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#1 US Nationals

#1 Italian Nationals

#1 Japanese Nationals **#1** Midwinters

#1 SCYA Midwinters

#1 NOOD Chicago

#1 Primo Cup

#1 Trofeo Accademia Navale

#1 Pasquavela all'Argentario #1 Newport Memorial Day

#1 Easter Regatta, Lake Murray

#1 Worlds

#1 Europeans

#1 US Nationals

#1 Canadian Nationals

#1 Italian Nationals

#1 North Americans

#1 Midwinters

#1 PanAm Games

#1 25th Anniversary Regatta

#1 NOOD Chicago

#1 NOOD San Diego

#1 NOOD St. Pete

#1 East Coast Champs

#1 Western Regionals #1 Southwest Regionals

#1 Newport Memorial Day

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Magazine Fall / Winter 2004



Michael Burke's 8-Ball blasts downwind at the District 19 Championship held in the Columbia River Gorge. Photo: Sean Trew.

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Volume XLIX, Fall 2004. Price \$10.00. J/24 Magazine (publication number pending) is published two times a year by the U.S. J/24 Class Association, 7793 Burnet Rd. #15, Austin, TX 78757. Eric Faust, Editor. Application to mail at Periodicals Postage Rates pending at Austin, TX and additional mailing offices. POSTMASTER: Send address changes to: USJCA, 7793 Burnet Rd. #15, Austin, TX 78757.

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USJCA President's Report – Jim Farmer

OK. OK., I admit it. I'm a weather junkie. Like many of you I'm sure, I got hooked on the weather when I started racing sailboats. Low pressure, high pressure, veers, backs, gusts, clouds, shears...you know the drills. For quite a few years we got our fix from TV and newspapers and the occasional call to the airport to get the pilot's forecast. Then the internet came along and we were really hooked. Now I have seven sites in my favorites column weather.com. weatherunderground, NOAA, etc. There must be a million more if I just had the time. Some are good for wind, some just for general weather, another shows me a current video of the lake.

But after the last two months, I think that I may be cured from this addiction. You see, living in the Southeast U.S., we have been bombed by a series of hurricanes since early August. And when a hurricane is coming, the weather junkies here have a field day. As I write this, we've had Bonnie, Charlie, Frances, Ivan and now #5 Jeanne is headed for the coast this weekend. Ivan hit Florida and then went up to West Virginia, did a 360 and headed back to the Gulf of Mexico to regroup. Now it's headed to Texas.

We have NOAA discussion and probabilities, aircraft reports on every four hours or so, weather.com with live video reports, and weatherunderground with five computer models. The UK and Canadian sites are good, but what does someone in Canada or the UK know about a hurricane anyway? The problem is that no one from Florida is any good at tracking hurricanes anymore because all of their equipment keeps getting blown away.

Then when we get home from work, the Weather Channel has more live reports and Tropical updates than you can keep up with – it's fun just to see if the reporters can stand up in the gusts!

So I guess that I have been cured for a while. I've gone cold turkey – no more shortcuts on my desktop. No more constant monitor on the computer screen. Cold turkey, that is at least until the next hurricane season.

As for the USJCA, we have a lot going on this fall. By the time you read this, the 2004 World Championship will be history. We owe everyone at the Noroton Yacht Club in Darien, Connecticut a great deal of thanks for all of their hard work to make this regatta a success. Look for the Worlds report in the next issue of the magazine.

The USJCA annual meeting will be held on October 16th in Dallas. The biggest issue this year will be the new rules. I hope most of you have read the new rules proposals that have been posted on the website. At the IJCA annual meeting in September, these rules will be voted upon and then ISAF will approve or disapprove them at its meeting in November. We'll try to keep you updated on the website. The biggest change for the regular J/24 owner will probably be the ability to move the battery to the optional equipment list. It seems as though there are quite a few boats in Europe that cannot get down to minimum weight and this will allow them that op-

It has been another good year for our



Jim Farmer at the helm of the Party Reptile.

Class. Membership has been steady for the past several years and that's a good sign. Thanks for signing up.

And finally, as I have said before, we depend on all of you for our success. Your opinions and suggestions are important so please contact us with your thoughts and comments. We depend on your feedback to know how things are going and what we need to work on. E-mail is best (we all check e-mail constantly during the day) but a phone call works well too for quick answers. Eric Faust is almost always in the Class office and I can be reached in my office or on my cell.

Thanks for your support and participation. We're looking forward to some great regattas in 2005.

Best regards, Jim Farmer President - USJCA J24sail@bellsouth.net

Executive Director's Report - Eric Faust

Well, it's been another great year of J/24 sailing. As I write this, 74 of the best sailors in the world are battling it out at the World Championship in Noroton, Connecticut. It's interesting to note that the two boats leading this event are almost a quarter century different in age, and both of them have bottom paint. Jens Hookanson's Salsa is a 1979 model that is typically wet-sailed while Jeff

Johnstone's Ragtime is a new US Watercraft boat. What a great testament to our Class that both of these boats can be competitive at the highest level. Although most of us knew that old boats could be just as fast as the new ones, it's fun to see some objective evidence at the World Championship. The bad part is that it takes away one of the great excuses some of

us have always had for our performance on the water.

The U.S. National Championship in Annapolis was a great event this year with 72 boats on the line. The Severn Sailing Association went above and beyond for this regatta and you all still have a chance to enjoy their hospitality again at the Hillman Capital East Coast Champs at the end of October. Come to think of it, if you're reading this and the regatta hasn't started yet, you should put this magazine down right now and go. (See the Notice of Race on page 22)

Also coming up is the 2005 Midwinters in Tampa, Florida. Last year was big fun (even though the wind didn't cooperate) and we had 45 boats. This year should be even better and, despite the hurricanes that tried to blow it down, the new Davis Island Yacht Club building is on track to be completed for the regatta. We're aiming for over 50 boats this time, and like last year, those of you who are really gung-ho can also sail the St. Pete NOOD on the preceding weekend. What better way to get a break from the winter weather.

Later next year we have some more regattas that everyone should try to get to. The 2005 Nationals will be in beautiful Seattle, Washington in May. If you have never been to the Pacific Northwest this could be a great excuse to go. Giant trees, strong

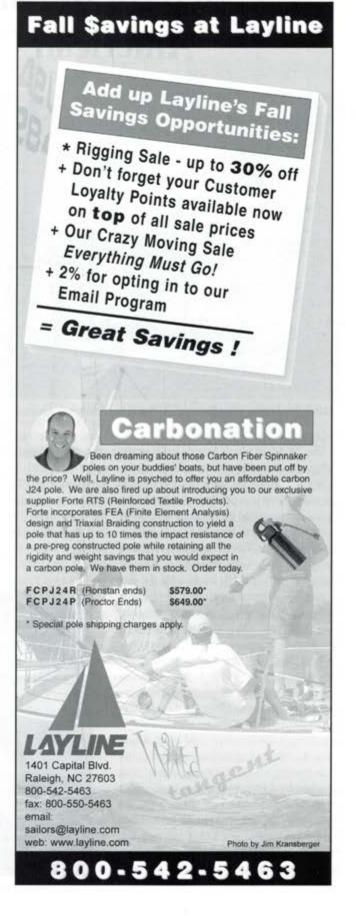
coffee, micro-brewed beer, and J/ 24 sailing. What more do you want?

Then in September we have the North Americans in Marblehead, Massachusetts. I spoke with the regatta organizers recently, and it sounds like they're planning a top-quality event. There are three different yacht clubs teaming up to host the regatta and the plan is to create a self-contained regatta setting. You show up, launch your boat and then don't have to get back into your car until it's time to leave.

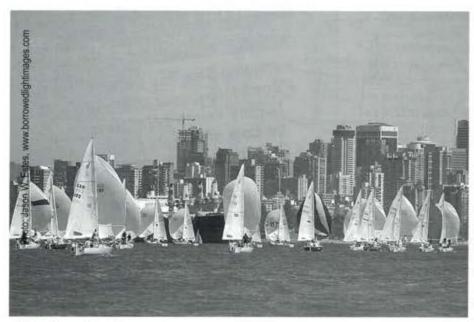
Things are looking good for the coming year, but we need all of you to keep spreading the word about J/24s and the fun we all have together. Thanks for reading this, and I hope to see you all on the water soon.

Eric Faust Executive Director – USJCA





Mercedes-Benz 2004 J/24 North American Championship



J/24s in front of the Vancouver, BC skyline at the 2004 North Americans...

By Lorne Chapman

The 2004 J/24 North American Championship was hosted by the Royal Vancouver Yacht Club during the week of June 15 - 20. Mercedes-Benz was the title sponsor for the regatta and provided tremendous support to the organizers. There were 34 entries, including 16 local boats. The navtech.ca crew came from Quebec City, the reigning Australian champion, and 16 U.S. boats with the defending NAs champion Brain Cramp from Rochester NY and a strong representation from California, Oregon, Washington and Montana.

Tuesday and Wednesday were taken up with measuring and launching the boats and registration activities. Measuring was overseen by Reid Stava, Chair of the USJCA Technical Committee, who played a vital role in getting it all accomplished with Bruce Long, the regatta logistics organizer and his team getting all the boats measured and launched by 4 PM, Wednesday, well ahead of the cut-off. Many competitors took the opportunity to participate in the host club's regular Wednesday night race as a tune up. Brief Opening Ceremonies followed on Wednesday evening.

The racing started Thursday with a practice race in the morning and then, after a relocation of the race course to the west of the entrance to English Bay, the first race to count was held. The conditions were ideal with winds of 12 to 15 kts. From the west and some complex tidal currents to add to the challenges. These turned out to be the two best races in the regatta. Thursday evening there was a barbeque at West Vancouver Yacht Club, where half of the

Vancouver fleet resides, and awards for the day's racing. This provided a totally different west coast experience for the competitors and their guests and was enjoyed by all.

Friday dawned promising, and again the Race Committee set up at the entrance to English Bay. It turned out to be a day of frustration, as most had never seen as much moderate speed wind but not being able to race with 60 degree wind shifts occurring every 10 to 15 minutes. The heroes of the day were the mark set guys who kept setting courses trying to let us get a race off, only to be faced with another shift. Retreating to the Bay didn't work as a large storm developed to the south, pulling the wind around and eliminating any possibility of getting a race off. Some of the day's frustration was expended in some spirited ball hockey - a Canadian J/24 regatta tradition - in the RVYC parking lot.

Saturday was another clear summer day and the thermal appeared in the Bay early in the morning. A decision was made to race in the Bay as the thermals often do not reach out to the Bay entrance. Three good races were held in a variety of conditions with the strong flood tide appearing in time for the second race. The tide rivers and subtle but important wind shifts presented some chal-



Dave Klatt approaches the weather mark on his way to winning the North Amercians.

lenging racing. At the end of the day's racing we had completed enough races to have an event, and we seemed to have recovered from the loss of Friday's racing. Saturday night RVYC hosted a regatta buffet, which included the presentation of daily prizes and a number of sponsor give-aways with entertainment from a local marimba band.

Sunday arrived looking much like Saturday and again the decision was to race in the Bay to get the best from the westerly thermal. The first race was in a building westerly with the remnants of an ebb tide. The tide then switched to a flood for the second and third races. By this time the fleet had the tide gradients figured out and racing was intense.

The regatta finished up with seven good races, giving the competitors a championship series with a drop race to get rid of their worst score. Overall there was highly competitive sailing, no totally dominant boats and a good mix of challenging and complex conditions. Following racing the logistics team went to work again and hauled the boats in record time.

Prize giving was held on the lawn in front of RVYC. The Race Committee and International Jury were thanked for their work on the regatta. The fleet was well behaved



The word 'obstruction' takes on a new meaning when sailing in a major seaport.

so the Jury was not overworked. Prizes were presented by Robert Wissenz of Mercedes-Benz Canada to the top six finishers, the highest-ranking amateur, and to the sailor demonstrating outstanding sportsmanship at the regatta.

The winner and recipient of the Robert Johnstone Trophy was David "Deke" Klatt and his crew on board "Jaded", representing the Ventura Yacht Club. Jaded finished 4 races in the top 3, including 2 bullets. Deke's crew included David Paudler, Lane Desborough, Bruce Labins, and Avery Stewart.

In second place and top amateur was Steve Fleckenstein on Bubbalouie from West Vancouver Yacht Club. In third place was Mike Ingham, the 2003 NAs champion from Rochester Yacht Club on Brain Cramp. Rounding out the top six prize winners were Harry Dursch from Seattle in fourth on Self Abuse, Chris Snow from San Diego on Bogus in fifth, and Hunter Lowden from West Vancouver Yacht Club sailing Kids.

The winner of the Peter Milne Sportsmanship Trophy was Hunter Lowden. Hunter put together a crew of younger sailors, took a borrowed boat that had not seen much action recently and made it race-ready. Using sails that were not as crispy as most in the fleet, the crew sailed a solid regatta to finish in sixth place. This effort, the level at which Hunter and his crew performed and their conduct throughout the regatta made Hunter an outstanding winner of this award.



Ryan Cox (13), Stephen Estes (09) and Pete Sauer (04) battle toward the leeward mark...

Results on page 12.

High Performance Teaming

By Thom Henneberger, Larry Ledgerwood, and Rich Jepsen

This is a story of how the Team OCSC decided that season standings were not the results by which we wanted to measure ourselves. The outcome was a satisfying season for our crew and our first season championship. Most importantly, our journey reinforced our mutual friendship, respect for one another, and trust – the primary building blocks of high performance teaming.

In late 1992, Thom Henneberger, a graduate of the OCSC Sailing School in Berkeley, California, was bitten by the racing bug and purchased a virtually new J/ 24 five months later from Sail California. Rail to Rail was placed in the OCSC fleet of boats used for performance sailing classes. Several months later, Rich "Stickman" Jepsen, CEO of OCSC, decided he wanted to return to racing and approached Thom to see if he could charter Rail to Rail for a seasonal effort. Thom enthusiastically agreed with one big condition: the charter payment was that Rich had to invite Thom - with his one year of beer can racing experience - on board as his tactician. Lou Anna Koehler, also an OCSC member with significant J/24 foredeck experience, joined the newly formed team and the Team OCSC racing program was launched.

Over the next several seasons, Rich, Thom and Lou Anna focused on improving their skills while looking for someone to trim sails and another person to contribute at the mast position. By 2000 the team finally gelled with the addition of Larry Ledgerwood, an OCSC instructor, as trimmer and Trena Depel, another OCSC performance sailor, at mast. Larry brought several years of racing experience to the team and Trena was an enthusiastic "can do" competitor who quickly scaled the racing learning curve.

In planning for the 2003 season, the team faced several key decisions. We had paid our dues over the last ten years, working our way up to finishing third in 2001 and second in 2002. Still the season championship seemed just beyond our reach as we traded tacks and gybes with the fleet. Was 2003 'our' year; did we have what it



(L-R) Rich Jepsen, Larry Ledgerwood, Thom Henneberger, Trena Depel, and Lou Anna Koehler.

would take to make that last move; did we want it bad enough? The default answer was that it was our year to win. After all, moving up in the standings was a natural way to measure our success.

In many ways, 2002 had been a watershed year. There were some wins, but Rail to Rail also managed to lose several races because of team meltdowns. We knew the boat was fast, we were good tactically, our skills were competitive, and our seamanship held up to the big winds of San Francisco Bay and its steep chop. Nevertheless, when we analyzed why we didn't perform up to our expectations, we realized that we were not effective in learning from those situations. While we knew to discuss our mistakes, silent retreat was the more common path taken than productive, indepth debriefing. Simply, we just didn't know how to talk to one another effectively when the stakes were high. By the final regatta of 2002, we all knew something had to be done to move ourselves to the next level and it wasn't going to be accomplished by acquiring more sailing knowledge or skills.

Over the 2002 – 2003 winter, Rich took the lead and convened a series of one-on-one conversations with the Rail to Rail sure our success by how well we finished

crew. During these intensely personal talks, each of us expressed his or her hopes, frustrations, and recommendations for how Team OCSC could become a more effective. As we talked, each of us recognized in our own ways that Rail to Rail had a great crew. We discovered that we truly shared the same goals: first and foremost to enjoy our mutual friendship and secondly to use our racing effort as a platform for personal and team growth. At long last we were clear on why we were all out on the racecourse. Our connection to one another was why we were together as a team.

This insight changed our approach to the 2003 season. No longer would we ask ourselves "What do we have to do to win?" Instead we asked, "What do we have to do to become better as a team and maximize our satisfaction of the experience?" Here we were, a group whose competitive juices run as hot as any, saying that winning the season championship was not our goal. Our true purpose was to enjoy the experiences together and perform at the highest level that we could as a team. So we decided to measure our progress based on our team performance rather than measure our success by how well we finished

a given race or regatta - or even the season.

Our first test came in came in the Spring Keel. With Lou Anna, our foredeck, unable to join us, we were faced with bringing in a substitute or sailing shorthanded. Choosing to avoid the distraction of having a 'new' person on board, we decided to sail shorthanded, moving Trena to foredeck, and to focus our efforts on building our teaming communication skills. Team OCSC finished middle of the fleet having too few pounds on the rail and too few hands available for the fast sets and last minute douses. Yet, we could see that our winter conversations were paying off and the season opener ended with everyone in an upbeat mood.

The drenching J Fest was next. If ever there was a day to test the quality of communications between wet, miserable crewmembers racing in fluky winds, Saturday was the day. We consistently found ourselves well down in the fleet and quickly recognized that some old non-productive behaviors were surfacing. At dinner that night we had our first serious opportunity to test our intention to have more in-depth debriefs. With each of us carefully considering the words we choose to express what needed to be said, Team OCSC left that conversation with a renewed connection and specific plans for improving on Sunday. The next day was a success and we sailed back to Berkeley following the last race feeling we had made several big steps forward. Although our results indicated we might have taken ourselves out of the running for the season championship, our banter focused on how we had hung in there and come back on day two of the regatta. We had passed our first big test as a team.

The next big challenge for Rail to Rail was in the first race of the Western Regional Championships. We were flying the OCSC logo silk screened on our new spinnaker and were putting the school's reputation out there for everyone to see. Team OCSC started the opening race on Saturday deep in the second or third row. Thom, who thought we could catch the last of the dying ebb, took the boat out to the middle of the bay, held us there, and we paid a steep

price. When we popped the new OCSC spinnaker, Rail to Rail was 9 minutes and 27 seconds behind the second to last place boat. OUCH! In prior seasons, things would have fallen apart at this point, but the team hung in there. We reminded ourselves that staying focused and keeping our heads in the race was our goal, Clawing our way back up in the standing by sailing well in the upcoming races would be our reward.

Throughout the rest of Saturday, Rail to Rail's performance continued to improve even when faced with a vang failure that resulted in our most spectacular death roll that the results were the reward for doing well, not the reason for being there.

We continued to do enjoy ourselves in the NOOD and Fall One Design. Whether Team OCSC started in the front row or not, our renewed focus allowed us to pick boats off leg by leg and consistently finish at the top of the fleet. We were particularly proud of our ability to catch and beat boats in the last legs of high intensity races with the wining move often happening within a couple of hundred yards of the finish line.

As the fleet drifted through the first race of the Great Pumpkin, Team OCSC's sea-



Team OCSC out for a winter afternoon sail on San Francisco Bay.

ever. We finished the day having a great time. Sunday was even better. With some good starts, Team OCSC consistently held its own with the best of the boats out on the water. While we couldn't quite catch the sailmakers, who lead the fleet around the bouys, we found ourselves always near the top. The team was performing well.

Rail to Rail's teambuilding efforts really manifested themselves in the Summer Keel, scoring four bullets out of five races. And we continued to feel that we were making progress on how and what we communicated to each other. This is not to say that we did not find satisfaction in the results, because we did, only that we realized again

son was victorious with a third place finish. We realized our team-building goal and won the season championship in the process. It was a ten-year journey for us and we will remember it fondly as well as the times we spent together.

Brain Mullen, Fleet 17's captain, paid our teaming building effort a great compliment at our 2003 season awards banquet. When he handed Rich the season trophy, Brian remarked: "Whenever I looked around Team OCSC was always in the hunt. These guys consistently performed well and could never be counted out of any race."

See everyone out on the race course.

Seattle's Tundra Rose Battles the Best of Europe

The 2004 J/24 Italian National Championship - Gaeta, Italy

By Patrick Dore

Tundra Rose (Keith Whittemore) and his team from Seattle, goes back for yet another try at beating the best of Europe in the J/24 Italian Nationals. Held in the beautiful town of Gaeta Italy, an old Roman stone built town painted in light shades of yellow, orange and salmon, crowned by a medieval fortress on top of the hill. Golden beaches, sunny skies, warm temperatures, the beautiful aqua-blue

cal conditions out than others. What a challenging place to sail. We focused on boat speed, weather, tactics, and where to find the best pasta in old town. Il vino rosso della casa (red wine of the house) was the phrase of the night, and it was only day-one of a long week of sailing at the Italian Nationals.

The preparation for this regatta, as with any regatta, started with information gathering. The Club Nautico Gaeta had just finished

> hosting the highly contested Star Worlds. We started reading all the information on the web. talking to the Star sailors and trying to figure out what had happened at that event. What was the difference between the winners and the rest? They told us about the weather, the dense white fluffy clouds on the mountains and the sea condition, but nothing about the current. How could they have missed it? It seemed to be the key to the first weather beat and the race. Since

we had been in Sardinia last year we were not surprised with the organization of the event. Rule one in Italy: Don't expect the Italians to run a regatta like any other, they have a flare and passion for sailing that can't be matched. Sometimes things happen a little slowly, but they will happen. You just have to slow down and enjoy where you're sailing, its the wine and people. As Keith told me early one morning at breakfast, "It doesn't do any good to get up a 5:30 am to get an early start, you need to adapt or you'll burn out and never last the week." Dinner that is at 9:00 and lasting until 12:30 every night can be very hard on a crew. Keith's words of wisdom rang true. Sleeping until 8:30 when the racing starts at noon was not normal for The Bull (Keith), the guy who is the driving force behind Tundra Rose. But this is when I

started to really enjoy those late night din-

ners with the red wine of the house, and ris-

ing late with a shot of espresso at 8:30. The

joys of learning how to sail in Italy had started to settle in.

This being Tundra Rose's second year in Italy it was of course much easier to prepare for the trip. KK Kast our mast person handles the logistics (rule #2, always stay within walking distance of the Yacht Club), along with information on the history, sights and attractions. Half the fun of racing in Italy and Europe is that it's not Kansas, everything is different. You have to get out on the town away from the Yacht Club to see and enjoy the flavor and the people. We have a rule when dining out, go to a different restaurant every night unless we find a really great spot, "percento, percento" and then we make an exception. The second dinner is better than the first because the people love seeing you again, and welcome you with open arms.

Unlike last year at the Europeans in Sardinia where we were spoiled with a new boat, we had chartered a used boat from Lake Gaurda for this regatta. The boat had won the Europeans in '99 and '98, but had been retired and need customizing and updating. The boat introduced a few new elements to overcome that we had not expected. One was discovering the custom winches unknown to the western world. We named them "the mushroom winches" for their fat dome look. When I first saw these things (winches), I



The Tundra Rose Team in Italy: Kevin, Joel, KK, Keith and Pat.

color of the Mediterranean and our hotel rooms overlooking it all, the setting is perfect for the Italian National J/24 Championship.

Gaeta located south of Roma, north of Naples is the sight where just three weeks ago some of the worlds best Star sailors, Cayard, Reynolds, and Steve Erickson to name a few, were mystified by the local winds and weather conditions. What a great place to sail against 44 of the top J/24 teams in Italy, after a week of sailing, nine races and 16 starts, the right side of the course seems to be favored. Go right, right, and right again. It seems to have something to do more with the current than the wind shifts. You needed the boat speed to get there and the nerve to be able to hold your lane. The first beat was critical, up hill on port and the boats on your weather hip would fall into you. But go right too far and you fell off the face of the earth. Wind, wind shifts, sun, very good competition, it took longer for some to figure the lo-



The magic mushroom winch.

immediately had a crescent wrench in hand and removed them from the deck, planning to replace them with a set of new Harkens. This seemed to be the only solution. But the word from Keith was that we had to give them a try. Time would be tight to replace them by the start of the first race. As skeptical as I was, I bolted them back on the deck and said that they had one day to prove themselves, or they were gone.

Paulo Boido from J-boats Italy had once again proven himself a good friend and reliable source in supplying us with a fast boat and the help to make it even faster with new sheets and hardware. He told us we would grow to love these new mushroom winches. Chartering a boat is always an unknown, you never know what you're going to get. The best-laid plans of mice and men are very hard to translate into Italian. With a day of remov-



Waiting for the wind on Day One.

ing hardware and a bit of wet sanding on the bottom, we were ready for our first day of practice on the Mediterranean. I was still convinced that the mushroom winches had to go.

Our trimmer Kevin Downey (also known as Holiday Kevin, which is another story) gave them a good workout at practice, and they earned a stay of execution, at least until the heavy air filled in. Going into the first day of racing with a set of mushroom winches gave me a very bad feeling. But Holiday Kevin gave them his blessing and had turned them into our top-secret weapon. Believe it or not the other sailors were gathering on the dock wanting to know about our secret winches. By placing plastic garbage bags over the winches at the end of the day (because they were so ugly), we built these mushrooms into legends. But gambling with a major piece of hardware in a small town is not a good thing, I would have felt better if we had had a pair of winches in hand to replace them, but it was Holiday Kevin's call and he seemed to be forming a relationship with them. As a matter of fact I thought that our tacks were getting faster.

With the local weather conditions research complete, the boat modifications up to our standards and our one day of practice complete, there was only one thing left to do. Go to dinner and translate the Italian Race Instructions. The form looked familiar, but as tactician I couldn't figure out a word. Thanks to KK, Kevin and some of the other competitors we figured out the basics. Thank god for the international standards in sailing. In international events the instructions are in English, but this was the Italian Nationals. So we needed to learn more Italian to survive. In Italian sailing, Aqua is Starboard, Passa is go ahead and pounding on the deck is get out of my way. Yelling in general seems to be a big part of the sport. We adapted well after the first day of racing.

Our lessons from the J/24 Europeans in Sardinia last year taught us not to be too visible too early in the regatta. Keeping away from the judges and maintaining a low profile was our general plan, but it's hard to blend in when you're one of two non-Italians at the event. Despite our efforts to blend in, we found ourselves right at the top of the leader board. Joel Thorton our bowman apologized to Keith several times for trying too hard and wanting to win all the races. We had become the target again of forty-four boats and most of the top finishers from last year's Europeans. The Men in Yellow (known because of the color of the matching foul weather gear), Andrea Casale ITA 434 and Luigi Ravioli ITA 233 both sailing for Fiamme Gialle (Italian Treasury/IRS/DEA, yet another story) were back in the standings, along with the very fast Brazilians Mauricio Santa Cruz (in a brand new boat), Francesco D'Avaro (one of our favorite competitors) in their new boat with a super crew, and Pasquale Di Fraia



On the starting line with the Italians.

(Slam). The fleet was deep and the scene was set for a great week of racing.

At the end of the second day of racing, we again found ourselves on the top of the leader board. Not where we wanted to be. The only thing that had us feeling good was that most of the players had taken at least one bullet (bad race) in the first six races. Now we had to sail smarter, because we still

had two days of racing ahead of us. We were the target, but as worried as Keith was, we would keep working on doing the best we could to maintain our finishes in the top ten.

Day-three was interesting because the weather system had changed to what the Star sailors had told us about. No wind in the morning and the Race Committee postponed knowing that the wind would fill in at about 2:30. Just like clockwork the wind filled from a 240 wind direction and the horn sounded. The wind was heaver this day at 15 to 18 and this is where we usually excel. But it was not to be this day. Andrea Casale ITA 434 (men in yellow) and Slam put in a back-to-back one two finish in each race. The guys that we were worried about last night, were replaced by even tougher guys on the leader board. Five boats were within seven points of the lead.



Team Tundra Rose winning the final race.

One more day and one more race, but Kevin's winches were working fine. We had to wait for the wind again and at 3:30 it finally filled. 10 to 12 knots of wind out of 245, one more perfect day of sailing. We got off to a good start. Go right, and right. It looks good, only one boat in front of us, and he is not a player. We went right, and then I got a well-deserved hand slapping for forgetting the basics of covering the competition. We had to go back left to cover. Got to the weather mark, had a great spinnaker set and rolled the leader. He never knew what hit him. The Men in Yellow (ITA434 Andrea Casale) and Francesco (ITA269), in third and forth respectively, started to fight over second place for the regatta and we stretched out the lead. As KK had reminded me the whole time: dogs love cheese. And we love sailing in Italy, mushroom winches and all.

I would like to thanks the Race Committee Chairman Ermanno Basile, the Jury Chairman Fabio Donadono and the sponsors for putting on such a grand event. We look forward to coming back to Italy next year for another regatta and adventure in racing.

J/24 Italian National Championship (Top Ten Finishers)

May 26-29, 2004

| PI | Sail # | Skipper | Boat Name | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | Tot |
|-----|---------|---------------------|------------------|-------|--------------------|----|----|----|-------|----|----|----|-----|
| 1. | USA3843 | Keith Whittemore | Tundra Rose | 6 | 1 | 10 | 6 | 1 | 4 | 7 | 10 | 1 | 36 |
| 2. | ITA434 | Andrea Casale | Fiamme Gialle | 5 | (OCS) | 7 | 2 | 10 | 11 | 2 | 1 | 4 | 42 |
| 3. | ITA269 | Francesco D' Asaro | Gingerin Up | 2 | 4 | 3 | 10 | 7 | 5 | 41 | 8 | 3 | 42 |
| 4. | ITA404 | Elio Cavallo | J-Mix-EGT | 10 | 8 | 44 | 1 | 4 | 10 | 6 | 3 | 9 | 51 |
| 5. | ITA466 | Francesco Cruciani | Avoltore Finnat | 29 | 11 | 2 | 9 | 6 | 7 | 4 | 6 | 7 | 52 |
| 6. | ITA460 | Pasquale Di Fraia | Botta Dritta | 1 | 10 | 13 | 47 | 9 | 6 | 1 | 2 | 14 | 56 |
| 7. | ITA482 | Andrea Fornaro | May Jane | 4 | 5 | 6 | 3 | 16 | (DSQ) | 14 | 12 | 8 | 68 |
| 8. | BRA37 | Mauricio Santa Cruz | Bruschetta | (OGS) | 2 | 9 | 16 | 3 | 1 | 5 | 9 | 27 | 72 |
| 9. | ITA233 | Luigi Ravioli | Fiamme Gialle | 24 | (008) | 1 | 4 | 8 | 3 | 8 | 7 | 17 | 72 |
| 10. | ITA439 | Luca Domenici | L' Emilio | 20 | 17 | 5 | 7 | 12 | 2 | 12 | 5 | 20 | 80 |

Mercedes-Benz 2004 J/24 North American Championship

June 15-20, 2004 - Royal Vancouver Yacht Club

| PI | Ctry. | Name | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Tot |
|-----|-------|--------------------|-----|-----|-----|----|-----|-----|-----|-----|
| 1. | USA | David Klatt | 6 | 16 | 11 | 1 | 1 | 3 | 7 2 | 24 |
| 2. | CAN | Steve Fleckenstein | 2 | 6 | 3 | 19 | 4 | 6 | 6 | 27 |
| 3. | USA | Mike Ingham | 1 | 7 | 10 | 2 | 3 | 13 | 10 | 33 |
| 4. | USA | Harry Dursch | 3 | 4 | 2 | 23 | 2 | 2 | 28 | 36 |
| 5. | USA | Chris Snow | 4 | 10 | 1 | 15 | 9 | 9 | 4 | 37 |
| 6. | CAN | Hunter Lowden | 15 | 3 | 4 | 14 | 11 | 8 | 3 | 43 |
| 7. | AUS | Sean KirkJian | 13 | 1 | 17 | 18 | 6 | 5 | 5 | 47 |
| 8. | USA | Keith Whittemore | 9 | 9 | 7 | 6 | ocs | 1 | 15 | 47 |
| 9. | USA | Ryan Cox | 11 | 13 | 9 | 4 | 13 | 10 | 1 | 48 |
| 10. | CAN | Brett Willetts | 16 | 2 | 13 | 30 | 8 | 4 | 7 | 50 |
| 11. | CAN | Robert Wissenz | 968 | 11 | 16 | 3 | 5 | 7 | 9 | 51 |
| 12. | CAN | Thomas Barbeau | 8 | 15 | 8 | 12 | 15 | 29 | 12 | 70 |
| 13. | CAN | Bruce Long | 19 | 8 | 12 | 16 | 12 | 15 | 14 | 77 |
| 14. | CAN | Randy Vogel | 12 | 12 | 6 | 31 | 21 | 17 | 17 | 85 |
| 15. | CAN | Graham Kirby | 21 | 14 | 22 | 11 | 19 | 11 | 21 | 97 |
| 16. | CAN | Lorne Chapman | 18 | 17 | 19 | 8 | 29 | 12 | 24 | 98 |
| 17. | CAN | Jim Burns | 10 | 18 | 15 | 22 | 22 | 26 | 13 | 100 |
| 18. | USA | Eric Sanderson | 17 | 33 | 25 | 17 | 17 | 20 | 8 | 104 |
| 19. | USA | Pete Sauer | 7 | 20 | 18 | 21 | 26 | 21 | 23 | 110 |
| 20. | CAN | Trevor Tunnacliffe | 22 | 23 | 23 | 9 | 25 | 22 | 11 | 110 |
| 21. | CAN | Rob Bassett | 5 | 25 | DSQ | 5 | 20 | 24 | DNF | 114 |
| 22. | USA | Michael Whitfield | 30 | 29 | 5 | 27 | 16 | 16 | 22 | 115 |
| 23. | USA | Doug Schenk | 27 | 24 | 21 | 25 | 10 | 18 | 20 | 118 |
| 24. | USA | Susan Taylor | 20 | 32 | 29 | 13 | 7 | 19 | 31 | 119 |
| 25. | CAN | Karen Johnson | SCP | 5 | 14 | 28 | 14 | SCP | 29 | 122 |
| 26. | USA | Mike Johnson | 26 | 27 | 30 | 10 | 23 | 14 | 25 | 125 |
| 27. | USA | Phillip Campagna | 14 | 21 | 32 | 24 | 30 | 33 | 16 | 137 |
| 28. | CAN | Will Hardy | SCP | 26 | 24 | 7 | ocs | 30 | 18 | 140 |
| 29. | USA | Stephen Estes | 24 | 19 | 26 | 33 | 27 | 27 | 27 | 150 |
| 30. | CAN | Steve Wells | 23 | 22 | 27 | 32 | 24 | 23 | 32 | 151 |
| 31. | USA | Pat Cirillo | SCP | SCP | 28 | 20 | 18 | 32 | 26 | 159 |
| 32. | CAN | Alex Adams | 31 | 30 | SCP | 26 | ocs | 31 | 19 | 164 |
| 33. | USA | David Myers | 33 | 28 | 31 | 29 | 28 | 25 | 30 | 171 |
| 34. | CAN | Peter Meyer | 32 | 34 | 33 | 34 | 31 | 34 | DNF | 198 |

J/24s Hit "The Gorge"

The 2004 District 19 Championship



Race one winner, Trevor Tunnacliffe, rounds the leeward mark at the D19 Championship.

Columbia River Gorge - Cascade Locks, OR: Ten J/24s arrived in from Portland, Seattle, and Vancouver BC to join 62 additional one-designs in five additional classes to take part in the 2004 Columbia Gorge One Design Regatta (CGOD) hosted by the Columbia Gorge Racing Association (www.cgra.org). CGRA has been around since '96, this was the third year for "CGOD", the 2nd time for the J/24s, and host to the District 19 Championship coordinated by Fleet 27 in Portland, Oregon.

A benefit of the event being up the river was realized by Michael Burke's 8-Ball who decided to arrive by water. A scenic trip, that became a bit more interesting when it required all of a 15-knot tailwind and the outboard to make it up through the current just below Bonneville dam. The remainder that arrived by land dropped into the original cascade locks on Friday evening by a local area pallet crane, still a unique setup, but much better than the previous year.

The drizzle Friday broke Saturday into a gorgeous sunny day, unfortunately without the gorge's typical breeze. A lengthy post-ponement was broken by enough to get a single light air race in, with the Tunnacliffes on *Now*, back for their second year, taking the bullet. By the time the J's were tucked in at the marina, the breeze had built somewhat, but attention had shifted towards the CGRA BBQ dinner, refreshments, including the Se-

attle band Hoist! organized by the I-14 fleet, all echoing through the majestic Columbia River Gorge to a spectacular sunset..

Those that had opted for tent camping realized early that Sunday that it was definitely going to make up for Saturday, but with a non-typical East breeze. The legendary sailing conditions (board, kite, or increasingly boat) is due to the natural wind funnel generated through the gorge as the cooler coastal air makes it way through to the much warmer desert-like Eastern portion of Oregon and Washington. Almost always a healthy Westerly in the summer, the local knowledge advice for a strong Easterly consisted of such important aspects as, "who knows - your on your own", "It'll be warm wind, and possibly huge", and "make sure to watch out for the heavy metal sneaking up on you even faster"...

Four races on Sunday in 16-20knots, with some wipeout producing gusts, provided fantastic racing. The thought was John Weil and the crew of Jungle Love must have had problems in the last race, but later learned that John's wife had gone in to labor. Andrew McFarlane and the crew of Suspense were solid in the big breeze, posting bullets in the first 3 races, clinching the District 19 Championship. They were followed by Phil Campagna and crew on the notorious shark boat Bite- Me. Having a great first year on the water after 2 years of restoration work, Stephen Estes and the crew of Run Lola Run, rounded out the top three.

Another great year of J/24s racing in the Columbia Gorge, an exciting venue for the District 19 Championship (and beyond...) – many thanks to the amazing committee, social, organization, coordination, and ongoing growth/development efforts of the Columbia Gorge Racing Association.

Results: 1. Andrew McFarlane 7; 2. Phil Campagna 11; 3. Stephen Estes 13; 4. Doug Schenk 16; 5. Stan Bowers 16; 6. Trevor Tunnacliffe 18; 7. Kent Sisk 19; 8. Michael Burke 25; 9. Allan Weber 31; 10. John Weil 37.



With wind gusting to 30 mph, Doug Schenk tests the Free Bowl of Soup crew's agility.

Some Thoughts on Towing Your J/24

By Fred Schroth

There will be no attempt to hide my intent; this article is intended to be one of those "safety first" lectures because I worry about how many of you secure your boats for travel. Perhaps, I obsess a tad about properly securing boats and equipment, but at virtually every sailboat regatta I attend, the same scenario happens. As I am wandering around thanking people for a great weekend and taking a final look at their boats before we all leave for home, I end up talking at least one friend into doing something to make his load more safe or less likely to damage itself. Despite my best efforts to secure my J/24 for travel, I have been helpfully waved over by fellow sailors who have noticed loose wires or hatches. Trailering a J/24 is not easy.

The J/24 on a trailer is a big, heavy, tall and not particularly practical load. When we are out on the highway only the 18 wheelers take up more space. 18 wheelers have huge springs and brakes and are designed to haul their loads. The drivers have each spent classroom time and have commercial licenses. Truck drivers move their loads for a living.

Every few months, the most experienced of us, fasten our trailers to whatever vehicle we own and go out to share the highway. There may be exceptions but, when we are towing our J/24s, we are the most dangerous vehicles on the highway. We take longer to get going. We take longer to stop. We corner poorly.

Worst of all, we are among the least experienced at driving our particular loads. You can solve the "experience" problem by attending large numbers of J/24 regattas. The following is about methods that may help you and your boat avoid unwanted additional adventures.

Most really bad trailering events can be avoided by preparation and inspection. Preparation includes those obvious things you ought to do many days or weeks before your trip. If your trailer has not been used in a few months, you need to check it out. And you should do the inspection far enough in advance of your trip that you will still have time to correct any problems. Make a special trip to the trailer for that purpose.

Here are some things to look for during your inspection: Do the lights work? Do the tires hold air? Are the tires weather checked? Is there grease in the bearings? Do the brakes work? Does the coupler work smoothly and seem to be in good condition? Are the safety chains in PERFECT shape? Is the wood and carpet solid and well fastened to the trailer? Are there any broken welds or nasty looking rusted areas? Do you have a good spare tire? Do you have a plan and tools for changing a flat tire? Do you have good, strong tie down straps or lines? Do you have supports and tie down equipment for the mast? Is your license plate current? If you don't know what to look

for, admit it. Seek help from someone who tows boats regularly.

Now that you've examined the trailer, let's have a look at your tow vehicle. Towing a J/ 24 is a major chore for virtually any family vehicle and vehicle breakdowns detract from or destroy sailing weekends.

Here are some things to keep in mind when looking at your vehicle before a regatta trip: Has the oil been changed recently? Are the shock absorbers in great shape? Are the brakes in great shape? Is the steering tight? Do you have a trailer hitch that is rated for AT LEAST 5000 pounds? Is your vehicle rated to tow AT LEAST 5000 pounds and rated to deal with the J/24s huge, extra amount of wind resistance?

Properly securing your load for travel is a crucial part of being safe on the road. If you have the time, it is always best to load the J/24 on the trailer on a different day than you plan to travel. It takes a couple hours of work to haul the boat from the water, take the mast down, secure all the gear, secure the J/24 to the trailer, and carefully inspect the load. Whether it is securing the front hatch, or removing the spar fly, you are much less likely to forget a detail, if you look the load over a second or third time. Traveling to a regatta with another J/24 team accomplishes many good things. Not only will you bring one extra J/24 to the regatta, but also your traveling



buddies serve as an extra inspection team. Look over each other's loaded J/24s. You may find something your friends missed. You may learn a better way to secure your gear. You may even save your friend from losing or damaging his J/24.

Stopping for breakfast or lunch is a good thing. You not only have to beef up your team to 882 lbs, but while the well fed team is stretching its legs, there is no better way to spend the time than inspecting the loaded J/ 24, its trailer and the vehicle. If the boat is shifting or the mast is working loose or a tire is losing air (or chunks of rubber) someone on the team may notice the problem before it causes real trouble. Have the foredeck dude climb up in the boat to check how everything is riding. Finding a chafed hole in a sail bag beats finding holes chafed through the bag and a couple places on the sail. Make certain Foredeck Dude re-secures the hatches, Taking turns driving behind and in front of your traveling friends allows you to look at your pretty J/24s and notice whether the boat and mast is traveling properly.

After the event, proper social interaction and sportsmanship involves congratulating and saying good-bye to some of the other competitors. While you are standing near your friend's trailered J/24s, look and decide whether there is something that needs more attention. Don't be shy about calling attention to anything that may cause damage or safety problems. Study the other J/24s. You may find that your competitors have developed safer and simpler ways to secure their J/24s for travel. If you can drag a more experienced traveler over to look at your rig, take that opportunity to receive advice.

Finally, thanks to those of you who have loaned my team spare tires, light bulbs, tie down lines, life jackets, replacement hatches, spinnaker poles, and even tow vehicles when mine has failed to finish the trip. Gathering the fleet together for J/24 races is a task that we can all perform together.



A dual-axle trailer and straps that pull down and toward the center of the load can help you your team arrive safely at the next regatta.

If you ever wondered how to determine the comparative rated towing capacity of vehicles, I would suggest going to TrailerBoats.com. Trailer/Boats puts out an annual tow vehicle issue each spring that would be a good reference if you're looking into upgrading. Note that the following is provided for informational purposes. Just because a vehicle is listed below, there is no imlications that it is adequate for towing a J/24 safely. Personally, I would not even consider pulling a J/24 with a vehicle not rated to tow at least 5000 lbs. Typically, the higher the rated towing capacity, the better with respect to J/24 travelling. – *EF*

| Year | Make | Model | Engine | Tow Limit | Axle Ratio |
|------|---------------|-------------------------------|------------------|-----------|------------|
| 2004 | Dodge | Ram HD 3500 Quad Cab 2WD | 5.9L 16 24V TDHO | 16350 | 4.10 |
| 2004 | Chevrolet | Suburban/Yukon XL 2500 2WD | 8.1L V8 | 12000 | 4.10 |
| 2004 | Ford | E-350 Super Duty Van | 6.8L V10 | 10000 | 4.10 |
| 2004 | Chevrolet | 1500 Reg. Cab 2WD Short | 5.3L V8 | 8500 | 3.73 |
| 2004 | Chevrolet | Suburban/Yukon XL 1500 2WD | 5.3L V8 | 8400 | 4.10 |
| 2004 | Ford | F-250/350 Super Duty 4WD SRW | 5.4L V8 | 8300 | 4.10 |
| 2004 | Dodge | Ram 1500 Reg. Cab 2WD 6.3 Box | 4.7L V8 | 7650 | 3.92 |
| 2004 | Ford | E-150 Van | 5.4L V8 | 6900 | 3.73 |
| 2004 | BMW | BMW X5 4.6is | 4.6L V8 | 6000 | - 10 V=1 |
| 2004 | Ford | Explorer 2WD | 4.0L V6 | 5780 | 4.10 |
| 2004 | Ford | Expedition 2WD | 4.6L V8 | 5000 | 3.73 |
| 2004 | Mercedes Benz | G 55 AMG | 5.5L V8 | 5000 | |
| 2004 | Toyota | 4Runner 2WD/4WD | 4.0L V6 | 5000 | |
| 2004 | Dodge | Durango 2WD | 3.7L V6 | 3700 | 3.92 |
| 1991 | Chevrolet | Cavalier | 2.2 I-4 | 1000 | 2.84 |

J/24 Magazine 15

It's time to Change!

By Andrew Kerr

The call of "change the headsail" has resonated with teams since the inception of competitive sailing. It is one of the ultimate calls to action for a team as the crew hurriedly goes about their tasks, very often under the pressure of time, tactical needs and weather concerns.

I remember one quite seemingly regular summer race day at the J/24 U.S. National Championships (on the Berkeley circle) in San Francisco a couple of years back.

I was onboard Chris Snow's boat (# 5208) and doing the bow. What was not routine about the day was the fact that the wind was taking a little longer to fill in than normal and we had sailed the first race of the day with the genoa. Ordinarily we would of expected to have changed down to the jib at some stage during that race, or at least at the conclusion of it.

We kept looking upwind at the famed Golden Gate Bridge. The fog was still over the bridge and boats sailing around the bay were very underpowered. "It was supposed to be 90 degrees in Oakland by now" someone said. With just over six minutes to go, the fleet was starting to put up genoas and jockey for position on the starting line.

At about 5 minutes and 20 seconds to go – in came the classic summer San Francisco breeze – all 22 knots of it. Boats charged around the starting line deliberating whether they had enough time to change headsails. You could almost feel the anxiety in the fleet as teams weighed the possibility of being grossly overpowered on the first beat versus the prospect of perhaps having no headsail at the start.

On our boat there was no deliberating – up came the flaked jib and Dave Kurt (mast), Nick Von De Wense (middle) and Bart Hackworth (cockpit) and I started the change.

Very little was said - Chris kept maneuvering us close to the line, stayed conscious of the layline to the pin end of the line and kept the boat moving well to maintain good steerage. Nick called time and talked strategy / tactics with Chris. The dialogue was as if there was 10 minutes to go - calm and concise.

At about 1 minute to the start the jib went up to the predetermined halyard tension and we got a good start toward the pin end of the line. The quick decision, the skipper's good presence of mind and the teamwork that went into the change was a race (and regatta) saver and enabled our team to get off the line cleanly and sail fast upwind while other teams were not as fortunate.

This experience highlighted many facets of an effective headsail change. Let's look at the successful elements behind this dynamic challenge to a team. A lot of these ideas have been race savers in a wide variety of locations – very often the team will encounter two or even three sail changes (sometimes more) on a race day featuring changeable weather patterns. For the purpose of this article we will assume we are sailing windward/ leeward courses of one to two miles in length and that the sail changes will be done either prior to the start, between races or sailing downwind with the spinnaker up.

Let's take a look at a suggested checklist for your team.

Preparation Checklist for a Fast Headsail Change:

(The example given is for changing from a genoa to a jib and applies to changing up to the genoa with a few minor differences):

- Mark the jib tracks so that you know where the jib fairlead block has to go.
- Mark the halyard on the jib so you have a basic idea of what the halyard tension will be.
- Make sure the hanks on the halyards run smoothly and are not frozen or difficult to open.
- Make sure the jib blocks are readily available and stored in a commonly known, easily accessible place.
- Have both the middle and bow crew keep a roll of white tape accessible. This is good for taping the snap shackle on the jib halyard.
- Flake the headsail(s) you are not using. Fold it in to thirds and place a loose

sail tie around it. This will be much faster than having to unroll the sail under the pressure of limited time. We tend to do this mainly on bigger boats unless the need for a change is predictable based on the typical conditions (i.e. San Francisco Bay in the summertime.)

- Reeve an extra set of jib sheets on to the headsail you are not using. This saves time.
- Store the flaked (or rolled) headsail with the tack facing forward. This will enable you to place it on deck facing the right way to be hanked on.

Team Roles for a Five-Person Team.

Skipper:

If before the start: Keep the boat moving well and close to the line. Avoid getting stuck in irons with the main only! When sailing bareheaded it is almost like you are sailing a laser - sailing by the main, keeping speed up and maneuvering as smoothly as possible.

Don't get too far away from the line! Very often a team will have a tendency to get sidetracked when changing sails before the start. Keep the boat close to the line so you aren't late. If the line is restricted for another fleet then sail up and down from an extension of the line (keeping well clear of the other fleet) so you can continue to make observations and so you can enter the area quickly when it becomes your line. If possible steer to keep the boat level and the crew as dry as is practically possible. This is not always possible but something to strive for and can win bonus points back at the club!

Keep you head out of the boat! Some skippers will have a tendency get too involved with what the crew is doing with a pre-start sail change and have a disastrous start as a result. Trust your crew and avoid this micromanagement! Monitor time and RC signal flags and be conscious of the approach to the line and the laylines to the start. Keep the dialogue going with the tactician on where to start and encourage him or her to keep making tactical and strategic



observations. Keep looking upwind for any changes and to reassess any initial assumptions. If the tactician is pre occupied then you will have to be the one to make the observations.

Stay Calm. This is business as usual and your team should start as well as the team can under the circumstances.

If sailing downwind: If sailing downwind under spinnaker, move your weight aft a little and steer to compensate for the bow being down because of the forward weight of the bow crew changing the headsail. If it's windy you will want to encourage crew that are not directly involved with the change to get their weight aft to stop the bow from submarining and the boat from rounding up.

Keep the boat sailing fast and don't get involved with the sail change – let the crew do their thing and keep the boat well positioned. Again, a business as usual approach. You will want to avoid any luffing duels (typically to be avoided anyway!) and keep the dialogue going with the trimmer on speed and the tactician on positioning versus the other boats and the velocity and shifts.

Cockpit:

Generally the cockpit person doesn't seem to get a vote on whether the team changes to the jib from the genoa. Could it be that tacking the genoa in 18 knots is a physical challenge? That being said, if the team has to change very quickly before the start then the cockpit person can help reeve the jib sheets through the ratchet blocks and also participate in a quick flake in the headsail.

More importantly, they can work with the skipper on monitoring the time, reminding the skipper to stay close to the line and also monitoring fleets that have started ahead of you. If the tactician is in the middle person position then it is a very good idea to have the cockpit person assumes the middle person's role on the change before the start. This frees up the middle/tactician to keep looking around and make tactical observations. This crew organizational flexibility is the hallmark of a good team.

Middle:

(Very often the tactician as well).

If the tactician and you are changing headsails before the start - consider trading roles with the cockpit person (as noted above) to free your self up to look around and make tactical and strategic observations.

Bring the new headsail up on deck, locate and pass the jib blocks to the mast person. Keep monitoring time and stay aware of distance to the starting line. If there is time, help the mast person flake the genoa. If there is no time, store it gently below with the tack facing forward.

If changing sails downwind, reeve the jib sheets through the ratchet blocks as the cockpit person will be preoccupied with trimming the spinnaker. If you are under a lot of time pressure then just reeve the expected needed (loaded) jib sheet. Be sure to budget a few seconds to make sure it is the correct way through the ratchet block and has a stopper knot in the end. The pressure of a lack of time can force basic errors like this!

A nice feature of the active middle person is also to load the jib sheet on to the expected winch (cross sheeted) and cleat it (with the sail eased well out) - as the cockpit person will very often have his hands full trimming the spinnaker going in to the leeward mark.

Continued on page 20.

J/24 Maintenance Tip

By Tim Winger

Just a little tip for the interior of older boats. After a while, old holes from above, dirt and mildew begin to turn the interior of the J/24 into a dark and uninviting hole. Even after it's scrubbed, old holes and protruding screws and wires may keep it looking a bit rough. The gelcoated surfaces clean up better than the painted fiberglass, so I focus on cleaning them. The underside of the deck and the forward side of the main bulkhead are the prime candidates for holes, wires and discoloring and painting.

A fresh coat of paint can do wonders for the interior. Before you start, fill the holes with polyester filler like Bondo, and knock off the ends of screws that protrude beyond their nuts. If you think about the damage a long bolt extension could do to your head, it may hasten your interest in this area. I have taken to duct taping

over wires to keep them in place and to help hide them. Once everything is cleaned up, take a sample of the interior color to the paint store, and have it matched in a polyurethane or whatever they recommend. I took the bilge cover to the paint store for matching. It doesn't take long to paint the interior, and it makes a world of difference. Paint right over the ends of bolts and the duct taped wires. The paint doesn't stick real well to the duct tape, but it has lasted two or three years for me, still lookin' good. Painting the wooden bunk boards helps make them look better while preserving them from water damage.

Little things like this may not make you faster, but they make me feel good about my boat. They probably raise the resale value. I may not be fast, but I drive a good lookin' boat!

New Racing Rules in 2005



Just when you thought you had learned the rules, US SAILING announced that The Racing Rules of Sailing 2005-2008 Including US SAILING Prescriptions will be available before the end of the year. The Racing Rules are effective on January 1, 2005. Members of US SAILING will receive a free copy of the new rules before the end of the year and additional copies will be available for purchase through US SAILING's online store.



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2004 Dillon Open J/24 Results August 7-8 - Dillon, CO

| PI | Boat | Name | 1 | 2 | 3 | 4 | Total |
|-----|-----------------|-----------------|----|----|----|-----|-------|
| 1. | The Dumpster | Eric Faust | 2 | 1 | 4 | 1 | 8 |
| 2. | Greybeard | Dave Irwin | 3 | 2 | 6 | 2 | 13 |
| 3. | Smokin' | Kevin Wood | 9 | 3 | 1 | 3 | 16 |
| 4. | Septillion | Alan Dille | 6 | 5 | 3 | 11 | 25 |
| 5. | Pinotage | Susan Johnson | 11 | 10 | 2 | 4 | 27 |
| 6. | Phantom | Todd Warnygora | 5 | 4 | 10 | 9 | 28 |
| 7. | Blue Side Down | Dave Helmer | 10 | 8 | 5 | 6 | 29 |
| 8. | Severance Check | Scott Snyder | 8 | 11 | 8 | 5 | 32 |
| 9. | Event Horizon | Stephen Bergmen | 12 | 6 | 7 | 7 | 32 |
| 10. | Fly Mo J | Luther Tage | 1 | 7 | 9 | DSQ | 35 |
| 11. | My Lady J | Jim Carrollo | 4 | 12 | 14 | 13 | 43 |
| 12. | Original Sin | Dick Roy | 7 | 16 | 12 | 10 | 45 |
| 13. | Kachina | Rich Strasia | 14 | 9 | 15 | 8 | 46 |
| 14. | Blue Max | Bill Burson | 15 | 13 | 11 | 14 | 53 |
| 15. | After You | Pleune/Armitage | 13 | 17 | 16 | 12 | 58 |
| 16. | Shooting Star | Tony Jacobs | 17 | 15 | 13 | 15 | 60 |
| 17. | Photo Finish | Jerry Lord | 16 | 14 | 17 | DNC | 65 |

It's time to Change! (Continued from pg. 17)

Mast:

Take the jib halyard from the bow person and attach to the bale on the mast. When the bow is unhanking the old sail and hanking on the new sail, watch or hold the leech and clew of the sail as these will have a tendency to wash over the side in rough conditions. Take the old sail from the bow person and pass the new sail to the bow person with the tack facing forward for quick attachment.

If there is time, help the bow and middle (or cockpit) flake the sail. If there is not enough time, pass the sail back to the middle person who can gently store it down below with the tack facing forward. If there is a lot of time and it is a permanent change (particularly if the wind is fading toward the end of the day and you are going to the genoa) then you may consider rolling the sail.

The mast should also put the jib blocks to the pre marked setting on the tracks. Reeve the jib sheets through the jib blocks and pass them back (be careful to go under the spinnaker sheets on the port side) to the middle person for reeving through the ratchet blocks.

If necessary, pass the jib halyard forward from the mast bale (look aloft to make sure it isn't fouled) and be ready with a back up roll of white tape to tape the halyard snap shackle. The bow person should have this done but it's always's good to have a back up.

Generally you won't have enough hands to flake the sail when going downwind with the spinnaker up as the team will be preoccupied with trimming, positioning and going fast. In this instance passing the sail back to the middle person for storage(with the tack facing forward) will be the way to go.

If you are changing downwind with the spinnaker up then be prepared to jibe the spinnaker pole while the bow crew is pre occupied. And when it is time, raise the headsail and set the halyard tension to the pre marked setting.

Bow:

Make sure you stay on the boat! Keep low and move deliberately. One hand for your self and one for the boat.

 Take the halyard off and either put it back on the bail on the mast or pass it back to the middle to attach on to the bail.

- Unhank the sail the with sail between your knees so it can't fall over the side.
- Hank on the new headsail and reattach the halyard (take time to make sure it isn't fouled aloft). If you use a snap shackle be sure to tape the shackle closed.

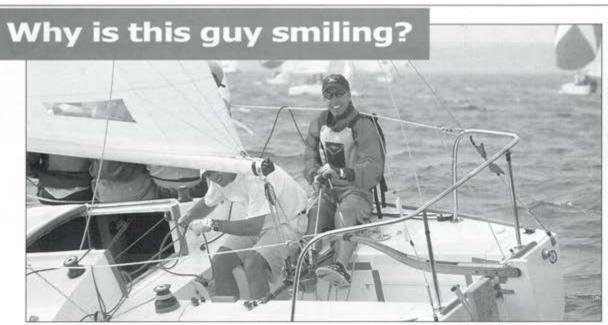
Note: Do you notice that during the fall and spring that this is the time that the tips of your fingers feel particularly frozen!!!

Practice!

It's a terrific idea to practice changing from jib to genoa and back with your older sails. Do it both downwind with the spinnaker up and also reaching around as if you would be in the pre-start area. When coaching teams in practice sessions I have timed them in both scenarios and we have strived to reduce the time after each practice change.

Conclusion:

Changing headsails quickly and efficiently is another dynamic team skill that can help your team win races and fulfill its potential over the course of a series. Take the time to practice it early in the season with your older sails and as the team takes some time to talk about each member's role, it will pay dividends at crunch time!



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The new clubhouse is almost done. Here is an architect's rendering of the what it will look like.

2005 J/24 Midwinter Championship

February 23-27, 2005. Davis Island Yacht Club, Tampa, Florida

Hosted by: Davis Island Yacht Club, USJCA District 10 and Fleet 86

Notice of Race

- Rules: The Regatta is organized under the authority of The Davis Island Yacht Club. This regatta will be governed by the rules as defined by the Racing Rules of Sailing (RRS).
- Eligibility: This regatta is open to all J/24 boats that possess a valid measurement certificate. Membership in the Class Association is required for all skippers and owners.
- 3. Entry and Fees: A completed entry form must be postmarked no later than February 9, 2005 to avoid late fees. Late entries will be accepted up to the closing of registration for an additional fee of \$50.00. Registration is limited to the first 65 entrees. Regatta Entry Fee: \$250.00. Late Fee after Feb. 9, 2005: \$50.00

Fee Includes: Competitors Package of goodies, Skipper and crew of four dinner on February 27,2005, Post Racing Kegs each day, Launching Facilities, Rafting Facilities, Trailer Parking and Dutch Treat Specials at Local Entertainment/Restaurant Venues.

4. Schedule of Events:

Feb. 23, 2005: 1000 - 1800 - Registration, Check-in, Crew weighin, Sail measurement, Launch, Competitor's package distribution. 1745 - Launch deadline. 1800 - Competitor's Meeting.

Feb. 24-27, 2005: 0900 - Harbor Horn. 1000 - First Warning Signal of the day.

Feb. 27, 2005: 1700 - Final Awards Dinner.

- 5. Measurement: All boats entered in the Regatta must have a current J/24 Measurement Certificate. If you do not have a current certificate you must make arrangements to be measured through the J/24 Class Association. Sails that do not have a signature of a Class Measurer must be measured. Sail measurement services will be provided if necessary.
- 6. Inspection: All boats are subject to random inspection by the Race Committee and/or Judges at any time during the Regatta for Rules Compliance.

- Sailing Instructions: Sailing Instructions will be available at the completion of registration.
- 8. Regatta Site: The Regatta Site is the Davis Island Yacht Club located at 1315 Severn Avenue, Tampa Florida 33606. Phone (813) 251.1158, Fax (813) 251.2649. Competitors will be permitted to use all Club's facilities including hoists, bar, swimming pool, showers, docks, limited parking and trailer storage areas. The new yacht club is completed. A limited number of campers will be permitted on the club's property. Reciprocity for club services will be set up on an individual basis through the club manager.
- Racing Area: The racing area is that part of Upper Hillsborough Bay located South of the Davis Island Yacht Club.
- Courses: The courses will be an assortment of drop mark courses illustrated in the Sailing Instructions.
- 12. Scoring: The Low Point scoring system RRS Appendix A will be used modified such that a boat's series score will be the total of her race scores. There will be no race discards. There are 12 races scheduled of which three (3) shall constitute a Regatta.
- Alternative Penalties: The scoring penalty rule 44.3 will apply.
- 14. Prizes: Prizes will be awarded to the top 20% up to 10 places.
- 15. World Qualification: The top finishing U.S. helmsperson not previously qualified will earn a berth to the 2005 J/24 World Championship is accordance with the USJCA World Qualifying Rules. For purposes of determining the qualified helmsperson, decisions of the Jury will be final.
- 16. Further Information: For further information contact: Davis Island Yacht Club at (813) 251.1158, Email at www.diyc.org or Jeffrey Siewert (813) 254.7557, email jjsiewert@hotmail.com or on the J/24 District 10 site at search "J/24 District 10".

Hillman Capital Management J/24 East Coast Championships

Notice of Race

October 27-31, 2004 - Annapolis, MD

1. Rules

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

2. Organizing Authority

2.1 The organizing authority for this regatta will be J/24 Fleet 8 and Severn Sailing Association.

3. Advertising

- 3.1 This regatta is designated a Category C event under RRS Appendix 1 as modified by IJCA Class Rule 2.6.1.
- 3.2 All boats may be required to display a sticker and bow numbers on the forward 25% of each side of the hull for the duration of the event. The stickers will be provided by the Organizing Authority at registration.

4. Eligibility

- 4.1 The Regatta is open to any J/24 as defined by the IJCA Rules.
- 4.2 All boats and competitors must meet all ownership, class membership and measurement requirements as set forth in the IJCA Rules.
- 4.3 All boats must have submitted an entry, paid the entry fee and completed the registration process by 0830 hours on Friday, October 29, 2004.
- 4.4 Marine liability insurance (property and injury) covering the person in charge of each boat as defined in RRS 46 is required.
- 4.5 There will be a 90 boat limit for this regatta. All entries will be accepted on a first come, first served basis.

5. Entry and Fees

- 5.1 Entries shall be submitted on an official entry form with the entry fee by the close of registration.
- 5.2 Entries and fees may be submitted online or at registration.
- 5.3 Online entries and fees shall be submitted no later than October 22nd, 2004 at www.J/24Fleet8.org/ECC2004.
- 5.4 The entry fee shall be \$175 if submitted online or \$225 if submitted at registration.
- 5.5 The entry fee includes boat launching and hauf out, boat docking/rafting and trailer storage during the regatta, racing, and social activities for 5 competitors. Additional social packages can be purchased online or at registration for \$30.

6. Registration

- 6.1 A representative of each boat must report to the registration desk, which will be located on the second floor of the Severn Sailing Association Clubhouse, to check in and pick up its registration package.
- and pick up its registration package.

 6.2 All boats shall present a valid J/24 Measurement Certificate (including Part C: Inventory of Required and Optional Equipment), proof of current marine liability insurance coverage, and proof of IJCA membership for the owner and helmsman.

 6.3 All crew and the days on which they will compete shall be declared at registration. No crew changes may be made during the regatta without the advance written approval of the jury. Crew changes will only be approved in exceptional circumstances.

 6.4 All boats shall submit a completed Crew Declaration And Weigh-in form and a Competitor Liability Waiver form. These forms will be provided by the Organizing Authority in the registration package.

7. Measurement

- 7.1 All crews shall be weighed during registration.
- 7.2 Boat measurement services will not be provided as part of the regatta by the Organizing Authority. Boats requiring measurement to obtain or modify a Measurement Certificate must make advance arrangements with the Annapolis IJCA Measurer, Angelo Buscemi (202) 494-3639, AJBuscemi@aol.com. Advance arrangements MUST be made prior to Friday, October 15, 2004.
- 7.3 Inspections may be made during the regatta (on or off the water) for compliance with the IJCA rules.

8. Launching, Rafting and Hauling

- 8.1 Launching and hauling for the regatta is complimentary at designated locations from Wednesday October 28th through Sunday, October 31st. Participants will be assigned launch locations prior to registration.
- 8.2 Boats cannot be stored before or after the dates listed in NOR 8.1 without prior special arrangement.
- 8.3 All boats shall be afloat before 0900 hours on Friday, October 29th and shall not be

hauled out during the regatta except with and according to the terms of prior written permission of the Jury.

8.4 Hauling of boats at completion of the regatta shall be done in ascending order of bow number. The Organizing Authority will attempt to assign bow numbers by the distance the boat has to travel immediately following completion of the regatta. Boats that register after October 22nd may not receive haul-out priority. Local boats will haul after all traveling boats have been hauled.

9. Schedule of Events

- 9.1 Seven races are scheduled.
- 9.2 The warning signal for the first race of each day will be made at 1000 hours.
- 9.3 No race will be started after 1330 hours on Sunday, October 30, 2004.

Thursday, October 28 1500-2000 Registration and Weigh In Burgers and Beer Friday, October 29 0730-0830 Registration and Weigh In

0900 All Boats must be launched

1100 Warning Signal for 1st Race of Day. After Racing Refreshments and Chalk Talks 1900 Party

Saturday, October 30 1000 Warning Signal for 1st Race of Day

After Racing Refreshments and Chalk Talks

1900 Dinner

Sunday, October 31 1000 Warning Signal for 1st Race of Day After Racing Refreshments and Awards

10. Sailing Instructions

10.1 Sailing Instructions will be available at registration and posted on the event website at www.J/24Fleet8.org/ECC2004 by October 22nd, 2004.

11. Courses

- 11.1 Racing will take place on the Chesapeake Bay near the mouth of the Severn River.
- 11.2 The courses will be windward/leeward courses using inflatable drop marks.
- 11.3 Gates and offset marks may be used.

12. Scoring

- 12.1 The Low Point scoring system, RRS Appendix A will be used except that each yacht's total score shall be the sum of her scores for all races. This changes RRS Appendix A2.
- 12.2 RRS 44 will be changed to allow scoring penalties to be taken prior to a protest hearing.
- 12.3 Seven races are scheduled. One race shall constitute a regatta.

13. Arbitration

13.1 Arbitration will be in effect for protests involving rules of part 2.

14. Prizes

14.1 Prizes will be awarded to the skippers and crew of the top 10 boats overall.

15. Chartered Or Loaned Boats

15.1 In accordance with RRS Appendix G3, a chartered or loaned boat may carry a sail number other than her hull number. This changes IJCA rule 2.5.2.

16. Prohibited Actions

- 16.1 A boat shall receive no outside assistance that is not available to all competitors after leaving her mooring for the first race of each day until she returns to her mooring, except as provided for in RRS 1, or for an ill or injured crew member, or after a collision from the crew of the other boat. This changes RRS 41.
- 16.2 Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the regatta. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. The hull may be cleaned at any time by swimming or keelhauling using ropes or cloth.

17. Media Rights

17.1 Competitors give absolute right and permission to the IJCA, the US J/24 Class Association, Annapolis J/24 Fleet 8, Severn Sailing Association and the event sponsors to use, publish, broadcast or otherwise distribute for promotional, advertising or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

18. Contact

18.1 Requests for information may be directed to the Event Chairman: Angelo Buscemi - (202) 494-3639 Email: AJBuscemi@aol.com



Light air in District 1 during Fleet 43's Wednesday night races.

District 3

Report compiled by District 3 Governor, Harry Benson.

District 3, on the eve of hosting the 2004 Citibank J/24 worlds, has had an exciting and active Spring/Summer 2004 Long Island Sound J-24 Championship Series. The three completed Regattas were Riverside YC- June 5th and 6th; Midsound Regatta (Lloyd Harbor/Centerport YC)-June 12th and 13th; and Housatonic YC Regatta- August 28th and 29th. Thus far it has really turned into tuning/prepping races for the Worlds, with special showings by world qualified boats from Annapolis, Rhode Island and other locals. Here is a summary of the activities.

First off special thanks to Chris Zaleski of "Z sails", a successful sail loft in Connecticut, and skipper of their boat "Twins" for his write up of the Riverside and Housatonic regattas. Also thanks to Joe Scarpulla, District 106 fleet captain and skipper of "Liquid Soul" for his write up of the Midsound Regatta.

Riverside Regatta June 5-6.

Riverside Regatta proved to be a tough one this year. The weather was rather cold, rainy, breezy, and lots of current! Despite of this difficult conditions we got 22 boats on the line which is a good beginning of the season. First day started with 12-15 kt. breeze increasing during the day to 15-18 kt.. This was enough breeze for race three to allow some boats to switch to #3 Jibs.

On Twins, we set the shrouds at 27-25 (29-28 for the third race) and looking at our new "experimental" Main decided to straighten up the mast by moving the step forward. We had a lot of time to do it since we left Noroton YC at 8 am on Saturday morning and arrived at racing area at 9:15.

Most of the tuning guides do not advise moving the step of the mast for changing conditions, but we have to admit that in order to get a bit more out of your boat it is a good idea to move the step of the mast forward for a stronger breeze. When present conditions require you to use the backstay aggressively you will probably overbend the mast and therefore overflatten the main. To compensate for this you should straighten the mast beforehand. Other way to help the situation (if you do not want to work too hard = "lazy approach") is to set up the shrouds with the lowers tighter than the uppers.

heavier breeze is to reduce the headstay sag, but at the same time do not overbend the

Once the rig is properly set sailing is straight forward. Use enough backstay to depower the sail plan, but still have some shape left in the main. Set the genoa (jib) and a main with a lot of twist. The bigger the weaves the more twisted shall be your sails. This will enable you a smooth sailing over the weaves.

-When you should switch to #3 Jib?

We think that this is different for every team. If you do not feel comfortable with the increased breeze go ahead and switch you will be better off. At 18 kt., the boat with #3 will do just fine against the boat with big Genoa. Keep in mind that the bigger the weaves the sooner you should considering switching.

-And last remark: Do not forget that the current is not only in the electrical outlet, but at the sea as well. If you wrap the weather mark mooring line around your rudder the quickest way to free yourself is to "jump" on the line with your feet and push it down below the rudder - you will get wet a bit, but will get free!

In the end Britt Hughes of Shogun was triumphant. However the real winner of the regatta was Aidan Glackin of Mental Floss. By winning the last race of the regatta, solidified a 2nd for the regatta and became the highest finishing non-qualified boat of this world qualifying District 3 event. Congratulations to Aidan then for qualifying for the worlds in Noroton. (Results coming on separate e-mail)

2004 Mid-Sound Regatta. June 12-13

We had two great days of racing. With light winds on Saturday, our Race Committee headed by John Storck, again found wind on the opposite shore near Noroton. Enough wind in fact to hold 4 good races, (just in case we didn't get wind the following day). But we got plenty of wind on Sunday and the RC got in 2 more closely contested races in 14-16 mph of breeze. The final results are attached for those who are interested. Attendance was down this year due to some conflicts with races in Conn.. but we still had 12 boats on the line from - Remember: the name of the game in different clubs and lots of good racing. For



District 4's Arthur Topilow and Fred Wiedeke work to get the chute up at the Raritan Bay Champs.

see you next year!!!!

Ravenswaay (Sundance) from Annapolis (1st), our own Mark Swanson (Noodle) (2nd), and Mark May (Tramp) from New Jersey (3rd), Aidan Glackin (Mental Floss) and Phil Walters/Glenn Suss (Double Vision) were nipping at their tails. Thank you to those who attended and helped make this event a success!

Many thanks go to our Race Committee of John Stork, with Al Rosanes, Fran Johnson, Chris Schneider & Steve Andrews, who support the sport by volunteering their time and effort - great job!

I would also like to thank Glenn Suss for all of his help organizing, scoring, getting trophies and for always keeping me pointed in the right direction. Thanks also to Aidan Glackin and Harry Benson for their continued support and advise.

I would also like to acknowledge the support of the Centerport Yacht Club and the Lloyd Harbor Yacht Club for making this event possible.

Final Results: 1. Paul Van Ravenswaay 21: 2. Mark Swanson 22: 3. Mark May 23: 4. Aidan Glackin 25; 5. Walters/Suss 31; 6. William McGuire 34; 7. Chris Scheuing

those who missed it this year we hope to 35; 8. Scott Harrisson 36; 9. Joe Scarpulla 51; 10. Harry Benson 61; 11. Bruce Congratulations to our winners Paul Van McArthur 64; 12. Bob Young 77; 13. Douglas Weiner 84.

Housatonic Regatta August 28-29.

This year the Housatonic Regatta was moved to the end of August to give a chance for J/24 sailors to tune before the coming Worlds. The regatta took place on the waters of Long Island Sound and was organized by Housatonic Boat Club members who as always did a superb job. Thank you.

Saturday started with a medium breeze around 12-14 kt. which was diminishing during the day to about 8 kt. for the last race. With this breeze came a challenging chop that required a lot of shifting gears. In adverse current the right side of the course was looking good most of the time. In the 3rd race, on the last upwind leg the breeze shifted 10-15 degrees to the left rewarding those who counted on the sea breeze effect.

After 3 races sailed on Saturday, "Pipe Dream" was leading with "Crushed" in second and "Twins" in third.

Sunday welcomed everyone with light 6-7 kt. breeze and even lighter forecast. After the start of the 4th race the breeze was dying and the downwind leg became a real

drifter. The Committee made the right choice to finish the race at the leeward mark. With the dving breeze and favorable current the name of the game was to jibe early not to be swept past the finish line. In this scenario some of the trailing boats were able to see what is happening and took advantage of the situation. After that finish the Committee decided to call it a day.

Housatonic Regatta Results: 1. Twins 15; 2. Pipe Dream 17; 3. Blitz 18; 4. Crushed 19; 5. Rooster 23; 6. Shogun 23; 7. Rodan 29; 8. Tramp 32; 9. Outrageous 36; 10. Mabuih 37; 11. Terrapin Flyer 41; 12. Loose Cannon 43; 13. Rascal 48; 14. Blue Strikes Back 49; 15. Volcano 58; 16. Fast Forward 59.

District 4

Report from D4 Governor, Paul Scalisi

We have had a good summer and the Parkway Series has been well with an average attendance of 18 boats. The regatta winners for the season have been Ted Wiedeke at Transplant Cup, Mark May at Raritan Bay Championship and Heart Cup, Ric Applin at Dead Crab Classic, and Stu Challoner at the Sandy Hook Bay Championship. Having changed our format this year to best 4 out of 7 Regattas the overall winner is yet to be determined and with two reggattas left at least four boats are still in contention. I think the new format has really helped keep more boats competitive, deeper into the season.

On another front we have been very successful in getting one design starts at two of the major PHRF events in Raritan Bay. I think it goes a long way toward promoting our class by sailing at these events. We need to keep it up and try to promote Raritan YC Fall Series and the Poco Loco Bay Race to get one design starts. We are doing this as low key, old sails, no weigh in sailing intended for fun and for training crew for bigger regattas. Remember, all the crew sitting on the rail of those big boats are potential future owners and crew for our class.

I would like to wish best of luck to the two boats going from our District, that's right two. Besides last year's Parkway winner Tramp, Steve Lopez on Elvis have received an invitation as a result of last year's

Nationals in Milwaukee. On the national scene, I would like to congratulate Stu Challoner for his 3rd place finish at the Nationals in Annapolis as well as his 6th place finish in the Canadian Nationals, Stu been quite the road warrior this year.

We would like to announce that Richmond County Yacht Club will be hosting the Northeast Regionals next year at the Transplant Cup Regatta in May. We are very excited to kickoff the season in grand fashion and hopefully we can get a great turnout for what should be a good regatta for a great cause.

District 6

Report from D6 Governor, Tim Winger

District 6 has experienced a pretty good year so far. We started out with the Nationals at the end of April attended by 78 boats and crews. This was one of the best attended Nationals in a long time. Just having an event like this in the area brought out a few new boats. One was a convert from the Etchells Class, the emergence of which has had a negative impact in Annapolis for the J/24 Class over the last few years. Kudos to Dave Malkin and his entire Annapolis team for running a great event. I get a few jibes from friends and sailors from time to time when I wear my Levitra sportswear, but if Levitra wants to step up to the plate as event sponsor, I'll be happy to wear their name. Levitra just kind of goes with sailing and masts and

Further up the Chesapeake Bay, the Havre de Grace fleet has expanded almost 20%. Some are just pulled in from surrounding areas that did not have a fleet, but there are three more boats whose owners are new to the Class. One of those new owners, Dailey Tipton, hauled his J/24 out to the west coast when he moved there a few years ago, but decided to leave it when he moved back east. So he got an itch to have a J/24 again and found his old boat in Georgia. He brought it home, cleaned it up and is racing it again. All of this expansion has, of course, left us starved for crew. There could be worse problems.

Down the Bay in Fishing Creek, activity is getting stronger. There is serious talk in the District of starting a series that moves



In District 14, 6 women's teams competed in J/24s in the Houston Yacht Club Women's Champsionship.

between all three venues next year. We will surely see boats from all three fleets at the East Coast Championships in Annapolis at the end of October. I hope we will see you there, as well.

District 14

Compiled from reports from District 14 Governor, Eric Nelson.

2004 Southwest Championship

The Boat Club played host to the Southwest Regional World Qualifier on the weekend of May 15 and 16. Competitors included 6 boats from Colorado, 2 boats from Corpus Christi, and a boat each from Kansas and New Mexico. Others from around Texas rounded out the 20-boat fleet competing for one of the coveted berths for the 2005 J/24 Worlds. Saturday's conditions, as forecasted, were very light and fluky. The race committee did not have much to work with but squeezed out two shortened races in very tough conditions and was forced to

abandon further racing for Saturday around 4pm when the wind totally shut off. Alan Dille's Septillon team won Saturday's consistency prize (and blew everyone's excuse that the conditions were a blind crap shoot!) by posting two second place finishes to lead the regatta on Saturday. Alan and his all women crew were in good company with Fly Mo', Rum Line, Wet Spot and the Dumpster rounding out the top 5. But it takes at least 3 races to make a regatta so everyone was motivated to hope for better wind on Sunday! But until then it was regatta social time and Mark Smith (our Regatta Chair) organized a great dinner (which was a great value also!) that was accompanied by some live tight jazz/blues...and as the party continued those sticking around a little later saw, like in past years, crew members from several boats end up on stage with the band!

Sunday brought more sunshine and better southerly breezes sufficient to get 3 good races off. With most boats carrying plenty of points into Sunday, the top 5 probably



Close action at the District 14 Circuit Regatta held on world famous Cheney Reservoir in Kansas.

were thinking all the marbles would end up between them but several top 5 boats fell off the pace with Septillion posting a 17th and Dumpster adding 10 points to their score. But with Rum Line and Fly Mo' J taking second and third respectively, they moved into a very tight race for first. Race four was Wet Spot's turn in the barrel by finishing 13th but the Fly Mo' J versus Rum Line match-up stayed tight with them posting a second and first respectively. So going into the final race Fly Mo' J was just 2 points behind Rum Line for first, Dumpster just needed a top 10 finish to lock in third. But Wet Spot now found themselves in a tie for fourth with a new comer to the changing top 5, Mark Smith's After Midnight, who moved up with a strong 4th place finish in race 4. All of this meant that all the top 5 final standings were on the line going into race 5!

In the final race, Bob Harden's mr. happy, Dumpster and Todd Warnygora's Phantom played the shifts to get the clear air that allowed this '3 pack' to finish 1, 2, 3. Further back was the points battle for number one, and Fly Mo' J was looking good with plenty of boats between them and Rum Line on the first beat. But Rum Line played a late shift at the first offset and jibed away from the fleet to make a gain and ac-

tually pass Fly Mo' J, dashing Fly Mo' J's hopes of returning to the circuit after a long absence with splash of taking home a circuit stop bullet! Rum Line's crew sailed well enough in Saturday's marginal conditions to be unstoppable on Sunday with a 2nd, 1st, and 4th to run off with the regatta. Congratulations Rum Line and good luck at the 2005 Worlds, which will be in Falmouth England next summer!

Amber Waves of Grain Circuit Stop

Report from Shoen Fitzgerald

For weeks the wind had been averaging 10.3 mph with peak sustained winds of 23.5 mph. Then, Thursday before the regatta a stationary front settled in and moved north and south several times between Wichita and Topeka (100 Mi. North) causing the wind to die. Thursday night and Friday morning, the first of the competitors arrived greeted by an 8 foot by 5 foot "J" Battle Flag hung on the NSA flagpole. All day Friday, the wind was light.

Saturday morning, the lake was dead flat and the RC expected to postpone on shore. But because the sailors would leave the docks as soon as the skippers meeting ended if there was any wind at all, the RC went on out to the race course area, fully expecting to postpone on the water and send everyone back to the dock. But, the wind settled in with light velocity and extremely shifty directions. The committee changed the course on every leg to try to keep ahead of the shifts. It was brutal, they had a difficult time trying to move the course fast enough to stay ahead of the dramatic and multiple shifts. After race one, the wind got a little more stable in direction but was still light. We got in our four scheduled races on Saturday and didn't get off the water until nearly five pm.

At the end of Saturday, mr. happy and Rum Line were tied for first with Roger Harden one point back. The racing was close and all the boats were all competitive so it was anybody's regatta. It was a long day. But, that didn't slow the down the fleet when it came time to party. Saturday evening, NSA held its annual "Progressive Dinner." The J/24 Fleet was invited to participate and all of the competitors stayed for the party. Chipotle provide a great addition to the main course, which was a decidedly Cajun fare.

As I was shutting things down at about 12:30 AM (read chasing the fleet out of the beer coolers), the wind switched to the South, which is the prevailing summer direction and came up to 12-15. Encouraged, I went to bed. By 5:30 AM, the wind had laid down but was still showing a tendency to come from the South – still encouraged.

On Sunday, the racing was just as intense as the day before and people were swapping positions throughout race 5. The four boats finishing sixth through ninth in Race 5 all finished within a second or two. After Race 5, the ties were broken and the stage was set for a shoot out in the remaining races. Rum Line moved ahead of happy, OutraJe moved ahead of Bullwinkle and Yikes! kicked down the door to move ahead of OutraJe into fifth by two points.

Race 6, was very much similar to race five, positions being swapped throughout the race. mr. happy won race so at the conclusion of Race 6, happy and Rum Line were tied for first. The RC notified the competitors at the conclusion of Race 6 that they did not intend to start a Race 7 because of the dying breeze. Their judgment was good. By the time the last boat finished Race 6 and the fleet was half way back to the club,

the wind completely died and the lake went flat. We motored or were towed in.

So, that's a wrap. Bob Harden driving mr. happy won the regatta. A great raffle was held over the course of the weekend with the drawings held before the trophy presentation. Many valuable items provided by the many great sponsors of this regatta were raffled.

I and the rest of the Fleet 53 people were a little disappointed that we didn't get to use the 100's and show the Circuit people the typical 10-20+ normal south wind. After all, Kanza means "People of the south wind". However, in view of the conditions staring at us Friday morning and the forecast, the weather turned out great. The competitors all said they had a great time and many reported that this regatta had the best trophy's on the Texas Circuit, the best party, a great facility, terrific hospitality, convenient nearby State Park cabins and, my favorite, "the best crane on the Circuit" Who but the J/24 fleet can appreciate that!

Results: 1. Bob Harden 13; 2. Bryan Dyer 13; 3. Roger Harden 22; 4. Kelly Holmes 24; 5. Shoen Fitzgerald 34; 6. Tony Slowik 35; 7. Jim Pierce 38; 8. Dan Acridge 44; 9. Ken Davis 48.

District 15

Thanks to District 15 Governor, Tim Oelschlager for sending this report.

Muskegon Spring Regatta May 15-16

Muskegon Yacht Club's annual spring regatta (in existence since 1992) took place this year on May 15 and 16 on the waters of Muskegon lake in Muskegon, MI. This regatta has evolved over the years from a J/24-only event to include Melges 24's, many of who are former J/24 sailors who come back every year for the consistent wind, excellent race committee work and friendly hospitality of MYC. This year's event included 10 J/24s and 11 Melges 24's.

Saturday started out with sunny skies and 12-15 knots of wind out of the west. Showing blazing speed upwind and down in these conditions, Red Eye Express (Kane family) took the first race, followed by local boats Stirred Not Shaken (Ken Gray) and Addicted (Randy and Kevin Rietema).



Roger Harden's team celebrates by filling their first place trophy with beer at the RCYC Circuit Stop.

The second race again saw Red Eye out to an early lead. However, a downwind tangle with Stirred allowed Bavaria II (Kathy Lundeen) to slip by and take the gun. Red Eye held off Stirred to take 2nd. The third and final race Saturday saw more of the same, with Red Eye taking the gun, Addicted in second and Bavaria II third.

Sunday welcomed the sailors with pleasant conditions and 6-9 knots of breeze out of the south. The lighter conditions shook up the fleet a bit, and Stirred in particular seemed to like the new conditions, taking the gun in the first race. Behind them was Dirty White Boat (David Anderson) in second and JAM (David Elliott, who made the trip from Sarnia, Ontario) in third. After four races Stirred led the regatta with 11 points, with Bayaria II and Red Eye Express tied for second with 12. The final race would decide the winner. In dramatic fashion, Bavaria II took the gun in the final race, with Stirred second and Mind Games (Jim Vandevelde) in third. After the final race, Bavaria II and Stirred were tied for the regatta lead with 13 points. However, Bavaria's two firsts (to one for Stirred) won them the tiebreaker and the regatta.

Thank you to all the competitors who made the trip to Muskegon, MI again this year. Thanks also to PRO Peter Blackloch, who set excellent courses, started on time and kept the racers busy on the water all weekend. Thanks to club manager Scott Miller for his work in organizing the regatta. Muskegon Yacht Club again showed great hospitality, with a fantastic shrimp dinner Saturday night and a superb facility to launch and dock the boats. We would like to invite all J/24 and Melges 24 sailors to come again next year to enjoy this perennial favorite.

Next year's regatta is scheduled for May 14 &15 plan on attending our great regatta next spring.

Results: 1. Bavaria II 13; 2. Stirred Not Shaken 13; 3. Red Eye Express 18; 4. Addicted 20; 5. JAM 27; 6. Mind Games 27; 7. Dirty White Boat 30; 8. Homer J 37; 9. Surface Tension 45; 10. E.D.O. 48.

District 20

by District 20 Governor, Brian Mullen

The summer racing season is in high gear for District 20, which is almost exclusively comprised of Fleet 17 from San Francisco Bay. With a 3-4 new owners now actively racing in the fleet, the competition is in-



J/24s blasting downwind in front of the San Francisco skyline at the 2004 J-fest Regatta in District 20.

tense. The following is an update of the most recent regattas and season standings.

Frogs and Dogs do Bark: Kermit Shickel Steers Woof to Victory in Elite Keel

May 15-16, San Francisco YC, Tiburon CA Alan McNab dusted off his foul-weather gear, boarded an SFO-bound flight from New York, and cruised to a tight victory in the Elite Keel Regatta at San Francisco YC. Alan trimmed for guest helmsman Kermit Shickel (formerly of Nixon Was Cool) and his stud crew of Phil Mazzie, Blaine Pedlow (UC Berkeley Sailing Coach) and Dave Chatham (Quantum One Design). In a close 2nd was newcomer Michael Whitfield on TMC Racing. The Professor in Casual Contact held off 4th place Blue-J to take 3td. The fleet bolstered by the return of McNab on Woof and Doug Nugent on Cool Breeze/ Team Audi. Results at www.j24class.org/ j24sf/

Cox "The Newlywed" Dominates Albert T. Simpson Regatta

July 24-25, St. Francis YC, San Francisco, CA

That glistening piece of silver on the race course was no hallucination. It was actually Ryan Cox and his shiny new wedding band, crossing the fleet again and again en route to 6 consecutive bullets to win the Albert T. Simpson regatta at St. Francis YC on Jul 24-25. Cox and his team of grizzly J/24 veterans, including Steve Pickel and John Francisco, were unstoppable on USA 3324 in their preparation for the upcoming J/24 World Championship in Noroton, CT.

Meanwhile, back on Planet Earth, the rest of the J/24 fleet results were competitive. Alan McNab, commuting from New York, took second with 15 pts on Woof. Just behind him with 20 pts were Jim Yares and Curtis Press on the newly-named Running with Scissors. Jim and Curtis barely edged

out Michael Whitfield on TMC Racing, who was 4th with 22 pts. A big congratulations to Phil Mai, who filled in nicely for Ned "The Professor" Walker, steering Casual Contact to 5th place with 31 pts. Check the results and regatta log written by Curtis Press at www.j24class.org/j24sf/

Listen to Your Parents: Running With Scissors is Very Bad!

Aug. 21-22, San Francisco YC, Tiburon CA
Curtis Press and Jim Yares have apparently settled in with their new boat this season, as they sailed Running With Scissors to an impressive victory in the Summer Keel Regatta at San Francisco YC. Their scoring line of 1-1-3-1-2 was just enough to hold off Rich Jepsen and his team aboard Rail to Rail, who finished one point behind in 2nd place with 9 points. Michael Whitfield on TMC Racing extended his season standings lead by finishing in 3nd place with 20

points, just 2 points ahead of Steve Hartman's Small Flying Patio Furniture.

Ned "The Professor" Walker returned for the start of the UC Berkeley fall semester and finished 5th overall in Casual Contact. Mostly, Ned was thrilled to be racing a J/24 instead of writing a syllabus for his fall classes. Results at www.j24class.org/ j24sf/

TMC Racing Takes Over 1st in Season Standings

The Albert T. Simpson Regatta jumbled the names atop the 2004 season standings, as Michael Whitfield and his crew aboard *TMC Racing* take over sole possession of 1st place. Having already sealed "Rookie of the Year," Whifield now has the season championship in his cross hairs. Close behind him are Jim Yares and Curtis Press on their newly named, *Running with Scissors*, which apparently is more emblematic of its crew than the former name of *Raging Debate*, as each crew has a few little tykes of his own.

Still in contention is 3rd place Casual Contact, with Phil Mai playing guest host Jay Leno to Ned Walker's Johnny Carson. Absentee Blue J remains on hiatus for the summer but sadly continues an Arsenioesque fade into syndicated oblivion. The always solid team of Steve Hartman and Joe Wells on Small Flying Patio Furniture moves up a rung to 4th overall in the Neilsens. New season standings are posted at www.j24class.org/j24sf/

Deke Klatt and Jaded head south with J-Fest hardware

by Brian Mullen, Blue-J, USA 2390

It may have been a long drive north from Ventura, but Deke Klatt and his crew on *Jaded* showed no signs of a road trip hangover. On April 17-18, the Encinal YC hosted the first of the now infamous J-Fest national regatta series. With a showing of 13 boats, the J/24 fleet was the nearly the largest in the regatta, behind the 26-boat J105 class.

After racing the J/24 fleet inside the Oakland Estuary at previous J-Fests, the Encinal YC wisely opted to move all fleets out to the Bay, specifically on the Berkeley Circle. While it can be warm and pleasant racing in the Estuary, the race course is rarely tactical, often leading to broad reaches back and forth across the channel. This year, the racing was much more competitive, with a square race course, plenty of breeze, and familiar Race Committee Czar Matt Jones running the regatta.

By the first race on Saturday the breeze was up to 14-16 knots, prompting all but two J/24s to switch down to a small jib. With the wind gusting 18-20 on the last upwind beat, the small jib was likely the better choice anyway. In the first race, Deke Klatt and his crew started near the pin and headed to the left side of the course, hoping to catch the favorable shift and current from the lee of Treasure Island. Also, an armada of J105's played the left side shifts to their advantage in a previous start, always a good indicator of the favored side. With Jaded were Brian Goepfrich and his Tahoe-based Snowjob crew, along with Brian Mullen on Blue-J and Casual Contact, helmed by The Professor, Ned Walker.

The run downwind was a challenge, as the J/24 fleet maneuvered through J105's reaching back and forth on the same leg. The right leeward gate proved a popular choice, as J/24s squeezed in between 105's at the mark. The second beat of Race 1 was a contest for clear air. At the finish, Jaded narrowly beat The Professor on Casual Contact, followed closely by Snowjob and Blue-J. The top four boats were separated by no more than about 5 boatlengths. Behind Blue-J was newcomer Michael Whitfield on TMC Racing. Whitfield sailed

| | | | | | | | e May lub - N | ALEXANDER OF THE A. P. | | | | |
|-----|----------------|----|-----|-----|-----|-----|------------------|------------------------|-----|-----|-----|------|
| | Skipper | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Tot. |
| 1. | Pierce,Kent | 5 | 4 | 1 | 3 | 1 | 4 | 2 | 1 | 1 | 1 | 23 |
| 2. | Snow,Chris | 8 | 11 | 7 | 1 | 2 | 1 | 4 | 2 | 2 | 3 | 41 |
| 3. | Pat,Toole | 2 | 1 | 10 | 4 | 6 | 2 | 1 | 4 | 10 | 2 | 42 |
| 4. | Cox,Ryan | 1 | ocs | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 42 |
| 5. | Grange,Jeff | 3 | 3 | 2 | 6 | 5 | 9 | 5 | 6 | 6 | 5 | 50 |
| 6. | Klatt, Deke | 6 | 2 | 4 | 8 | 7 | 5 | 7 | 8 | 4 | 11 | 62 |
| 7. | McCutchen,P | 9 | 8 | 6 | 7 | 8 | 7 | 8 | 7 | 5 | 6 | 71 |
| 8. | Taylor, Susan | 7 | 6 | 8 | 5 | 4 | 10 | 6 | 9 | 8 | 9 | 72 |
| 9. | Lepper, Grant | 4 | 5 | 5 | 9 | 11 | 6 | 11 | 5 | 7 | 10 | 73 |
| 10. | Grant, Bob | 12 | 7 | 9 | 12 | 10 | 8 | 10 | 10 | 9 | 8 | 95 |
| 11. | Noble,Mark | 11 | 10 | 11 | 11 | 9 | 11 | 9 | ocs | 11 | 7 | 107 |
| 12. | Caves, Evan | 13 | 9 | 14 | 13 | 12 | 12 | 13 | 11 | 12 | 13 | 122 |
| 13. | Christensen,D | 10 | 14 | 12 | 14 | 13 | 13 | 12 | 13 | 13 | 12 | 126 |
| 14. | Stewart, Avery | 16 | 12 | 15 | 15 | 14 | DNC | 14 | 12 | 14 | DNC | 146 |
| 15. | Heim,Eric | 14 | DNC | 13 | 10 | ocs | DNC | DNC | DNC | DNC | DNC | 156 |
| 16. | Wolfe, Michael | 15 | 13 | DNF | DNC | DNC | DNC | DNC | DNC | DNC | DNC | 164 |

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his new Hawaiian arrival, USA 4906, which was previously owned by J/24 legend Vince Brun. Michael had an impressive first regatta in the Bay Area, taking a 5-3-2 for third overall.

With the wind now gusting well over 20 knots, every boat in the fleet changed down to a small jib. The fleet rounded in fairly close quarters, bunching up between the weather and offset marks into a tight pack. Once around the offset mark, it was a serious ride downwind. Among the 13 J/24s and 26 J105's screaming downwind in 20+knots, the phrase "Blow the fu***ing vang!!!" was probably blurted out at least 25 times. There was plenty of anxiety and profanity downwind, which would have made the Soprano family proud.

With Casual Contact, Jaded, and TMC Racing setting the pace downwind, a wild three-boat battle ensued between Snowjob, Raging Debate, and Blue-J. Not only were the waves already big, but the cross chop from the J105's and J120's wreaked havoc on the modest little J/24s. Raging Debate rounded down, stuck the pole in the water just behind Snowjob and just in front of Blue-J. Both boats quickly recovered, but Curtis Press and Jim Yares on Raging Debate had the last laugh, grinding over Blue-J on the final beat. At the top of the fleet Ned Walker on Casual Contact played the shifts perfectly and showed his heavy air prowess, moving by Jaded to win the race. Michael Whitfield on TMC Racing was 3rd and Brian Goepfrich on Snowjob was 4th.

Although the race committee decided to send the J/24s home to the showers instead of starting a third race, there was no shortage of excitement as the boats screamed down the Estuary in 25 knots of breeze. Mark Sutton and his crew on Nice Shot and Steve Hartman on Small Flying Patio Furniture put on a show for the longshoreman at the Port of Oakland, planing down the Estuary with their chutes up. At the ferry landing, a massive container ship was turning around, blocking all water to pass on either side. Everyone doused their chutes and waited to pass. Blue-J, rounded down in a 25-knot puff, then inadvertently used its chute as a kite while trying to haul it in. Thankfully, the spectators at the Jack London Square boat show were hidden from view and could not see the debacle USA 2390 in its entirety. Not surprisingly, the EYC dock was a welcome sight.

On Sunday the weather and wind were less-than-cooperative, as the sky poured rain on the journey to the race course. A skewed race course with wind of about 3-5 knots made for a challenging race. Jaded, Blue-J, Raging Debate, and Small Flying Patio Furniture started at the favored pin end, then headed to the right side of the course for more breeze, along with a right-side shift from above Treasure Island. On the run, Jaded led with Brian Goepfrich and Snowjob just behind. Blue-J, TMC Racing, and Casual Contact followed closely behind, riding a few 4-5 knot puffs down from above.

The final beat proved challenging, and nearly decided the regatta. As the breeze died, Jaded, Snowjob, and Casual Contact sailed hard to the left side of the course in search of more breeze. With the J105 fleet seemingly dead in the water on the left side, Blue-J and TMC Racing opted instead to sail hard right, eyeing some J35's sailing in solid breeze near Treasure Island. The breeze died on the left, and about 5-6 knots of breeze filled from the right. Blue-J won the race, with TMC Racing close behind in 2nd. As the boats from the left converged,

the remaining fleet from the right had moved into solid position. Jaded managed to hold off Raging Debate for 3rd, with Snowjob slipping to 5th. Jon Hagerman on Soulatitude held off Ned Walker on Casual Contact for 6th.

The regatta was called at 2:00 PM due to lack of wind and generally poor weather. With just three races on the record, the regatta was very close—only 2 points separated 2nd from 5th overall. In the end, Deke's Saturday performance on Jaded was enough for the victory. Congratulations to Deke Klatt and his crew aboard Jaded. Their drive down south was made a bit easier with the J-Fest trophy riding shotgun.

Results: 1. Jaded, Deke Klatt, 6 pts; 2. Casual Contact, Ned "The Professor" Walker, 10 pts; 3. TMC Racing, Michael Whitfield, 10 pts; 4. Blue-J, Brian Mullen, 11 pts; 5. Snowjob, Brian Goepfrich, 12 pts.

USVI

By Cecy Castruccio-DeReu - St. Croix, USVI, US #3476

Doug DeReu with able crew of Chris Schrieber took 1st in the beach cat fleet at the BVI Spring Regatta last April. Doug & Chris had never sailed together but Chris has fielded teams on another Nacra 5.8 back in St. Croix a few times over the years and



Cecy and Doug's "mother ship" moored in Tortola. Note the Nacra in the background.

given Doug a run for his money. For this regatta, they decided to team up – spent the time getting the boat in order and never did any practicing together beforehand.

No longer manager of the St. Croix Yacht Club as of March 28, Doug was able to pursue his long time dream to complete in an 'away' regatta of beach cats here in the Caribbean. The only other time he had been able to compete was in the St. Croix International Regatta two years ago when he got a second. Since then, he has quietly been tuning up his old Nacra 5.8: re-engineering where possible and renewing in other areas. His main was at least four years old when we bought it for \$200 but it hadn't been used much- Dacron and it still holds its shape. He did get a new jib last year which he has kept under wraps until now. So, the boat and crew might have been a little older, but boat preparedness and smart sailing is always a good combination for winning.

The getting there was another story. BVI Spring Regatta is held in Tortola which is about 45 nautical miles north of St. Croix. With not too many choices for a tow boat, we decided to convert the J/24 into a 'mother ship'. Doug stowed all the beach cat parts below with the exception of the 30ft mast which we lashed on the windward side just outside the shrouds (good thing we weren't going to need to tack as the course was a tight reach) with the excess hanging off aft. We also had our own gear (clothes, sailing gear, food, tool boxes, 6hp outboard hanging on the motor bracket, 7 gallons of fuel in the aft cockpit and three crew members (Doug, Cecy and Joseph - a junior sailor that wanted to go to the regatta and pick up a ride - which he did). For those that know my J24, the red boot stripe was half way in the water! We took some pictures in hopes for future submitting to J/24 magazine. Departed St. Croix Yacht Club at 6:30am with stripped down beach cat in tow. Put up the main and genoa and off we went. The trip over was perfect. We maintained 6 knots with all the above and each of us took a turn on the helm while the remaining two relaxed below on the cushions and enjoyed the CD player. Arrived at the marina 7 hours later which was great time putting us in much earlier than



Towing the Nacra on the 45 mile sail from St. Croix to Tortola for the BVI Spring Regatta.

we had budgeted and got to pick a good spot for the mother ship and get the beach cat setup before most of our Cruzan friends arrived by boat, ferry or plane. Some friends actually saw us sailing across from the plane – quite the sight! Needless to say, when we turned the corner into the marina, there were a few curious onlookers. In fact, a swan 45 that was out practicing sailed around us to investigate. Later we learned when Cecy ran into Terry Hutchinson that he was the one sailing the swan. Cecy is an ODU Sailing ('84 – '86) alumnus who was sometimes freshman coach for the team when Terry was on it so there was history there.

The first two days of the regatta were pretty nice breeze wise. But it was slowly clocking south and dying out. The beach cats did manage to get in 11 races in two days. And during those two days, Doug & Chris dominated their fleet. Cecy was crewing on Jack Bishop's Broken Drum (J29) as spinnaker trimmer. They didn't do too bad given the very competitive fleet of Olson 30's, Melges 24's, J27, etc..ended up placing 4th. Sunday's racing was cancelled due to lack of wind (some of you might have caught the premonition here) and Team Wave Magnet was declared winner with 20 points and the second place boat (a hobie 16) had 26 points. Doug was quite pleased with the results and all the fellow Crucians

hung around the regatta village for the day celebrating their fellow islanders' victory before their boats, ferries or planes departed for home.

So, back to de-rigging the beach cat and getting the "mother ship" in order for her trip home. With the wind shifting to the south (normally blows from the east - the trade winds are known to blow east to west quite regularly) and then dying out, we were looking at using the outboard to get us home. We borrowed another 3 gallon tank for spare and trimmed the weight out so the aft end was in the water a little more (the outboard we borrowed was not a long shaft). We left the dock at 5:00 pm and headed south. The full moon rose up and provided a beautiful spotlight for viewing the gps which was reading 5.5 knots pretty steady. We put the main up to gather any little puffs that materialized and stabilize us a little. The swells were soft and long making for a very comfortable feel. The initial 7 gallon tank was used up just as we were returning to the local waters off St. Croix which was about another 1/2 hour motor and if we hadn't borrowed the spare 3 gallons, we would have been miserable being so close to home but not able to get there as the wind was for not! So, switched tanks and buzzed the last bit to the 'barn'. Total time crossing was 6 hours and very comfortable.

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2004 U.S. J/24 Racing Calendar

WQ= World Qualifying Event. See www.j24class.org/usa for more details.

| 10/2-10/3. | Changing of Colors. Lake George. NY. alfie@capital.net. (518) 798-4444. lake-george.com |
|--------------|--|
| 10/2-10/3. | Great Racing Regatta (D 15 Champs). Fontana. WI. tim. oelschlager@mchsi.com. (952) 474-3763. lgyc.com |
| 10/9-10/10. | Puget Sound One-Design Champships. Seattle. WA. wvlases@hotmail.com. (206) 935-6057. cycseattle.org |
| 10/9-10/10. | Fall One-Design Regatta. Tiburon. CA. bmullen@kivera.com. (650) 823-0269. j24class.org/j24sf |
| 10/9-10/10. | D10 Champs. Jacksonville. FL. skip.miller@thefloridayachtclub.org. (904) 387-9683. thefloridayachtclub.org |
| 10/9-10/10. | Metedekonk River. Metedekonk. NJ. scalisip@mskcc.org. (718) 356-2069. parkwayseries.com |
| 10/23-10/24. | Grape Escape. Grapevine. TX. ennelson@us. ibm.com. (512) 838-0100. home.austin.rr.com/j24district14 |
| 10/30-10/31. | Goblin Regatta. Santa Barbara. CA. evan@occamnetworks.com. (805) 964-6045. sailsbsc.org |
| 10/29-10/31. | East Coast Champs. Annapolis. MD. annapolis. jfleet@verizon.net. (202) 494-3639. j24fleet8.org |
| 11/13-11/14. | District 8 Champs. Mooresville. NC. jncollins@triad. rr.com. (336) 766-3241. lakenormanyachtclub.com |
| 11/20-11/21. | King's Day. Jacksonvile. FL. skip. miller@thefloridayachtclub.com. (904) 387-9683. thefloridayachtclub.org |
| 11/20-11/21. | Texas Circus. Canyon Lake. TX. ennelson@us. ibm.com. (512) 838-0100. home.austin.rr.com/j24district14 |
| 12/4-12/5. | Southeast Regionals. St. Petersburg. FL. jimlindsay@tampabay.rr.com. (727) 528-3192. j24d10.org |

2005 U.S. J/24 Racing Calendar

WQ= World Qualifying Event. See www.j24class.org/usa for more details.

| 2/17-2/20. | St. Pete NOOD. St. Petersburg. FL sailingworld.com/sw.nood.jsp |
|--------------|---|
| 2/23-2/27. | Midwinter Championship. Tampa. FL. robbritts@hotmail.com. (813) 875-2005. j24d10.orgl |
| 3/25-3/27. | Easter Regatta. Columbia, SC. dougal@engr. sc. edu. (803) 777-7890. columbiasailingclub.org/easter |
| 5/18-5/22. | U. S. Nationals. Seattle. WA. sanderic3421@yahoo.com. (206) 283-5175. j24fleet.com |
| 9/8-9/16. | World Championship. Weymouth. UK. robert@meadows24.freeserve.co.uk. 44 0 1305 786863. wpsa.org.uk |
| 9/19-9/24. | North American Championship. Marblehead. MA. mtoso@trinethealth.com. (978) 468-2876. j24fleet28.org |
| 10/28-10/30. | East Coast Championship. Annapolis. MD. ajbuscemi@aol.com. (202) 494-3639. j24fleet8.org |



J/24 Magazine

Qualifying for the 2005 J/24 World Championship

Event: 2005 J/24 World Championship Date: September 8-16, 2005 Location: Weymouth, England

Based on an expected 2004 membership total of at least 1000 full members, the USJCA will earn eight berths to the 2005 J/24 World Championship. As approved at the annual meeting of the USJCA Board of Governors, the following will serve as qualifiers for the 2005 Worlds subject to the complete qualification rules found on the USJCA website at www.j24class.org/usa.

1. 2004 U.S. National Championship

2. 2004 Southwest Regional Championship

3. 2004 Southeast Regional Championship

4. 2004 Western Regional Championship

5. 2004 Great Lakes Championship

6. 2004 Northeast Regional Championship

7. 2005 Midwinter Championship

8. U.S. Class President's Berth

Rules Regarding U.S. Qualifying Events for J/24 World Championships

Definitions:

Event – A regatta, series or circuit or other such competition.

Eligible helmsperson – A paid Class Member who has met all the requirements of registration in an event. In accordance with IJCA Regatta Standard P.3 an eligible helmsperson must be a registered Class Member in the District, Region, or country in which the event is held. A previously qualified helmsperson that meets the other criteria of being eligible, is considered an eligible helmsperson.

Rules:

- For events that are used to allocate an available Worlds berth, the winner (helmsperson) of the event, as determined by the final scoring, will be awarded a berth to the J/24 World Championship.
- 2. Pass-down Rule If the winner is unable or unwilling to attend the Worlds or has previously qualified for the Worlds, the berth will be passed down to the next eligible helmsperson as determined by the final results. This pass-down will continue among the top 10% or top 3 (whichever is greater) eligible helmspersons until the berth is filled. 10% is figured by dividing by 10 and rounding down.
- Once a helmsperson earns a Worlds berth, that person will be considered previously qualified at subsequent qualifying events for that Worlds.
- 4. In the event that more than one berth is being awarded at a single event, the berths shall be allocated in the following order: District berths first, followed the Regional berths, followed by the National berths, followed by the Continental berths.
- Distribution of Unfilled Berths In the event that a berth is unable to be filled using the rules stated above, that berth would be distributed based on a petitions submitted to the U.S. Executive Committee and voted upon by that group.
- 6. Dispute Resolution Any dispute or challenge arising from the above stated rules will be resolved by a vote of the Board of Governors and the U.S. Executive Committee of record whose decision in such matters will be final. Challenges of this nature will only be accepted for consideration if submitted in writing to the USJCA Executive Director of record within ten (10) days after the completion of the event in question.





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Layline Southern Circuit Champion (USA) . 2001 . 2000

Ontario Champion (CAN) . 2001

Ontario World Qualifier (CAN) • 2001

European Champion (Germany) . 2000

Hamburg Champion (Germany) . 2000

North European Champion (Holland) • 2000

Dutch Champion (Holland) . 2000

Greek National Champion (Greece) • 2001

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