

International **J/24**



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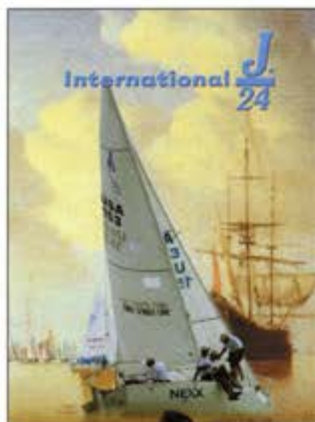
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**I S A F
ONE DESIGN
CLASS**

2	IJCA Chairman's Report	Rudy Wolfs
3	Executive Director's Report	John Peck
4	Technical Committee Report—Pan American Games	Reid Stava
5	Boat Maintenance—Soft Boats and Fatigue	Tim Winger
6	Time in the Class	Lorne Chapman
7	2003 North American Championship—Regatta Report	Leopoldo Farias
10	2003 North American Championship—Photo Gallery	photos by Tim Wilkes
12	2003 European Championship—Regatta Report	Patrick Dore
16	Silver Anniversary—Regatta Report	Brad Read & Sean McNeill
18	Silver Anniversary—Photo Gallery	photos by Tim Wilkes
20	2003 World Championship—Regatta Report	Remco van den Berg
24	2003 World Championship—Photo Gallery	photos by Erik den Burger
26	2003 South American Championship—Regatta Report	Marcio Sanchiro
27	Notice of Race—2004 North American Championship	
28	Notice of Race—2004 European Championship	
30	Brian Cramp's Great Adventure—Road Trip to the NA's	Mike Ingham
34	Women in the Class—Sleeping with the Skipper	Greg Nicoll
35	The Future of Our Class	
36	No Discrimination—Colored Boats	Peter Holzwarth
38	Building a Fleet in Bequia—"We need your help"	Chester Peters
39	England—National Reports	
40	Greece—National Reports	
41	Sweden—National Reports	
42	United States—National Reports	
50	USA-JCA Directory	
51	2003 World Council Meeting	
55	IJCA Directory	
56	No Discrimination—Colored Boats, cont.	

ADVERTISERS INDEX

	page
APS	45
Hall Spars & Rigging	38
J/Boats Argentina	44
Karl's Boat Shop	41
Layline	27
North Sails	back cover
Quantum Sails	inside front cover
Tim Wilkes	inside back cover

IJCA Chairman's Report

New Chairman Rudy Wolfs

Rudy Wolfs

This is my first report to you since the reins were passed me by Geoff Evelyn. Geoff and Donald Manasse passed the leadership torch to Bob Turner (new Vice Chairman) and me at the 2003 World Council Meeting. A special "thank you" to Geoff and Donald for their dedication and hard work during their tenure, and also to Wendy and Dillia for supporting their husbands. In an effort to build upon 25 years of great success; Brad Read and Remco van den Berg were elected to the Executive Committee. We look forward to the impact their experience and enthusiasm will bring to the class.

Our class is at a critical point. The fleet's atmosphere and racing produce excitement equal to or better than the new breed of sport boats, while experiencing

the steadiness of classic design (See featured article in SAIL magazine Aug/2003). We must maintain and grow our position as the premier one-design keelboat class. Your Class Executive Committee has taken the task to specifically target rule improvements and class management changes that will extend the J/24's value proposition for the next 25 years. There are over twenty initiatives in progress to deliver on our goal. The initiatives are in areas of Marketing & Promotion, Rule Optimizations, Consistent Regatta Standards and Streamlined Administration. Please support us through your local National Class Organization.

Watch for a quarterly update on the Executive Committee's progress starting in 2004 on the website www.j24class.org.



Geoff Evelyn was presented with a service award at the World Council Meeting by Rudy Wolfs

staff photo

Editor's Note



Wolfs' family album

Rudy began sailing Lasers at the age of 16. He has been sailing J/24's since 1996, inspired by his brother Mike Wolfs, and has served as President of the CAN-JCA for the past four years. Rudy's devotion to the J/24 Class is supported by his wife Veronica and his three daughters Rachel, Elly and Madison.

History of IJCA Memberships

NJCA	2003	2002	2001	2000	1999
ARG	26	26	61	65	65
AUS	258	201	135		155
BER	200	150	98	15	8
BRA	28	27	27	27	27
BUL	10	10			
CAN	251	175	251	151	151
CAY	8	8	8	10	
CHI	15	25		151	151
*ECU	1	1			
FRA	25	25	25	50	40
GBR	80	83	81	80	73
GER	50	50		55	52
GRE	21	21			
HUN	9	10	8	7	7
IRL	60	55	35	36	30
ITA	251	251	253	253	262
JPN	294	300	300	300	300
KOR		10	10		
*LCA	1	1			
MEX	50	43	40	40	42
MON	26	26	26	27	26
NED	51	51	40	40	
PER	26	24	15	15	17
PUR	9	11	10	10	
SWE	31	26	28	30	26
*TRI	1	1			
URU	10	6	10	7	7
USA	1037	1050	1096	1118	1168
*VEN	1	1			
Totals	2830	2668	2557	2487	2607
Percent Change	6.07%	4.34%	2.81%	-4.60%	

* Developing Class Associations (Associate Members)

Executive Director's Report

On to the Second Quarter

John Peck

Membership increased over six percent in 2003. We are entering our second quarter century with steady growth, unique to a One Design Class. 35 new J/24's were built and delivered during the year, bringing the world population to 5,332. With 2,830 members, 53 percent of the boats built over the past 25 years are in the class. 1,656 boats now have IJCA Measurement Certificates; an eight percent increase over the year. Of the 144 Certificates issued during the year, 22 were for change of ownership.

We have 28 active JCA's, four of which are considered Developing Classes with only one registered member (see the chart on page 2). The 18 boats that went to India, from J-Boats Argentina, have created so much interest that we should soon have a new class association in Asia. There is also continued interest in Singapore, South Africa and the West Indies. With the 2006 World Championship going to Australia, the Pacific Rim is bound to show new growth.

J-Boats had inquiries from three countries, each seeking a license to build J/24's. In an effort to support the builders in Argentina, Italy and the USA, Jeff Johnstone is reluctant to add new builders. He is exploring ways to supply molded components from the current builders that could be assembled at the point of destination, thus saving import duties and the tremendous start-up costs of a new manufacturer.

What do all of these statistics really mean? Our class is healthy; with continued production of new boats, a steady increase in membership and participating boats, and the used boat market is strong, protecting our investment.

Promoting the class has always been an agenda item at our Annual General Meetings. From the information above, one can see that there is tremendous growth potential, just to identify and enlist the boat owners that are either cruising or still racing under some handicap system. This magazine has been the most effective tangible tool to date. The IJCA has underwritten the production of a DVD/Video that will supplement this publication. It was the brain child of Brad Read, newest member of the Executive Committee. Filming began at the Silver Anniversary Regatta, and all JCA's have been asked to contribute footage so that the end product will truly depict the International J/24 Class Association. If you have any film that you think may help accomplish this goal, please contact the class office. Look for the first edition in mid 2004.

Rudy Wolfs, our new Chairman, is a computer geek, and has implemented an aggressive program to enhance the website. The improvements will not only benefit the current membership, but will also provide incentive to those who are still on the dock to jump onboard.

The Technical Committee has been very busy. One of Rudy's goals for the website update is to create transparency for the rule change process. Lorne Chapman, former IJCA Chairman and Chief Measurer for the CAN-JCA, has developed a prototype program that will be aired in the spring. The International Technical Committee first reviews all proposed rule changes. If the ITC agrees that the proposal has merit, it is then reviewed by the Executive Committee. The EC must also agree that proposed change is in the best interest of the class before it is put out to the general membership for a vote. This procedure, from start to finish, will become visible on the website. Class members will not only be in tune with what is being considered, but will also be able to express their opinions in an open forum environment.

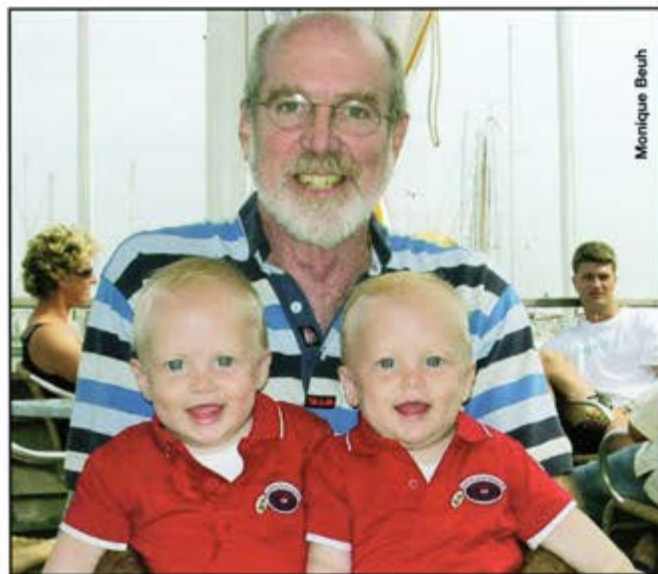
It became apparent at the 2003 World Championship, in Holland, that there are areas in the current Rule Book that are subject to misinterpretation. Some items are misunderstood because of translation, and others because the original wording is vague, or in contradiction with another rule.

During the random inspections at the World's, one team was disqualified because their "throwable life saving device" (Rule 4.1.8) had a long piece of line attached, but no "drogue". In the protest hearing, we learned that in Argentina, "drogue" is interpreted to be a line, capable of retrieving the life saving device once it has been thrown. The Protest Committee was sympathetic, but followed the Rule Book to a "T". In a similar incident, another team was disqualified for having gear on the cabin sole, in violation of Rule 8.1.2. Those were hard lessons for all of us.

Stuart Jardine (GBR-JCA) has taken the lead to thoroughly review the current wording in the Rule Book, and sort out everything that has potential for misunderstanding for any reason. Even if it is just a matter of changing the word order in a sentence, the ITC has pledged to make the change in hopes of avoiding misunderstanding in the future. This is a tremendous undertaking. As this goes to press, over twenty items have been identified. Lorne's prototype will be thoroughly tested by the end of 2004.

Communication is a key factor for stability and continued growth of our class. It is important to know both the good and the bad, as you have read in this column. Good news is always welcomed, while bad news is sometimes difficult to digest. The IJCA has prospered for more than 25 years because we have listened to the bad news, made appropriate changes, and then moved forward. It is the same on the race course; we learn from our mistakes, and just get better.

The executives in your class are like the helmsperson on your boat, they need your input to achieve the best result. Do your part, and contribute.



Off season Santa at the Dutch Worlds—see more on page 35

TECHNICAL

Pan American Games Report, August 1-10, 2003

Reid Stava, IJCA Technical Committee

The experience of measuring boats in an environment other than those found in the US 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-24's for this regatta was left as a problem set to be resolved on site.

Fortunately I had 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 who 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 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 requires 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 at Club Nautico!

Upon arrival yours truly found the Italian charters to be fully rigged and required the crews on hand 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 correct 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 decided to have local labor perform the fairing (after being given specific instructions) rather than allow each crew to do their own work. This meant the boats were worked upon sequentially which, of course, stretched out the repair time (they still needed further work in several areas).

The lack of weighing capability prevented the other boats from attaining their adjusted sailing 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 measuring floor which was 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 Healey 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 equipment checks (there were two).

We finally had all the boats except that chartered by St Lucia weighed and ready to launch by the morning of the practice race which was the first opportunity for most to try out and make a final jib selection before measurement closed. The St Lucia boat presented an interesting problem. Normally launched with a lift bridle, 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. The owner had apparently packed the split with Marinex rather than proper 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 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 the 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 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 regatta's to get a better feel of class member reactions.

The J-24's were not the only responsibility yours truly had as I also served as the Chief Measurer for the event. That translated into gaining a working knowledge of the measurement nuances of Snipes, Sunfish, Lasers, Hobie 16's, and Mistral's. Fortunately there were many skilled people in each of those fleets to help in my education. Each fleet saw the usual number of torn sails and sprung spars during the competition and kept the days busy. 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 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 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!!



Reid Stava with his supporting wife Jane.

BOAT MAINTENANCE

Soft Boats and Fatigue

Tim Winger, USA-JCA

This article is based on a doctoral study by Paul Holden Miller titled "Durability of Marine Composites" copywrite spring 2000. This study connects known marine design methods and formulae to composite sandwich structure like that of the J/24. As well, it examines the effects of fatigue and water absorption on these structures. The math involved is far beyond my understanding, but I still found this study, which I received through Tony Parker of the Annapolis fleet, very interesting.

Dr. Miller used a number of ways to test strength and durability of these composites, like finite element analysis that tracks lines of stress in structural elements and coupon testing that loads a small sample of material to failure. It was through coupon testing that he showed that there is very little water absorption and very little effect on strength and stiffness from moisture in the laminate (fiberglass skin). This means that keeping your boat in the water will have minimal effect on it as long as there are no skin breaches (stress cracks, etc.). However things in the boat (lines, cushions, etc.) will absorb and hold water, adding to the sailing weight. Also water in the balsa core will quickly delaminate the composite sandwich and greatly affect the strength and stiffness if the skin is breached.

The J/24 was chosen as the practical, full size test of fatigue over time and usage because of the large number of boats available and the strict one-design nature of the class. Heavy usage, more than time, governed the selection of the test boats. The heavy usage boat was a 1984 boat that saw extensive

(approx. 11,300 hours) charter service in San Francisco Bay, an area know for high winds and waves. The low usage boat was built in 1981, but had been used by a single owner (approx. 740 hours) on inland lakes and low impact sailing venues. It had also spent several years in storage. The boats were loaded with test equipment and sailed on San Francisco Bay to test flexure

completely relaxed, stretch a light, nylon string between the pulpit and the pushpit, passing along side the mast, until there is no sag in the string. Mark the position of the string on the mast. Bring the backstay down hard and stretch the string again until there is no sag. Mark the position of the string on the mast and measure the difference between the marks. This is a

tency and send me the results at twinger@noveltyrmfg.com. A few notes on the age of your boat, estimated usage and whether or not it has been in a severe accident would help in the evaluation process. Results will be compiled and returned periodically to those who participate.

Other results of this study indicated that while it takes a very large number of normal wave loading cycles to effect strength and stiffness, a few significant, low cycle events (read collisions) can have the same effect as millions of wave cycles. So collision history counts when considering purchase of a used boat. When examining a prospective purchase or otherwise looking for damage, look for "whitening" of the resin as an indication of initial failure spots.

Some of you who have undertaken core repairs have noticed that the inner skin of the hull and deck is significantly thinner than the outer skin. The reason is that impact loads (like wave loading) load the outer skin in compression and the inner skin in tension. Fiberglass laminates perform considerably more efficiently in tension than in compression, hence the need for greater thickness in the outer skin. It is not an accident or poor construction. It's good design.

I hope that these few practical nuggets of Dr. Miller's study will find an interested audience. It took me quite a while to digest as much as I was able of this highly technical material. I am also looking forward to getting some data back on the string test. I hope to hear from many of you.



Tim and Marie Winger at 2003 World's

and strength in actual sailing conditions. The lower usage boat showed significantly better stiffness than the newer, higher usage boat. Try to get an ownership and usage history of any used boat you are considering purchasing.

Another simple, full scale test was undertaken to examine the overall hull stiffness. The boat should be in the water, at rest, dockside. With the backstay

pretty good indication of the amount of bend that can be induced into the hull with fore and aft rig tension. The study did not indicate the amount of difference experienced in this test, only that it supported the rest of the data collected on the water. The test only covered two boats, and I would like to see a broader sampling. If you are interested, please try the test at home on your own boat two or three times to verify the consis-

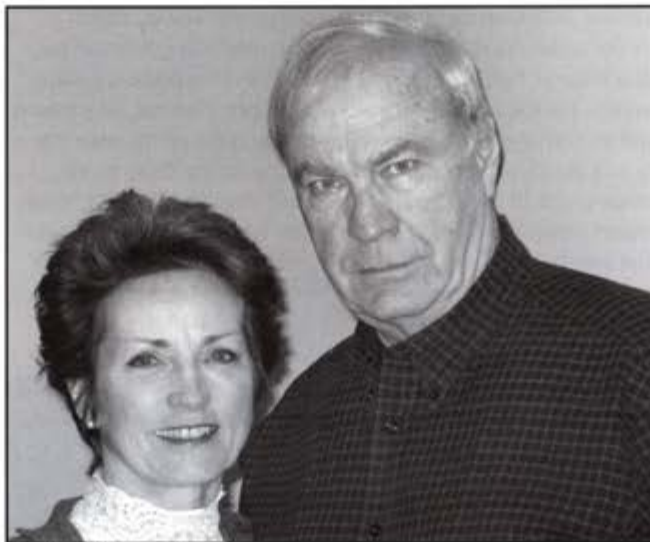
Time in the Class

Lorne Chapman, CAN-JCA

My first encounter with a J/24 was in the fall of 1980. I had been racing International 14s for a number of years and looking for a change - something a little dryer and more comfortable but still a great race boat. I was convinced that I wanted a one design boat and that all the nonsense around rating rules was not for me. When I saw the J/24 and did some investigation about the fleet growth in the USA, the potential became clear. There were around 15 boats in the Toronto area and I could see that doubling within a year or two.

The enchantment with the boat was cemented early in the spring of 1981 when I started to sail the boat - it is just a delightful boat to sail. Occasionally someone gets a design really right - everything in balance - Rod did just that. I then had to learn how to get a crew organized and how to do all those things necessary to get around a race course with five people and few tangles.

I decided to go to the North Americans in Rochester that first year - sailed across from Toronto with my two sons. 103 boats if I remember right - we were just in awe on the starting line for the practice race. We struggled with the large fleet and making the boat go when the wind got up. My older son Peter sought out Rod Johnstone to get some advice. He came back with a number of recommendations for sail trim and other things. What I remember most of this was him



Marylou and Lorne Chapman

saying "Mr. Johnstone is a really nice man". Perceptive! We were well down in the designer fleet and after the NAs, sailed over to Kingston where the J/24s were to race in CORK.

August 1981 was when we formed the Canadian Class Association while at CORK. I had been president of the International 14 class in Canada so got involved first as the secretary-treasurer and a year later as president.

In 1983 I was working in London, England with Coopers & Lybrand and received a call from Bob Johnstone asking if I would become the IJCA Chairman. By this time I was really keen on the development of the class and had enjoyed international work while on the product side of IBM so agreed. A few days later we went to the IYRU meeting - I remember walking across Green Park with Bob and him taking off

his J/24 class tie and giving it to me - so that I would be suitably attired for the meeting. I still have the tie.

One of the perks of the job was getting to see THE GARAGE. Rod and Lucia graciously hosted an IJCA Executive meeting in their home and we had the tour.

Being the first non-Johnstone involved to chair the IJCA became quite a challenge - there was separating the issues that were legitimately J Boats business from class matters and working in the grey area, trying to work with a class office shared with the USJCA, and get some idea of how we should run the finances. My successors wisely split it.

What was in place was a base of country class organizations, a good class rule - sure it needed some work but the basics were sound, and a change process that worked for the time. Another

strength of the class at the time that has grown even more prominent is the talent and dedication of the people in the class to keep the boat truly one design. There are a few who will try deviations but there are many committed people on our technical committees and supported by measurers who have both the will and ability to step up to these challenges.

One interesting aspect of class growth is seeing both local fleets and countries go through cycles of growth, shrinkage and re-emergence. Underlying this seems to be people who just like to sail and race the boat - what we who have been around for a while know - and are willing to commit to the organizational part. Hopefully we will find ways to modernize the boat that balance keeping its character but continue to make it attractive to new people in the class

My time in the class continues to be really enjoyable. I've met many really great people and made a lot of lasting friendships - and still enjoy to boat 22 years later. My current challenge is getting our small fleet in Vancouver ready to host the North Americans in June 2004.

Editor's Note: Lorne is currently the Chief Measurer for the CAN-JCA, and is actively working with the International Technical Committee to set up the new "transparent" rule change process on the IJCA website.

REGATTA REPORT

2003 North American Championship

Leopoldo (Pollo) Farias, MEX-JCA

Mexico was awarded the organization of the 2003 North American Championship at the 2001 World Council meeting held at the Worlds in Genoa, Italy. This was something that we had sought for many years. We were delighted to finally have the opportunity of hosting such an important event, and show all who came what the largest fleet in the world (over 125 J-24's) had to offer. We were also excited that it would be the 25th anniversary of the class and that it was the first time in 25 years that the NA's would be held outside of the USA or Canada.

After forming a steering committee, we decided that the best time of the year would be in May since this is when winds are the best at our lake. Valle de Bravo is a one hour forty-five minute drive from Mexico City. It is a very nice drive in the mountains on a two lane road through forests. During the winter months, the Monarch butterflies come here, all the way from Canada,

in what is one of the most amazing spectacles offered by Mother Nature. Whole pine trees 20 meters high are totally covered with butterflies,

not leaving one centimeter uncovered.

At first we thought that the best time would be to coincide with the Memorial Day holiday in the United States, reasoning that the long weekend would draw more competitors, as they would not have to take so much time off work. But we were told that this would not help our efforts, and in fact might be detrimental. We decided to hold it May 10th through the 16th. Little did we realize at the time that many of our kids would be in final exams that week, which was a problem for many captains that sail with their college age kids.

After obtaining approval from the Mexican Sailing Federation, aptly run by Mr. Ralph Ph. Nelles, we set up a web page and sent posters out to the fleet captains in the USA



Everyone enjoyed the food

and Canada. We set out to make a budget, find a major sponsor, locate possible hotels and talk to people who would be willing to charter their boats. Not an easy task, to say the least. Toyota de Mexico who agreed to be the main sponsor of the event. We also secured commitments from North Sails One Design, San Diego, SUUNTO watches, and IDEAcero.

We looked at many hotel options and decided that the best would be Rinconada del Lago, a quaint little hotel within walking distance of the host Yacht Club, Club Nautico Valle de Bravo. The town is over 500 years old with small winding cobblestone streets. Now, you have to realize that this is not a Holiday Inn type of hotel with a zillion all alike rooms. This is a hotel with different options ranging from regular rooms, to three bedroom apartments complete with kitchen, living/dining rooms, and fireplaces. We tried to tailor fit everyone according to their needs. We also had several houses for rent, in case crews wanted to go that route.

After talking to various owners we had a charter fleet of 25 boats. I would like to mention at this point that the fleet in Valle de Bravo is highly competitive with races every other week, ALL YEAR ROUND. Bottoms are like mirrors, and keels are faired. We were pleased to have a very competitive charter fleet to offer. We received a lot of inquiries, but few takers. In



Toyota Girls provide balast for Committee Boat



Kenneth Porter accepting 2nd Place Trophies for Team "S"(Esse)



Laura Brier tracking measurement progress



2003 North American Champions—Team Brain Cramp

the end, only one boat was chartered to a crew from Canada.

We were getting very worried about the few entries we had from the USA and Canada, so we set forth to getting as many local sailors as possible. We had neglected our own sailors using most of our time in trying to get foreigners to participate. We shifted course, and started to make a big effort in Mexico. We had cocktail parties, and promoted the event with our people. Finally, 19 Mexican boats came. With three from the Republic of Texas, two from New York, one from Canada, one from

Venezuela, and one more made up of Don deCoster from Colorado, Geoff Evelyn and his lovely wife, and Mexicans rounding out that crew, flew the Canadian Flag, the fleet rounded out at 27 boats. Much less than we had expected. I guess Mexico is very scary to people who haven't come before. Once they do come, they realize that we are an open, friendly country where everyone will go out of their way to be accommodating.

We posted very clear directions on our web site, citing all that was needed to get through the border, and what to expect. We also had

detailed road maps of the four lane highways, and the last hour and forty-five minute scenic drive through the forest on tow lanes. The organizing committee also arranged to have a bus pick up all of the competitors who came in by plane, and drove them to Valle de Bravo, free of charge.

Once the event finally got under way, we had good winds ranging from 8 to 18 knots, starting as always at noon on the dot. You can set your watch by it. It is a great sight, if you are sitting on the porch at the yacht club; you can literally see it coming. The racing was very



Typical start—see Tim's Photo Essay on page 10



Polo Farias prepares for trophy presentation

Place	Bow #	Sail #	Boat Name	Skipper	Race (One Throw Out)										Total
					1	2	3	4	5	6	7	8	9		
1	20	USA 2916	Brain Cramp	Mike Ingham	6	8	4	6	15	3	1	4	1		33
2	1	MEX 1585	"S"	Kenneth Porter	2	12	1.5	10	6	4	9	1	2		35.5
3	11	MEX 4439	Chimera	Yon Belausteguigoitia	1	5	1.5	8	12	12	3	2	3		35.5
4	2	USA 1997	Mr. Happy	Bob Harden	3	1	3	5	2	11	6	6	13		37
5	21	MEX 2165	La Besana	Pablo Cervantes	12	2	8	13	7	1	2	9	6		47
6	13	MEX 222	Trinquete	Javier Velazquez	21	6	7	4	3	7	10	14	5		56
7	34	MEX 3767	Instigator	Jorge Castillo	5	13	11	2	1	5	18	13	12		62
8	22	USA 2537	Flood Tip	Bill Worsham	10	4	18	1	11	16	4	10	8		66
9	8	MEX 545	Tenaz Toyota	Joaquin Bargallo	11	10	20	9	4	16	11	8	10		79
10	24	VEN 3528	Flying Dutchman	Mauricio Collanzo	4	16	5	18	13	2	7	19	17		82
11	3	USA 791	Running on Empty	Roger Harden	14	17	13	3	14	14	5	3	25		85
12	4	USA 5275	Aurhead	Rossi Miles	7	7	17	17	23	6	12	3	22		91
13	17	MEX 2972	Carlana	Eduardo Porter	8	9	9	23	5	22	19	12	19		103
14	10	MEX 3485	Buddy	Pablo Gutierrez	23	19	6	14	8	20	17	15	7		106
15	25	CAN 4215	3 Veas	Don Decoster	9	25	10	16	22	9	19	22	15		122
16	35	USA 5275	Black Magic	Jim Matthew	17	8	14	15	19	23	23	11	19		123
17	29	MEX 2968	Digger	Humberto Ortiz	18	25	24	24	10	18	16	7	11		126
18	14	MEX 379	Cri-Cri	Guillermo Ammann	22	15	15	21	9	25	14	20	14		130
19	8	MEX 4905	Sonoro	Luis Alvarez	19	23	16	11	25	8	13	24	18		132
20	7	MEX 3303	Zephyr	Klaus Wiegand	16	21	22	12	20	21	29	23	4		136
21	30	MEX 2924	Perseus	Chris Johansson	13	11	26	25	17	19	29	21	9		141
22	28	MEX 2944	Tot Ziem	Roberto Vulling	25	20	23	26	16	15	15	16	21		151
23	5	MEX 5017	Jeton	Reynaldo Ampudia	15	DSQ	12	20	18	10	25	27	28		155
24	6	MEX 1592	Kawabunga	Peter Colliard	DSQ	18	25	7	24	17	24	18	DNC		161
25	32	MEX 2423	Bandido	Tito Javier Benitez	20	32	19	18	21	24	26	25	20		170
26	18	MEX 2159	Bote Botas	Mauricio Botas	26	DNF	27	22	26	26	22	17	24		190
27	15	MEX 5288	Capoliago	Ricardo Escobedo	24	24	21	DNF	DNF	27	27	26	26		203

close, so close in fact that Kenneth Porter's "S" and Yon Belausteguigoitia's Chimera tied for first place in one of the races (that was a first for me, on board "S" in my 34 years of competitive sailing). Bob "Beto" Harden's Mr. Happy was leading practically all week. The last race on Friday proved to be a hair raiser as places changed all around. Mr. Happy went from first to fourth, Mike Ingham's Brain Cramp jumped into first, "S" and Chimera tied, with "S" winning the tie breaker.

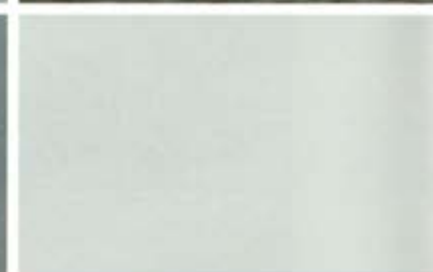
In addition to the after race beer and cocktails every day, we had had a dinner party mid-

week, with steaks on the charcoal grill. The awards ceremony on Friday was scheduled to be an event where we planned to really go all out and make it unforgettable. Little did we know how unforgettable it would be! We had a fireworks display. One of the firecrackers went into a pine tree and caught fire. It was next to the house where the steam, sauna and showers are. It was fun watching as all the Americans tried frantically to cool down the roof of the bath house. The building has a tile roof, and is made of brick and mortar; no wood. The only danger was the pine tree. I am sorry to report that the tree has since

passed on to a better life. It was in the way of the entrance anyway and has been removed.

All in all, I think a great time was had by all who came. The MEX-JCA is looking forward to hosting another major event in the near future. Next time we are setting our sights higher. Hopefully we will see you at the Acapulco Worlds in 2007!!

Editor's Note: Polo was awarded the Long Distance award at the 2002 Worlds in Kingston for tailoring his boat from Mexico City.





2003 NORTH AMERICAN CHAMPIONSHIPS

PHOTOS BY TIM WILKES



REGATTA REPORT

2003 European Championship

Patrick Dore, ITA-JCA

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 if 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 beautiful 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



Boats at rest—note the bow numbers

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 it 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. It's hard to say but 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 "Your Not in Kansas Any More". 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



Bressani Lorenzo and Crew

pain in the morning. We were finally saved when the wind dropped to a reasonable 10 to 18 knots for the Europeans. 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 Seattle 25 boat fleet. We had one good race, but the other two were climbing back from the cheap seats. At a couple of the mark rounding we found ourselves back in the Italian "SWARM", 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 need 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. "Your 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 a miss on Tundra Rose.

At the end of the first day and three races the two boat 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 the life lines to 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 of 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 bow man), KK and I have been studying the cloud formations trying to make sense out of the daily patterns and figure this place out. When Keith asked which way do we 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 help. Great day of sailing and we stayed away from the "Swarm". 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's 57 and the lifeline protest that the Judges would later



Geoff Evelyn

2003 European Champions



Paolo Boido working on his second language

disallowed. The Nationalism was running very strong. It was still a up hill battle, 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 Italian 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 have a few general recalls and then the committee goes to the Black Flag. We go for it at the boat end of the line. Looks good no closer then any other start, the shifts happen and we are the first to the top mark. What a feeling, 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 caulk 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.

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 loose.

They don't give out silver for 7th place. New Day, new race, and we have something to prove. Getting back on that horse is a very hard thing to do. Starting line once again, Keith and Joel, nail another start, Kevin has the boat going fast, 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 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. Paulo's boats are as perfect as a J-24 can be. If you are interested in a new boat or a charter for a regatta in Europe I suggest you contact Paulo. Great Guy.

We are home, back at work 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.

Buona giornata!



2003 European Championship - Yacht Club Porto Rotondo - FINAL RESULTS

Sail #	Skipper	1	2	3	4	5	6	7	8	9	Tot.	
1	ITA-432	BRESSANI LORENZO	12	8	3	9	2	26	2	7	4	47,00
2	NED-57	ALBERT KOUIJMAN	14	DSQ	7	2	14	1	1	9	3	51,00
3	USA-3843	KEITH WITTEMORE	5	13	22	1	1	2	13	OCS	2	59,00
4	ITA-233	RAVIOLI LUIGI	8	15	2	6	OCS	7	6	10	15	69,00
5	ITA-434	CASALE ANDREA	22	4	1	7	17	32	3	1	17	72,00
6	BRA-37	MAURIZCIO SANTA CRUZ	1	19	13	5	18	8	4	6	25	74,00
7	ITA-386	CHIARUGI LEONARDO	16	3	8	24	3	37	10	21	6	91,00
8	JPN-5317	HATAKEYAMA TOMANI	DSQ	2	24	13	9	17	38	8	5	116,00
9	NED-63	MAX HOUTRAG	32	24	33	16	5	4	5	23	9	118,00
10	ITA-424	SALVA' FEDERICA	7	20	16	28	11	25	11	20	16	126,00
11	ITA-404	CAVALLO ELIO	4	35	9	31	12	6	24	11	31	128,00
12	ITA-382	GALANTI MAURIZIO	25	11	12	36	23	49	12	2	8	129,00
13	ITA-461	TRUMPY EUGENIO	18	10	28	19	21	3	40	18	12	129,00
14	ITA-269	NOCERA FABIO	31	14	25	33	OCS	11	15	5	1	135,00
15	GBR-4235	DUNCAN P.	49	18	RDG	15	OCS	5	16	12	10	142,86
16	ITA-460	DI FRAIA PASQUALE MARIO	24	32	10	20	27	DSQ	7	15	11	146,00
17	ITA-458	VENTURI IVAN	27	28	14	22	4	22	31	17	13	147,00
18	ITA-405	BINI AURELIO	2	36	5	12	32	16	21	25	43	149,00
19	NED-62	IVO KOK	OCS	16	27	4	6	24	9	48	23	157,00
20	ITA-442	CHIATTELLI FEDERICO	28	9	11	10	OCS	23	36	34	7	158,00
21	GER-1185	KARSUNKE STEFAN	9	25	40	3	16	12	33	50	21	159,00
22	GER-5281	JAN KAEHLER	17	6	29	8	OCS	45	20	24	20	169,00
23	ITA-194	SAVASTANO CARMELO	6	41	4	38	OCS	29	17	3	40	178,00
24	ITA-466	MARIOTTI MASSIMO	36	38	31	14	10	9	19	32	28	179,00
25	ITA-379	PELLIZZARO GAETANO	15	30	26	23	35	27	27	13	19	180,00
26	ITA-245	MACCHIARINI LUCA	3	59	23	18	20	33	8	DSQ	36	200,00
27	ITA-376	BUIATTI CLAUDIO	35	22	34	39	8	21	32	27	27	206,00
28	ITA-400	MAGNANI MASSIMO	11	23	20	56	OCS	13	35	14	41	213,00
29	ITA-455	CASADEI ROBERTO	58	5	15	53	OCS	15	25	28	22	221,00
30	ITA-401	CAMPUS NICOLA	29	34	18	30	48	20	28	35	29	223,00
31	GER-4746	KIRTEN HARMSTOF	OCS	46	21	17	39	10	18	30	46	227,00
32	ITA-113	SANTARCANGELO MANUELA	26	29	6	27	46	18	43	OCS	42	237,00
33	ITA-274	PIBI PIERLUIGI	21	45	37	34	31	30	26	44	14	237,00
34	ITA-286	USAI ANGELO	20	12	50	37	29	39	30	29	DSQ	246,00
35	GER-5266	LEIF TOM LOOSE	13	1	DNF	29	DNF	34	14	16	DNF	249,00
36	ITA-468	FORNARO ANDREA	38	37	17	26	DND	19	23	DSQ	18	249,00
37	ITA-328	LONGO MICHELE	33	31	35	49	19	38	51	4	DNF	260,00
38	GBR-4264	WILLIAMSON BEN	19	39	DNF	21	OCS	14	37	26	35	262,00
39	ITA-457	PISTONE FRANCO	42	57	55	11	7	56	44	39	30	284,00
40	ITA-449	MAREMMANI CARLO	62	7	53	42	15	42	45	56	39	299,00
41	ITA-390	CORRIAS ANGELO	39	52	51	35	13	28	50	46	38	300,00
42	ITA-208	INDELICATI DOMENICO	43	33	43	46	45	44	29	31	51	314,00
43	ITA-470	CICCOTTI UGO	45	17	DSQ	63	28	40	56	42	26	317,00
44	ITA-467	MARINO SANTI	30	DNF	30	25	42	43	47	OCS	33	321,00
45	ITA-447	RICCOBONO GIANNI	41	42	46	44	37	50	DSQ	47	24	331,00
46	ITA-456	BUZZI MASSIMO	51	21	39	40	44	46	22	OCS	DNF	334,00
47	ITA-443	SPANO GIORGIO	54	50	DSQ	55	26	41	39	22	47	334,00
48	ITA-318	CHESSA ANTONIO	59	54	19	52	40	31	41	51	54	342,00
49	ITA-300	MAGGIONI GIORGIO	10	44	DNF	62	38	36	48	OCS	34	343,00
50	ITA-383	CIABATTI DANIELE	61	26	38	54	OCS	35	58	33	53	358,00
51	GRE-1483	LEKKAS DIMITRIS	53	47	49	32	41	57	34	53	50	359,00
52	ITA-420	MASIA FILIPPO	34	27	DNF	51	25	64	DNF	37	52	361,00
53	ITA-452	DE ROSSI FABIO	40	43	DNF	66	43	51	53	19	48	363,00
54	GRE-5205	SPIGOS NICHOLAS	23	62	44	50	24	48	55	OCS	57	363,00
55	ITA-301	ATTANASIO PIETRO	50	64	36	43	36	55	46	41	56	363,00
56	ITA-396	FRAU ANTONIO	46	56	42	59	22	58	59	40	44	367,00
57	NED-45	AUTUMA K.	44	63	47	48	30	54	60	52	37	372,00
58	ITA-426	RENOGLIO STEFANO	48	40	45	64	54	53	62	49	DNF	415,00
59	NED-17	CEES DRAIJER	66	49	41	58	33	60	DSQ	38	OCS	416,00
60	ITA-435	TURCO SALVATORE	64	53	32	60	DSQ	59	49	54	49	420,00
61	ITA-334	GOZZO LUIGI	52	58	RDG	61	47	63	52	45	55	422,86
62	ITA-210	RINALDI PAOLO	60	55	52	41	53	62	54	55	58	428,00
63	ITA-431	FARRIS ANDREA	63	61	48	65	50	47	57	43	60	429,00
64	ITA-402	MACCAFERRI MARCO	55	60	59	57	49	52	63	DND	32	435,00
65	ITA-235	CONTE CARLO	65	51	54	67	OCS	61	42	36	59	435,00
66	ITA-462	SARGENTI ANNA	56	66	57	45	52	66	61	58	45	440,00
67	HUN-1	PETER LANG	47	65	58	47	34	DSQ	DSQ	DND	DSQ	464,00
68	ITA-251	DE STEFANO LUCA	57	67	56	68	51	65	64	57	61	478,00
69	ITA-241	CAGETTI DINO	37	48	DNF	DNF	DNF	DNF	DNF	DNF	DNF	511,00

REGATTA REPORT

Silver Anniversary Regatta, Newport RI, USA

Brad Read & Sean McNeill, USA-JCA

Several years ago, Jeff Johnstone approached Brad Read with the idea to celebrate the international success of the J/24, and the many world-class sailors the class has generated. In 2002, Randy Borges, Waterline Systems, Tim Healy, North Sails, Moose McClintock, Dimension/Polyant, Louisa Boatwright/Newport for Kids and Families, Debbie Miller, Bed & Breakfast Newport, and Anne Lane from Fleet 50 joined the Sail Newport staff to create The J/24 Silver Anniversary Regatta. The regatta recently was held July 15 - 19 at Sail Newport. The event turned into much more than a regatta (as most J/24 Regattas do) as family activities, and special events took center stage. From the Legends Race, to the Around the Island adventure, to the Thursday Night Baseball Game and the Harbor Parade, the event was truly a celebration of the most successful one design of our generation.

Legends Race Showcases World-Class Sailors

The week began with a one-day Legends Race. Of the thirteen skippers who competed that day, 12 were World Champions. Helmsmen included winner Brad Read, a two-time World Champion, second-place finisher Chris Larson, a World Champion in 1996, and third place finisher Ken Read, a six-time World Champion. "This is the moment I've been dreading my entire life" said Ken Read in reference to his brother Brad beating him in the Legend's Race. "The J/24 Class has produced more world champions, professional sailors and America's Cup participants than any other class in sailing history. We thought a Legends Race would be a great way to showcase that," said Jeff Johnstone. Other World Champion competitors that day included Dave Curtis (1984), Bill Fortenberry (1995), Terry Hutchinson (1998) and Kobun Karamichi (2001).

The original designer of the J/24, Rod Johnstone, and his brother Bob Johnstone (J Boats co-founder) also sailed in the regatta. Rod Johnstone sailed his boat Ragtime, named after the famous hull #1. On board with Rod were his family and original crew, wife Lucia, sons Al and Jeff, and nephew Clay Burkhalter. Bob Johnstone also kept things all-in-the-family and competed with three generations of Johnstones including sons Stu, Drake and Peter, and grandson Nicholas.

Other J/24 Legends included: Don Trask, a



Randy Borges helps Rod Johnstone draw for the J/24 give away

record-making west-coast builder of the keelboat, Dick Tillman, a class executive, Pat Connerney, the 1999 Rolex Women's Keelboat Champion, and John Gjerde and Rolf Turnquist, who have formed the longest J/24 sailing partnership in the class.

As each of the 13 skippers came up to get their awards, each shared a special memory of the J/24 Class to the 300+ sailors at the US WATERCRAFT Hospitality Tent. For Rolf Turnquist and John Gjerde, it was picking up their first boat at the Fall River MA Tillitson factory from Everett Pearson. Many wonderful memories were shared and each of the skippers wholeheartedly thanked Rod, Bob and Everett for their efforts in creating the J/24.

After the awards and a wonderful dinner sponsored by USWATERCRAFT, Everett Pearson, Bob and Rod Johnstone were recognized with a lovely Onne van der Wal print of Fleet 50 in Newport sailing at sunset with the Newport Bridge as the backdrop. They also were honored with a Scholarship Fund set up at Sail Newport in their names. Everett, who is never at a loss for words, got up to tell the crowd how he was proud of the success of the class. He also shared a little not so common knowledge, that he can claim one very intriguing fact in J/24 history.....That he changed both Ken and Brad Read's diapers when they were infants!!

The opening party went on for some time with the video and commentary by T2 productions. The multimedia presentation culminated with a Jeff Johnstone presentation of how Ragtime was built and launched.

Boats Travel from 16 States and Three Countries

A total of 84 boats competed in the four-day racing series. Sailors traveled from 16 states and the U.S. Virgin Islands, Canada, Venezuela and Japan. All chose their racing division based on their skill level and goals for the event. Sailors raced in the Silver Fleet (required measurement certificate and weigh-in), Regatta Fleet (no measurement or weigh-in) or the non-spinnaker Anniversary Fleet.

The four days of racing provided a wide spectrum of weather for the fleets. Wednesday, the first day of racing built to a 15-knot southerly with an afternoon squall. Offshore swells and a heavy current challenged the sailors in what would be a one-race day. The Canadian boat, Navtech.com, with Thomas Barbeau at the helm led the Silver Fleet. Capturing the first race of the regatta for the Regatta Fleet was the team aboard Maybe lead by Chris and Vicki Field (Noank, CT). The Fields eked-out the first win of the event over Harry Lane's Fast Lane (Jamestown, RI) who finished close on their stern second place.

Thursday provided a sunny and idyllic race day. Winds were light, 8-12 knots out of the southwest, and PRO Reggio fired-off three short races. Top three in the Silver Fleet that day were Brad Read/Tim Healy in first, followed by Scott Milnes on Sugarplum and Barbeau who slipped to third. In the Regatta Fleet, the Fields held first place with a low 9 points. Bob Kraemer on Xingu, (Athol, MA) and the Lanes were in a tie for second, both

with 14 points. The Anniversary Fleet also finished with a tie: Rich Haaku (Seawarren, NJ) on Peddler and Robery Iriye on Tenacious (Middletown) shared first place.

In what might have been the highlight of the week, Race Committee Boat Nell lead dressed boats in a parade around Newport Harbor on Friday. After the spectacular parade, the three fleets removed their parade regalia and started for an 18.3 mile race clockwise around Jamestown. The round-the-island race was won overall by Tramp, with Mark May (Ossining, NY) at the helm. Steve Wood in Tasmanian Devil and Rod Johnstone in Ragtime finished the race in second and third respectively.

The final race day provided a steady 8-15 knot southwesterly. The day started and ended consistently - Read/Healy went into the final day of racing in the lead and finished first overall in the Silver Fleet. The Zaleski twins (Norwalk, CT) followed in second, 36 points away.

Scott Milnes and family (Newport, RI) on Sugar Plum were the main competition for the Read/Healy team throughout the regatta.

Saturday morning, the Milnes family started only four points behind Read/Healy. However, Sugar Plum got jammed-up with a group on the weather end, and, being the good sailors they are, made a turn to acknowledge their potential role in the group pile-up. After the 720 turn, they finished 40th in a race. However they won the last race, and climbed back to third overall with 65 points-just two points behind the second place Zaleski twins.

In the Regatta Division, The Fields continued their dominance and captured first place. Bob Kraemer at the helm of Xingu finished in second with 19 points over Harry and Anne Lane on Fast Lane with 26 points and third place.

The two Anniversary Fleet boats Robert Iriye's Tenacious and Rich Haaku's Peddler continued throughout the regatta in a tie position and ended similarly with a tie for first place.

The southerly 8-10 knots finished the regatta smoothly. Although Read and Healy won by a 36-point margin, Healy says he doesn't ever relax until he finishes the final race. Healy's method worked well again for him one month later when he captured the Gold Medal representing the U.S. at the Pan American Games.

Georgia Sailor wins Brand New J/24 for \$100

In the months preceding the event, Sail Newport and committee member sold raffle tickets as a fund-raiser to underwrite some of the costs of the regatta. The boat was generously donated by Randy Borges of US WATERCRAFT. The new boat included a Harken Deck Package, Hall Rigging and spinaker pole, and North Sails.

Over 500 Tickets were sold and the brand new US Watercraft boat was won by Mike Tatasis of Georgia. Tatasis, who one week later, still couldn't believe he won the \$40,000 boat towed it away on a brand new Triad trailer. He and crew will sail in a J/24 Fleet on Lake Lanier, Georgia.

Thank You Sponsors

On behalf of the committee, Sail Newport would like to thank sponsors US Watercraft/Waterline Systems, J Boats, North Sails, Triad, Harken, Hall, MBS Sportswear, Becks, Sam Adams, and Crystal Spring.



See Tim Wilkes close action photo gallery

SILVER

PHOTOS BY TIM WILKES





ANNIVERSARY

REGATTA REPORT

2003 World Championship, 15-22 August 2003

Remco van den Berg, NED,JCA

The 2003 J/24 Worlds in Holland: a great and sportive event; Wooden shoes, fun and smooth sailing in Medemblik.

Sixty six competitors from all over the world, more than 10 brand new J/24's, about 30 volunteers, not less than 300 eager sailors, a fantastic racing committee and a great racing area: successful Worlds guaranteed!

The first three days of the Worlds were for measurement and preparation. The boats were measured in a huge 'measurement palace'. For some crews that's a hard job. A lot of keels did not measure (more than fifteen!), some boats are too light, crews have to diet, forestays are too long and even some sails are disapproved. One boat really has a problem: the keel had to be moved backwards for 5 millimetres! All over the measurement palace people are shaping their keels and rudders. After passing the measurement in the palace, the competitors were allowed to go to the regatta center for measurement of the erected mast, preparation of the boat and fine tuning. On Sunday all boats have passed the measurement and are put into the water. But not

before the Worlds are officially opened!

On Saturday night all crews went to Radboud Castle, a beautiful old building with view over the IJsselmeer, for the opening ceremony and free beer. There was an Olympic atmosphere with all those people from abroad, the sun is shining and everybody is looking forward to the races of next week. In a ceremony led by Dutch Class President Remco vd Berg, all competitors were welcomed to Holland. The mayor of Medemblik opened the 25th J/24 Worlds. During the ceremony Geoff Evelyn announced his retirement as Class Chairman. It was a hard moment for Geoff. He passed the tiller to Rudy Wolfs of Canada. Geoff as well as Rudy were given a pair of wooden shoes. Rudy had to promise to wear them on board... Finally the J/24 Class flag was hoisted. Let's sail!

The next morning all boats were hauled into the water for the practice race later that day. Team Sled of Japan (JPN-4855) won the race. With shifting winds that dropped from 14 to under 10 knots, they showed they could handle the shifts very well. Some other strong per-



World Champion Team KASTER



2003 World Champions

performances were put in by J-mix (ITA-404) and MAN Roland Rotoman (GER-5266) who were second and third respectively. But as always the results of a practice race doesn't mean that much because not all competitors are competing and some didn't finish because of superstition.

On Monday morning all the boats went out for the first race. A light easterly wind of only 5 knots soon was disappearing. At 11:30, the race committee decided to send the boats back to the regatta center. All crews were hanging around the center, internetting, checking e-mail, drinking coffee (and some beers), making friends and of course waiting for wind! Finally, at 16:30 the wind increased and everybody jumped on board. Once on the water a 10 knot westerly had filled in and soon the IJsselmeer-chop was making its appearance. The IJsselmeer is relatively shallow, so a steep short pattern of waves will soon appear when the wind starts to blow. It took two starts to get the fleet off to the first windward mark. At the first mark it was ITA-386 of Lorenzo Chiarugi who led the fleet. The first four boats were Italians. Leif Tom Loose of Germany was the first non-Italian to round the mark. About half way Gabriele Benussi had taken the lead and he was holding on to that lead until the last moment. So at the finish it was Gabriele Benussi who has Paulo Boido, builder of European J/24's, as one of his crewmembers that took the gun. Shortly after Benussi it was Fabio Nocera of Italy who took second to make the Italian party complete. Third place was taken by Brazilian, Mauricio Santa Cruz. The new Class Chairman, Rudi Wolfs, who was sailing with Andy Horton, took a fourth place. And what about the locals? Well, the Dutch had an off-day...

On the second day the racing conditions were perfect, a north-westerly wind of 15 knots promised a good day of sailing. During the races the wind shifted back and forth for 30 degrees and the strength was between 12 and 21 knots. So the conditions were really challenging for the tacticians. The first race was Bob Turner's (GBR4247). He had a perfect start and a perfect first leg. He was the first to round the

upwind mark by several boat lengths. Behind Turner, were again some Italian boats and the Brazilians who were struggling for the best place. This battle was eventually won by the Mauricio Santa Cruz.

The second race, Erik Vliegthart, race-officer, had a hard time getting the boats started. One start was aborted because of a big wind shift, a second start was recalled. The third start was a good one. At the first weather mark the Dutch sailors were way, way back in the field. The boats that did good business were again the Italians. Further in the back, was Kathy Lundeen, sailing USA-1965 that had a collision with Evert Kroll on NED-24. It resulted in a big hole in the boat of Kroll. Lorenzo Bressani, the European Champion, was sailing very well in these conditions. At the finish it was Lorenzo who had taken a huge lead over Gabriele Benussi and Andrea Casale.

Race three looked to be a copy of race two. At the start the wind was blowing 20 knots, so the jibs were on. The boat of Albert Kooijman from Holland was getting better and better. At the first mark they were sixth, but after a perfect downwind leg they were up to third place.

Meanwhile the wind was becoming lighter again so some of the bowmen and women had to change the headsail (again). They had to work hard during the three races! At the last mark Bressani, Benussi and Kooijman were in front. They were getting ready for the final battle. Eventually Kooijman had line honours, followed by Bressani and Benussi.

Wednesday: Dutch Day! Albert Kooijman showed why he is considered one of the big favourites for the title. The team of Albert Kooijman won both races that were sailed. The wind was about 12 knots and coming from the west-northwest. Again there were a couple of shifts



Remco van den Berg congratulates Stuart and Adrian Jardine on their 70th Birthday



See Erik den Burger's photo gallery on page 24

of about 10-20 degrees. The Brazilians again showed their good speed by finishing with a 2nd and a 4th place. The overall lead was still in the hands of Lorenzo Bressani of Italy.

On Thursday the wind was around 15 knots from the southwest. Two races were scheduled. By winning the first race Albert Kooijman made four victories in a row. During the race he managed to climb from the seventh place to the top spot. At the first mark the British boats looked to be very strong and it seemed it would be a complete British top 3. But in the end it was Albert Kooijman who won the race. In the meanwhile Lorenzo Bressani consolidated his position.

A good result in the second race of the day would mean Bressani would be the new World Champion. In race two the wind was increasing. Several boats changed to their jibs. It was the Japanese boat Santa, of Takagi that had a good start and passed the first mark in front. He fought a battle with Andrea Casale's Fiamma Gialla. Casale was eventually the strongest.

Bressani took third place which meant he had just won the 2003 World Championships with a race to spare. The race for the second place will be a very close one. Four boats will be competing for the silver medals on Friday.

On the last day the wind was between 20 and 22 knots. All boats were sailing with their jibs. It was the conditions that Andy Horton and Rudi Wolfs liked. From the start on they sailed away to a big lead and they never looked back. While Bressani was not on the water the battle for the second place was still open. By winning the race, Horton/Wolfs also won the silver medal. Benussi ended with third place. As expected, the best Dutch team was the team of Albert Kooijman with fourth place. The big winner was of course the team of Kaster with Lorenzo Bressani at helm. He proved to be the best in the changing, shifty conditions and is the new World Champion.



Ernst Jan

Finally the J/24 flag was hoisted

	Sail #	Boat	Skipper	r1	r2	r3	r4	r5	r6	r7	r8	r9	Total	Final
1	ITA-432	Kaster	Lorenzo Bressani	5	3	1	2	8	2	5	3	DNC	96	29
2	USA-5078	ING Direct	Horton/Wolfs	3	8	4	16	6	8	2	11	1	59	43
3	ITA-471	Sailing Planet	Gabriele Benussi	1	15	2	3	4	12	3	16	4	60	44
4	NED-57	Just4fun	Albert Kooijman	18	9	21	1	1	1	1	7	9	68	47
5	BRA-42	Spectaculus III	Mauricio Santa Cruz	DSQ	2	5	7	2	4	6	9	12	114	47
6	ITA-434	Fiamma Gialla	Andrea Casale	16	6	3	4	3	OCS	22	1	2	124	57
7	JPN-5271	Santa Black	Yutaka Takagi	7	5	14	10	11	15	10	2	7	81	66
8	GBR-4247	Headcase	Bob Turner	19	1	25	15	OCS	5	11	8	13	164	97
9	ITA-269	Gingerinup	Fabio Nocera	2	24	6	18	5	22	12	29	8	126	97
10	ITA-194	Widecontrol	Sergue Chevstov	21	4	22	13	21	11	8	32	18	150	118
11	GER-5266	MAN Roland-Rotoman	Leif Tom Loose	4	23	10	17	13	OCS	20	14	24	192	125
12	ITA-233	J di F	Luigi Ravioli	23	10	19	5	14	14	PPN	31	11	181	127
13	AUS-186	Code Violation	Doug McGain	28	19	11	9	7	40	25	15	21	175	135
14	GBR-4215	Stouche	Stuart Jardine	8	17	OCS	11	15	21	36	23	14	212	145
15	JPN-5317	Gekko	Tomomi Hatakeyama	9	7	23	PPN	PPN	3	44	45	3	191	146
16	JPN-5261	Siesta	Kobun Kuramichi	14	14	20	20	30	9	29	26	15	177	147
17	GER-5281	United Five	Jan Kaehler	27	22	12	22	DSQ	25	21	5	16	217	150
18	USA-5325	High Five	Roger Harden	13	39	15	28	26	19	26	13	17	196	157
19	GBR-4265	.-.	Duncan Peace	26	21	18	24	36	7	9	24	49	214	165
20	JPN-4855	Sled	Kazuyuki Hyodo	11	18	29	6	OCS	PPN	32	PPN	10	234	167
21	GBR-4242	Hitchhiker	David Ellis	35	40	9	14	34	26	7	47	5	217	170
22	AUS-161	Convicts Revenge	Stephen Girdis	OCS	33	13	27	9	6	18	28	36	237	170
23	GBR-4253	Crew Clothing	Mark Jardine	OCS	25	8	32	17	39	4	22	26	240	173
24	NED-62	J-Spot	Ivo Kok	25	13	26	40	18	DNF	17	40	6	252	185
25	NED-39	Jan Steen	Frans vd Wel	17	16	30	23	27	36	13	33	DNF	262	195
26	ITA-460	Botta Dritta	P. Mario di Fraia	6	29	7	DNF	DSQ	29	16	18	25	264	197
27	USA-5296	Red Dawn	John Wilsey	37	27	24	12	28	20	30	21	44	243	199
28	GER-3117	Quickfoot	Peer Kock	40	38	OCS	19	19	17	27	19	23	269	202
29	ITA-404	J-Mix	Elio Cavallo	34	12	36	31	12	13	37	35	34	244	207
30	USA-153	NEXX/1stStr.LiveProd	Daniel Borrer	42	28	34	38	39	35	15	20	20	271	229
31	NED-63	Kasbank	Max Houtzager	32	11	OCS	34	OCS	27	PPN	17	19	310	243
32	ITA-240	Borgo Scopeto	Andrea Fornaro	10	34	31	DSQ	24	33	19	PPN	27	312	245
33	PER-321	Regatas One	Rafael Neumann	29	42	OCS	33	22	31	50	12	35	321	254
34	BER-13	Team Sadiqi	Pete Ramsdale	38	41	35	35	16	PPN	33	27	40	329	265
35	SWE-4896	Front Runner	Per-Hakan Persson	36	20	45	29	PPN	DSQ	14	44	22	333	266
36	GER-4718	Bay Bee	Klaus Schutt	31	32	40	21	31	18	61	PPN	32	333	266
37	JPN-5083	Hanseikai	Mikio Tokano	22	48	42	42	29	23	35	34	39	314	266
38	GER-4746	Antigen	Kirsten Harmstorf	33	36	33	26	38	34	39	30	50	319	269
39	JPN-4740	Tohsei	Keiko Nogami	DNF	44	37	51	20	16	31	36	38	340	273
40	GBR-4213	Wave Warrior	Angus McPhie	45	45	17	37	43	46	60	10	RET	370	303
41	ARG-5095	Cacique	Sergio Pendola	OCS	43	16	PPN	25	PPN	PPN	48	37	371	304
42	ITA-461	Miki	Eugenio Trumpy	39	37	43	56	47	24	41	46	28	361	305
43	PER-4698	Regatas Too	Javier Arribas	15	53	39	41	32	50	58	39	41	368	310
44	NED-28	Ham	Hans Hussem	30	35	44	30	DNF	DNC	24	54	29	380	313
45	GER-1185	Gronau	Stefan Karsunke	20	26	32	44	DSQ	49	46	65	33	382	315
46	NED-55	Nou Moe	Niclas Kuipers	44	59	52	45	OCS	28	43	25	31	394	327
47	GER-4401	Irma Schabulski	Henning Baur	OCS	51	27	47	45	38	53	6	DNC	401	334
48	ITA-455	Bel Colpo RMC	Roberto Casadei	DSQ	30	48	43	35	48	42	60	30	403	336
49	NED-51	De Jans	Nils Jannichsen	49	31	28	50	48	PPN	47	42	42	404	337
50	GER-5282	Vitesse	Manfred Koenig	12	52	47	PPN	37	32	48	49	DNC	406	339
51	ITA-113	Indiana J	M. Santarcangelo	24	47	54	49	46	57	49	37	46	409	352
52	HUN-203	Euphemya	Tamas Madarasz	48	55	49	53	44	43	45	41	PPN	445	378
53	SWE-80	Dream On	Robert Ambjornsson	47	46	53	55	53	PPN	40	50	45	456	389
54	IRL-4794	Hard on Port	Desmond Fortune	OCS	54	56	57	23	58	38	57	47	457	390
55	NED-64	Oasis	Klariette Antuma	43	61	51	39	51	42	56	61	DSQ	471	404
56	USA-1965	Roger Rabbit	Kathy Lundeen	41	DNF	50	DNF	49	41	54	55	48	472	405
57	NED-17	Jente	Cees Draijer	52	60	60	54	33	54	52	59	52	476	416
58	NED-46	Hollands Roem	Sander Bausch	OCS	56	38	46	50	44	DSQ	64	51	483	416
59	GBR-4263	Flagship Flyer	Ian Braham	DSQ	50	41	DNF	42	DSQ	55	52	43	484	417
60	NED-52	Jantjeutdekachel	Jon Boen	46	58	61	59	41	53	59	62	53	492	430
61	MEX-5324	Orixa	Alfonso Gutierrez	50	64	58	52	54	45	62	51	DNC	503	436
62	ITA-386	Anfitrite	Lorenzo Chiarugi	DSQ	49	46	36	DNF	DSQ	DSQ	38	DNC	504	437
63	NED-60	Jee in Planee	Jeannot Bruggeling	51	62	55	58	52	56	51	63	56	504	441





2003 World Championships

Photos by
Erik den Burger



REGATTA REPORT

2003 South American Championship

Marcio Sanchiro, BRA-JCA

All photos credit to VICENTE BARRETO

Twenty-two boats from Argentina, Brazil and Uruguay sailed in the 2003 South American Championship hosted by the Yacht Club of Rio de Janeiro, 13-19 October 2003. Seven races were completed in four days of sailing. One race was discarded for the final score. Roberto Authier and his wife Mercedes Guerrero represented the IJCA Technical Committee, and conducted full measurement. Jose Pablo Barcellos Dias of Brazil, and Team MALABAR won the Championship.



2003 South American Championship - Final Results

Place	Skipper	Yacht Name	Sail #	1	2	3	4	5	6	7	Total	Final
1	José Paulo Barcellos	Malabar	6	1	3	3	2	1	1	3	14,0	11,0
2	Santiago Silveira	Iuca	5242	2	1	1	3	3	2	7	19	12,0
3	Mauricio Santa Cruz	Bruschetta @ Decha	37	3	2	6	1	2	5	1	20,0	14,0
4	Alexandre Saldanha	Spectaculus III	42	6	4	2	6	5	3	6	32,0	26,0
5	John King	Meio a Meio	11	11	6	5	8	4	4	5	43,0	32,0
6	Mark Allen Diniz	Tango	1	10	7	10	5	12	8	4	53,0	44,0
7	Henri Muller	Tochau	605	9	11	7	9	7	9	9	61,0	50,0
8	Luiz Clarkson Lebreiro	Volta Seca IV	1861	4	DSQ	4	4	8	14	DSQ	80,0	57,0
9	José Augusto Barcellos	Lestada	17	7	DSQ	9	DNF	13	6	2	100,0	60,0
10	Márcio Kastrup	Porsche/Sky	30	14	8	8	7	OCS	15	8	100,0	60,0
11	Pierre Joulie André Hees	Match Box	28	5	5	11	OCS	6	DSQ	13	86,0	63,0
12	Vicente Ragognetti	Sex Play	5040	12	13	12	OCS	9	7	15	91,0	68,0
13	Carolina Barboza	Goroba	13	18	12	18	12	10	10	12	92,0	74,0
14	Mauricio Câmara	Maresia	5295	17	9	16	14	15	13	14	98,0	81,0
15	Andrea Jakobson	Gigolô	1007	8	14	17	10	18	19	16	102,0	83,0
16	Luiz José P. Correia	Sem Crise	989	15	10	14	11	DNF	18	17	108,0	85,0
17	Gustavo Rafa	Fox Trot	5039	16	18	15	13	14	12	18	106,0	88,0
18	Robert Swan	Cracker	5	13	19	19	15	17	16	11	110,0	91,0
19	Murilo Borges	Palawan	14	20	16	13	16	20	17	10	112,0	92,0
20	Vinicius Rebut Milagre	Alcatraz	5245	DNF	15	21	DSQ	11	20	BFD	136,0	113,0
21	André Pereira	Marrento	12	19	17	20	17	19	21	DNF	136,0	113,0
22	Luciano Ondir Frette	Matreiro	22	OCS	20	22	OCS	16	11	DSQ	138,0	115,0



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north americans

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for more information on the regatta check out our website at:
www.j24northamericans.com OR email: chairman@j24northamericans.com

for more information on Vancouver, please visit:
www.tourismvancouver.com

"The 2002 Canadian Nationals were held at West Vancouver Yacht Club in Vancouver BC, truly one of the prettiest places to sail in the world that I have seen." CHRIS SNOW



Notice of Race

Open J/24 European Championship 2004

July 22nd - July 30th

Invitation

MSS and the Swedish J/24 Class Association invite you and your crew to the European Championship 2004. The Race area will be the waters of Öresund outside Limhamn, Malmö. Swedish card 921. Headquarter for the event is:

Malmö Segel Sällskap (MSS)

Post address: Småbåtshamnen, S-21612 Limhamn, SWEDEN

Homepage: www.mss.m.se e-mail: mss@mss.m.se

1. ORGANIZING AUTHORITY

The Organizing Authority for the regatta is Malmö Segel Sällskap and SWE-JCA in conjunction with the International J/24 Class Association.

2. RULES

The Championship will be governed by:

- the ISAF Racing Rules of Sailing (RRS)
- the rules of the International J/24 Class Association, (except as any of these are altered by the sailing instructions.)
- If there is a conflict between languages, the English text will prevail.

3. ADVERTISING

The regatta will be classified as a Category C Event in accordance with Appendix 1 of the RRS as amended by the IJCA Class Rules. Competing boats may be required to display advertising of the Event Sponsor, on each side of the boat, on the forward 25% of the hull.

4. ELIGIBILITY

The European Championship is open to boats nominated by their national authority, whose entry has been accepted by the Regatta Committee. Helmsmen must be either nationals or resident and registered members of the NJCA of the country they represent. The Organizing Authority will not stipulate a maximum number of entries.

5. ENTRIES

Entry information and final Notice of Race will be posted on Malmö

Segel Sällskap (MSS) Webbsite: www.mss.m.se or via www.sfd.se/j24 and will be available in December 2003.

6. SCHEDULE OF EVENTS

Thurs	July 22	12.00-18.00	Registration & Measurement.
Fri	July 23	12.00-18.00	Registration & Measurement.
Sat	July 24	12.00-18.00	Registration & Measurement.
Sun	July 25	09.00-12.00	Registration & Measurement.
		14.00 -	Practice Race.
		17.00 -	Opening ceremony.
Mon	July 26	12.00	European Championship 2 Races
Tues	July 27	12.00	2 Races
Wed	July 28	12.00	2 Races
Thurs	July 29	12.00	2 Races
Fri	July 30	12.00	1 Race
		18.00	Prizegiving party.

No warning signal will be given after 15.00 on the last day of racing.

After each day of racing there will be a daily first prizegiving party with music & happy hour and a lot of social activities.

7. REGISTRATION

Registration will take place at the Regatta Office, Malmö Segel Sällskap Clubhouse.

8. MEASUREMENT

Measurement and Inspection of each boat will be carried out before its registration is complete. All Boats must be afloat before Sunday July 25 19.00 and shall not be hauled out before the end of the series without the written permission of the Jury. The Race office will provide every boat with mooring facilities.

9. SAILING INSTRUCTIONS

A printed copy of the sailing instructions for the championship will be available upon registration at MSS.

12. COURSES

The courses will be detailed in the sailing instructions. The starting area no more than 2M outside the harbour.

13. SCORING

The Low Point scoring system, Appendix A of the RRS will apply. 9 races are scheduled. A minimum of 5 races shall be completed, without dismissal, to constitute the European Championship, with 6-9 races 1 dismissal.

JURY

An International Jury will be constituted for the European Championship in accordance with Appendix M of the RRS and the decisions of the Jury will be final in accordance with RRS 70.4. The right of appeal is denied.

14. PRIZES

Prizes will be awarded European Championship as follows:

- The J/24 Class Championship Trophies
- The Championships plaques to the top 3 Crews
- MSS prizes to top 10 Crews.

15. ACCOMMODATION

Malmö Tourist Office Phone +46 40 341200. Hotel booking Tel: +46 40 109210. Fax: +46 40 109219. E-mail: malmo.turism@malmo.se www.malmo.se/turist.

Tents and Caravans may be placed in the Marina in reserved areas. Please contact the Race office.

16. CONTACT

For Further information please email to the Race Officer Krister Ahlkvist email: ahkvist@telia.com

You can also contact The Swedish J24 Association: Marianne Schoke email: msh@team-wash.dk

18. RESPONSIBILITY and INSURANCE

Malmö Segel Sällskap accepts no responsibility for injury or loss of life to participants or to others, or for loss or damage to any boat in a race or regatta organised by the Club, nor for any other loss or damage resulting from or attributed to the race or the regatta.

Every boat shall be covered by insurance for third party risks in sum of not less than EURO 1000 000. By signing the Entry Form, helmspersons are deemed to have made a declaration that they have such cover.

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Brain Cramp's Great Adventure

Team Brain Cramp, USA-JCA

Compiled by Mike Inghan



Mike Inghan

EVERYONE WHO CARED ABOUT US, AND EVEN SOME THAT DIDN'T, WARNED US THAT DRIVING TO THE MIDDLE OF MEXICO FOR A REGATTA WASN'T THE BRIGHTEST WAY TO SPEND OUR VACATION.

We were warned by friends, wives, family and even the internet not to drive our J/24 Brain Cramp to the 2003 Toyota North

American Championships outside of Mexico City. It was a long drive from Rochester, NY, but we really wanted to go. We reasoned that it was a too far away to have an uncompetitive charter boat. How hard could the drive be? Living in Rochester it is either travel all the time or not sail 6 months of the year.

We reasoned that if we stayed home and worked, we would never remember that particular week in May. But if we went to Mexico, we would remember the trip for the rest of our lives. We were right.

As they usually are, those pessimists looking out for our best interest were right too. When the trip was all done, only four of the five boats that drove down from the US ever made it back, the other was destroyed. Given all that happened, it was fortunate that nobody was hurt. But we will get to that later. There was much that happened between.

We are always in desperate need of a tow vehicle. We have a '70s motor home nicknamed the "Petri Dish", but it is slow, has bad gas mileage and has left us stranded more than once. The only other vehicle we had amongst us that could tow a 3,500 lb J/24 was Curt's Dodge 150 pickup truck he uses for his work. This is no King Cab, turbo diesel, extended bed beauty. But at 80,000 miles young it was still new enough to be reliable. So what if it took a little longer to get there (more insight into our reasoning process)?

We are all working stiffs, so we had no extra time. We knew we had to drive straight through each way, which means when not driving we had to sleep. We can't get good sleep sitting up; we need real stretch out sleep. That problem was easily solved with an old leaky, dented aluminum cap on the back. Curt swept out the loose nails and dirt, threw in a few boat cushions and instantly we had a home. So what if it was noisy and bright, Bobby brought ear plugs and eye patches. The lack of AC back there would prove a much bigger obstacle, but we were determined to dismiss any potential hazard or obstacle.

So we three stooges left for Mexico; Bobby Bryant is an engineer at Kodak, Curt Barns is a general contractor, and I am a sales rep for semiconductors. Flying in and rounding out the other two team spots were Lisa Semal, a CBS news producer from NY City, and Tanning

Solon owner Paul Abdullah from Jacksonville. Why do they need Tanning Solons in Florida? We left after work one day and drove the NY toll roads. The only tolls in the US were in NY, what's up with that? We drove past the recently flooded Mississippi river that looked to us to still about to burst its banks, then through States where tornados had just the day before made national news for flattening several towns, but now the path was clear for us. We stopped for gas in Bill Clinton's birth place outside Little Rock. The driving was good, but don't be fooled, we had no time to spare and were on a mission.

To be as time effective as we could, we had some rules. We only stopped for gas and to pee (and combined the two with food to save time when we could). We stayed awake with fireballs as it is impossible to doze off with one of those things in our mouths. We only eat at subway and the like since the greasy stuff tastes great, but the penalty a few hours later is too severe. And we never sit down or a meal, reasoning that every 30 minutes we are stopped is 30 minutes longer on the road.

Thursday evening we reached Dallas, with a surprising eight more hours to Laredo; our long awaited border crossing. We looked at the map and calculated that we were exactly half way to Mexico City. Little did we know that although half way in distance, we were not even close in time. We high tailed it to the border to meet our caravan of three Texas boats. We all figured with all the doom and gloom warnings we should have safety in numbers.

The Texans went through with no problem. When we got to Mexican customs, a randomly generated red light went off meaning we won the lottery; to get thoroughly searched. By now three guys had made quite a mess of the back of the truck; two day old food and laundry hanging around. We had taken turns in bed for two days with no AC. Not a pretty sight. The guy doing the searching must have thought so too because he only gave a half hearted attempt to turn over a blanket and open the cooler before sending us on our way. We can't blame him for not wanting to rummage through our sty. Crisis avoided!

We were a bit anxious since we had all sorts of conflicting information about driving in Mexico. We had heard that there are wild animals on the roads, the roads were poorly maintained, there were bad drivers, bandits, and corrupt police. Although conflicting, the sources all agreed that driving in Mexico was not good, and that we should not drive at night. All these things were proving to be wrong. The people we met were gracious, the roads were fine and besides a large tarantula, we never saw a wild animal on the road. We were driving in a desert, and although it would have been tough going on horseback, driving wasn't so bad. It was kind of refreshing to drive without all the distractions of street signs, traffic lights, and lines on the road. Sure the roads were narrow with no guardrails or shoulders, but who needs those anyway?

The cab of the truck was small, so even if nobody wanted to sleep, someone needed to be in the back. It was Bobby's turn, and after a while he knocked on the cab window. Like a dog left in a closed window car while its owner goes to the mall, Bobby was being cooked alive. Who knows what temperature was in the back, but it was much more than the 105 degree desert heat. We stopped and the three of us squeezed uncomfortably into the air conditioned cab. He did not look well.

The drive seemed so easy, yet every hour or so, there were the remains of recent major wrecks. A sobering thought to keep us on our toes. The trend was uphill, and our poor little Dodge 150 pickup was struggling uphill. At times we had to shift all the way down to 1st gear allowing only 20mph. Gas was not only expensive, around \$3 /gallon, but the gas stations were all spread apart, and not open 24/7. To make matters worse, our fuel gauge did not work well, and we ran out of gas twice, but fortunately had two five gallon gas jugs up in Brain Cramp's cockpit. The Texans were not handicapped with tow vehicles so they often had to wait for us, we felt bad we were holding them back.

This was taking longer than we thought, and although the plan was to get to our destination by dark, we were no where close –and the sun was setting. Chris Snow from North Sails had frequented the place often, and said that "the last two hours are steep and narrow". We had been warned against driving at night, and now we were approaching the worst part and it was getting very dark.

At dusk a wrong turn dictated we go through a town instead of around it. What was so far a mellow trip quickly got intense! No longer did we need fireballs to keep us awake, our eyes were like saucers. Not a lot of rules on these roads. There were two lanes of rough roads, with no lines, no signs, no nothing. We were starting to miss the rules we are accustomed too. There must be no weight laws

for trucks –some were so heavy they went less than 10mph up even small hills. We could go 30mph up these hills, and there were cars going 80. It was a mess. To top it off, it was the Mexican version of rush hour, and now dark. Intense! Even though there are only two lanes, cars/trucks and the like had passing three wide. Brain Cramp, at 8' 10" was clearly too wide. The Texas cowboys had more power and were able to pass better. Fearing falling behind more than the wild Mexican traffic, we started taking chances to keep up. We started passing without really knowing if cars were coming the other way. Our logic: when in Mexico, do as the Mexican's do. Drained, we made it through town with no losses.

The trip through town was just the start of the most intense six hours of driving we have ever done. The next mistake was what looked to be a short cut. What the short cut saved in "crow fly" distance, was more than made up for in 3-D distance. Our "little engine that could" was now forced to go up and over mountains through switch backs. Now we had one lane each way, trucks going 10 up hill, barreling down, 80mph cars, no lines, thin lanes, no shoulders, no guardrails, cliffs. All types of vehicles passing three wide. Intense! Good thing it was dark, that way we did not see how bad the cliffs were. All while we are trying keep up with the Texans. It was so narrow, that the boat in front of us would often hang a tire partway off the pavement. With no shoulder or guardrails, the tire was hanging off a cliff. We were headed toward the town of Toluca. Later we learned that we should go around the mountain. There were a few things we would have to do differently on the way back.

Valle De Bravo was our final destination, and was not actually on any map we could find, so once we hit the town Toluca we figured we were almost there. Little did we know that there were still 2 hours of mountain driving remaining. By now it was midnight and traffic had thinned. That helped a lot. We had planned to be there by sunset, and now dawn seemed more likely. We were sleep deprived and



Socializing with the locals

worn out, but determined.

Now we are going 20mph up winding hills to the destination place of the migrating Monarch butterfly. Like the last race of a close regatta, we were at full focus and attention. Up over two peaks at around 10,000 feet. Our pickup truck gasped for breath in the thin air, then went screaming down switchback hills. We used our VHF radio to the Texas gang to call the coast clear, passing 10mph trucks around blind corners (there were no straight places to pass). They would say "After the red VW bug and the tandem truck you are clear to pass". Bobby was once again in the back. It had cooled off, so he traded being cooked alive for being tossed around. Bobby did not get much sleep back there. I drove, and Curt kept close track of the caravan. With Valle de Bravo not on the map, we did not want to get split up.

Finally we go down the last hill to the club at 02:00. The last half mile, we were crawling down a ridiculously steep cobblestone hill when one of the Texans hubs fell off. It was so steep and we had to go so slow that Curt was walking next to our brave Dodge pickup truck as it descended. A few hours later, a straggling Texan rolled in that had been separated from the caravan. They had been too impatient to wait at a gas stop and had gone ahead alone and somehow ended up behind. We found out later that they had just gotten to the flat of the parking lot, tried to stop, and the brakes were so hot that the brake fluid boiled into uselessness. We don't even want to think what would have happened if they had failed ten minutes earlier down the switch backs.

Valle de Bravo is hundreds of years old, and is no border town. No pan handlers, no one trying to push their crafts on you in the streets. Just a Mexican town that has turned into a weekend getaway for Mexico City. At 25 million people, Mexico City has more than three times that of NY. They get to escape to Valle De Brava. Fifty years ago, it was a valley with the town a few hundred feet up the walls, now it is a reservoir filled up to the level of the town. We were immediately struck by the friendly outlook of not just our fellow racers for the regatta, but everyone in town. The whole time there, the only foreigners we ever saw in town were from the regatta. Lisa had found us a nice place to stay. Lisa and Paul drove through the same mountains we did and got to see the perilous cliffs in daylight. We rigged up our J/24 and were ready to race.

The locals put on an amazing event. We cannot say enough good things about the organizers and the people we met in this spectacular venue. This was a race committee's Dream. Set the course for the practice race Sunday, and pulled it out Friday after racing. We never

saw a mark move. Everything including the committee boat was just left where it was overnight. The course was 140 degree everyday, except once when they changed it to 145 degree, but then thought the better of it and changed the grease board to read "140" again. At 11:00 there was no wind, and it started to get hot. Just when you think there will be no wind for the day, the wind starts to get sucked in by the desert on the other side of the mountains. The winds ranged from 6 to 18 knots and since we were surrounded by mountains, it was very shifty. In the afternoon we had the lake to ourselves. At well over a mile high, there are no cruise ships in Valle de Bravo.

Regatta organizer Polo Farias asked those that were driving when we wanted the awards ceremony, and we said early so we could get on the road. Well that did not work. The band started playing, tequila

was poured, and everyone danced. It was a lot of fun; they sure know how to throw a party! The evening climaxed with a fireworks show from the waterfront. Now these are not your remote controlled safe fireworks, these are fireworks Mexican style. They must not have as many lawyers as we do. Light them with a match and stand back. Well, one went astray, and before you know it, a large tree right next to the club burst into flames. Soon the tree is an intense fireball, and the flames were hitting the roof. Several fire extinguishers appeared, but they did not make a dent in it. We all tried to grab hoses, but the hose connectors did not fit the spigot connectors. When the smoke settled, there were piles of tangled hose. Not one ever saw water. Bobby had his fair share of tequila, and back where we are from,

when fire hits a roof, we have issues. We could hear his voice shouting over the commotion "save the roof, save the roof". The roofs were tile so the locals were not worried, and they looked at him like he was crazy. But in the end they emptied the remainder of a few fire extinguishers onto the roof, probably just to quiet him down. He lost his voice.

All this time, the band never missed a beat. In the six hours we were there, they never even took a break as they played classic rock translated to Spanish. It was awesome! In the heat of the fire, Lisa asked Polo about the fire, and he said "we have it under control". But as she later pointed out, he was on the porch near the band and knew no more about it than she did. Where we are from, there would be fire trucks, police, ambulances, EMT's, and the story would be in the morning paper.

By now it was 02:00, and there was no sign of the party ending, so we decided we had better leave anyway. The Texans were much faster than us and we did not want to hold them up. We had to work Monday morning, so we should leave. We agreed upon a route so



Celebrating after the race

that if something went wrong with us, the Texans would see us at the side of the road. We reluctantly climbed into the car for the trip home and started on our way.

The night before we had a nice dinner at one of our competitor's home. We were treated to a rare full lunar eclipse. It was cool, and lasted a surprisingly long time. The moon was bright and full, the traffic was light so we took our time through the curvy cliff roads. It turns out Polo's father built the road, and though steep and narrow was excellent. The government was talking about building a big road in, but the locals were fighting it so they could keep their town pristine. No matter where one lives there are political battles.

Curt doesn't do tequila, so he took the first shift. Now we were facing a new obstacle we had not faced on the way in. About every hour we encountered a roadblock with "Federalis", the Mexican national military. These are not your local police; these guys are in full military uniform with assault weapons. At first it was intimidating, but eventually it just got old. They would try to speak to us in Spanish, we would answer in English. We did not need Spanish to understand that when they waved the AK-47 at us we were to step out of the vehicle. We had heard about bribes, but were too afraid and cheap to offer one. One time they climbed into the boat for about 10 minutes. No idea what they did in there. One stop was just a half mile past the last, and we eventually figured out that they were looking for chickens. Is smuggling chickens inside sailboats a serious issue in Mexico?

We made some more serious errors at the US border that cost us much more time. The mistakes climaxed when a string of events led to our entire boat and vehicle running through a gigantic X-Ray machine. They would not give us a copy of the picture it made. We were not even half way there yet. Our cell phone worked again, and we checked in with our Texas friends. That is when we learned the

bad news about one of the Texas boats, "Mr. Happy".

We did not hear the whole story until a week later. They were well past the treacherous mountains and on the long straight stretch on the way home, in the desert maybe five hours from the border. There were no curves, and nobody nearby on the road. It started raining and they hit a few small bumps. For no particular reason, the trailer ended up sliding sideways, then as soon as the driver started to correct for it, the boat immediately spun and started tumble. It was good they opted for no chains, as the trailer disconnected from the car and violently rolled into the median between the North and South lanes. They were able to stop the car without any injuries to the passengers, but the car was damaged by the runaway boat. The boat and trailer were totally destroyed, the keel was laying 30 yards from the boat, and the boat was sideways on the mangled trailer.

The police were helpful. A flat bed tow truck came and carted it away after they stripped everything they could from it. There was no charge for towing it, and no knowledge of where it was going. The keel was immovable and left in the median.

We finally arrived in Rochester at 06:00 on Monday morning, ragged and tired. We took showers and all went straight to work. Probably not the most productive day at work, but we got credit for being there. It was a foolish road trip, and by all their arguments, our critics were right in telling us not to go. But by our twisted reasoning, we were right too. We will never forget our road trip to the middle of Mexico.

Traveling in Mexico is very different than traveling in the US, but it is not by any means bad. We loved it, but we made a lot of mistakes. The blunders were pretty much all our fault. When we go back some day, we will be much better prepared. If Mexico gets the 2007 Worlds in Acapulco, and we qualify, we will be there.



It was all worth it!

Sleeping with the Skipper

(Katie Coleman Nicoll)

Greg Nicoll, CAN-JCA

My first day of sailboat racing came to an abrupt halt as our boat on port tack, collided with another on starboard. The disappointment of resigning from competition was augmented when a member of the starboard boat let out a stream of sailor type expressions denouncing our collective abilities, coupled with some references to our ancestry. Instinctively the competitor within me crafted a plan to confront our assailant during the post race festivities with a verbal barrage of my own. It's amazing how a few beers and a yacht club full of laughing sailors can put life into perspective. By the end of the evening, the assailant was looking rather attractive. The next weekend's regatta ended with an official date. That is how I met my wife.

Eventually we moved back to my hometown of Toronto. I encourage my new bride to join a local sailing club in order to make her own friends. It didn't take long before she became an active member, sat on the board, and we partied with "our" friends. One day in the 80s, I got a call about an unbelievable deal on a boat called a J/24. I bought it sight unseen. A bigger boat meant a bigger club. It wasn't long before I was introduced to new friends and larger parties. Kate became an active member and was elected to the club's board of directors. Our local J/24 fleet began to grow after our boat, skippered by a woman, won the club championship.

Like many of our peers we bought an old clunker "the Choldsemobile" and hauled the J all over the Northeast. We slept in the car, we slept in the boat on the trailer, we chose a new spinnaker over living room furniture, and we had a heck of a time. Kate was elected to the local J/24 association board, I was introduced to more friends, and the parties became noisier. I haven't raced much for a few years now, but I still love to hear the stories. Many are new variations on old themes and after a few "rummers" I can picture the moments as if I was still out there racing. Many things have changed, including me, but one thing that has never changed is Kate's passion for sailboat racing.

This passion has a long storied history. Her Great Grandfather, Herbert L. Stone, was a founding editor of *Yachting*, and founder of the Newport Bermuda Race. Her father Bob Coleman, a noted sailor on Lake Erie, refused to attend our wedding if it fell between May 15th and October 15th. Even with all of this sailing around her, young girls during that time

weren't given many opportunities to develop their racing skills, but this wasn't about to hold her back. When she arrived at college and found there was no sailing team, she started one, and took her team to the national finals. I took great pride in witnessing her induction into the William Smith College Hall of Honour for her contribution to the school, and the sport of sailing. Hobart & William Smith is now a powerhouse in sailing.

The years of sailing have brought many accolades and many memories. The awards: winning our regional championship, Top



Katie Coleman Nicoll

International Boat at the Women's Rolex, Sailor of the Year at our Yacht Club, and many more sit proudly on the mantel. The memories from time to time get dusted off and retold. Like the time Kate was seven months pregnant, and fought off a big name sailor on a tight reach in a fresh breeze only to let him go because the tiller wouldn't go any higher. We always remember bailing a crewmember out of jail at 3 a.m. in Marion, Massachusetts. Then there was the time one of our female crew decided she would sail the entire regatta topless. Racing J/24s has been a great ride.

At one point, Kate struggled with the notion of selling the boat, as she was the only member of our family using it. The patient teacher that she was waited it out, and before the season ended our children tasted her passion

for the sport. Our then 12-year-old son ended up racing at the Canadian Championships on another J/24, and at the Ontario Women's Keelboat Championship our 8-year-old daughter, Clarity, elected to race on another J/24 instead of racing with her mother. Obviously we didn't sell the boat.

This fall the Canadian J/24 Championships were held at our club. When I arrived, I was informed that Kate and crew, which included Carter and one of his buddies, John Kerr Jr. had finished last in the morning race. I prepared myself to help with some wounded egos and talk of hanging up the mainsheet. However, the afternoon's race was textbook sailing. Quick Nick sailed away from the fleet. They played every shift, and won with nobody in sight. The next two races were top 5 finishes to prove it wasn't a fluke. What fun it is to hear mother and son banter back and forth about the start and tactics while sharing a beer on the dock. I am pretty comfortable and proud with my replacement. Clarity has also grown into a fine sailor, not as competitive as her brother, but a keen crew member on every boat she steps on.

Kate's passion for sailing is as strong as ever; still a member of the Canadian J/24 Board of Directors, judging match racing, teaching young sailors, and still racing around the cans. To all those who have raced for Kate on Quick Nick, CAN-3707, thank you for your support and friendship. For those of you, who raced against her, remember she's not finished, not just yet. The title of this piece refers to how I got to be a crew on Quick Nick. More importantly is how we successfully managed to race as husband and wife for 18 years. The secret is having me on the foredeck, Kate at the back and three friends in-between.

This summer Kate and I celebrated our 25th wedding anniversary with a trip to Australia. Thanks to our great friend Matt Drake, who sailed on our boat in the 1989 Worlds in Kingston, the memory of sailing under the Sydney Harbour Bridge on a Farr 40 will always be sweet!

Remember, the next time you are involved in a port-starboard altercation, smile at the other boat and maybe you will be as lucky as I have been.

Editor's Note: The CAN-JCA is fortunate to have Katie as its Secretary/Treasurer.

The Future of Our Class



Still looking for a boat



Alex—may go into movies



Kenny and Elena in training for the S



Wisse Jan, PR Rep for Jantjeuutdekachel



Bas and Bart with parents Albert and Monique—future midle men on **JUST FOR FUN**

No Discrimination—Colored Boats

Peter Holzwarth, USA-JCA

I bought Sweet Pea USA-301 on a snowy February day near Buffalo, New York. That was 10 years ago. At the time I didn't know much about sailing, but after doing some investigating I knew a J/24 would be a good boat for me. She just looked like what a sailboat should.



I bought Sweet Pea on snowy February day

I must have been blinded by the thoughts of owning my own sailboat. I like the color green, but it took awhile before I noticed the mint green deck; maybe that was why the price was right. The boat is definitely an eye catcher in the sea of generic, mundane white boats.

For better or worse I am committed to Sweet Pea. The thought has never crossed my mind to paint her another color. I am amazed at the boats that have been repainted white. I feel they have had their true personalities covered up.

In some ways Sweet Pea fits my personality, as I think all boats reflect upon their owners. For some reason I have never gotten away with anything. It didn't matter whether I was a little kid or an adult. I was always noticed or remembered. It may have something to do with my laugh and or personality. It is

quite similar to being over the line early with a green boat. You definitely stick out, but I wouldn't want it any other way. Sometimes I would like to hide and not be noticed, but that's not how things have worked out. You get recognized for the good and the bad.



Steve Frasier

This summer at the 25th Anniversary Regatta in Newport, RI, Sweet Pea received the honor of having the most holes in her deck and having a name that matched her unique color scheme. Jeff Johnstone said they discontinued the deck color in 1979. I haven't seen another boat with a mint green deck, and that's just fine.

Right now we may not be the fastest boat on the course, but when we are, people will know.



Tim Wilkes



Tim Wilkes

Editor's Note: Peter Holzwarth's love for Sweet Pea was the inspiration for this article. He expresses the feelings of most of the colored population that I have interviewed.

Notice of Race

2004 J/24 World Championship Sept 23rd - Oct 1st

Invitation

The Noroton Yacht Club, the U.S. J/24 Class Association, and J/24 District 3 invite you and your crew to the 2004 J/24 World Championship.

Organizing Authority

The organizing authority (OA) is comprised of the Noroton Yacht Club, the U.S. J/24 Class Association, and J/24 District 3 in conjunction with the International J/24 Class Association.

Site

The Noroton Yacht Club, in Darien, Connecticut, will host the Championship. Regatta dates are September 23, 2004 through October 1, 2004.

Rules

This regatta will be governed by the 2001-2004 Racing Rules of Sailing (RRS), the Class Rules of the International J/24 Class Association, this Notice of Race, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. An International Jury appointed by the organizing authority constituted in accordance with Racing Rules of Sailing Appendix M shall hear protests and requests for redress and will not be subject to appeal. This regatta is classified as a Category C event per Appendix G3 of the Racing Rules of Sailing as amended by the IJCA Class Rules.

Eligibility

The World Championship is open to boats nominated by their national authority, whose entry has been accepted by the OA. Helmsman must be either nationals or resident and registered members of the NJCA of the country they represent. The number of entries per country will be decided in accordance with International J/24 Class Association regulations. Bow numbers and event sponsorship may be issued for this event and if so, all competitors will affix the numbers and/or sponsor information according to the instructions provided for the duration of the event. All competitors agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event.

Schedule

Thursday, Sept 23	1200-1800	Measurement and Reg
Fri and Sat, Sept 24, 25	0900-1800	Measurement and Reg
Sunday, Sept 26	0900-1200	Measurement and Reg
	1300	Practice Race
	1730	Opening Ceremonies
Mon, Sept 27	1100	Championship Racing
Tues, Sept 28	1100	Championship Racing
Wed, Sept 29	1100	Championship Racing
Thurs, Sept 30	1100	Championship Racing
Fri, Oct 1	1100	Championship Racing followed by Awards Ceremony

Racing

Racing will take place in the waters of Long Island Sound south of the Noroton Yacht Club on courses prescribed in the sailing instructions.

Scoring

Low Point System (RRS Appendix A) will apply. A minimum of four races will constitute a series. The scoring penalty (RRS 44.3) will apply.

Prizes

Prizes will be awarded to the top ten finishers in the championship series. Daily first prizes and additional awards may also be given. Details will be included in the regatta registration package.

Inspection and Measurement

Inspection and measurement will be carried out on each yacht and all sails before its registration is complete. All competitors will be subject to random inspection at any time during the regatta by a member of the measurement committee.

Radios

VHF marine radios are recommended as the Race Committee may broadcast course information and the number of premature starters.

Launching, Hauling

Noroton Yacht Club's hoists and mast stepping equipment will be available during the times indicated in the schedule of events. Yachts must be equipped with an internal lifting strap, lifting off the keel bolts. All yachts shall be launched by 1200 Sunday, September 26 and shall not be hauled out before the end of the series without the prior written permission from the jury.

Charter Boats

A limited number of charter boats may be available. Charter arrangements will be made directly between competitors and boat owners. Inquiries may be directed to Warren Costikyan (203) 866-4581 email:thecostikyans@msn.com.

Entry

A completed entry form and fee of \$550.00USD per boat must be received by the organizing authority on or before August 1, 2004. Late entries, with additional fee of \$75.00USD, may be accepted at the discretion of the organizing authority up to the close of registration.

Insurance

A declaration of insurance coverage for damage and third party liability will be required from all entrants prior to the completion of registration.

Contact Requests for Information

Contact: Jan Raymond (203) 655-9662(email:chipandjan@aol.com)
Website: to be determined
Address: Noroton Yacht Club, 23 Baywater Drive, Darien, Connecticut 06820 (203) 655-7763

Building a fleet in Bequia

Chester Peters

Bequia, a Tiny Caribbean Island in the West Indies is part of the chain known as St Vincent and the Grenadines. They are reputed to have some of the best sailing waters in the world. This seven square mile island with a population of about five and a half thousand people is the home of the Rotary Club of Bequia.

The club initiated a program called "Save our Youths" The first phase was launched four years ago and involves competitive academics and sports programs in all schools. Phase 11 is two years old and is called "Bequia Youths And The Sea". Phase 111 is the building of a Tennis Center that would become the only public facilities on the island.

The sea program, which started as a dream and a piece of rope for tying knots, has exceeded all expectations. To-date sixty-five youths is connected to the program. They learn basic sea skills and sailing with Navigation optional. Kids in and out of school are involved in this discipline. Several of our graduates are participating in Regional regattas on the Optimists and J24.

Presently, we have one J/24, which was made possible through a Rotary Grant. This boat was completely restored by the kids under the supervision of volunteer boat builders on the island. We hope to build on this and is therefore seeking assistance in reaching our goal of six and establish a J/24 organization in the Islands. Contributions can be monetary or used boats. The Club has a Foundation; so all donations would get tax credit. We also have a Macgregor 26 for Navigational purposes, ten Optimists that were locally built, a six-man rowboat, and

a Boston whaler rescue boat. There are a number of volunteers that help with this program. They bring with them several traditionally built Bequia double-enders and other sailing crafts. The future of sailing is very much alive on Bequia.



We are very much impressed with the J/24's. The first time our kids saw or sailed one of these was in Tortola three years ago when we sent our first ever team to participate in the Chief Minister's Cup races. The coach and the kids convinced us that we should add such boats to the program.

We need your help in developing our fleet and to keep our kids safe from the scourge of drugs and other illegal activities. On such small islands when two kids fall through the cracks it is very obvious. "Save Our Youths" is designed to give every youth a

chance to excel in a chosen field. Not everyone is academically inclined and the school system is not designed to take care of those who are not. Our program in conjunction with our long established Skills Training center gives everyone a chance.

Our island is known for its sailors and the natural talent of kids is very evident. This particular program should have started ten years ago. We all wonder why this did not happen before. Now, it is here and is here to stay.

For more information, please contact Chester Peters, Rotary Club of Bequia, Box 127, Bequia, St Vincent, West Indies. Email: - bequiarotary@vincysurf.com.

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National Reports

GBR-JCA

Report from the UK

Mark Jardine

Fourty three teams contested the J/24 UK National Championships at Parkstone Yacht Club between the 18th and 21st September over an eight race series.

The first day saw a very patchy wind in Poole Bay with big shifts and gusts dominating the racing. Everyone was strangely line shy on the first start so the race went underway cleanly. Rob Libby's 'Jooler' was the earlier leader but was overhauled by Alistair Clarke helming Bob Turner's 'Headcase' and Mark Jardine helming Jim Griffiths' 'Crew Clothing' before the finish. Race two saw similar conditions but this time defending champion Stuart Jardine in 'Stouche' won with 'Crew Clothing' just behind.

The wind was a little stronger for Friday with three races in the day. 'Headcase' started strongly with two race wins but 'Crew Clothing' returned in the last race of the day with a win to stay just one point off the lead going into the weekend.

Saturday saw a number of general recalls and the black flag caught out several boats. Ian Braham's 'Flagship Flyer' made the most of the morning race to win and J/24 Class Chairman, Phil Owen in 'Zaphod' took his first ever nationals race victory in the afternoon race. 'Crew Clothing' now had a one point lead over 'Headcase' going into the final race. A great night was had by all at the championship dinner and dance. Parkstone Yacht Club pulled out all the stops to make it a hugely successful evening.

Sunday dawned with a sea fog hanging over Poole Harbour but the wind was filling in already from the Southwest. Everything was still to play for in the championship race with a straight battle between 'Headcase' and 'Crew Clothing' for the title and the rest of the top places still remarkably close. The fleet was very over-eager with four attempts needed to start the final race. 'Headcase' made better work of this start to take an early lead, but 'Crew Clothing' hooked into a good lift and with some excellent speed climbed the fleet to lead at the windward mark with 'Stouche' second. Positions stayed the same on the run and the committee shortened the course after the second beat as the wind showed signs of switching off completely. 'Crew Clothing' took the winners gun and the team of Mark Jardine, Craig Mitchell, Jim Griffiths, Mike Valentine & Cassie Richardson took the championship in the closest J/24

nationals in years. 'Headcase' finished second overall with 'Stouche' third.

In all there were five different race winners in the eight race series with nine different yacht clubs represented in the top ten showing the spread of J/24 sailing in the UK. 'Speedy Bean' won the Westerly division with 'HiJack' second and 16 year old Sam Pearson helming 'Legend' to third.

Many thanks to the members, committee and

army of helpers from the Parkstone Yacht Club who made all of the visitors feel so welcome. Barry Tiernan & Jenny Pipe organised the event flawlessly and the race officer John Lacey and his team provided a full series of eight good races in testing conditions. The turnout of 43 boats was excellent and shows how strong the class is currently both in the UK and abroad. With the 2005 World Championships being hosted in Weymouth, 2004 should prove a great year as team try to qualify for the British team.

2003 UK National Championship

Overall Results: (8 races, 1 discard)

Pos	Sail NO	Boat Name	Helm	Club	R1	R2	R3	R4	R5	R6	R7	R8	Pts
1	4253	CREW CLOTHING	Mark Jardine	RSeaYC	2	2	4	2	1	2	5	1	14
2	4247	HEADCASE	R.Turner/A.Clark	Castle Cove SC	1	3	1	1	4	4	6	4	18
3	4215	STOUCHE	Stuart Jardine	Royal Lymington YC	7	1	2	5	3	442	9	2	29
4	4242	HITCH-HIKER	David Ellis	Parkstone YC	8	8	13	10	2	442	7	7	55
5	4265	RELOADED	Duncan Price	Royal Western YC	14	4	6	6	6	8	13	442	57
6	4257	JUGGS	Gavin Watson	Royal Cornwall YC	20	12	7	3	10	18	3	13	66
7	4245	FUZZY DUCK	Ron Lee	W.H.S.C.	15	9	12	16	9	442	3	73.5	
8	4263	FLAGSHIP FLYER	Ian Braham	PYC & Susses YC	4	15	14	13	18	1	23	11	76
9	4237	RIOT	M. Wright	RYC	6	5	8	18	16	15	14	442	82
10	4248	CHAOTIC	Nick Phillips	Parkstone YC	10	6	11	41	5	10	2	442	85
11	4164	SPEEDY BEAN	Jon Dowty/Matt Palmer	Parkstone YC	18	26	20	9	20	12	10	9	98
12	4227	JELLIED EELS	Matt Foles	Parkstone YC	26	22	28	8	12	6	11	17	102
13	4243	FRUITCAKES	Rory Barnes	Parkstone YC	13	10	442	12	15	11	21	20	102
14	4223	ROGER RABBIT	Nick Hirst	Royal Cornwall YC	9	18	3	26	7	23	19	442	105
15	4153	JAM	Steve Pinnie	Parkstone YC	23	21	25	17	19	3	15	10	108
16	4497	ST JAMES	P.K. Woolf	West Hoe SC	22	7	44n	19	13	5	4	442	114
17	4232	BOMERANG	Jim Anderson	Island SC	21	13	31	4	30	13	31	5	117
18	4260	JEEVES	Niel Trathen	Salish SC	17	17	15	32	21	22	12	14	118
19	4252	HUMANB	Brian Downing	Parkstone YC	24	11	10	21	27	17	17	27	127
20	4259	JACOBITE	Mike Street	Castle Cove SC	25	19	17	7	17	442	20	24	129
21	4219	JOLIER	Rob Libby	Loe SC	3	44n	5	11	14	14	442	44n	135
22	4259	ZAPHOD	Phil Owen	Parkstone YC	5	35	35	34	26	21	1	18	140
23	4236	OWENS J	Owen Kerr	Parkstone YC	28	16	16	28	442	19	28	6	142
24	4202	GOSSIP	D.Lush/D.Hepburn	Parkstone YC	11	23	18	22	442	26	27	19	146
25	4090	ROLLING STOCK	William Pollock	Parkstone YC	30	24	442	14	24	7	442	15	158
26	4067	WHY J	Rod Harris	Parkstone YC	12	14	29	24	32	16	33	44r	162
27	4147	HI-JACK	Nick Hornby	Parkstone YC	19	30	22	20	33	20	26	26	163
28	4206	JAM TOO	R.Ball/A.Davies	R.W.Y.C.	27	20	9	37	11	30	30	442	164
29	4045	LEGEND	Sam Pearson	Parkstone YC	38	25	19	28	34	24	18	16	165
30	4035	JIFFI	Dan Howe	Parkstone YC	34	442	21	23	35	25	8	23	169
31	4225	JOSKIN 2	Tom Reed	R.D.Y.C.	15	27	442	36	8	28	16	442	174.5
32	4233	JUST WIND	Barnaby Peters	R.C.Y.C.	36	31	30	27	31	32	22	12	185
33	4076	JUVENILE DELINQUENT	Steve Vyse	Susses YC	33	28	32	15	28	31	32	30	196
34	4086	JAC	Andy Gaunt	Weymouth SC	31	34	23	28	29	44n	25	25	196
35	4103	JOJO	M.Edwards/B.Law	Parkstone YC	29	33	24	40	36	29	29	21	201
36	4167	HAR OF THE DOG	John Montgomery	PYC & RMYC	44n	44n	33	25	25	442	24	8	203
37	4235	WHIT	Andrew Hill	Parkstone YC	37	29	26	39	22	442	33	28	214
38	4170	TIGER	Matthew Grant	Castle Cove SC	44r	44n	27	38	23	27	442	29	232
39	4194	JEEPERS	R.Jarrah/D.Pipe	Parkstone YC	32	32	34	33	37	34	442	31	233
40	4044	CLEWLESS	Barry Tiernan	Parkstone YC	39	36	38	35	40	35	34	22	239
41	4204	EASY TIGER	Roger Morris	Parkstone YC	35	37	36	31	39	33	442	442	255
42	4029	DJ	R. Burnell	Parkstone YC	44n	44n	37	42	38	36	36	44r	277
43	4184	XUJ	Goeff Havers	Lymington Town YC	44n	44n	44n	44n	44n	37	44n	32	289

National Reports

GRE-JCA

Report from Greece

Alex Michailidis

Concluding a series of two rounds the Greek Nationals took place in October 3-5 in the Saronic Gulf off Athens coast. The first round of the Nationals was raced in the same sailing area in March and the final positions were calculated on the basis of both series' results. In both parts wind was perfect (northern breeze in March, quite light southerlies in October), allowing a "record" 16 races to be fought from a fleet of 13 boats, competition fierce – the second place being the big "question mark" up until the last race for three competitors. Undisputed winner, for the second year in a row, the most professional of all, EVNIKI I (Altsiadis); the next positions HELLENIC POLICE (Tagaropoulos), KIKI (Spigos), EVNIKI (Tsarianos), EVNIKI III (Lyberakis), ACTIVISTA (Lekkas).

The 2003 race program came to an, undoubtedly joyfull, end in November 21-23 with the J/24 Cup hosted by the Gazi Sailing Club in Creta island; sailing was in fierce competition with partying. (See press release below)

This year's activities were quite different from the previous ones since the proximity of some very interesting events allowed a number of Greek J/24s to participate in various races in Europe. Starting with the Naval Academy cadets, who raced in the prestigious Trofeo Accademia di Livorno in Italy, then came the participation of two Greek boats (ACTIVISTA and KIKI) in the Italian and the European Championships in Porto Rotondo, Italy and finally the HELLENIC POLICE boat returned victorious from the Police and Fire Games in Barcelona, Spain. Experiences collected, which will definitely strengthen competition in the Greek races.

Where do we go from here? Year 2004 is most probably going to be a tough one for the Class in Greece, as the hosting of the 2004 summer Olympics will, no doubt, deprive us from experienced Race Committees, sailors and Race Areas close to Athens. Compensating for the latter, many sailing clubs in Creta island and other parts of Greece volunteered to host races for the J/24 Class, the most "intriguing" of all being the International Match Racing event and the Mediterranean Championship to be both held in the Gazi Sailing Club, Creta in July



2004 in the context of the ODYSSEY pre-Olympic events. A substantial number of new boats are under order in Italy, to cope with above events, expanding further the fleet, which faces a serious shortage of good second hand boats.

Press Release—Success of the National Cup of Gazi 2003

The Nautical Athletic Club of Gazi in Crete successfully organized the National Cup of Gazi for J/24 in 22-23 of November. The National Cup of Gazi is held every year and attracts many important athletes. This year, champions like Mr. Pachouma and Mr. Portosalte paused their training for the Olympics in order to take part in the regatta. This year, President of the race Committee was Ms Dina Sfakianaki who is also an International Race Officer.

Although the weather conditions were mild and not what we call "sailing excitement", 5 races were completed successfully which marked out the final winners of this event:

- 1st was the boat EVNIKI with captain Mr. Dimitri Altsiadis
- 2nd was the boat of the Greek Police with captain Mr. Tagaropoulos
- 3rd was the boat KIKI with captain Mr. Niko Spigo

The general atmosphere, between the athletes as well as between the organizers of the regatta, was filled with enthusiasm. Everybody had the opportunity to express opinions and ideas regarding the organization of the Open Mediterranean Championship, which is scheduled to take place, as part of the Odyssey Final Event, from 28th of July until the 4th of August next year.

During the weekend, the General Meeting of the Hellenic J/24 Class was held in Heraklion in great excitement. With the agreement of the Hellenic J/24 Class, the Nautical Athletic Club of Gazi has applied for undertaking the organization of the J/24 European Championship 2005, after having successfully organized several sailing events.

This is a proof of the continuous growth and development of Class J/24 in Greece. The most important of achievements of the Nautical Athletic Club of Gazi is the participation of all J/24 Boats at the Open Mediterranean Championship and the Mediterranean Match Race Event with J/24 as well, that are both scheduled to be held at the beginning of August 2004 during the Odyssey Regatta.

SWE-JCA

Report from Sweden

Marianne Schoke Hölzer



Frank Kuhlmann

I got the Jardine Brothers, how about you?

I am Sailing Open Europeans 2004 in Malmö Sweden..... Are you?

While you are reading these lines the Swedish Class Organisation is running fast preparing for the Open European Championships in Malmö Sweden 22-30 of July 2004. This is

the largest event happening in South Sweden within the Swedish J24 class since the worlds in 1983, also hosted by Malmö Segel Sällskap (Yacht Club). You will find yourselves in the heart of Scandinavia, easy to get to, close to both metropolitan cities like Malmö and Copenhagen. The waters from where you

can see the coastline of Denmark is said to be one of the most difficult waters to sail on. It's a challenge; many sailors can assure you of that.

May I have the pleasure inviting you to this open event that Sweden proudly presents for all International J24 Sailors. Would you be willing to help us show Sweden in particular that the J24 Class is still going strong and is very much here to stay?! I hope for your support and I know that this event will become an unforgettable vacation for you in Scandinavia.

You will find more information on www.sfd.se/j24 and please don't hesitate to contact us.

Welcome, Välkomna, Willkommen, bienvenu, welkom, benvenuto, szivesen, bem-vindo!

My very best regards,

Marianne Schoke Hölzer
Sweden J24 Class
msh@team-wash.dk
www.sfd.se/j24

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National Reports

USA-JCA

2003 East Coast Championship

Alden Bugley

"Walk like a cat on eggs," Ted Turner used to say to us when we were racing in light air. Every little movement in light conditions has an enormous effect on boat speed. This year's version of the J/24 East Coast Championship (ECC), indeed, found lots of crews walking like cats on eggs because it was an uncharacteristically light-air regatta. Usually the ECC is a wild and woolly affair but not this time. Held over a span of three days, 31 October, 1 and 2 November, five races were held in Indian summer conditions.

Five races all over tortuous windward leeward courses. Ten downwind and twelve upwind legs, throw in plenty of current and you have a tense series won by nuance not brawn.

As is often the case, one leg of the regatta proved pivotal. It was the final downwind leg of the fourth race, the only race held on Saturday. The wind was light and from the south. The current was flooding giving the fleet a speed boost through the water but lessening the apparent wind speed. Pat Fitzgerald sailing "Rush Hour" finished a

respectable 14th in the 55 boat fleet but a disappointing 28th in that fourth race. He explains: "It wasn't that hard to see where there was more pressure but really hard to get to it. We rounded the final weather mark in pretty good shape but were forced to continue on starboard gybe longer than we wanted to. There was more pressure at the top of the run to the left. When we finally were able to gybe and go left, wouldn't you know, the better pressure was to the right. We wound up sailing at right angles to the course to get back to it. Torture."

Not torture for regatta winner Tim Healy, though. He rounded the final weather mark in fourth place, gybed to the left immediately and masterfully zig-zagged his way down the run hitting the better "puddles of wind" all the way, passing his competitors, and winning the race.

About his downwind set-up Healy said, "Downwind we just tried to keep the boat moving. Pole forward, VMG reaching was a must. Our pole was on the lower ring and we kept the guy was cleated in order to stabilize the chute. The crew weight was low to the deck and one crew was sitting on the keel. I also took the slack out of the backstay to reduce the movement of the mast in the chop."

Results									
1.	Anna	Tim Healy/3	3	1	2	1	13	20	
2.	Melrose	Mike Hobson	1	6	13	7	5	30	
3.	Fat Boat	Alan Gutter	11	8	14	4	2	36	
4.	Twins	Zaleski/Zaleski	20	5	17	2	1	45	
5.	Jerryco	Gerald Daniel	21	3	1	18	8	49	
6.	Bangor Packet	Tony Parker	2	4	11	25	14	58	
7.	OZ	Tom Down	16	2	4	16	27/ZFP	65	
8.	Brain Cramp	Mike Ingham	4	7	3	26	29	69	
9.	ING Direct	Rudy Wolf	6	13	12	29	18	78	
10.	Pipe Dream	John Mulkone	15	25	10	24	8	80	
11.	Spotsport	Stu Chakoner	23	41	9	5	3	81	
12.	Red Dawn	John Wilsey	5	43	7	6	20	81	
13.	Candy	Fred Wiedelke Jr.	7	11	23	8	33	82	
14.	Show Dog	Peter Rich	13	32	21	10	7	83	
15.	Narcotics	Todd Irving	18	20	6	31	11	86	
16.	Rush Hour	Pat Fitzgerald	19	9	26	28	10	92	
17.	Karell Golf	Ross Miew	22	22	5	46	4	99	
18.	Sundance	P. VanPaweneway	8	16	55/DNC	3	19	101	
19.	We	Paul Adams	9	44	19	11	24	102	
20.	Car 8	Will Wiles	10	29	22	40	9	110	
21.	Tribal Pleasures	D. Bonney	17	30	18	20	26	111	
22.	Dream Girl	Russ Pote	47/40%	15	30	15	12	118	
23.	Gemo	Mike Sudofsky	14	12	34	37	22.5/MAN	119.5	
24.	Trump	Mark May	33	18	15	32	25	123	
25.	People Eater	M. Tilgemyer	12	39	49	23	15	136	
26.	AI	Mark Kain	29	28	29	38	17	141	
27.	Alpha Dog	Jan Iversen	30	10	45	35	22.5/MAN		
28.	Innethes	Art Olsen/26	26	21	39/ZFP	14	43	143	
29.	Wild Card	Vince Kalish	43	31	25	13	32	144	
30.	Natech	Thomas Barbeau	24	17	55/DNF	19	30	145	
31.	On the Beach	Lee Bures	41	19	39/ZFP	12	42	149	
32.	Disturbed	Jarrett Lynn	27	30	27	9	37	150	
33.	Quicks	Mike Vireld	46	24	16	36	39	161	
34.	Riptide	Nick Skalko	45	36	41	17	27	165	
35.	Smokin' J	Richard Pokorny	50/40%	26	42	21	31	170	
36.	Mixed Signals	David Sawyer	34	46	46	27	21	174	
37.	Warrior	RD Burley	38	25	47/ZFP	33	34	177	
38.	High Five	Mark Toso	42	40	8	44	47/ZFP	181	
39.	Outrageous	Chris Scheuring	47	36	48	22	35	186	
40.	Maverick	Greg Leonard	39	34	38	43	40	194	
41.	Buschhacker	Dan Busch	37	27	39	48/TLE	48	199	
42.	Taz	Nick Jaso	31	49	31/ZFP	34	55/DNC	200	
43.	Shockwave	Moss Solomon	36	37	44/ZFP	30	55/DNC	202	
44.	Essenhead	Bob Matthews	55/DNC	51	31	42	28	207	
45.	Photogegenet	Vince Harris	44	14	55/ZFP	48/TLE	47	208	
46.	Versing Act	John Surgy	49	38	35	48/TLE	38	208	
47.	Betty Ford	Jameson Adler	48	42	37	39	45	211	
48.	Pandora	USNA	32	48	43	45	44	212	
49.	When's Tony	Tom Berlin	35	33	47	48/TLE	49	212	
50.	Minor Threat	Darby & Sean Simmons	40	45	41	41	41	218	
51.	Fourex	Allen Pilgr	51	47	50	48/TLE	50	246	
52.	Radical J	Jack Machin	50	52	55/ZFP	48/TLE	48	251	
53.	Phantom	Jim Spar	55/DNC	55/DNC	55/DNC	55/DNC	55/DNC	2757	
54.	A Good Hair Day	Ebene Harter	55/DNC	55/DNC	55/DNC	55/DNC	55/DNC	2757	



Tim Healy leads John Wilsey around the weather mark



Jarrett Lynn's team prepares to hoist

Pre-Worlds Tune-Up Regatta

September 18-19, 2004, Long Island Sound, New York, USA

USJCA Fleet 106 (Long Island) proudly announces that it will host a Pre-Worlds regatta on the weekend before the 2004 World Championship, September 18 & 19, 2004. Racing will take place in the same general sailing area as the Worlds. For those who are not familiar with Long Island Sound, this regatta will present a unique opportunity for the traveling teams to prepare for the world

competition and sail on the same waters.

For those who are not attending the Worlds, this regatta presents a great opportunity to come out and test yourself against the best J/24 sailors in the World.

There are a number of yacht clubs around the Sound that are contributing to this event and

assisting with launching boats. A lively social calendar is planned. More details will follow when the official Notice of Race is prepared. In the meantime, anyone with questions should contact Al Constants at H) 516-759-4642 or E-mail) Alfred_C_Constants@ffic.com.

District 10 Championship

Jacksonville, FL - October 18, 19, 2003

The stage was set for the District 10 World Qualifier Regatta at the beautifully appointed Florida Yacht Club (FYC) located in the northern reaches of the St. Johns River just south of the City of Jacksonville skyline. Eleven skippers and crew assembled in the Yacht Club's parking lot Friday evening rigging their boats, saying hellos and renewing old friendships. Every sailor there was anticipating the trip to the World Championship in 2004. Weather was predicted to be favorable with northeast winds at 10 to 15 knots, low humidity and clear skies. Davis Island Yacht Club (Tampa, Florida) and FYC were well represented with nine entries and the two other boats were from the Jacksonville area. As typical of the FYC, hospitality was in high gear with kegs and snacks available at their Fleet Center for the evening's participants. Most of the sailors were exhibiting exceptionally good behavior with the discussions focused on the tides and currents that the St. Johns River is known to produce. Peter Bream (Team Tarheel) was the most relaxed due to his previous success at the Southeast Regional Championship which already provided him a seat to participate at the Worlds.

As predicted on Saturday, the winds filled in from the Northeast at about 10 to 12 knots as the competitors launched their boats and



Peter Bream chases the leaders downwind at the District 10 Champs

headed for the starting line. The northern flow of the river was the most predominate as the racing started although not significant. The Race Committee set the line close to the Yacht Club with the weather mark seemingly just at the base of the towering buildings on the horizon. As the boats speed checked and warmed up for the racing it was noticed that there was some advantage to sail closer to the western bank downwind to shelter some of the River's current. Although the skippers and crew sailed upwind and down several

times each before the initial warning signal there was still plenty of tension as the first race got under way with a general recall. Unfortunately for Jeffrey Siewert (Long Shot), they were still in a tension headache mode as they were caught in a port/starboard situation within several boat lengths of the Committee Boat resulting in a DSQ even without sailing the race. The second attempt to get the fleet off the line proved successful and the racing was in full gear. The RC was very efficient with their flags having the one minute rule in effect

National Reports

Final Results with one throw-out:

1.	Siewert	Long Shot	12	7	1	1	8	1	1	3	22
2.	Bream	Team Tarheel	4	3	6	5	2	3	2	12	25
3.	Britts	Mischief	2	2	4	2	4	12	12	1	27
4.	Brown	Dixie Chicken	8	5	2	4	3	2	8	4	28
5.	Borror	USA 1208	5	10	8	3	1	4	4	12	35
6.	Newton	Magic	1	9	5	10	5	9	7	6	42
7.	Peper	Taheel	3	12	7	8	9	6	3	7	43
8.	Ethington	Pigs in Hiding	7	12	3	6	10	8	6	5	45
9.	Turton	Ragged Edge	6	7	11	9	7	5	5	8	47
10.	Monahan	USA 2504	9	8	10	9	6	7	10	2	51
11.	Brennen	Good Grief	10	11	9	11	12	10	9	9	69

the whole regatta. With five races scheduled on Saturday and three on Sunday, there was little time for general recalls. As tested in pre-racing warm up, the favorable positions were sailing upwind in the heart of the river and downwind closer to the shore. Robby Brown (Dixie Chicken) got the favorable position at the RC and kept the lead for the weather leg. There was plenty of opportunity to change positions with the priority of staying in the puffs at all times and avoiding the undesirable currents. The mark roundings were extremely tight having the course set with a weather mark without an offset and one leeward mark. Plenty of protests were initiated due to negotiating the favorable position at each rounding. Will Newton (Majic) took the first race with Rob Britts (Mischief) second and Rick Pepper (Tar Heal) taking third. The second race warning started momentarily after the last boat finished reemphasizing the RC's commitment to have a very competitive regatta. Dixie Chicken was again at the RC as the horn sounded with Long Shot very close to leeward. The strategy to sail to the right was well known at this time and the racing was extremely tight. Finishes for the second race were Long Shot, Mischief and Team Tar Heal in the top three. However Long Shot found herself with a red flag staring at her again with an incident at a weather mark rounding within two boat lengths costing her a 50% penalty. The third race was again started quickly with the weather and current conditions remaining consistent. Staying in the puffs was critical to maintain optimum speed. The wind seemed to roll down from the City in puffs with frequencies similar to the street patterns of downtown. You could predict the time the "puff bus" would arrive launching you in a nice speed lift position. The third and fourth races were taken by Long Shot who seemed to have paid her bus fare for speed. Dixie Chicken and Mischief were both second in

these races sailing extremely close. By the fifth race of the day the conditions had changed primarily with the current. As the tide came upriver the advantages were no longer as clear. The local "River Sailors" seemed to have recognized this and took its advantages. Finishing first was Dan Borror (J Lo), then Team Tar Heal and Dixie Chicken, by the end of the first day the top five competitors were Mischief (14 pts), Team Tar Heal (20 pts), Dixie Chicken (22 pts), J Lo (27 pts) and finally Long Shot (29 pts). The RC and judges handled the issues on the water very quickly, efficiently and fairly. All sailors were now focused on the second day and the fine events the FYC had prepared for the fleet. It is not often that an entire J/24 fleet gets to boards motor yachts and sail to partake in fine food and beverages after a great days racing. Only, my friends, at the FYC. Tim Monahan (USA 2504) had organized several motor yachts, including his own, to take the fleet to the Landings of downtown Jacksonville. What a great experience!! It really removed you from the "stress" of the day and allowed for much closer conversation and camaraderie. My hats off to Tim Monahan and the great folks at FYC.

On day two of the event the RC brought out two more marks, an offset buoy and another

leeward mark for a gate rounding option. This provided for much less congestion at the roundings and subsequently less action in the protest room. Conditions were again with winds 10 to 12 knots out of the NE with the slight river current the only issue. The fleet was still pretty geared up however. Both Mischief and Team Tar Heal had DNS due to being OCS. Mischief also had an issue with port starboard going downwind close to Dixie Chicken which cost her a DSQ. Long Shot was still paying her bus fare however, picking up two firsts and a third for the three Sunday races. The final results were Long Shot (22) Team Tar Heal (25) and Mischief (27).

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District 12 Championship—2003

Autumn Denial Regatta

The weather was perfect for the 5th annual Fleet 6 Autumn Denial Regatta held at Bayview Yacht Club in Detroit, Michigan on September 20-21. This year's event was also the District 12 Championship and the 5th event of the South Shore Series.

While Hurricane Isabel may have kept some boats from participating this year, with predictions of strong wind and lots of rain, those that did were greeted by near perfect conditions and an awesome Race Committee.

Despite the light 5-10 knot Southwest breeze and shifty conditions on Saturday the Race Committee was able to get 5 races off by 3:00. Adam Zangerle and his crew on USA 5235 proved to be the boat to beat, scoring 4 firsts and a second, a very solid performance. Last year's District 12 Champion, Mind Games, owned by Jim Vandeveld was able to prevent a clean sweep of firsts by getting their first bullet of the regatta in the last race of the day.

At the end of day 1 it was 5235 in first, Harold Stackpoole on Suicide Blonde with a very fast and consistent day in second and Mind Games a close third. A very close battle for fourth would make Sunday's racing very competitive!

Sunday was another near perfect day on Lake St. Clair. With a steady 8-15 knot breeze from the Southeast the Race Committee yet again gave the competitors a great day of racing getting in 3 races.

Final Results

1	Zangerle	1	1	1	1	2	1	1	1	9
2	Vandeveld	4	2	3	3	1	2	2	6	23
3	Stackpoole	2	3	2	2	3	6	3	2	23
4	Webb	6	5	4	4	5	3	4	3	34
5	Landgraf	3	4	6	6	4	4	5	5	37
6	Degalen	5	6	5	5	6	5	6	4	42
7	Kaukstien	DNS	7	7	7	7	7	DNF	DNS	59

With 3 more bullets, Adam Zangerle on USA 5235 had earned the 2003 District 12 Championship. With that, the battle for 2nd and 4th turned out to be pretty exciting especially when USA 1925, Homer J., got a little greedy and wound up becoming the windward mark. The entire fleet sailed by as they tried to free themselves from the mark and do their penalty turn... DOH! They were able to crawl back up to 4th finishing just ahead of Tonic II giving them a 1-point edge for the 4th position going into the last race.

Mind Games had 2 strong 2nd place finishes in the first two races of the day, stealing the second place position from Suicide Blonde going into the 8th and final race of the regatta. Suicide Blonde got out to a good start and

nailed all the shifts. They wanted the 2nd place position badly! They finished in 2nd, and with Mind Games finishing 6th, they would be tied in points. The bullet from the previous day turned out to be the tiebreaker and Mind Games would finish the regatta in 2nd.

A good time was had by all, on and off the water! We look forward to doing it again next year!



Dan Webb of District 12 rounds the leeward mark.

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National Reports

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District 15 News

Sarah Buckley

Windy City Match Race— An ode to the victorious "Troll"

Great enthusiasm for match racing kept thirty sailors from raking leaves on the weekend of October 25-26. Instead, some of Chicago's best sailors met at Belmont for an all day clinic on Saturday and match race on Sunday.

Light breeze on Saturday kept the temperatures warm for practice, and a 6-10 knot westerly filled in on Sunday dropping temperatures into the high 40's. The oscillating wind from the city shore made it opportune for passing lanes throughout the 20-minute races.

The six flight format provided the opportunity for each team to match up twice, with an entry on starboard and an entry on port. The RC anchor line proved to be troublesome for one team, while close dialups caused gasps from fellow racers while all viewed the weekend video recap at the Sunday night gathering at Moxie.

Special thanks to umpires: Cliff Black and Ted Jones, and race committee: Bow Lingle, Mark Renz and Dennis Bartley for volunteering their time and energy; and especially the boat owners for their trust.

In addition, thank you Moxie for the after party, North U for the learning Cds, sailhead.com for the photos and video, Mount Gay for the rum and t-shirts, and Red Bull for the marks and energy source.

Overall, Match Race One plans to entertain Chicago's growing interest in match racing by organizing two seminars over the winter, and a match race series to start in the Spring 2004. More information will be posted on www.sailhead.com/race.

Sunday Race Results are noted below:

Buckley/ Whitford/ Whitford/ Reig/Kent 6-0
Vowels/ Johnson/ Johnson/ Hernandez/ Flavia 4-2
Conolly/ Hughes/ Furry/ Clark/ Cunningham 1-5
Mack/ Chiara/ Lewis/ Hartford/ Kendt 1-5



Light wind action at the Windy City Match Race.



Red Eye Express makes a tight rounding.

Heather Eggleston

Heather Eggleston

2003 Wrap-up

It was a busy year for J/24 racing in the Pacific Northwest. Fleets are growing or holding steady, a new venue experienced, a regional competition with perpetual trophy has been launched and crews are traveling more locally, as well as to far reaching events.

Fleet 27 in Portland, OR, has grown over the last few years and is starting 13+ boats on Thursdays nights, thanks to the efforts of Doug Schenk and Phil Campagna, past and

current fleet captains, respectively. Boats from Portland will have traveled to Seattle for District Champs, Cascade Locks, OR, and Vancouver, BC, with Phil having made all three events as part of the Inaugural Pacific Northwest Cup.

Fleet 26 in Seattle, WA, held steady with 20+ boats on the line at the peak of the season. Crews from Seattle made it to Western Regional Champs in San Francisco, Cascade Locks, OR, and Vancouver, BC, as well as the Italian National and European Championships in Sardinia where Keith Whitemore and the crew of Tundra Rose were a black flag away from winning it all!

Fleet 25 continues on in Flathead Lake, MT with a few boats that think nothing about packing up and heading across two or mountain ranges for a weekends racing. Pete Sauer, fleet captain, and the crew of Jungle Love are poised to attend the 2004 Worlds in Noroton, CT, if District Championship winner Harry

Dursch and crew of Self Abuse Seattle can't attend.

The inaugural Pacific Northwest Cup launched this year to promote traveling and interaction between J/24 sailors in the US and Canada, to experience new venues and racing in larger fleets and against new people. Three boats that attended all 3 events will be vying for the title September 27-28 in Vancouver, BC, the third and final event, which is also a world qualifier for the Vancouver fleets.

The J/24 International Team Race Regatta took a break this year while the organizers begin planning for the 2004 North Americans to be held next June in Vancouver. The Seattle fleet will be organizing the event for next year to be held, likely, in August. Charter boats will be available for crews traveling from afar so stay tuned.

The 2004 season will be exciting with 2004 NA's on our doorstep, Western Regional Champs in the District, District Champs in the Columbia Gorge and the resumption of the Team Racing Regatta.



Doug Schenk inspecting the crane at the Columbia River Gorge

Doug Schenk

J/24's Hit the Gorge

Cascade Locks, OR: Nine J/24s descended in from Portland, Seattle, and B.C. to join 46 additional one-designs in five additional classes taking part in the 2003 Columbia Gorge One Design Regatta hosted by the Columbia Gorge Racing Association (CGRA.) Although this was the second year for this event, it was the first time for the J/24s in, arguably, one of the best new sailing venues in the world.

The fleet showed up Friday in Stevensen, WA to rig and then back down a steep grassy hillside to the waiting 1960's era boom crane. We were all impressed by CGRA's creativity, and with nobody jumping to go first, the Free Bowl of Soup gang bolstered by a solid insurance policy, and some liquid courage - gave it a shot. It was quite a sight, given the backdrop of the Columbia Gorge, with 12 Melges 24s and 18 505s already racing, not to mention the swarm of board and kite sailors flying around and above us! The Gorge was in true

form, blowing 15-25 knots, with some gusts reaching 30 knots. The Melges were competing for their Pacific Coast Championship and the word of 2 rigs down for the day had us all looking forward to the weekend.

With the bulk of the fleet tucked away in a cove just East of the marina for the night, a couple in Stevensen, and a couple elsewhere, folks took advantage of a variety of camping and hotel options in the small and welcoming towns of Cascade Locks and across the Bridge of the Gods in Stevensen.

Around 10:00am Saturday, we shuttled down to the boats in several Whalers and RIBs. Motoring through the gaggle of fishermen casting at us was a bit interesting, and I reckon pretty surprising to these Columbia River regulars. The first race was in the upper teens/low 20s and everyone opted for their blades. The J/24s were sharing a course and

committee with the Melges 24s, just up the river from the dinghies; a nice mix of these popular 24 footers. The width of the Columbia in this area allowed plenty of room, but it soon became clear that on this day the left corner was the place to be, holding out along the Oregon shore until tacking back out almost at layline. After four tight races, and changing up to the genoa for the bulk of the afternoon, the committee sent us home to enjoy the evening festivities including BBQ steak or chicken dinner, a live band, and plenty of refreshments - all set against the backdrop a phenomenal Columbia River Gorge sunset.

The Soup being tied for 1st with the District Gov's "Suspense" from Seattle had us celebrating a bit more the night before than was apparently prudent, given our results on Sunday - which started with a 10:30 first gun. The wind was blowing mid to high teens in

National Reports



Tim Hansen drives his White Trash upwind in the Columbia River Gorge

the morning, and mid 20s with some nice gusts by the end of racing. In addition to providing another set of "photo-ops" of the now famous shark boat to the multiple cameras, Phil Campagna and crew on "Bite Me" was on a tear, as was Trevor Tunnoccliff's gang from Bowen Island, BC, nicely working to 2nd and 3rd for the regatta. Eric

Sanderson and team on Suspense, however, posted solid weekend finishes, taking the inaugural "pickle dish".

The long-sustained planes in the peaking breeze on Sunday had us all grinning and looking forward to coming back next year for Districts, and beyond. As a fitting end to the weekend, we noticed Carpe Diem pulled over by a Washington state trooper who was convinced it was an oversized load and was beginning to write a ticket until the rest of us started rolling by, convincing him that J/24s on trailers in the Columbia Gorge is going to (hopefully) become a common sight.

1.	Suspense	Eric Sanderson	1	7	1	2	2	1	-8	14
2.	Bite Me	Phil Campagna	5	-6	3	4	3	2	1	18
3.	USA 182	Trevor Tunnoccliff	2	5	8	(OCS)	1	3	3	22
4.	Free Bowl of Soup	Doug Schenk	-7	1	2	1	7	6	7	24
5.	Carpe Diem	Stan Bowers	4	-8	6	3	8	4	2	27
6.	USA 2950	Noel Morgan	(OCS)	2	4	7	5	5	5	28
7.	White Trash	Tim Hansen	3	3	-9	5	6	8	4	29
8.	USA 3839	Bill Vlasses	6	4	5	6	4	-7	6	31
9.	Strange Brew	Blaine Goold	8	-9	7	8	9	9	9	50

USA-JCA

District 21 News

Pat Toole

District 21 Championship

October 11-12, San Diego Yacht Club

The following is a narrow view of the J/24 District Championship and World Qualifier regatta from on-board our boat 3 BIG DOGS...

Although the wind was light, the racing was a wild roller coaster ride. We were scheduled for three races on Saturday and two on Sunday but since the winds were light, only two were sailed on Saturday.

Race 1, double windward-leeward: Wind was in a left phase at the start. The line was short and crowded at the left end. We ended up tacking at about 15 seconds before the gun and ducking all starboard boats to start at the boat end on port. Although normally a terrible way to start, within 1 minute, we were in the top seven. We tacked on a right shift and then played connect-the-puffs. By the second windward mark we were in third and on the final run we close enough to dirt 2nd, Tiny Dancer. Very near the finish line we rolled Tiny Dancer, but in the process, she was able to create a little starboard, jibe inside, and finish on the favored end. Somehow we beat him by inches

to finish 2nd.

Race 2, double windward-leeward: Breeze was better on left side. Another bad start at the boat end, on port! (Our strength must have become our weakness.) We sailed a combination of shifts and connect-the-puffs and slowly dug through the fleet. At the first windward mark we were 2nd behind Fish Lips and just ahead of Tiny Dancer. We headed downwind on starboard to the left side of the race course but went a little too far. The next puff came from the other side and was more backed so we lost two boats by the leeward mark. On the next beat we lost another boat, Ryan Cox, but at the final windward mark, we jibed immediately on a right shift and good puff and road down the course on port. When the fleet converged we were in 2nd, just ahead of Ryan. After a set of jibes, we ended up over standing the favored port end and finished just behind him for a 3rd.

Race 3, double windward-leeward: Line was boat end favored and short. Breeze was at

about 8 knots, middle-left, but increased to about 11 just before the start. We ended up getting pinched out at the boat end twice! By the time we finally started, we passed behind the entire fleet on starboard. We continued to sail the shifts and puffs to dig through the fleet. One the final downwind, the breeze was on the right side of the course. It was very tricky to stay in the breeze but not overstated the finish line. We were very happy to finish 5th.

One more race scheduled, we were in second for the regatta. Any of six boats could win: Ryan Cox, Fish Lips, Tiny Dancer, Deke, Geraldine, and 3 Big Dogs. Wind 10 knots, 274 +/- 5 degrees.

Race 4, five legs: We set up for a conservative port approach, midline start. At the gun we were 1/2 a boat length off the line but good speed. We were leading going into the first mark until a left shift hit and someone on the far left corner came in and faced us on a very thin layline. We were trapped by the boats on our hip, and tried to shot the mark but

couldn't. Deke tried the same and had the same problem. We both sat head to wind, waiting for a gap to fall to port. After a very slow set of tacks, we finally got around the mark and set our kite only to hear Geraldine hail protest and notice Deke flying a red flag. We dropped the kite and spun to exonerate ourselves, and then re-set. In a very short period we had gone from 1st in the race and regatta to about 12th in the race and 6th in the regatta. Fortunately, not one person on board looked back, winched, hit the deck, or melted down. Everyone remained positive and only looked forward, concentrating on dropping the kite, spinning fast, re-setting, and finding the

next puff. We still had 4 legs and our confidence for digging back was at an all time high.

By the final leeward mark we were in about 6th but in the hunt-- only about 6 lengths behind 1st place and a 1.25 mile beat to the finish.

We had a fantastic rounding in a left shift. As some boats cleared out, the leaders tacked to cover. We were in good pressure and the compass was steady so we continued to the right. Two-thirds up the leg, it became clear that we had better speed than those on the left, and continued on port. We suspected the wind was more left on the left side so we patiently waited for a shift. Finally we got it! We

tacked and connected with the fleet. At his point we were leading. We positioned on the final 1/4 leg, loose covering Deke and giving us the better breeze on the center-right side. We finished 1st.

We were very lucky. The race organization was great, the parties were a blast, the crew didn't snore too loud, the raffle was exciting, the band, Viva Santana was awesome, the food/drinks/desserts were yummy, and the bar workers rooted for the Buckeyes...a truly wild ride.

Final Results:

1	3 Big Dogs	Pat Toole	2	3	5	1	11
2	USA3324	Ryan Cox	4	2	1	5	12
3	Jaded	David Klatt	1	8	3	2	14
4	Fish Lips	Kevin Crane	5	1	8	4	18
5	Geraldine	Julie Mitchell	6	5	2	6	19
6	Tiny Dancer	Zimmerman/Olson	3	4	4	9	20
7	Take 5	Susan Taylor/Werner Horn	7	9	7	8	31
8	Desperado	Sonny Gibson	9	7	9	11	36
9	Superstrings	Doug Hosford	12	12	12	3	39
10	Pandoras Box	Horace Field	8	10	13	10	41
11	Danado	Troy Smith	11	6	11	14	42
12	Commotion	Tony Wetherbee	10	11	10	12	43
13	Critter	Stuart Cramer	14	14	6	13	47
14	Pass the J	Andy Witham	13	13	14	7	47
15	Bad Idea	Dave Christensen	15	15	15	16 dnf	61

Louis Bartos

J/24 Sailing in Alaska



Louis Bartos of Ketchikan, Alaska at the helm of Scoundrel

Ketchikan, ALASKA - I haven't seen anything in the J/24 Magazine on the J/24 racing in very competitive PHRF fleets, so I thought I would present this offering. It took me three years to get my boat in an up to date standard of condition so that it would be highly competitive.

Our PHRF fleet contains Solings, Santa Cruz 27s an Olson 30 and other fast boats, so our boat is the smallest in the fleet sailing with a PHRF rating of 168. We are also the oldest crew in the fleet (I am 67 and the youngest of the permanent crew is 48 years of age) so we have to work hard to succeed. In the November Sailing World Magazine "Sailors Forum", one of our members wrote a short note on sailing in our corner of Alaska.

For the second year in a row we received the "Race Boat of the Year" trophy (high score in this fleet.) We also picked up the Most Races Raced trophy and were awarded the Sportsman of the Year trophy, three monthly series first place trophies plus others.

We race our J boat in a Class legal configuration. The sails, though with exact Class legal measurements, use cloth that is not Class legal and have all glued seams. The spinnakers and a spare Genoa are class legal. The photo shows the boat with this hi-tech suit, that is accepted as legal in this PHRF fleet. Even though we sail with a 168 PHRF handicap, the J/24 can hold her own in a highly competitive PHRF fleet.

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International J24 Class Association—World Council Meeting

16 August 2003—Medemblik, Holland

Attendees:

Geoff Evelyn, Chairman, CAY-JCA Proxy, 1 vote
John Peck, Executive Director, Technical Chair, MEX-JCA Proxy, 1 vote
Bob Turner (President, GBR-JCA) designated Proxy to Stuart Jardine
Remco van den Berg (President, NED-JCA), 1 vote
Rudy Wolfs (President, CAN-JCA), 1 vote
Gus McKechnie, AUS-JCA Representative, 1 vote
Pete Ramsdale, BER-JCA Representative, 1 vote
Stuart Jardine, GBR-JCA Representative, FRA-JCA Proxy, 2 votes
Robert March, GER-JCA President, 1 vote
Robin Eagleson, IRL-JCA President, 1 vote
Mariolino di Fraia, ITA-JCA Representative, 1 vote
Takeshi Kurihara, JPN-JCA Representative, 1 vote
Pachin Arrivas, PER-JCA Representative, 1 vote
Marianne Schokke, SWE-JCA President, 1 vote
Jim Farmer, USA-JCA President, 2 votes
Total=16 votes

Other Observers:

Jan Mohr, GER-JCA
Monica Persson, SWE-JCA Secretary

1. Call to Order and Welcome

Geoff Evelyn welcomed everyone; introductions around the table were made. Thanks to Remco for all the hard work in preparation for the worlds, and hosting the WCM.

2. Approval of the 2002 World Council Minutes

Geoff noted that the Minutes were published in Volume 45 of International J/24, of which everyone had a copy. He asked that someone move to approve the minutes as written.

Moved: Jim Farmer

Seconded: Robin Eagleson

All in favor

3. Executive Director's Report:

A. Association Members - There have been several situations where a sailing organization or a yacht club has ownership of multiple boats. The constitution states that the boat owner must be a member of the class before the boat can be measured. The question is how many boats can one person own and have measured under one class membership? A general discussion followed: There are two requirements that we're looking at. (1) The boat owner must be a member of the class. That doesn't mean an individual or association, it does mean that whoever owns the boat must have a membership, and have paid for that membership. That membership entitles the boat owner to then obtain a Measurement Certificate that is required for the boat to race. If you're not a member of the class then you don't get a certificate. When measurement forms come into the IJCA office to process a Measurement Certificate, the boat owner's current membership is the first thing that is verified. (2) Whoever is driving the boat must be a class member, whether that driver is a boat owner or not a boat owner, doesn't make difference. However, that driver must be an individual, not an association, corporation, etc.

The IJCA membership costs US \$8 per year. That includes one membership card and one transom sticker. If a member has two boats that he wants to race, he must have two transom stickers, therefore he must have two IJCA memberships. That would also entitle him to receive Measurement Certificates for the two boats. From an administrative point, this is not a problem for the IJCA, but does create a challenge for the NJCA issuing the membership.

As an example, in Peru, the Naval Academy owns several boats that are actively raced. The Academy pays (let's say) \$50 for membership in the PER-JCA, and receives the IJCA membership card and transom sticker. It can now put one boat on the race course, but the Academy cannot helm the boat. The individual helmsperson must also be a member of the IJCA.

Now the Academy goes back to the PER-JCA and wants five more memberships so that its other boats can also be raced. It is up to the PER-JCA to decide the fair market value of the second membership to a current class member. Its logic is; that there is really only one member to provide full service to. That one member has six boats, and wants all of them to be raced by someone. Therefore, it charges (let's say) \$10 or \$15 for any additional membership.

Robin Eagleson summarized; what the individual country charges a single member for joining the association is that country's business, and not something for this table. So administratively we can say, to give direction to the IJCA office, and be documented in our minutes, that a transom sticker has to be evidenced by an international membership. We don't know what the charge for that is, and we don't say what that is at any point in time because we don't need to. So it would end up that no matter how many boats you have, you must have one international membership for each boat.

B. Sail Royalties are here for a number of reasons. The royalty was designed to put revenue into the class, so that we're taxing the people who use the class the most. The more you sail, the more sails you buy, the more you use the class, the more you pay. We expanded that, and said a portion of that royalty that comes to the IJCA is going to be set aside for promotion. Roughly 30% of what the IJCA receives is put into the promotional fund. The "retail" price of the royalty tag, just like membership, is determined by the NJCA where it is sold. That provides the opportunity for the NJCA to have an inflow of cash, the same as the IJCA.

Where we are having some disagreement, or some concern, right now, is that one country has a sail maker who is exporting sails to other countries. That sail maker is buying the tag from the country of origin, and exporting the sails somewhere else. Therefore, the country receiving the sail does not receive the royalty payment. Two years ago the World Council agreed that we would monitor the two major sail makers, North and Quantum, in the US. With the cooperation of the sailmakers, that program has been successful to reallocate the money collected by the USA-JCA to the NJCA where the sail was exported. Last year, over US\$4,000 was allocated to eleven NJCA's that imported sails manufactured in the US.

Robin Eagleson in the Irish class has documented a number of new sails that have come into his country with no royalty whatsoever. Most NJCA's have similar situations. Most of the royalties that are sold in the European Community go to North Sails in Italy. The sails are shipped throughout Europe. I have no idea what North pays for the tags, and it's my understanding that it doesn't show up as a detail on the invoice.

A general discussion followed; that the idea at this point is to try and establish some policy/procedure to go forward, that would be uniform and benefit the proper NJCA, so that it's fair around the world.

Stuart Jardine stated that it is his belief that sails should be sent without any royalties to any country. They should not have the royalty at that stage. The tags should be sent to NJCA's, and sold to the class member when the sail is measured. I feel that we should be saying we must stop the export of sails with royalty tags to any other European country. The GBE-JCA is making about £16, equivalent to US\$24-27. That's our way of getting money into our class so that our annual fees are much lower.

Geoff Evelyn: The question here is there any objection to expanding the administrative policy that we have. In 2001 we decided to implement a pilot program over the next year. Basically, the International office, with John being in Texas, makes it relatively easy for him to handle the US sold the tags, and quarterly, ask North and Quantum for an export report. I've seen it; maybe two-thirds of the sails have gone to the US, and one-third have gone to somewhere else. Then John would credit the NJCA of destination. Every quarter he would send the US a credit memo for so many North sails, and then he would credit everyone else.

Jim Farmer objected, stating that it worked OK, except we would have rather had the money instead of the credit; due to problem of not having some operating cash.

The discussion continued with various scenarios in each NJCA relating to who should apply the tags, costs, sail measurement and administration policies.

Rudy Wolfs: "We have a solution on the table. The short term of it is the pilot project is ended, and the class office will sell tags to national authorities only, with the exception of having tags on hand for emergency situations at major regattas (Continental and World Championships). Administratively we're asking John to go to North, and sort out the crediting of exported sails with North USA and North Italy wherever possible."

John Peck: "When I get that report from North, they bought the tags from the US, they've exported them around the world, how do you want to deal with that switching the money, does that mean that Jim writes a check to Bermuda, Mexico, Canada and that's what they get, or do you want me to flip switches in the office to credit and debit accounts?"

International J24 Class Association—World Council Meeting

16 August 2003—Medemblik, Holland

A general discussion followed about the differences in what is charged by the ITA and USA-JCA's for the royalty tags, and the differences in currencies and exchange rates. Also, how do we address the small sail makers in England who export to Ireland, and similar situations around the world? There was no consensus or resolve.

Rudy Wolfs: "Let's end the pilot project with the US, and status quo with the rest of the world. Jim has asked that we end the pilot project. I think that we agree that we'll end the pilot project within the US, and that we'll instruct the executive director to work out an amicable arrangement with the sail makers through the national class to make sure everybody is credited correctly. Is there a motion?"

Motion made by Jim Farmer Second: Rudy Wolfs All in favor

The World Council will revisit this topic at the next AGM.

4. Chairman's Update

Geoff Evelyn: "Ok, it's 10:48, and I want to move on to item #5 for a second, please. Chairman's update. I have been your chairman for nine years. I've worked with the class since 1986. It's time for a change. I wish to resign immediately. I have asked around if anyone is willing to take on this job. Fortunately I have found a volunteer. Like Hank before me, like Glenn before me, Lorne before me, we should recruit our successor. Rudy has volunteered to take the gavel, and I feel very comfortable in that. So having said that, I would like your approval for me to step down at this point in time, and to accept Rudy Wolfe as your new chairman. This is not an election year. Next year is the election year. After one year you can keep him or whatever you like. As past chairman, I have no future vote on the committee; my desire at this stage is to allow Rudy to take over. I would like to leave, to allow Rudy to assume full control of the meeting...at the same time I understand that Donald Manasse, our current Vice Chairman is also resigning. So it will be your duty here also to pick a Vice Chairman. I believe we also have another volunteer, Bob Turner. It's now your choice, people. Are you willing to accept my proposal?"

Accepted by Acclamation

Rudy Wolfs then presented Geoff with a plaque acknowledging his time and dedication to the class.

5. Executive Director's Report (resumed):

C. International J/24, the magazine. John Peck reported that the per copy cost had been reduced by 50% so that all NJCA's were now paying the same price as the USA-JCA. He emphasized the importance of the magazine as a tangible tool used to promote the class.

Rudy suggested that NJCA may want to pre-order the magazine, or think about packaging it with their annual memberships. A general discussion followed regarding the importance of the magazine and need for timely contributions from NJCA's so that the rest of the world is aware of their activities.

D. J-Boats/Builders Report John passed around a letter from Jeff Johnstone:

Re: Copyright Holder's Report for 2003 Annual JCA Meeting

Dear John,

Since last year's meeting we have assigned 30 hull numbers, through hull #5332. Most of the recent hull assignments went to J Boats Italy who has seen an increase in activity over the past year. US Watercraft also had an uptick in shipments this spring, thanks to increased demand for the Silver Anniversary Regatta. Hull #5318 was in fact on display and raffled off at the regatta as a fundraiser for the Sail Newport junior program and the US J/24 Class.

J Boats was happy to co-host and co-organize the recent J/24 Silver Anniversary Regatta in Newport. We had about 75 boats from around most of the US, Canada, as well as teams from Venezuela, Japan and Virgin Islands. It was probably one of the most positive events I've attended in the past 10 years of racing. We've had so many great comments about the event, beginning with the volunteered splitting of the fleet into different divisions. There were two all-women boats, one boat with average crew age of 16, and several multi-generational boats. People especially enjoyed having such competitive racing but with-

out the pressure of it being a world qualifier or "major" event.

The event came off without title sponsorship. Major funding support came from US Watercraft, J Boats and North Sails, as well as the J/24 raffle. The JCA generously supported the event by having a video crew provide daily video and commentary. This was very well done, very well received and should prove to be a valuable promotional piece for the class in the future. It was also great to have Geoff and Wendy Evelyn on hand for the prize giving. In the coming months, there should be some excellent publicity for the class as both Sailing World and Sail Magazines plan to include write-ups and photos of the event.

Hopefully there will be a springboard effect, as J/24 sailors travel back to their homeports fired about their recent experience. A few of the long-time J/24 sailors commented to me that they wished the J/24 class could resurrect more events like this. By that, I believe they mean a return to sailing in desirable ports at desirable times of year, such as having the Midwinters in Key West, FL every five years, or a similar reunion event in Newport every five years. If we were reminded of one thing in the past few weeks it's that the J/24 class is all about people. And as much as we can focus on delivering great events that co-mingle competition with camaraderie, we can help perpetuate the momentum that's already brought us along 25+ years.

I hope that you have a productive meeting,

Yours truly,
Jeffrey Johnstone

Gus McKechnie gave a report from Australia: "J-Boats Australia is in the process of reestablish their building capabilities. There was a brush fire two years ago that destroyed the molds. In the process of getting ready for the world championship they're negotiating with J-Boats to allow the Australian class to be the licensed holder, and it would have the capability to subcontract with anyone who can build a boat under the license. We can see that where positive things happen when the boat builders are involved in the class, like in Argentina and Italy."

There was a general discussion about the work involved for the class to certify new molds, and another builder, in light of the discrepancies that exist between the current builders.

John Peck commented, "We as a technical committee are also very concerned about the discrepancies between some of the builders. One builder in particular has been able to deliver boats that weigh exactly 1270 kilos to top sailors at the last World's, and then ship a boat to this regatta, out of the same mold, that is 30 kilos below the builders minimum weight. We need to pay a lot more attention, as a committee. We would like to start weighing components, as they come out of the mold."

Stuart Jardine continued, "We'll weigh the interior liner, the deck, the hull, and the keel before it's sent for assembly, and the funny business that goes on in some places needs to stop. We need to know that if we buy a boat, it's a J24, and not have to ship it back to the US because it's wasn't correct when it got here... We are going to submit to J-boats the fact that we want a commitment from their manufacturers to deliver boats that will measure..."

Rudy Wolfs: "Let's rely on the ITC to propose a solution on how to handle the discrepancies."

E. Financial Report John Peck handed out financial statements for the year ended 30 September 2002, and the Ten-Months ended 31 July 2003. John reported that the operations are in the black, finances are stable, and that the promotional fund continues to grow about US\$5,000 per year.

The discussion then centered on the outstanding debt from the US that is carried over from the separation of the USA-JCA from the JCA. It was decided at the 2002 AGM that roughly US\$17,000 would be forgiven in the form of a grant, and the remaining US\$46,000 could be granted in the future providing that there were no tax implications to either side, and that the USA-JCA was able to demonstrate financial stability. John suggested, as recommended by Donald Manasse last year, that we continue with grants in the amount of approximately US\$16 over the next three years; provided that the USA-JCA provides evidence of financial stability.

Motion by Rudy Wolfs: Prior to each year's distribution of the grant money, the US will provide the financial information for that year, and projected financial information for the upcoming year. The

Executive Committee will approve that distribution of the grant. (The spirit is of course that we're giving up that complete debt from the US, assuming it provides standard positive financial results. It will be a very simple process.)

Seconded: Robin Eagleson

Jim Farmer: "Can we discuss? (Rudy nodded). I took John's proposal of splitting it into three parts and extended it out three more years, and presented it to our group. The suggestion I got back from the head of our finance committee was that he would rather it be done sooner than later; instead of drawing it out for three more years, and possibly have three more years of discussion or whatever..... the motion from Don Manasse was basically to that effect, though for making a series of grants - that wasn't really defined as far as I could see. We're running on a budget. I apologize, I asked for a six month budget to bring here which would have ended July 30. I did not get that in time to bring to you. I did not bring my subsequent earlier numbers. I meant to bring them. I just didn't bring them. We're running the numbers with our finance people and our executive director. We have a lean budget set up. It's based on the right at the number of members we should have from last year. A big membership push and we're running close to even with those same numbers, so our budget projections are to run on pretty much a zero budget like John is running here. We're trying not end up with a flush of money, but certainly not in a hole. We are on a healthy basis, not really struggling to pay the bills by any means..."

New Motion by Robin Eagleson (with Rudy's permission): **I suggest that we over the next three years, we give the US equal grants totaling 46,000. That puts us in a position of giving them roughly 16,000 for a three year period. That will be considered, for tax purposes, as a grant to another non-profit; with the stipulation that the US follows through on the recommendation to provide us with financial information showing stability, and the ability to continue to go forward. The Executive Committee will approve the distribution of the grant each year.**

Seconded: Bob Turner
Motion Passed: 8 - In Favor, 2 - Opposed, 1 - Abstained

F. Budget John Peck: "The budget is going to be a 'zero budget'. To be honest with you, the current budget for this year was approved about four weeks ago, and it really hasn't given me enough time to work on a new budget.... It used to be the annual meeting was always in November, the month after our year-end, which made it very convenient to present budget. Now the annual meeting fluctuates, depending on the World Championship. At least that's been the trend for the last few years, which makes it a little more difficult to have the budget in place."

A general discussion followed as to the need to change the Constitution so that the budget was not a requirement at the AGM. Pete Ramsdale noted that moving the AGM to coincide with the World Championship has had a positive effect on attendance.

John Peck: "We have a Finance Committee in place, and an Executive Committee who have to power to change the budget during the year...I could present something at every meeting knowing it could be changed. If that's what you want, that's what I'll do. But I can assure you that we're not going in the red, we're going to be black or zero every year."

Rudy Wolfs: "Thank you, I'm just looking for a copy of the budget. You can hand write what he just said. The budget is that we will not lose money in the next year. All right, and the Executive Committee has the opportunity to amend that at any time. In future budgets the attention is going to be a more detailed budget than what our profit and loss statements might show. So we'll make sure that at the future AGM's we will present a straw man budget, per cost category, that will be based on historical results."

Motion by Rudy Wolfs: The motion is that this year's budget will be a balanced budget, meaning that we will not lose money. Guarantee that there is no loss in 2003-2004. It's not as detailed as we would like this budget to be, but for the sake of having something for presentation.

Seconded: Bob Turner

Motion Passed: 8 - In Favor, 1 - Opposed

6. Elections

Finance Committee Chair and Vice-Chairman

John Adams thanked Geoff and Donald for their volunteer efforts for the class. John Peck said that he had talked with Nadine Franczyk, who was not able to attend the meeting, and she indicated that she is willing to continue as Finance Chair, if asked. John Adams suggested that Nadine should continue. There were no other nominations. Nadine was elected by acclamation.

John Adams then stated that Bob Turner had been recommended by Geoff, and asked if there were any other nominations for Vice Chairman, to serve for one year.

Rudy Wolfs Nominated: Bob Turner
Seconded: Jim Farmer
All in Favor

7. Technical Committee

A. Rule Change Proposals and Update

John Peck reported that there have been proposals submitted to the Technical Committee from the GBR-JCA, and that J-Boats Italy has made suggestions as to possible changes in the building specifications to enhance the interior of the boat while at the same time reduce production costs. The proposals are being reviewed by the ITC. John has asked the designer to comment on the building specifications before the ITC spends a lot of time reviewing something that he has the power to veto.

Stuart Jardine expressed concern on the current rudder design because there have been several broken in the UK. He suggested, "...we should be able to use the rudder in exactly the same way and shaped but with something a little bit stronger in the middle." John had talked to Rod Johnstone about Stuart's concerns. Rod doesn't think that there is a problem with the design because there are very few rudder failures world wide. His thought was that possibly there was a manufacturing problem. This will continue to be under investigation and review. John expressed concern about what will happen if we allow a "new" rudder design; comparison made to the Sunfish Class when fiberglass foils were made legal.

Stuart asked if some of the proposals from the GBR-JCA could be implemented immediately. John explained that in 1990, after twenty one rules were changed that year, the World Council wrote in the minutes that we will only change rules every two years, unless there is some emergency situation. Since then, we have averaged about twelve rule changes every two years. He outlined the timeline requirement for submission to the Executive Committee, World Council and ISAF. All of that is required before a rule may be changed. The rule proposals under review at this time by the ITC will be submitted to ISAF in August 2004. The World Council will approve/disapprove rule changes at the next AGM, September 2004, and then the ITC will go before the ISAF Keel Boat Committee in November 2004 for final approval. Those changes will go into effect in March 2005.

Rudy Wolfs: "One of the top challenges has occurred based on the fact that the ITC has been a hidden black hole; maybe too harsh of a term, but not very transparent to the rest of us. I'm going to suggest some changes that John possibly could implement to make it more transparent and increase the communication level... My proposal to John is to create a transparency to eventually relieve some of the anxiety and stress that's occurring because we all want some rule changes, but we also want the process to be done effectively...We've been having discussions about how it's more transparent, how it can be more in the open, and it seems that we should be able to on our website under rules, have a section page that would show these suggestion changes and we would be able to update on a daily basis...In other words, 2003-1, proposed, pending, rejected, will be submitted for vote, and the list goes on, but at any point you should be able to go to the website and see the current status of every change that's been submitted. I think this is part of growing and going forward, and part of less paper, more wire...As the chairman, I have instructed administratively that the chairman of the Technical Committee is going to create a simple process for the exposing, managing and monitoring of ITC items..."

All in Favor

The minutes are duly noted that the precedent set in 1990 to have a two year requirement is amended to say that the World Council may make rule changes "periodically."

International J24 Class Association—World Council Meeting

16 August 2003—Medemblik, Holland

John emphasized that any "periodic change" must still be approved by ISAF at its November AGM, and would not be effective until the following March.

Stuart suggested that the delay in moving more quickly has really been due to the lack of communication from the designer and J-Boats. John said that the only thing we can do is set an ultimatum deadline, and if we don't have respond by a certain time, then we're going to take it into our own hands. He doesn't want to put unnecessary pressure on Rod or the Copyright Holder.

Rudy Wolfs: "Every time you ask for any feedback from any outside source or even internal members, you have to put a time line on the line otherwise you'll never get the thing moving along. The reason we have some pressure on the table is that we haven't had a clearly defined time line for the process. As long as the person gives reasonable time in the whereabouts that should be fine. I think it needs to be reflected in these minutes that the world council is directing the ITC to make that move...We've given the ITC, through the minutes, the empowerment to set a deadline, and execute based on our defined process."

All in Favor

C. Uniform Sail Numbers

Dennis Ellis has suggested that we consider using the same sail number assignment as the hull number. He noted that the Etchells Class has already moved in this direction. The idea is to create some continuity all around the world.

We have had confusion at championships when we have two sail numbers that are the same, the only difference is in the country code. When the IJCA issues a Measurement Certificate, the primary identification is the hull number, and secondary we note the sail number. The suggestion is that we agree in the class that we want this to happen, and we stipulate a time frame, one or two years for members to voluntarily comply. The next time you buy a sail, you specify your hull number as the sail number. That will be a gradual transition that should be painless. It will not affect the current Rule 2.5.3.

The council was in agreement that the class should move in this direction where ever possible. Progress will be discussed at the next AGM.

B. Proposals for World Championships

A. 2006 Australia Gus McKechnie reported on the progress for preparation of the World Championship in Melbourne. Sail Melbourne, the J/24 Class Association of Victoria, and AUS-JCA are addressing the issues that require resolution. The biggest single issue that must be resolved at an early point in time is the supply of boats for charter of an acceptable standard. The New South Wales J24 Association, which holds the license to build J24's in this country, has a strong interest from a boat builder in Melbourne to construct a new mould and recommence manufacture of J/24's under the auspices of the NSW Association License. Negotiations with the potential builder continue in that regard, and it is hoped that a secure supply of new boats will also open up the second hand market, increasing fleet numbers and ensuring a supply of acceptable boats. Budgeting, sponsorship and marketing programs are in the formative stages.

B. 2007 World Championships Bids It was noted that technically we don't need to have a site selected until 36 to 48 months before the event (reference page 36 of the 2003-2004 Rule Book).

1) Acapulco, Mexico John Peck distributed a proposal from the MEX-JCA

2) Annapolis, MS, USA Angelo Buscemi distributed a proposal from the USA-JCA

There was general discussion of the pros and cons of both proposals. There were questions that could not be immediately answered. Rudy Wolfs noted that several members of the World Council had already left the meeting, and that there may not be a fair representation to call for a vote. He suggested that the vote be postponed until 2004, giving both sides the opportunity to address the concerns.

All in Favor The decision will be made at the 2004 AGM.

9. Reports

A. World Championships

1) 2004 USA Jim Farmer reported on the progress: "The Noroton Yacht Club in Darien, Connecticut will be the host...Late September, the proposed dates. There is a committee in place. The basic things have already been covered. Still searching for a major sponsor. They'll have a website running soon so you can pull up more information. It's about an hour train ride into New York City for members of groups who may or may not be sailing...Bottom line, we're on track."

2) 2005 GBR Stuart Jardine reported that everything is progressing as should be expected.

B. European Championships

1) 2004 Melmo, Sweden (22-30 July) Marianne Schokke reported that everything is on schedule, and that Sweden is very excited to be the host for 2004.

2) 2005 France Stuart Jardine reported that no date had been set, but the FRA-JCA is moving forward and making progress. Expect a detailed report next year.

C. North American Championships

1) 2004 Vancouver, Canada (15-20 June) Rudy Wolfs reported that the 2004 NA's will be at the Royal Vancouver Yacht Club. Financing sponsored by Mercedes-Benz, Canada. All rule committees have been selected.

2) 2005 USA Jim Farmer had no progress to report.

D. South American Championships

1) 2003 Rio de Janeiro, Brazil (13-19 October) No report.

2) 2004 Chile Patricio Seguel sent word that the venue will be Algarrobo Bay in October or November. Two yacht clubs are under consideration, and FEDEVELA has been secured as a sponsor. Charter boats will be available for about US\$ 650.

10. 2004 Scheduling Rudy Wolfs reported that participation and attendance is significantly better as a result of coordinating the AGM in conjunction with the World Championship. The proposed date for the 2004 AGM is 25 September, in Darien, Connecticut, USA.

All in Favor

11. Strategic and Operational Discussion Rudy Wolfs lead an open discussion as to what needs to be done to have continued growth in our class. The loss of Rolex sponsorship for the Women's Keel Boat Championship was a blow to women's sailing. We have a proposal to conduct a demographic survey of J/24 sailors to help solicit regatta sponsorships. Rudy outlined thoughts for the upgrade of the International website, beyond what had previously been discussed regarding the rule change process. Promotional tools (in addition to the magazine) for membership growth. Discussion on DVD/video with the ability for all international languages to do "voice-over". Expected time frame is October. The ISAF Open Display, set up at the ISAF AGM will be somewhere in Spain in November. Possibilities of having a booth with the video running, and copies for sale.

12. Election of the Executive Committee: There are two open slots available and one slot for the NJCA that is hosting the 2004 World Championship.

Geoff Evelyn nominated Remco van den Berg
Seconded: Bob Turner

Rudy Wolfs nominated Brad Read
Seconded: Jim Farmer

All in Favor of Both Nominees - Jim Farmer was appointed to represent the USA-JCA that is hosting the 2004 World Championship.

Meeting Adjourned

International Class Directory

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