

**J<sup>®</sup>**  
**24**

**Magazine**

*Spring/Summer 2005*

A2U  
USA  
S48S  
2842





**10% OFF**

On all orders placed  
by November 18, 2005.

**86** *Basilica*  
NORTH SAILS

*Anthony Kotoun and his team of Chuck Norris, Chad Atkins, Brian Bissell and Tim Rippey, 2005 World Champions, powered by North Sails.*

## World's fastest

**1,2,5,6,7 WORLDS**  
**1,3,4,5,6,7,8,9,10 NATIONALS**  
**1st** SOUTHEAST CHAMPS  
**1st** WESTERN REGIONALS  
**1st** SOUTHWEST REGIONALS  
**1st** DISTRICT 19 CHAMPS  
**1st** DISTRICT 7 CHAMPS  
**1st** SURFIN SAFARI REGATTA  
**1st** GREAT LAKES CHAMPS  
**1st** BUZZARD'S BAY REGATTA  
**1st** NEWPORT VOLKSWAGEN REGATTA  
**1st** NOOD - Marblehead  
**1st** NOOD - Annapolis  
**1st** NOOD - St. Pete  
**1st** LEVEL REGATTA  
**1st** FLEET 50 CHAMPS  
**1st** FLEET 50 NEWPORT SPRING  
**1st** SCYA MIDWINTERS  
**1st** J FEST REGATTA  
**1st** SOCKS REGATTA  
**1st** CINCO DE MAYO REGATTA  
**1st** EASTER REGATTA, Columbia SC  
**1st** St. FYC SPRING KEELBOAT

We know fast sails are only part of your racing success, but we're very proud, once again, to have helped our customers dominate the 2005 Worlds.

Take advantage of our Fall discount and **save 10%** on orders placed by November 18, 2005. Call us today and get your team also on the fast track!

### ONE DESIGN SAN DIEGO

(619) 226-1415

Chris Snow [Chris@od.northsails.com](mailto:Chris@od.northsails.com)

Vince Brun [Vince@od.northsails.com](mailto:Vince@od.northsails.com)

### ONE DESIGN RHODE ISLAND

(401) 683-7997

Chuck Allen [Chuck@od.northsails.com](mailto:Chuck@od.northsails.com)



[www.OneDesign.com](http://www.OneDesign.com)

All About One Design Sailing





Close mark rounding at the 2005 J/24 U.S. National Championship in Seattle, WA.

#### Copyright and Liability

J/24® is a registered trademark of J/Boats Inc., 557 Thames Street, Newport, RI 02840. Phone: 401-846-8410. Most of this publication can be reproduced with the permission of the publisher. The articles and opinions in this magazine may not represent the official views of the J/24 Class, and the publisher does not accept any liability for their accuracy. Photographs, transparencies, and other material submitted to this publication are sent at the owner's risk. Neither the publisher nor its agents accept any liability for loss or damage.

#### Advertising

Contact us about the best advertising value in the sailing industry. We offer incredibly low rates and a frequency discount on an annual basis to help you affordably reach active racers everywhere. For further information and rates, call or e-mail Eric Faust at 512-266-0033, j24class@compuserve.com.

Volume LI, Winter 2005/6. 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.

Editor: Eric Faust

Design and Layout: Eric Faust

## In This Issue:

- |    |   |                |
|----|---|----------------|
| 4  | <b>USJCA President's Report</b>                   | Nancy Zangerle |
| 5  | <b>USJCA Past President's Report</b>              | Jim Farmer     |
| 6  | <b>North American Championship Report</b>         | Mark Toso      |
| 10 | <b>Tips for Shorthanded Practice</b>              | Andrew Kerr    |
| 12 | <b>2005 U.S. Nationals in Seattle</b>             | Patrick Dore   |
| 16 | <b>Pre-Race Preparation Checklist</b>             | Andrew Kerr    |
| 18 | <b>Changing of the Colors</b>                     | Judy Sanders   |
| 20 | <b>2006 U.S. Nationals Notice of Race</b>         |                |
| 22 | <b>2006 Midwinter Championship Notice of Race</b> |                |
| 23 | <b>U.S. Women's Open Champs Notice of Race</b>    |                |
| 24 | <b>USJCA District Reports</b>                     |                |
| 32 | <b>USJCA Map and District Contacts</b>            |                |
| 34 | <b>USJCA World Qualifying Rules</b>               |                |

## USJCA President's Report — Nancy Zangerle

*At the 2005 Board of Governors meeting, held on October 15 in Chicago, Nancy Zangerle was elected President of the U.S. J/24 Class Association. Following, is Nancy's first column as our new president.*

### Setting Sail...

With some gentle prodding from Eric Faust, our Executive Director, I was reminded that I should make a contribution to the Class magazine.

The past two months have been filled with J/24 activities. In September, I was able to attend the World Council meeting followed by the spectacular Basilica J/24 World Championship in Weymouth, England. I can only say that the folks in Weymouth raised the bar in terms of regatta planning and activities. The IJCA is launching some new projects, including resurrecting the "Waterlines" newsletter in electronic format. The sign-up for direct delivery is still in the works, but recent news and photos are being posted on the IJCA website at [www.j24class.org](http://www.j24class.org). Also, the Open Forum has been the site of some great international conversations about the J/24 and recent events. We want to get the Forum up-to-date, but it is still one of the greatest formats I've seen for sharing all kinds of information about the J/24.

On October 14-15, the USJCA gathered in Chicago for its annual meeting. While not all Districts were represented, there was great enthusiasm and energy among those who attended. In the coming year, you will see many new initiatives including building a boat database — we are looking for the "lost" boats that aren't being sailed. We have many potential new owners that we need to match up with boats. If you are aware of a wayward J/24 sitting in someone's backyard, please let me or Eric Faust know.

Other new activities to watch for in-

clude the production of a promotional poster with the dates and contact info of the major J/24 events in 2006. Distribution will be among the fleets and District Governors. 2006 promises to be an exciting year, especially since it is the qualification year for the 2007 World Championship in Acapulco.

Beverly Yacht Club and Fleet 16 have proposed to host the 2006 U.S. Women's Open Championship. The event will be the week before the annual Buzzard's Bay Regatta. The Women's Open is right in line with the IJCA's interest to promote new events for women. This year's World Championship saw the introduction of the new J/24 Jaeger Perpetual Trophy for the top finishing all-woman crew.

Finally, this year's USJCA Annual Meeting ended with the passing of the helm. Jim Farmer (Mr. Party Reptile) stepped down from his post as President, passing the "tiller" to me. Jim has led the

U.S. Class as President for three years. Not all those years were easy. Jim successfully oversaw the separation of the USJCA and IJCA class offices, and has been a tireless advocate for the USJCA interests to the World Council. Over the last three years, Jim has been a trusted advisor and councilor in all things "J/24". And, over that time, he has become a truly cherished friend. He won't let me hide in his shadow any more, but has certainly left a big reputation to follow. I am not alone in my admiration of Jim, as he was elected by the J/24 World Council to serve as the IJCA Vice President. My deepest thanks to Jim for all he has done.

2006 is all about setting sail on a new course and expanding our horizons. I hope that you will share your interests, thoughts and ideas about the J/24 with me. You can email me at [nzangerle@yahoo.com](mailto:nzangerle@yahoo.com) or leave a message at 440-285-2026.

Cheers,  
Nancy Zangerle



USJCA Class President, Nancy Zangerle, at the helm during the Adam's Cup finals.



## USJCA Past President's Report — Jim Farmer

*By Jim Farmer*

It's hard to believe that another year has gone by already, and many of you have winterized the J/24. We all will be making plans soon for a good dose of warm weather at the Midwinters in 2006.



USJCA Past President, Jim Farmer, and family aboard the Party Reptile.

For me it is hard to believe that three years have gone by since being elected President of the Class.

2005 has been another good year for the USJCA. Not especially great, but a good solid year. We ran three major regattas, the Midwinters in Tampa, Nationals in Seattle, and the North Americans in Marblehead. All were very well run and well attended. Our core of racing sailors remains solid. The J/24 continues to be a popular boat for many regattas and competitions. The ISAF Women's Match Racing Championship, concluded recently in Bermuda, and was well received in the J/24 and the Adams Cup will again be held in the J/24 in 2006.

The Class overall remains stable. Although our membership numbers are down slightly from the previous year, we still are the #1 One-Design Class in the USA. You should be proud of that. With approximately 1000 regular mem-

bers, we are still the benchmark that other classes measure themselves against.

Internationally, the Class continues to grow and maintain the level of racing that has made it so popular. The Worlds were just

held in Weymouth England and it was a very successful event. Australia will host the next World Championship in early 2006 and many are excited about going "down under" for another regatta. The IJCA has a new chairman, Bob Turner, from Weymouth, England. Bob has been a J/24 sailor for many years and is a very enthusiastic ambassador of the IJCA. I have gotten to know Bob personally over the past three years and know that he will be a very good leader for the Class. Our relationship with the IJCA has improved greatly over the past few years and we are looking forward to a very good working relationship in 2006. With all of us working together, we can make great strides for the Class, both in the U.S. and the rest of the World.

As for me, I retired as President of the U.S. Class at our annual meeting in Chicago. Nancy Zangerle from Cleveland was elected the new President. She has


been an integral part of our Class since being elected Vice President in 2002 and I am sure that we will make great progress with her at the helm. Please support Nancy and the rest of the Executive Committee. They are all working to keep this the best One-Design Class ever.

I want to thank everyone who has helped with our success over the past three years. The list is long and I do not have enough space to recognize everyone here. But special thanks are due to our Executive Director, Eric Faust, who keeps it all glued together. Eric has put up with a lot from me over the years and I am sure his patience is what made him do it. Thanks also to our District Governors and Fleet Captains for


keeping everyone in touch, and thanks to the Executive Committee for taking care of your agendas. It makes things a lot easier with good people on board.

Finally, thanks to all of you in the USJCA for giving me the opportunity to serve as Class President. I have had a great time. I have met people and made a lot of friends from all over the country and the world. It has been a great experience and it's something that I would not trade for anything. I appreciate everyone who has been a member and supporter of the Class.

Lastly, the biggest thank you goes out to my wife, Laura. Without her support, I would not have been able to tackle this job. She often chases after four kids



# SAFE



## and Sound

- Protects bottoms
- Chemical and solvent resistant
- Extremely durable
- Will not rot
- Does not hold moisture against boat
- U.V. resistant
- Saves time and money
- Includes stainless steel mounting hardware
- Non marking
- Non scratching
- Fits most existing stands and trailers
- Easy to install

## ATLAS BOAT PAD

**Atlas Boat Pad**  
P.O. Box 515  
Sturbridge, MA 01566  
1-508-347-8212  
[www.atlasboatpad.com](http://www.atlasboatpad.com)  
[johnja@gandf.us](mailto:johnja@gandf.us)



# Anthony Kotoun Uses Worlds to Prep for Winning J/24 North Americans in Marblehead

By Mark Toso

The 2005 J/24 North American Championships were held in Marblehead, Massachusetts from September 20th to September 24th under virtually perfect conditions (assuming you didn't want any more gale force conditions like those experienced at the U.S. Nationals in Seattle). The weather was in the low 70's with sunny skies for the entire regatta. The winds varied from light to moderately heavy, which allowed the regatta to get in ten races over a four-day period. The Corinthian Yacht Club in Marblehead was very pleased to be the host for this regatta and provided a great venue both on and off the water for the sailors who participated in this event.

Anthony Kotoun and crew demonstrated that practice makes perfect. After winning the 2005 J/24 World Championships in Weymouth, UK in early September they arrived in Marblehead, Massachusetts prepared to win the 2005 J/24 North American Championship in mid September. Although the conditions in England were very consistent requiring the jib for virtually every race, the conditions in Marblehead varied from very light to moderately heavy with steep seas with continuous course changes due to shifting breezes. Apparently, the changing conditions had no impact on Anthony's performance as he convincingly won the 2005 J/24 North American Championships.

Anthony indicated that being on the water for most of September was a significant advantage at the beginning of the North Americans, as he won the first two races in a moderate breeze on day-one of the North American Championships. Mark Hillman, Chris & Valdek Zaleski, Thomas Barbeau, Stuart Challoner, Paul Scalisi and David Carlson were in the hunt after the first day of racing. As the regatta progressed, however, Anthony found himself being pressed by Mark Hillman and Chris & Valdek Zaleski.

The second day started with the sort of flat glassy water Marblehead often deliv-



Regatta winner, Anthony Kotoun, accepting the North American Championship trophy.

ers. However, as has been typical this summer, with a little patience, some great air filled in built to 10 to 12 knots. The race committee got off three great races, and although Anthony Kotoun and crew continued to show great speed, the day belonged to the Zaleski's. Two firsts in challenging conditions that are making a lot of the locals look like *they* flew in from out of town showed everybody that luck doesn't just happen. Mark Hillman and Stuart Challoner had good performances to remain within striking distance of the leaders.

The day turned out to be one of the most beautiful sailing days we have seen all summer in Marblehead with warm sunshine, challenging breezes and "hump back whale sightings" on the course. And then, upon reaching the Corinthian Yacht Club the sailors were treated to a phenomenal sunset on the porch over Marblehead. On top of that, the CYC treated the sailors to a wonderful dinner and the sponsors treated us to more swag than I have ever seen.

Few people walked away without a new sheet, halyard, hat, shirt, or even a spinnaker pole tonight.

The third day started out with a light building breeze and then it disappeared which is how Marblehead received its undeserved reputation of "Marble Dead". Well, it didn't really disappear into no breeze, but it sure was a challenging breeze. And of course, to finish the day, we had a classic Marblehead epic—5 long legs of huge shifts, dying and reappearing breezes, and lead changes like you could only see here. In this race, we saw the beautiful yellow boat Rental (1-800-EAT-WIND????) way out in front with what seemed like an insurmountable lead. Yeah Rental! Oh, wait, welcome to Marblehead, where anything can happen, and it often does. Well, Rental saw the front for a while, which is more than a lot of boats saw (RENTAL ended up in 4th place in Race 8). As with many great championships, the stage is set for a classic showdown tomorrow. While Anthony Kotoun (24 points) continues to lead the





Regatta runner-up, Mark Hillman (2274), finds himself in a tight spot at the weather mark.

regatta after an 11<sup>th</sup> and 10<sup>th</sup> place finish, the story of today was all about Mark Hillman (27 points). While most boats were busy scratching their heads, Mark and his crew figured out how to scratch out two bullets, and claw their way into second place today. And, the star yesterday, Chris and Valdek Zaleski (29 points), still have a chance to win the regatta. The forecast for the last day is for a huge breeze. On the final day the regatta will be between Kotoun, Hillman, and the Zaleski's.

The J/24 North American Championship came to a close on Saturday, September 24th, with one of the best days of racing in the regatta. The morning opened with a puffy 12-15 knots of breeze and big steep waves. The race committee ran another fantastic day of racing, with two long courses and course changes at every mark to keep the course square to the wind. The Zaleski's were called over early and had to fight their way back to a 4<sup>th</sup> place finish in Race 9 while Mark Hillman was 2<sup>nd</sup>. However, Anthony Kotoun got a 1<sup>st</sup> in the 9<sup>th</sup> race and kept the Zaleski's and Hillman in his pocket in the 10<sup>th</sup> race. With another solid day of racing Kotoun held on to first place and become the newest J/24 North American Champion.

But that was just the beginning of the story. The challenging conditions made for

good racing for everyone in the fleet right up to the last race. After 4 days, 10 races, and over 65 miles of sailing, second place was a tie between the Zaleski brothers and Mark Hillman. After three tiebreakers, Mark Hillman was awarded second place. Racing doesn't get any tighter than this. Most of the fleet finished within a point or two of

the boat in front of and behind them in the standings. It is a true testament to the quality of the venue, the race committee work, and the quality of all the racers who came to Marblehead for this great championship.

The good times extended right to the last minute. The regatta committee put on an excellent awards ceremony, with awards for many more than just the winners of the regatta. In addition to the leaders of the regatta already mentioned, Thomas Barbeau (1<sup>st</sup> in the last race with a HJ) and Stuart Challoner (1<sup>st</sup> in Race 6) walked away with impressive half hull trophies for fourth and fifth place. Bob Kraemer was crowned the first J/24 North American Masters Champion (Skipper over 55 and average age of crew > 39). Caleb Sloan won the Peter Milnes Sportsmanship Award for the hard work that he and his team did in boat and sail measurement. They helped us get the regatta off on the right foot.

And, as has become the tradition in this fleet, in an effort to make sure that everyone goes home happy, some of the best trophies went to those that struggled the most. The mid-fleet boat, RENTAL (mentioned previously) went home with a new North Sails jib.



Perfect conditions for the start of race-five on the second day of the regatta.

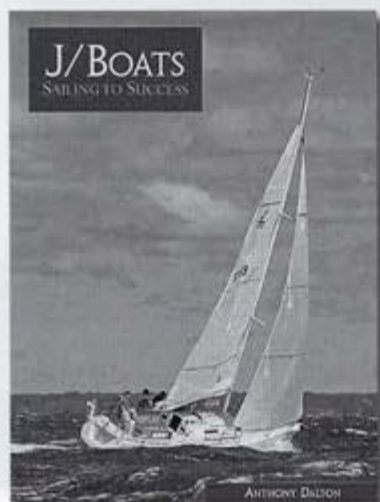


# 2005 J/24 North American Championship

## Final Results

Pl	Skipper	1	2	3	4	5	6	7	8	9	10	Tot
1.	Anthony Kotoun	1	1	6	1	3	2	(11)	10	1	3	28
2.	Mark Hillman	9	2	(15)	3	6	5	1	1	2	11	40
3.	Chris Zaleski	2	6	1	(11)	1	11	6	2	4	7	40
4.	Thomas Barbeau	5	(15)	5	7	11	10	4	12	6	1	61
5.	Stuart Challoner	12	4	10	5	2	1	14	(30)	29	4	81
6.	Will Welles	27	8	12	(35)	8	4	5	15	3	2	84
7.	Mike Ingham	15	14	4	10	5	9	3	(17)	13	12	85
8.	Aidan Glackin	7	13	17	(31)	9	12	7	14	8	28	115
9.	David Carlson	8	7	(35)	8	29	7	17	3	25	18	122
10.	Brett Detels	13	19	3	(21)	19	20	2	18	15	14	123
11.	Paul Scalisi	4	5	2	24	(28)	21	26	22	12	8	124
12.	Jeff Dinse	36	10	8	4	13	18	10	5	(38)	21	125
13.	Bob Kraemer	3	16	21	15	(24)	16	13	19	9	16	128
14.	John Denman	14	9	22	9	15	15	15	(25)	17	13	129
15.	Scott Harrison	22	3	(28)	23	26	14	9	7	19	20	143
16.	David Bonney	21	24	(34)	14	25	8	8	20	5	25	150
17.	Paul Van Ravensway	11	36	(38)	2	4	19	33	8	20	23	156
18.	Chris Liebel	28	(29)	18	19	21	25	12	4	11	22	160
19.	Kris Werner	(38)	12	29	17	7	6	16	32	22	19	160
20.	Paul Adam	6	18	25	26	16	13	21	11	(27)	24	160
21.	Josh Kerst	(33)	20	7	6	14	23	20	6	32	33	161
22.	Robert Matthews	18	17	20	12	10	32	19	16	(33)	17	161
23.	Steven Lopez	17	27	11	27	12	27	23	(29)	14	5	163
24.	Jeff Earl	25	23	(31)	13	20	26	22	31	7	10	177
25.	Terry Naylor	19	22	9	(34)	30	29	32	21	10	6	178
26.	Ted Johnson	29	(31)	26	16	17	3	25	23	16	26	181
27.	Michael Whitfield	(35)	18	13	29	18	17	18	26	23	31	193
28.	Roger Voss	10	25	19	25	33	(36)	34	16	21	27	210
29.	Frank McNamara	16	32	27	22	32	24	27	13	(34)	28	221
30.	Jim Andrew	23	33	14	20	(35)	22	28	27	30	29	226
31.	Caleb Sloan	30	(34)	32	30	22	30	31	24	18	15	232
32.	John Surguy	34	21	16	28	27	31	24	(36)	35	35	251
33.	Joseph Grenier	24	26	30	18	30	33	(36)	33	28	32	254
34.	John Groskoph	26	30	24	33	(36)	28	30	34	26	36	267
35.	John Caldwell	32	28	33	(36)	34	35	35	28	24	30	279
36.	Dan Busch	31	(35)	23	32	31	34	29	35	31	34	280

## New J/Boats Book



*J/BOATS Sailing to Success*, by nautical author Anthony Dalton, is the first history in words and pictures of the three decades of J/Boats successes. In 1975 Rod Johnstone finally decided to build the boat he'd been planning since completing design correspondence school 10 years earlier. Thirty years later, the J/24, the boat based on that first garage-built vessel is the most popular recreational offshore keelboat in the world. The story of J/Boats' success, as inspiring as it is unlikely, unfolds for the first time in this illustrated history, which tells how Rod and his brother Bob turned one homebuilt boat and a \$20,000 investment into the company that dominates the performance-oriented sailboat market today.

J/Boats: Sailing to Success follows the company from its first days to the ascension

of a second generation of Johnstones. With detailed history, anecdotes, and a wealth of photographs, the book brings to life the colorful personalities, the design revolutions, and, of course, all the fabulous racer/cruiser models that have carried J/Boats to triumph.

*About the Author:* Anthony Dalton is a photojournalist and adventurer whose most recent written work is *Wayward Sailor: In Search of the Real Tristan Jones*. He is also the co-editor, with Reese Palley, of *The Best of Nautical Quarterly*. Dalton resides in Delta, British Columbia.

The book is now available from the publisher at [www.motorbooks.com](http://www.motorbooks.com) or from your local book store. Signed copies can be ordered directly from the author at [daltona@dccnet.com](mailto:daltona@dccnet.com). The book contains 160 pages with 200 color and B & W photographs and illustrations.





Max Skelley and crew on their way to winning Race 9 of the 2005 Worlds. The team was leading the event when a broken rudder in race 7 cost them the race and very likely the over all regatta win. U/S Sails won 3 out of the 9 races, including the lightest and windiest races.

## RESULTS

2005 Mid-Winters	1st
2005 US Nationals	2nd
2005 Europeans	1st
2004 East Coast Chmp.	1st
2004 North Americans	1st
2004 Worlds	3rd
2004 UK Nationals	1st
2004 Irish Nationals	1st

## FALL PRICING

SAIL	RETAIL	FALL PRICE *	TOTAL
Mainsail	1425	1210.	
Genoa	1511	1285.	
Blade (Jib)	1206	1025.	
Spinnaker	1470	1250.	
Shipping Charges		Royalties \$30 each	
		Shipping	
Main		Subtotal	
Blade	\$35. each	Sales Tax	
Genoa		Total Due	
Spinnaker	\$25.		



# ULLMAN/SKELLEY SAILS

**East Coast**  
Max Skelley  
410-939-9261

Max@skelleysails.com  
www.skelleysails.com

**Annapolis**  
Ron Weed  
410-271-4517

Rweedjr@comcast.net

**Florida**  
Doug Fisher  
941-951-0189  
Ullfl@verizon.net

**West Coast**  
Bruce Cooper  
714-432-1860  
Ullman@ullmansails.com

**Texas**  
Charley Ogletre  
281-334-3852  
Ullman@ullmansails.com



# Tips for Shorthanded Practice

*How to make the most of your day without a full crew.*

By Andrew Kerr

You look out on the water and there is a perfect 8 to 12 knots of wind but there is no race scheduled and only a few of your crew are available to go sailing.

As we know there is nothing like time in the boat and time on the water to improve a team's sailing. Here are some thoughts on making your practice session and time on the water as productive and as fun as possible, even when your entire team is not onboard.

## Set or Find a Course

If available it is a best to identify some marks that are somewhat less than a quarter mile apart, which can form a windward/leeward course. If possible, find or bring out another buoy to use as a starting line.

In coaching a wide variety of teams we have often gone out double or triple handed with a set of three inflatable marks with mushroom anchors. Thus, we could set a course and starting line and shift it

fit our needs and to adjust for wind shifts. This is an ideal scenario, but typically some fixed marks are available and can provide you with all you need.

I remember once coaching a team and over the course of the day the windward mark drifted downwind. This made the course shorter and tougher as the day went on – it was perfect! As the day progresses it's a good idea to commensurately shorten the course if it's possible and practical.

## Get Warmed Up

First off give yourself an orientation period of just going around the course, plan on about 5 or 6 tacks and 4 or 5 jibes downwind and practice a leeward mark rounding of the pin end of the line. You can choose to do this with or without the spinnaker depending on the experience level of your crew. If you are sailing with a new person or a volunteer from the club, hold off on the spinnaker until

later on so that they have had time to find their feet.

## Practice Starting

Once warmed up it's now time to give yourselves a 10-minute rolling clock – do a practice start at 5 minutes and then start around the course at zero. This is a great opportunity to do all different types of starts and approaches and to also practice slowing down and holding position and carving a hole to leeward.

Practice calling the laylines to both ends of the line, so that you are within these laylines and not barging or unable to make the pin end. These very common issues, especially in bigger fleets.

One common poor starting habit is to use the line up as a means of using up time. Now is the time to address this. Practice luffing up with the mainsail trimmed in 3/4 of the way and the genoa luffing and see how long you can hold your position.

## Fly the Spinnaker Without the Pole

After you start around the course, try flying the spinnaker without the pole and doing as many jibes as you can on the downwind leg. This is terrific practice for your team; it can really help to quickly resolve some trimming and steering issues.

The skipper has to focus on steering to the spinnaker luff and keeping the center seam of the spinnaker under the bow, (great practice for when it is windy and you are trying to stop the boat from rolling!) The trimmer has to focus on rotating the spinnaker on the jibe by easing the sheet out and pulling the guy aft until the clew is at the forestay. Then your team can practice rolling the boat by leaning your weight to weather if it is light to moderate air.

When free flying the spinnaker without a pole, a couple of things can help. Try releasing the twings to get the sail



Find a buoy so your team can practice mark roundings and maximize your time on the water.



as far out as possible and to get the luff and leech to fly. Also, heel the boat to weather with your weight to get the sail away from the mainsail and to prevent the head of the sail from rotating behind the mainsail and getting blanketed.

After a couple of laps you can try the spinnaker pole on the jibes. Typically, when using the pole again you will notice a good improvement in your team's trimming and steering. The sailing with out the pole drill is very effective drill for sharpening your team.

Once you have finished the lap by doing a spinnaker takedown and tactical rounding, (wide and tight) of the leeward mark, take a short break and then give your self another 10-minute sequence with a rolling clock.

There simply does not seem to be any substitute for repetition so keep doing the laps as best you can!

## Tactical Leeward Mark Roundings

Another great shorthanded drill is to practice lots of leeward mark roundings without the spinnaker. Come in wide, aiming a boat length and a half wide of the buoy, and then practice trimming in the mainsail and trimming the genoa to every point of sail until you are close hauled.

Once you are close hauled do a little "check luff" – pinching up 5 degrees for about 3 seconds. This will use the speed you have generated to climb half a boat length to windward and in to clearer air from the boat that may have rounded ahead of you during a race. It will also get your boat to weather of the boat that rounded behind you and thus give the option to tack if you need it.

Do these mark roundings over and over again, coming in on both port and starboard tack. If you have to jibe as an integral part of the rounding then be sure to trim the mainsail at least half way prior to the jibe to give yourself a head start on the sheet.



Flying the spinnaker without the pole will help the skipper and the trimmer sync up on jibes.

## How did we do?

After each rounding you can critique how tight you were coming out of the mark, each time you want to be a couple of feet further to windward (and thus closer to the next mark) and with lots of speed. If you are coming out of the mark wide, that typically indicates that you are going in to the mark too tight and making too much of a speed killing turn. The genoa trimmer's goal is to trim the sail perfectly through all the points of sail (i.e. following the telltales,) producing maximum speed so that the boat sling-shots out of the mark.

## Practice Gate Mark Roundings

With the proliferation of the leeward mark gates, a great thing to practice is choosing one of your starting line marks (as if they were gate marks) and practice a rounding. It's especially good to practice a starboard rounding where one has to change the conventional mind set of defending your left side for a port round-

ing. Try as many of these as you can. If there is time and it is practical, go ahead and rotate crew and skipper and continue doing your starts, mini races a mark roundings. This is great practice for both the team and a great insight into what the other person has to do in each situation.

By now some other sailors have seen what a great time you are having and before you know it you may have another boat to practice with. Chances are you will have a tuning partner for your next session!

At the end of your session have an informal debrief – each team member can give input about what went well and what needs to be worked on. As you discuss your practice session, it's a great idea to take notes. This can be a great way to refresh your memory before the next practice session, and is a useful model for progressive improvement.

Best of luck at your next regatta and have fun on your J/24.



# 2005 J/24 National Championship

By Patrick Dore (crew on Tundra Rose)

The J/24 2005 Nationals, held in Seattle on May 19-22, changed Seattle's image as a place of light and shifty conditions to one that destroys sails, breaks crew, sinks boats and can put even the best heavy-air crews dancing on their keel.

Kevin Cunningham of the Corinthian Yacht Club, with Carl Buchan as the Principal Race Officer, managed the three



Upwind with small jibs on day-one.

days of racing, orchestrating seven races in mostly very windy conditions. In conditions that the locals called "very unusual" and "unlike any they'd seen before," the committee pulled off a fantastic regatta, one that will be talked about for many years. The J/24 Nationals of 2005 was a regatta to remember.

The regatta started on Thursday with a practice race and a practice party, hosted by Bob Pistay at the Seattle Quantum Loft; both of which set the tone for a fantastic week. Twenty-three kegs of beer were donated and twenty-four were consumed. At one point there was an official notice on the reader board stating that the regatta was 2 kegs behind the quota in beer consumption and asked for help to increase consumption. Getting the practice out of the way was important for the next three days of very tricky sailing conditions and beer drinking. Forty-eight intense competitors arrived from as far away as Rochester, NY (Mike Ingham), San Diego (Chris Snow), Ventura (Deke Klatt), along with the locals represented by Tundra Rose (Keith Whittemore), Self Abuse (Harry Dursch)

and Oathead (Herb Cole), each very capable of winning this no throw-out seven race series.

The first day was windy and the cream of the regatta rose to the top. Race one went as predicted: Tundra Rose did a nice job handling the fleet and walked away with a win, followed closely by Deke Klatt, Mike Ingham and Chris Snow. The second race threw the script out the window. Conditions changed and the wind was on, but very shifty. Mike Ingham was over early and Tundra Rose got mixed up on a high speed downwind leg, running into an out-of-control port tack boat that was on a screaming reach. Yelling, "Starboard" does no good when a competitor is out of control and can't get out of the way. Tundra finished with a 14<sup>th</sup> place. Since all the races counted in the final score, these two results were sure to influence the outcome of the regatta. A surprise showing in the top five was Mike Johnson of Seattle in Hot Pursuit, finishing 2<sup>nd</sup>. The heavier wind and rain showers filled back in for the final race of the first day and the script for the regatta was on once again, with Deke Klatt (Jaded) finishing first, Chris Snow in second, Mike Ingham third, Mike Whitfield (TMC Racing) fourth and Tundra Rose fifth.

Seattle had not held a major regatta of this proportion in 12 years, and our hosts did a great job with this event. The efforts of the organizing committee, consisting of Eric Sanderson, Joy Okazaki, Harry Dursch and other local J/

24 fleet members, had the event finely tuned, from the outstanding race committee and judges to the social events, clothing and trophies. The competitors were overwhelmed by the friendliness and the wind of Puget Sound. Organizing an event of this magnitude strengthened the fleet through meetings and increased email communication. Sailors not only succeeded in putting together a great event, but in building friendships and a stronger fleet. It will be sometime before this event is forgotten. At the end of the regatta there were even rumors of asking to host the 2008 J/24 Worlds when the Port of Seattle is scheduled to complete the relocation of CYC's floating clubhouse and the new sailing center.

On day two of sailing, the strong wind of the previous day had blown itself out. The morning broke with sun and light and shifty winds; weather that Seattle is known for. Only one race was held because, with the promise of another weather front and more wind the following day, there was no pressure placed on the committee to get more races off. In



The regatta winners (L-R): Graham Biehl, Chris Snow, Willem van Waay, Mark Brink and Andrew Kerr.

the day's only race, Brain Cramp pulled off a first, Tundra Rose was second, Jaded third and Self Abuse fourth. The



surprise was that Chris Snow (Bogus) had dropped out of sight with an eighth. But we still had three races to go and anything could and would happen.

Returning to racing on day three, the wind was blowing 23 knots from the southwest with more dark heavy rain clouds approaching from the west. Tight rigs and small jibs were the call for the day as crews defiantly battened down the lazarettes and held onto their caps. The strong wind promised three very exciting races. Deke Klatt, aboard Jaded, had a solid death grip on first with nine points. The rest of the three leaders were within striking distance and could only hope for a miracle or an unlikely Jaded screw-up. In windy condition, the rich usually get richer because of their experience in all sailing conditions. Bogus (Chris Snow) had eighteen points followed by Tundra Rose (Keith Whittemore) with 22 and Self Abuse (Harry Dursh) with 25. The first race of day-three was taken by Bogus, with a surprise visit to the top five by Oathead (Herb Cole) placing second. Tundra Rose returned again to take more points out of the leader. Mike Ingham, showing that he hadn't driven Brain Cramp three thousand miles for nothing, finished fourth. The wind was on and so was the competition for top honors. Chris Snow had gained four points and Tundra had gained two on the leader Jaded. Self Abuse had a bad race (finishing 15<sup>th</sup>) and now appeared out of contention.

Wind and more wind; the races were going off like clockwork. Two more races and time was running out for the challengers. The flood tide was running, pushing boats over the line. With one general recall, the race committee hoisted the dreaded I flag (around the ends if you're over early) and the fleet became more cautious. Heading to the east on the first beat seemed to be the chosen route for the faster boats and the fleet knew it. Tundra got bounced to the right a couple of times and so did some of the leaders, but the dark clouds to the west were building once again. Brain Cramp



Eric Sanderson (bow 37) leads Doug Schenk's Free Bowl of Soup (bow 12) around the leeward mark.

(Mike Ingham) was out in the lead, with Bogus (Chris Snow) on his tail and a group of three putting on the pressure. But one boat was missing from the leaders: Jaded. The race went on to the second weather beat and positions seemed secured with one more run to the downwind finish. As the black cloud got closer, Tundra jibed away at the weather mark, reaching off on port to take advantage of this new wind. The others didn't seem to notice or care and as the new breeze filled, Tundra struck passing boats like they were standing still. One last puff and they crossed in front of the leader Brain Cramp and finished first. Jaded picked up an 8<sup>th</sup> and Chris Snow hung in there with a 3<sup>rd</sup>.

The last Race of the 2005 Nationals started with Chris Snow on Bogus, with 21 points, jumping into the lead. With second place Jaded holding 22 points and Tundra Rose with 26, it was anyone's regatta. Conditions were manageable but windy. The top of the fleet was tough and only getting tougher in the stiff breeze and all the leaders seemed to be watching for clues off the other boats to get more speed. The waves and chop had built, as the current opposed the 25-knot

wind, and most of the fleet headed to the left side of the course where the waves were friendlier. The leaders excelled in the waves and breeze, but the heavy winds took their toll on the other competitors.

Bogus and Jaded had quite a battle going in the front of the pack, and Tundra was left to their own back in fifth. The regatta seemed to be all but over with only two more legs to go when another black rain cloud formed in the west. And unknown to the fleet, all hell was waiting on the next downwind leg. At this point in the regatta, rounding the mark and setting the chutes in this much wind had become second nature, a walk in the park. We got two-thirds of the way down the run and I saw five boats in the back of the fleet go down in a strong gust. Then there were 15, then 20 down. Boats were being thrown around like kid's toys. We needed to get the chute down, but before we could start the process, the wind was on us and we became one of those toys. All I can say is that washing the windex at the masthead is not fast in any boat. Everyone hung on as the boat rolled over then our trimmer, Kevin Downy, and I climbed out to stand on the keel helping bring Tundra Rose back



up. The focus of the race had changed from tactics to survival and not sinking the boat. Things happened fast and after righting ourselves, we rounded the leeward mark to see that four boats had survived in better shape than ours. Getting our heads back in the race was imperative at this point. We saw a fight developing between the two leaders and knew our only chance was to head west, leverage our position, and pray for a wind shift. Sure enough we got our header, tacked, and barely crossed the group ahead to take a second in the race. Snow managed to protect his lead and win the Nationals with 25 points. Jaded followed with 26 points, and Tundra ended up third with



Mike Ingham at the helm of Brain Cramp leads the fleet downwind.

28. Self Abuse finished fourth with 54 points and Brain Cramp, showing outstanding speed, finished fifth and could have won the regatta except for their OCS.

on a great event. We would also like to thank to our sponsors: Port of Seattle, Fisheries Supply, Sailboats Northwest and Gill for their generous support.

On a final note, one boat was lost in the 38-knot squall. Brian Nagle's Magic Hat turned turtle and sank in over 600 feet of water. This is the second J/24 that has been lost on Puget Sound in two years. Seattle is known as a light air venue, but next time you sail a J/24 on Puget Sound, you might want to tie down the lazerettes and have your hatch boards handy.

Special thanks to Corinthian Yacht Club, the Seattle Yacht Club and the local J/24 fleet for putting

## Why is this guy smiling?



## Because he loves his Karl's tiller, of course.

More winners use tillers from Karl's Boat Shop than any other brand. Custom designed for your J/24, Karl can build a tiller for any boat. And don't forget that Karl's Boat Shop does the best hull, keel and rudder fairing in the business. Other services include: Rigging and Tuning Packages • Awlgrip and Deck Jobs • Fiberglass Repairs • Storage • Transport • Hockey Lessons for Canadians

Call us today and talk to six-time J/24 World Champion Karl Anderson about what he can do for your boat.

[www.karlsboatshop.com](http://www.karlsboatshop.com)

**KARL'S BOAT SHOP, Inc.**

50 Great Western Road • Harwich, Cape Cod, MA 02645  
(508)432-4488 • fax (508)432-7645 • e-mail: [karls@gis.net](mailto:karls@gis.net)



# 2005 J/24 National Championship

## Final Results

Pl	Boat	Helm	Sail	R1	R2	R3	R4	R5	R6	R7	Tot
1.	Bogus	Chris Snow	5208	4	4	2	8	1	3	3	25
2.	Jaded	David Klatt	1894	2	3	1	3	5	8	4	26
3.	Tundra Rose	Keith Whittemore	3843	1	14	5	2	3	1	2	28
4.	Self Abuse	Harry Dursch	2845	9	6	6	4	15	4	10	54
5.	Brain Cramp	Michael Ingham	1208	3	OCS	3	1	4	2	1	62
6.	TMC Racing	Michael Whitfield	4906	13	15	4	6	12	7	13	70
7.	3 Big Dogs	Pat Toole	2160	5	10	8	12	6	17	12	70
8.	Oathead	Ron Wilderman	226	44	9	7	11	2	6	6	85
9.	Babalouie	Steven Fleckenstein	2365	30	13	15	18	14	5	5	100
10.	Watermelon	Kent Pierce	1844	36	16	10	13	7	11	8	101
11.	Perc. Maint.	Hans Spiller	617	6	7	SCP	5	18	14	18	103
12.	Suspense	Eric Sanderson	3421	19	8	19	20	11	13	23	113
13.	J&B	Jim Burns	3729	8	25	17	15	9	23	17	114
14.	Hot Pursuit	Michael Johnson	3747	25	2	9	23	25	16	19	119
15.	Eagle	Bruce Sherman	1776	23	5	18	21	24	18	16	125
16.	Maniac	Jack Christiansen	4524	26	29	21	17	10	15	7	125
17.	Flyer	Bruce Long	229	37	21	12	14	16	10	25	135
18.	No worries	Kent Sisk	2363	10	22	DNC	7	13	SCP	13	141
19.	Yellowtail	John Polglase	2983	27	12	DSQ	16	17	19	9	148
20.	Free...Soup	Doug Schenk	3837	20	18	32	22	19	20	20	151
21.	Mr Wiggly	Robin Avery	787	41	1	13	DSQ	32	12	15	162
22.	Take Five	Susan Taylor	2223	38	38	11	39	8	24	11	169
23.	Bite Me	Phillip Campagna	2952	7	OCS	29	24	21	28	22	179
24.	Wild Rumpus	John Weiss	3220	11	20	33	42	23	27	27	183
25.	Magic Hat	Brian Nagle	3761	31	24	23	28	20	22	DNF	196
26.	Now	Trevor Tunnacliffe	182	22	42	14	9	41	40	30	198
27.	J-Netically Altered	Ken Youch	1911	16	28	16	29	29	34	DNC	200
28.	Irrational	Bill Vlases	3839	14	33	SCP	26	34	25	24	204
29.	Jungle Love	John Weil	3845	24	43	30	35	33	21	26	212
30.	Plus Ten	Lorne Chapman	2218	17	30	25	34	27	36	DNF	217
31.	Beagle	Steve Johnson	2168	12	34	22	44	38	38	31	219
32.	En d' Nile	Allan Weber	4557	18	35	27	36	28	31	DNC	223
33.	Saba Wind	Pat Cirillo	662	33	27	39	40	35	37	21	232
34.	Plane Crazy	Robert Arney	3706	34	11	20	25	DNF	DNC	DNC	234
35.	Charter	Timothy Winger	5297	21	23	SCP	27	39	30	DNC	236
36.	Lola	Stephan Estes	2842	28	37	DSQ	38	22	29	34	236
37.	Mouse Trap	Harry Brown	4000	43	31	24	45	31	35	28	237
38.	Duct Tape	Will Hardy	682	40	41	DSQ	19	36	26	29	239
39.	Trem. Slouch	Scott Milne	1238	35	19	40	30	40	32	DNF	244
40.	Iron Will	Avery Stewart	5005	15	17	28	41	DNF	DNC	DNC	245
41.	Silver Lining	David Anderson	2169	45	40	35	32	30	33	32	247
42.	Valkyrie	Charles Hampson	2939	46	OCS	DNC	10	26	39	35	252
43.	Blue J	Linda Lou Nelson	1662	42	39	38	33	42	41	33	268
44.	Black Shoals	John Mason	318	29	26	36	37	DNF	DNC	DNC	272
45.	HR Bum	Keith Ericson	2371	39	DSQ	31	31	37	42	DNC	276
46.	Lucky Jim	Jim McAlpine	3202	32	32	37	DSQ	DNF	DNC	DNC	293
47.	Jestre	David Myers	1830	47	36	42	43	43	DNF	DNC	307



# Pre-Race Preparation: *Don't Forget the Basics!*

By Andrew Kerr

It's important to develop a routine for your team's pre-race preparation to help develop consistency and be prepared. Each team's routine is different, but the main point is that a routine is needed, and the following is a suggested one that can help. Whether it is a Wednesday night race or a major championship, the development of a good repertoire will help the team with consistency on the race course.

Much of this checklist is the essential basics, but the basics are often mistakenly left out of the equation in favor of more sophisticated elements. So let's have a look at some of the things that go into pre-race preparation

1) Rig the boat as a team. Put the main on last to keep the cockpit clear, and put the little jib on the bunk until everyone is out of the cabin. When everyone is finally done below, store the jib flaked with an extra set of jib sheets revved on and the tack facing forward.

2) Practice setting the pole a few times to get warmed up. If you have new team members, this is a great chance to give them a boat orientation and to go over their body placement and responsibilities as well as answer any questions.

3) Make sure all the weight is out of the ends of the boat. Clear shelves out and make a point of taking things that are not necessary for class rules or required boat weight off the boat every time you sail. Keep the boat on an on going diet. Also, have the shrouds at base setting with the tuning guide accessible.

4) Get out to the start line before all of the other teams. This is a victory in itself—you need at least an hour of prep time before the gun. Use every minute of this time.

5) If it is a long sail out to the start line, then that can be a good opportunity to talk about the day and also to review the sailing instructions and agree on them as a team.

6) When at the starting area, immediately go upwind on starboard tack and get dialed in with speed and the compass. Take an opportunity to tune upwind with another team. Split tacks with them for 3 to 5 minutes and see which side is favored when you converge. If they are faster, ask why? Is it set up? This is also a great time to start the com-

munication going—speed and height—whether you're making a net gain or loss versus the other boats etc. Also, start talking about the breeze—particularly calling the lulls as well as the puffs.

7) Pay particular attention to the genoa halyard tension. Is the draft in the right place? Note the halyard setting. Now, look at the backstay tension. If it's puffy, play the backstay for max power. Critique your mainsail leech tension. Is the top batten telltale flying 60 percent and stalling 40 percent? If the water is flat and the boat is going well, we will aim for the opposite (40% flying and

You will also notice the leeward shrouds dangling a lot as well.

10) If the rig is too tight the boat will feel dead, the main and Genoa will look very flat and the forestay will look very rigid, even with no backstay, and the leeward shrouds will look tight too. Jump on this and ease the rig—set the boat up for the lulls—not the puffs!

11) Practice tacking smoothly. Concentrate on easing the boat into the tack and dropping the genoa inside the lifelines. You can never get too good at this.

12) If the boat is struggling out of the tack,



Photo: Paige Hill. www.designbarefoot.com

Leaving the genoa is down is a great way to relax, but not the best way to get ready for the next race.

60% stalling.) How the boat feels and the state of the water (flat vs. rough) will help with this.

8) Really focus on straight-line speed and consistent minimum heel angle. Check out the current. Monitor the compass headings and write them down.

9) Is the rig tension right? Send someone up to look at the forestay sag and the side sag of the mast. Is the breeze going to build or fade? If the rig is too loose the main will flog and the forestay will sag a lot to leeward causing the mainsail to backwind.

keep the genoa eased 6 inches (or more) and ease the mainsheet to open the leech of the sails and to help build speed. The lighter and choppy it is, the more important it is to do this. If it is windier, then pick flatter water to tack in and have the crew come off the rail when the boat flattens while going into the wind. Ease the mainsheet slightly out of the tack to help keep the boat upright. You can critique your tack by the amount of heel angle you have coming out of the tack and how your cockpit crew is keeping up. If you are coming out of the tack with a lot of heel and the genoa outside the lifelines, then the boat



has been over steered. Watch the genoa very carefully – your goal is to drop the sail inside the lifeline to minimize grinding and skirting. Typically this means less helm. The better teams always seem to tack better on a consistent basis.

13) Sail to the other side of the course, check the current and watch the compass for shifts and tendencies. Write the numbers down in an accessible place for the tactician. What's going on here? What part is the geography playing? Any thoughts on cloud formations?

14) If possible, round a windward mark and practice a spinnaker set. Going downwind, make sure no one is allowed on the cabin top and the weight is distributed low and to the sides to dampen rolling and pitching. The tactician and bow should be looking back for wind. The bow is moving his weight from side-to-side to help steer the boat – a press to windward helps the boat bear away, a press to leeward helps the boat head up. The middle and the trimmer can help with this as well.

15) Critique the vang tension. Is the top batten parallel to the boom? Adjust it and be conscious of vang tension as the velocity changes. The mast person typically does this job.

16) How is the pole height? The goal is to keep the center seam of the spinnaker vertical and the sail breaking in the middle of the luff. Mark the topping lift when you find generally good settings.

17) Practice jibing using a minimum of helm. If it's light air, move your weight to windward (opposite the mainsail) to help roll the boat. Jibe the mainsail and spin pole simultaneously so they are both flying. Make sure to keep the spinnaker perpendicular to the wind – rotating the spinnaker on the jibe – guy back, ease sheet to keep the spinnaker flying. The skipper should use minimum helm and keep the bow of the boat under the center seam of the spinnaker if it is windy. If it's light, it is critical that the trimmer is talking about pressure on the spinnaker sheet all the times, particularly out of the jibes so that the team can discover the correct angle to sail as soon as possible. Practice these jibes as much as possible within the time frame that you have.

18) Practice a takedown and leeward

rounding if possible. Pre-set the mainsail controls (backstay, cunningham etc.) Genoa up, setting the halyard tension to its marked tension, and set the sheet up on the correct winch. Pole down, free fly the spinnaker, spinnaker down. Overhaul the guy if it is a leeward takedown and overhaul the sheet if it is a windward takedown. Now, take the time to critique the rounding. Did we go wide enough to come out of the turn tight to the mark, close hauled and with speed? The genoa trimmer must trim the genoa perfectly to every point of sail for max speed, and the skipper can do a "check luff" – pinching up 5 degrees to get the inside telltale to dance on the genoa – to make sure we are right on the wind.

19) Go straight to the start line. Check in with the RC; check the course and flags etc.

20) Run the line on starboard tack with the genoa down and note the compass heading. Add 90 degrees and write this number down.

21) Go head-to-wind and get the boat stopped in clear air and note the compass heading. If the heading is less than the number you wrote down, the pin end is favored. If it is greater, then the committee boat end is favored.

22) Stay near the line, tack if possible and do head-to-wind readings in clear air. If you're sailing in a current that is pushing you over the line, jibe to stay away from it. Don't forget to back down and clear the rudder and keel when sailing where there's plant life in the water.

23) Watch prior starts (if there are any) like a hawk from the pin end of the line. If the boats are bow down on starboard tack, the pin end is favored. If the boats are bow up or bow even then the RC is favored or the line is fairly square. Watch the other fleet's laylines to the start. Who is barging? Where is the barging layline and what is a safe layline? Check out the pin end layline and watch to see if boats at that end struggle to make the line.

24) At 10 to 15 minutes to go, do a final check. Is the rig tension right? You have till the 4 min flag (preparatory signal) but decide on your final tension no later than now! If the boat end is heavily favored, it's very easy to be early to the line. If the pin end is

favored it is very easy to be late. It can be good to verbalize this.

25) At 7 to 8 minutes to go, raise the genoa and set the halyard tension. Verbalize your strategy. For example, "We're looking to start a third of the way down from the committee boat" or, "Hedge toward the pin and so we can get to the left side of the course." This gets the team on the same page about what it is trying to accomplish.

26) Watch the fleet very carefully. Where are they setting up? Try to go for a low density area near your chosen end of the line. You have to get clear air and a big gap to leeward so you can go fast and not get pinched off by a leeward boat. Speed is critical, so avoid log jams and tight spaces.

27) Really work on carving a big gap to leeward (luffing up with the mainsail in and the genoa out.) You can then use some of this gap to close reach a little so that when you head to close hauled at the gun, you have max speed. If it is windy, consider easing the vang until the gun goes off. This will help slow the boat down, which can assist in holding your position while creating a hole to leeward.

28) At the start. Hike as hard as possible. The middle crew should monitor the speed of the competition, while the bow calls puffs and waves; "Big puff in 3, 2, 1, now!" Also the bow should call lulls and flatter water – in the flatter water you can pinch more.

29) Tack very little; focus on speed and getting away from the fleet.

30) We are off! Let's hike harder than they do and win our area of the course.

31) At the end of the race, go to the starting area and stay near starting line. Re-hoist the mainsail halyard, which has slipped, and do your line R&D as soon as you can after a break. Get the genoa up early so as not to be caught unprepared. How is the rig tension?

32) At the end of the day, put the shrouds back to the base setting, bail out the boat and debrief about the day. Make notes on the course and performance and enter them into a waterproof wet notes book – it makes a great reference tool over the course of time.

Now, with this checklist of the fundamentals, your team's job is to develop its own pre-race routine. You will certainly notice the results that come from being well-prepared.



# Changing of the Colors Regatta

Lake George, NY - October 1-2, 2005

By Judy Sanders

Blue skies, steady winds and lots of partying made for a fabulous weekend for the 53 J-24 crews who gathered at the Lake George Club for the 2005 *Changing of the Colors* Regatta.

the crown jewel of the Adirondacks. The mountains, usually russet and gold at this time of year, were unusually green due to the uncharacteristically warm weather with temperatures hovering around 80. Crystal clear blue skies by day turned to star filled nights

that served to encourage those sailors who party as hard they sail. Racers from up and down the eastern seaboard and as far north as the provinces of Ontario and Quebec in Canada sailed in winds that built to 15 knots on Saturday afternoon. Unfortunately, the Wind Gods were less than generous on Sunday as the entire fleet drifted in zephyrs on an otherwise startlingly beautiful morning. The committee threw in the towel at noon with no sign of building winds in favor of more fine food at drink at the Club. The early end allowed the 44 visiting boats to be hauled out before the 3:00 pm awards ceremony. As usual, Yankee Yacht Marina run by the Brodie family, lent a deeply appreciated helping hand. There was an aggressive, but congenial, competitiveness, illustrated by nine starts to get-off four races, with local boat, "Jag", leading the pack with *Colors* co-chairman, Stephen Honeybill, at the helm and over the line ahead of the gun on two of the starts. The usually polite skipper said jokingly in his British accent, "As chairman, I really shouldn't be called over early, but....it did allow me a good view from the back of the fleet to keep an eye on things!" While Honeybill was dipping back around the pin, another Lake George J-24, "T" with skipper Tom Selfridge, shot-out to win the honors as



Photos: Tom Stockl & Amy Hart

Regatta co-chairman Stephen Honeybill on bow 55 hits the start a little too well and earns an OCS.

"I've come here for 25 years, and it's the best club of anywhere we go. I can't think of a better place." Winning skipper, Kirk Reynolds of Skinecatlas, New York, said as he and his crew of "Sea Dog" picked up their winners trophy at the Sunday afternoon awards ceremony. Reynolds won with just 16 points from 4 races including one bullet beating out his nearest rival by 11 points in the 2005 *Changing of the Colors*, even though his crew had never raced together before. The other winning boats were: "Barkin Spidah" with skipper Scott Smithwick placing second and "Pee Wee" helmed by Kiki Werner placing third. The 53 boat regatta took place on the waters adjacent to the turn-of-the-(last) century Adirondack lodge, the Lake George Club, October 1<sup>st</sup> and 2<sup>nd</sup>. Not only is this private club gracious and welcoming with its large fireplaces, rustic beams and friendly staff, but its location on the west shore of Lake George offers sailors access at the most desirable point. The lake itself is known as



Photos: Tom Stockl & Amy Hart

Cyrille Vittecoq crosses Fred Merchant on a beautiful day for racing on Lake George.



best local boat. Selfridge has been sailing on Lake George since 1973 and gave credit to his veteran crew, saying, "It's due to the great team work that sailing requires." Fun on the lake was only the half of it. Fun at the club started Friday night with a chile and beer party in the "Grotto", the room beneath the club that used to be the boathouse beneath the Club. The party continued as soon as the crews came off the water on Saturday after-

noon on the south terrace with more complimentary beer to get the taste buds going in preparation for dinner. As usual, Saturday nights sit down dinner was served by the ever efficient Lake George Club staff and followed by a 6-piece band rocking the rafters till midnight. Sunday's non event on the water was sweetened with a good-bye buffet brunch with shrimp, chicken, salads and homemade desserts and of course a fine

beverage to wash it all down. The Lake George Club celebrates its centennial year in 2008 and intends to build this always exciting regatta to a crescendo in that year to mark the 30<sup>th</sup> running of the "Colors". Just to prove how exciting the *Changing of the Colors* really is, 23 boats have already registered for next year's regatta. You can sign up for the "Colors" by going to [www.lake-george.com](http://www.lake-george.com).

## 2005 Changing of the Colors Regatta

### Final Results

Pl	Bow	Sail	Boat	Helm	R1	R2	R3	R3	Tot
1.	20	USA 1734	Sea Dog	Kirk Reynolds	10	2	1	3	16
2.	33	USA 1209	Barkin Spidah	Scott Smithwick	1	12	4	10	27
3.	46	USA 4041	Pee Wee	Kiki Werner	5	4	13	6	28
4.	13	USA 2314	Zia	Patrick Frisch	3	7	2	17	29
5.	12	USA 1731	Oz	Tom Doran	2	1	9	20	32
6.	34	CAN 4140	Taz	Nick Jako	4	3	7	18	32
7.	38	USA 3922	Noodle	Mark Swanson	19	6	3	16	44
8.	14	USA 4255	Dogfish	Bob Kinsman	28	13	14	2	57
9.	36	USA 2918	No Brainer	Scott Baker	9	35	16	1	61
10.	41	CAN 4865	Rex	Scott Weakley	7	22	22	15	66
11.	22	USA 280	Rake Hell	John Enwright	13	5	46	4	68
12.	10	USA 2785	AL	Mark Klein	18	8	20	22	68
13.	11	USA	Downtown	Ray Harrington	35	11	6	24	76
14.	7	USA 4687	Eraserhead	Bob Matthews	17	24	8	29	78
15.	57	USA 5284	t	Tom Selfridge	14	10	35	21	80
16.	5	USA 78	Buschwhacker	Dan Busch	44	25	12	7	88
17.	29	USA 3290	Elvis	Steven Lopez	15	9	54	11	89
18.	1	USA 4276	Crackerjack	Jon Brodie	6	53	18	13	90
19.	19	USA 3499	Epic Moment	Kevin Logue	24	23	24	19	90
20.	32	USA 49	Ice Cube	Mike Quaid	25	28	10	27	90
21.	16	USA 4177	Significant Other	Russ Cook	29	16	28	26	99
22.	23	USA 3151	Joint Venture	Todd Salzman	11	41	17	31	100
23.	18	USA 2736	Taxi-Dancer	Rob Connerney	38	18	30	14	100
24.	27	USA 3361	Bad Apple	Bruce Morse	22	31	11	36	100
25.	24	USA 2535	ShockWave	John Heretyk	12	15	41	33	101
26.	51	USA 2598	Witch Way	Alfie Merchant	8	33	25	37	103
27.	40	CAN 2250	Whiplash	Brandon Lambert	46	36	15	9	106
28.	2	USA 3300	Last Kid Picked	Alan Ouellette	34	42	27	5	108
29.	44	USA 3126	Blue Scoop	Caleb Sloan	52	17	31	8	108
30.	8	USA 1587	Xingu	Bob Kraemer	26	14	26	44	110
31.	28	USA 4014	Air Jordan	Jerome Jordan	23	30	19	42	114
32.	9	USA 3916	London Calling	Caroline Ross	33	21	32	30	116
33.	54	USA 1916	Spirit	Rodger Voss	20	38	37	23	118
34.	3	USA 1930	Seaweed	Charlie Krylo	16	32	38	34	120
35.	35	USA 1029	Surprise	Ed Gardner	21	29	33	43	126
36.	4	USA 648	Trucken	Steve Woiler	31	20	23	54	128
37.	43	USA 4586	J/Tripper	Tom Raes	48	26	34	25	133
38.	56	USA 2714	Uncle Ludwig	Kyle Lavoy	32	45	29	28	134
39.	37	USA 1359	Shifty	Martin Gallagher	40	37	21	40	138
40.	53	USA 2325	Bellbuster	Keith Roland	27	27	42	46	142
41.	26	USA 41	Uninsured	John FitzGibbons	50	19	36	39	144
42.	45	CAN 2345	Nauticle Disaster	Brad Fertile	37	43	39	35	154
43.	30	CAN 2767	High Strung	Dave Cobbett	39	39	40	38	156
44.	31	USA 5290	Hot Air	Tom Chapman	41	34	51	32	158
45.	21	CAN 3248	Dynamite	Robin Pattinson	36	40	45	47	168
46.	42	CAN 3782	Varmint	Cyrille Vittecoq	42	44	44	41	171
47.	52	USA 3957	Flying Circus	Kenneth Herd	30	46	49	49	174
48.	39	CAN 3943	Crazy Colt	Gary White	51	50	43	45	189
49.	55	USA 2738	Jag	Stephen Honeybill	49	47	47	48	191
50.	17	USA 1273	Peddler	Rich Hacku	45	48	50	52	195
51.	58	USA 541	Stinger	Fred Merchant	43	51	48	55	197
52.	15	USA 2305	Secundum Artem	Harold Weisberg	47	49	52	50	198
53.	50	USA 4126	Knight Errant	Tim Nolan	53	52	53	51	209



# **J/24 Sailing Anarchy Regatta**

## **2006 J/24 United States National Championship**

Houston, Texas - April 25<sup>th</sup> – 29<sup>th</sup>, 2006

*Regatta Announcement*

Register online at [www.j24nationals.com](http://www.j24nationals.com)



### **INVITATION:**

The US J/24 Class Association (USJCA) District 14 and Houston Yacht Club (HYC) invite J/24 sailors to the 2006 J/24 National Championship Regatta, to be held from April 25 to April 29, 2006 near Houston, Texas. Houston Yacht Club and USJCA District 14 are the Host and Organizing Authorities, respectively.

### **VENUE:**

The 2006 J/24 National Championship will be held at HYC in La Porte, Texas. The address is 3620 Miramar Drive, P. O. Box 1276, La Porte, TX 77571 and the phone number is 281-471-1255. Racing will take place on Upper Galveston Bay near HYC. On site camping in tents, motor homes or travel trailers is not permitted. Additional regatta planning information is available on the regatta website at [www.j24nationals.com](http://www.j24nationals.com).

### **RULES:**

The regatta will be governed by the 2005-2008 Racing Rules of Sailing (RRS). The same crews and four class sails must be used the entire regatta. There can be substitutions only with the approval of the protest committee.

### **ELIGIBILITY:**

The Regatta is open to all J/24s as defined by the IJCA Rules. Competitors must meet all ownership, class membership and boat measurement requirements and must have paid all event fees before beginning official competition. Bow numbers may be issued for this event and if so, all competitors will affix the numbers according to the instructions provided.

### **COURSES:**

Racing will be on courses of Windward-Leeward design or variations thereof, including the possibility of Windward offset marks and/or Leeward gates. The Race

Committee will determine course length as sailing conditions permit.

### **INSPECTION & MEASUREMENT:**

At registration all participants will be required to present a current measurement certificate, certified by their respective J/24 Class Association, and must present a valid insurance policy for boat damage and 3rd party liability coverage. All crews shall weigh in at registration to verify crew weight per Class Rule 5.1. Encapsulated corrector weights, if specified per the measurement certificate, will be inspected for compliance per Class Rule 3.7.2. Boats may be measured only by prior appointment. All sails must be presented and those without a valid measurement stamp will be measured. In addition, boats may be inspected and/or measured at any time during the regatta at the discretion of the regatta Organizing Authorities.



## LAUNCH & HAUL OUT:

Boats may be launched before and hauled out after the regatta using HYC's two permanent cranes. The fleet will be moored at HYC; a limited number of mooring slips are available on a first come first serve basis. T-Head rafting will also be available for boats that are not moored in slips. All participating boats shall be afloat by 0800 hours on Thursday, April 27 and shall not be hauled out before the completion of the regatta without the prior written permission of the Protest Committee. Rudders shall remain affixed. Careening and dive cleaning (using underwater breathing apparatus) will not be permitted after the launching deadline during the regatta. Detailed haul out instructions will be provided prior to the last day of racing.

## SCHEDULE:

9 races are scheduled. It is the intent of the Organizing Authority and the Race Committee, conditions permitting, to run 3 races per day. On each day of racing, plan on being on the water for the day, including during lunch. Social events will be held each evening after racing.

Tuesday, April 25: Registration and measurement 4PM-9PM. Wednesday, April 26: Registration and measurement 9AM-4PM. Practice Race First Signal 1PM. Competitor's Briefing 4PM. Welcome Reception 6PM-10PM. Thursday, April 27: Final Registration 8AM-9:30AM. 10:30AM First Signal, additional races to follow. HYC Pool Party 5PM-10PM. Friday, April 28: 10:30AM First Signal, additional races to follow. Crawfish Boil 5PM-Midnight. Saturday, April 29: 10:30AM First Signal, additional races to follow. Awards Banquet 7PM-Midnight.

## COMMUNICATIONS:

It is the intent of the Organizing Authorities to use marine VHF radios to communicate with the fleet when outside the HYC harbor. At the discretion of the Principal Race Officer (PRO), an additional marine VHF channel may be used for OCS notification.

## SAILING INSTRUCTIONS:

Sailing Instructions will be made available to qualified competitors at registration.

## SCORING:

No race scores will be excluded from a boat's regatta score, this modifies rule A2. The scor-

ing penalty as provided by RRS 44.3 of the RRS will apply. The championship will be valid if four (4) or more races are completed.

## PRIZES & AWARDS:

Trophies will be awarded to the top 10% of the fleet. A Sportsmanship Trophy will also be awarded. Additional daily awards may also be presented.

## CHARTERS:

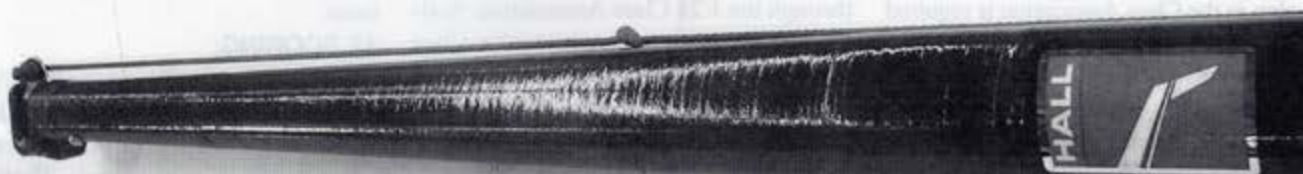
A limited number of charter boats may be available on an individual to individual basis. Contact Marc Holdaway (see below) for more information.

## ENVIRONMENTAL CONCERNS:

Competitors are prohibited from discharging any refuse overboard, including but not limited to cans, bottles, and plastic. The penalty for breaking this rule will be disqualification, without a hearing. This changes RRS rule 63.1. Such disqualification will be posted.

## REGATTA CONTACT:

Regatta Chairman Marc Holdaway may be contacted by e-mail at [mholdawa@yahoo.com](mailto:mholdawa@yahoo.com).



# tapered carbon-fiber spinnaker poles only from Hall Spars & Rigging

Minimum weight, maximum length • Better grip when it's wet and windy • The weight is centered, making the ends feather light, carbon strong • Mandrel-molded, autoclave-cured using the same process as our high-performance carbon masts and booms. Order your new pole online in Hall's dedicated J/24 department. While you're there, get all the parts you need for competitive racing including running rigging packages, standing rigging upgrades, hardware, and accessories like spinnaker-launch bags and winch handles. Everything is 100% guaranteed and priced with our exclusive one-design discount.

[www.hallspars.com](http://www.hallspars.com)

T 401 253-4858

F 401 253-2552

E [orders@hallspars.com](mailto:orders@hallspars.com)



# 2006 J/24 Midwinter Championship

Davis Island Yacht Club - Tampa, Florida

February 22-25, 2005

Hosted by: Davis Island Yacht Club, J/24 District 10 and J/24 Fleet 86

## Notice Of Race



### 1. RULES:

The Regatta is organized under the authority of The Davis Island Yacht Club. This regatta will be governed by the rules.

### 2. 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 10, 2006 to avoid late fees. Late entries will be accepted up to the closing of registration for an additional fee of \$50.00.

Regatta Entry Fee: \$250.00

Late Fee after February 10, 2006: \$50.00

Fee Includes: Competitors Package of goodies, Skipper and crew of four dinner on February 24, 2006, Post Racing Kegs each day, Launching Facilities, Rafting Facilities, Trailer Parking and Dutch Treat Specials at Local Entertainment/Restaurant Venues.

### 4. SCHEDULE OF EVENTS:

February 22, 2006, 1000 – 1800: Registration, Check-in, Crew weigh-in, Sail Measurement, Launch, Competitor's Package Distribution. 1745: Launch Deadline. 1800: Competitor's Meeting.

February 23-25, 2006, 0900: Harbor Hom. 1000: First Warning Signal of the Day.

February 24, 2006, 1800: Regatta Dinner and Entertainment.

February 25, 2006, 1800: Final Awards Reception and Presentation.

### 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.

### 7. SAILING INSTRUCTIONS:

Sailing Instructions will be available at the completion of the 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 and email at [diyc@diyc.org](mailto:diyc@diyc.org). Competitors will be permitted to use all Club's Facilities including hoists, bar, swimming pool, showers, docks, limited parking and trailer storage areas. Reciprocity for club services will be set up on an individual basis through the club manager.

### 10. RACING AREA:

The racing area is that part of Upper Hillsborough Bay located South of Davis Island Yacht Club.

### 11. 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 9 races scheduled of which three (3) shall constitute a Regatta.

### 13. 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 2007 J/24 World Championship in accordance with the USJCA World Qualifying Rules. For purposes of determining the qualified helmsperson, decisions of the jury will be final.

### 16. FURTHER INFORMATION:

For further information contact: Davis Island Yacht Club at (813) 251.1158, Email at [www.diyc.org](http://www.diyc.org) or Jeffrey Siewert (813) 254.7557, email [jsiewert@hotmail.com](mailto:jsiewert@hotmail.com) or on the J/24 District 10 site at [www.J24D10.org](http://www.J24D10.org).



# 2006 J/24 Women's U.S. Open Championship

July 13-16, 2006

Hosted by Beverly Yacht Club, Beverly, Massachusetts

## Regatta Announcement

(Note: An official Notice of Race will be published at [www.j24class.org/usa](http://www.j24class.org/usa) when it becomes available.)

### Organizing Authority

The Organizing Authority is J/24 Class Association Fleet 16 and the Fleet 16 Women's Racing Program in conjunction with the United States J/24 Class Association, and hosted by the Beverly Yacht Club, 99 Water Street, Marion, MA 02738. Tel. 508.748.0540. Fax: 508.748.0771. [www.BeverlyYachtClub.org](http://www.BeverlyYachtClub.org).

### Venue

Beverly Yacht Club is located approximately 1hr. 15 min. south from Boston Massachusetts and 1hr. east from Providence Rhode Island on the western shore of Buzzards Bay.

### Rules

The regatta will be governed by the rules as defined by the 2005-2008 Racing Rules of Sailing.

### Advertising

Bow numbers and event sponsor logos may be issued for this event.

### Eligibility

The regatta is open to all J/24 sailboats (as defined by the IJCA) crewed entirely by women. Competitors must meet all ownership and class membership requirements and must complete all aspects of the registration process to become official participants. Each boat shall submit a proof of marine liability insurance (property and personal injury) of not less than \$300,000 covering the person in charge as defined in RRS 46. All boats must complete the registration process by 0830 on Friday, July 14, 2006.

### Entry and Fees

Registration forms will be available on the Beverly Yacht Club website [www.BeverlyYachtClub.org](http://www.BeverlyYachtClub.org) beginning Jan 1, 2006. Entries must be received by June 15, 2006. The entry fee is \$375.00 and includes: launching & hauling; mooring & rafting; racing, security, trailer storage; Friday evening cookout, light fare for the awards ceremony on Sunday. Private housing for the crew of at least the first 15 visiting boats filing a completed registration

form with the entry fees will be provided and assigned in the order in which those registrations are received. Completed registration forms received after June 15, 2006 and prior to June 30, 2006 shall include a \$50.00 late fee. After June 30, 2006 registration shall include a \$100.00 late fee.

### Schedule

A maximum of seven (7) races are scheduled. No Race shall be started on Sunday, July 16, 2006 after 1330.

Thursday, July 13, 2006: Registration and measurement 0900-1700, Grill open 1830.

Friday, July 14, 2006: Registration 0700 - 0830, Skippers' meeting 0900, First warning signal 1100, Friday Night Cookout 1830.

Saturday, July 15, 2006: First warning signal 1000, Dinner 1830.

Sunday, July 16, 2006: First warning signal 1000, Awards after racing w/ light fare.

### Penalty System

The Scoring Penalty, rule 44.3, will apply.

### Scoring

The Low Point scoring system RRS Appendix A will be used modified such that when six(6) or more races have been completed, a boat's series score will be the total of her race scores, excluding her worst score. Seven (7) races are scheduled.

### Prizes

Both series and daily prizes will be awarded to the top 15% of the fleet. Prizes will be awarded at the Beverly Yacht Club on Sunday, July 16, 2006.

### Inspection & Measurement

Sail measurement will take place at the Marion Music Hall adjacent to the boat launching site during the Thursday registration period.

### Racing

Races will take place in the waters of Buzzards Bay off of Marion, Massachusetts on windward/leeward courses as described in the Sailing Instructions. Launching, Hauling and Rafting  
All boats will be launched and hauled by crane at Barden's Boat Yard, next to Beverly Yacht Club. All boats must be afloat before

2000 on Thursday, July 13, 2006. Hauling of boats after the Regatta shall be done in accordance with ascending bow numbers. The Organizing Authority will attempt to assign bow numbers by the distance the boat has to travel.

Mooring and rafting assignments will be distributed at registration. All boats shall have the proper equipment for rafting including dock lines, spring lines and two fenders with a minimum diameter of 8".

### Lodging

Housing for the crew of at least the first 15 boats that have submitted a complete registration form will be provided in private homes. Assignments will be made based on the order in which a completed registration is received.

### Charter Boats

The regatta will be sailed on a bring-your-own boat basis. There may be a limited number of charter boats available.

### Transportation and Directions

The Marion area is served by two major airports: Logan International in Boston, Ma. and T. F. Greene in Providence, Rhode Island.

Directions for driving are: From the west, follow interstate 95 to 195 east toward Cape Cod. Exit at route 105 south. If coming from the west on the Massachusetts Turnpike, proceed east to 495 south, then go west on 195. Exit at route 105 south. From the north, take interstate 95 south or Mass. Route 24 south. Take 495 toward Cape Cod then west on 195. Exit at route 105 south. From either direction, once on route 105: Follow route 105 south. At the red light intersection of Front Street and Route 6, proceed straight down Front Street to the launch site at Barden's Boat Yard (on the left) where there will be signage. An event team member will direct you where to park your car and boat.

### Contacts

Event Chair: Nanna Buckley - Tel. 508.748.2342; email [nanna.blueocean@earthlink.net](mailto:nanna.blueocean@earthlink.net)



# USJCA District Reports



Photo: Martin J. Gallagher

District 1 sailor Ken Logue and the crew of Epic Moment hoist everything up the mast while waiting for wind at the 2005 Marblehead NOOD regatta.

## District 3

### Noroton YC Columbus Day Regatta October 8 – 9, 2005

It was a memorable weekend of sailing at the 2005 edition of the Noroton Columbus Day Regatta in Darien, Connecticut. Saturday brought winds that averaged in the high 20 kt to low 30 kt range, while the race committee reported several gusts exceeding 40 kts. Oh, and it rained and rained and rained.

After a short shore-side postponement, the fleet ran two windward-leeward races in a southerly breeze, with local heavy-air stalwarts Twins (Zaleski) winning both races handily. The races were marked by scorching downwind runs, several wipe outs, and a couple of full face plants. Racing was followed by beer and chips on the sea-splashed back porch of the club followed by a hearty Italian feast and a raffle. Sailors were treated to an unusual site as the fleet returned to the dock: an Ensign dragging its mooring in the blow had latched onto the stern of a competitor's boat as they made their way to their mooring, appearing to all the world like two dogs

caught in a compromising position in the middle of the street.

Sunday brought lighter breezes in the 5 to 12 kt range. The race committee ran 3 races with Twins showing that they were just as fast in the light stuff. There was a tight battle for first with Mark May on the Twins heels. By the 3<sup>rd</sup> race, competitors were down to 20-15 on the shrouds and roll tacking the boats. The top five finishers are listed below.

### Noroton J/24 Columbus Day Regatta

October 8-9, 2005

#### Top 5 Results

Pl	Helm	R1	R2	R3	R4	R5	Tot
1.	Zaleskis	1	1	2	1	2	7
2.	Mark May	3	2	1	3	1	10
3.	Walters/Suss	5	3	4	5	6	23
4.	Scott Harrison	2	4	5	11	7	29
5.	Bob Kinsman	7	DNF	7	2	4	31

## District 4

### 2005 Garden State Parkway Series Overall Results

1.	Spoilsport (Stu Challoner)	8
2.	Candy (Ted Wiedeke)	9
3.	Elvis (Steve Lopez)	12
4.	Tramp (Mark May)	16
5.	Rabbit Season (Paul Scalisi)	16
6.	Eraserhead (Bob Mathews)	24
7.	Disturbed (Jarret Lynn)	27
8.	Buschwacker (Dan Busch)	28
9.	.blink (Dave Sharp)	30
10.	Mixed Signals (Dave Sawyer)	31
11.	Zia (Pat Frisch)	38
12.	Outer Limits (Doug Olsen)	39
13.	Vanishing Act (John Surguy)	42
14.	Rookie 2 (Jeremy Macan)	72

## District 7

### 2005 Pennant Series Results

Pl	Helm	JDaze	OYC	SYC	COC	Tot
1.	Kirk Reynolds	2	2	4	1	5
2.	Tom Doran	11	5	1	5	11
3.	Scott Baker	13	3	2	9	14
4.	John Enwright	7	1	DNC	11	19
5.	Charles Krylo	15	4	8	34	27
6.	Bill Schmidt	23	7	3	DNC	33
7.	Russell Cook	18	8	9	21	35
8.	Tom Raes	19	11	5	37	35
9.	John Heretyk	DNC	6	10	25	41
10.	Howard Skinner	29	10	7	DNC	46
11.	Harold Weisberg	27	13	11	52	51
12.	Rodger Voss	17	12	DNC	33	62

## District 14

### 2005 Texas Circuit Alive and Well!

In the last issue of our class magazine District 14 and the Texas Circuit wasn't much in evidence so I wanted to start out this District 14 report by saying rest assured that J/24 racing is still very active in our area! With over 34 different J/24s participating so far in the Texas Circuit, it remains the centerpiece of J/24 one design racing west of the Mississippi (hat's off to the east coast's Garden State Parkway Series version!). To give you a feel for our racing, below is a synopsis of some of the Texas Circuit stops this year.

#### Beasley Cup Report

This inaugural circuit event set the standard for what a Texas Circuit stop is all about, both on and off the water...does it get any better than 28 boats, all 6 races tightly com-



## USJCA District Reports

peted (Thanks to Jim Tichenor's excellent race management), Friday's Gosling's Rum Happy Hour, Saturday's BLOWOUT Cajun Fest and Galveston Bay wind across the spectrum



The Twins Team, winners of the District 3 Columbu Day Regatta.

(drifter to blades)?! Bryan and Vicki Dyer's RumLine team had great starts on Saturday to punch out score wise on the fleet with 2 bullets and a second to go with a fifth to glide to an overall victory by 11 points. The regatta chairman, Marc Holdaway (with lots of help from the local fleet), gave us a great kick-off to our Texas J/24 Circuit season. I could go on and on, like how Bill Worsham's Flood Tip recovered from 2 OCSs by going back to restart and still ended up second overall (the same thing happened to Bob Harden's mr. happy team but they could only get back to fourth). Be sure to check out all the on the water pictures at <http://www.bhuckaba.com/beasley> (to protect the guilty no pictures from the Cajun/Rum BLOWOUT are posted...you know who you are and your are still safe for now!).

### Cowtown Stampede Report

In spite of all the uncertainty on the water, one thing was pretty obvious: there was no local knowledge effect at this year's Cowtown Stampede...just ask the defending champion, Bryan Dyer, who had to eat 2 midfleet finishes and ended up placing sixth overall this year! Courtesy of a pretty strong late season cold front, Eagle Mountain Lake dished up a day of gusty and shifty North breeze and closed things out the next day with a dying Easterly. The 21 boat fleet saw

conditions all over the place so there was something for everybody...including the corner bangers! But with plenty of 30+ degree shifts on the first day, one had to be careful not to get too leveraged as pretty much everyone found out at some point; only the eventual regatta winner, mr. happy, survived without at least one 2 digit race score! It was the kind of day where you worked hard to gain a small weather advantage just to end up behind that boat by that same amount after a big shift. It was easy to end up getting into a risky position without even trying, especially when it looked like the hard left side was so favored at

times (but not always!). Risk management was the name of the game during Saturday's shifty, bigger wind but Sunday was totally different as the fleet actually had to motor out and wait for some wind to fill. While no one really expected the light Easterly that finally started to come in to hold long enough to set a course...we ended up actually racing both of Sunday's races in these conditions! But those who expected it to do its normal clocking to the SE, and thus favored the right side, were rewarded several times, not from any progressive right shift but more it seems from the geographic lifts that would appear near the shore on that side. Several times boats that looked slow going into what seemed like a shore induced wind shadow would come blasting out on a huge starboard lift. Kelly Holmes and his Bad Moon crew punched that side hard in the first race Sunday to lead the fleet to their first

circuit bullet in quite some time and new comer to the circuit Jake Scott on Little Monster came back big late in the last leg of the last race on Sunday the same way to move up to take second in that race. With 4 different boats winning a race (but none of them were the eventual regatta winner) and scores all over the place, consistency (a la 'don't take too many risks by getting overly leveraged with the fleet') ended up winning the day. Check out all the action by looking at the pictures taken by Sue Bodycomb of YachtShots on windy Saturday (as a starter I suggest the Outrage broach sequence!).

### Kansas Amber Waves Circuit Stop (a.k.a the USJCA SW Regional Championships)

14 boats (3 from Kansas and Colorado each plus 8 from Texas) made the trip to Lake Cheney for this regatta. Even before the racing could get started, plenty of freebies were handed out Friday night (as you will read, no one left this regatta without some great 'goodies'!). But it was all back to seriousness Saturday morning...and Race 1 had Bill Worsham's Flood Tip winning with Nelson/Harden on mr. happy finishing second, Frank Keesling's Dumpster finished third. Conditions were tough and saw many solid Circuit performers deep in the fleet. In race 2, it was Bob Harden's turn to take the bullet with



Drifter conditions at the District 7 Pennant Series regatta at Oswego.

Keesling's Dumpster second and Worsham and the Flood Tip crew finishing third. These three were racing hard with each other and after race two the score was Flood Tip, 4; mr.



## USJCA District Reports

## USJCA District Reports

happy 5 and The Dumpster, 7. From third place back the point battle was also raging with the next eight boats only separated by 11 points. Again in race 2, the highly unusual

with The Dumpster inside and overlapped. Flood Tip was following closely. The two lead boats rounded the mark together and would need to tack to round. The Dumpster



Regatta winner, Bill Worsham, leads the fleet at the 2005 Southwest Regional Championship.

shifty conditions had people scratching their heads. The locals did not even know what to make of it. In race 3, Bryan Dyer's Rumline crew punched out into the lead and didn't look back. After 2 mid-fleet finishes in race 1 and 2, Bryan and crew began their climb back up the ladder. With race 3 finishes of second for The Dumpster and Kelly Holmes on Badmoon placing third, Worsham's Flood Tip and Keesling's Dumpster were tied for the lead with mr. happy 2 points back. Kelly Holmes consistent finishes in the top 6 were solidifying his position in fourth overall two points from third. Bryan Dyer's race 3 win moved him up from seventh to fifth in the series two points out of fourth. In race 4 we saw conditions continue to be shifty and with velocity changes. A significant left shift caused the layline to come to the boats to the left and by the time they got out left, the continued shift had them reaching into the weather mark on port tack. At the weather mark of the first weather leg, mr. happy, Flood Tip and The Dumpster all arrived at about the same time, all of course racing for the lead in the series. mr. happy was on the outside

carried his rounding out to the point that the door was opened for Flood Tip to slip between The Dumpster and the weather mark. When The Dumpster attempted to tack to starboard, Flood Tip was on his inside preventing The Dumpster and mr. happy from tacking so mr. happy protested Flood Tip (I mention this as protests are rare in our circuit racing). In race four, Roger Harden's crew finished first, Tim Fitzgerald driving Schoen Fitzgerald's boat OutraJe was second, Bill Worsham's Flood Tip was third and Bryan Dyer finished fourth showing the consistency he usually displays. mr. happy finished seventh, Kelly Holmes, and Frank Keesling's Dumpster who had both been the very consistent finishers posted a tenth and eleventh respectively. Coming off the water for the day the results had Flood Tip in first with 12 points, mr. happy second (18), Rumline third (19), Dumpster fourth (20), Badmoon fifth (23) and Roger Harden sixth (25). But the scoring was all done on the water that day as the conclusion of the protest committee Saturday night was that Flood Tip had fouled was therefore disqualified. This added 12 points

to Flood Tips' score and moved them from first down to fifth overall in the regatta. mr. happy moved up to first followed by Rumline, The Dumpster, Badmoon, Flood Tip, and Roger Harden. Bill made it clear that he intended to appeal the decision (even a more rare circuit event!!), but that was for another day as everyone had to fleet race Sunday based on the current scores.

Saturday night, Chipotle Mexican Grills provided a complimentary dinner for all competitors. After dinner, a local eclectic band played. At the break between sets, our own Circuit Rock Stars; Mark Smith-After Midnight, Jay Sacco-mr. happy and Eric Faust-J/24 Class Executive Director, played keyboards and guitars for the continued enjoyment of all present (I should note that by then plenty of beer had been consumed!). Following the music, the second drawing took place to give away more goodies to the competitors. In addition, Harken Bullet Awards, compliments of Harken, were awarded to Flood Tip, mr. happy, Rumline and Roger Harden for their first place finishes in Saturday's races.

After Saturday's racing everyone was looking to make big moves on Sunday. Most were convinced that Sunday's racing was going to end up shuffling the whole fleet's finish positions and the chase for every piece of hardware was going to come down to the last tack of the last race. But that wasn't to be. Atypical Kansas winds, really lack thereof, dominated on Sunday that resulted in no races on Sunday despite the race Committee's best efforts to get a race off. So, Saturday's results stood for the overall Regatta scores that day...but everyone knew it wasn't going to be really finalized until Flood Tip's appeal was heard. Eventually the Appeals process worked it's way to conclusion and the original decision was overturned, making Bill Worsham and his Flood Tip team the 2005 SW Regional Champions. Congratulations Bill!

Remember my opening comments about freebies and great prizes galore at this stop?, well the best was saved for last at the awards presentation! Schoen Fitzgerald, the Regatta Chairman, handed out 1:19 and 1:24 half-hull J/24 model trophies to the top six finishers along with custom embroidered crew shirts and hats for the top five crews. And a third



## USJCA District Reports

drawing was held to give away more sponsor provided items and a separate drawing was held to see who the winners were for a brand new J/24 Rudder and Step Box, compliments of Waterline Systems. Dan Acridge of Wichita won the rudder and Schoen Fitzgerald of Wichita won the Step Box (hmmm, 2 locals that ran the drawing...yeah right).

### Corpus Christi J/24 Circuit Stop

mr. happy made it as close as anyone could ever want it by winning June's Surfin' Safari J/24 circuit stop by only half a point over Roger Harden's GucciWetSpot team. After several years of light, fluky wind (and the circuit skipping Corpus last year), the 19 boat fleet (including 7 from Austin) was rewarded with great traditional Corpus racing conditions all weekend! Saturday's racing progressed from 8-10 to a solid 20+ throughout the day, with the Fleet shedding (or shredding, depending on when one switched!) their genoas during race 3. And by the last race of the day (race 4), the square wave chop upwind made for some great surfin' downwind. Race 4 also saw a pretty rare event; there was a tie in the finish position between mr. happy and Martin Hameka's 'Little Insane' (giving them 5.5 points each that race). And the .5 of mr. happy's race 4 score was all that was keeping them in first at the end of Saturday...in spite of mr. happy winning the first 2 races, GucciWetSpot was only half a point out of first due to a strong 2/3/1 set of scores in the last 3 races. Sunday brought similar wind conditions and once again mr. happy hit the water fast by winning race 5, and GucciWetSpot's 4th that race looked like a big nail in their coffin...but race 6 started with mr. happy pinned on the wrong end of the line and GucciWetSpot was looking good with a clear start on the right side. As mr. happy worked desperately back through the fleet, GucciWetSpot calmly but deliberately sailed the shifts to stay out front...would mr. happy get back to at least fourth to stay within the .5 point it would need to win overall still if GucciWetSpot stayed in first? Well it wasn't looking good as mr. happy was lining up to finish 5th and had very limited tactical options to move up since they had to keep several boats close to them covered so they wouldn't fall further behind in the overall scores. But wait, who was that coming out

of the left corner looking good on the last beat?...well it is none other that Bill Worsham on Flood Tip, racing his by far best race of the regatta by late playing a good backing breeze at the top of the course, Flood Tip stole first away from GucciWetSpot in that race and allowed mr. happy to hold on to the overall win by that half point! Bryan Dyer's Rum Line survived a 14th in race 2 to hold on to third overall behind GucciWetSpot. Martin Hameka's Little Insane, sporting a new for him set of rags and a shorter (but still legal) mast, found some good consistency to sail to fourth overall, two and half points in front of Bill Worsham's Flood Tip.



Just another perfect day of sailing at the Texas Circuit stop in Corpus Christi, Texas.

And one last thing...the hospitality of Corpus Christi YC toward the J/24 Fleet was as warm as ever and the Saturday post race pool party was just like old times! It seems Corpus will be a regular on our circuit once again.

### Looking Ahead...

As you read above, after 4 stops we have seen 3 different circuit stop winners, and this trend is repeated throughout the circuit scoring results. And once the Dallas stop is complete, the overall scores will really tighten up as our circuit score throw-out will kick in. Basically the current top 4 boats in the overall circuit scoring are in the hunt for that Bow Number 01 in 2006 as you can see in the current overall scores below.

## **District 15**

### **District 15 Championship Muskegon Spring Regatta (May 21-22, 2005)**

Muskegon Yacht Club's annual spring regatta (in existence since 1992) took place this year on May 21 and 22 on the waters of Muskegon lake in Muskegon, MI. This regatta has evolved over the years from a J24-only event to include Melges 24's, many of who are former J24 sailors who come back every year for the consistent wind, excellent race committee work and friendly hospitality of MYC.

Saturday greeted the sailors with beautiful 70-degree weather and sunny skies (some would say too beautiful and sunny as the power boaters normally absent this early in the year brought an unwelcome amount of chop to the lake). A 6-8 knot breeze started out from the south and worked its way around to the west throughout the day. In the first race Addicted (Randy and Kevin Rietema) used a good mid-line start and superior upwind boat speed to lead the fleet around the course. Bavaria II (Kathy Lundeen) followed closely the whole way and ended up second. Gotcha (Tim Oelschlager), who made the trip from Minnetonka, Minnesota, ended up third. For the second race, the wind worked its way over to the southwest and lightened



a little. By this time the power boaters were out in force and the confused chop made things tricky for everyone. Red Eye Express (Kane family), who brought their boat up from Texas, did the best job adapting to these conditions and took the gun for the win. Homer J (Dan Webb) in second and Mind Games (Jim Vandeveld) in third scored their best respective finishes of the regatta. By the third race, the wind had made its way over to the west and had strengthened a little from race #2. Gotcha took the win followed closely by Bavaria II. Addicted worked their way back from DFL at the first mark to take third. The only suspense left for the day was what door prizes the assembled competitors would make off with. There was some controversy over the "longest distance traveled" award, as the Minnesota gang was sure they had it wrapped up. However, Tom Kane brought his boat (Red Eye Express) all the way from Texas, taking the prize.

Sunday dawned dark and overcast. Everyone was glued to the yacht club bar TV to see what we were in store for. A few yellow spots on the radar were heading toward us over Lake Michigan. Thunderstorms with your racing, anyone? Undaunted, the competitors headed out in a light drizzle and 4-6 knots of breeze out of the south. The first race saw the wind shift left about 90 degrees shortly after the start. Addicted's pin end start put them in fine position, only to see the committee boat pop their balloon with three blasts and the postponement flag. After that the rain came down harder for about 20 minutes. Everyone remarked how convenient it was to have a chance to wash off the months of dust that had collected on their foul weather gear. When the rain stopped, the wind filled in nicely from the east at 6-10 knots. In short order the course was set. Going into the fourth race, Gotcha led with 8 points, followed closely by Addicted with 9 and Red Eye Express and Bavaria II with 10 each. Similar to the first race Saturday, the first race saw Addicted get a good start and display good upwind speed, leading wire to wire for the win (I guess we know who ate their Wheaties!). Red Eye and Bavaria II followed closely the whole way, ultimately finishing second and third respectively. Going into the final race, Addicted now led with 10 points, followed by Red Eye and Gotcha with

12 each and Bavaria II with 13. It was still anyone's regatta! With the dramatic stage set, the fifth race did not disappoint. Bavaria II and Addicted traded the lead several times on the first beat. Coming into the first mark, Addicted executed a lee bow on the starboard tack layline and led by a boat length at the mark. Both boats had excellent sets and raced away from the mark with Bavaria threatening to roll right over Addicted. Addicted gamely held them off, only to see Bavaria jibe away and work the inside well to come into the bottom mark with an 8 boat-length lead. At this point, Addicted was more concerned with the next boat around, Homer J. As long as they held them off and maintained second, the regatta was theirs. All three boats headed to the favored left side. Addicted was able to find a little more speed and some nice lanes of wind to work into the lead at the third mark. Bavaria followed closely the rest of the way downwind and up, until a fortuitous trip to the port layline to the finish assured Addicted the comfortable win. Bavaria held on for second with Homer J coming in third. With their two bullets on Sunday, Addicted took the series with 11 points. Bavaria II (15) was second with Red Eye Express (16) third. Gotcha (17) was a close fourth.

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 J24 fleet captain Randy Rietema for his work in organizing the regatta. Muskegon Yacht Club again showed great hospitality, with a fantastic whitefish dinner Saturday night, some great door prizes (who got that autographed team Oracle/BMW hat?) and a superb facility to launch and dock the boats. We would like to invite all J24 and Melges 24 sailors to come again next year to enjoy this perennial favorite.

### **District 19**

*Report by Eric Sanderson*

It was a busy year for J/24 sailing in the Pacific Northwest and as the following reports from the fleets demonstrate, the class is alive and vibrant. Major events this year include hosting the US National Championship in Seattle in May, a road trip to scenic

Sandpoint, Idaho, for the District 19 Championship, and the Canadian National Championship in Vancouver, BC in October. Coincidentally these three events comprised the 3<sup>rd</sup> Annual Pacific Northwest Championship Series which was won by Keith Whittemore and the crew of Tundra Rose from Seattle. Keith and crew won Districts and Canadian Nationals and, but for crash jibing his boat to avoid an out of control port-jibe competitor during the squall in the second race, quite possibly would have won all three! Congratulations to Keith and crew.

On the subject of Nationals, I wish to thank the members of Fleet 26 and members of the Seattle sailing community for their efforts in putting on what was considered by many to be an exceptional event. And as always, many thanks to the 47 J/24 skippers, their crews and families who traveled to Seattle and helped make the event so memorable. Congratulations to Chris Snow and his crew for a fine performance in winning the event.

On a sad note, I want to say goodbye to Jim Tallet, an avid sailor and longtime member of the Tundra Rose crew, who passed away October 14<sup>th</sup>. Our thoughts and best wishes to Jim's family and friends.

In conclusion, 2005 was a memorable year. Many thanks to the countless volunteers in all the fleets of District 19 for the time they devote to promoting the J/24 class. I'm already counting the weeks until fleet racing begins again in the new year!

**Fleet 25 – One sailor's view from Flathead Lake, Montana**

Jeff and I began our love affair with the J/24 over 27 years ago. When many of our fellow Flathead Lake J/24 sailors moved on to bigger boats we stayed with the J. Our passion has ebbed and flowed through raising a family and running a business. This year the passion is flowing again. Numerous factors are contributing to the love right now like fellow local race enthusiasts like Pete Sauer (Trick Pony - J/22) and Don Lewis (Blew By You), fun diehard competitors like Keith Whittemore (Tundra Rose), Harry Dursch (Self Abuse) and Pat Cirillo (Sabawind), new characters to the fleet like John Weil (Jungle Love) and Noel Morgan (Joss), able management and great enthusiasm from our governor, Eric Sanderson (Suspense) and personally a little more time for recreation.



# USJCA District Reports

I wish I could say that Fleet 25 has grown this year. It has not, but there are some good, participating racers that are going to move into more competitive boats in the next few years. That younger brother, the J/22, is causing some potential J/24 owners to think twice. It may make more sense for our Flathead Lake group to class sail each other in J/22s - less crew, less expense, fun boat, etc. etc. etc. and then pile together on the traveling J/24s to try our hands at real competition.

Travel has been big this year for Pete, for Pat and for us. Thanks to the Seattle fleet for motivating us by their own travel and by being out there with the challenge that we need. We took Harry's place at the Worlds last September on Long Island Sound with John Weil's Jungle Love and Pete Sauer at the helm. We took Maniac to the S.O.C.K.S. regatta and the Nationals with Jack Christianson (North Sails) at the helm. We made a short trip to Sandpoint, Idaho for the Districts and

the excitement of being in the top 4 finishers and finally were once again humbled at the Canadian Nationals in Vancouver. All of it was great fun! - Jennifer Fisher, crew on Maniac

## Fleet 26 - Fall Report 2005

Fleet #26 has just finished one of the most active sailing seasons most of us have experienced. Racing began April with our first of 23 Tuesday nights of racing followed by a Spring Regatta that became the start of tuning-up for Nationals. The fleet had strong participation in SOCKS just prior to the US Nationals. Our preparations for the nationals began almost a year before the event. One of our goals was to get as many local boats on the line as possible. Fleet members rose to the occasion and the event was a huge success on and off the race course. In the process of gaining sponsorships, measuring boats and recruiting members we strengthened the fleet and represented nearly half of

the boats at the regatta. All of this occurred before the end of May.

Our fleet avoided "burnout" and continued strong participation in Tuesday nights with up to 25 boats on the line. We participated in J-Fest and accepted a challenge from the Portland fleet to see who would have the most boats at the District 19 Championship. Fleet #26 won with 8 Seattle boats making the 7 hour trip to Lake Pond Oreille in Idaho. Our final event of the Season and the Pacific Northwest Championship was the Canadian Nationals, hosted by the West Vancouver Yacht Club. Once again Fleet #26 turned out in strength with 9 of the 27 boats in the regatta.

The success of the season was enhanced by the efforts of the North and Quantum lofts. North Sail's Jack Christiansen provided two clinics early in the season and donated a new spinnaker for the Nationals raffle. Quantum hosted a great "Welcome to the Regatta"

## 2005 Texas Circuit - Final Standings (Top 30 of 43 Competitors)

Pl	Boat	Skipper	HYC	FWBC	NSC	CCYC	DCYC	AYC	Total	Pl
1.	mr. happy	Harden, Bob	4	1	2	1	[5]	2	10	1
2.	Flood Tip	Worsham, Bill	2	3	1	5	1	[11]	12	2
3.	GucciWetspot	Harden, Roger	5	2	[6]	2	4	1	14	3
4.	Rum Line	Dyer, Bryan	1	[6]	3	3	3	5	15	4
5.	Bad Moon	Moon, Kelly	[11]	7	5	8	8	4	32	5
6.	Yikes!!!	Slowik, Tony	9	5	[DNC]	7	9	3	33	6
7.	Little Insane	Hameka, Martin	3	12	[DNC]	4	7	10	36	7
8.	After Midnight	Smith, Mark	7	4	10	[14]	11	8	40	8
9.	Red Stripe	Davis, Ken	10	13	[DNC]	12	6	9	50	9
10.	Happy Dance	Harding, Corey	14	17	[DNC]	11	10	14	66	10
11.	Ohh Ahh!!!	Gamble, David	15	14	[DNC]	13	13	16	71	11
12.	Siren	Sanchez, Tonja	[26]	20	13	18	16	19	86	12
13.	Superman	Broadway, David	17	9	[DNC]	10	DNC	7	87	13
14.	Little Monster	Scott, Jake	DNC	11	[DNC]	6	2	DNC	107	14
15.	AllWhiteBoat	Weakly, Doug	6	10	[DNC]	9	DNC	DNC	113	15
16.	Freight Dog	Pitzer, Pete	23	21	12	[DNC]	DNC	17	117	16
17.	Shadofax	Singstad, Charles	18	[DNC]	DNC	19	15	23	119	17
18.	Outraje	Fitzgerald, Shoen	8	16	9	[DNC]	DNC	DNC	120	18
19.	Kimberly Marie	Sea Scout Ship 150	13	[DNC]	DNC	17	DNC	13	131	19
20.	The Dumpster	Keesling, Frank	[DNC]	8	4	DNC	DNC	DNC	144	20
21.	Mutinous Dogs	Holdaway, Marc	24	19	[DNC]	15	DNC	DNC	146	21
22.	Severence Check	Snyder, Scott	12	[DNC]	7	DNC	DNC	DNC	151	22
23.	Good Bull	Hayslip, David	[DNC]	DNC	DNC	DNC	12	12	156	23
24.	Blue Jay	Acridge, Dan	[DNC]	DNC	11	DNC	14	DNC	157	24
25.	Wildfire	Brandt, Roger	25	18	[DNC]	DNC	DNC	DNC	175	25
26.	Mauri Pro Sailing	Mauri, Juan	[DNC]	DNC	DNC	DNC	DNC	6	182	26
27.	Pintage	Johnson, Susan	[DNC]	DNC	8	DNC	DNC	DNC	184	27
28.	Overkill	Murphy, Ivan	[DNC]	DNC	14	DNC	DNC	DNC	190	28
29.	Aeolian	Hammett, Dave	[DNC]	DNC	DNC	DNC	DNC	15	191	29
30.	The Fram	Poellet, Patica	[DNC]	15	DNC	DNC	DNC	DNC	191	30





District 20 J/24 sailors in a tight pack off the San Francisco city front.

party. Both lofts provided additional coaching and support throughout the season. In my opinion one of the biggest factors to the having such great season is the support and encouragement that the top sailors in the fleet provide. They open up their boats and answer all our questions. As a result we are all going faster and having fun! - *Harry Brown, Fleet #26 Co-Captain, #4000 Mouse Trap*

Fleet 27 - Portland, Oregon, 2005 Summary of Activities

One-design racing is flourishing in Portland and the J24 fleet is a good example of growth with both replacement owners and new boats. There are currently over twenty J-24s in the Portland area. Our spring and

summer evening series are the most popular racing events and this year we had 14 boats in each of the 3 series. Our fleet champion for 2005, after scoring 39 races, was Alan Weber and the crew of En D'Nile.

Many of the Fleet members got motivated this year and traveled to regional regattas. Members attended the SOCKS and the J24 Nationals in Seattle, The District 19 Championship in Sandpoint Idaho, the Canadian Nationals in Vancouver BC, and even a token entry under PHRF for Whidbey Island Race Week.

The crew of Free Bowl of Soup once again organized the Oregon Food Bank beer can night. Despite dismal weather for

the race reducing the number for boats out by 18 from last year, impromptu moving of the post-race party indoors resulted in decent turnout beating last years haul with over \$1,800 and 650 pounds of food donated by the participants.

As the rains descend on the Rose City, boats are seeking higher and dryer ground, but we expect a bigger and better turn out for the fleet activities in 2006. - *Mike Burke, Fleet Captain*

## **District 20**

*Fleet 17 season wrap-up by Curtis Press*

Congratulations to Running With Scissors, 2005 Season Champion. This season demonstrated

a lot of depth in the fleet all season long. It seemed like a different boat was leading a race at any given time. Boats like On Belay, Nice Shot, and Woof showed a lot of growth this year. Boats like Small Flying Patio Furniture and Nixon Was Cool used to be "developing" programs. This year, they were in contention often. As usual, Rail to Rail, Casual Contact, and TMC Racing were hard to beat. We had a great level of camaraderie and competition in our fleet this year.

### **Season Results:**

- First Place, Curtis Press and Jim Yares, "Running With Scissors"
- Second Place, Rich Jepson and Thom Henneberger, "Rail to Rail"
- Third Place, Steve Hartman, "Small Flying Patio Furniture"



# Qualifying for the 2007 J/24 World Championship

**Event: 2007 J/24 World Championship**

**Date: March 1-9, 2007**

**Location: Acapulco, Mexico**

Based on an expected 2006 membership total of at least 1000 full members and the continental multiplier specified in the IJCA Class Rule book, the USJCA will earn 16 berths to the 2007 J/24 World Championship. As approved at the annual meeting of the USJCA Board of Governors, the following is the allocation of these berths in the U.S. subject to the complete qualification rules found on the USJCA website at [www.j24class.org/usa](http://www.j24class.org/usa). Note that due to the timing of the 2007 Worlds, the berth that is typically allocated at the Midwinter Championship held in the same year as the Worlds will now be distributed at the 2006 East Coast Championship in Annapolis, MD.

**2 Berths - 2006 U.S. National Championship**

**1 Berth - 2006 Midwinter Championship**

**1 Berth - 2006 North American Championship** (in addition to the IJCA berth)

**1 Berth - 2006 East Coast Championship**

**2 Berths - Southwest Region\***

**2 Berths - Southeast Region\***

**2 Berths - Western Region\***

**2 Berths - Great Lakes Region\***

**2 Berths - Northeast Region\***

**1 Berth - U.S. Class President**

*\* Note that two berths have been allocated to each of the 5 regions. The exact events to be used for distributing these berths is to be determined by the District Governors of record in each of these regions. It is highly likely that at least one of the regional berths will be awarded to the top, not previously qualified helmsperson at the regional championship event (e.g. the Southwest Regional Champs will be used in the Southwest Region.) It is also possible that the second of the two regional berths could be distributed at another event or series. Please check the complete regatta schedule at [www.j24class.org/usa](http://www.j24class.org/usa) for details about qualifying events. The information regarding world qualification events will be posted on the regatta calendar as soon as that information becomes available.*

---

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

### Definitions:

*Event* - A regatta, series 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:

1. 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.

3. 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 by the Regional berths, followed by the National berths, followed by the Continental berths.

5. Distribution of Unfilled Berths

5.1. Qualifying for Worlds held on the North American Continent - In the event that a berth is unable to be filled using the rules stated above, that berth would be distributed based on the results from a regatta, series or ranking system determined by the U.S. J/24 Class Board of Governors and Executive Committee at the Annual Meeting. Available berths will be passed down the final standings of this determined system to eligible helmspersons until all the berths are filled.

**\*\*Note\*\*** For berths to the 2007 World Championships, the U.S. Board of Governors voted to use the final standings in 2006 U.S. National Championships on Galveston Bay, Texas as the pass-down event. (Hint: If you really want to go to the Worlds in 2007, you better go to the Nationals.)

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.



# 2005 USJCA Executive Committee

**President**  
Nancy Zangerle  
11965 Quail Woods Dr  
Chardon OH 44024  
H) 440-285-2026  
nzangerle@yahoo.com

**Vice President**  
Paul Scalisi  
62 Idaho Avenue  
Staten Island, NY 10309  
H) 718-356-2069  
W) 212-639-6068  
scalisi@mkscc.org

**Governor's Representative**  
Todd Warnygora  
1800 Angelo Court  
Ft Collins, CO 80528  
H: 970-223-2939  
W: 970-278-5589  
todd.warnygora@thinkmbs.com

**Finance Committee Chairman**  
David Anderson  
6 So. 282 Jackson St.  
Hinsdale IL 60521  
H) 630-325-5404  
W) 312-543-3064  
danderson@dmajic.com

**Technical Committee Chairman**  
Reid Stava  
144 Shaftsbury Road  
Rochester NY 14610  
H) 585-288-7183  
W) 585-422-2423  
rstava@rochester.rr.com

**Copyright Holder**  
Jeff Johnstone  
P.O. Box 90  
Newport RI 02840-1728  
W) 401-846-8410  
jeffj@jboats.com

**Past President**  
Jim Farmer  
P.O. Box 514  
Augusta GA 30903  
H) 706-738-0101  
W) 803-279-7620  
j24sail@bellsouth.net

**Executive Director**  
Eric Faust  
7793 Burnet Rd. #15  
Austin, TX 78757  
W) 512-266-0033  
j24class@compuserve.com



## USJCA District Governors

**District 1 Governor**  
**Groves Dinning**  
P.O. Box 361  
Stratham, NH 03885  
H: 603-772-6413  
W: 603-772-3498  
j24sail@aol.com

**District 2 Governor**  
**Brad Read**  
1166 Wapping Rd  
Middletown, RI 02842  
H: 401-849-0561  
W: 401-846-1983  
brad.read@sailnewport.org

**District 3 Governor**  
**Harry Benson**  
5 Harbor Court  
Centerport, NY 11721  
H: 631-262-7515  
W: 516-997-3400  
hsbenson@optonline.net

**District 4 Governor**  
**Dan Busch**  
179 Harrison Avenue  
Fair Haven, NJ 07704  
H: 732-530-8977  
W: 908-510-8728  
dwbusch@maserconsulting.com

**District 6 Governor**  
**Angelo Buscemi**  
2900 Q Street NW #100  
Washington, DC 20007-  
H: 202-494-3639  
W: 202-494-3639  
ajbuscemi@aol.com

**District 7 Governor**  
**Russell Cook**  
7578 Florian Way  
Liverpool, NY 13088  
H: 315-457-2776  
lhorton@ocm.com

**District 8 Governor**  
**James Howard Jr**  
2621 Woodside Dr  
Duluth, GA 30096  
H: 770-447-0739  
j24classic@comcast.net

**District 10 Governor**  
**Jeffrey Siewert**  
51 Ladoga Ave  
Tampa, FL 33606  
H: 813-254-7557  
W: 813-314-0314  
jsiewert@hotmail.com

**District 12 Governor**  
**Adam Zangerle**  
11965 Quail Woods Drive  
Chardon, OH 44024-8650  
H: 440-285-2026  
W: 440-392-7108  
adam\_zangerle@steris.com

**District 14 Governor**  
**Kelly Holmes**  
1769 CR 2360  
Decatur, TX 76234  
H: 940-399-9805  
badmoon@earthlink.net

**District 15 Governor**  
**Tim Oelschlager**  
15 Crabapple Lane  
Tonka Bay, MN 55331  
H: 952-474-3763  
W: 612-240-2109  
tim.oelschlager@mxchsi.com

**District 18 Governor**  
**Todd Warnygora**  
1800 Angelo Court  
Ft Collins, CO 80528  
H: 970-223-2939  
W: 970-278-5589  
todd.warnygora@thinkmbs.com

**District 19 Governor**  
**Eric Sanderson**  
364 Blaine Street  
Seattle, WA 98109  
H: 206-283-5175  
W: 206-669-6780  
sanderic3421@yahoo.com

**District 20 Governor**  
**Michael Whitfield**  
175 Camino Pablo  
Orinda, CA 94563  
H: 925-254-3370  
W: 925-253-9997  
captain\_michael@hotmail.com

**District 21 Governor**  
**Doug Hosford**  
6101 Orlando Dr  
Huntington Beach, CA  
92647  
H: 714-840-1423  
W: 714-401-5192  
doug\_hosford@hotmail.com

**District 22 Governor**  
**James "Fuzz" Foster**  
742 Queen St. #300  
Honolulu, HI 96813-5206  
H: 808-591-9192  
W: 808-591-9192  
fuzz@sales.northsails.com





# International J/24 Class Association Directory

**ARGENTINA.** Argentina J/24 Class Association. Contact: Roberto Authier. email: j-24@dacas.com.ar. phone: 54 1 747 4162. President: Siegfried Spitzky. Class Address: Gaboto 762, (1642) San Isidro, Providence De Buenos Aires. Web Site: <http://www.j24arg.com.ar/>

**AUSTRALIA.** Australian J/24 Class Association. Contact: Sean Wallis. President: Paul Charlton. phone: 61 49 447411. Class Address: P.O.Box 77, Kahirah 2290 NSW. Web Site: <http://www.j24australia.com/>

**BAHAMAS.** Bahamas J/24 Class Association. President: Jeff Gale. phone: 809-336-0282. Class Address: Island Marine, Hope Town, Abaco

**BELGIUM.** Belgian J/24 Class Association. President: Jan Goderis. phone: 32-3-203-7153. Class Address: De Braekeleerstraat #36, 2018 Antwerp

**BERMUDA.** Bermuda J/24 Class Association. President: Jon Corless. email: jkcor@ibl.bm. phone: 441-295-0296. Class Address: Apt 9a, 1 Queens Cove, Pembroke, HM 05, Bermuda. Web Site: <http://www.j24.bm/>

**BRAZIL.** Brazilian J/24 Class Association. President: Benjamin Sodré Junior. email: bsn@bsncrl.com.br. phone: 55-21-2220-3280. Class Address: Av. Nilo Peçanha 50 grupo 515. 20044-900 Rio de Janeiro. Brasil

**BRITISH VIRGIN ISLANDS.** BVI J/24 Class Association. President: Robin Craigen. email: jambo@caribsurf.com. Class Address: P.O. Box 8309 Cruz Bay, St. Johns VI 00831

**CANADA.** Canadian J/24 Class Association. Contact: Katie Coleman Nicoll. email: treasurer@j24can.com. President: Todd Irving. email: president@j24can.com. Class Address: 43 Hampshire Heights, Etobicoke, Ontario M9B 2K5, Canada. Web Site: <http://www.j24can.com/>

**CAYMAN ISLANDS.** Grand Cayman J/24 Class Association. Contact: Jane Moon. email: jane@moon.ky. President: Andrew Moon. Class Address: P.O. Box 30513, Nelson Quay Governors Harbor, Grand Cayman

**CHILE.** Asociacion Chilena d Veleros J24. President: Enrique Vallejos. email: usia@iactiva.cl. Class Address: Avda. Del Parque 4265, Hispano Chilena Bld Floor 3, Santiago, Ciudad Empresarial, Huechuraba

**DENMARK.** Denmark J/24 Class Association. President: Jackie Vogter. Class Address: Nykobingvej 43, 4571 Grevinge

**ENGLAND.** UK J/24 Class Association. President: Phil Owen. email: jardine@intersail.co.uk. Class Address: Plovers, Kitwalls Lane, Milford on the Sea, Hants, SO41 0RJ. Web Site: <http://www.j24class.org.uk/>

**FRANCE.** French J/24 Class Association. President: Antoine Lemaistre. phone: 33 2 97 47 0141. Class Address: 15 rue Noe, Vannes, 56000, France. Web Site: <http://monsie.wanadoo.fr/j24france>

**GERMANY.** Deutsche J/24 Klassen. Contact: Jan Marc Ulrich. President: Otto Bauer. email: J24KV@aol.com. phone: 301 801 7654. Class Address: Flerrentwiete 37, 22559 Hamburg. Web Site: <http://www.j24.de/>

**HUNGARY.** Hungarian J/24 Class Association. President: Peter Lang. Class Address: Deryne u. 16/B., Balatonfured 8230, Hungary

**IRELAND.** Irish J/24 Class Association. President: Michael Clarke. email: michael.clarke@swiftsoft.net. phone: 0136 56 21 436. Class Address: Ardclougher, Irvines Town, CO Fermanagher, N.Ireland, BT14. 1RN. Web Site: <http://www.j24ireland.com/>

**ITALY.** Italian J/24 Class Association. President: Francesco Ciccolo. email: cicc003@pn.itnet.it. Class Address: Via delle Eliche n.44/47, 16100, Genova. Web Site: <http://www.j24.it/>

**JAPAN.** Japan J/24 Class Association. Contact: Saito Hideo. President: Kuraji Uehara. email: ku-uehaa@mail.nissan.co.jp. phone: 81 468 34 8318. Class Address: 2-2, Sahara 2-chome, Yokosuka, Kanagawa 239-0835, Japan

**MEXICO.** Mexican J/24 Class Association. President: Luis Alvarez. email: 110134.1131@compuseve.com. phone: 31 20 620 1817. Class Address: Sevilla #4 5th Floor, Col. Juarez CP, 06600. Web Site: <http://www.j24mex.com/>

**MONACO.** J/24 Class Association of Monaco. President: Donald Manasse. email: dmanasse@monaco.mc. Class Address: Les Lauriers, 15 blvd Princesse Charlotte, MC 98000

**NETHERLANDS.** Dutch J/24 Class Association. Contact: Kathrin Ginsberg. President: Remco van der Berg. email: 100710.1726@compuserve.com. phone: 5113628800. Class Address: Keizersgracht 429, 1017 DJ Amsterdam. Web Site: <http://www.j24.nl/>

**NEW ZEALAND.** New Zealand J/24 Class Association. Contact: Harry Dodson. President: John Bennett. email: rkben@ibm.net. Class Address: P.O. Box 14611, Panmure, Auckland 1106

**PERU.** Peruvian J/24 Class Association. Contact: Guido Carabelli Pace. President: Jose Luis Caness. email: vainsa@telematic.edu.pe. phone: 886-2-378-5111. Class Address: Manuel Angosto 783, Lima, Peru

**PUERTO RICO.** Puerto Rico J/24 Class Association. Contact: Hector Jimenez. President: Omar Cancio Martinez. email: hecxkim@caribe.net. Class Address: Concordia St #6, Ponce, PR 00731

**REPUBLIC OF CHINA.** Chinese Taipei J/24 Class Association. President: Kenny Wang. phone: 45 33 33 71 24. Class Address: 9th Floor, No. 1, Woh long Street, Taipei, Taiwan

**REPUBLIC OF SINGAPORE.** Republic of Singapore J/24 Class Association. President: David Low. email: david@sports2find.com. Class Address: Changi Sailing Club

**SWEDEN.** Swedish J/24 Class Association. President: Marianne Schoke-Holzer. email: msh@team-wash.dk. phone: 46 40 471379. Class Address: Falkvagen 14, SE-239 32 Skanor. Web Site: <http://www.sfd.se/j24>

**SWITZERLAND.** Swiss J/24 Class Association. President: Michel Glaus. email: a3081065@swissonline.ch. Class Address: Chemin Sur-Rang 8, CH-1234 Pinchat/Geneve, Geneve. Web Site: <http://www.scherer.ch/j24>

**URUGUAY.** Uruguayan J/24 Class Association. President: Gabriela Grasso. Class Address: La Paz 1240, Montevideo 11100

**US VIRGIN ISLANDS.** US Virgin Islands J/24 Class Association. President: George Silver. Class Address: P.O. Box 24604, Christiansted, VI 00824.



# U.S. J/24 Class Association

## 2006 MEMBERSHIP APPLICATION FORM

All J/24 owners, co-owners, and helmspersons must be Class Association members to participate in J/24 fleet racing.

NAME \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_ - \_\_\_\_\_

TEL (H) \_\_\_\_\_ (B) \_\_\_\_\_

E-MAIL ADDRESS (Important news only. No spam) \_\_\_\_\_

SAIL# \_\_\_\_\_ BOAT NAME \_\_\_\_\_ FLEET # \_\_\_\_\_ DISTRICT # \_\_\_\_\_

### Choose your membership level.

*All memberships are for the calendar year and expire on December 31, 2006.*

☐ **Full Member (\$60.00):** Includes membership card, transom sticker, window decal, subscription to the U.S. Class magazine, and eligibility to participate in J/24 racing at all levels. (\$60) \_\_\_\_\_

☐ **Associate Member (\$30.00):** Includes subscription to the U.S. J/24 Class magazine. No helming privileges. (\$30) \_\_\_\_\_

☐ **Junior Member (\$30.00):** For members not older than 19 on December 31, 2006. Includes all benefits of full membership. (\$30) \_\_\_\_\_

### Premium Level Memberships:

*Premium memberships include Full Member privileges and a J/24 embroidered apparel item.*

☐ **Contributing Member (\$100.00):** Includes WICKid Hat in choice of colors..... (\$100) \_\_\_\_\_  
Choose Color: Carolina Blue / Maroon / Royal Blue / White

☐ **Supporting Member (\$150.00):** Includes your choice of the following:..... (\$150) \_\_\_\_\_  
\_ Columbia Mock Neck Shirt- Size: (Small - XXL) \_\_\_\_\_ Color: Charcoal / Stone / White  
\_ WickID Long Sleeve Tee- Size: (Small - XXL) \_\_\_\_\_ Color: White / Black / Navy

☐ **Sustaining Member (\$200.00):** Includes your choice of the following:..... (\$200) \_\_\_\_\_  
\_ Columbia Steens Mtn. Jacket- (Small - XXL) \_\_\_\_\_ Color: Grey Ice / Navy / Black / Bright Blue  
\_ Columbia Cathedral Peak Vest- (Small - XXL) \_\_\_\_\_ Color: Black / Bright Blue / Maroon / Navy

☐ **Platinum Member (\$300.00):** Includes Columbia Pacific Ridge Jacket and Optimum Hat..... (\$300) \_\_\_\_\_  
Jacket Size: (Small - XXL) \_\_\_\_\_ Jacket Color: Aspen / Barn Red / Carbon / Cyber Yellow  
Hat Color: White Navy Khaki

### 2006 J/24 Wall Calendars

☐ Send \_\_\_\_\_ 2006 wall calendar(s) at \$15 each..... \_\_\_\_\_

☐ **5 or more calendars only \$10 each!** \_\_\_\_\_ calendars x \$10 =..... \_\_\_\_\_

Mail to: U.S. J/24 Class Association  
7793 Burnet Rd. #15  
Austin TX 78757

Total \_\_\_\_\_

*Make Checks Payable to: "U.S. J/24 Class Association"*



**APSL**  
**Race<sup>ware</sup><sub>wear</sub> Specialist**

**J.  
24**

**USA  
I**

***Carbon Spin Poles, Roller  
Stanchions, Lifting Straps,  
Spar Parts, Mast Boots,  
Cordage, Foulies, and  
more...We've got everything  
for you and your 24!***

**Order Online  
50% OFF SHIPPING\*  
[www.apsltd.com](http://www.apsltd.com)**

**[www.APSLTD.com](http://www.APSLTD.com)**



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



ANTICIPATE THE SHIFT

East Coast - Scott Nixon - [snixon@quantumsails.com](mailto:snixon@quantumsails.com) - 410-268-1161  
Northeast - Will Welles - [wwelles@quantumsails.com](mailto:wwelles@quantumsails.com) - 401-849-7700  
Mid West - Skip Dieball - [sdieball@quantumsails.com](mailto:sdieball@quantumsails.com) - 419-726-2225  
Gulf Coast - Terry Flynn - [tflynn@quantumsails.com](mailto:tflynn@quantumsails.com) - 281-474-4168  
West Coast - Jeff Thorpe - [jthorpe@quantumsails.com](mailto:jthorpe@quantumsails.com) - 510-234-4334  
Canada - Mike Wolfs - [mwolfs@quantumsail.ca](mailto:mwolfs@quantumsail.ca) - 416-503-1931



[www.quantumsails.com](http://www.quantumsails.com)