboard. It did not hold however and Eiffert and the rest of the boats in the middle made a nice gainer by staying low and in the middle. Eiffert won the race and Dave Breitner on VooDoo was second, we took third.

Starting well is always a big issue in these regattas and the next race showed just how challenging it is to get a good start every time. We got buried at the leeward end and were forced to tack early to the right, the left was favored and we got worked, rounding the weather mark around 20th. Keeping our air clear downwind and staying close to the middle we were able to take advantage of all the shifts and eventually ground our way to 11th.

By final race of the day the wind had settled down and we wisely avoided the crowded leeward end. Actually, the wind had shifted a bit right and now the line was square. Starting about

one third of the way down the line we got a great start and were soon battling it out for first with Chris Jewett on the "Usual Suspects". This is another team from Minnesota that has great crew work and speed. We got close to them at times but their speed was great and tactics even better. We finished second and Luther Tatge from Dillon, Colorado was third. As the boats returned to the harbor the skies opened up and a serious thunderstorm developed. The reggae band that was slated to play that night blew out its sound board in the rain and packed it in early. For those of us from the West Coast it was exciting to see how fast the weather can change in this part of the country!

The final day started with another postponement on shore (this time no one left the dock early.) At about 10:00 the AP came down and we went out to wait for the wind offshore. At this point the day was clear and almost cool with less humidity than the days before. Around 11:00 a light breeze started building on the shore and slowly filling out onto the lake. With a 8 point lead over John Mollicone going in, we wanted the RC to wait as long as possible for the breeze to fill. They were of course anxious to get races in and started the 7th race in an adequate but light 6 knots. This time the wind was out of the east and the South to North current was stronger than ever. This resulted in another huge pileup at the pin. We wanted to start up from the pin but started back on port too late. We were sailing up the line on port to leeward of three rows of starboard tackers, the bad air and strong current made our progress very slow and we never got to a point where the fleet thinned out. We started on port in the third row with Mollicone getting a fine start at the pin and getting onto port soon thereafter. We ended up getting ping-ponged a few times until we finally broke clear

and had a lane we could continue with on port. We had good speed and just kept sailing straight where the boats on our weather hip were struggling to keep their air clear. Slowly but surely we started getting into the top group of boats just by not tacking.

About this time I looked over the leeward quarter of boat back at the city front and the weather picture had changed very dramatically. The white puffy cumulus clouds were gone and towering black clouds had taken

their place. As I was looking a bolt of lightning struck well to the south. Rain was now falling over downtown. The VHF radio came alive with talk about the lightning and there was a hint of panic in some of the voices. Somebody said, "You've got to do something" and a minute later the race was abandoned. The fleet headed for home and the Championship was over. On the way in we got some torrential rain and a pretty good lightning show.

Skipper	1	2	3	4	5	6	Total
1. Chris Snow	1	1	6	3	11	2	24
2. John Mollicone	3	15SCP	1	5	1	7	32
3. Ryan Cox	6	10	4	10	3	4	37
4. Greg Eiffert	4	9	2	1	12	10	38
5. Chris Zaleski	2	3	14	7	10	21	57
6. Chris Jewett	8	17	8	11	13SCP	1	58
7. Max Skelley	11	8	3	22	4	18	66
8. David Breitner	17	6	17	2	9	19	70
9. Chad Olness	25	11	9	15	5	6	71
10. Steven Lopez	28	2	16	12	17	5	80
11. Chris Werner	10	15	10	9	14	22	80
12. Adam Zangerle	13	12	7	8	16	30	86
13. David Bonney	9	7	28	6	22	25	97
14. Fogh	7	36	29	4	13	13	102
15. Paul VanRavensway	19	5	13	29	23	15	104
16. Sarah Buckley	16	21	15	16	21	20	109
17. Tony Trajkovich	23	13	25	21	28	8	118
18. Frank Keesling	22	23	37	17	8	16	123
19. Luther Tatge	54DSQ	16	12	23	20	3	128
20. Don DeCoster	15	14	33	19	30	24	135
21. Barbeau	18	34	20	26	7	35	140
22. Bob Matthews	24	24	35	25	15	17	140
23. Lori Delfosse	5	25	5	54BFD	25	28	142
24. Cote	37	18	43	18	18	12	146
25. Joe McBride	20	29	19	39	33	9	149
26. Paul Boemer	31	22	24	20	24	34	155
27. Matthew	12	50	22	14	6	54	158
28. Weakley	27	31	30	13	54BFD	14	169
29. Kelly Holmes	39	35	11	40	19	33	177
30. Todd Warnygora	21	30	42	32	31	27	183
31. Bruce Johnston	43	27	18	27	41	32	188
32. Steve Rickman	30	40	26	31	26	37	190
33. Kathy Lundeen	34	41	41	37	29	11	193
34. Dugan Buffington	14	45	38	24	54BFD	29	204
35. Steve Wells	41	19	31	36	54BFD	23	204
36. Tom Kane	32	32	44	33	27	36	204
37. Ben Stauber	33	20	36	54BFD	34	31	208
38. Nancy Zangerle	45	37	23	30	36	38	209
39. Thomas Wyman	46	26	21	28	37	DSQ	212
40. David Anderson	DNF	39	27	35	40	26	220
41. Douglas Fellen	29	33	DSQ	41	35	40	232
42. Doug Kracht	26	47	34	47	38	44	236
43. Scott Snyder	36	48	39	42	32	39	236
44. Fred DeBoe	40	42	32	44	42	42	242
45. Peter Holzwarth	35	38	46	43	43	45	250
46. Robert McMan	42	28	48	49	46	43	256
47. Mark Mickelson	49	49	40	34	48	47	267
48. Mark Johnson	50	44	47	38	39	DSQ	272
49. Dan Webb	47	46	49	45	45	41	273
50. James Baker	38	43	45	46	54BFD	48	274
51. Michael Aita	44	52	51	48	47	46	288
52. Carol	53SCP	51	50	50	44	49	297

Havre De Grace Yacht Club "Welcome Regatta 2003"

By Chuck Sheets

The tenth annual Welcome Regatta was held on Thursday evening, August 14th, 2003. It was sunny-too sunny. It was hot- too hot. It was humid-too humid. There was only a wisp of air and a strong current running down the Susquehanna River with the wind. There was a constant threat of commercial barge traffic. Eighteen guests with minimal sailing skills arrived in time to race with members of the Havre de Grace Yacht Club. Two guests were too late to catch a ride, so they became Race Committee Members. The race was abandoned after 40 minutes due to lack of wind. The main course was hot dogs with chili or regular condiments.

Everyone had a wonderful time. I guess I'd better explain.

My twenty-one year old son, Adam is part of my J/24 crew on Thursday nights, sailing in District 6, Fleet 15's regular spring and summer series. Adam was born with Down Syndrome and, despite moderate to severe mental handicaps, loves to race with us. In fact, he has been racing with my wife Julia



Skipper Kevin Henry with guest John Skokowski.

and I since the year he was born. The Welcome Regatta is not about racing or winning, but about including special needs "sailors" who can only see the positive elements of an invitation to go sailing. They love the river, the boats, the hot dogs, the people, the awards, and the opportunity to be included for an evening of sailing.

In 1994, Julia and I were approached by the Havre de Grace Yacht Club's Board of Governors about organizing an annual regatta for Adam and his friends. Many organizations sponsor events for children or young adults with various disabilities, but fewer groups are willing to provide a meaningful social activity for adults with mental retardation.



Crew of "Hey Jude" (From left to right): Andy Gillen, Chuck Sheets, Jeremy Hopkins, Jim Taneyhill, Adam Sheets and Dave Lauser.

tion. This is especially true of a sailing regatta where the coordination of both physical and mental abilities is essential to a reasonable performance. Although somewhat apprehensive, we agreed to organize and run the first Regatta before re-evaluating whether the club was crazy enough to host another. Prior to the first regatta, guests were registered and paired with boats. All skippers were given short bios of their guests prior to the event and briefed on what to expect. They were asked to incorporate their guest into their crew in whatever capacity everyone was most comfortable with. We decided to name the regatta the "Welcome Regatta", short for "Welcome to our World." Hats were ordered for our guests, a dinner was planned and we were all off and running.

Despite my apprehension, when all of the racing, eating, and awarding was done I was amazed at everyone's response to the event. Our guests, most of whom were adults and all of whom were physically and mentally handicapped, got to experience for the first time what we routinely take for granted- the joy of sailing. And a number of the saltiest sailors, after seeing the joy and amazement on the faces of their guests, commented they had a renewed sense of how fortunate they

are to participate in a sport available to such a lucky few.

Ten years have come and gone since the first Welcome Regatta, most with wind and a few without. Menus varied...from steamed crabs, to sausage, to hamburgers, to hot dogs. Awards varied...from hats, to T-shirts, to regatta bags. But most faces have remained the same- both club members and guests- and all have enthusiastically supported the event. And that is why, despite the heat and lack of wind, everyone, both handicapped and non-handicapped alike, donned the tie-dyed "2003 Welcome Regatta" T-shirts and partied to-



Skipper Robert Cole with guest Sharon Boone.

gether into the wee hours on August 14th (or at least until 9:30 anyway). Until next year...Adam, Julia, and Chuck Sheets, from "Hey Jude", 3493

Regatta Notice

2004 J/24 U.S. National Championship

April 22-25, 2004 – Annapolis, Maryland

1. Host: This Regatta will be organized by the J/24 Fleet 8 in conjunction with the U.S. J/24 Class Association and held at the Severn Sailing Club in Annapolis, Maryland.

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

3. Eligibility: This regatta is open to all J/24 boats that possess a valid measurement certificate. Membership in the Class Association is required for all skippers and owners.

4. Schedule of Events: Racing will take place on the Chesapeake Bay off the mouth of the Severn River on April 23-25, 2004.

5. Fees and Registration: For entry

details and a complete Notice of Race, visit www.j24class.org/usa. Information will be posted there as soon as it becomes available.

6. Further Information: For further information contact J/24 Fleet 8 at Annapolis.Jfleet@verizon.net or visit J24fleet8.org.



Photo: Brownie Lewis, Harken, Inc.

Annapolis sailor David Bonney heads downwind at the 2003 U.S. National Championship.

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Notice of Race

2004 J/24 Midwinter Championship

Davis Island Yacht Club — Tampa, Florida
February 17 – 21, 2004

1. Host: This Regatta will be organized by the Davis Island Yacht Club (DIYC) and J/24 Fleet 86 and held at DIYC, 1315 Severn Avenue, Tampa, Florida 33606 Ph. (813) 251-1158 Fax (813) 251-2649

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

3. Eligibility: This regatta is open to all J/24 boats that possess a valid measurement certificate. Membership in the Class Association is required for all skippers and owners.

A completed entry form must be received by DIYC not later than January 23, 2004 to avoid late fees. Late entries will be accepted up to the closing of registration for an additional fee of \$50.00.

4. Schedule of Events:

February 17, 2004

1000 - 1800 Registration, Check-in, Measurement

1800 Competitor's Meeting

February 18, 2004

0830 Launch deadline

February 18 – 21, 2004

0900 Harbor Horn

1000 First Warning Signal. Up to three (3) races each day. Post-race awards and social.

February 21, 2004

1800 Final Awards/Dinner

5. Fees and Registration: Regatta Entry Fee: \$200.00 US Sailing Member, \$275.00 Non-Member. Late Fee after January 23, 2004 = \$50.00

Entry Fee Includes: Competitor's Package of goodies, Skipper and crew of four dinner on February 21, 2004, Post Racing Kegs each day, Launching Facilities, Rafting Facilities, Trailer Parking and Dutch Treat Specials at Local Entertainment/Restaurant Venues

6. Measurement: All boats entered in



Photo: Wayne Clough

J/24s in front of the Tampa skyline. Scene from 2000 Midwinters at the Davis Island Yacht Club.

the Regatta must have a current J/24 Measurement Certificate. If you do not have a current certificate you must make arrangements to be measured through the J/24 Class Association.

7. Inspection: All boats are subject to random inspection at any time during the Regatta.

8. Sailing Instructions: Sailing Instructions will be available at the completion of the registration

9. Regatta Site: The Regatta Site is the DIYC located on the northern shore of Hillsborough Bay in the City of Tampa, Florida. The address is 1315 Severn Avenue, Tampa Florida 33606. Ph (813) 251-1158 Fax (813) 251-2649 Competitors will be permitted to use all DIYC Facilities including hoists, bar, swimming pool, showers, docks, limited parking and trailer storage areas. DIYC is currently in the process of reconstructing their clubhouse and temporary facilities will be provided. On arrival, the club manager can assist to make payments for food and drink not included

in the Regatta.

10. Scoring: The Low Point scoring system RRS Appendix A will be used modified such that a boat's series score will be the total of her race scores. No throw-outs. There are 12 races scheduled of which three (3) shall constitute a Regatta.

11. Alternative Penalties: The scoring penalty rule 44.3 will apply.

12. Prizes: Prizes will be awarded to the top 20% up to 10 places.

13. World Qualification: The top finishing U.S. helmsperson not previously qualified will earn a berth to the 2004 J/24 World Championship in accordance with the USJCA World Qualifying Rules. For purposes of determining the qualified helmsperson, decisions of the jury will be final.

14. Further Information: For further information contact DIYC (813) 251-1158 or Jeffrey Siewert (813) 254-7557 jsiewert@hotmail.com

J/24 Class Showcases Its Legends

By Chuck Thorne

"We hope to celebrate not only the anniversary of the class, but the incredible history of the champions who have emerged from the J/24 fleets to lead the

stated older brother Ken, and then turned to Brad, continued, "and if you ever beat me again I'll put you in the (clothes) dryer."

While many of the boats were recently built, one vintage boat, hull number two,

owned by a Newport resident and had not been sailed in twelve years. "It's the oldest J/24 in existence," said Fortenberry. Fortenberry managed to finish tenth overall and had a best race finish of fifth despite sailing with a Dacron genoa and much of the original deck hardware.

The sentimental highlight of the event came during the third race when J/24 designer and founder, Rod Johnstone, took the lead during the third leg of the race and was able hold off the fleet of all-stars and finish first. "I had my original crew with me today. That included my wife Lucia, my sons Al and Jeff, and my nephew Clay Burkhalter," said Johnstone, obviously moved by the event.

Among the other participants in the legends race, were 1998 J/24 World Champion Terry Hutchinson, longest continuous J/24 owners, John Gjerde and Rolf Turnquist, 1980 to 1990 J/24 Class Executive Director, Dick Tillman, 2001 J/24 World Championship crew member Kobun Kuramichi, 1984 J/24 World Champion Dave Curtis, Bob and Stu Johnstone, 1999 Rolex International Women's Keelboat Champion, Pat Connerney, and U.S. West Coast Builder of J/24s from 1978 to 1981, Don Trask.



Photo: Chuck Thorne

Bill Fortenberry sailing hull number 2; the oldest living J/24.

sport of sailing," remarked J Boats President and event committee member, Jeff Johnstone, prior to the J/24 Silver Anniversary Regatta. The manner chosen to celebrate those champions was to feature a J/24 Legends Race as the opening event of the J/24 Silver Anniversary Regatta, celebrated in Newport, Rhode Island on July 15-19.

Thirteen J/24s, sailed by skippers that included seven J/24 World Champions and the 1999 Rolex Women's Keelboat Champion competed in the four-race J/24 Legend Regatta. "Today was a day to showcase the talent that the J/24 Class has produced," said Brad Read, Director of Sail Newport, referring to a day of dazzling boat handling at the starts and mark roundings that played like a sailing highlights film.

Two-time J/24 World Champion, Brad Read, won the all-star event. Read finished no worse than third through the four-race series. 1996 J/24 World Champion, Chris Larson finished second, and six-time J/24 World Champion, Ken Read finished third. "I've been dreading this day all my life,"

was sailed in the race by 1995 J/24 World Champion, Bill Fortenberry. The boat is



Photo: Chuck Thorne

Rod Johnstone leads the fleet on his way to winning the third race.

Silver Anniversary Regatta

A celebration of the 25th Anniversary of the J/24 Class.

Reports by Sean McNeill
JULY 15-19, NEWPORT, RI

Day One – A group of young guns from Canada and some old friends, who raced J/24 Class events competitively 20 years ago, were the big winners in the first race of the J/24 Silver Anniversary Regatta.

Thomas Barbeau's Navtech.ca from Quebec City, Canada, won the first race in the Silver Fleet (for competitors with valid J/24 rating certificates and whose crew has

of day where you were heading out in a strong ebb current so it felt like there was more wind than there actually was," said Jeff Johnstone, an event organizer and crew for father Rod Johnstone aboard Ragtime. "The wind was fairly steady but there was less current on the left side. I think that made the right side better."

Barbeau, despite his young age, had no problem with the conditions. He and his Canadian crew went right off the line and easily crossed the left-hand leaders. Barbeau held a substantial lead after two laps; one which Read and Healy chipped away at but couldn't overcome. "This is our second year sailing the J/24," said Barbeau. "It's nice to race against the pros and beat them. We think this is one of the most competitive keelboat classes there is."

In the Regatta Fleet, the Fields started sailing a J/24 together 20 years ago, before they were married. They joked at the post-race celebration

westerly wind blowing between 8 and 12 knots, the committee fired off three short races that took about 75 minutes each to complete.

The Fields, who remember when Rod Johnstone launched the first J/24 in 1976, had a stellar day of 1-6-1 aboard Maybe. Coupled with their first in Race 1, they lead the Regatta Fleet with the low score of 9 points. "We had a great last race, a great start and stayed in front throughout," said Vicki Field, who splits bow duties with Frank Murphy while her husband drives. "Downwind, it was hard to cover because everyone would split to different sides. We chose to go the same direction as the waves. That way we could pump the spinnaker more and get a little surfing action going. It all clicked in the last race." Bob Kraemer's Xingu is second with 14 points and Harry Lane's (Jamestown, RI) Fast Lane is third, also with 14 points. Although tied in points, Kraemer holds the upper hand on Lane by winning Race 3.

The action in the Silver Fleet was hotter than the 80-degree temperatures. Read and Healy were hard to beat in their US Watercraft boat. They had a disastrous first race, placing 13th after having to perform a 720 for a start line infraction. The team rebounded



Moise Solomon and crew round the weather mark in Race One.

weighed in.) Barbeau, a 26 year-old designer of commercial ferries, outfoxed Brad Read and Tim Healy to claim the victory. In the Regatta Fleet (for competitors who didn't have to meet the crew weight requirements) Chris and Vicki Field (Noank, CT) found their old touch aboard Maybe to defeat Harry Lane's Fast Lane (Jamestown, RI). In the Anniversary Fleet, a non-spinnaker division, Robert Iriye (Middletown, RI) and Rich Haaku (Seawaren, NJ) guided their boats Tenacious and Peddler, respectively, around a six-mile course around buoys.

"It was an awesome day," said Brad Read, the event co-chairman. "We were hoping for two races, but the right decision was made to not have a second race. The goal isn't to tire everyone out on the first day."

The conditions for the day were somewhat challenging on the six-leg course. A 12 knot southerly built to about 15 knots through the afternoon while shifting to the right. Also, there was a significant current. "It was the type

how they used the money for their honeymoon to buy the boat. "We used to race actively, but now we mostly sail Wednesday nights with the boat," said Chris Field, the helmsman. That's the type of sailor that the Silver Anniversary Regatta was designed to attract. "The Regatta Fleet was designed for low-key competition," said Jeff Johnstone. "It was more for the guys who don't get to sail 100 days a year."

Three Races Highlight Day Two

Day Two – The two class leaders - Chris and Vicki Field in the Regatta Fleet and Brad Read and Tim Healy in the Silver Fleet - opened up a little breathing room on their competition after three races were completed in idyllic summer conditions. With a south-



Mark May (USA 72) wins the committee boat end.

after that and went on to win the next two races. "This is helping us get ready for the Pan Am Games," said Healy. "Three of the crew are going with me to the Games, so we're psyched to get more time on the water." Scott Milnes (Newport, RI) also had a good day. Milnes sailed Sugar Plum into second place

on the strength of 7-3-5 finishes. Thomas Barbeau's Navtech.ca sits in third with 28 points after finishing 10-13-4, but were protested for a leeward mark incident in the day's second race. "From our perspective we sailed well today," said Barbeau. "We're happy with ourselves. If we finish in the top 10, we'll be happy."



Day Three began with a J/24 parade around Newport Harbor led by Rod Johnstone on Ragtime.

Around the Island an Epic Adventure

Day Three – Circumnavigation was the theme for the third day of the J/24 Silver Anniversary Regatta. The fleet of 72 boats paraded around Newport Harbor in full regalia before setting off on a circumnavigation of Conanicut Island.

The day started with a snake like parade around Newport Harbor led by Lyn and Peg Comfort's 40-foot Huckins powerboat from 1958. In front of the city the J/Boats flag flew brightly in a firm breeze as the procession passed Bannister's Wharf, the Newport Yachting Center and the many church spires and tree tops visible from the waterfront before returning to its starting point Fort Adams park. It was a colorful start to an eventful day.

The day's race winner was Mark May aboard Tramp, who won the massive fleet race around the island. All 72 boats from the three divisions started the 18.3-mile race at the same time. May started the race on port tack at the pin end, and was rewarded with unexpected help. "I knew you couldn't clear the anchor line for the pin end committee boat on starboard," said May. "So we started on port. Then, the two boats around us had to restart. That was a present we didn't ex-

pect." May and crew may not have expected the gift at the start of the race, but they took advantage of their opportunity; leading the fleet just ahead of Rod Johnstone's Ragtime.

Then the race got tricky. The current was starting to ebb and, as usual, began its outward flow along the Jamestown shore before the Newport shore. Boats that got in

close to Jamestown made out. As the boats reached the mouth of East Passage, the southerly wind died to 5 knots. There was a point where May tacked to starboard to head offshore for a breeze line while Johnstone tacked to port and headed inshore, also looking for a breeze line. It appeared that the shore option would win, but minutes later May and crew found the new wind and a nice lift; laying the buoy while the fleet to leeward was short-tacking its way up the shore. "We were seeing lighter winds and were getting headed, so I decided to tack offshore," said May. Tramp led Ragtime by nearly a minute at the first mark, where they set a spinnaker for the run up the West Passage. "It was an advantage not having to fight the pack," said May. "We had clear sailing lanes." May and crew extended on the northerly run and went on to finish well ahead in a building southerly wind.

The day's results had an effect on the overall standings. Read and Tim Healy still led the Silver Fleet with US Watercraft, but their margin was down to 2 points over Scott Milnes on Sugar Plum. "We're reeling them in," said Milnes. Chris and Vicki Field pulled a third in the Regatta Fleet to lead Bob Kraemer's Xingy by 4 points.

A Picture Perfect Ending

Day Four – Brad Read and Tim Healy in the 52-boat Silver Fleet and Chris and Vicki Field in the Regatta Fleet won their respective divisions in the J/24 Silver Anniversary Regatta. Each crew snared the silverware by completing the regatta with two top three finishes on the final day. The final two races were held in southerly winds between 8 and 12 knots.

Read and Healy's day was made easier when their main competition take a 720 in the day's first race. Scott Milnes, racing his family's long-owned Sugar Plum, trailed Read and Healy by just 2 points. But they were involved in a pile-up at the committee boat end and had to perform a penalty turn. Then they picked the wrong side of the beat. They finished 40th in the race - their only double digit finish in the regatta - while Read and Healy placed second. The big movers on the day were Waldek and Chris Zaleski (Norwalk, CT) on their boat Twins. The Zaleskis, winners of the J/24 East Coast Championship last fall, finished 1-2 to move up to second overall, two points ahead of Milnes.

The Fields weren't on hand to collect their trophies. They celebrated their 18th wedding anniversary during the regatta (they've owned their J/24 longer) and after dropping the crew ashore they sailed out to Block Island for some quiet time.

Silver Fleet (52 boats) 1. Read/Healy 27; 2. Zaleski/Zaleski 63; 3. Scott Milnes 65; 4. Jens Hookanson 78; 5. Mike Hill 80; 6. Kobun Kuramichi 84; 7. James Richardson 92; 8. Joe Winston 100; 9. Jeff Johnstone 105; 10. Ralph/John DeVivo/Mollicone 113; 11. Rodney Johnstone 115; 12. Steve Wood 115; 13. Rob Connerney 130; 14. Mark May 131; 15. Lorenzo Lucas 140; 16. Fauss Hull 141; 17. Bob Matthews 143; 18. John/Rolf Gjerde/Turnquist 146; 19. Maurizio Costanzo 148; 20. Frank Keesling 150; 21. Mark Toso 151; 22. Thomas Barbeau 154; 23. Moise Solomon 163; 24. Rob Lambert 165; 25. Ian Scott 167; 26. Tom Scott 169; 27. Michael/Billy Palmer/Semans 170.50; 28. Nancy Zangerle 173; 29. Jim Matthew 187; 30. Silvain Gougeon 194; 31. Bruce Johnston 210; 32. David Shaver 215; 33. Matt Johnson 220; 34. Jonathan Luscomb 224; 35. Mike Veraldi 228; 36. Scott Snyder 231; 37. Martin Gallagher 237; 38. Doug McLean 241; 39. Ben Stauber 249; 40. Santos/Morgan 249; 41. Kris Werner 266; 42. John Heretyk 267; 43. Alfie Merchant 272; 44. Jeffrey Orlin 273; 45. Vince Somoza 276; 46. Karen Lynch 282; 47. Dave Cobbett 298; 48. Joe Whelan 307; 49. Peter Holzworth 317; 50. Lee Buress 338; 51. Dan Webb 371.

Regatta Fleet (19 boats) 1. Chris & Vicki Field 16; 2. Bob Kraemer 19; 3. Harry Lane 26; 4. Will Graham 35; 5. Ed & Melaine Doherty 36; 6. William Mortensen 37; 7. Alan McNab 49; 8. Arthur Toplow 62; 9. Chris Keyworth 66; 10. Nicholas Pasyanos 74; 11. Garie Blackwell 79; 12. Barry Rideout 80; 13. Dave Christensen 97; 14. Peter Bosco 100; 15. Jack Miller 108; 16. Tom Brown 108; 17. Anthony Knowles 110; 18. Mark Taylor 117; 19. Kevin Kelley 127.

Anniversary Fleet (2 boats) 1. Robert Iriye Middletown 6; 2. Rich Haaku Seawaren 6

Stay Inbounds! - A look at laylines

By Andrew Kerr

For those of you who watched the 'Virtual spectator' as part of the America's Cup coverage last year, one of the things that you may have noticed is how crucial layline management is to a successful race. Inevitably, the team that reaches an early layline in a race not only loses all tactical options (as the "virtual spectator" graphically illustrates) but also loses time and distance on any subsequent shift.

On of the unique aspects of sailboat racing is that unlike many other sports we do not have defined limits to our field of play.

Check laylines to both ends of the starting line before the start.

Problem: The team has a tendency to barge at the Race Committee boat end or not make the pin end. Essentially they find themselves "out of bounds."

Action: Prior to the start cross the line on starboard tack at the race committee end and at the pin end to get a feel for the laylines. Note your compass heading on these tacks. Take numerous head to wind readings to track the wind and thus see the changing laylines. Watch other boats that

longer tack first. If the mark is to the right then the longer tack is port, if it is to the left then the longer tack is starboard. The benefit of sailing the longer tack first is that it gets your team more into the middle of the course (directly downwind of the windward mark) which keeps you away from early laylines. It also keeps your tactical options open – never a bad thing! If you don't take the long tack first then suddenly you find yourself almost out of bounds very early in the leg.

Where are we on the course? Shall we tack?

Action: A team always wants to have a group sense of where they are on the course relative to the mark and the fleet – are we in the middle? Left of middle? Right of middle etc.

A very good piece of information to verbalize amongst your team is the sailing distance in time or boat lengths to the layline. This knowledge will help you decide your likely tactical moves when you meet other boats. If you are on port tack and there is only a small distance to the starboard layline then you may consider lee bowing or "leading back" the oncoming starboard tacker because if you duck him you may end up stuck on an early layline.

Another scenario would be if you were on port tack only 5 boatlengths from the port layline. In this instance you would want to duck any oncoming starboard tacker so that you have freedom to sail to the mark. If you elect to lee bow you may be pinned out to the layline and forced to overstand all the way into the mark in bad air.

We are getting out to the corner. What to do?

Problem: The further out to the side of the course we get the less we can utilize the windshifts. If we are on the right side and the wind shifts left our layline keeps moving and we never get to sail toward the mark, the same applies on the left side when the shift goes to the right.

Thought process: Think of strategy as a game of risk management – the more cer-



Photo: Jason W. Estes, Borrowed Light Images
www.borrowedlightimages.com

A late approach to the starboard layline can save time and distance on the course.

This makes it very easy to go "out of bounds" and sail extra distance and use up valuable time. This inevitably can cost your team the race or the series.

Let's look at the role laylines play in the race and the decisions that influence our course management. As we go around the race course we will look at some of the various tactical problems that we can face and look at suggested check list of actions, ideas and questions that we can utilize to help our team minimize loss and maximize potential gain. Given that there are many ways to lose a sail boat race the idea of minimizing loss is a good one!

are crossing the line from another start and look at their angles to help you define the laylines. Also, note the length of the Race Committee's anchor rode so that you can clear it on port tack and note the length of the rode on the pin end so that you can clear it on starboard tack.

Upwind, be on the longer tack first.

Problem: The team tends to reach early laylines and get hurt by a subsequent shift – either grossly overstanding or getting hit with a header that loses distance to other teams.

Action: Typically you want to get on the

tain you are the more you can sail toward a side (with the knowledge that a shift can hurt your effort) either to get to velocity or to take advantage of a heading shift to tack on.

However, if you are not certain, or most boats are on the other tack or the conditions are unstable, you should stay with the fleet, minimize the leverage (separation) and stay more in the middle of the course. In this way you can go to one side of the course as it becomes more favored with out losing a lot of boats in the process.

The other issue is the further you are from the mark the more difficult it is to judge the layline without either overstanding or getting tacked on by boats who can cross ahead of you. Your chances of gaining on any subsequent wind shift are zero! Not good odds. You will need the wind to stay rock steady and you know how much you can count on that happening when it matters most!

Action: Look to tack on a smaller heading windshift. A five-degree shift will do fine because your team is really looking for any excuse to tack and sail toward the mark at this point. The more out to the side of the course you get the smaller the shift you will tack on as you are trying to avoid the early layline and avoid losing your options to play subsequent wind shifts. Even the compass coming back to the median (middle) or average number will at least mean that you are not sailing back to the middle on a substantial header.

When you are in the middle of the course you can afford to ignore minor oscillations and go for velocity as you have more options open to you. If no shift is happening to your advantage, then a good thing to do is tack in the very best velocity you can find and knuckle down and work on your boatspeed to beat as many boats as you can on your side of the course and shift.

Ways to avoid this scenario in the first place are to have a check list of questions to ask your self: The answers will give your team an idea of what the best likely course of action is.

1) Where is the bulk of the fleet? Are we leveraging ourselves out from them and setting ourselves up for a big loss? There is strength in numbers!

2) Where is the mark? Let's know this at all times.

3) How much sailing time to the layline?

4) Where is the best breeze?

5) Are we headed or lifted? Is our bow pointed away from the mark or toward it?

6) Is it easy to judge when to tack for the mark? If not, tack much earlier than you think to prevent getting up on the layline too early.

Note: If the compass headings seem confusing then a good fundamental technique that is used by dinghy sailors is to ask your self - can I see the mark in my peripheral vision? If no, the likelihood is that we are sailing away from the mark and should tack.

Calling the Laylines

Problem: The team always seems to overstand the weather mark or misjudge the layline approach.

Action: Go to a later (closer to the mark) layline. Don't try and judge your approach from 35 boatlengths out - a mistake is bound to be made. Generally, if you judge the time to tack for the layline within 10 boat lengths you will increase your chances of making a good judgment. In addition, if you get tacked on you may only feel the effects of the other boat's wind shadow for a relatively small duration of time.

Downwind laylines: Stay in bounds (within the laylines) and get on the long jibe.

first. Just like going upwind it's a game of options and risk management. The more you get out to the sides of the course the less options you have to play the windshifts. Again, that marvelous "Virtual Spectator" shows us the effects of overstanding on the approach to the leeward mark - a loss of distance, positioning and a much harder spinnaker takedown! The opposite issue of coming in to the mark to deep (dead downwind) also shows the lack of speed and subsequent poor rounding of the mark that this generally causes.

Staying In-Bounds

Problem: The team loses track of the leeward mark and rounds the windward mark with no game plan.

Action: Very often the Race committee displays the bearing to the leeward mark before the start. To get the bearing to the leeward mark (assuming it is a windward / leeward race) subtract 180 degrees from this number and write the bearing to the leeward mark down in a visible place. This will help you decide if you are on the closer jibe to the mark by comparing the bearing to your downwind compass heading. Also, if the leeward mark is set before the start, look for a visual aid that is around it like a building or pier.

(Continued on page 21.)



Photo: Sean Trew

After the set, find the mark and always sail the long tack first.

Take the Show on the Road

By Nancy Zangerle

One of the best things about owning and sailing a J/24 is there are lots of opportunities to travel and race. With over 5,000 boats worldwide – if there's water nearby, chances are you can find a J/24 as well. That many boats and the typical five-person crew make J/24 sailors one of the biggest sailing fraternities on earth.

There's no doubt that a sailor's skill level improves when he gets to race against a variety of talented sailors in a variety of conditions. Few one-design classes can offer as many open regatta opportunities and attract as many of the world's top sailors as the J/24. For most of us to find the largest fleets and best competition, we need to travel. Still, there are a lot of J/24s that don't take advantage of taking the "show" on the road.

I am among the lucky ones who have had some great traveling experiences and I'm still amazed by the J/24s that don't travel. I have heard probably every reason possible. Some are legitimate – like the J/24 owner in Newfoundland, Canada who has a gazillion miles to travel to reach the nearest fleet. Not owning a trailer for your 24 is another "challenge." Not all of the inland lake owners have access to a hoist, and ramp retrievals are nearly an art form. Not having access to a tow vehicle can definitely put a crimp in your travel plans.

Two of the most frequent excuses I hear for not traveling are "we're still learning the boat" and "it's too hard to teardown" for a weekend regatta. You'll "learn" the boat much faster if you travel. Likewise, you'll become very efficient at set-ups and teardowns if you travel frequently. The more you do something, the easier it gets.

Road Ready

There are four key elements to traveling with your J/24: crew, boat, trailer and tow vehicle.

Crew: Pull down the regatta schedule in your local district and from the Class Website well before the season starts. Meet with your crew and set your regatta schedule. Depending on the distance to the regatta, travel events usually eat up one or more vacation days. Make sure your crew is com-

mitted and has the needed vacation days scheduled. Determine when you need to fill in bodies and work on getting commitments from your alternate crew.

Plan for "strategic" travel. If you are heading to national or continental championship, target major local and regional regattas as a tune-up for the big event.

Discuss crew weight. Are there some off-season pounds that need to be shed? Make sure everyone knows his or her target weight well in advance to avoid the dreaded mass starvation in the last few days before a regatta.

Make plans for accommodations and registration. Most regattas are organized by volunteers – make their lives easier by registering early and avoiding late fees. It is so difficult for the organizing committee to plan a quality event when they don't know how many will show up. Early entries can also take advantage of available billets or special event discounts at nearby hotels.

Closer to the event, determine who is riding with the tow vehicle and who is getting there under their own power.

Boat: If your boat is usually in the water, clean the scum off the bottom thoroughly upon haul out before it dries.

For road trips, adding a large deep rubber or plastic storage container on board makes a good collection point for all the hardware and lines you strip off for traveling. It keeps the pieces and parts from "migrating" during travel. "Missing" parts can induce minor panic when you go to set up.

If you're worried about setting up and tuning your rig at a regatta, mark all your base positions (turnbuckle threads, mast butt position) to help quickly replicate at the regatta. Red nail polish is cheap and easy to paint on turnbuckle threads and should last for half a season. A sharp tool or permanent marker can mark the I-beam for your mast butt position. If you don't have a Spar-Tite system at the partners, mark your mast chock positions, as well.

Whether to leave the rudder and tiller in position seems to be a matter of preference. The majority of boats seem to travel with the rudder stored down below. If leaving the

rudder on the transom, secure the pins so they can't jiggle out. Leave the tiller on and lash the tiller to prevent any swinging motion. Whether left on or stored down below, protect the rudder with a rudder bag. Protect all the effort you put into fairing the perfect keel with a keel bag or a keel screen. A keel screen will offer more protection against gravel and other road debris hitting the hull.

Dealing with the through-deck mast seems to be the most intimidating thing to first time travelers. There are three methods I've seen for getting the rig up and down: mast hoist, gin pole, and strong men. If you have access to a block and tackle mast hoist, dropping the rig is easy. First time gin pole use usually requires minimal instruction. The third method, strong men (a.k.a. "humping" or "kamikaze") requires a bit more finesse. It's best to learn this technique while on someone else's boat with experienced "humpers" at hand. Remember to disconnect any hardwired instruments, such as a Sail Comp.

With the mast down, how you secure the mast is important. Do not travel with the mast tied down resting on its side; the mast can develop a "memory" and a permanent arch to starboard or port. Put support under the middle of the mast, be it a custom cradle or a large fender. Secure the mast to the bow & stern pulpits so it remains horizontal. Avoid too much overhang that causes sagging or bouncing at either end.

If you plan on doing a lot of traveling, a full-length mast bag with the Velcro seal is ideal. All the halyards, forestay, upper backstay, and lower shrouds can stay on the mast since they're secured inside the bag when traveling. You pop off the spreaders with the upper shrouds and the lower backstay to fit in the bag. An alternative to a full mast bag is to remove and carefully coil the standing rigging (avoid kinks); run the halyards up the mast, and use an old main or genoa sail bag (sleeve) to cover the mast base and coiled halyards.

Be sure that everything is stored securely. Double check that the gas tank vent is closed and the battery is disconnected and covered. There has been at least one KABOOM high-

way accident when an uncovered battery arced and ignited the gas fumes.

Tow Vehicle: Everyone has their ideal tow vehicle, which means there are countless opinions on what works best. A longer wheelbase can make for a more comfortable ride and offers stability. Bigger engines, like the V-8, are preferred and almost mandatory if you're towing over hilly or mountainous terrain. It's not that you can't get there with a six cylinder, but it could take a lot longer and you risk overheating or blowing the transmission. While most regattas in the States seem to have a side competition of Ford versus Chevy, our cohorts in Europe are towing with a variety of vehicles we would never consider, like a Saab 600.

Before starting any towing trip, get a vehicle maintenance inspection. Change the fluids, check the tires, etc. Have the appropriately size hitch (Class 3 recommended) professionally installed. Make sure your trailer lights connection works with the vehicle's trailer lights plug. Many newer vehicles have a trailer light receptacle, not a wiring harness. The receptacle often has to come from the auto dealership, not an after-market parts store. Check the trailer insert and ball. Make sure the ball is the proper size for your trailer.

Assuming most boats are pulled with a van or truck, give some consideration when packing the tow vehicle. Keep what you might need in a road emergency and what you need for rigging at the regatta easily accessible (usually at the back of the vehicle.) Toolbox, tire iron, floor jack, and cleaning supplies are priority items. A floor jack may seem like overkill, but bottle jacks are woefully slow and inadequate if you need to change a trailer tire. It is usually "safe" to bury the crew duffle bags and sleeping bags. If space is at a premium and your traveling a long distance, ask the crew to put their sailing gear in a bag that can actually travel in the boat. If your road trip is an all nighter – ask crew to put their "must have" item in a small bag or backpack that can easily fit under the seat.

Trailer: Check the trailer pads and supports; make sure they are secure. Have a trailer expert check the bearings, axle, trailer tongue, lights, tires and emergency brakes. Depending on how often you travel, this can be done every two to three years. If you ramp

launch, more frequent checks may be necessary. Grease the bearing regularly. Have Bearing Buddies™ installed. Use trailer tires, not radials. While more expensive, trailer tires have thicker sidewalls and track better. They can greatly reduce the swaying motion at highway speeds. Have a spare trailer tire mounted on a properly sized rim.

If you haven't traveled in a while, have the master cylinder on the trailer hydraulic brakes inspected. This cylinder can corrode from lack of use. In the event that the trailer brake is tripped, this cylinder can stick and freeze up. Often the only way to release the brakes is to cut the hydraulic lines, a slippery and unwelcome repair expense.

Check your tie-down straps or lines. These are subject to rot with weather exposure, age and use. That which may be OK for winter storage does not make it OK for traveling down the road. Check the connection points for the tie-down on the trailer. Rust or misuse can compromise their strength.

Some owners rave about towing with dual axle trailers, but don't let a single axle stop you from traveling. And, while it probably wasn't wise, not having working trailer brakes never stopped me from traveling although it probably wasn't legal in some states.

Make It Easy

Keep a "travel" tub. Store your tie down straps, mast bag and trailer light extension, etc. in one single tub that's always ready to go. Include large regatta bumpers and extra dock lines for rafting.

Keep a regatta "document" bag ready to throw in the truck. Include copies of your measurement certificate, a listing of your royalty tag numbers, and copies of your proof of insurance. Keep a listing of the crew's US SAILING membership numbers (depending on the event), and Class Membership number. Consider including emergency contact and medical information for the crew.

However far you travel, don't underestimate the short trip. By all means, make sure your shroud turnbuckle barrels are secure. I know one crew that had a one-hour drive to the regatta, but lost all their turnbuckle barrels on the highway.

Wrap your stanchions and spreaders in

meatpacker's plastic wrap – it helps avoid the severe cases of bug carnage cleanup.

Travel with your fleet. It's comforting to see familiar faces the first time you visit a new regatta site. If you forgot something, chances are the next guy has one you can borrow.

Give the same set-up jobs to the same crew every time, especially important when setting up the rig. Two crew up top getting the rig ready to hoist, three on the hull – washing and waxing. I am guilty of finishing tuning the rig in 50-degree temperatures and 35 mile per hour winds and asking my crew where she put the main halyard, only to hear "I don't know, I thought you brought it down."

Don't hesitate to ask for help, but try to be self-sufficient. Have a good spare parts kit that includes extra blocks, halyards, winch handles. Bring along a pigtail and extension cord, electric drill, hose and cleaning supplies.

Let the crew bring their pillows. You will have a happier crew and fewer stiff necks after you end up sleeping at the rest area at 4:00 am because no one can keep their eyes open enough to drive.

At the End of the Road

What you'll find at the end of the road is an ever-growing group of friends; an expanded repertoire of great sailing stories; increased confidence and knowledge in your boat handling; improved sailing skills, and lots of opportunities to do more sailing.

Talk to anyone about the Easter Regatta and you'll hear the Easter Regatta is as much a "family" reunion as it is a regatta. The more you travel, the more familiar the faces become. You'll soon discover that you can live in Cleveland, but just hop on a plane to race a J/24 in Oklahoma City or Houston. Finding crew for that big travel regatta becomes easier too – because you now know someone to recruit with local knowledge. As you support and participate in others' events, they will in turn support your regatta. And, talking to people face to face is probably the number one way to publicize your next event at home.

Does it take some effort? Yes – but the rewards are priceless. As the Nike ads say – Just Do It! You'll be glad you did.

USJCA Technical Report *(Continued from page 5.)*

regatta hosts requested that the IJCA allow reducing the crew from 5-4 (actually having the weight reduced from 400 Kg to 320 Kg) along with eliminating the use of the genoa. As most of the J/24 fleets that sail in the Caribbean do not carry motors or fuel to save cost, the decision was made to weigh all boats against a reduced all-up weight (1375 Kg less motor, fuel, and Genoa or 1342Kg.) After two days the electrical crew showed up to wire the hoist motor. 5 hours later the 7 workers managed to get it working (never mind that the 'Up' button meant 'Down' and vice-versa). We also got them to double the support chain over the lift crossbar for better strength.

The first official measurement day had the morning spent in laying out the sail measurement floor, which was to be shared with the Snipe measurers. Nine of the eleven boats had new sails measured and pre-measured sails verified by 7:00pm. Most of the boats with certificates were weighed and adjusted their optional equipment to closely achieve the minimum sailing weight. An interesting aside – Tim Healy carried a measured, spare rudder and bag along with sails, anchor and rode, etc. just to meet the weight and many carried the 10 liter water allowance — which was marked as 'ballast' for future 'during the regatta' equipment checks. We finally had all the boats except that chartered by the St. Lucia team weighed and ready to launch by the morning of the practice race which was the first opportunity for the crews to try out and make a final jib selection before measurement closed.

The St. Lucia boat presented an interesting problem. Evidently the boat was dry sailed and launched using a lift bridle. In this case the travel lift straps allowed the keel to be unsupported. To everyone's surprise the keel showed a perceptible wobble and it was found that the trailing end of the root had been cracked loose due to a grounding. As the boat was normally lifted with a bridle the hull weight kept the root in tight contact with the hull, masking the problem. An earlier repair had the split packed with Marinotex rather than structural glass cloth. After giving proper instructions as to how to glass in the area, the boat was finally ready to sail the morning of the first race (they were given jury permission

to delay launching from the required 1800 hrs the night before).

The J/24 racing went smoothly with two races per day (only mad dogs would stay out in that sun any longer – even Englishmen had sense enough to retire to the veranda with rum Juleps.) All seemed to agree that sailing with jibs and less crew made the experience much more rewarding and leveled the playing field, placing more emphasis on tactics than on boat handling skills. All felt the class should seriously consider lowering the weight to 320 Kg as

ber of torn sails and sprung spars during the competition and kept the days busy with re-measurements. There was one J/24 measurement protest when it was noticed that an Italian built charter boat had led the twings under the seahood and the main halyard through a hole in the partner retaining plate in violation of class Rules 7.1.12 & 13. The jury was considering tossing all the boats that exhibited the same scupper opening at the side of the hatch slides until it was pointed out that the configuration of boats was approved by the



Photo: Thornton

Four person teams sailed with a combined crew weight of 320 Kilos at the Pan Am Games.

the sailing was more fun without crowding the crew. There was also a strong feeling about eliminating the Genoa as not necessary to enjoy racing the boat while reducing cost and giving the boat better helm balance. There will be a proposal to study ways to try out this concept at select regattas to get a better feel of class member reactions.

The J/24's were not our only responsibility as we also served as the Chief Measurer for the event. That translated into gaining a fast working knowledge of the measurement nuances of Snipes, Sunfish, Lasers, Hobie 16's, and Mistrals. Fortunately there were many skilled people in each of those fleets to help in the needed education. Each fleet saw the usual num-

copyright holder not the class association, hence the location of the scupper was acceptable but that it couldn't be used for any other purpose. They did toss the boat for that infraction as well as having the main halyard led through a hole in the mast partner block, but it was already out due to an unresolved OCS call.

The regatta facility was quite nice, the food good and plentiful and the accommodations comfortable. The opening ceremonies were quite nice and included the attendance of Paul Henderson, ISAF President. Each country had their crews parade with a country flag and it was quite an impressive presentation. Hopefully we'll be better prepared for the next Pan Am's in 2007 in Rio!

A Look at Laylines *(Continued from page 17.)*

Take the long headed Jibe first. Coming in to the windward mark, ask yourself "Are we headed or lifted on this tack." If lifted, jibe as soon as possible to take the long headed jibe toward the mark and to keep your tactical options open. This gets you more into the middle of the course downwind and gives you the option to jibe again if the wind lifts you.

If the mark is to the right looking downwind then the longer jibe is starboard. In the absence of a windshift, if the mark is to the left looking downwind then the longer jibe is port tack. Watch your compass carefully, if the numbers change while the velocity stays the same and your bow is pointing away from the mark then consider jibing over to stay within the layline to the mark.

So our check list looks like this:

- 1) Get a compass bearing to the leeward mark and a visual aid before the start.
- 2) Are we headed or lifted going in to the windward mark?
- 3) Get on the long/ headed jibe first.
- 4) Jibe on the lifts (i.e. keep your bow going toward the mark.)
- 5) On the last third of the leg, work to the inside – to the left of your competition for port roundings and to the right of them for starboard roundings.
- 6) Judge your final layline jibe as close to the mark as possible so the judgment is as accurate as it can be. This distance will vary depending on the type of boat, crew experience and conditions.

Note: We have primarily looked at the geometric considerations for both upwind and downwind. A big factor will also be where the wind velocity is and staying in it as long as possible. In light air velocity will be your biggest consideration. As the breeze progressively increases the angles will start to take more priority.

Upwind finishes

Problem: The team overstands the layline to the finish and also has a tendency to lose boats on close finishes.

Action: For upwind finishes a good time to judge which end is favored (more downwind) is when you are directly downwind of the line.

Your check list would include:

- 1) Where are other boats finishing?



- 2) Finish at an end of the line so you can judge when to "shoot" the line. Don't finish in the middle.

3) If boats on starboard tack look lifted crossing the line then the pin end is favored. The opposite is true if boats look lifted on port.

4) Which way are the race committee boat and flags pointing? Assuming there is not a tidal influence, finish at the opposite end of the line from where they are pointing.

5) If possible, finish on starboard tack with the right of way!

Note: It is of great value to practice "shooting" the line in your practice sessions. Pick a mark and guess how long it takes to glide forward with the bow directly into the wind. This will save valuable time and distance over teams that sail over the line. Very practiced teams will even drop the Jib/ Genoa as they shoot into the wind to reduce windage/ drag. The bigger the sail, the more important this is.

Downwind Finishes

Problem: The team tends to misjudge the layline and give up distance and boats.

Action: This is usually a function of not knowing where the finish is and also not taking the long jibe first. To avoid this your checklist would be:

- 1) Know the compass bearing to the finish.

2) Stay on the long jibe. This will avoid an early and inaccurate layline judgment.

3) Jibe on the lifts to keep your bow pointed toward the finish as much as possible.

4) Make your final layline jibe as close as is practical to the finish line so the judgment is as accurate as it can be.

5) Finish at an end. It's much easier to judge when you cross the line.

6) Finish at the end you would start at. In other words, the end that is further upwind and subsequently closer.

7) Research your rules. The two boat lengths zone applies.

8) Shoot the finish line. Square the spinnaker pole back and bear away perpendicular to the line to get your bow across as quickly as possible.

Conclusion: So much of this information is gained by your team sailing and gaining experience. It's part of the evolution and growth of every team and is likely what makes us all come back for more and more races. The race challenges us physically and intellectually and the tactical and strategic game is ever changing.

We all make mistakes. However, having a good check list of fundamental tactical moves will help your team stay "in bounds" on the course and help you make high percentage decisions as you go around the race course.

Tundra Rose Goes to Europe

An American view of the J/24 European Championship.

By Patrick Dore



Photo: David Joel

Seventy J/24s line the harbor of the Porto Rotondo Yacht Club.

YACHT CLUB PORTO ROTONDO

If you have never raced in Europe, you should put it at the top of your list to accomplish in this lifetime. You can sail both the East and West coast, plus Canada, and you will never find anything that comes close to a European regatta; the international sailors, the old cities and towns, the food, wine, the flair and passion for the sport of sailing.

J/24 Europeans Championships and the Italian Nationals: 70 boats, nine countries, held in beautiful Porto Rotondo Italy on the Island of Sardinia. What could be more perfect?

It is a cross between the sunshine and warm water of Key West, the heavy air of San Francisco, the shifty winds of Long Beach, and the light air of Seattle. As tactician for Keith Whittemore and Tundra Rose I found my self-losing sleep worrying about the wind shifts. Looking out over the bay wondering is the wind going left, wondering about the large fluffy clouds on the northern horizon. Will the wind go left again or stay on the right. Very challenging, beau-

tiful and tricky conditions. The perfect place to hold the 2003 J/24 European Championships.

Being the only Americans at the regattas was a challenge of another type. As we did our pre-trip planning we were worried about how we would be received by the European sailors. But we quickly learned that most didn't hold us responsible for our national politics. We did feel we had a target on the boat but that was from being known as good sailors. One of the first challenges in winning any regatta is to win the heart and minds of your fellow competitors. It helps on the racecourse to have friends that want you to win. A wave across here and not getting tacked on is worth fifty beers at the bar. Keith and his wife KK (Tundra Roses mast person) are fantastic in any crowd. Winning votes and friendships at every espresso

shop and social event. Sailors at European regatta are always friendly and more than willing to speak what English they have. Language is never a problem on or off the water. The official language for the regatta was English but the good morning greeting from the Japanese, Dutch, Greeks and the rest of the teams was always "buon giorno." The question was asked several times, "Why did you come to the Europeans in Sardinia instead of going to the Worlds in Holland?" The answer is the people, food, wine, and the passion the people have for life.

As a non-Italian entry, the cards are stacked against you. The passion for the sport runs so deep that it is a real fight to get to the top of the fleet in any of the daily races. The Italians want an Italian team to win the Europeans. We were tossed out of one of the races in the Italian Championships for what I would call a minor infraction of the rules. This took us out of contention in the series. As Kevin Downey, our trimmer, kept reminding us "You're not in Kansas anymore." It was time to play hardball.

The Europeans started the day after the Italian Nationals were over, no time to recover. The Nationals were very windy and we were in constant search of Advil to help ease the pain in the morning. We were finally saved when the wind dropped to a reasonable 10 to 18 knots for the Europeans.



Photo: David Joel

KK, Kevin Downey, Pat Dore, Keith Whittemore and Joel Thornton enjoy some wine at the European Championship.

Our first day was spent learning how to start on a line of 70 boats. There is a different style to starting in big fleets, something that we don't see in our 25-boat fleet in Seattle. We had one good race, but the other two were spent climbing back from the cheap seats. At a couple of the mark roundings we found ourselves back in the Italian "Swarm." Being with 15 to 20 Italians going around the same mark is not where you want to be when trying to win a regatta. After a very frustrating day we decided that we needed to get off the line and never be a part of the "Swarm" again. Albert Kooijman (NED57) who had won the Europeans in 2002 was sailing very fast, but was inspected by the committee and tossed out of race two for having optional equipment (life jackets and rain gear) on the cabin sole. "You're not in Kansas anymore." We were learning fast and after every race the boat was cleaned up, its hard in the battle to keep something from falling on the floor in 20 knots of wind, but nothing was amiss on Tundra Rose.

At the end of the first day and three races the two boats that had finished 1st and 3rd in the Italian championships, who were labeled The Men In Yellow (because of the matching yellow rain gear) were leading. But the Dutch, NED 57 were extremely mad about getting tossed out of race 2 for a minor infraction, and filed a protest against 51 of the entries. The judges had placed a notice on the board before the first race informing these 51 boats that their lifelines were too loose. The lifelines were measured again the next day and there were still 15 boats on the list, some of which were the Italian leaders. The NEDS went off to the protest room and we went off to another great pasta dinner.

The second day of racing had the same beautiful blue warm water, sunny skies, and 8 to 14 knots of wind. Joel Thornton (our great bowman), KK and I had been studying the cloud formations trying to make sense out of the daily patterns and figure the place out. When Keith asked which way to go, we decided on left. So we set up on the starting line to go left. Over night Keith had learned how to be tough on the starting line. He totally nailed the start with Joel and Kevin's help. This made the 1st, 1st, 2nd for the day look easy. Going fast and the right way really helps. It was a great day of sailing and we stayed away from the "Swarm." We went out that night for the regatta party at an Italian barn, roast pig and pasta, and of course

more Sardo wine. You never know where you're going to end up at these European events. Great party and more votes for Miss Congeniality, Tundra Rose.

The USA was in a natural position for once, the sailors were focused on the NED 57 and the lifeline protest that the Judges would later disallow. The nationalism was running very strong and it was still an uphill battle. In the light air and very shifty conditions we were lucky to hold on to a 13th. Yes we were almost back with the Swarm, close enough to hear the yelling, and the pounding on the decks, but never in it.

Then came the second and last race of the day. Still light and shifty. We did the math and figured out that we were finally the over all leaders by 8 points. Racing is racing, and every start is a new chance to win. We had a few general recalls and then the committee went to the Black Flag. We went for it at the boat end of the line. Looks good...no closer than any other start. The shifts happen and we are the first to the top mark. What a feel-

Wine, Pasta, Sleep and the last race tomorrow. From 1st to 7th place in one clean sweep. The next morning the mood on the boat had changed, we have nothing to lose. They don't give out silver for 7th place. A new day, a new race, and we have something to prove. Getting back on that horse is a very hard thing to do. At the start Keith and Joel nail another start. Kevin has the boat going fast and Karen and I have this local wind condition figured out. Big fluffy clouds go left. We hit the weather mark in 2nd and the boat that is in first is not in the field of winners. The wind shifts further left to make the run a reaching parade. I love a parade when you're in the lead. No passing lanes. We end up in 2nd for the race and 3rd for the regatta, Ned 57 is 2nd and Bressani Lorenzo (Italian) wins.

The stories are long and the people are incredible. We had the great fortune to charter our boat from Paulo Boido the European J/24 builder and dealer. Paulo builds what I consider to be the fastest and most beautiful



Photo: Kelly O'Neil

Team Tundra Rose sailing back at home in Seattle.

ing, top of the world in a 70-boat fleet at the European Championships! We are all in position to set the spinnaker and look up to the spectator fleet, someone notices the chalk board with only one bow number on it N-4 (Tundra Rose). The world stops, and we go on a roller coaster ride that takes us to Hell. As we sail off the course and let the Men In Yellow win, we are devastated. The ice-cold beer didn't do anything to ease the pain.

J/24 boats in the world. Without Paulo's help we would have never been able to achieve our 3rd place result in the Europeans.

Back at home we are planning another trip to Europe next summer. I would like to thank the Porto Rotondo Yacht Club, the Race Committee and Sponsors for putting such a fantastic event in such a great venue.

The 2004 J/24 Europeans Championships are in Melmo, Sweden.

USJCA District Reports

District 1



Light winds at the 2003 Downeast Regatta held in District 1.

Downeast Regatta September 6-7, Portland Yacht Club, Falmouth, Maine

Skipper	1	2	3	4	Total
1. Jeff Dinse	4	6	11	1	22
2. Lee Buress	1	3	16	3	23
3. Mark Toso	12	4	8	2	26
4. Mark Klein	8	1	14	4	27
5. Bob Kraemer	11	8	1	8	28
6. Will Welles	16	2	4	9	31
7. Alan Ouellette	9	12	7	5	33
8. Caleb Sloan	13	13	2	6	34
9. Ed Rowe	2	20	3	12	37
10. Dan Marston	5	7	13	14	39
11. Caleb Sloan	14	9	6	15	44
12. Tony Jessen	6	17	15	7	45
13. Howard Coon	7	10	17	11	45
14. Ray Harrington	15	11	9	10	45
15. Jerome Jordan	3	5	18	DNF	48
16. Jeff Smith	10	14	12	13	49
17. Bruce Morse	17	19	5	18	59
18. Andrew Carey	18	15	10	16	59
19. Chris Kuhn	21	16	21	17	75
20. Karen Jones	20	18	20	20	78
21. Jim Dodd	19	21	19	19	78

nized by Harry Benson as the newly appointed captain of fleet 106. The premiere regatta was a huge success with 21 boats registered and two days of racing with boats from both sides of the sound. Harry has since moved on to become our District Governor. (That's what happens when you do a great job – you get promoted!!) He is a great man for the job. His spirited enthusiasm and boundless energy (as well as his ale drinking prowess) are well known in these parts.

The 2003 Mid Sound Regatta was again organized by Harry Benson with the help of Glenn Suss and some other members of the LHYC and the CYC. Nineteen (19) boats registered for this year's event with some of the top boats from both sides of the sound participating. Thanks to Centerport Yacht Club for hosting and providing their fine facilities for weigh-in, launching and Saturdays after race party.

The event was scheduled earlier in the season with the hope of getting in ahead of the light

winds of summer. No such luck! The winds were light and shifty on Saturday morning and never strengthened in the afternoon as anticipated. With a good amount of chop and a strong current in the middle of the sound, the conditions were tough. The race committee got off two good races before the wind dropped out all together. The top four boats for both races were the Twins, Shogun, Crush and Blitz with the rest of the regatta scattered behind.

Sunday's conditions were worse with little or no wind to be found out in the middle of the pond. After bobbing in chop for some time and motoring around looking for wind it seemed like the regatta might be over. The RC would not give in however and headed north until they found some breeze just off Noroton. Harry Benson remarked afterwards; "The race committee did an outstanding job, taking us north to the Connecticut shores to find wind. John Stork is a genius." The starting line was set and with just enough air movement to get the boats mov-

2003 Mid Sound Regatta Results

Name	1	2	3	4	Total
1. Blitz	4	1	1	2	8
2. Shogun	2	3	3	1	9
3. Twins	1	4	2	11	18
4. Crush	3	2	9	4	18
5. Thumper	8	7	8	3	26
6. Outrageous	6	8	5	7	26
7. Noodle	11	5	12	5	33
8. Blue Moon	12	10	6	10	38
9. Mighty Mouse	5	13	15	6	39
10. Mental Floss	7	9	14	9	39
11. ZZZAP	9	6	11	14	40
12. Daiseyhead Maisiey	10	12	10	8	40
13. Lunatic Express	13	11	4	13	41
14. Double Vision	14	14	7	12	47
15. Blue Strikes Back	15	16	16	15	62
16. Grace Under Pressure	DNS	DNS	13	16	69
17. Milkbone	16	15	DNS	DNS	71

District 3

2003 Mid Sound Regatta

Report by Joseph Scarpulla

This regatta is the second of District 3's five Championship Series Regattas and the battle for Long Island Sound bragging rights. It will also help determine who the District's two qualifiers will be for the Worlds in 2004.

Hosted by the Lloyd Harbor Yacht Club and the Centerport Yacht Club the Mid-Sound Regatta was held this past June 14 and 15. It marked the second year of we hope to become a long-standing tradition of Mid-Sound J/24 competition. The Mid-Sound Regatta was originally conceived of and orga-

USJCA District Reports

ing, the RC got in two more races. The conditions were very challenging – light and variable winds with choppy seas – playing the shifts and keeping your boat moving proved difficult to say the least. The crew on Blitz held it together with some fine sailing and took their second bullet and a second place finish to take the overall regatta. Shogun's crew also took a bullet and a third place finish to take second place honors. The Twins and Crush followed in a well raced overall regatta.

The boats from the north side of the sound had an easier trip home and those from Long Island hoped they had brought enough gasoline to make it back across. Considering the fluky conditions, with four races to show, the regatta was a great success. Thanks again to the Race Committee, the organizers and all of the participants. We hope to see you all out there next year for the third annual Mid-sound Regatta.

Riverside Regatta

May 31 and June 1, 2003

The Riverside Yacht Club

hosted its 8th annual J/24 regatta on May 31, 2003 and June 1, 2003. Traditionally held every year the first weekend after Memorial Day, this year's regatta was the first in a series of District 3 regattas that will determine the 2003 J/24 District 3 Champion and who will qualify from District 3 for the 2004 J/24 Worlds to be held in Noroton, Connecticut. The first day of racing was wet. The Race Committee was able to get in four races and the day ended with three boats fighting for first place. The Zaleskis on Twins, with two bullets, held a narrow lead with 12 points, followed closely by Bill Maguire on Daisy with 14 points and Al Constants on Blitz with 16 points. The second day of racing brought winds of 15 to 20 knots, with a prediction of increasing winds to 30 knots! Fortunately, the predicted high winds never came and the Race Committee was able to get in one last race. The top five finishers were: 1st Place – Chris and Waldek Zaleski on Twins; 2nd Place – Bill Maguire on

Daisy; 3rd Place – Al Constants on Blitz; 4th Place – Mark May on Tramp; and 5th Place – Scott Harrison on Crush. See you next year!

District 4

By Paul Scalisi

We have had a great summer of sailing in District 4. Each of the Parkway Series Events since our last report has been well attended and very competitive. The Ocean City Terry Wilkens,

smacked with a puff before they could get the main down. Emanon turned turtle and began to sink. All crew were immediately rescued with nothing but bruised egos. Emanon was not as lucky. I had never seen a J sink before but I have to tell you it is one of the most sickening feelings watching here turn back right side up and slowly, painfully slowly, slip beneath the waves. Racing was called for the day and the fleet spent the rest



Parkway Series competitor, Bengt Johansson, at the 2003 Transplant Cup.

Cape May Dead Crab, Ocean City Heart Cup, and Atlantic Highlands Sandy Hook Championship have all been great events.

The Dead Crab Regatta was hosted by the Corinthian Yacht Club of Cape May on June 7 and 8. After a great first race the breeze began to die as the second race began its sequence. The proverbial calm before the storm over took the fleet, and what a storm it was. Most of the fleet immediately went into crash mode and sails were dropped and life jackets donned as the breeze did a complete 180. Unfortunately John Surguy, and the crew of Emanon were

of the night consoling John and telling sea stories. Sunday it was back to business and the committee got of two very difficult races in left over swell and strong current. Stu Challoner on Spoilsport won the regatta followed by Mark May's Tramp and Ted Wiedeke/Paul Scalisi on Candy.

The Terry Wilkens Regatta was hosted by Ocean City Yacht Club on June 21 and 22. Sixteen boats competed and the regatta was won by John Wilsey on Red Dawn. The interesting part of John's winning is that it was the boat's first regatta. John purchased the new boat through Jboats Argentina and I have to

Riverside Yacht Club Regatta Results

Skipper	Boat	1	2	3	4	5	
1. Zaleski	Twins	1	1	2	8	1	13
2. Maguire	Daisy	2	2	6	4	4	18
3. Constants	Blitz	3	3	4	6	2	18
4. May	Tramp	7	4	5	5	6	27
5. Harrison	Crush	4	5	9	7	5	30
6. Costikyan	Thumper	8	13	10	1	7	39
7. Turner	Lunatic Express	11	8	3	10	9	41
8. Glackin	Mental Floss	10	12	11	2	8	43
9. Swanson	Noodle	6	16	1	14	11	48
10. Raymond	Grace Under Pressure	14	10	8	13	3	48
11. Tobin	Blue Moon	12	15	14	3	10	54
12. McGrath	Mighty Mouse	5	7	13	9	DNS	54
13. Ivarsson	Alpha Dog	13	6	12	11	14	56
14. Hannon	Rodan	9	9	7	20z	12	57
15. Santa	Terrapin Flyer	15	11	15	12	13	66
16. Connell	Polar Express	17	17	17	16	15	82
17. Benson	Blue Strikes Back	16	14	18	18	DNS	86
18. Pinney	ZZZap	18	18	16	15	DNS	87
19. Eichmann	Shaken Bake	19	19	DNS	DNS	DNS	98

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say they build a really nice boat. If you haven't seen it yet, it is in the style of the older boats complete with teak toe rails and interior and rumors have it the foils and bottom are dead on. Good luck to John with his new toy. Second and third place in the regatta went to Stu Challoner on Spoilsport and Mark May on Tramp.

The biggest fleet of the year converged on Ocean City Yacht Club for the annual Heart Cup on Aug 1-3. Seven races were held over three days. No sinkings, No New Boats, just Lots of FOG. The fleet managed to find its way out the inlet to the committee boat and sailing took place once the fleet waited for the fog to dissipate and the breeze to build. Mark May sailed a fantastic regatta to win not only the 24 class but also first in fleet.

As the season is beginning to draw to a close the overall Parkway results were starting to solidify. Mark May had the lead and Stu Challoner and Ted Wiedeke/Paul Scalisi were chasing. At the start of the Atlantic Highlands Sandy Hook Bay Championship, Aug 23 and 24, the circuit was still very much up for grabs. Fourteen boats sailed on what was probably one of the nicest days on the water, once the breeze settled in. After three races Tramp was in first followed by Candy and Spoilsport. Unfortunately, Mother Nature did not cooperate and no races were sailed on Sunday. Tramp's lead in the circuit was extended and now with two regattas to go its down to Tramp and Spoilsport for the Parkway Championship

and a chance to sail in Noroton in '04.

The final two regattas will be held at Toms River Yacht Club and Metedeconk River Yacht Club in September and it should be a great battle between Mark and Stu.

The district has had a fine year and has been well represented at national and regional events by its members. We look forward to our continued success for next year and would like to extend an invite to our District 3 and 6 neighbors to come to one of our events. I promise you will not be disappointed.

District 6

by Tim Winger

Paul VanRavenswaay won the first District 6 Qualifying series and the right to represent the district at the Worlds next year in Connecticut. The qualifying series was the idea of David Malkin, Fleet 8 captain, to promote travel to regattas within the district. It helped boost attendance at weekend regattas that had, in more recent years, been experiencing some decline. The series included the Pink Moon in Havre de Grace, the Annapolis One-Design Classic and Annapolis Race Week. The formula is to count the best 60% of races in the combined series. This allows a participant to miss a regatta if they absolutely must, but they lose most or all of their throw-outs. Paul made it to all of the regattas on his way to qualifying in heavy competition with Peter Rich, Tony Parker and several other District 6 sailors. Since the series has just completed, we will be reviewing the process to see if we want to continue qualifi-



Mark rounding at this year's Pink Moon Regatta.

cation by series. It seems to have worked this year.

District 8

Southeast Regional Championship (Districts 8 & 10)

September 20-21, 2003
Charleston, SC

by James Howard

Seventeen boats from Florida, Georgia & North Carolina came to the Southeast Regional Championship held in Charleston, SC. Peter Bream raced consistently to

win the 2003 regatta. The two-day event was held in superb conditions with sunny weather, temperatures in the 80's and winds 10 to 12 knots.

The Carolina Yacht Club ran an excellent regatta. The race committee was top notch. There were four races on Saturday and two on Sunday. The yacht club also provided breakfast and lunches both days and a sit down dinner on Saturday night. There was also free flowing beer all weekend

2003 Southeast Regional Championship Results

	R1	R2	R3	R4	R5	R6	Total
1. Peter Bream	4	2	1	2	2	3	14
2. Maarten Zonjee	1	6	2	3	4	7	23
3. Will Hanckel	2	1	18	1	3	1	26
4. Daniel Borrer	10	4	3	5	6	2	30
5. Michael Foster	7	7	9	6	1	4	34
6. Ross Griffith	8	8	5	10	7	8	46
7. Ron Medlin	5	12	6	12	13	5	53
8. William Fuller	14	13	4	4	10	9	54
9. Tim Monahan	11	5	8	12	5	15	56
10. Eric Motter	3	9	10	13	9	13	57
11. Roger Dougal	6	11	7	11	11	11	57
12. Jim Farmer	9	3	18	8	14	6	58
13. Randy Tilly	15	10	12	13	8	15	73
14. David Anderson	16	14	15	10	12	14	81
15. Francisco Davila	12	16	14	16	17	10	85
16. Eric Gotwalt	13	18	14	14	15	16	90
17. John Lovin	17	17	16	17	16	18	101

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long! For those of you who haven't been to Carolina Yacht Club in a while they have made some additions. They have a new hoist and now are able to launch boats at low tide and high tide. The dock space has been enlarged to accommodate

at least thirty boats. Thanks to all the people at Carolina Yacht Club for hosting this regatta. I personally look forward to attending future J/24 regattas there!

Congratulations to Peter Bream and his crew who quali-

fied to attend the 2004 World Championships in Noroton, CT.

District 12

by Harald "Bubba" Herzog

J/24 Fleet #75 hosted the 2003 J/24 Great Lakes Championship on September 5-7. The Sailing Club is located on Northern Ohio's large, shallow Sandusky Bay, adjacent to the south shore of Lake Erie.

Registration and Check-in commenced on Friday September 5 at 0900. By the end of the day we were looking at 14 boats splashed in the Sadler Sailing Basin. All of the Great Lakes Districts (12, 15 and 7 had representatives competing) Friday evening the Sandusky Sailing Club provided burgers, brats and *cervasa's* for anyone needing sustenance. Harald "Bubba" Herzog, Race Chairmen and Fleet 75 Fleet Captain welcomed all the sailors to the area and provided any local knowledge required. Lambert Lai and his crew from Rochester NY were disappointed that Cedar Point, "The Roller Coaster Capital of the World", was not

open on Friday, being late in the season. Bubba directed Lambert and crew to Lake Erie's South Bass Island and Put-In-Bay, the home of the "World's Longest Bar" for the evening. It was rumored that on the way home that evening, some of Lambert's crew were looking over the side of the ferryboat for "Buick's."

Saturday morning was a wonderful morning...if you were a power-boater. The flags were just hanging and many people looked to Bubba for wind. He told them not to worry, there would be some thermals cranking up soon. The first race went off at 1000. The wind was light, but Chad Olness and his crew on *Zoom* pulled ahead to finish first. The second race was even lighter breeze and very spotty. Everybody was making it around the course until the second place boat at the time, Fred Babson's crew on *Team Booyah* sailed into a hole. The rest of the fleet sailed past and USA3689 finished DFL. The thermal kicked in around 1300 with a significant direction change. The RC stayed on top



Waiting for wind at the Southeast Regionals in Charleston, SC.

2003 District 12 South Shore Series

Standings As Of September 22, 2003

Boat/Helm	No.	DET	CRW	CYC	SSC	DET	Total
Team 5235	5235	(10)	1	1	2	1	4
Instant Karma	4909	1	2	4	(15)	8	15
Homer	1925	3	(10)	4	6	4	17
Mind Games	184	2	10	4	(15)	2	18
Five Pair	3757	(10)	3	4	5	8	20
Tonic II	834	4	10	4	(15)	5	23
Suicide Blonde	4046	7	10	4	(15)	3	24
Team Bubba	1736	(10)	4	4	8	8	24
YeaBabyYeah	2821	5	10	4	(15)	6	25
McRitchie	67	(10)	10	4	3	8	25
Team Louie	3689	(10)	10	4	4	8	26
Paddywhack	2281	10	6	2	(11)	8	26
Grafix	3936	10	5	4	(15)	8	27
Carry On	4513	10	7	3	(13)	8	28
Conger	1373	6	10	4	(15)	8	28
McAllister	37	(10)	10	4	7	8	29
Wind Tensor	1797	8	10	4	(15)	7	29
Mosh Pit	2720	10	8	4	(14)	8	30
Mystery Mch.	3890	10	9	4	(15)	8	31
Rush N	1764	9	10	4	(15)	8	31
Outrageous	40	(10)	10	4	10	8	32
Sizu	3744	10	10	4	(12)	8	32
Shadowfax	105	10	10	4	(15)	8	32
Why Knot	394	10	10	4	(15)	8	32
Moonshadow	2277	10	10	4	(15)	8	32



Chad Olness and Zoom on their way to winning the Great Lakes Champs.

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of the changes, allowing the participants to finish four races.

Saturday's racing ended with Chad Olness and *Zoom* in first, Park McRitchie and crew for second, and the Zangerle/Evans team on *USA5235* in third. The racers complimented PRO Tim Rumpitz and RC for a fine job managing the challenging conditions. On-shore activities

kicked into full gear Saturday afternoon as Kelly Bleile and her crew of SSC volunteers provided a fantastic Shrimp Boil for the fleet. Following dinner, the Sandusky Sailing Club "Luge" made an appearance. According to one crewmember, *Team Booyah* started Sunday's series of races as the "hangover bus" entry.

Sunday's races were blessed by the wind spirits and gave the final day of Great Lakes Champs at least ten knots of breeze. The breeze was shifty, which put concentration at a premium, but Dean Riedy and his crew on *Team Bubba (Rx)* finished first in the first race of the day. Chad Olness on *Zoom* clinched their spot for the 2004

Worlds, by winning the last two races. Returning to shore, the racers were greeted with beer and snacks as the crew's started breaking down their boats for the travel home. Awards were presented to the crews of the top five finishers. Jeff Witter, Fleet 75's upcoming fleet captain, thanked the many sponsors and all the volunteers who helped make the Great Lakes Championship a memorable event.

2003 Texas J/24 Circuit Standings

Current 2003 Texas Circuit standings sorted using the allowed 2 throw-outs for 6 regattas. Note: 3 throw-outs will be allowed if at least one of the remaining 2 stops are completed.

Pos.	Owner / Helm	Boat	Hou	FlW	Aus	OKC	Cor	Dal	Total	2TO	3TO
1.	Nelson / Harden	mr. happy	1	1	1	5	4	5	17	7	3
2.	Nelson / Tatge	Fly Mo' J	3	4	2	1	44	2	56	8	5
3.	Roger Harden	R.O. Empty	2	7	4	2	2	3	20	9	6
4.	Bill Worsham	Flood Tip	6	5	3	44	1	4	63	13	8
5.	Bryan Dyer	Rum Line	5	8	5	7	9	1	35	18	11
6.	Fred Am Rhein	Flour Power	4	3	7	8	12	6	40	20	13
7.	Mark Smith	After Midnight	44	18	6	3	8	10	89	27	17
8.	Bremer / DeCoster	Catapult	7	6	11	4	44	12	84	28	17
9.	Todd Warnygora	Phantom	10	11	15	6	44	8	94	35	24
10.	David Broadway	Superman	11	13	10	44	6	9	93	36	25
11.	Kelly Holmes	Bad Moon	15	10	9	10	11	13	68	40	29
12.	Martin Hameka	Theo's Rigging	9	19	13	44	5	44	134	46	27
13.	Brian Carter	Good Bull 2	19	14	14	11	44	16	118	55	39
14.	Chip Bearden	Flying Circus	13	17	44	9	44	17	144	56	39
15.	Pete Pitzer	Freight Dog	44	23	19	12	16	11	125	58	39
16.	Tony Slowick	Yikes!	22	24	18	13	14	15	106	60	42
17.	Schoen Fitzgerald	Outraje	20	16	17	15	44	18	130	66	48
18.	Kevin Corr	Esprit De Corr	44	9	8	44	44	7	156	68	24
19.	Doug Weakly	Red Stripe	12	15	44	44	7	44	166	78	34
20.	Chris Corley	Snake Eyes	8	12	44	44	44	44	196	108	64
21.	Amtmann Guillermo	Boom Vang	16	44	44	44	13	44	205	117	73
22.	David Gamble	Ooh Ahh!	44	44	16	44	15	44	207	119	75
23.	Dan Acridge	Blue Jay	44	44	44	17	44	19	212	124	80
24.	Ernst Kraemer	Audacity	18	22	44	44	44	44	216	128	84
25.	Frank Keesling	The Dumpster	44	2	44	44	44	44	222	134	90
26.	Yon Beloustegugiotia	Wichilivistly	44	44	44	44	3	44	223	135	91
27.	Kenneth Porter	A Que Si	44	44	44	44	10	44	230	142	98
28.	Dave Wallberg	Jail Break	44	44	12	44	44	44	232	144	100
29.	Robert Wonacot	Bat Out Of Hell	14	44	44	44	44	44	234	146	102
30.	Janie Davis	Rock & Roll	44	44	44	14	44	44	234	146	102
31.	Jennings / Wolaver	Itsy	44	44	44	44	44	14	234	146	102
32.	Katy Towles	Oreo Express	44	44	44	16	44	44	236	148	104
33.	Dov Kilowitz	Children at Play	17	44	44	44	44	44	237	149	105
34.	J Fischer	Tusk	44	44	44	18	44	44	238	150	106
35.	Phillips	Sarac	44	44	44	19	44	44	239	151	107
36.	S Mason	Sovereign	44	44	44	20	44	44	240	152	108
37.	Alan Johnson	Ray Ban	44	44	20	44	44	44	240	152	108
38.	Lynette Edenfield	The Farm	44	20	44	44	44	44	240	152	108
39.	Stephen Burke	Out Of Control	44	44	21	44	44	44	241	153	109
40.	Dave Irwin	Greybeard	44	21	44	44	44	44	241	153	109
41.	Tim Napp	Silver Bullet	21	44	44	44	44	44	241	153	109
42.	Steve Press	On The Edge	23	44	44	44	44	44	243	155	111
43.	Don Fisher	Trick Bag	24	44	44	44	44	44	244	156	112

District 14

by Eric Nelson

As most of you know, the long standing Texas Circuit is the centerpiece of District 14's J/24 Class racing. The annual circuit is made up of 8 different stops sailed on the coastal bays and lakes of Texas and Oklahoma. It draws J/24s from Colorado, Kansas, Oklahoma, Mexico as well as of course Texas. With 6 of the scheduled 8 stops now complete we have had 44 different J/24s participate so far this year. Always providing plenty of racing (7 races are scheduled for each stop) and close action (5 different boats won a race at the last stop) at each circuit regatta, as we get down to the last 2 stops, even the overall circuit scoring is getting very tight! At the top of the circuit fleet only a few points separate 1st from 4th overall. Throw in that the overall circuit is District 14's 2004 World berth qualifier and that two of the current circuit top 4, mr. happy and Fly Mo' J (from District 18) have already qualified for the 2004 Worlds (by winning the Southwest Regionals and the District 18 Championships respectively,) the stakes for the

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District 14 boats in the top 5 are even higher than usual as we go down the final stretch! One of the big reasons for this is that the perennial circuit champion, mr. happy, have seen their strong early circuit lead (courtesy of 3 bullets in the first 3 circuit stops) slowly evaporate as they recovered from the loss of their boat near Saltillo, MX coming home after the North Americans in Valle de Bravo. Fly Mo' J, Flood Tip and Rum Line have each taken a bullet in the last 3 circuit stops to consolidate their point spread on mr. happy. Running on Empty effectively has done the same thing the old fashion way, by being consistent with two seconds and a third. With most of the bugs worked out on the new mr. happy (USA 5319) during its debut in the last circuit stop, the stage is set for some very tight racing during the final 2 stops among the current top 5...and if that was not enough, Flour Power, After Midnight and Catapult are positioned well to play spoiler as they could easily move into the top 5 if they sail well in the last 2 stops. It's pretty clear that circuit racing keeps you on your toes all year long!



J/24s from Mexico add an International flair to the already close racing in District 14's Texas Circuit.

While the Texas Circuit certainly supplies plenty of regional J/24 Class one design racing action on a monthly basis, things are still happening at the grass roots level also. Dis-

trict 14 boats enjoy opportunities to race weekly in one design racing at the Ft. Worth Boat Club, Austin Yacht Club and on Clearlake (near Houston) plus they "make fleet" at many club regattas and events such as the Houston NOOD. But like I hear from other USJCA Districts, participation is down somewhat from past years. We are trying to do several things in District 14 to address this on various fronts. We started with trying to retain the participation we already have by asking the Fleet Captains to be proactive in contacting skippers who seem to just drift off to let them know we miss them and ask what can be done to help them get back

in the saddle. In the case of Oklahoma City Boat Club, the club itself is looking at helping sponsor a local J/24 and its owner so they can travel on the circuit and are using their local races as a way to "qualify" people to crew on the boat when it goes to the circuit, building local fleet participation with rewards of sponsored travel to "the next level". In the Houston and Corpus Christi areas the circuit fleet supports Sea Scout troops with donated J/24s and tax deductible "hand me down" J/24 rigging and sails (i.e. teach people to sail using J/24s and maybe some will stick with the boat), again the top sailors in

2003 Great Lakes Championship Results

(One Throwout)

	Name	1	2	3	4	5	6	7	Total
1.	Chad Olness	1	4	1	1	3	1	4	11
2.	Zangerle/Evans	9	1	2	4	6	4	1	18
3.	Park McRitchie	2	2	7	2	2	11	3	18
4.	Fred Babson	4	14	3	7	7	2	2	25
5.	Nancy Zangerle	5	3	6	5	5	3	5	26
6.	Dan Webb	2	7	4	8	12	5	9	35
7.	Stacey Brinker	7	10	9	3	4	9	7	39
8.	Dean Reidy	13	12	5	9	1	10	6	43
9.	Lambert Lai	6	5	8	8	10	13	12	49
10.	Jim Bunsey	11	9	14	6	8	8	11	53
11.	Mackey/McNamara	12	6	11	11	13	6	8	54
12.	Jim Keane	8	11	12	14	11	7	10	59
13.	Bowditch/Posedel	10	8	10	12	9	12	14	61
14.	George Osborne	14	13	13	13	DNC	14	13	80

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Rocky Mountain sailing on beautiful Lake Dillon, CO in District 18.

each troop get rewarded by being able to go to selected circuit stops. And to help re-energize the J/24s in the Kansas area, I worked with the Wichita J/24 Fleet Captain, Schoen Fitzgerald (owner of circuit regular Outrage,) to run the 1st annual Kansas J/24 Invitational based on the standard circuit regatta format and Sailing Instructions to give J/24s in the area a chance to re-experience J/24 one design excitement without the overhead of having to go "the distance" to do a circuit stop. We will keep watering these "seeds" and see what develops, this is unfortunately a problem that requires long term thinking and commitment...

District 14 J/24s have also been very active this year at the other end of the racing spectrum. We had 2 boats at the Pan Am qualifier (with one of the teams taking second place overall) as well as the Midwinters (both in the overall top 10). We had 3 boats trailer down to Mexico for the North Americans (with one of the teams taking fourth place). We also had one District 14 boat at the Nationals as well

as a District 14 crew at the Worlds in Medemblik (the later with a new Italian built J/24 in tow back to Texas, the second brand new J/24 in the last 2 months for the district!). And of course District 14 sailors are already looking forward to meeting other USJCA District teams at the 2004 Midwinters in Tampa!

District 15

Southern Lake Michigan Series - 2004

by David Anderson

We are trying to organize a Regatta Series for boats in the Southern Lake Michigan area for next year. Our goal is to use the existing attended events (Muskegon, Chicago NOOD, Wilmette, Lake Geneva) and fill in with some new events or a commitment to existing events in a way that will give us 8 or more high quality regattas. We will look for ways to minimize transport including working with the venues to provide boat storage between events. We will also try to im-

prove communications, especially for crew available.

Our goal is to have 10-12 boats traveling to most of the events which combined with local boats will give us a good sized fleet. There has already been some response from members who are willing to work with their Yacht Clubs to plan events.

If you are interested in joining an online forum on this please send an email to David Anderson at j24@dmajic.com. You will be added to the list.

District 18

District 18 Championship Lake Dillon, CO - The Nation's Highest J/24 Fleet.

By Todd Warnygora

This year was a good year for District 18 in that we managed to measure and update measurement certificates to achieve 16 "legal" boats in the district championship regatta. This regatta took place September 6th and 7th on Lake Dillon in Colorado. We had weather ranging

from 70 degrees on Saturday to 45 degrees on Sunday with light snow covering the Rocky Mountain peaks that surround the lake. In all we had favorable conditions for the regatta.

Saturday morning brought rain and cool 55-degree temperatures with light to no wind. Finally, after the sun poked out, approximately 1 hour after the published starting time we got race number one under way. The wind was from the southerly direction and about 5 knots in velocity. Megladon (helmed by Don Decoster) jumped out to a quick lead that they maintained and finished 1st. Second place was Fly Mo J (helmed by Luther Tatge) and in third place was Severance Check (helmed by Robin Jackson). Race number two followed shortly after with breeze shifting to the northwest and about 5 knots in velocity at most. Dumpster (helmed by Frank Keesling) rounded mark number one in the lead and hung on to finish 1st. The wind throughout this race changed greatly and was blowing from the Northeast so the race com-

District 18 Championship Results

	Helm	R1	R2	R3	R4	R5	Pts
1.	Tim Nelson	2	3	1	2	2	10
2.	Frank Keesling	5	1	7	1	1	15
3.	Robin Jackson	3	4	3	5	5	20
4.	Don Decoster	1	5	5	8	3	22
5.	Dave Irwin	6	2	4	6	4	22
6.	Jim Carollo	13	7	2	4	8	34
7.	Alan Dille	8	9	9	3	6	35
8.	Dave Helmer	4	8	10	7	7	36
9.	Todd Warnygora	7	6	6	13	10	42
10.	Dave Armitage	11	12	8	10	11	52
11.	Steve Bergman	9	11	14	11	14	59
12.	Scott Snyder	12	13	SCP	12	9	60
13.	Tony Jacobs	15	14	12	9	12	62
14.	Tom Ruwitch	10	10	15	16	DNF	68
15.	Aleda Kresge	14	16	16	15	13	74
16.	Dick Roy	16	15	13	14	DNF	75

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mittee shortened the racecourse. This race ultimately had a file for redress and was thrown out due to a race committee error for shortening the race.

Saturday night the competitors had a wonderful feast of steak and king crab legs cooked up by Pug Ryan's Steak House. Thanks to our sponsors and West Marine donating a new VHF radio, the fleet raised a great amount of funds for the J/24s and to support the Dillon Yacht Club's Junior Sailing program. Shortly after the feast the fleet adjourned to the Tiki Bar for, of course, a few rounds of "roofies". We won't explain, you just have to come out and experience it for yourself.

Sunday morning was a new day with prevailing winds from the Northerly direction and 5+ knots in velocity. Megladon was in first place after one counted race from Saturday. The decision from the protest committee was that race number two would be re-raced and the start time would be pushed up by one hour. Race number one on Sunday was started with fairly consistent wind. Dumpster jumped out to a lead that they would hold on to and finished 1st. Second place was Greybeard (helmed by Dave Irwin) and in third place was Fly Mo J. Race number two was started in the same conditions, rain and cool temperatures, and Fly Mo J took and maintained the lead to finish 1st. Second place was My Lady J (helmed by Jim Corollo) and third place was Severance Check. Race number three was off and once again Dumpster claimed line honors their second bullet in four races. Second place went to Fly Mo J and third place

District 19 Championship										
Corinthian Yacht Club, Seattle, WA										
June 20, 21 & 22, 2003										
Skipper	1	2	3	4	5	6	7	8	9	Total
1. Harry Dursch	8	1	1	2	2	2	1	3	2	22
2. Pete Sauer	5	2	2	4	1	7	2	2	1	26
3. Eric Sanderson	6	4	4	3	4	3	6	1	10	41
4. Pat Cirillo	2	3	11	6	13	9	3	10	6	63
5. Hans Spiller	9	6	3	16	11	13	5	4	3	70
6. Phillip Campagna	12	5	5	1	7	dnf	9	5	8	72
7. William Vlases	4	8	7	9	3	6	12	15	9	73
8. Pete Dorsey	15	10	8	7	6	8	14	8	4	80
9. Robb Bassett	dns	dns	dns	10	8	1	4	11	5	99
10. Ronald Wilderman	11	11	15	8	16	5	13	6	14	99
11. Brian Nagle	1	7	16	5	5	dnf	15	17	15	101
12. Linda Nelson	10	9	10	12	9	12	16	7	18	103
13. Michael Cennane	7	15	12	15	15	11	7	16	12	110
14. John Weiss	3	14	9	11	18	ocs	10	ocs	7	112
15. James Mcalpine	18	12	13	14	10	dnf	8	14	11	120
16. Trevor Tunnacuffe	17	13	6	17	14	10	dnf	9	16	122
17. David Myers	13	16	dnf	18	17	4	11	12	17	127
18. John Mason	16	17	14	13	12	dnf	17	13	13	135
19. Richard Bustamante	14	18	17	19	19	dnf	18	ocs	19	164

went to Septillion (helmed by Alan Dille). Entering the fourth and last race Fly Mo J owned the regatta as long as they finished within 5 boats of the Dumpster.

The Dumpster was out to an early lead only to be crossed by Fly Mo J, but in the spirit of protecting the regatta Fly Mo J opted to cover the fleet. Dumpster went

on to win the race and Fly Mo J went on to win the regatta and the elusive Worlds berth.

The district championship regatta turned out to be on of the



Tight racing at the District 19 Championship held at the Corinthian Yacht Club in Seattle, WA.

Photo: Jason W. Estus, Borrowed Light Images, www.borrowedlightimages.com

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best regattas in recent years with sponsorships, decent wind, and great racing. We managed to get a new fleet of boats up to par on measurement certificates along with educating many on the measurement process. I think that district 18 has taken another great step in raising the quality of racing within our fleets. I want to add a special thanks to Scott Snyder who put a great deal of effort in making this regatta successful as the hosting fleet captain.

District 20

Big Wind, Bigger Current on San Francisco Bay.

By Chris Snow

With qualification on the line for the 2004 J/24 Worlds 18 boats lined up at the docks of St. Francis Yacht Club for the Western Regional Championship May 31 - June 1. Mark Twain's quote, "The coldest winter I ever spent was summer in San Francisco" was apropos as we dropped our J/24, Bogus, off in the St.FYC parking lot at about 1:30 in the morning on Saturday. After a full afternoon spent at Galpin Ford (world's largest) in San Fernando Valley getting our Ford Club Wagon

back into towing shape the cool air and fog horns echoing across San Francisco Bay were a little surreal for our mostly Southern California team. After dropping the boat it was off to bed for a few hours sleep before it was back to the club for rigging the boat and crew weigh-in before breakfast.

We knew we were close to the weight limit and so had taken Friday as a day of fasting (including little to no drinking of liquids) to make the limit. As we arrived so late we had to wait until the morning to weigh-in at 7:30. Not a big deal but those breakfast burritos sure tasted good! Then it was a quick rigging of the boat. Last summer I built myself a "real" gin pole using some experience I had (including dropping a mast the day before the Worlds) and I have to say that having the right equipment sure makes things go easier. Our new gin pole is made from a 3" section of spinnaker pole tubing and is light and stiff. I have it rigged up with clips and 7x19 wire for the aft two legs and a small Harken block and tackle to pull the forward leg very tight. A 2:1 block and tackle with a small ratchet block

is just right to pull the mast up to vertical and I have rigged a webbing strap to go around the mast that is fastened with shackle not a knot. Anyhow, two people can get the rig up in about 15 minutes and it is simple to set up and store on the trailer.

I have "Bogus" set up with a permanently installed mast collar so that all we have to do when stepping the mast is slide it through this collar and make sure the butt of the mast is in place on the shoe on the "I" beam. When I installed the collar I was very careful to make sure that the mast was perfectly straight side-to-side and the mast fore and aft was at the maximum "J" position. Now when I step the mast all I need to do is adjust the upper shrouds to make sure the mast is straight side to side (the mast does not have any type of permanent bend to it) and then tighten the lowers so it stays straight side to side. I highly recommend this set up as it really saves tuning time at regattas.

After rigging the boat we washed and dried it and then applied Teflon "Starbright" to the bottom. Usually you are not allowed to take your boat out of the water during the course of the regatta (this is the case with many keelboat classes) and so the Starbright not only really cleans the bottom but it also helps to keep marine growth off for a few days. After applying and buffing out the Starbright by hand with clean rags we launched the boat.

Now to the racing. Often for a bigger one design regatta the St.FYC Race Committee, well run by John Craig, will take the fleet all the way down to the Berkeley Circle, as there is moderate current there and even sometimes a little less wind. This was not an option for our

fleet as the Star District Championships was taking place there at the same time. So we were to set up off the windward (west) side of Alcatraz Island (still looks like a scary place) and use the area between there and the Golden Gate as our racing area. If you have ever looked at a chart of San Francisco Bay you will note that this is some of the deepest water in the Bay and if you know much about current you'll know that it runs fastest in the deepest water. To say there was a lot of current would be an understatement. The tide charts called for a flood all weekend. Since the prevailing seabreeze in the Bay is from the west and the current floods from the west the end result was we were sailing in relatively light wind the whole time. Upwind the boat was sailing over the ground slower than it would in the absence of current and downwind we were with the current and again had less apparent wind. The end result was the much anticipated "big breeze" of San Francisco Bay was nowhere to be seen. Instead it felt like a windy day in San Diego.

The first race started in a moderate flood we elected to start near the committee boat in order to not get caught in what I thought could be a log jam of boats at the leeward end. Off the line we were even with the boats to leeward but soon the wind bent left a bit and they started to look good from the shift and because they were getting out of the current sooner. Soon the wind shifted back to it's original direction and filled a little from our side. At the first mark Wayne Clough on "Downtown Uproar" was first and we were a close second. Downwind you wanted to get in as much current as possible and so our tactician called for a jibe shortly

2003 Western Regional and District 20 Championship May 31 - June 1, 2003 St. Francis Yacht Club, San Francisco, CA

Name	1	2	3	4	5	Total
1. Chris Snow	1	3	2	2	8	16
2. Doug Nugent	3	2	1	4	11	21
3. Ryan Cox	6	4	5	3	3	21
4. Kermit Shickel	9	1	3	1	9	23
5. Dave Swartz	8	7	6	10	1	32
6. David Klatt	12	6	4	6	4	32
7. Pat Toole	5	8	7	7	6	33
8. John Colver	4	5	14	9	10	42
9. Curtis Press	15	13	9	8	2	47
10. Rich Jepsen	16	10	11	5	5	47
11. Brian Mullen	10	9	10	12	7	48
12. Wayne Clough	2	12	15	15	12	56
13. Susan Taylor	7	11	16	13	13	60
14. Edward Walker	17	14	8	16	14	69
15. Alan McNab	14	15	13	11	19	72
16. Steve Hartman	11	16	17	14	15	73
17. Neal Ruxton	13	17	16	17	19	82
18. Wally Whittier	18	19	19	19	19	94

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after the weather mark. This proved the right call as we got a nice puff and better current almost immediately. Rounding the leeward mark first we held on the win with Wayne in second, Doug Nugent (no relation to the Motor City Madman, Ted) was third. This was the last race we would win in the regatta as things were about to get more interesting.

After two more races and heading for the barn on at the end of the first day we had logged a 1,2,3 on the day for a total of six points. Doug Nugent has exactly the same scores and had beaten us handily in the second two races of the day. Doug, with a lot of Bay experience had started to leeward of us in every race and took quick advantage of the relief from the current the left side of the course offered.

Going in to the second day, we new the conditions would be almost an exact repeat of the previous day. Our failure the day before had been in being too passive on the line when we knew the left side of the course was favored. For the last two races my plan was to start to leeward to the guys we had to beat as I knew we had to be in front of them at the first mark on the very one sided course.

The first start went almost perfectly we were the leeward most boat and had good speed and height off the line. Kermit Schickel showed great speed and even greater height to peel up off us on the second beat and win the race. We finished second and put two points on Doug and his gang on "Cool Breeze".

Going into the final race we again knew we had to be towards the leeward end and to leeward of all our competition. We felt that if Doug or another

of the front-runners got a jump on us at the start it might well be impossible to get around them on the one-sided course. Unfortunately for us the rest of the fleet was figuring this out as well. At the gun Eric Sanderson and "Suspence" had us teed up nicely right at the leeward end, they snuck around the pin and got away to a very clean wire to wire victory while we were stuck almost head to wind and over the line early to boot!!! We jibes around the leeward end and knowing that going right at all was certain death we tacked and started reaching to the left side of the course. Sailing in all that bad air was frustrating but we slowly started crawling our way back into the race. We were tempted many times to tack out to the right for clear air but stayed the course and in the end finished 8th in the race. Doug had an even worse 11th but held on to finish second overall and take the District 20 qualifier spot. Ryan Cox and the guys on 3324 had a great day on Sunday and broke a tiebreaker with Kermit for third overall.

Thanks to the St. Francis Yacht Club for a well-run regatta!

District 21

District 21 has a new website in the works. It is not up yet but the URL is going to be www.northorder.com/fleets/j24socal/

Santa Barbara Update

By Kent Pierce

For what is arguably the most active J/24 Fleet west of the Mississippi, this year's activities are in full swing! Santa Barbara Fleet 63's calendar is made up of several social events and the annual High-

Point Series which draws from both Santa Barbara Yacht Club and Santa Barbara Sailing Club events.

Most recently, almost 70 J/24 sailors gathered at the home of Jeanene & Kent Pierce (Watermelon) for the 13th edition of the fleet's renowned "Crab Boil" prepared and served by Tom Holehouse and his assistants, Wendy Williams and Jeanene Pierce.

All of the annual traditions were observed. Shouts of "GET OUT OF THE KITCHEN" were regularly heard emanating from, of course, the kitchen. Tables were served in the order of the chef's whim, influenced largely by the boisterousness of each of the tables (i.e. whoever yells, cheers or otherwise garners Tom's attention gets served first).

For those of you who have never had the pleasure of attending, you should know that this is a "no utensils" event. The meals are served directly onto the tables and eaten only with one's hands. Large quantities of Sierra Nevada, Corona, Heineken, Steinlager, Merlot and Chardonnay were consumed not only to quell the burn of Tom's creation, but also in preparation for the evening's traditional ping-pong tournament.

The finals of the ping-pong tournament typically end up as a dual between the chef (Tom Holehouse-Cowabunga) and Larry Freeman (Io). This year, however, a new challenger entered the fray as SBYC's Racing Director, Jeff Grange, went on to capture the coveted title of USJCA District 21, Fleet 63 Ping Pong Champion for 2003.

Jeff credits his success to months of preparation, the support of his fiancé, Caroline

Baker, and the fact that Tom's refreshment consumption had resulted in blurred vision and holding himself up with one hand while he held the paddle in the other.

The following morning, seven boats took to the water for the double-handed regatta. Despite a combined age of 372 years, Bill Lannan and Bill Matson proved that, once again, old age and treachery will win out over youth and exuberance every time. Sailing masterfully, Bill & Bill schooled the fleet with scores of 1-1-4 to take this year's title in conditions ranging from 4-14 knots. Team Watermelon (Kent Pierce & Eric Stokke) did what they could to drive the Bills back in the last race, but just didn't have the wheels to put any boats between them. Watermelon finished a point back with scores of 2-2-3. However, official results are still pending as Bill Lannan is facing a hearing regarding a rule 69 (sportsmanship) infraction for being the only skipper not sailing with a hangover.

As satisfying as successes in individual regattas may be, for some it's all about the season championship. Each year the fleet selects which events will be included in the "High Point Series" determining the season champions and recipients of the coveted Michael Baran Memorial Trophy.

The High Point Series for 2003 is made up of 8 events. Currently Watermelon leads the series with 25.25 points, Electric Pumpkin is in second with 23.25 points, Tiny Dancer follows with 22 points and Three Big Dogs rounds out the contenders with 20 points. Wet Wednesday results, however, are likely to shake things up a bit.

The Santa Barbara J/24 Fleet is thriving-and the sailing's pretty good too!

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