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Fall/Winter 2011



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2010

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1ST, 3RD

ITALIAN NATIONALS
1ST

**EAST COAST
CHAMPIONSHIPS**
1ST, 3RD, 5TH, 6TH, 7TH

2011

U.S. PAN AM TRIALS
1ST, 4TH, 7TH, 8TH

MIDWINTERS
1ST, 2ND, 5TH, 8TH, 10TH

EASTER REGATTA
1ST, 4TH, 6TH, 9TH, 10TH

**BARBADOS MOUNT
GAY REGATTA**
1ST

CHARLESTON RACE WEEK
2ND, 4TH, 5TH, 7TH

BERMUDA RACE WEEK
1ST

WESTERN REGIONALS
1ST

NORTH AMERICANS
2ND, 6TH, 7TH

NEWPORT REGATTA
1ST, 2ND, 3RD

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1ST, 5TH, 7TH

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On the Cover

Kai Mares manages a tight mark rounding at the 2011 BMW J/24 European Championship in Howth, Ireland. *Photo: Gareth Craig, fotosail.com.*



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From the Chairman



George Cannon

IJCA Chairman, Jim Farmer, at the helm of USA 5206 - Party Reptile.

THIRTY-FOUR.

It has been 34 years since the first J/24 was carried out of the garage by a group of friends and held up so the keel could be fitted under it. And the rest is history.

How could the Class that was born from that first J/24 ever make it 34 years? Some of us in the USA call it being "raised up solid". We were built on the right foundation and character to make us so strong that we can endure just about anything that is thrown at us. And we have done just that.

These last few years have probably been the toughest ones that many of us will ever see — and that's on a World-wide basis too. The economy over most of the world is bad — and judging by today's news, it might get worse.

But in spite of the doom and gloom, the J/24 continues to thrive. Even in bad times, we turn to something that we can count on, and that's a solid boat, a solid Class, and a bunch of good friends.

I am honored to have been elected Chairman of the In-

ternational J/24 Class at the annual meeting of the World Council last November in Jacksonville, FL. This is my 25th year of J/24s. I bought my first J/24 and joined the Class in 1986. I was new to sailing, had no idea about racing at all, but knew I wanted to learn and had read about the fantastic J/24 Class. I had no idea what I was getting into. What a journey it has been.

We owe many thanks to all of our volunteers who make this Class so successful, and one person who I would like to send out a big "Thank-You" to is our past Chairman, Bob Turner. Bob has spent many hours over the past few years as an ambassador of the J/24 Class. He has an untiring enthusiasm for all things J/24 and has made a huge impact on our success.

I first met Bob in 2001 at the World Council Annual Meeting in Genoa, Italy. It was my first WCM and I had no idea what to expect. I can remember very well meeting Bob at the Friday night party and we were instant friends. I have learned much from Bob and hope to be as successful as he has been.

Despite the toughest economic times that most of us have ever witnessed, the International J/24 Class continues to be a success. Our worldwide membership is stable, our regattas are well attended, and our members are active.

I just had the opportunity to travel to Ireland for the European Championship in Howth. Laura and I took all four children over for a week. It was a great experience and I can report first hand that the J/24 Class in Europe is doing great. Forty-two boats from nine different countries made the journey to Howth Yacht Club. BMW was the title sponsor and had a few vehicles on display. The weather was very rough for the first few days but the RC did a fantastic job and got all ten races in.

Howth Yacht Club will host the World Championship in 2013. I am sure they will run an excellent regatta and we look forward to being there again along with the hospitality of all the Irish people. Thank you to everyone there who made our trip a good one.

Moving forward to 2012 and beyond, we are focused on continuous improvement in the Class to keep it strong and

thriving. Most of our success will come from you, our members. The IJCA is your Class, you make it the great organization that it is. Sure, the J/24 is a super boat —tough, challenging to sail but sails well in all conditions, classic design that stays competitive—but the main link that makes it the best Class is all of you— the sailors, crew, families, and friends. We have a super group of people. I just witnessed that in Ireland. Walk into a yacht club full of J/24 sailors and you are in a room of friends. And literally from all over the World!

What can you do? Participate. Be active. Go to regattas. But most of all— volunteer!

Thanks again for the opportunity you have given me as Chairman of the Class. It is a super experience and I will do my best to keep the J/24 known as "The World's Most Popular One Design Sailboat!"

Jim Farmer
Chairman – International J/24 Class
USA5206 "Party Reptile"
J/24sail@bellsouth.net



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2011 BMW J/24 European Championship



Gareth Craig, fotosail.com

The 2011 BMW J/24 European Championship was held on September 11-15 at the Howth Yacht Club just north of Dublin, Ireland. The regatta proved to be highly competitive, attracting 42 boats from nine countries including the national champions of Ireland, Britain, Germany, Italy and Greece, as well as many other former J/24 champions.

The first day of the scheduled sailing fell victim to the weather when winds in excess of 30 knots and gusts over 50 knots left the Principal Race Officer, David Lovegrove, with no option other than to abandon racing. But the weather charts for the rest of the week showed reduction in wind strengths and the competitors looked forward to completing a full complement of races in an abbreviated regatta schedule.

Day two saw one race completed in fresh and gusty south-westerly winds

and witnessed a win for the defending European champions (and current British champions) Serco with Nathan Batchelor on the helm. In the race, the 42-boat fleet got away at the second time of asking in winds touching 30 knots and it was the right-hand side of the course that was favored, with Serco leading around the windward mark.



Gareth Craig, fotosail.com

The downwind leg proved precarious for several boats that struggled with spinnakers in the gusty conditions, with sail damage forcing a number of boats to retire. By the end of the second beat, another British boat, Il Riccio, helmed by Ian Southworth, had taken over the lead but a shredded spinnaker dashed their chances of victory and dropped them back to 5th. Serco took the gun ahead of another British entry Madeleine (McCarthy/Phelps), with German boats filling the next two spots.



Gareth Craig, fotosail.com

With winds forecasted to increase later in the day, the fleet was sent ashore and a subsequent decision by the Race Officer David Lovegrove and his team confirmed that the conditions would not allow any further racing on the day.

Day three proved that consistency is the key to big fleet racing. The fleet faced a tough schedule of five back-to-back races, but were met with ideal sailing conditions. Reloaded, with American Mike Ingham on helm, won the first race of the day, sailed in a brisk westerly. Local favorite and Irish champion, Flor O'Driscoll, produced the best Irish result by finishing 2nd ahead of the much fancied Il Riccio team.

Il Riccio moved up a gear in the second race, winning over Serco and the Greek champion Aitsiadis Dimitrios aboard Evniki. But Ingham managed to bounce back in race four, taking the gun ahead of Serco in second and Jeli in third with Stig McDonald on the helm.

Race 5 in the series saw a complete reversal of fortunes, with the honors going to boats not previously in the frame. Victory went to David Cooper and the Jawbreaker team in front of German boat JJone and the current Italian national champions on La Superba helmed Ignazio Bonanno. At the same time, this race proved disastrous for Reloaded and Serco who finished 20th and 22nd respectively. Added to a black flag on the opening race, the result would prove to have a significant impact on Serco's chances of retaining the trophy.

The fifth race of a long day on the water for 210 competitors was a triumph for one of the J/24 Class stalwarts, Stuart Jardine, whose Stouche beat out Johann Huhn's Hungrier Wolf in second and Ingham on Reloaded in third place.

At the end of the day with six races completed, it was Ingham at the top of the score sheet holding a slim two-point margin over Southworth's Il Riccio. These teams held a comfortable 20+ point margin over the rest of the fleet setting up a head-to-head battle for the regatta's final day of racing.

The final day provided ideal conditions once again, with moderate to fresh south-easterly winds and sunshine. Again it was a long day for the sailors with four back-to-back races on the schedule in order to complete the full 10-race programme.

At the end of the day it was Ingham on top with his Reloaded team (headed by England's Mark Penfold) with 34 points, three points ahead of the leading European entry Il Riccio. With the exception of their discard of a 20th in the fifth race, Reloaded was consistently in the top four in most races and had one bullet, while their closest rivals Il Riccio had two bullets and only a 9th to discard.

That they had some 28 points to spare over the third place boat emphasized their dominance over the series. The German champion, Kai Mares, was only a point behind in 4th place and won the final race of the regatta while Stuart Jardine, the oldest helm in the championship, had the distinction of winning three races, including the first two races of the final day. Another German boat, Hungrier Wolf (Johann Huhn), had six top ten results to earn 6th overall.

Southworth gave a great fight at the end of the event and topped the fleet in the regatta's penultimate race. Needing to beat their U.S. rivals by several places in the last race to take first overall, Il Riccio could only manage an 8th to Reloaded's 5th thus sealing the championship for Ingham. Southworth was awarded the annual trophy recognizing the top European finisher in this event.



The regatta was acclaimed a major success by the 210 competitors, both on and off the water. A major factor in the event's success was the generous sponsorship from BMW Ireland whose displays added greatly to the occasion. BMW's contribution was immense, not just in financial terms but also by way of support in several other key areas.

The Race Management team deservedly received countless plaudits for completing the 10-race schedule despite severe weather conditions preventing two full days of racing. The quality of the courses and the efficiency of the race management were also applauded.

Ashore, the pre-event measurement and registration went smoothly and the craning in and out of 42 boats was an exercise in real co-ordination by the marina staff. Organising Committee Chairman Derek Bothwell paid tribute to the core group on his committee who handled general administration, measurement, accommodation, PR and social activities and to the 60 volunteers who helped in other ways such as RIB drivers, committee and mark boats personnel, race office etc.

Local businesses supported the event in other ways, with a number kindly taking advertising space in the official programme. These included Aqua Restaurant, Hyde Sails, The Brass Monkey, Forno, The Hair Room, BKS & Co., The Oar House, The Bloody Stream, Wrights Findlater and The Country Market.



2011 BMW European Championship Results

Pl	Nat	Owner	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Net
1	USA	Mike Ingham	6	1	4	1	-20	3	3	3	8	5	34
2	GBR	Ian Southworth	5	3	1	4	4	-9	6	5	1	8	37
3	GBR	Nathan Batchelor	1	(43 BFD)	2	2	22	11	5	4	16	2	65
4	GER	Kai Mares	4	10	-13	7	12	8	9	12	3	1	66
5	GBR	Stuart Jardine	20	4	8	12	(43 OCS)	1	1	1	12	9	68
6	GER	Johann Huhn	8	14	10	8	-15	2	4	14	5	13	78
7	ITA	Ignazio Bonanno	10	9	6	17	3	-28	8	6	11	14	84
8	GER	Stefan Karsunke	3	7	7	28	8	21	11	15	7	(43 BFD)	107
9	GBR	McCarthy/Phelps	2	8	16	24	9 SCP10	12	-29	21	13	7	112
10	IRL	Flor O'Driscoll	9	2	12	16	14	(23 SCP20)	17	23	4	20	117
11	GER	Alexander Antrecht	28	5	(43 BFD)	10	10	4	38	7	10	12	124
12	GER	Frithjof Schade	19	(43 ASP40)	5	11	2	23 ASP40	31	2	22 SCP20	10	125
13	HUN	Farkas Litkey	14	20	11	6	7	22	24	-26	2	21	127
14	GBR	John Allen	11	6	23	13 SCP10	-37	18	19	8	28	11	137
15	GRE	Aitsiadis Dimitrios	25 ASP20	12	3	30	27	19	(43 OCS)	16	6	4	142
16	GBR	David Cooper	13	-29	28	26	1	7	28	17	17	6	143
17	IRL	JP McCaldin	-32	15	18	18	24	13	14	10	29	3	144
18	GBR	Roger Morris	16	26	19	19	11	14	18	19	15	-32	157
19	GBR	Jim Anderson	18	22	9	14.5	(43 RAF)	32	10	13	20	21 SCP10	159.5
20	GER	Stephan Mais	27	17	22	5	6	10	-36	32	23	19	161
21	GBR	Shane Hewlett	25	11	17	21	18	-27	12	25	18	15	162
22	GBR	Andrew Taylor	22	24	27	14	17	17	16	18	19	-33	174
23	IRL	Hyde/Deasy	15	19	30	29	30	-38	7	9	24	18	181
24	GBR	Stig McDonald	30	35	24	3	-36	5	26	20	21	33 ASP40	197
25	GER	Till Pomasius	7	21	37	23	23	20	(43 ASP40)	22	9	43 BFD	205
26	IRL	Murphy/Darrer	12	(43 BFD)	14	33	29	29	15	11	31	31	205
27	IRL	O'Kelly	26	16	(43 BFD)	34	25	31	2	24	32	28	218
28	GER	Lars Hager	29	27	20	-36	16	30	21	27	27	29	226
29	IRL	M Shanahan	21	36	25	25	9	-37	27	28	37	27	235
30	IRL	Mickey McCaldin	31	17 SCP10	33	13	26	31 ASP20	-37	34	26	24	235
31	IRL	Andrew Mannion	(43 DNF)	18	29	22	19	24 SCP20	13	37	33	43 DNC	238
32	GBR	Bennett	(43 DNF)	27 SCP10	21	36 SCP10	28	24	30	30	35	22	253
33	NED	Erik Jeuring	24	25	35	39	13	34	25	35	30	(43 BFD)	260
34	GBR	William Pollock	(43 DNF)	34	15	20	38	43 DNF	33	31	22	25	261
35	IRL	Noel Davidson	23	30	26	(43 ASP40)	32	42 ASP40	22	33	38	26	272
36	FRA	Aorelian Garcia	(43 DNF)	31	31	37	39	36	20	29	36	23	282
37	IRL	Brian McDowell	34	(40 SCP20)	34	38	21	35	23	40	25	40 SCP10	290
38	IRL	Stan Bradbury	33	28	36	27	31	33	-39	39	34	30	291
39	ITA	Tim Sheard	(43 DNF)	38	40	42	33	26	32	41	39	35	326
40	IRL	Robin Eagleson	35	(43 BFD)	32	40	35	39	34	38	40	34	327
41	IRL	Finbarr Ryan	36	37	38	35	40	40	41	-42	42	37	346
42	IRL	Richey	(43 DNF)	39	39	41	34	41	35	36	41	43 BFD	349

2011 J/24 North American Championship

August 18-20, 2011
Halifax, Nova Scotia, Canada



www.lynngray.ca

There are very few sailing venues better than Halifax Harbor in August. Readers may or may not be aware that Halifax is the second largest harbor in the world and offers excellent sailing in several distinct areas. Furthermore, while most non-Canadians might consider Halifax a bit coolish, it warms up very nicely in the late summer to provide several weeks of sunny warmth that gets moderately cooled by predominantly southerly breezes on the water.

In each of the past two years, Halifax has hosted significant J/24 events out of the Royal Nova Scotia Yacht Squadron (RNSYS). Atlantic Canada has become a hotbed of J/24 action over the past five years as Canadian Class President, Dale Robertson, infused the local class with a participatory spirit that has stimulated regular local fleets of 10 to more than 20 boats drawn from a small and scattered population. Riding the crest of local enthusiasm, the J/24 class saw fit to award the RNSYS the 2010 Canadian National Championship followed this year by North American Championship.



www.lynngray.ca

Last year's Canadians concluded in a remarkable three-way tie for first that, thanks to an ambiguity in the Sailing Instructions, resulted in two Canadian Champions. This year's North Americans wasn't quite as tight but it came close and provided a wider range of visitors with a great sailing experience.

The regatta drew many of the leading lights in the J/24 World, among them current World Champion Tim Healy of the United States sailing with John Mollicone and three-time past World Champion, Maurico Santa Cruz of Brazil. Also entering were such outstanding class performers such as Travis Odenbach and Chris Jankowski from the U.S., as well as current and former Canadian Champions Johnny Whynacht, Ian Dawson, Ted Bartlewski, and Sean McDermott.

The early dominators were Santa Cruz and his Brazilian crew. They took delivery of a brand new Bruschetta on the eve of the regatta and knocked down three firsts on the opening day before the new boat smell could leave the cabin. They looked invincible through the first day, handling their boat beautifully in steady 15-knot breezes.

So after day one, Santa Cruz held the lead with only 3 points followed by John Mollicone and Team 11th Hour Racing with 7 points and Will Welles aboard Carolina Girl in third overall with 11 point.

The following two days, however, brought a more challenging environment that built to an exciting finish. Day 2 started at 10 am, one hour earlier than Day 1, in light and shifty conditions before the southwesterly sea breeze that typically fills the harbor in the summer could begin its rise. The reliable move to the lefthand (southerly) side of the course stopped being a sure thing and, for the first time in the regatta, the Brazilians missed out on the bullet, giving way to Travis Odenbach and managing only an 11th.

For the next race, the sea breeze filled in spades and Francoise Barbeau in Navtech.ca called it perfectly hitting the lefthand corner and winning by a substantial margin. By the third race the wind was up to the level of the preceding day but a good deal less settled; difficult conditions in which John Mollicone rose to the occasion to take the win and the regatta lead after two days as Santa Cruz fell back with an 11, 8, 4 day.

After the scores were tabulated, the leaderboard showed Mollicone, 11th Hour Racing, in first with 14 total points, Santa Cruz, Bruschetta, in second with 15 points, and Travis Odenbach, Waterlinesystems.com, moving up to third overall with 22 points.

The third and final day of the regatta came in even lighter than Day 2. Whereas the second day's light breeze was largely attributable to a morning start and modestly delayed sea breeze, Day 3 started a bit stronger but, for the most part, got lighter after that. Race 1 went to the emerging Travis Odenbach, who played the left effectively to post a solid win. The second race was won by local ace Ian Dawson's boat Lightning McQueen helmed by Craig Noakes that again worked the left side of the course with success.



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As the Race Committee got set for the final race, the sun shone, the temperature rose, and the wind faltered. Mollicone appeared to be in good shape. The 11th Hour Racing crew finished sixth in the second last race, one place behind Odenbach, who was by then their closest competitor, and stood three points ahead without a drop. With their worst race, a twelfth, discounted, their lead was eight points. To guarantee the regatta win over Odenbach, Mollicone simply had to stay within eight boats of Waterlinesystems.com. To keep Santa Cruz out of the picture he needed to finish in the top ten or hope that the Brazilians did no better than a sixth regardless of his own performance.

When the horn sent off, 30 competitors for the last time, roughly 25 applied the afternoon lessons of the preceding days and headed south toward the harbor's mouth. Only a tiny group of five led by locals Erik Koppernaes and Greg Blunden headed to the western shore into what turned out to be significantly more breeze (3 kts versus 1 kt.) Koppernaes and Blunden carried the associated starboard tack lift around the windward mark with a good margin as the regatta leaders and most of the balance of the fleet scrambled out of the dead air to the south.



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As it turned out, the first to emerge was Odenbach, who caught Koppernaes on the second windward leg and settled behind Blunden, who covered him carefully. Farther back, Santa Cruz and Mollicone struggled through the fleet, Mollicone, in particular, was aware that he had to make his way to ninth to keep his hold on the championship. As so often seems to be the case in these situations, however, 11th Hour Racing came up just short, crossing the finish line in eleventh, which gave him a net total of 31 points to Odenbach's 30. Santa Cruz finished sixth to make 36 points net and take the last place on the podium.

For more information and detailed reports see J24northamericans2011.wordpress.com.

2011 North American Championship Final Results

Pl	Helm	Boat	Sail	R1	R2	R3	R4	R5	R6	R7	R8	R9	Net
1	Travis Odenbach	Waterlinesystems	CAN-5256	7 RDG	3	7	1	5	6	1	5	2	30
2	John Mollicone	11th Hour Racing	USA-5235	2	2	3	3	3	1	-12	6	11	31
3	Mauricio Santa Cruz	Bruschetta	BRA-37	1	1	1	-11	8	4	7	8	6	36
4	Will Welles	Carolina Girl	USA-5277	5	4	2	-20	9	7	3	3	3	36
5	Ted Bartlewski	Drivers Wanted	CAN-1964	4	9	6	8	-24	13	4	2	5	51
6	Chris Jankowski	Street Legal	USA-2918	12	31 BFD	4	5	12	2	2	10	13	60
7	John Whynacht	Stickey Fingers	CAN-2246	6	7	9	-17	7	3	10	4	15	61
8	Thomas Barbeau	NAVTECH.CA	CAN-4260	7	11	10	4	1	-12	6	12	(16 R10)	63
9	Tony Packet	Bangor Packet	USA-58	3	6	5	2	-26	20 R10	5	7	16	64
10	Carter White	AL	USA-2785	8	31 BFD	8	13	13	5	9	9	9	74
11	Ian Dawson	Lightning McQueen	CAN-4013	10	10	18	6	10	11	11	1	18	77
12	Ted Murphy	Juvenile Delinquent	CAN-4013	9	11 R31	14	10	2	10	8	16 R31	-21	80
13	Greg Blunden	Adrenaline Rush	CAN-4331	11	13	11	15	-27	8	24	15	1	98
14	Lisa Ross	Stewie SLAM'n IT	CAN-543	16	5	12	-18	16	18	13	17	7	104
15	Nick Hamblin	Jammin	CAN-42	14	20 R10	19	-21	6	15	-23	16	8	119
16	Ben Maloney	Satisfied	CAN-4025	31 R40	23 R10	13	-23	11	9	16	19	(31 BFD)	130
17	Sean McDermott	Swish	CAN-3424	13	12	17	16	-22	21	21	18	14	132
18	Andrew Rankin	Samsquanch	CAN-2108	15	16	21	9	19	16	18	23 R40	(31 BFD)	137
19	Erik Koppernaes	Stix and Stones	CAN-2113	18	15	28 R31	7	20	25	(31 dns)	28	4	145
20	Don Taylor	Small Flying Patio	USA-1036	31 R40	18	16	25	15	17	19	25	19	154
21	Kimberly Drisdelle	Blackjack	CAN-797	17	22	20	-27	17	26	20	14	20	156
22	Mike Sascro	Abracadabra	CAN-3919	31 DNC	23	15	28	4	24	14	26	25	159
23	Brien Storey	Storey	CAN-2918	23	19	23	12	21	19	25	(31 R40)	24	166
24	Paul Anstey	J-Peas	USA-451	27	26	24	19	28	-29	15	22	12	173
25	Joe Carter	Durty Nelly	CAN-2520	24	20	26	14	18	22	(31 dns)	20	31 DNF	175
26	Ross Romney	Rush Hour	CAN-3270	26	21	29	24	14	20	22	21	(31 BFD)	177
27	John McSheffery	Out of the Blue	CAN-236	20	24	22	-26	25	23	26	23	23	186
28	Mattieu Belanger	Joker	CAN-2102	28	25	28	22	23	27	17	27	17	186
29	Guy O'Brien	Sparwars	CAN-3246	25	27	31 DNF	31 DNF	30	28	27	29	22	219
30	Sarah Boyne	Turning for Turtles	CAN-4101	21	31 DNF	27	29	29	30	28	30	26	220

2011 J/24 South American Championship

Alejo Rigoni takes title in Puerto del Buceo



By Digital Media Vision Maritima

Argentina's Alejo Rigoni aboard the boat Luca took the 28th J/24 South American Championship, which took place on April 19-22 in the waters of Puerto del Buceo, Uruguay. Ten boats attended the championship from both Argentina and Uruguay. Rigoni was crowned champion with a total of 16 points over the nine races over the 4-day regatta. Second place went to Diego Garcia of Uruguay, aboard Alpha Beta, with a total 17 points.

While the organization and the on shore activities at the Yacht Club Uruguayo were spectacular, the weather did not fully cooperate for the week. During the racing days, rain and wind made their way across Puerto del Buceo making racing difficult. In fact, just getting to the race course proved difficult on several days amid the strong winds and heavy rain.

Another Argentine, Matias Pereira, completed the podium of the South Americans in third place overall aboard the boat Carrera, earning 19 points in the competition. Competitors from Uruguay had good performances with three teams finishing in the top five places.



Photos: Jorge Esteban Cousillas www.elojonautico.com



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XVIII Campeonato Sudamericano Clase J/24

Yacht Club Uruguayo

Pl	Sail	Helm	Boat	Nat	1	2	3	4	5	6	7	8	9	T
1	5447	Alejo Rigoni	LUCA	ARG	2	2	2	3	2	2	-7	-6	3	16
2	5226	Diego Garcia	ALFA BETA	URU	-4	4	3	2	(11\DSQ)	3	2	1	2	17
3	5454	Matias Pereira	CARRERA	ARG	1	-5	1	1	1	5	-6	5	5	19
4	5091	Marcelo Alzola	KAMIKAZE	URU	5	1	-8	7	6	7	1	4\SCP	(8\SCP)	31
5	5044	Pedro Garra	EXTASIS	URU	3	7	5	4	7	-8	3	4	-8	33
6	5087	Gonzalo Alcantara	SIMBA	URU	9\SCP	3	(11\OCS)(11\DSQ)		3	1	4	9	9	38
7	138	Gustavo Coll	ALEPH 3	URU	-10	8	4	8	4	6	-9	7	1	38
8	5459	Fernando Montes	COCOON	ARG	6	6	6	6	5	-9	5	(10\SCP)	6	40
9	52261	Alejo Morales	MONARCA	URU	8	-9	(9\SCP)	5	9	4	8	3	7	44
10	4680	Gabriel Cousillas	CALA	ARG	9	10	9	9	8	(11\DNF)(11\DNC)	11\DNC	11\DNC		67

Interview with 2010 J/24 World Champions



Magnus Grubb

Stephanie Köpcke, winner of the Jaeger Trophy for the top finishing all-female crew at the 2010 World Championship.

The 2010 J/24 World Championship was held from August 13-20 in Malmö, Sweden. Hosted by the Swedish J/24 Class and the Malmö Segel Sällskap, the regatta was a huge success and the 55 teams from four continents were treated to great sailing and even better hospitality. Chief Measurer, Lorne Chapman, from Vancouver, Canada must have felt right at home in the torrential rains that graced the measurement days, as he managed to get all the boats inspected and weighed with hardly a delay.

On the water, PRO Peter Reggio of the USA had his hands full with the strong currents and shifty winds off of Malmö's western harbor, but in the end managed to complete the full 10-race schedule. Tim Healy from the USA sailed a very consistent series with only one finish outside of the top-ten and winning the regatta by a comfortable 12 point margin. Second overall went to Great Britain's Ian Southworth who put on a late charge to move up in the standings. Stephanie Köpcke of Germany sailed an impressive series with her young, all-female team taking 15th place overall and winning both the Jaeger Women's Championship and the Turner Youth Championship trophies.

Following is an interview with world champions: Tim Healy (helmsman), Moose McClintock (tactics), Dan Rabin (mast), Gordon Borges (bow) and John Mollicone (trimmer).



J/24: What does winning the World Championship mean to you?

TH: It's the Worlds! It's Huge! Having finished a couple of times in the top three, it was especially satisfying to finally win and get rid of the "if only" thoughts that came from coming close but falling short. Our team worked hard to prepare for this regatta and it paid off. I have sailed with different members of this team on and off for about 10 years, but I have to hand it to them for putting it all together and really becoming the "best" in the J/24 world for that very important week. Each team member has different skills to bring to the table, and they all put their egos aside and put their skills to work, wherever needed.

J/24: It can be tricky chartering a used boat in any regatta. How did you and your team handle that variability?

TH: We didn't have any secret, we called the builder in Europe and asked to charter a new boat, which was still much less expensive than shipping our own boat over and it eliminated a lot of questions about the condition of a used charter boat. It's more expensive than chartering a used boat, but can pay off by eliminating variables. Our charter boat was sold before the regatta started. It worked out to be a win-win for everybody. We got a new boat to use for the Worlds and the buyer got an almost new boat, at a slight discount that had all of the kinks worked out.

J/24: How did you tune the boat to get ready?

TH: Our plan was to focus on the mast and tuning first, then the deck layout and finally work on the keel and rudder if needed. On the mast, we cut it to min length, made sure head stay was max length and made sure j-dimension was max. We tuned the rig to 20-15 and set the mast step to get 2.5 inches of pre-bend. The deck needed a few blocks and cleats moved around but nothing major. We like to sail with the spin sheets run outside of the stanchions, so we needed to move the twing lines and cleats outboard to the toe rail. All of this sounds simple but it took us the better part of two days to complete. We were then ready

to do some on-the-water tuning with the confidence that the rig was set very close to where it needed to be. It turned out that the keel and rudder needed no adjustments, so we didn't have to waste time with that and we could therefore spend more time on the water tuning and practicing. We were able to find some great tuning partners, the 2009 and 2008 World Champions Mauricio Santa Cruse and Andrea Casale, so we had a good benchmark of where we needed to be with boat speed. We made big improvements during the tuning sessions, and by the time the regatta started we thought we had a speed advantage, but almost as important, we got the mast step position nailed down so that all of our tuning numbers worked. We had to move the mast butt aft



about 10mm to get the same pre-bend after the mast and rigging settled in and stretched out. The mast bend was now correct for any condition and for every rig tension setting.

J/24: Using the jib or the genoa? The blade doesn't get a lot of use, especially in the U.S. What are the factors that go into the decision? Wind speed is obviously key, but that's often not the only factor. And since J/24s don't have wind speed readouts, it's not like you can get that accurate a reading anyway. Also, if you get caught over-range with the genoa, or underpowered with the blade, what can you do to survive in either situation until you can make a sail swap?

TH: Wind speed is the main factor that goes into the decision to use the jib or genoa, but not the only one. When considering changing to the jib, I would like to be sure that it's not a dying breeze but you can never be totally sure. I would much rather be caught with the genoa in too much wind than have the blade up in a dying breeze. So when in doubt, I will always choose the genoa. The other big factor is the sea state. If the waves are big and the boat is getting thrown around, then sailing with the genoa in 18+knots becomes very difficult. The groove with the genoa is too narrow in big breeze to steer around big waves. As soon as you try to put the bow down to power through a steep wave, the boat quickly gets overpowered and heels way over. At this point a J/24 will start going sideways rather than forward. In 18+ knots and big waves, the jib allows the boat to be steered



Magnus Grubb

through the rougher seas and therefore more manageable. With a small ease of the jib and main sheet, the driver can put the bow down for power, and keep the boat on its feet. If you are able to keep the boat flat in 18+knots and big waves you will sail higher and faster than most boats. This is due mostly because the boat is always moving forward and not sideways. The last factor is what your competition is doing. If you are in the final race of a series and have a slim lead over a few boats, you should watch them closely before the start and be ready for anything. In this scenario we will have both sails on deck ready to go. Neither sail will be rigged in any way. The sails will either be flaked with hanks forward or tied (bundled) at the luff with all the hanks forward ready to clip on. From this position it takes about 2 minutes to get racing. We try to make the decision regarding which headsail to use no less than four minutes before the start.



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Regardless of which sail we choose, we are always running through the mental checklist as we rig the jib or genoa: get the halyard to the preset halyard tension marks, make sure our jib car placement is correct for the sail, and rig the jib cunningham, if need be. We find that a quick bear away with backstay off helps get the halyard to the heavy air mark. The jib cars should be placed at a predetermined mark on the deck at the jib track. We always make the mark on the deck at the pin hole that should be used so that there is no confusion. The jib cunningham should be checked and double checked that it is rigged properly. This is the condition in which it gets used the most, so remember to rig it on whichever headsail you choose.



So in general, we will try to stick with the genoa up to about 18 knots in waves, and up to 20 knots in flat water. Our reasoning here is that in 20+ knots we can be equal in speed to a competitor with a jib, but have some advantage in the lulls. However, if we get caught out of range with the genoa in a consistent 20+ knots, there are a few things we do to try to get by until the next downwind leg:

- Pull the backstay on hard. This will keep headstay tight for a flatter genoa shape and bend the mast to flatten out the main.
- Sheet out slightly in the big puffs. When the main needs to be eased in a puff and it luffs, this is a signal to ease the genoa sheet slightly also. When the puff is over, try to sheet the genoa back in and then the main. It is better to keep the boat flat and the boatspeed up than it is to sheet hard and try to point. When the main or jib is

sheeted too tight, any puff will knock the boat over, and even a moderate sized wave will knock the boat out of its groove.

- Move the genoa lead back slightly (about 1"). This will flatten the lower part of the genoa, and spill the top in puffs. If the lead is moved too far aft, then the top of the genoa will always be too open, even in the lulls, and this will affect pointing ability.
- We go to max halyard tension, and pull the genoa cunningham on to eliminate scallops. This will produce a flatter, draft- forward shape.
- We also go for max tension on the outhaul to further flatten the bottom of the main, and get the lower batten to become more parallel to the boom.



- Set the main traveler car so that the leeward edge of it is at centerline. Set it and forget it. With the genoa up, if the traveler is eased below centerline, it will be almost impossible to get the main to stop luffing.
- Put max vang on. This will bend the lower part of the mast, flatten the lower part of the main and open the slot between the main and the Genoa.

J/24: Is there a moment at the Worlds when you had to determine whether to stick to your game plan or to deviate and risk a little more by getting some separation?

MM: Yes. The left side of the course had been paying off almost every race and our plan was usually to get left and play the shifts. In the 6th race we had a very average start and were forced to clear to the unfavored right side of the course. We kept trying to get back to the left but did a bad job of it, continually getting bounced back to the adverse current on the right. At the same time, we were looking at a building storm cloud to the right and felt the right might actually be advantageous if it arrived before we got to the starboard layline. Unfortunately, the cloud was slow moving so we ended up losing out to quite a few boats at the end of the beat and rounding the weather mark around 7th. On the run, we tried to get to the right side of the course looking downwind so that we could get to the right gate and head left, which had, as usual, paid off with the wind going 10 degrees left on the first beat. Again, unfortunately, we weren't able to execute and lost a few more boats as well as being forced to the unfavored port gate. We rounded right behind a German boat and the two of us, pinned to the right by the downwind boats coming in on starboard, ended up committed to the right side.

The wild card about this scenario was that the Race Committee had signaled a change of course, so as we sailed up the beat on port, lifted, we had no idea where the mark was since it had to be re-set, but knew it was going to further to our left. Boats that had gone around the other gate were to the left of us and we now realized we were looking at being in the low teens. However, we still had the big storm cloud right ahead of us on the right side. At this point, we felt that we had a fairly big lead overall in the regatta and it was time to take a bit of a chance on what we expected could become a good thing. If the timing of the cloud was right, we thought we might have a chance to dig back if it reacted as most storm clouds do (increased pressure and a bending of the breeze to the right, coming perpendicular from the cloud).



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J/24 World Champions: Tim Healy and the 11th Hour Racing crew.

As we looked desperately for the new mark, I noticed that both we and our German friends (who were about ten boatlengths ahead and a couple to leeward) were the ONLY boats to the right. And then the RC dropped the mark, almost abeam of us about a mile away, and a little aft of abeam of the Germans. It was getting darker and starting to rain but we couldn't go any further, we were almost at the layline. We tacked and sailed about 2 boat lengths when (just as I would like to say we planned it) the breeze did a hard 10 degree right turn and picked up 10 knots. We cracked sheets and started powering to the weather mark in a downpour. The Germans, who didn't tack immediately when we did, ended up pretty overstood though they also made a nice gain, eventually ending up about 7th. For us, we were probably 5 lengths overstood, which wasn't a bad thing since we could power through the chop at a low angle. As we came to the weather mark, nobody was crossing us until we were about 6 lengths away when Mauricio Santa Cruz tacked just off our lee bow to lead at the mark, with us just a few lengths back. We held our spot to the finish to open up a big lead in the regatta. Not exactly the game plan but an educated gamble that paid off.

J/24: How did the conditions factor into your success?

JM: It was a windy regatta, in the blade for a third of the event and mid to top end of the genoa for a chunk of the races as well. Tim is really fast in the breeze and we feel that we had a slight boatspeed edge in the breezier conditions. Boatspeed makes you look smart and gets you out of a lot of not so good situations. The speed edge in the breeze really helped and we could grind back from mediocre starts and other mistakes. We also had a very experienced team and we were pretty smooth in the windy conditions in terms of boat handling. I thought we could out tack everyone as well....Just kidding on the last part.

J/24: Everyone knows luck can play a factor in any regatta. But when luck isn't on your side, and things go wrong or you make a mistake, how do you not overreact, or make a rash decision that only deepens the crisis?

DR: The more experience you have, the easier it is to avoid overreacting and allowing the situation to snowball. The big picture is that you are sailing a regatta, not a race. While a bad break might keep you out of the top of a race, fighting back from 23rd to 13th might win the regatta. There is no need to swing for the fences, just keep looking for opportunities to pick off boats gradually. First of all, you have to minimize the emotional response – you're allowed one requisite expletive, but then you move on and start problem solving. Tim does a good job of asking specific questions about what is going wrong, which helps create



a rational dialogue and team effort towards fixing the issues. Trusting and having confidence in your teammates is critical – sometimes tactics will bail out a bad start, and sometimes boatspeed will bail out a bad call. At the windiest race of the Worlds, we had a start where we were stuffed pretty hard, and ended up 3rd row. There was no panic, we extended leverage on the side we were given by being patient, and rounded the top mark in the lead.

J/24: Many people take for granted crew work on a J/24 – compared to other boats, it's not super difficult but that often means its overlooked.

How did you put your team together and how important is team chemistry?

GB: We were very fortunate in the composition of this team as we had a former boat builder with good maintenance and measurement experience, a sailmaker, a sailcloth manufacturer and two collegiate coaches from a top ranked program. The various expertise they contributed came into play as we prepped a new boat, went through measurement and had a few (thankfully) minor boat and sail repairs as the week progressed. But through it all, we felt self sufficient as a team and confident in our collective abilities to handle most of what we had to deal with in these areas.

We saw a variety of conditions from dogs in the house during practice to everyone in the back of the boat and everything in between. So knowing your own role in various conditions and being able to count on help from the guy next to you was very important. Overall crew work is important to boatspeed and success and I would point those interested in more on this subject to Moose's very entertaining blog on the 2011 Worlds. It was interesting to note that on different days, in different conditions, he focused on the contributions of various team members coming into play.

Particularly when considering crew work, composition and chemistry on the J/24, a distinction can be made between "Thursday Night Racing" and major regattas. The 2010 J/24 World Championships in Malmo, Sweden provides quite a good example of the latter. In addition to racing and practicing as regularly as possible with a consistent crew,



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Anders Nilsson



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we knew that we would be spending about two weeks together in Sweden. When spending that much time together, chemistry becomes very important. You live together, shop, cook and clean together, as well as spending most of the day on the boat. Simply put, you can't get away from one another. If there are personality clashes, they are hard to hide during a long event.

Collectively, we had five very different personalities who meshed very well. There was always someone to bring the energy up if it was flagging, someone to calm things down if need be, and, in one rather alarming scoring situation early on, someone to make sure things were seen through to completion.

During a long event, the chances of the unexpected occurring increase. Trusting the guys around you is something eventually taken for granted if you have sailed with them long enough. But events can quickly conspire to remind you how important an aspect of crew composition chemistry is. Whether negotiating traffic signs in foreign languages while searching for an emergency room for an investigation of socialized medicine, finding the best reindeer and Croatian beer or just knowing that there are four guys who have your back if say (hypothetically, of course) someone may be getting just a little too enthusiastic at the awards ceremony, good chemistry prevents many problems and overcomes many more.



Anders Nilsson



Anders Nilsson



Anders Nilsson

	Sail #	Helm	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Net
1	USA 5235	Tim Healy	2	4	9	1	1	2	1	2	-16	2	24
2	GBR 5219	Ian Southworth	8	5	-11	6	4	3	5	1	3	1	36
3	ITA 461	Andrea Casale	5	6	4	3	8	15	3	17	-21	3	64
4	ARG 5464	Matias Pereira	1	2	5	14	11	21	7	6	(56 BFD)	4	71
5	GBR 4247	Nathan Batchelor	6	10	-26	9	2	11	4	22	4	7	75
6	USA 58	Tony Parker	3	20	7	4	3	4	2	28	11	(56 BFD)	82
7	GER 5381	Stefan Karsunke	4	3	10	8	6	6	-36	21	5	24	87
8	SWE 4896	Per-Håkan Persson	15	7	29	2	14	10	10	10	-32	5	102
9	BRA 37	Mauricio Santa Cruz	12	22	31	(56 BFD)	28	1	6	9	1	12	122
10	USA 4265	Mike Ingham	17	1	3	5	17	22	(56 BFD)	27	17	16	125
11	SWE 1080	Anna Gunnarsson	7	16	1	7	21	30	24	(31 SCP)	12	13	131
12	GER 5420	Kai Mares	16	9	-49	11	13	42	16	11	15	8	141
13	JPN 5179	Hideyuki Miyagawa	10	(56 DNS)	16	23	9	29	12	7	22	17	145
14	GER 4230	Peer Kock	18	12	20	20	7	17	13	32	-40	11	150
15	GER 5266	Stephanie Köpcke	13	28	13	-37	15	9	35	24	8	9	154
16	JPN 5317	Tomomi Hatakeya-	30	13	12	10	36	16	11	16	(56 BFD)	14	158
17	GER 5281	Jan Kähler	21	14	17	15	19	13	21	-44	18	26	164
18	GER 5282	Dirk Strelow	22	18	19	17	20	5	(56 BFD)	25	24	28	178
19	SIN 10	Borstnar Vladimir	33	8	15	18	16	-41	30 SCP	14	28	20	182
20	JPN 5260	Koji Matsumoto	14	26	-38	36	38	25	14	4	9	21	187
21	GER 5440	Matthias Garzmann	41	17	2	22	10	32	30	5	31	(56 BFD)	190
22	GER 5269	jan-peter helms	24	31	-51	21	12	33	19	3	34	15	192
23	JPN 4907	Kazuki KUMAGAI	23	36	8	25	24	7	15	35	(56 BFD)	22	195
24	ARG 5403	Alejandro Rossi	19 SCP	19	-45	13	22	44	41	13	19	6	196
25	GER 5412	Frank Schönfeldt	28	15	-30	28	18	23	22	26	27	10	197
26	GER 5279	Jan Hoessermann	19	32	-44	12	5	12	32	19	39	42	212
27	USA 4350	Collin Leon	34	34	36	24	-43	18	8	23	14	25	216
28	GER 5316	Johan-Peter Huhn	(56 DNS)	23	25	27	23	8	18	29	10	56 BFD	219
29	GBR 4245	Duncan McCarthy	9	11	35	(56 BFD)	56 DSQ	43	9	34	2	29	228
30	ITA 212	Pietro Diamanti	38	(56 BFD)	22	20	48	14	28	12	14	40	236
31	SWE 4801	Håkan Rydlöv	20	36	33	33	-46	20	38	31	7	19	237
32	ITA 427	Antonio Macina	32	25	37	(56 SCP)	30	36	31	46	6	18	261
33	GBR 4064	Nick McDonald	11	(56 BFD)	18	56 DNF	25	26	20	37 SCP	26	56 DSQ	275
34	AUS 5218	Hugo. N.Ottaway	25	27	-50	16	50	39	37	20	31	41	286
35	GBR 4271	David Cooper	36	30	43	(54 SCP)	26	34	29	15	36	39 SCP	288
36	SWE 66	Carl Winnberg	39	39	23	31	30	37	34	37	(56 BFD)	23	293
37	ITA 371	Fabio Apollonio	46	(56 DNS)	43	35	45	28	39	8	23	37	304
38	GBR 4270	Roger Morris	43	33	34	34	33	24	(54 SCP)	40	33	33	307
39	GER 4785	Stephan Mais	31	(56 DNF)	41	39	35	19	26	30	56 BFD	32	309
40	ITA 243	Spreafico Ruggero	27	38	32	26	31	-52	45	39	44	31 SCP	313
41	GBR 4232	Jim Anderson	26	24	40	30	27	50	(56 BFD)	45	38	34	314
42	GER 5313	Ragna Thönnessen	34 RDG	34 RDG	-52	38	32	40	33	41	25	39	316
43	MON 24	Dennis Frederiksen	(56 RAF)	36 SCP-	21	56 SCP-	40	47	25	42	20	35	322
44	ITA 481	Pacini Riccardo	45	(56 SCP)	14	29	51	46	27	50	42	30	334
45	ITA 460	Mario di Fraia	(56 DNS)	56 DNS	6	56 BFD	34	34 SCP	47 SCP	18	29	56 DNF	336
46	GBR 4242	Andrew Taylor	35	29	39	(56 DNF)	56 DSQ	38	17	36	37	56 BFD	343
47	SWE 860	Krister Ahlkvist	37	35	28	32	42	48	(56 BFD)	56 SCP	35	31	344
48	FRA 4171	Damien JeanJarry	29	21	47	40	41	45	40	47	(56 BFD)	36	346
49	AUS 5246	Kirsty Harris	(56 RAF)	42	46	42	39	35	23	33	43	45	348
50	SWE 4138	Carl Wikner	40	41	27	(56 BFD)	37	31	43	43	48 SCP	38	348
51	SUI 4741	Björn Thielcke	42	40	24	(56 DNF)	47	27	42	48	56 BFD	27	353
52	GBR 4254	Rob Clark	47	43	48	(56 DNF)	44	49	46	38	45	43	403
53	SWE 994	Andreas Olovsson	48	45	-53	41	49	51	44	49	41	44	412
54	DEN 5380	Poul Hölzer	44	44	54	43	52	53	(56 DNS)	56 DNS	56 DSQ	46	448
55	USA 5399	Keith Whittmore	(56 DNC)	56 DNC	56 DNC	56 DNC	56 DNC	56 DNC	56 DNC	56 DNC	56 DNC	56 DNC	504

Moving the Classroom to the River:

Sailing builds Math and Science Skills for Urban Youth



By Alex Baum

Mark Twain once said, "Throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover," and that is exactly the experience that Bill Bahen wanted to provide New York City's underprivileged children when

he founded Hudson River Community Sailing. "We want them to know that they can achieve something outside of their comfort zone and gain a little more confidence in themselves," says Bahen. HRCS has become a huge success. All 16 of its sessions running from July through August are filled with over 350 kids aged 10-18 from programs like the Harlem Boys and Girls Club and the Chinese-American Planning Committee.

Each week, HRCS hosts two new groups of kids who get a chance to learn about and experience sailing for the first time in their lives. "Sailing is something that I have never done,"

comments Priscilla Camela, a member of Fresh Youth Initiative, "and with the help of the staff teaching us how to sail a boat, it has really opened my mind about sailing and I actually like it a lot." Working with the HRCS instructors, kids learn about boat handling,



points of sail, sail rigging, and wind direction on a fleet of J/24s that now boasts 10 boats. In addition, kids learn teamwork from sailing the boat together, leadership and autonomy from having their turn at being captain, and confidence from seeing the boat move under their direction.

"When we started I thought that we would learn the same things as other camps," says Miguel del Rosario, a member of B'N Fit, "it was way better, it really taught us how to work as a team." Though many kids are apprehensive at first due to their inexperience with sailboats and the water, by the end of the first day it is all smiles and fun stories. "Hudson Sailing is the most wonderful program that I have been to by far," states Amauri Torres, a counselor with Fresh Youth Initiative, "it was cool for us to come out of our Washington Heights environment and experience something new."

One of the main themes at HRCS is change. "We are not trying to turn these kids into hot-shot sailors," states Sean Patch, the Mission Program Director at HRCS, "but there are many deeper, more important changes that we see every week." The most drastic changes are generally seen within the first two days. "It is a true 'Jekyll and Hyde' transformation," comments Alex Baum, an instructor at HRCS. "Many of the kids show up acting very tough, as if nothing can phase them, but the minute they feel the boat heel that mask of toughness falls right off and they are just kids again." Because HRCS only has a limited time with the kids, instructors emphasize full participation from the first day. "Our goal is to have them sailing and maneuvering the boat entirely on their own by Friday," says Julia Hale, another HRCS instructor. "They always surpass our expectations."



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Communication skills are another key component of the HRCS program. Kids at HRCS learn how to communicate better by taking command of the boat and directing the other crewmembers. Communication can be challenging, however when not everyone speaks the same language. Throughout the summer, HRCS hosts different groups of kids who did not speak English as their first language. Kids from such diverse countries as Afghanistan, Yemen, the Central African Republic, and the Xinjiang-Uyghur Autonomous Region of China all come together to sail. "It was difficult at first," comments instructor Alex Baum, "because in sailing we speak our own sailing language, so we had to translate to English and then into sailing-speak. At one point, I just gave up and decided to learn the words in Mandarin. Things worked much smoother after that."

HRCS also now works with high school students, using sailing as a practical application to better understand advanced math and sci-

ence concepts such as Bernoulli's Principle, the Law of Sines, and the concept of buoyancy. Upon completion of this course, students earn a math credit that they need in order to graduate. "Math and science are all too often taught through a textbook in a classroom setting," states Mission Program Director Sean Patch, who also teaches math at an area high school. "Our goal as educators is to bring the subject to life." It was Sean Patch, who has worked with programs like Outward Bound in Boston, who formulated the idea of taking kids out of the classroom and bringing them to HRCS to learn about math, science, and their own surroundings through sailing.

In addition to the children's programs, HRCS now offers adult lessons and cruises and the fleet of J/24s is often used for week night racing and weekend sails. "After working with other types of boats, we realized that the J/24 had the best dimensions and features for our needs," commented director Bill Bahen. HRCS is always looking for used J/24s and J/24 sails in good condition. If you are interested in donating and making a difference in hundreds of kid's lives, please contact HRCS through their website at www.hudsonsailing.org.



J/24s Land in El Salvador



Courtesy Victoria Guida

J/24s sailing on beautiful Lake Ilopango in El Salvador.

By Victoria Guida and Rene Sosa

When Victoria Guida moved to the capital of El Salvador a few years ago, her uncle Eric remarked that he had been to the Central American country back in 1972 for a regatta on Lake Ilopango. Victoria searched the internet and discovered

that a sailing federation still existed there. Emboldened, Victoria made a 45 km trip east out of San Salvador to a road that eventually turned to dirt and the entrance of Corinto, a private golf club on the northern shore of Lake Ilopango where Fesavela is housed. There she found a modest fleet of four standard rigged Lasers, 15 Optimists, 6 Hobiecat 16s, and three J/24s.

Interested in all the boats, and in particular the J/24s, Victoria pursued the history of the three J/24s and how they came to be in El Salvador. Rene Sosa was able to provide more history for the creation of the El Salvador fleet.



With the thought of helping the nascent Salvadoran Sailing Federation (FESAVELA), an effort was mounted to obtain several keel boats. This would create enthusiasm and be a catalyst for sailing, raising interest in sailing, and democratizing access to the sport in the region.

With a limited budget, FESAVELA agreed to the purchase of a J/24, while other members agreed to purchase two other boats. FESAVELA member Rene Sosa, who lives in New York and owns hull 2116, began to set in place the structured effort to accomplish the above.

He began scouring the J/24 Class ads, Craigslist ads in the region and numerous other websites looking for the right

boats, where right implies price range. Fate brought about the first boat, hull 1019, when a group of Italian colleagues who worked in New York City were returning to Italy, and he was asked to help sell the boat. Hull 1019 was christened Apulo Viento, which roughly translated, as a play on words, means 'with barely enough wind', as this boat took a much longer journey in finding its destination.

After two months of searching and of surveying boats throughout the New York region, a boat named Aggression was found on Long Island's north east shore. The boat was found with months of accumulated rain water, and in great need of love and affection.

Hull 3444 is a true Chicagoan. Its keel and rudder have been faired by Melges, and was rather successful in the Great Lake circuit. It had sat inert in a yard 50 miles outside of Chicago for over 11 years. Its pure white gel coat and hunger to see water again were undeniable. She was named Shadowfax, Gandalf's flying white horse who rescued all the other steeds of Middle-Earth.

The next effort was to bring all of these boats to a central departing point near New York where trailers could be repaired and worked upon for the long journey south. The journey would be approximately 3,500 miles and would take a team of nine drivers. An advertisement was placed on Craigslist asking college students who were looking for an adventure to help drive the boats to Central America. Three vehicles were purchased to tow the boats, two Chevrolet diesel pick-up trucks with dual tires and one Suburban diesel.

Industrial heavy-duty hitches were installed with several back up contingencies to help encounters with anticipated rough roads. The technical aspects of the trailering adventure alone can make a great story and provide useful information to others who trailer their boats.

The trip was to take roughly seven days with no stopping, but rather taking shifts at night. Upon arrival in Texas, the traveling fleet had to wait three days for US customs to clear the titles for the cars and boats. When all of the paperwork was complete, they spent the night in line, waiting to be called to queue up in another line that would guarantee a bor-



Courtesy Victoria Guidi



Courtesy Victoria Guidi

der crossing into Mexico. The U.S. border guards took our paperwork, and allowed the travelers to proceed onto their next adventure.

The journey was not without complications. The convoy experienced two break-downs of the truck which pulled hull 1019. The wait in Texas provided a break to go over each vehicle, lubricate, change oil and filters, tweak the trailers and double check the tie-downs.

No sooner had the group crossed the Mexican border that they found their first Mexican official requesting a bribe in the most subtle and well-mannered way, "Sure is a beautiful day, and sunny, one can use a drink." ... "I am very thirsty. Do you have anything for me?"

They kindly offered the fellow water and agreed that it was a beautiful, sunny day. The response was an order to stop and empty the contents of the boats and vehicles. The hired guide informed the traveling party that the official was asking for alms. With quick reaction, the travelers acted promptly and agreed, once again, that it was a sunny day, and that perhaps this amount could buy the official some respite from his thirst.

The journey became more colorful and scenic. The food had tremendously improved, now that the group was in a third-world country. Guided by GPS and the hired guide, the travelers made several stops along the way, mostly to quench the thirst of other Mexican officials, even on cool evenings along the stretch of road.

In Veracruz, one vehicle broke down, and with it the ability to tow hull 1019. The group searched for answers and mechanical solutions, but the engine needed an overhaul. Hull 1019 was left in a hotel parking lot, the truck in a mechanic's shop, and the journey south continued. On a whistle-stop, in the middle of rural nowhere-Mexico, some children came by to say how cool the sailboats were. Asked, 'how do you know these are sailboats?' They responded that they were fans of the Mexican heroine, who had crossed the Atlantic to Spain and been celebrated generously.

The Guatemalan border was not without incident. The friendly "coyote" had pushed the paper of the sailboat and vehicle left behind in Veracruz, and this in turn caused a series of problems. The paperwork was force-fed through the



Courtesy Victoria Guidi

system, which would yield more problems later on, during the crossing into El Salvador. Throughout the journey, the voyagers struggled with different personalities and discord among the group of strangers who had come together to drive these J/24s to their "tranquility base".

Two weeks later, Rene Sosa, the New York colleague, returned alone, driving from El Salvador to Veracruz in torrential rains to find a solution for 1019 and the broken-down truck. This is where the adventure began, but the pages of this article shall render this silent. A way was found to tow the car behind a tractor-trailer, while another car pulled 1019 to join her sisters. Because of the initial paperwork that had been pushed, the border determined that these had already crossed. Rene found several Mexican Border Officials, who were thirsty beyond means. He contacted the Mexican national office which oversees corruption, and they appointed a legal representative to plead his case. After being detained at the border for over three days, the resolution was found within an hour. To this date, the truck that broke down remains at the Guatemalan border.

Finally, after this great adventure, Apulo Viento, Shadowfax, and Aggression have found a home in the hearts of sailors in a volcanic lake at the center of the Americas in El Salvador.

Consistency Wins 2010 J/24 North Americans



Courtesy J/24 Fleet 26

Pat Toole and crew on the way to winning the 2010 North American Championship.

Pat Toole and the crew of 3 Big Dogs from Santa Barbara, California, put together five solid races on the final day of the regatta to win the J/24 North American Championship. The regatta was hosted by Corinthian Yacht Club of Seattle, the Seattle Yacht Club and Seattle J/24 Fleet 26. It was the first victory in a major regatta for the "Dogs," who sail out of the Santa Barbara Yacht Club. "It was a great day of sailing – our best ever," Toole said after the win.

What was the key for 3 Big Dogs? "It wasn't our starts. In fact, the last start was horrible," Toole said. "But even when we got bad starts, we were able to duck sterns and get in phase with the wind shifts right away and sail on the long board to the mark. That was it."

Toole finished the regatta with a total of 27 points in 10 races sailed over three days. His finishes were 3, 1, 4, 5, (15), 1, 3, 1, 5, 4. Finishing second was Keith Whittemore of Seattle and his crew on Tundra Rose, with 33 points. Tundra Rose was in the hunt, but hurt his chances by finishing 9th and 7th in Sunday's third and fifth races, respectively. Scott Milne of Seattle and the crew of Tremendous Slouch were leading going into the last day after winning all three races Saturday, but finished third because of deep finishes in four of the five races Sunday. The wind Sunday was from the south and shifty at 8 to 15 knots.



Courtesy J/24 Fleet 26

Whittemore congratulated 3 Big Dogs for their victory and said the competition was tough throughout the regatta. "At the top of the fleet, getting by people was almost impossible," he said. "You needed a good start and to go the right way or you would find yourself in the back of the fleet. The three leaders were all up and down, but Pat sailed the most consistent series."

"No doubt about it, they were solid all the time," Whittemore added. "They had one down race, but other than that they did a great job and they deserved to win the series."

Tom Niccoli, Tremendous Slouch trimmer, said of the racing, "It was phenomenal. I thought we did well, but it was harder today (Sunday) to get the settings right. It was up and down and there was a lot more wave action that made it harder for us to find a groove and get settled in. 3 Big Dogs seemed to always be going the right way with great boat speed."

Toole's previous high finishes in big J/24 regattas included a third in the 2008 North Americans in Marina Del Ray and a third in the Nationals on San Francisco Bay.

His crew included Les Wolff on bow, Chris Stankevitz at the mast, George Witter in the pit, and Dale Turley as the trimmer and tactician. "This yacht club and these volunteers did a spec-

tacular job," Toole said. "It takes a lot of work to put on an event like this."

Bitburger, one of Germany's largest brewers, which wants to expand its U.S. market share, was the title sponsor of the J/24 North American Championship.

Other sponsors include Fat Bastard wine, CSR Marine, Kvichak Marine Industries, Northwest Yachting Magazine, Quantum Sails, Cheap Diver, Shilshole Bay Marina, Skyweb Express, Harken, Team McLube, North Sails, Web 1 Marketing, Fisheries Supply, KAM Gear, Jan Anderson and Seattle Yacht Club.



Courtesy J/24 Fleet 26

2010 J/24 North American Championship Results

Corinthian Yacht Club Seattle, Washington

Place	Sail	Boat	Helm	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total	Net
1	USA 2160	3 Big Dogs	Pat Toole	3	1	4	5	-15	1	3	1	5	4	42	27
2	USA 3843	Tundra Rose	Keith Whittemore	5	3	(SCP)	2	3	2	1	9	1	7	55	33
3	USA 1238	Tremendous Slouch	Scott Milne	4	4	1	1	1	-17	14	2	10	10	65	48
4	ARG 5447	LUCA (aka J-Netically Altered)	Fernando Gnozdz	2	9	-30	23	5	3	4	3	9	5	88	63
5	USA 5448	Brain Cramp	Mike Ingham	13	6	16	SCP	4	22	2	-25	3	14	119	94
6	USA 3421	Suspence	Eric Sanderson	23	17	8	3	-24	23	15	4	2	3	119	95
7	USA 3845	Bound 4 Glory	Pete Sauer	16	10	6	12	RDG	SCP	7	26	8	(DNF)	135	99
8	JPN 5179	Siesta (aka Atom Ant)	Hideyuki Miyagawa	8	7	(OCS)	25	23	4	16	10	6	2	137	101
9	USA 2845	Self Abuse	Harry Dursch	1	20	13	4	SCP	9	19	-22	4	15	124	102
10	USA 4906	TMC Racing	Michael Whitfield	17	15	2	10	(SCP)	12	18	SCP	7	SCP	137	107
11	USA 4906	Hair of the Dog	Joan Rodriguez	14	11	14	SCP	-31	5	22	7	17	6	150	114
12	CAN 2983	Celerity	John Polglase	22	13	9	22	-26	7	5	8	11	23	144	118
13	USA 3747	Hot Pursuit	Michael L Johnson	SCP	5	26	9	6	-26	9	21	21	19	157	131
14	USA 2505	Jubilant	Will Blakemore	24	8	(OCS)	6	27	32	8	20	12	1	173	137
15	USA 1776	Eagle	Steve Travis	9	12	25	20	(SCP)	19	10	16	20	SCP	165	137
16	USA 5358	...and your little dog, too!	Hans Spiller	18	SCP	19	7	SCP	24	23	6	-30	18	173	143
17	CAN 3373	Blur	Graham Kirby	7	(SCP)	12	18	9	21	26	12	15	24	176	143
18	USA 226	Rubber Ducky	John Rahn	19	16	(OCS)	30	SCP	8	6	11	SCP	17	180	144
19	CAN 1876	Recidivist	Jaime Tiampo	21	19	17	14	7	-33	20	15	23	11	178	145
20	USA 5354	Bull Moose	Brad Miller	15	-34	SCP	17	19	13	12	SCP	19	12	189	155
21	USA 3837	Free Bowl of Soup	Douglas Schenk	25	24	3	-31	14	27	31	5	25	13	198	167
22	DOM 02	Percussive Maintenance	Alberto Abreu	6	SCP	(OCS)	24	20	11	11	SCP	18	22	209	173
23	USA 2168	Beagle	Stevan Johnson	10	18	(DNF)	SCP	22	14	24	18	28	28	229	193
24	USA 2950	Joss	Noel Morgan	12	SCP	(OCS)	11	SCP	OCS	34	13	16	SCP	238	202
25	USA 2169	Silver Lining	Dan Newell	33	(SCP)	SCP	32	25	18	21	14	13	16	245	209
26	CAN 2218	Plus Ten	Lorne Chapman	29	22	11	33	(SCP)	15	27	24	29	25	250	214
27	USA 3220	Wild Rumpus	John Weiss	31	(SCP)	15	15	18	30	29	28	31	SCP	252	216
28	USA 3732	Djinn	Nojan Moshiri	26	31	20	-34	SCP	SCP	25	27	24	27	257	223
29	USA 3839	Irrational	Chris Dukelow	-32	14	23	28	32	28	30	31	22	26	264	232
30	USA 2171	Jailbreak	Lydia Volberding	35	(SCP)	SCP	26	SCP	SCP	13	34	27	21	269	233
31	USA 4243	Saphira	Ivan Rimar	SCP	23	SCP	35	12	16	17	(DNF)	DNS	DNS	278	242
32	USA 4124	Dead Beat	Brian Manske	27	27	22	SCP	29	34	35	23	26	(DNF)	283	247
33	USA 662	Sabawind	Pat Cirillo	30	33	(OCS)	19	35	20	SCP	29	32	29	296	260
34	USA 4339	Rylah	John Mason	28	35	(SCP)	29	10	25	28	33	DNF	DNS	296	260
35	USA 2395	Seepaert	Remmert Wolters	34	SCP	(OCS)	27	SCP	29	33	30	33	DNF	326	290

Santa Cruz Wins 2010 J/24 South American Championship



sailingperu.org

The 2010 J/24 South American Championship was held on November 15-20 at the Yacht Club Peruano in La Punta, Peru. Nineteen teams representing Chile, Argentina, Brazil, Uruguay, Puerto Rico and Peru were on hand, as the regatta would be used to qualify the final countries for the Pan Am Games to be held in Guadalajara, Mexico.

Reid Stava of the J/24 Class was on hand to assist with the measurement process and all boats were inspected and weighed before launching. On the water, the racing was ably handled by PRO Roberto Peschiera, who managed to get off 9 of the 10 scheduled races over the 4-day event. Conditions were ideal for the fleet with 10-12 knot breeze on the open ocean course. The Chilean, Matias Seguel, found the conditions to his liking and topped the leader board after the first day of racing. But soon after, Brazil's Mauricio Santa Cruz and his crew on Bruschetta moved to the top of the standing where he remained until the conclusion of the event. Local Peruvian, Luis Alberto Olcese, finished second overall followed by Matias Seguel of Peru. At the conclusion, these three team successfully qualified their countries to compete in the Pan Am finals and compete for the J/24 gold medal in Mexico.



sailingperu.org



2010 J/24 South American Championship

PI	Sail	Boat	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Net
1	BRA 37	Bruschetta	1	9	3	1	1	3	7	5	2	32	23
2	PER 4618	Scaramoush	4	6	1	4	5	7	14	4	6	51	37
3	CHI 4660	Atau	5	2	2	5	2	20 (OCS)	1	14	7	58	38
4	CHI 5371	Match Point	7	1	8	8	9	9	2	3	3	50	41
5	URU 5226	Namoyoc	20 (OCS)	8	11	10	3	1	6	2	4	65	45
6	PER 122	Tiamat	8	4	6	6	4	8	9	1	11	57	46
7	PER 5451	Wayra	3	5	9	2	7	12	10	9	8	65	53
8	PER 3945	Sunsplash	6	13	7	9	12	20 (OCS)	3	6	1	77	57
9	PUR 4583	Orion	20 (OCS)	3	5	3	8	4	8	13	13	77	57
10	PER 4654	Oechsle	13	11	13	11	6	6	4	8	10	82	69
11	PER 4608	Ferusa	10	7	4	13	10	13	12	7	15	91	76
12	PER 4913	Banco De Comercio	2	10	20 (DSQ)	7	11	14	11	11	12	98	78
13	PER 4916	Escandalo	15	16	12	14	15	5	17	10	9	113	96
14	PER 4619	Esna Zero	12	12	20 (RAF)	19	20 (DSQ)	2	5	17	14	121	101
15	PER 693	Mara	20 (OCS)	14	10	15	16	10	19	19	5	128	108
16	ARG 5454	Lazlo	9	15	14	12	13	15	15	15	16	124	108
17	PER 842	Tortuga	11	17	16	16	14	16	18	12	17	137	119
18	PER 4876	Vanessa	14	18	15	17	18	11	13	18	18	142	124
19	ARG 5242	Velia	16	19	17	18	17	17	16	16	19	155	136

Batchelor Wins 2010 J/24 European Championship

British team claims victory by only a single point



Courtesy www.styleh.nl

The Oosterschelde in The Netherlands is normally known as a windy venue. However the 30 J/24 teams who arrived for the 2010 J/24 European Championship were greeted with no wind for the first two days of the event, forcing the cancellation of the practice race and the first full day of racing. Fortunately, with regatta sponsor Heineken on board, all the sailors found a relaxing and enjoyable time on shore waiting for the breeze to fill in. The regatta was hosted by the Netherlands J/24 Class at the resort location of Roompot, Kamperland.



Courtesy www.styleh.nl

On day two all thoughts of light air were erased as the winds gusted from 20-30 knots all day allowing for four races to be completed. The carnage included multiple torn sails and even a broken mast, but the German team *Xenon*, helmed by Peer Kocke, found the conditions to their liking and posted a 3, 1, 1 on the day to take the overall lead. In second was J/24 stalwart Stuart Jardine, followed closely by his English countryman Nathan Batchelor in third. On shore the crews enjoyed the great Dutch hospitality as stories of the racing were recounted over, you guessed it, more Heineken beer.

Day three dawned to perfect sailing conditions and the race committee was able to pull off two competitive races before an afternoon thunderstorm forced a cancellation for the day's racing. Both races were won by the German team on *Rotoman*, helmed by Kai Mares, which allowed them to move up to fifth place in the overall standings. But the fellow German team on *Xenon* sailed a posted consistent fourth and fifth to hold onto the top of the standings. Batchelor's two second place finishes were good enough for *Serco* to move into second place after a tricky day on the water.

Day four brought light winds and rain to the Oosterschelde, but Batchelor mastered the challenging conditions to move into first place overall. This set up an exciting final racing day with four teams separated by a mere five points for the championship.

The final day of racing belonged to the Greeks. Defending European Champion Alexandros Tagaropoulos, sailing for the Hellenic Police, took three bullets in an impressive push to retain his crown. But even after posting a dismal 15 and 21 in the final two races, Batchelor and team *Serco* were able to hold onto the overall lead by the slimmest of margins – one point over the Greek boat. After the regatta Tagaropoulos noted, "Yes, it is very sad. We missed the title with only one point difference! After the second race, we had some strange trimming problems with our mainsail. Yesterday, I was inside the boat and I saw by incident that the mast step inside the boat was moving all the time. So I made a quick repair. Maybe that's why we were performing much better today."



Courtesy www.styles.nl



Courtesy www.styles.nl



Courtesy www.styles.nl

J/24 2010 European Championship Results

The Netherlands

Pl	Sail	Boat	Helm	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total
1	GBR 4247	Serco	Nathan Batchelor	1	4	13	9	2	2	1	6	3	15	21	56
2	GRE 751	Hellenic Police	Alexandros Tagaropoulos	7	17	10	1	3	16	10	7	1	1	1	57
3	GER 4230	Xenon	Peer Kock	3	1	1	2	4	5	14	11	19	7	12	60
4	GER 5281	United 5	Jan Kähler	2	10	2	16	3	14	9	8	2	23	8	74
5	GRE 5239	EYNIKH	Dimitrios Altsiadis	9	5	7	16	12	23	5	1	7	5	9	76
6	GER 5420	Rotoman	Kai Mares	dsq	7	16	6	1	1	2	9	8	14	15	79
7	GER 5381	Max Bahr	Stefan Karsunke	15	6	11	17	11	4	4	10	12	3	4	80
8	GBR 4215	Stouche	Stuart Jardine	13	3	5	3	7	12	22	2	14	2	25	83
9	GBR 4245	Madeleine	Duncan Mccarthy	8	2	17	19	6	11	7	5	13	20	3	91
10	GER 5440	Günni	Matthias Garzmann	6	11	24	18	17	3	8	17	5	4	7	96
11	GER 4785	Runningman	Stephan Mais	4	13	8	5	23	7	15	3	18	bfd	6	102
12	GER 5269	3C2G	Jan-Peter Helms	5	12	6	15	8	26	20	10	26	6	13	121
13	ITA 479	J di Quadi-HC	Claudio Buiatti	14	21	3	19	14	10	18	14	15	17	10	134
14	GER 5279	Panta Rhei	Jan Hoessermann	12	8	4	dnf	9	20	17	18	23	9	14	134
15	NED 44	Sjantilly	Koen Duiven	25	25	19	4	18	6	11	20	9	8	26	145
16	NED 28	J'entre	Hans Hussum	20	15	12	21	11	9	22	16	4	bfd	18	148
17	GBR 4206	Jam 2	Stig McDonald	23	22	23	22	21	15	13	12	6	16	5	155
18	GER 5266	Ragazza	Stepanie Köpke	11	23	9	bfd	20	18	19	25	20	10	2	157
19	GBR 4266	Flying Colors	William Pollock	18	9	15	8	19	31	22	21	11	21	22	166
20	GER 5316	Hungriger Wolf	Johann Huhn	17	16	20	bfd	10	17	3	15	25	bfd	24	178
21	GER 5313	Juelssand	Gagna Thönessen	24	27	22	7	27	27	6	22	17	11	17	180
22	NED 67	Whitemoose	Paul Schoot	10	18	26	14	26	25	22	23	16	18	11	183
23	NED 50	Jeetje	Hasse van Opbergen	16	19	18	bfd	22	13	12	13	27	26	23	189
24	NED 51	Jos van Boxtel	Nils Jannichsen	21	14	14	12	15	28	16	19	28	24	29	191
25	NED 56	Overstuur	Diederik ten Horn	22	20	21	23	25	24	22	24	10	19	20	205
26	GER 5073	RGT	Lars Gibbe	dsq	24	27	11	16	8	22	27	ocs	13	27	206
27	GER 5386	Tinto	Till Pomarius	27	28	dnf	dns	28	21	22	26	22	12	16	233
28	NED 68	As is sailing	Jeroen Horst	26	26	25	20	24	19	22	29	24	25	28	239
29	NED 49	Snelder sailing	Erik Jeuring	dnf	dns	dnf	dns	29	29	22	28	21	22	19	263
30	GER 5210	Jjone	Frithjof Schade	19	dnf	dns	dns	dns	dns	dns	dns	dns	dns	dns	298

Sean Wallis and his Team Win J/24 Asia - Pacific Championship



By Alyn Stevenson

Sean Wallis and his team sailing *Wetty Gripper* sailed a flawless regatta to win the J/24 Asia-Pacific championship. The Regatta was held at the Cruising Yacht Club of South Australia and sailed over three days.

With eight races scheduled, day one started in a 7 knot breeze from the northwest and a tight dual between Sean Wallis, of Western Australia, Ben Lamb from New South Wales. Race 2 saw David Suda from Victoria leading but Vladimir Borstnar from Singapore sailed deeper angles downwind to take the race win.

Day two was sailed in 12 knots of steadier breeze and race 3 saw Ben Lamb take the early lead over Alyn Stevenson of South Australia with Wallis in third. But by the finish, Wallis had worked his way to the lead to win the race from the chasing pair. Race 4 proved to be costly for Suda, who was OCS while Wallis again sailed extremely fast up the first beat to lead the fleet around the top mark.

Race 5 saw Suda's team again mixing it with Wallis and Lamb and the trio led the Singapore team around the first leg. In the end Wallis was just too quick and went on to win another race over Suda in second, followed by Borstnar in third.

Day three and the weather looked ominous. The race committee boat blew a turbo in its motor and the racing was postponed whilst another committee boat was prepared. The RC kept a close eye on the rain bands to the west, expecting some turbulent weather. With only five races sailed Suda was certainly hoping for at least two races so he could drop his OCS. After a 90-minute postponement the fleet made its way to the start in a blustery



Traci Ayris

22 knots of breeze. In this race Wallis again showed great speed and bolted to lead the fleet around the course with Suda second and Lamb third. Race 7 started fine, but a 35-knot rain squall came through halfway up the first beat reducing visibility to zero, forcing the committee to abandon all further racing for the day. In the end there would be no discard race and Sean Wallis and his team aboard *Wetty Gripper* were crowned the J/24 Asia-Pacific Champions.

Second overall went to the always consistent Ben Lamb while Vladimir Borstnar's team from Singapore capture the third spot. A true international podium finish. The Regatta featured some extremely close racing and all competitors were thrilled with the standard of competition.

After the regatta, Wallis commented on racing J/24s and the quality of competition found in the class. "The boat provides such a great level of competition, there's great depth in this class nowadays and generally at this level you're sailing in a field of champions. The boats themselves, being true one-design and with the same crew weights make for a level playing field. It all comes down to who puts the best race together on the day."



Traci Ayris



Traci Ayris



Traci Ayris



Traci Ayris

J/24 Asia - Pacific Championship Results

Pl	Sail	Boat	Helm	R1	R2	R3	R4	R5	R6	Total
1	AUS196	Wetty Gripper	Sean Wallis	1	3	1	1	1	1	8
2	AUS160	Armed & Dangerous	Ben Lamb	2	4	2	2	4	3	17
3	SIN10	Fun	Vladimir Borstnar	4	1	7	3	3	11	29
4	AUS171	Pacemaker	David Suda	7	2	4	21.00O	2	2	38
5	AUS205	Fun 2	Alyn Stevenson	9	9	3	6	9	5	41
6	AUS195	Crackerjack	Hugo Ottaway	13	6	10	5	6	4	44
7	AUS66	No Eye Deer	Trevor Conyers	8	7	8	7	8	9	47
8	AUS168	Make My Jay	Simon Grain	3	8	9	9	13	6	48
9	AUS206	Starpac	Sean Kirkjian	6	11	6	8	10	7	48
10	AUS190	Vertigo	Jamie Goode	12	5	5	4	11	12	49
11	AUS174	Hi	Peter Stevens	5	16	12	12	5	10	60
12	AUS111	Such Is Life	David Knights	10	10	11	14	7	15	67
13	AUS127	Good Company	Robin Townsend	11	15	13	15	14	8	76
14	AUS106	Scott Salisbury Grp	Chris Went	14	13	16	13	12	13	81
15	AUS75	Blue Jay	Ron Thomson	15	12	15	11	18	21.00C	92
16	AUS187	Twisted	Peter Bingham	17	19	14	17	15	14	96
17	AUS20	Litigant	Park Ki-Cheol	18	14	17	10	21.00F	21.00F	101
18	AUS201	Cougar	Sarah Thompson	16	18	19	16	17	21.00C	107
19	AUS132	Cookie Monster	Brian Walsh	20	20	18	18	16	16	108
20	AUS144	Stockcar	David Hughes	19	17	21.00C	21.00C	21.00C	21.00C	120



Traci Ayris

ARG-JCA—Argentina



Jorge Esteban Cousillas, elojonautico.com

Luis Alberto Cerrato Regatta

Yacht Club Olivos - Olivos, Argentina
September 10-11 & 17-18, 2011



Jorge Esteban Cousillas, elojonautico.com

Two months before the J/24 Worlds, the Argentinean fleet matched forces at the Luis Cerrato Championship organized by the Yacht Club Olivos. The event was held on two separate weekends, September 10-11 and 17-18, and the races were conducted by the International Race Officer Kiko Kundig, who will also be in charge of the racing at the J/24 World Championship to be held in Buenos Aires in November.

Boats from Chile, Cordoba, Mar del Plata and Buenos Aires took part in the event held in very challenging racing conditions for the 23 participating boats. On the first racing day the wind blew between 18 and 25 knots from the WNW with gusts of 28

knots, which caused many incidents and some capsizes. Fefe, helmed by Miguel Saubidet, enjoyed the strong winds and claimed two first places and a second place on the third race, which was won by the Joyita skippered by Matias Seguel from Chile. Meanwhile, Audi, skippered by Francisco Campero, and Mormaii, skippered by Luis Cerrato, earned second place in the first and second races respectively. On Sunday the 11th, the wind blew between 7 and 12 knots from the north. Luca, helmed by Alejo Rigoni, Carrera by Matias Pereira and Shark by Alejandro Rossi, were the winners of three races of the day. But after the scores were tabulated Fefe still led the fleet, followed by Francisco Campero's Audi in second overall.

When the competitors returned to Olivos on Saturday, September 17th they were again greeted with strong breeze, this time from the south between 18 and 24 knots. With good wind, the race committee was able to complete the three scheduled races. Matias Pereira aboard Carrera took the bullet in the first and third races while Francisco Campero with the Audi team won the second. After the day's racing the score sheet showed Carrera, Audi and Fefe all tied on points for first place. Sunday the 18th would therefore be a day of definitions!

Unlike the previous racing days the wind on the final day was much lighter and at times was less than 4 knots. In addition, there were nearly constant shifts, which forced the race officer to keep the fleet waiting nearly three hours for the conditions to improve. A Prueba de Balas, helmed by Juan I. Grimaldi, was the winner of the only race of the day, followed by Alejo Rigoni at the helm of Luca. Audi had jumped the gun in this race and was scored BFD (though he was able to discard it) and Fefe and Carrera earned a 9th and an 11th respectively. This left the Audi team of Francisco Campero, Ezequiel Mendonca, Santiago Morixe, Lisandro Peralta and Diego Baialardo as champions with 27 points. Second was Carrera with Matias Pereira – 28 points, followed by Fefe with Miguel Saubidet in third place with 29 points. Congratulations go to team Audi for a great victory in this very competitive regatta.



Jorge Esteban Cousillas, elojonautico.com



Courtesy ARG-JCA



Courtesy ARG-JCA

Luis Alberto Cerrato Regatta Results

Pl	Sail	Crew	Boat Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Tot
1	5463	Francisco Campero	Audi	2	4	3	3	4	7	3	1	-9	(24\ OCS)	27
2	5454	Matias Pereira	Carrera	8	(24\ OCS)	6	2	1	6	1	3	1	-11	28
3	5460	Miguel Saubidet	Fefe	1	1	2	5	3	-10	-10	2	6	9	29
4	5447	Alejo Rigoni	Luca	-9	6	-7	1	2	3	7	6	5	2	32
5	5458	Juan Ignacio Grimaldi	A Prueba De Balas	5	5	5	6	-7	5	2	(24\ OCS)	4	1	33
6	5465	Matias Seguel	Joyita	7	3	1	9	-18	9	6	(24\ OCS)	2	18	55
7	5043	Luis Cerrato	Mormaii Medio Pollo	6	2	9	4	5	2	(24\ DNC)	(24\ DNC)	24\DNC	4	56
8	2753	Alejandro Rossi	Shark	11	13	4	12	-16	1	-14	5	8	8	62
9	4939	Federico Reser	Pajarraco	4	8	-12	-14	12	11	9	9	7	3	63
10	5459	Fernando Montes	Cocoon	10	7	-13	7	9	-13	8	4	12	6	63
11	4676	Marcelo Romero	On Line	3	11	-15	15	6	-19	4	8	10	13	70
12	5400	Roberto Luis Authier	Depp Sump	12	12	-18	-16	8	8	12	15	11	10	88
13	5424	Gastón Tagliaferri	Evolution	14	9	10	-19	13	4	13	10	16	-17	89
14	5230	Juan Manuel Duarte	Www.Cace.Com.R	-16	10	11	11	10	16	(24\ DNC)	13	14	12	97
15	5168	Pablo Nicolás Gieco	Meu Vicio	(24\ DNC)	(24\ DNC)	16	17	15	15	11	12	15	5	106
16	5453	Averis Haik Safakian	Haik	17	(24\ OCS)	8	8	-20	17	16	17	17	7	107
17	5455	Ken Johnson	Ojota	13	16	14	-21	-21	20	15	16	18	16	128
18	5095	Sergio Péndola	Cacique	18	(24\ OCS)	(24\ DNC)	10	11	12	24\OCS	11	24\DNC	24\DNC	134
19	5398	Joaquin Doval	U-2	(24\ DNC)	(24\ DNC)	24\DNC	24\DNC	24\DNC	24\DNC	5	7	3	24\DNC	135
20	5169	Diego Cúneo	Tsunami	20	17	(24\ DNC)	20	19	21	(24\ DNC)	14	13	15	139
21	4878	Santiago Doval	U2	15	14	(24\ DNC)	13	14	14	(24\ DNC)	24\DNC	24\DNC	24\DNC	142
22	4943	Jorge Samitier	Fair Play	19	15	17	18	17	18	(24\ DNC)	(24\ DNC)	24\DNC	14	142
23	5195	Federico Kiburg	Bonita - Parrado	(24\ DNC)	18	(24\ DNC)	22	22	22	17	18	19	19	157



Courtesy ARG-JCA

World Qualifying on Nahuel Huapi, Patagonia



Courtesy J/24 Nahuel Huapi

In one of Argentina's most spectacular sailing venues near the city of Bariloche lies Nahuel Huapi Lake. In the foothills of Patagonia, this lake also boasts an active fleet of hearty J/24 sailors.

On the weekend of May 21-22, the Nahuel Huapi fleet held its final qualification regattas to determine the sailor to represent the fleet in the upcoming World Cham-

pionship to be held in Buenos Aires, some 600 miles away. The fleet was met with strong winds and extreme temperatures. Winds were 25 knots, with larger gusts rolling off the mountains and kicking up waves of 1 meter or more. Temperatures were just above freezing (0-3 C) and the skies offered a mix of both rain and snow during the series.

The race committee from the Bariloche Yacht Club did a great job setting marks in depths of over 150 meters and managed to complete most of the races as scheduled in the very challenging conditions. One member of the race committee noted that the "Spirit and the enthusiasm of

our sailors in Patagonia is something to admire. One of our helmsmen, Fabio Canzeani, even sails with disability and has lost the use of his legs. He invented a board that allows him to move from side to side using only his arms without help from the rest of the crew. He is a real sailor and I admire him in every way!"



In the end the committee managed to run four of the six races planned. *Cunnington* with Federico Lloveras at the helm won the series and will represent Patagonian fleet in the World Championship. Second was Alejandro Fernandez aboard *Hyundai* followed by Juan Correa sailing *Finisterre* in third overall.

Nahuel Huapi Lake, in the summer, is one of the most attractive racing areas in the country with highly variable winds, crystal clear water (you can even drink it) and considerable waves. It is truly a unique environment. The local fleet would like to spread the word about this amazing nautical paradise. They are ready to welcome any sailor who wants to join them.



Courtesy J/24 Nahuel Huapi



Courtesy J/24 Nahuel Huapi

Results

Rank	Sail	Helm	Boat	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
1	2757	Federico Lloveras	Cunnington	1	1	1	2	4	3	1	1	1	1	15
2	5468	Alejandro Fernandez	Hyundai	2	2	2	1	1	1	2	2	2	2	17
3	5405	Juan M Correa	Finisterre	3	5	3	5	3	2	4	3	3	3	29
4	2748	Fabio Canzeani	Fenix	4	3	4	3	5	4	3	4	4	4	33
5	5094	Lucas Fidel	Tadeus	5	4	5	4	2	5	6	6	6	6	43

AUS-JCA — Australia



Resurgence of Fleet Down Under

From Simon Grain – President, AUS-JCA

Australia is undergoing a resurgence of interest in the J/24. While we only have a small fleet here by world standards and are principally using existing rather than new boats, we have a rise in activity in this "little economic sailing miracle." With competition from the fallout of the GFC, other lifestyle requirements and other classes, the J has been promoted against more expensive boats as "twice the boat for half the price." This has led to a logical sailing equation for those wanting to get into a competitive boat around this size.

Melbourne in the continent's south has seen the biggest influx of new members to the class with a fleet at Sandringham YC of 17 boats, which not only looks very impressive on the hardstand, but has created its own momentum in class growth. The racing at "Sandy" has become like a mini nationals every weekend, with close and hard fought racing. David Suda sailing *Pacemaker* is the class leader again this year, but he is not having it all his own way and there are a number of well known sailors and boats who are giving him curry.

Many will know the old Sandy YC that hosted the 2006 World Championship; this has now been completely replaced with a new building and spectacular hardstand facilities that forms the Melbourne base for the class. In the future we look to Melbourne to once again host international J/24 regattas.

Melbourne is also leading the way in developing a strategy for the future. Two Js have been purchased privately, specifically for youth sailing, with crews being selected this summer from our "Off the Beach" dinghy club area to benefit from this new sailing pathway into keel boats. This model has also been duplicated around the country. South Australia has been bolstered with all keelboat clubs now using J/24s for their training of new sailors, and this will lead to an influx of new sailors to the class.

The most exciting thing is the inclusion of some of Australia's best juniors in different events. The St Michael's College team not only won the Australian National High School Championship but then hopped straight into an old J/24 and dominated the Port Line Cup Regatta. The youngsters won the Ice Breaker series outright and the J/24 Division both on line honors and handicap scoring!

Looking to the future, the J/24s will venture to the historic inner Port Adelaide wharfs in early October for a short course regatta, the first of many planned for the coming year. Racing will be on 300 meter courses and will be part of the Port Festival, with spectators only a few meters away from all the action. In addition, a Junior State Keelboat Championship will be held in May 2012 with J/24 South Australia continuing its strong commitment to junior development.

Sydney, too, is on the move to entice the youth and the young women into the class with the state association purchasing a boat specifically for that purpose. In South Sydney the class is growing at Cronulla where a keen group is building new momentum for class racing and a mid-winter regatta. On Sydney's picturesque harbor, the class races from several clubs and combined racing is being planned for a regular racing series. However, boat storage continues to be a problem with many boats being wet sailed.



Courtesy AUS-JCA



Courtesy AUS-JCA

In Tasmania the Hobart fleet is also undergoing a revival with some new blood and members keen to compete on the mainland. For those on the other side of the globe, Hobart is probably one of Australia's most spectacular places to sail and is home to the Sydney-Hobart yacht race finish. At the other end of the country the fleet in Cairns in FNQ (Far North Queensland) is also slowly growing with new boats and a regular "Sun Drenched" tropical class regatta that many of us in the south are keen to do.

Upcoming regattas are the various state regattas, the big Geelong Regatta in Victoria, and National Championships in Adelaide in March. Planning continues for another Asia-Pacific Regatta to which Australia invites overseas competitors. Details are to be published in the next month or two. Why not come to Australia for a sailing holiday!

2011 J/24 Australian National Championship Results

Middle Harbour Yacht Club, Sydney, Australia

January 11-14, 2011

Pl	Sail	Boat	Helm	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total
1	4483	DEATHSTAR	Sean Kirkjian	3	2	[4]	2	1	1	3	1	1	1	15
2	5085	SAILPAC	Neville Wittey	1	1	2	1	5	[17]	2	2	3	3	20
3	4811	LUNATIC ASYLUM	Sean Wallis	4	3	1	5	[6]	2	1	3	2	2	23
4	4801	ACE	David West	9	6	3	7.5	2	4	[11]	6	11	4	52.5
5	4793	INNAMINCKA	Robert Crawford	2	5	13.5	3	3	7	4	4	[16]	16	57.5
6	5247	STARPAC	Hank Beyer	10	4	7	[12]	7	5	10	9	5	5	62
7	1324	KICKING BOTTOM	Ron Thomson	7	11	6	4	13	8	9	5	6	[15]	69
8	4787	MAKE MY JAY	Simon Grain	8	13	8	10	[14]	3	6	8	9	6	71
9	4786	J-SPOT	Adam Kelly & Scott J	[15]	10	13.5	6	9	9	5	13	4	7	76.5
10	4770	KAOTIC	Janette Syme	5	[15]	11	11	10	10	8	7	7	11	80
11	4857	CODE VIOLATION	Peter Stevens	11	12	9	7.5	4	12	12	10	[15]	9	86.5
12	4439	WAVECUTTER 11	Graeme Thorburn	6	8	5	[15]	8	11	14	15	12	8	87
13	5220	PACATAACK	Terry Wise	14	7	12	13	[16]	6	7	14	13	10	96
14	4773	MADDER N BADDER	Chris O'Neill	12	9	10	9	12	[17]	15	12	8	12	99
15	2663	GOOD COMPANY	Robin Townsend	13	[16]	15	14	11	13	13	11	10	14	114
16	71	BLUE JAY	Brian Whitbourne	[16]	14	16	16	15	14	16	16	14	13	134

Sailing School Students Mix It Up with J/24 Legends



Jenifer Wells

By Jenifer Wells

A few Aussie legends are getting a bit long in the tooth and it was time to say thanks, have a party, and some friendly racing



Jenifer Wells

The October long weekend means one thing to serious J/24 sailors and students. the NSW State Championships hosted by the Gosford Sailing Club. This iconic event, as usual, attracted a strong fleet for the NSW State Championship for the eight race event. The seven Pacific Sailing School boats were joined by competitors from NSW, Victoria and South Australia to create some exciting racing for the 27 competing boats. The event was generously sponsored by many companies including UVEX, which provided a pair of sunglasses for every crew member in the Regatta.

This year the NSW J/24 Association added a twist to the Regatta. Following the State Championship, 18 "J/24 Legends" took up the helm to compete in the Legends Regatta on the holiday, Monday. Sailors must have won a national or world J/24 championship to qualify as a Legend.

The Legends were introduced at the popular Sunday night dinner by MC Rob Mundle, who presented each one with a J/24 Legends Musto vest. The Legends ranged in age from mid-30s to mid-60s. The next day the competitive spirit was

palpable as the Legends met their respective crews, some of whom were shaking off the dust after a rather big night at Terrigal Crowne Plaza. Six Pacific Sailing School boats were helmed by Legends - Mark Bethwaite, Murray Walters, John Crawford, Ian MacDiarmid, Paul Charlton and Rob Mundle – and the final boat was helmed by Olympian and multiple World Champion sailor Neville Wittey. This gave the students a rare opportunity to learn from some of the best J/24 sailors, many of whom have also excelled in other classes, from national and world titles to Olympic medals and America Cup campaigns.

Some of the Legends may have aged a little, but it did not dampen the fierce competition in the starts for the two Memorial Races dedicated to two late J/24 Legends—Andrew Short and Ian Bashford. Under overcast skies in a 10-15 knot breeze, the fleet aggressively attacked the starting line resulting in numerous general recalls in both races. The dreaded black flag was eventually flown to ensure that the fleet could finally start. Neville Wittey summed it up after the races. "The starting line was like the tiger pit at Taronga Zoo. I'm just glad there were no insurance brokers around as they would have wet their pants."

The first race was won by J/24 National President Simon Grain in *Make My Jay*. The second race was very convincingly taken out with a hefty lead by Neville Wittey onboard school boat *Sailpac*. "It was a bit of fun and a great idea to bring all these people together," Neville said. It had been four years since he had sailed a J/24 and he has been

a strong supporter of the annual Gosford Regatta. Neville also said that it was an interesting exercise to team up with a crew he didn't know – all Pacific Sailing School students. "I didn't know what experience they had and it was great to see the crew develop and improve, both individually and as a team."

Pacific Sailing School principal Terry Wise surprised Mark Bethwaite at the Sunday dinner by announcing that Mark would be competing in his "own" boat – that is, the very boat he sailed to victory in the 1982 J/24 World Championships. "It was the first time I had sailed a J/24 since the '82 Worlds," said Mark. "What a surprise to step back in to the very same boat!" Having sailed for 55 years Mark was slightly bemused that one of his crew had undertaken her first introductory sailing lesson less than a week before the Regatta. However he was full of praise for her and the rest of the students.

The disparity in sailing and racing experience was noted by Rob Mundle as he presented the prizes to the winning crews. Rob loved the idea of the Legends Regatta, as well, and was full of praise for the J/24 Association, the Gosford Sailing club, the sponsors and crews. But he was a little concerned about Terry's suggestion that the class run another Legends Regatta in 20 years time. "Terry, I'm 64 and so is Bob Hagan. I'd suggest 10 years is a slightly more realistic goal!"

Our thanks to our major sponsors MUSTO and UVEX and with the many other sponsors donated gear worth gear in excess of \$50,000.



Tight racing at the J/24 National Championship in Melbourne, Australia.

BAR-JCA—Barbados



By Greg Webster – Barbados J/24 Class

2011 Barbados National Championship Series

The Barbados J/24 Class has continued to grow each year and currently boast 14 boats in the country. In additions, the 2011 National championship series included competitors from Grenada and St. Vincent, which increased the size of the fleet and level of competition.

The National Championship Series took place over the course of the entire sailing season, from January to July and included eight different regattas with two drops. In the end, the 2011 National Champion was *Hawkeye*. This team has continued to perform consistently at a high level and has retained the crown now for three straight years. They won 3 of the 8 regattas and finished 2nd once and 3rd twice to seal the championship series. Over the series, there were 5 different regatta winners, but consistency has still proven the key.



Paul Johnson and his crew from Sumtin's Happ'nin' hold the J/24 Southern Caribbean Championship Trophy aloft in Bequia 2011

Barbados 2011 First Citizens J/24 Open Championship

This annual event is now in its fourth year. Participation from the Southern Caribbean has been good, but we are still looking to attract international competitors from the Northern Caribbean, USA, Canada or Mexico. But the continued growth of the fleet in Barbados and the level of improved competition have attracted the many regional competitors to this fun event. This particular regatta included races along the Southern Coast Boardwalk, allowing the boats to enter shallow waters next to the boardwalk – at a depth of only 6-8 feet deep. Sailing close the shore has been well received by the event sponsors as well as the general public, who get a chance to see sailing s a spectator sport. Sponsorship interest continues to grow for this popular event. This year's championship was won by a local Barbadian boat *Esperanza*.



The Barbados J/24 Class uses this event, bi-annually, to raise awareness for some of our local charities, especially children's charities. Despite the economic recession we have been able to raise in excess of \$132,000 USD in the two years of competition.

2011 Southern Caribbean J/24 Championship

The Bequia Heineken Easter Regatta has been in existence for some time and since 2005 has given J/24's our own division and race courses. Over the years it has evolved to become the premier event that attracts the largest fleet of J's from the largest number of islands. This year the event was also used to determine the J/24 Southern Caribbean Champion. Boats from four countries (St. Lucia, Barbados, St. Vincent, and Grenada) were sailed or shipped to Bequia to compete for the title.

After three days of very competitive sailing, we crowned a Barbados boat Sumtin's Happenin helmed by Paul Johnson as the 2011 Southern Caribbean Champion. Coming from behind after the penultimate race, Johnson and his team performed some outstanding tactical sailing to finish two boats ahead of their main competition, winning the overall regatta and championship title. Second overall went to another Bajan boat Fadeaway and third to Diehard from Grenada.

It was a brilliant event, with great sailing and lots of fun 'Caribbean Style.' And we expect it to be larger next year as the regional fleet recovers and more competitors return to Bequia. In fact the regatta organizers are looking for a 15-20 boat J/24 turnout next year in Bequia, to be held on the 5th-9th of April 2012. This would rival Barbados for the biggest J/24 turnout in the Southern Caribbean.



Wilfred Dederer, courtesy Bequia Sailing Club



Wilfred Dederer, courtesy Bequia Sailing Club

J/24 Southern Caribbean Championship Results

Pl	Boat	Country	R1	R2	R3	R4	R 5	R 6	Tot
1	Sumtin's Happ'nin	Barbados	4	1	2	6	1	2	16
2	Fadeaway	Barbados	3	3	3	1	2	4	16
3	Die Hard	Grenada	2	2	4	2	4	5	19
4	Saltfish	St. Vincent	1	5	5	5	3	3	22
5	Jabal	St.Lucia	6	6	1	3	5	6	27
6	Loose Cannon	St.Lucia	5	4	7	4	7	7	34
7	Claudio Vogul	St.Lucia	8	7	8	7	6	1	37
8	Attitude	St.Lucia	7	8	6	8	8	8	45
9	Becouya	St. Vincent	10	10	10	10	10	10	60

BER-JCA—Bermuda



Bermuda's J/24 fleet played host to international crews from the U.S., Canada and the U.K. in spectacular conditions on the water and a full schedule of social activities shore-side during the Bermuda International Invitational Race Week, May 1-6, 2011. The Race Week is an annual sailing competition hosted by the Royal Bermuda Yacht Club. The event is one of the sporting and social highlights of the year for the sailing community in and around Bermuda.



With near perfect racing conditions, which even saw a few capsizes during one of the windy days, the talk on the dock was the mid-week party hosted and organized by the Bermuda J/24 Class. It was a great time for crews to exchange stories, knock down a few Dark-n-Stormies and relax in one of the best sailing locations on earth. Thirteen races were completed, with perennial Race Week competitor Trevor Boyce taking home the coveted trophy. The challenge has been laid for future J/24 regattas and we encourage anyone interest in coming to our island paradise to contact the class at executive@J24.bm.



The Bermuda J/24 class has also been instrumental over the past several years in spearheading the revitalization of sailing in Bermuda, most notably through their hosting and coordinating of The Bacardi sponsored Wednesday Night Racing Series. This series takes place over 20 consecutive weeks during the summer with an emphasis on fun casual racing and great apres' sail evenings at the Royal Hamilton Amateur Dinghy Club. It is certainly the highlight of the summer with over 50 boats competing throughout the season.

The Bermuda J/24 Class is run by a dedicated group of volunteers whose objectives are to create an environment for great, competitive racing and bring fun back to sailing. Over the years they have introduced hundreds of people to our great sport and have ensured those people have had experiences that they will never forget.



2011 Bermuda International Race Week Results

Pl	Sail	Helm	1	2	3	4	5	6	7	8	9	10	11	12	13	Net
1	BER 3942	Trevor Boyce	1	1	2	1	1	3	1	2	4	3	RAF	1	1	17
2	GBR 4270	Roger Morris	2	4	3	3	2	1	4	5	1	1	3	3	2	25
3	BER 3158	Pete Ramsdale	3	2	4	6	3	RAF	3	1	3	2	2	2	3	28
4	CAN 3424	Sean Mc Dermott	4	7	1	2	DNS	2	2	3	2	5	1	4	4	30
5	USA 556	Brent Ellwood	6	5	5	4	4	DNC	5	4	5	6	4	7	DNC	55
6	GBR 4266	Bill Pollock	5	3	6	5	DNS	DNC	6	6	6	4	5	5	5	56
7	BER 9	Roger McLaughlin	7	6	7	7	DNS	DNC	7	7	7	7	6	6	6	73

CAN-JCA—Canada



Courtesy CAN-JCA

2011 J/24 Canadian National Championship

The first day of racing on Friday of the Canadian Nationals was held in quite light air, blistering sun, and warm temperatures. The RC managed to complete one race and then by 2:00 the wind shut off completely. With an AP over H displayed, the fleet went back to shore for shade, a dip in PCYC's pool, and re-hydration at the bar. By 4:00 a line of wind was spotted coming over the lake from the southwest, so the fleet headed out and were able to squeak in one more race. The committee shortened the course, but it was a hard slog up and down, and by the time the last

boat had finished, the fleet ensured it had had enough. At the completion of day-one, it looked like Rossi Milev sailing *Clear Air* was a leader to be reckoned with, scoring a 2-1 to lead over Peter Wickwire's team on *Sunnyvale* with a 1-3. Just off the pace was Tom Barbeau's *Navtech.ca* with a 4-2.

Saturday, the forecast called for very light air and the fleet wasn't too optimistic. However, the wind filled in and by 11:00 there was 9 knots of breeze coming from the east. RC started promptly to make the best of the wind while it lasted. On the next two races, a persistent shift caused the race committee to fly a 'charlie' + green flags at the top end to indicate the



2011 Canadian National Champions.

leeward gates were shifted course-side left. By the third race the wind had dropped substantially, but the waves and slop did not. Still leading after this long day on the water was Milev with a 1-2-2 followed by Wickwire with a 3-1-11 and Scott Weakley's Rex team working on the comeback trail with a 13-3-1.

By 4:30 Saturday, the fleet was back on dock folding sails and finding shade. The wind had completely died so calling it quits was the right call. The fleet was definitely dehydrated and looking forward to the party Saturday night where PCYC put on a great BBQ spread with salads and desserts, and plenty of beer flowing from the taps. By the end of racing on Saturday five races had been completed for the regatta, and requirements for a series were complete. In an attempt to get more races in, a change to the sailing instructions was made and Sunday's race would start at 10:00 instead of the scheduled 11:00.

Sunday morning dawned with a good breeze and the fleet took off to get in two races before the time expiration for the start of the last race. After scoring a 5-5 and holding his principal competitor back, Rossi Milev's team on *Clear Air* from the local J/24 fleet at Port Credit YC were declared 2011 J/24 Canadian National Champions, winning with just 13 points after their throw-out race. Second was Peter Wickwire's Sunnyvale crew from Royal Canadian YC with 21 points. Third was another local boat, Scott Weakley's Rex team from PCYC with 28 points, winning a tie-breaker over



Courtesy CAN-JCA

Tom Barbeau's Navtech.ca team from Yacht Club Quebec also with 28 points for fourth place. Fifth was the first woman team skipper, Katie Colman-Nicoll, sailing *Quick Nick* for the host PCYC. In the end, the best sailors had emerged at the top, despite the challenging conditions of the three days. Everyone enjoyed the parties and the camaraderie, and especially the team and boat photographs that each competing yacht received.

Canadian National Championship Results

Pl	Boat	Sail	Helm	R1	R2	R3	R4	R5	R6	R7	Tot	Net
1	Clear Air	2827	Rossi Milev	2	1	1	2	2	(5)	5	18	13
2	Sunnyvale	3599	Peter Wickwire	1	3	3	1	1	(16)	2	37	21
3	REX	4865	Scott Weakley	6	8	(13)	3	1	1	9	41	28
4	Navtech.ca	4260	Thomas Barbaeau	4	2	5	7	3	7	(24 BFD)	52	28
5	Quick Nick	3707	Katie Coleman-Nicoll	5	6	(11)	8	7	3	3	43	32
6	Drivers Wanted	1964	Ted Barlewski	15	(18)	2	5	5	2	4	51	33
7	Roo	270	Phillip Williamson	9	7	8	4	6	(14)	1	49	35
8	Pura Vida	4468	Jeff Moodie	7	5	9	10	4	11	(24 BFD)	52	46
9	Whiplash	5275	Brandon Lambert	10	(23)	6	12	8	6	6	71	48
10	Mild 2 Wild	3913	Peter Dixon	(16)	12	7	5	12	4	10	67	51
11	Adrenaline Rush	4331	Greg Blunden	3	13	4	16	(22 SP4)	8	12	78	56
12	A1	2577	Thomas Taylor	13	4	10	13	(20)	10	7	77	57
13	Taz	4140	Nick Jako	8	11	12	11	(16)	15	8	81	65
14	Toxic Avenger	3524	David Walters	19	10	14	8	15	(21)	13	101	80
15	Tyke	3207	Joe MacDonald	14	14	(22)	15	9	19	11	104	82
16	Cluster	2728	Matt Kenny	18	17	(19)	14	10	13	17	108	89
17	Warrior	3939	Keith Riley	(21)	9	2	17	18	12	15	112	91
18	Syndicate	2709	Rick Sherk	20	20	(21)	18	14	9	18	120	99
19	Puff Daddy	1734	Taylor Grant	17	16	15	19	(22)	18	14	121	99
20	High Strung	2767	David Cobbett	11	(21)	16	20	21	17	21	127	106
21	The Peace-maker	3374	Lee Grant	12	19	(23)	21	19	22	20	136	113
22	Premature Grey	3366	Stephan Blais	22	15	18	(23)	17	23	19	137	114
23	Black Pearl	4136	Eriks Kalvins	(23)	22	17	22	23	20	16	143	120

FRA-JCA—France



Courtesy FRA-JCA

2011 French Open National Championship

By Aorelian Garcia

Despite the fact that the Italian team was the only foreign competitor, the 2011 French Open National Championship was a very interesting and exciting event. Held at the Yacht Club Crouesty Arzon in Arzon, France on August 27-28, the regatta attracted only 10 boats but the level of competition was extremely high on the water. The Italian team, representing the military marines, was very impressive, with a good speed and no tactical errors. The boat, helmed by current Italian National Champion Ignazio Bonanno, won all the races except the last one, which was finally won by Marta - FRA 3403.

The sailors were met with a variety of conditions over the 3-day regatta with medium winds the first day, strong winds the second day (gusting over 22 knots) and finally light winds on the last day, providing for some very tactical racing in the oscillating breeze. The race committee did a fantastic job of adjusting to the changing conditions and allowing the competitors the most racing possible.

The sailing on the water was competitive and exciting for all the teams with close racing throughout. And on shore the local organizers provided very nice accommodations for the sailors. After Friday's two races, the French J/24 Class offered cocktails to all the teams. Following Saturday's four races the sailors enjoyed an evening barbecue for all the J/24 teams, as well as the teams from a classical race. It was a very happy night.

2011 French Open National Championship

Place	Sail	Helm	Boat	Total
1	ITA 416	Ignazio Bonanno	La Superba	7
2	FRA 3403	Pierre Lemaistre	Marta	17
3	FRA 3231	Luc Nadal	Anthologie	27
4	FRA 4226	Herce Francois	Majic	28
5	FRA 4934	Aorelian Garcia	Jaguar	30
6	FRA 5148	Charles Gury	Jinette	38
7	FRA 4032	Erwan Richard	J'Adore	44
8	FRA 4118	Le Marec	El Nino	58
9	FRA 4181	Le Turquais	Jour J	62
10	FRA 4357	Penny Aubert	Julia	77



Courtesy FRA-JCA

GBR-JCA—Great Britain

UK J/24 Spring Cup

The UK J/24 Spring Cup was held on the second weekend in April, in beautiful sunny weather, just outside the break-water in Plymouth Sound. With 16 entries the competition promised to be challenging.

Saturday saw ideal conditions with sun, a slight swell and 12-15 knots of breeze from the east. Four one-hour races were sufficient to give everyone a good workout – as was evident from the amount of back-stretching going on in the bar of the Royal Western afterwards. Sunday proved more challenging for the race committee with absolutely no wind and not a ripple in sight, except for a few splashes from the visiting dolphins. Patience prevailed though, and the sea breeze filled in enough to give us two races in a light, but sailable wind.

As for the results: Saturday was dominated by *Stouche* with first place in three out of four races, with *Jeli* preventing Mr. Jardine from a straight run of bullets. The second day also featured *Stouche* near the front, however, this time she was held off the top spot, first by Stevie Wassell in *Dogs Jorrocks* (who we are very happy to see back in the fleet) and in the second race of the day, by Darren Stansbury in *Chaotic* (who we are very pleased to welcome to the fleet.) In the overall results, *Stouche's* run of firsts gained them first place overall.

Thanks must go to the Royal Western Yacht Club for hosting the regatta and especially to Mike Pearson and the whole team on the race committee who provided us with excellent racing.

Spring Cup Results

Pos	Sail No	Boat Name	Helm	R1	R2	R3	R4	R5	R6	Pts
1	4215	Stouche	Stuart Jardine	1	2	1	1	-3	3	8
2	4270	Jolly Roger	Roger Morris	-11	4	2	6	5	2	19
3	4260	Jeli	Stig McDonald	3	1	3	5	-9	9	21
4	4497	Djinn	Adrian Bennett	6	5	4	2	-13	4	21
5	4232	Boomerang	Jim Anderson	5	-9	5	4	2	8	24
6	4271	Jawbreaker	David Cooper	-10	7	6	3	4	5	25
7	7207	Dogs Jorrocks	Stephen Wassell	8	-10	8	10	1	6	33
8	4027	Jiggy With It	Shane Hewlett	4	6	9	7	-12	7	33
9	4254	Ju Ju	Rob Clark	9	3	7	12	8	-14	39
10	4147	Hijack	Mark Lewers	7	-13	11	13	6	11	48
11	4206	Jam Too	Austen Davies	13	8	12	-14	11	10	54
12	4064	Legal Alien	Nick McDonald	2	12	(OCS)	8	DNS	DNS	56
13	4248	Chaotic	Darren Stansbury	(DNS)	DNS	15	DNS	7	1	57
14	4026	Just The Tonic	Ed Warren	-14	11	10	9	14	13	57
15	4251	Italian Job	John Gorman	12	-14	13	11	10	12	58
16	5647	Jetlag	Robin Price	15	15	14	15	(DNF)	DNS	76

J/24 UK National Championship

Weymouth Sailing Club July 7-10, 2011

By Ken Roebuck

The 2011 J/24 UK National Championships were held in conjunction with the Henri Lloyd Weymouth Regatta from July 7-10. *Serco*, with European Champion Nathan Batchelor on the helm, came well prepared and won the event. Their 16-year-old foredeck and local Laser sailor Sam Barker complementing the otherwise very experienced crew of Bob Turner, Adam Bowers and Ian Brown.

Reloaded, in second, dropped a place from last year. Gareth Robinson was on the helm with crew of Mark Penfold, Damien Thomson and Max & Martin Holzer, who came over from Sweden for the event.

Stouche, as ever superbly helmed by Stuart Jardine, finished third overall. Jardine managed to persuade his son

Mark and friend James Holah to compete, along with his two old(ish) regular crew, Kenny Roebuck and Graeme Love. This was Stuart's last competitive J/24 event in the UK, as *Stouche* has been sold to an Irish team so did not return after the Europeans in Howth.

We lost Friday to the weather, with all racing abandoned. However, all the fleet had a hard day's racing on Saturday, completing four races in 20-25 knots of wind. After the racing, *Jiggy With It*, the only Westerly in the fleet, hosted a pontoon gathering that was welcomed by all for a bit of banter and beer. In Sunday's more manageable 8-10 knot breeze, we had Mike Street on *Jacobite* winning his first race at a nationals in race 7 and then Andy Taylor on *Hitchhiker* winning race 8. Next year's Weymouth Regatta will be the 13th-16th July and all can be assured the J/24's will be back.

Overall Results:

Pl	Sail	Boat	Helm	R1	R2	R3	R4	R5	R6	R7	R8	Pts
1	GBR 4247	Serco	Bob Turner	1	1	1	2	1	2	-7	6	14
2	USA 4265	Reloaded	Mark Penfold	2	4	3	1	2	3	-9	5	20
3	GBR 4215	Stouche	Stuart Jardine	4	2	2	3	3	4	-6	3	21
4	4177	Hedgehog	Darren Stansbury	7	3	5	4	-15	5	2	4	30
5	GBR 4270	Jolly Roger	Roger Morris	3	-13	6	8	6	11	4	2	40
6	GBR 4271	Jawbreaker	David Cooper	11	6	4	5	8	1	-13	8	43
7	4242	Hitchhiker	Andrew Taylor	14	11	-15	6	11	6	8	1	57
8	GBR 4232	Boomerang	Jim Anderson	-12	8	7	10	7	8	11	11	62
9	4259	Jacobite	Mike Street	13	12	-14	9	10	10	1	10	65
10	GBR 4254	Juju	Rob Clark	5	14	9	7	14	(DNS)	3	13	65
11	4027	Jiggy With It	Paul Williams	9	-16	13	16	5	7	10	7	67
12	4194	Jeepers	Alex Knight	10	5	10	15	4	12	15	-16	71
13	GBR 4260	Jeli	Stig Mc Donald	6	9	11	11	DNF	(DNC)	5	15	73
14	4252	Jumanji	Brian Downing	8	7	12	14	9	14	-16	14	78
15	GBR 4266	Flying Colours	William Pollock	-15	ZFP	8	13	12	9	12	12	79
16	GBR 4153	Jam	Tim Brouard	-16	15	16	12	13	13	14	9	92

GER-JCA—Germany



By Jan-Marc Ulrich, President

The German J/24 Class had 16 regattas on their racing calendar for 2011—12 national and six international regattas. Turnout has been strong with 37 boats frequently taking part in our events.

We had a good start to the season with two regattas in Italy early in the year. Eight boats from Germany, which was the highest number ever, drove the 2,000 km for four days of sailing. Our Italian hosts welcomed us with friendship, great regattas and a beautiful venue – so we expect a high number of boats to come back in 2012.

In May seven boats competed in the Dutch Spring Cup, which is a tradition for more than a decade now. Just two Dutch teams competed, so this regatta was not counted for the German ranking list, which requires ten competing boats. After some small regattas in the region of Hamburg, we held our National Championship on a lake in Berlin. Berlin, with more than 120 sailing clubs, is a growing market for us, as the chairman of the Berlin Sailing Federation bought a J/24 this year

and is working to convince more clubs to buy J/24s. We had highly competitive racing in light winds with the ladies only team, *Vega*, finishing 2nd just behind the regatta winner Kai Mares, who is now the German champion. Unfortunately, no foreign teams attended the German Open 2011. Additionally no German team could compete at the Italian Nationals as they were held the same weekend.

In June we had our biggest regatta, the Kiel week, with 35 J/24s at the starting line. Two Swedish teams and Maurizio Santa Cruz from Brazil were also in attendance. Racing was very close and going into the final race, seven teams were in position to win the series. Finally, in September

eight teams went to the BMW J/24 European Championship in Howth, Ireland with five German teams finishing in the Top 12. Unfortunately, two of our teams had to cancel their travel plans shortly before leaving and our two highly competitive ladies teams were not able to attend this event. We expect them back in 2012.

In 2012, the German Nationals will be held at Boltenhagen at the Baltic Sea on September 7-9, 2012. We have already arranged a nice package for the sailors with our long time partner Manroland. If you are considering coming to compete, please contact us. We are happy to support you with a charter boat, accommodation and logistics.

J/24 German Open Championship 2011

Berlin, Germany (Wannseewoche) • June 3-5, 2011

Pl	Sail	Helm	1	2	3	4	5	6	7	Total
1	GER 5420	Kai Mares	1	4	-7	3	4	5	1	18
2	GER 5266	Stephanie Köpcke	-9	3	3	2	5	4	2	19
3	GER 5412	Frank Schönfeldt	6	6	1	-12	3	1	3	20
4	GER 5210	Frithjof Schade	2	-15	5	1	6	3	5	22
5	GER 5381	Stefan Karsunke	3	8	14	4	1	8	9	33
6	GER 5282	Dirk Strelow	5	2	4	10	(ocs)	2	10	33
7	GER 5440	Matthias Garzmann	-16	1	15	7	7	6	16	52
8	GER 5281	Jan Kähler	7	-13	11	8	8	12	6	52
9	GER 4785	Stephan Mais	11	-16	16	6	2	16	7	58
10	GER 5316	Johann Huhn	12	-14	9	13	9	10	8	61
11	GER 3634	Paul Preuß	4	10	6	5	(dnc)	dnc	dnc	67
12	GER 5330	Max Augustin	-18	5	10	17	12	9	14	67
13	GER 5386	Till Pomarius	17	-19	13	11	16	7	4	68
14	GER 4495	Peter Langhans	8	18	8	14	11	(ocs)	11	70
15	GER 4264	Michael Langhans	10	-20	2	16	18	13	13	72
16	GER 5313	Ragna Thönnessen	14	7	12	19	10	15	(dnc)	77
17	GER 49	Marc-André Christiansen	15	-17	17	9	14	11	15	81
18	GER 4839	Martin Maschnitz	19	11	-20	18	13	14	12	87
19	GER 2	Corina Thiermann	13	12	18	-20	17	17	17	94
20	GER 5269	Lars Häger	20	9	19	15	15	18	(dnc)	96

Alterglocke Regatta in Germany

Maybe you have sailed all seven oceans or around the world – but you've definitely missed something if you've never sailed the Alsterglocke. This fun-regatta takes place every year in October on Lake Alster in Hamburg, Germany. It is a handicap regatta for up to 80 dinghies and keel-boats and every boat has to enter with two full crews!

The Alster is one of the most attractive places in Hamburg, as it is a piece of nature in this city of two million people. Thousands of runners, cyclists and inline skaters can be seen rounding the 7.4 km Alster every day. But in the middle of October the spectators can't believe their eyes when 80 boats of all sizes and types are racing up to 12 to 14 laps on the Alster. After every lap each boat, no matter if it is a Laser or J/24, has to change the full crew! To do this the boat has to pass by a wooden jetty and all the sailors have to enter and leave the boat at the same time by jumping. This happens with all sails up, just eased so as not to lose too much time.

Depending on the wind the crew on the dock has some free-time in between sailing rounds and luckily the sailing club is there to accommodate – offering hot wine, beer and snacks for the sailors on shore. Normally the racing starts like a normal regatta with each boat fighting for position and trying to pass the boat ahead on this difficult to sail lake. But

after a few laps (i.e. beers) the mood somehow becomes much more relaxed and the main focus turns to the crew-change, which somehow (i.e. beers) has become more and more difficult. Every year several crewmembers seem to misjudge the right moment to jump and end up in the cold water of the Alster.

17 J/24s have already entered for the 2011th edition of the Alsterglocke, which means 34 crews or 170 sailors – fun is guaranteed! Everyone is welcome to come see this event for themselves and to join in the fun. If you want to take the challenge contact us, the German J/24 Class Association, and fly-in with your team. www.j24.de.



Sailing the Alsterglocke on Lake Alster in Hamburg, Germany.

Johann-Nikolaus Andreae



The Alsterglocke crew change at the dock.



Johann-Nikolaus Andreae

HUN-JCA—Hungary



Makai Gabor at the helm of NordTelekom.

Courtesy HUN-JCA



Courtesy HUN-JCA

By András Alibán – HUN-14

The Hungarian J/24 fleet is closing an ambivalent season. Though there were fewer boats at the National Championship than last year, the competition was fierce and the level just got higher. Let's see all this in details.

Sailing started in February when *NordTelekom* (HUN-14, skippered by Gábor Makai) attended the Primo Cup in Monaco. Unfortunately the wind wasn't cooperative that weekend and the prize-giving ceremony was held after only one race (and even that was shortened.) On the other hand,

the Hungarian newcomers had time to chat with the "old ones" in the fleet and had the chance to learn from them. *Zulu* (skippered by Máté Kakas) participated in TAN (Trofeo Accademia Navale) in Livorno, Italy, and after eight races finished 11th in the 42-boat strong fleet. The team came home but the boat stayed in Italy serving Farkas Litkey and his crew at the Pasquavela in Argentario, Italy.



Courtesy HUN-JCA

After seven races they finished in eighth position out of 32 boats. The international competition didn't end there. In September, *Naviscon* participated in the European Championship at Howth, finishing 13th out of 42.

The home season started in mid-April with some training and the first regatta of the season – the One Design Trophy at Balatonkenese. The second stage was held at Csopak followed by the third at Balatonföldvár, both with strong winds. At the end of July we returned to Balatonkenese for the National Championship where 16 boats gathered together. Ten races were planned and as we had luck with the weather all were held within the three days. Farkas Litkey and his team won the regatta and became national champions for the second year in a row. After a break from racing during the late summer, the fleet again returned to Balatonfüred for the fourth stage of the One Design Trophy on the second weekend of September.

Racing opportunities don't end here in Hungary. After the official start of the season for keelboats in May there

are many chances to participate in "offshore" or so called "tour-races." The biggest and best known is Kékszalag or "Blue Ribbon," where the aim is to navigate around Lake Balaton, a distance of some 160 km. 589 teams emerged on the starting line, 15 of them were J/24s. Seven of them finished the race, the others were forced to retire due to different reasons mostly caused by a storm hitting the fleet on the first night of the race.



Courtesy HUN-JCA

The third chance to race were the Friday Regattas, organized by Kenese Marina Port at Balatonkenese. The seventh edition of this unique series saw 15 teams attending at least one of the eight qualification rounds. Six teams got to the finals, which is an eight race series. Szabolcs Detre (an Olympic Bronze medalist in the Flying Dutchman in 1980) and his team sailed very confidently, taking first place and winning the use of a car for an entire year.

The end of season in Hungary is getting closer but we're planning to race until the end of October. After that? We'll wait for the next season...



Courtesy HUN-JCA

J/24 Hungarian National Championship Results Balatonkenese, Hungary July 27-31, 2011

Rank	Boat	Sail	Helm	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Net
1st	Naviscon	HUN-11	Litkey Farkas	1	1	1	3	1	1	1	1	(17 DNS)	(17 DNS)	10
2nd	Compass-Imi Jé	HUN-7	Székely Antal	2	2	2	(7)	2	(6)	4	4	1	3	20
3rd	North Sails	HUN-77	Nagy R. Attila	(10)	4	3	(8)	4	3	3	7	2	2	28
4th	Zulu	HUN-64	Kakas Máté	(5)	5	4	1	5	(9)	2	5	4	4	30
5th	Sagem	HUN-8	Sarina Róbert	6	(10)	5	2	6	2	5	6	5	(12)	37
6th	Seiran	HUN-3	Kaiser Kristóf	7	7	(8)	4	3	4	6	2	6	(17 DSQ)	39
7th	NordTelekom	HUN-14	Makai Gábor	3	6	(12)	11	(13)	8	9	3	3	1	44
8th	Jenesis	HUN-78	Szabó Péter	4	(17 DSQ)	9	5	7	5	10	(12)	11	6	57
9th	BYC Fanatics	HUN-2	Hercsel Erik	8	3	7	9	11	7	(12)	8	8	(17 DNF)	61
10th	Euphemia	HUN-203	Madarász Tamás	9	8	6	6	(12)	(12)	7	9	9	8	62
11th	Big 5	HUN-5	Gál Pál Zoltán	11	11	10	(12)	8	10	8	11	(12)	9	78
12th	J'korszak-Laurel	HUN208	Dr. Farkas Tamas	(15)	9	11	10	10	13	11	(14)	10	7	81
13th	Argentina	HUN-1	Kovács Zoltán	13	13	(15)	14	9	11	13	(17 DSQ)	7	10	90
14th	Bond	HUN-4	Kristóf Zoltán	12	(14)	13	13	(15)	14	14	13	14	5	98
15th	Jukebox	HUN-1622	Péter Tamás	14	12	14	(15)	14	(15)	15	10	13	11	103
16th	Uniquum Next	HUN-71	Pálinkás Gergely		16	15	16	16	16	16	(17 DNS)	(17 DNS)	(17 DNS)	129

IRL-JCA—Ireland

Exciting Year for Irish J/24 Fleet



Gareth Craig, fotosail.com

Irish National Champion Flor O'Driscoll.

By Graham Smith

Irish Fleet Prepares for Europeans with National Championships

Irish competitors in this year's BMW European Championships at Howth in September had an 8-race warm-up on Lough Erne over two days (August 13/14) at the Irish J/24 National Championships, sponsored by Waterways Ireland.

The defending champion Flor O'Driscoll and his crew on *Hard on Port*, retained their Irish title but they were pushed hard all the way by the two McCaldins, Mickey (*Murder Picture*) and son JP (*Jamais Encore*) from the host club. The eight-race championship was sailed in a wide variety of wind strengths, with rain showers a feature on both days and particularly heavy conditions for the final race.

O'Driscoll and crew started slowly by their standards with a 3rd and 4th while the McCaldins took it in turns to cross the line first. He got more into his stride in race three and five with bullets but had an OCS in race 4, ultimately his discard. Andrew Mannion of Lough Ree YC sailing *Jeb Stuart* won the fourth race comfortably while a former champion Stefan Hyde on *Kilcullen* took the last race of the day.

With the McCaldins the only major threat on the second day, O'Driscoll sailed two tactically clever races to ensure that neither could overtake his lead, finishing second to Mickey in race 7 and one place (4th) ahead of JP in the final race (won by Stefan Hyde again). After discards, he had a 7-point margin of victory, a reward for consistently finishing in the top three in six of eight races.

European Championships at Howth the big attraction

2011 was an eventful year for J/24 aficionados in Ireland as they had the small matter of a major international regatta on home waters in addition to their usual schedule of regional events and the National Championships in mid-August. The J/24 European Championships was hosted by Ireland's biggest sailing club, Howth Yacht Club, just north of the capital city Dublin. The club succeeded in securing much-needed sponsorship from the premier car marquee, BMW, for the six-day event. "We are delighted that a brand the stature of BMW agreed to support what is one of the most prestigious events on Irish waters in recent years," said Derek Bothwell, Chairman of the organising committee.

One of the major regattas in Ireland this year, the BMW J/24 Europeans attracted competitors from J/24 sailors in the UK, Holland, Sweden, Monaco, Italy, Germany, Greece and the USA. Racing took place over four days, from September 12-15. The Principal Race Officer was ISAF International Race Officer David Lovegrove while Bob Milner, of the UK, was chair of the International Jury.

Howth Yacht Club is no stranger to hosting big events, having previously hosted six World and European Championships in the past, most recently the 2010 Etchells Worlds. The BMW J/24 Europeans was certainly the biggest event in the programme of 22 local, national and international events staged by the club in 2011.

Howth Yacht Club also hosted last year's J/24 Irish National Championships, which attracted a fleet of 17 boats, most of whom took the opportunity to compete in the Europeans. That event was effectively an exhibition of how to win sailing

races on the second day of a regatta, with Flor O'Driscoll and his crew from the Royal St. George YC on Hard on Port deservedly winning the national title by the impressive margin of 19 points.

Three bullets on day two, including one which required coming from behind to outfox former champion Stefan Hyde by the final leeward mark, was sufficient to give the pre-event favourite the championship. O'Driscoll's cause was certainly helped when overnight leader and defending champion Mickey McCaldin was one of five boats 'black-flagged' on the first race start after PRO David Lovegrove imposed the penalty following a couple of general recalls.

That effectively ended the Ulster crew's challenge and it was followed by two other poor results, which ultimately dropped them to 6th overall. The black flag decision also had a significant impact on other overall results, with another Lough Erne entry, Diarmuid O'Donovan's Sayonara jumping four places to earn the runners-up spot, thanks to two second places and an 8th.

It was enough to edge past clubmate and J/24 Class President (and IJCA Vice-President) Robin Eagleson in Luder Too, who wasn't as effective as on the first day but did more enough to justify 3rd overall and also first in the silver fleet for the older boats. That four points separated second from fifth places overall indicates the closeness of one-design racing while Gordon Davies on the Jury Boat was kept busy over the two days maintaining rule observation on the water. The full 8-race schedule was completed, generally in fresh west-erlies, with the race management team complemented on their performance over both days, when strong tides were a significant factor.

2011 J/24 Irish National Championship Results

Pl		Boat	Sail	Helm	1	2	3	4	5	6	7	8	Total
1	Hard on Port	IRL 4794	Flor O Driscoll	3	4	1	(17 OCS)	1	3	2	3	34	17
2	Murder Picture	USA 4231	Michael Mc Caldin	1	7	5	4	2	4	1	-8	32	24
3	Jamais Encore	IRL 5278	JP McCaldin	2	1	-8	2	4	7	5	4	33	25
4	Kilcullen	IRL 680	Stefan Hyde	8	-9	4	6	3	1	3	1	35	26
5	Sayanara	GBR 4265	Martin Darrer	6	2	2	-10	5	2	4	5	36	26
6	Jeb Stuart	IRL 39	Andrew Mannion	5	5	-12	1	6	6	9	2	46	34
7	Crazyhorse	IRL 4533	Mossy Shanahan	9	8	9	3	9	5	-11	6	60	49
8	Jigalo	ISV 2329	Tim Rippey	12	6	3	9	-13	8	7	10	68	55
9	Jibberish	IRL 4384	Fergus O Kelly	4	3	11	7	8	10	13	(17 DNS)	73	56
10	Scandal	IRL 4212	Brian McDowell	11	10	7	5	11.5	(17 DNS)	6	7	74.5	57.5
11	Javelin	IRL 716	Stan Bradbury	7	11	10	8	7	9	10	(17 DNS)	79	62
12	Jacquerie	IRL 428	Tara Mooney	-15	15	13	11.5	11.5	12	8	9	95	80
13	Juvenescense	IRL 144	Brendan Gallagher	14	12	14	11.5	10	11	(17 DSQ)	17 DNS	106.5	89.5
14	Luder Too	GBR 4009	Robin Eagleson	10	13	6	(17 DNF)	17 DNS	17 DNS	12	17 DNS	109	92
15	Skipjack	IRL 3120	John Kane	13	14	15	13	14	(17 DNS)	14	11	111	94
16	Aquadizziac	IRL 1810	Finbarr Ryan	(17)	17	17	17	17	17	17	17	136	119

ITA-JCA—Italy



Courtesy ITA-JCA

2011 Italian National Championship

Marina di Carrara, Italy - Ignazio Bonanno, helmsman of ITA 416, *La Superba*, and his crew are the 2011 Italian champions, finishing in second place in the overall standings of the Open Championship held on the waters off the Tuscany coast from June 2-5. Representing the Naples Navy, Bonanno closed the championship with a flourish, winning the last two races that were sailed in the 41-boat fleet. The second Italian was the President of the Italian J/24 Class, Mariolino Fraia. Third went to Francesco Fulvio Cruciani at the helm of Massimo Mariotti's *Avoltore*.

In the open competition, the overall regatta winner was the Brazilian champion, Mauricio Santa Cruz, sailing one of the many *Bruschetta*'s that seem to be ubiquitous at J/24 regattas regardless of which continent they are held on. During the closing ceremony awards were also presented to the first female crew of Claudia and Roberta Speziale, Barbara Cao, Caterina Usala, Daniela Meloni, Irma Zolfino and Daniela Deplano from the Yacht Club Marinara.

The excellent regatta attendance, with over 40 participating teams participating, confirmed the enthusiasm for J/24 racing in Italy and the continued growth of the class. "For one-design racing, we want numbers and we are very pleased with the turnout here" said the Fraia during the awards presentation.

"This championship was very well organized and has

definitely confirmed the positive growth of a class and its widespread appeal throughout the world. I am very pleased, not only for the result of my team but especially for the hospitality and organization of the club here in Carrara." Among the 41 teams were representatives from 12 Italian fleets (Argentario, Alto Adriatico, Garda, Lario, Romagna, Anzio Nettuno, Puglia, Roma, Sardegna, and the Golfo dei Poeti) as well as four foreign teams from Brazil, Sweden, Monte Carlo and Great Britain.



The *Avoltore* team waiting for wind.

Courtesy ITA-JCA

2011 Italian National Championship Results

PI	Helm	Sail	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
1	Santa Cruz	BRA 37	1	1	3	1	1	2	2	1	10	(dns)	22
2	Bonanno	ITA 416	4	5	13	4	4	5	-26	2	1	1	39
3	Di Fraia	ITA 460	3	7	4	5	6	11	1	4	-12	5	46
4	Cruciani	ITA 501	5	14	9	(ocs)	3	1	3	3	4	8	50
5	Bertone	ITA 202	6	2	6	12	5	-13	12	7	8	4	62
6	Buiatti	ITA 479	14	3	1	21	20	-23	4	6	5	2	76
7	Delicati	ITA 470	17	6	15	11	2	9	15	9	-25	10	94
8	Diamanti	ITA 212	2	4	19	2	8	7	-23	23	19	15	99
9	Chiattelli	ITA 442	11	24	11	3	18	17	19	5	(dsq)	3	111
10	De Rossi	ITA 489	20	8	14	10	10	20	-25	8	3	18	111
11	Spreafico	ITA 243	(ocs)	13	25	7	25	15	6	10	2	12	115
12	Morris	SWE 330	16	17	5	-26	7	16	7	18	9	21	116
13	Stefanoni	ITA 503	18	9	8	15	12	-22	16	17	16	7	118
14	Rinaldi	ITA 487	8	10	2	24	13	4	24	-26	11	26	122
15	Gai	ITA 505	13	22	-26	8	11	3	10	21	18	19	125
16	Apollonio	ITA 371	22	19	12	18	-29	10	14	14	6	11	126
17	Frederiksen	MON 5452	10	11	16	34	-36	25	8	11	29	9	153
18	Passaro	ITA 502	23	15	30	19	14	12	17	13	24	-38	167
19	Alfarano	ITA 92	(ocs)	16	17	32	16	14	20	15	13	24	167
20	Perego	ITA 485	7	-34	23	9	27	29	18	12	14	34	173
21	Frebaudi	ITA 461	21	18	7	23	17	18	-30	22	23	27	176
22	Chersi	ITA 417	12	29	20	28	23	6	29	24	-38	6	177
23	Riccobono	ITA 447	15	28	10	22	24	26	5	19	32	-36	181
24	Frulio	ITA 396	9	12	31	20	9	-34	32	30	22	16	181
25	Bassarelli	ITA 210	25	33	35	16	15	-37	13	16	7	22	182
26	Guadagni	ITA 400	33	21	21	-35	22	27	9	31	27	20	211
27	Antonelli	ITA 424	28	26	18	17	26	-36	21	29	17	29	211
28	Frigerio	ITA 305	19	25	24	25	21	35	11	-39	21	32	213
29	Pacini	ITA 481	24	20	36	6	19	33	-39	32	36	17	223
30	Potenza	ITA 269	36	23	29	-37	28	8	33	28	15	31	231
31	Benfatto	ITA 352	26	27	22	33	-35	28	22	35	33	25	251
32	Gozzo Luigi	ITA 334	27	30	28	27	33	31	31	25	20	-35	252
33	Maccaferri	ITA 402	29	31	-39	13	30	24	28	33	34	33	255
34	Bellacicca	ITA 450	30	-35	34	29	32	30	27	20	28	30	260
35	Franchi	ITA 200	34	-40	27	30	40	21	37	34	30	13	266
36	D'aloisio	ITA 207	31	32	(dnf)	14	38	40	36	27	31	23	272
37	Silvestri	ITA 458	35	39	37	31	31	19	35	-40	26	37	290
38	Mercatali	ITA 198	32	-41	32	36	37	32	34	36	37	28	304
39	Giannotti	ITA 2	39	36	33	(ocs)	34	39	38	37	39	14	309
40	Falcomer	ITA 369	37	37	38	38	39	38	40	-41	40	40	347
41	Speciale	ITA 262	38	38	40	(dnf)	dnf	41	41	38	35	39	352

Trofeo Accademia Navale (TAN) Regatta

Livorno, Italy – With an impressive sequence of the first place finishes (five out of seven races), the Brazilian Mauricio Santa Cruz won the naval academy regatta for 2011 held in Livorno, Italy. The regatta is a prestigious international event running for more than a quarter of a century and involves not only the naval academy but also the neighboring towns and yacht clubs. Second overall went to Pietro Diamanti from Marina di Carrara sailing Jamaica, while third went the navy's own Ignazio Bonanno.

42 teams took to the water for the eight-race series, held in challenging weather and sea conditions. Race management was handled under the careful direction of the

Navy League of Livorno. It was noted that this was the largest turnout for J/24s at the annual TAN regatta, and the event served as the second event of the 2011 Italian circuit. Filling out the fleet were representatives from the naval academies of 17 different countries including Chile, China, Colombia, United Arab Emirates, Jordan, Japan, Great Britain, India, Ireland, Mexico, Poland, Portugal, Serbia, Slovenia, Spain, Sweden and Turkey. "All the foreign marine competitors made this event very special for us" said TAN press secretary Captain Enrico Vignola. "We especially appreciate the Japanese delegation who came to participate in spite of the tragic earthquake in their home country."

2011 TAN Regatta Results

Pl	Sail	Helm	Boat	1	2	3	4	5	6	7	8	Tot
1	BRA 37	Mauricio Santa Cruz	Bruschetta	2	1	2	1	1	1	1	(dns)	9
2	ITA 212	Pietro Diamanti	Jamaica	1	(6)	4	2	6	3	4	6	26
3	ITA 416	Ignazio Bonanno	La Superba	4	4	1	5	(7)	6	5	2	27
4	GER 5420	Kal Mares	Rotoman	13	2	3	9	4	5	(bfd)	1	37
5	ITA 442	Federico Chiattelli	Sparviero	9	8	8	3	2	(16)	2	5	37
6	GER 5381	Stefan Karsunke	Max Bahr	3	3	5	13	(bfd)	4	8	3	39
7	ITA 371	Fabio Apollonio	Joc	5	12	(17)	4	5	17	3	8	54
8	GER 5210	Frithjof Schade	Schade	6	9	10	6	13	10	(bfd)	4	58
9	ITA 470	Fabio Delicati	Djke	14	5	7	8	8	9	(bfd)	10	61
10	ITA 479	Claudio Buiatti	J Di Quadri	7	7	11	10	11	(14)	7	9	62
11	HUN 64	Mate Kakas	Zulu	15	15	(dnf)	15	3	11	6	7	72
12	TUR 5422	Balis Bilge	Sciabecco	12	10	12	(23)	16	7	9	18	84
13	SLO 666	Robert De Lucia	Take It Easy	(17)	11	16	11	10	12	11	13	84
14	MCO 5452	Dennis Frederiksen	Paget	19	18	14	22	17	(24)	16	17	123
15	ITA 424	Antonio Antonelli	Kismet	11	24	(dnf)	7	12	19	bfd	12	128
16	ITA 46	Gianni Pietracaprina	Banda Bassotti	21	19	21	(28)	21	8	14	26	130
17	ITA 402	Marco Maccaferri	Kermesse	18	21	(bfd)	18	18	20	12	24	131
18	ITA 196	Gianni Grasso	Zio Celeste	23	22	15	16	15	22	(bfd)	21	134
19	UAE 3	Al Mazyare	Tetide	22	16	(bfd)	21	9	15	10	bfd	136
20	ITA 400	Guido Guadagni	Capitan Nemo	16	20	9	14	20	18	(bfd)	Bfd	140
21	ITA 505	Alberto Gai	Kimbe	(dnf)	dnf	6	12	24	2	bfd	11	141
22	ITA 427	Fabio Gobbi	Nereide	25	14	18	(26)	22	26	17	22	144
23	ITA 305	Massimo Frigerio	Kils Xservice	(dsq)	17	13	25	30	25	13	23	146
24	GER 4495	Peter Langhans	Oste Strolch	8	13	(bfd)	19	14	13	bfd	dns	153
25	ITA 1552	Edgar J. Chon Sanchez	Cirro	26	23	(bfd)	20	28	21	15	25	158
26	ITA 269	Michele Potenza	Gingerin Up	10	27	(dns)	17	19	23	bfd	20	159
27	ITA 42	Francesco Iapadre	Grifo	20	26	(dns)	34	32	31	22	14	179
28	ITA 5	Cristobal Del Solar	Arpione	27	25	(dnf)	31	26	27	19	27	182
29	ITA 198	Francesco Salmoiraghi	Frizzi e Lazzi	24	33	(dnf)	27	bfd	28	20	19	194
30	ITA 463	Andrea Cencetti	Miolo Do Pan	28	34	20	29	27	29	(bfd)	28	195
31	ITA 248	Ma Peihao	Gigi	29	(dnf)	19	33	29	33	24	29	196
32	ITA 370	Marcus Ryan	Astore	31	28	23	30	35	(38)	23	30	200
33	ITA 430	Alekxander Dordevic	Le Quattro R	(dsq)	30	25	32	34	34	21	31	207
34	ITA 349	Daniel Hakkarainen	Arlecchino	32	31	24	35	31	(37)	25	33	211
35	ITA 255	Arun Kumar	Polimnia	30	32	22	(37)	33	36	27	32	212
36	ITA 363	Jeorge Rua Penate	Aliseo	(dnf)	dnf	dnf	dsq	25	32	18	16	220
37	ITA 481	Riccardo Pacini	Coccoè	(dnf)	dnf	dnf	24	23	30	bfd	15	221
38	ITA 348	Joseph Currin	Giuseppe V	(dnf)	29	dnf	36	37	35	26	36	242
39	ITA 250	Leszek Krzyzanowski	Le Nove Muse	33	(bfd)	26	40	39	bfd	29	34	244
40	ITA 92	Miguel Navalhas	Rabbit II	34	36	(dnf)	38	36	41	31	37	253
41	ITA 256	Sebastian Garcia	Melpomene	36	35	(dnf)	41	40	40	28	38	258
42	JPN 4058	Keiichiro Hashimoto	Albireo	35	(dnf)	dnf	39	38	39	30	35	259

J/24s at the XXIV Pasquavela

Porto Santo Stefano, Italy – After winning the TAN regatta, the Brazilian Mauricio Santa Cruz made a further statement by also winning the 24th edition of Pasquavela, one of the historic races in the Italy, which attracted a strong fleet of 32 boats. Teams came from all the Italian fleets and from across Europe including Germany, Monaco and Hungary. The event served as third leg of the 2011 National Circuit. Seven races were held in what is known as one of the best and most fun sailing venues available.

Unfortunately, this week provided very light winds, which

made the racing particularly difficult. But in spite of the light breeze, Santa Cruz showed great speed and flawless tactics to win the event with only seven total points. Germany's Kai Mares aboard Rotoman took second overall and showed equally impressive speed to finish nearly 20 points ahead of the third place competitor and top Italian finisher, Francesco Cruciani at the helm of Avoltore. "Pasquavela always is always a great event" said the owner of Avoltore, Massimo Mariotti. "In fact, besides the challenging racing and the spectacular beauty of this area, the regatta is four days long. It is almost like a national championship."

2011 Pasquavela Regatta Results

Pl	Sail	Boat	Helm	1	2	3	4	5	6	7	Total
1	BRA37	Bruschetta	Maurizio Santa Cruz	1	1	1	1	10	2	1	7
2	GER5420	Rotoman	Mares Kai	3	2	3	3	1	4	5	16
3	ITA501	Avoltore	Francesco Cruciani	11	4	2	2	33	6	9	34
4	ITA416	La Superba	Ignazio Bonanno	5	3	8	16	16	1	3	36
5	ITA212	Jamaica	Pietro Diamanti	13	14	4	7	4	9	2	39
6	GER5381	Max Bahr	Stefan Karsunlle	2	10	9	12	12	26	7	52
7	ITA502	New Mollica	Matteo Campellone	18	26	6	5	2	7	19	57
8	HUN11	Zulu	Hardhan Deug	14	33	5	8	14	5	11	57
9	ITA485	Belfagor	Giuseppe Perego	12	16	7	17	9	10	4	58
10	GER5281	United 5	Kachler Jan	6	9	21	4	7	18	17	61
11	ITA427	Jedebbee	Antonio Macina	16	11	19	10	3	27	8	67
12	ITA424	Kismet	Antonio Antonelli	23	8	13	13	17	3	13	67
13	GER5210	Jjone	Joersfelder Sc	10	21	14	14	8	20	6	72
14	GER5313	Juelssand	Ragna Thennessen	7	13	15	11	13	14	23	73
15	ITA489	Valhalla	Fabio De Rossi	8	22	12	21	11	12	10	74
16	GER5266	Vega Ragazza	Stephanie Kopcke	15	17	17	6	6	22	14	75
17	GER4495	Oste Strocch	Peter Lanjhans	4	6	18	23	15	13	29	79
18	ITA400	Capitan Nemo	Guido Guadagni	19	23	22	18	5	8	18	90
19	MON5452	Paget	Dennis Frederiksen	22	5	25	9	20	25	15	96
20	ITA378	Dizzy	Luigi Della Valle	20	18	11	15	33	19	21	104
21	GER5386	Tinto	Rosemarie Eckhoff	9	25	10	20	23	23	27	110
22	ITA487	Am. Passage	Paolo Rinaldi	17	7	27	29	33	11	22	113
23	ITA470	Djke	Fabio Delicati	21	15	23	26	22	21	12	114
24	ITA269	Gingerin Up	Michele Potenza	25	19	16	22	24	17	30	123
25	ITA486	Tuoni E Fulmini	Paolo Perinelli	28	12	24	27	18	29	25	134
26	ITA458	Enjoy 2	Luca Silvestri	24	27	30	19	21	15	28	134
27	ITA210	Cesare Julio	Massimo Pietro	26	24	26	28	19	31	16	139
28	ITA447	Pelle Nera	Gianni Riccobono	27	20	29	24	27	24	20	142
29	ITA475	Mollicona	Emanuele Bolluni	29	33	28	25	25	16	24	147
30	ITA207	Straripa	Marco D'aloiso	30	28	20	30	26	30	26	160
31	ITA386	Anfitrite	Michele De Franchis	31	29	33	33	28	28	31	180
32	ITA481	Coccoe'	Riccardo Pacini	33	33	33	33	33	33	33	198

JPN-JCA—Japan



Windy weather at the 2011 Japanese National Championship.

30th Anniversary Japanese J/24 Championship

From as far north as Hokkaido and as far south as Kyushu, 21 boats participated in the 30th edition of the Japanese National Championship held at the Nissan Marina Tokai, located on the central coast of Japan. Following is an interview, first published in the Japanese sailing magazine KAZI, with the winning skipper, Satoshi Kume, on Sokokumaru – JPN 5013:

“The first day of the regatta saw shifty, 4~6 knot winds. Siesta was 1st and 2nd and Fox was 2nd and 3rd. They showed their usual strength while we were 5th and 8th. The second day was also light, with wind ranging from 5-7 knots. We were able to improve our scores with a 3rd and a 2nd for the day, but Siesta and Fox kept their lead overall.

Three races were held on the third day in 7-10 knot conditions. At the end of the day we had moved up to 2nd place and tied with Fox for the overall lead with 18 points. Siesta and Ripple 1 were close behind in 3rd and 4th with 21 and 22 points respectively. Going into the last day, any of those four teams would have a chance to win the championship.



Courtesy Team Boomerang

The fourth and last day was windy. In fact the race committee ordered all the teams to wait on the shore until the conditions could improve. When the wind came down somewhat one race was held, which was shortened at the second top mark because of too much wind. Our team likes strong wind and we were able to win the race and the championship.

Our team members are Akio Oshima (bow), Yuka Naga-hori (sub-tactician), Sumio Shimoyama (owner), Fumihiro Machiyama (tactician), Masaki Kobayashi (trimmer) and Satoshi Kume (helm.) The team includes a 17-year-old high school girl as well as a 62-year-old guy. We all enjoyed the regatta with a lot of laughter. We are very thankful to the organizers, fellow competitors and the Nissan Marina for a great championship regatta.

In my view, the J/24 Class is the only one-design keel boat in Japan in which you can enjoy a decent amount of one-design keel boat races. The J/24 is a very good boat for young dinghy sailors to start moving into keel boats while at the same time remaining a good boat for not-so-young sailors to enjoy one-design keelboat racing."



Courtesy Team Boomerang

2011 Japan National Championship Results

Pl	Boat	Helm/Owner	Sail	R1	R2	R3	R4	R5	R6	R7	R8	Total	Net
1	Sokokumaru	Sumio Shimoyama	JPN-5013	5	8	3	2	3	4	1	1	27	19
2	FOX	Keiji Kondo	JPN-4085	2	3	1	12	1	2	9	4	34	22
3	Siesta	Hideyuki Miyagawa	JPN-5179	1	2	5	8	2	10	3	2	33	23
4	Ripple 1	Shuuichi Iida	JPN-5268	7	5	11	1	4	1	4	5	38	27
5	Pink Kiss	Midori Kameyama	JPN-5007	3	11	2	3	12	3	7	7	48	36
6	Tempus	Koji Matsumoto	JPN-5260	11	1	6	15	6	6	8	3	56	41
7	Gekko	Nobuo Nakazawa	JPN-5317	6	7	4	16	5	9	5	6	58	42
8	Hanseikai	Mikio Tokano	JPN-5083	8	4	8	4	8	11	6	10	59	48
9	Forudefon	Akinori Nakane	JPN-5064	16	9	10	7	9	13	2	14	80	64
10	Boomerang	Kazuhiko Sawada	JPN-4825	10	6	13	14	7	16	11	9	86	70
11	Olive 6	Shigekazu Hagiwara	JPN-5011	12	17	17	10	11	5	13	8	93	76
12	Gyoushu	Univ. of Tokyo	JPN-5273	15	12	14	6	17	8	18	13	103	85
13	Anchors	Yoshinobu Ito	JPN-4886	9	20	7	11	15	17	16	11	106	86
14	Claris	Makoto Nakano	JPN-2680	14	14	12	17	14	7	14	15	107	90
15	KOBE MD	Hiroaki Hasuike	JPN-4858	4	15	15	9	18	14	19	17	111	92
16	Surfmaid	Etsuro Kitachi	JPN-5016	17	21	16	5	16	15	15	12	117	96
17	Whitesquall	Shigetoshi Shirahama	JPN-4855	22 OCS	13	19	13	10	12	10	22 DNC	121	99
18	Redstar	Yoshinobu Nagasaka	JPN-5018	13	10	22 OCS	21	19	19	12	16	132	110
20	Un-control	Cgihiro Mukaigawa	JPN-4809	22 OCS	18	9	19	13	18	17	22 DNC	138	116
21	Red	Atsushi Yokoyama	JPN-4828	18	16	18	20	20	20	22 RAF	22 DNC	156	134
22	Yellow	Yasuhiro Nakayama	JPN-3805	19	19	20	18	21	21	20	18	156	135



KOR-JCA—Korea



Courtesy KOR-JCA

Korean J/24 Finds a New Site

By June Lee – KOR-JCA

Recently the Korean J/24 Class has moved its base to Goseong, which also happens to be the home of the Goseong Dinosaur Exposition. The site is well protected by islands and has constant breeze regardless of the season and weather conditions. The sea breeze is fantastic, and usually builds to 15 knots by the mid-afternoon each day. The site also has a sailing school run by the Goseong local government, which is scheduled to build another marina soon. We believe this is a great location for J/24 sailors to come together and enjoy racing.



Courtesy KOR-JCA

2011 Korean National Championship in November

The Korean J/24 Championship will be held on November 11-13 in Goseong, Gyeongnam, Korea. This will be the first running of the nationals in several years as the Korean J/24 Class awakens from a long sleep. We expect this championship will be a turning point for J/24 sailing in Korea and anticipation is high for the great competition.

The notice of race will be advertised at Korean J/24 association website, www.kj24.org

and Korean Sailing Federation website, www.ksaf.org. All J/24 sailors from around world are welcomed.

MEX-JCA—Mexico



Tim Wilkes, timwilkes.com



Courtesy MEX-JCA

Sailors at the Valle de Bravo charity regatta.

From Peter Wiegandt

This year the Mexico class had a very active start to our sailing season. We raced a total of 12 weekends with an average fleet of 20 boats on the line. We also organized a regatta to raise funds for a local school in the rural areas of Valle de Bravo. This race was helmed by skippers under the age of 15 years old. They are impressive! In addition we held a successful night race, which was great fun and we are happy to report we had no incidents on the water.

Races for the second part of our season started on September 16th with a 25 boat fleet. The news of another Copa Mexico has attracted new crews and everybody wants to get ready. The objective for the next Copa México is to have a Mexican crew win. At the previous event in 2010, Mexico's best placing was 4th with Jorge Murrieta at the helm. We already have over 30 boats registered for the Regatta Copa México 2012, and we need more entries. Our goal is to have 60 boats in Val-larta compared to 50 the last time around!

The Mexican J/24 fleet current top-3 standings show Felipe Gerard on *Chicharra* in first, Pablo Gutierrez on *Oracle* in second and Peter Wiegandt on *Bruschetta* in third place overall.



Regatta Announcement

Regatta Copa México 2012

The Mexican J/24 Class is proud to announce the Regatta Copa México 2012, to be held in March 2-10, 2012. For more information and to register online, visit www.j24mex.com.

- Here are some of the general details about this exciting event:
- The intent of this event is to increase the premium tourism and to develop the sailing culture in Mexico.
- The race is endorsed and supported by the Mexican Sailing Federation.
- The 2012 regatta will be the second edition and will be called the "Olympic Edition."
- Anchor classes will be Oceanic and J/24 and every two years other classes will be invited. This time the invited class will be Laser, Optimist, Kiteboard and Windsurf. The Lightning is also under consideration.
- The selected venue will be the same as the 2010 edition, Marina Riviera Nayarit (Vallarta, Mexico.)
- There will be a permanent trophy that will have engraved the winners of every event, which will stay at the hosting venue for two years.

Details of the 2012 edition:

- The venue will be Bahía de Banderas or better known as Vallarta on Mexico's west coast. The host Yacht Club will be the Marina Riviera Nayarit: www.marinarivieranayarit.com.
- The plan is that the President of Mexico will be present during one social and/or starting line event.
- The dates for the J/24 event will be March 2th through 10th. March 2nd through 4th will be measurement days, a practice race will be held on the 4th, with championship racing held on March 5th through 9th. Closing ceremonies will be held on March 10th.
- Five social events are planned during the week.
- The Mexican J/24 Class will directly invite eight J/24 world-class international crews with no boat rental, free registration, important economic incentives and hotel accommodations.
- The Mexican J/24 Class will invite any international J/24 crew to participate, but the first 10 boats to register will have a \$2000 USD incentive, plus one room for three persons for a week plus a subsidized boat rental or an additional \$1000 USD if they bring their own boat. Registration starts immediately www.j24mex.com.
- Race registration fee will be \$500 US. The Mexican J/24 Class will give a cash incentive to the first fifty Mexican boats that register.

As you can see this will be a very attractive event and the J/24 Class will be in the middle of it. We look forward to seeing you in Mexico in 2012!

MON-JCA—Monaco



Margit Farkas

This year's 27th edition of the Primo Cup/Trophy Credit Suisse was held on February 4-6 in the beautiful, picturesque principality of Monaco. For over a dozen years, Prince Albert of Monaco raced J/24s in the event, inviting other royals from around Europe to participate and either stay at the Palace or nearby swanky hotels along the waterfront. The J/24 was the largest sailing class at the regatta and came from seven countries: Monaco, France, England, Hungary, Italy, Brazil and Sweden.

To gather all the competitors, Dennis Frederiksen, the Monaco J/24 class representative, had organized a skiing weekend in Limone, France. Afterwards at the regatta, warm weather and a large high pressure system centered on the Gulf of Genoa meant only one race was held over the course of the sailing weekend. The calm winds made for gorgeous sunrise and sunset photos but offered impossible conditions to finish off the regatta after a beautiful start on Friday for the practice race.



Margit Farkas

The 28th Primo Cup/Trophee Credit Suisse/J/24 European Midwinter Championship is scheduled to be held on February 3-5, 2012. The Yacht Club de Monaco and the Monaco NJCA hope to see many of you there.

ary 3-5, 2012. The Yacht Club de Monaco and the Monaco NJCA hope to see many of you there.



Photos: Margit Farkas

PUR-JCA—Puerto Rico



Courtesy PUR-JCA

By Eduardo H Ortiz, Puerto Rico J/24 Class

The Puerto Rico J/24 Class is still in action in the Caribbean. Last year Puerto Rico hosted the Central American and Caribbean Games 2010, which had participation from countries including Mexico, Barbados, El Salvador, Dominican Republic and Trinidad. The event helped create some good excitement for the class and many J/24 sailors returned to our sailing waters. The regatta provided the opportunity to re-measure the entire J/24 fleet in Puerto Rico and we enjoyed a very active and productive year.

For 2011, the J/24 Class will participate in several sailing events around Puerto Rico, mainly between the east coast at Fajardo and the south at Ponce. The Puerto Rico J/24 Class is looking forward for the new challenges awaiting us. Unfortunately, participation for the 2011 J/24 Worlds at Argentina was not possible for a Puerto Rican team, but conversations amongst our members has already started to assure participation in the 2012 J/24 Worlds. We look forward to seeing you there!

USA-JCA—United States



JBoats Southwest

2011 J/24 U.S. National Championship

After nine races, Brazil's Mauricio Santa Cruz and his team aboard *Bruschetta* edged out the competition to win the 2011 U.S. National Championship by one point. Hosted by the Dallas Corinthian Yacht Club on May 10-14, the regatta featured great wind and even better Texas hospitality. The fleet was stacked with past National, North American and World champions along with the highly competitive bunch from the Texas Circuit, and, as expected, the racing was very tight throughout the regatta.



JBoats Southwest

As the fleet assembled for the measurement and registration day, Mother Nature was brewing a storm of simply epic proportions off to the west. It soon became clear that the practice race should be abandoned, with thunderstorms, squall lines and lightning bolts all around. It was an amazing show for the competitors, who huddled in the club house as patio furniture flew past the windows.

But the weather had cleared by the next morning and the first racing day was started on schedule in light 5-8 knot winds. Local Dallas sailor Dave Irwin jumped out to an early lead after the day's three races, having taken bullets in the first two races. Ace tactician and former J/22 World Champion Terry Flynn had Irwin's *IBAJ* team always heading in the right direction and toward the best breeze on this shifty sailing lake. After accepting a scoring penalty in race one, Bob Harden's *Mr. Happy* found themselves in second place followed by Brazil's Mauricio Santa Cruz in third.

The next two racing days were fantastic. A late season cold front had pushed through the North Dallas area bringing clear skies, comfortable temperatures and perfect 18-22 knot winds. It was blade weather for most of the teams, and those that attempted using the genoa soon switched down. The unstable frontal breeze produced significant shifts and the small boat speed advantage of using the larger head-sail was certainly made up for by the ability to tack quickly with the small jib. The nine race series concluded in dramatic fashion. Going into the final day, Harden held what appeared to be a comfortable 10 point lead. But after two disastrous races for the *Mr. Happy* team and two perfect races by Santa Cruz, it was the Brazilian who came out on top. In the end, the top-four boats were separated by only three points. The finish could not have been closer!

Off the water, sailors were treated to great food and fun, with dinners and parties hosted every night after the racing. The highlight had to be the hotly contested J/24 game night held after Friday's races. All the sailors competed in contests in-

cluding: Genoa Sheet Bull Roping, The Bowman Olympics, and the obscure Texas game "Washers." And to complete the down home Texas atmosphere, the top-ten teams were awarded J/24 branding irons as trophies. Special thanks go to the title sponsor, Layline, and to the local organizers Kelly Holmes and Tonja Sanchez who put on a fantastic event.



J/Boats Southwest

2011 J/24 National Championship Results

May 10-14, 2011 • Dallas Corinthian Yacht Club

Pl	Sail	Helm	Boat	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	BRA 37	SantaCruz, Mauricio	Bruschetta	4	5	[8]	2	4	8	3	1	1	28
2	USA 5319	Harden, Bob	mr. happy	[12/20%]	3	1	3	1	4	1	7	9	29
3	USA 5325	Harden, Roger	New Rules	6	6	[11]	1	2	3	5	2	5	30
4	USA 5253	Irwin, Dave	IBAJ 2	1	1	4	[8]	5	1	8	3	8	31
5	MEX 4390	Murrieta, Jorge	BMW/SCAPPINO	3	[9]	7	5	7	2	4	5	2	35
6	USA 5351	Till, Chip	Murder Inc./Team Layline	2	7	2	4	11	[13/20%]	6/20%	6	4	42
7	USA 3242	Zaleski/Zaleski	Top Gun	5	4	5	6	3	7	7	[17]	7	44
8	USA 2160	Toole, Pat	3 Big Dogs	9	2	6	9	10	10	[11]	10	3	59
9	USA 4190	Malone, Brian & Kat	Supernatural Fishslapper	12	12	[14]	10	8	5	6	8	6	67
10	USA 3764	Dyer, Bryan	RumLine	7	8	3	12	12	11	9	[16]	12	74
11	USA 267	Holmes-Moon, Kelly	Bad Moon	10	13	[17]	11	6	6	12	9	10	77
12	USA 2380	Broadway, David	Superman	[16]	10	16	13	15	13	10	4	11	92
13	USA 2118	Dannecker, Michael R.	entourage	11	14	13	7	9	18	15	12	[23/DNS]	99
14	USA 4350	Leon, Collin	The Edge	13	11	9	14	14	15	[16]	14	14	104
15	USA 1564	Singstad, Charles	Code Blue	17	[23/50%]	19	17	13	12	13	15	16	122
16	USA 2438	Jakimier, Eric	Conga Line	15	19	[23/50%]	16	19	17	14	11	13	124
17	USA 786	Peters, Richard	Yoda	14	18	[20]	19	18	19	19	13	15	135
18	USA 4174	Ramsay, Robert	Avalanche	[22/20%]	15	15	20	17	14	17	19	18	135
19	USA 1444	Gamble, David	ohh ahh	19	[20]	12	18	20	16	18	18	17	138
20	USA 2961	Sanchez, Tonja	Siren	20	16	10	15	[23/DNS]	23/DNS	23/DNS	23/DNC	23/DNC	153
21	USA 2618	Mercer, Kent	SteadFast	21	21	21	21	16	[23/DNF]	23/DNS	20	19	162
22	USA 267	Smith, Rebecca	Navy Blue Faded Lady	22	22	22	22	[23/DNF]	23/DNS	23/DNS	21	20	175

A Timeless Fall Classic



Courtesy J/24 Fleet 24

By Steve Jackson, Alfie Merchant, and Rodger Voss – J/24 Fleet 24

Fifty-seven boats and crew returned to the Lake George Club for upstate New York's premier J/24 event, the annual Changing of the Colors Regatta. It is one of the oldest and most popular regattas of its kind, due to the time of year (always the fourth weekend after Labor Day), the venue (The Lake George Club, est. 1909,) and the sailors that it attracts (USA-JCA District 7, Great Lakes, NE Regional, and World champions.)



Courtesy J/24 Fleet 24

In 2009 the Colors witnessed the first ever "race-less" regatta. Never before in the regatta's 31-year history had the wind failed entirely. But despite the lack of racing, the camaraderie and festivities prevailed. As always, the loyal following returned in 2010 to spend a weekend admiring the beautiful Adirondack Mountains surrounding the spring-fed lake while trying to read the crazy shifting winds. From Wednesday night through Friday

morning the rain continued falling hard as the boats rolled onto the soggy club grounds, bringing back haunting memories of the wet and super calm conditions of the year before. The launching went smoothly with just a few boats requesting measurements for boat certification, allowing all boats to be in the water by 7:30pm. Friday night's always-popular party in the Grotto was great as we watched all of our old friends arrive, partake of the free beer, and eat the hot and delicious food prepared by the club's kitchen.

Saturday morning's forecast was cool and calm, as the weathermen had predicted, but this year the wind did not fail us. After the skippers' meeting, the wind filled in as ordered and everyone headed out for a full day of sailing. After the first attempt to start a race in 4 knots of wind from the northwest and building, a general recall brought everyone back. The committee quickly hoisted the black flag, which got the racing going with no more delays. As the day went on, the wind continued to build with veering shifts of 15 to 30 degrees. Three races took place and at the end of the day it was Flip Wehrheim and the crew of Bomba Flipper in the lead with Mike Ingham and the crew of Brain Cramp close behind.

After day one of racing was over, we all retired to the club grotto and started where we left off on Friday night, trying to empty the 15 kegs of beer, many of which were donated by generous local sponsors. Happy hour continued upstairs in the club bar, leading into a great dinner for 215 sailors and guests. After dinner, the tables were cleared, the dance floor prepared, and the bar became the popular place to be. The band got better as more drinks were consumed and the crowd rivaled "Dancing with the Stars." Only a few diehards remained to close down the festivities in the late hours. The more serious sailors called it an early night in preparation for more racing on Sunday.

As Sunday arrived so did a much stronger wind from the north. The race committee started with the black flag and all 57 boats complied and started the first windward leg with genoas flying in 15 knot conditions. On the first leeward rounding, many boats experienced the dreaded "auto tack" as the genoa became too much for the smaller crews to handle. The wind increased to around 20 knots for the second race and almost all competitors switched to the blade. By the time the fleet had made it up the first windward leg, the wind had increased again providing a wild scene at the windward mark as 57 boats converged into very tight quarters. Again, Flip Wehrheim and Mike Ingham proved to be not only fast but also consistent to finish 1st and 2nd overall.

When it comes time for haul out, coordination and teamwork are critical and this year the team proved to be worthy. Boats came out quickly as their trailers were brought around the circle. With the strong wind and waves, getting boats into the haul-out area was treacherous, especially for one boat and crew that drifted dangerously close to the rocks in front of the grotto. The crew of Rake Hell quickly jumped into the water to keep the keel from hitting bottom and pushed the boat to safety. We were all impressed by how the team was able to avoid what could have been a horrible finish to a fabulous weekend. Next year we will avoid that issue by keeping boats in a holding area rather than allowing them to raft at the dock.



Courtesy J/24 Fleet 24

As the boats were hauled and everyone enjoyed a great buffet lunch, it was easy to see why everyone returns year after year. Crew and skippers alike were smiling and laughing while nursing some well-earned bruises. The race committee of locals ran a flawless series with no protests all weekend. Many sailors chose to continue the tradition by pre-registering for the 2011 event. The only person who may have been unhappy was the club's groundskeeper, charged with repairing the lawn as sailors departed. Come join us at Lake George for one of the largest and most popular J/24 regattas around. We look forward to seeing you here. .



Courtesy J/24 Fleet 24



Courtesy J/24 Fleet 24

2010 J/24 Changing of the Colors Regatta Results

Pl	Sail	Boat	Skipper	R1	R2	R3	R4	R5	Total
1	2329	Bomba Flipper	Wehrheim,Flip	1	1	3	4*	1	6
2	5448	Brain Cramp	Ingham,M.	3	2	2	2	6*	9
3	4154	Old Crow	Reynolds,Kirk	11*	5	1	1	4	11
4	5357	Beauty	Fastiggi,Bill	5	9*	4	3	2	14
5	4260	NAVTECH	Barbeau,Thomas	6	6	7*	5	7	24
6	1731	Oz	Doran,Tom	2	17*	6	6	11	25
7	1048		Hamilton,Doug	13	3	5	7	15*	28
8	1257	Pegasus	Marshall,David	4	7	9	15*	8	28
9	5256	Pipe Dream	Odenbach,Travis	7	8	13*	8	5	28
10	280	Rake Hell	Enwright,John	15	4	18*	11	3	33
11	1587	Xingu	Kraemer,Bob	9	10	28*	9	18	46
12	2991	Passage East	Winston,Joe	26*	15	14	10	14	53
13	3888	Jack Be Nimble	De Peter,Jack	10	11	BFD*	25	9	55
14	2314	Zia	Frisch,Patrick	14	14	11	16	38*	55
15	2598	Witch Way	Merchant,Alfie	8	23	8	23	24*	62
16	4687	Eraserhead	Matthews,Bob	21	26*	12	22	10	65
17	3922	Noodle	Swanson,Mark	37*	24	16	13	13	66
18	3151	Joint Venture	Salzman,Todd	16	RAF*	20	17	19	72
19	5320	Vanishing Act	Surguy,John	23	53*	10	24	16	73
20	3201	Bo Rap	McKenna,Bill	12	25	23	32*	21	81
21	537	Elle	Kaye,David	36	37*	17	14	20	87
22	1938	Seaweed	Krylo,Charlie	20	20	33	34*	17	90
23	3703	The Matrix	Follansbee,Chris	18	41	45*	12	22	93
24	4802	Innisfree	Stremmel,Jon	17	35*	32	21	25	95
25	2709	Susie Q	Sherk,Rick	25	12	52*	28	33	98
26	1359	Shifty	Gallagher,Marty	27	13	22	36	40*	98
27	5020	Dr. Feelgood	Lai,Lambert	39*	16	31	27	27	101
28	1029	Surprise	Gardner,Ed	40*	28	19	26	28	101
29	4468	Pura Vida	Levac,Jean	31	21	15	35	39*	102
30	1916	Spirit	Voss,Rodger	35*	31	26	20	26	103
31	49	Ice Cube	Quaid,Mike	42*	34	34	19	23	110
32	648	Truckin	Elve,Charles	30	47*	39	31	12	112
33	78	Buschwhacker	Busch,Can	41	43*	25	18	32	116
34	4550	Steve	Dambrie,Nick	52*	22	36	30	30	118
35	1947	Bay Gull	Dochez,Pierre-Eric	22	38	29	42*	36	125
36	4276	Crackerjack	Brodie,Jon	29	52*	40	29	29	127
37	2714	Uncle Ludwig	LaVoy,Kyle	24	19	37	50*	49	129
38	342	JAKO	Jackson,Steve	33	42	21	52*	34	130
39	2767	High Strung	Cobbett,Dave	38	18	38	45	52*	139
40	2325	Bellbuster	Roland,Keith	43	32	24	49	54*	148
41	2712	Jam	Cantrell,Ellen	50	40	27	51*	31	148
42	4177	Significant Other	Cook,Russ	47	29	DNF*	40	35	151
43	1578	Ripped	Rebello,Gail	32	50*	30	48	43	153
44	2708	Grayhound	Ellison,Bob	44*	30	43	38	42	153
45	3374	Peacemaker	Kuiper,Marian	19	48	42	53*	48	157
46	1396	S	Selfridge,Tom	28	33	51	46	DNC*	158
47	417	Aja	Sliwka,Ben	48	36	49*	39	37	160
48	3366	Premature Grey	Blais,Stepen	49	27	54*	41	47	164
49	4586	J Tripper	Raes,Tom	34	45	50*	44	45	168
50	4028	Snitch	Feavearyear,J.E.	46	51*	46	33	44	169
51	1337	Dragonfly	Hipolito,Mark	51*	44	41	43	41	169
52	5411	Dancing Queen	Reese,Paul	54*	49	35	47	51	182
53	3607	Rushmore	Henderson,Jesse	56*	46	53	37	46	182
54	1672	Cut Loose	Dickinson,John	45	39	48	54*	50	182
55	2661	CharJer	Byrne,Ron	53	54	44	55*	53	204
56	1273	Peddler	Hacku,Rich	57	55	47	56	DNC*	215
57	3768		Giles,Scott	55	56	55	DNF*	DNC	227

Healy Wins J/24 East Coast Championship



Tim Wilkes, www.timwilkes.com

Annapolis, MD, USA – The J/24 East Coast Championship is one of the premier events in J/24 Class history with a tradition that stretches back to the first regatta in 1979. Past winners

and participants represent a who's who of J/24 sailing. Hosted annually in Annapolis, Maryland by the Severn Sailing Association in the late fall, conditions can range from perfection to the extreme.

The 2010 East Coast Championship provided picture perfect fall sailing conditions with winds ranging from 5 to 25 knots over the three-day event held on October 29-31. Consistency proved to be the winning formula in the expectedly strong currents and shifting winds of the Chesapeake Bay.



Tim Wilkes, www.timwilkes.com

While many of the J/24 class's best participated and sailed well, only one team managed to make every race count, never posting a double digit finish and cumulatively winning the regatta with a 26 point cushion – impressive for an eight race regatta with no throw-outs. Fresh off his first World Championship victory in Malmo, Sweden, Tim Healy of Newport, Rhode Island topped the competitive fleet with his team of Gordon Borges (bow), Ben

McAndrew (mast), Geoff Becker (tactics), and Paul Abdullah (trimmer) and took the East Coast title.

The reigning U.S. National Champion, Will Welles, took the second place spot, not able to recover from a disastrous 31st place finish in race five. Fraito Lugo travelled all the way from Puerto Rico and was not disappointed with his team taking third place overall in this competitive fleet.

In the tradition of attracting the world's top talent, this year's entries came from as far away as Bermuda, Puerto Rico and Canada and, of course, from all reaches of the United States. The event sponsor, Hillman Capital Management, has extended their support for the 2011 championship and has committed to make it the best in the longstanding history of this classic event. Any sailor interested in joining this historic regatta in the future should visit the event website at: www.j24eastcoastchampionship.com.



Tim Wilkes, www.timwilkes.com



Tim Wilkes, www.timwilkes.com

NJCA REPORTS

East Coast Championship Results

PI	Sail	Helm	R1	R2	R3	R4	R5	R6	R7	R8	Tot
1	USA 5235	Healy, Tim	6	2	1	1	8	1	6	3	28
2	USA 2901	Welles, Will	3	3	4	5	31	2	4	2	54
3	PUR 4583	Lugo, Fraito	7	7	10	3	24	7	1	7	66
4	USA 58	Parker, Tony	23	11	8	2	7	3	2	12	68
5	USA 2918	Jankowski, Chris	11	4	6	20	10	8	8	4	71
6	USA 4154	Reynolds, Kirk	12	12	15	9	6	5	15	1	75
7	USA 2274	Hillman, Mark	4	10	9	4	5	14	10	23	79
8	USA 5357	Fastiggi, Bill	9	8	2	11	16	10	19	6	81
9	USA 5448	Ingham, Mike	8	5	10	8	13	9	16	13	82
10	USA 5259	Zaleski, Zaleski	1	1	7	28	12	11	11	15	86
11	USA 4041	Werner, Kris	10	14	12	17	2	11	9	11	86
12	USA 2917	Poulson, John	15	9	13	10	11	20	5	10	93
13	USA 2329	Wehrheim, Flip	2	13	11	23	17	6	13	9	94
14	USA 5256	Odenbach, Travis	5	6	5	24	26	16	14	5	101
15	USA 5530	VanRavenswaay, Paul	24	17	14	12	11	13	20	8	119
16	BER 3942	Boyce, Trevor	13	15	21	7	25	19	18	21	139
17	USA 2785	White, Carter	21	36	18	6	3	15	26	16	141
18	USA 3479	Fitzgerald, Pat	17	18	20	19	23	24	3	17	141
19	CAN 4013	Bartlewski, Ted	16	27	25	13	1	18	23	22	145
20	USA 5296	Wilsey, John	22	29	16	22	9	22	12	14	146
21	USA 4006	Rich, Peter	20	16	22	25	15	12	22	18	150
22	USA 2575	Kassal, Pete	14	28	24	15	28	25	28	19	181
23	USA 833	Johansson, Bengt	30	26	24	16	33	21	7	28	185
24	USA 556	Ellwood, Brent	18	19	23	26	29	26	24	29	194
25	USA 462	HCM Syndicate	DNF	30	DNC	14	22	33	17	20	208
26	USA 3275	Biles, James	25	27	27	29	27	23	27	24	209
27	USA 78	Busch, Dan	29	21	26	18	20	24	DNC	DNC	210
28	USA 3342	Stanton, Alexander	19	23	30	34	21	27	32	27	213
29	USA 4049	Veraldi, Mike	28	24	DNC	28	18	28	21	31	214
30	USA 3417	Lippman, Paul	27	25	19	31	14	31	36	DNC	219
31	USA 2714	LaVoy, Kyle	26	29	28	27	34	32	25	32	233
32	USA 2532	Murray, Mike	DNC	DNC	DNC	30	19	29	31	30	247
33	USA 4550	Dambrie, Nicholas	31	31	29	32	32	30	34	36	255
34	USA 4800	Haheer, Elaine	DNC	DNC	DNC	33	30	34	30	25	260
35	USA 2253	Housley, Glenn	DNC	DNC	DNC	DNC	DNC	DNC	33	26	275

2011 J/24 U.S. Pan Am Trials



CF Santos

Once again, the David Island Yacht Club opened its arms to welcome anxious J/24 sailors looking to kick off the 2011 sailing season. The always popular Midwinter Championship regatta was preceded this year by the U.S. Pan American Games Trials, which had ten teams competing for the right to represent the USA in the keelboat sailing group. Some of the teams that traveled from the north must have brought down some chilly weather with them as the first day of the Pan Am Trials was sailed in atypical Florida weather – cold, overcast, and misty! Along with the less than average weather, the less than 5-knot breeze proved to be a tough introduction to the sometimes unkind

Tampa Bay. Day 2 brought on much better breeze which tended to hold in the 8-15 knot range, which proved to be a great wind range for the special jibs that the teams were using.

As a side note, the J/24 is sailed a little differently when competing in a Pan Am event (trials or games.) First and foremost, we put the big genoa away and replace the typical class legal jib with a special (deeper) cross cut Pan Am jib. The crew weight is also reduced from 400 kg to 320 kg and crews are by rule limited to four members instead of the typical five crew members for class events.



CF Santos

At the end of the regatta the gold medal went to John Mollicone and his team of Geoffrey Becker (cockpit), Tim Healy (tactics), and Daniel Rabin (bow.) We all congratulate this strong team and look forward to them representing the U.S. in the Pan Am games this October in Guadalajara, Mexico. The silver medal went to Flip Wehrheim's team with the bronze going to Will Welles and his team.

US SAILING Pan Am Team Trials

Pl	Sail	Name	1	2	3	4	5	6	7	Tot
1	5235	Mollicone, John	3	4	1	1	[5]	1	3	13.0
2	5237	Wehrheim, Flip	[8]	1	6	3	3	3	4	20.0
3	2901	Welles, Will	1	6	6/20%	5	[10]	2	1	21.0
4	799	Brown, Robby	4	2	2	7	6/20%	5	[8]	26.0
5	5287	Griffin, Greg	5	[9]	7	9	2	6	2	31.0
6	2934	Enright, Charlie	6	3	[9]	2	8	7	7	33.0
7	5351	Borrer, Daniel	7	7	5	4	6	[10]	6	35.0
8	4154	Reynolds, Kirk	9	5	[11/DSQ]	8	1	8	5	36.0
9	4190	Malone, Brian	2	8	8	[10]	7	4	9	38.0
10	267	Holmes, Kelly	[10]	10	3	6	9	9	10	47.0



CF Santos



U.S. Pan Am Trials winners.



2011 Midwinter Champions, Team Tarheel.

Courtesy USA-JCA

2011 J/24 Midwinter Championship

Just as the Pan Am Trials teams were wrapping up their event and hauling out, 27 boats, 135 sailors, 30 volunteers, and numerous J/24 Class Officials and Measurers were welcomed to the 2011 J/24 Midwinter Championship Regatta, sponsored by Layline, at Davis Island Yacht Club in Tampa, Florida. A beautiful Saturday found teams completing their registration, weigh-ins, and measurement requirements. The practice day was full of breeze as a front was departing the area, which helped provide much chatter and questions at the North Sails J/24 One-Design Clinic presented by Andrew Kerr of North Sails. The skippers and crews enjoyed some chili to keep warm and some beer to keep motivated as they were welcomed by the Flag, Board, and Staff of DIYC.

Day 1 brought on bright sunny (yet still chilly) conditions with decent winds in the 8-knot range. After two general recalls, RC was able to get three good races off in still challenging and somewhat shifty conditions. With a 1, 4, 1 on the day, *Team Tarheel* found themselves on top of the fleet. The race committee with PRO Judy Hanlon did an excellent job in the trying conditions. The middle race of the day even provided some time limit issues for three competitors as the wind died across the course. Once back on shore, the real fun began with the "Beer Olympics" sponsored by Speed Merchant Services. The contests had fellow sailing competitors continuing their strategies in games of Flip Cup and Beer Pong while enjoying pizza as well. Many ping-pong balls were scattered about the area as the sun rose on day two of the regatta.

A love filled Valentine's Day brought on day 2, which was just as sunny but much warmer as competitors found themselves removing their fleeces from the previous days of racing. The RC was patient and diligent, taking the sailors out and about for many postponements. Ultimately, the late afternoon sea breeze came in ripe and ready, and three races were held. The fleet once again found themselves following *Team Tarheel* around the track as they posted a dominating 2, 2, 1 to continue holding the top position overnight. No true carnage appeared on the course, but there were lots of sunburned faces in attendance at the night's shrimp boil, sponsored by Mount Gay Rum and Duncan Seawall and Boatlifts. The night was quite a bit of fun, and the party continued well past the donated rum's availability.

As the ubiquitous high pressure remained over Tampa Bay, it eventually proved too difficult to get any racing in on days 3 and 4 of the regatta. Although somewhat disappointing, the RC certainly did everything they could, so our (red Mount Gay) hats are off to them for trying! With no racing going on, the skippers and crews settled into enjoying some of DIYC's southern hospitality. Tuesday night the club hosted a Pig Pickin' on the point with bluegrass music provided by the Pickford Sundries. The party went on well into the evening, with renegade J/24 sailors dragging a keg out to the band area toward the end of the evening. After the regatta was finally called off for lack of wind, *Team Tarheel* was crowned as the 2011 Mid-Winter Champions. Congratulations to Peter Bream and his *Team Tarheel* for a great regatta!

2011 Midwinter Championship Results

Pl	Sail	Helm	Boat	1	2	3	4	5	6	Total
1	5287	Bream, Peter	Team Tarheel	1	[4]	1	2	2	1	7.0
2	5235	Mollicone, John	11th Hour Racing	3	2	4	1	3	[5]	13.0
3	2827	Milev, Rossi	Orange Blossom/Clear Air	2	7	2	6	7	[12]	24.0
4	58	Parker, Tony	Bangor Packet	4	8	[19]	9	5	4	30.0
5	799	Brown, Robby	USA 799	10	1	11	3	10	[19]	35.0
6	2901	Welles, Will	Fawn Liebowitz	17	9	9	[18]	1	3	39.0
7	2934	Levesque, Peter	Mookie	9	10	13	5	[28/DSQ]	2	39.0
8	5399	Cubra, Nicolas	Jesus Lizard	12	[18]	5	13	6	10	46.0
9	5237	Wehrheim, Flip	Ultimate Marine Group	5	17	8	10	[28/20%]	11	51.0
10	5351	ChipTill, DanBorrer	Murder Inc.	6	16	[18]	4	8	18	52.0
11	5350	VanRavenswaay, Paul	Millenium Falcon	11	[19]	10	7	18	8	54.0
12	267	Holmes-Moon, Kelly	Bad Moon	7	6	7	16	19	[21]	55.0
13	190	Blodgett, Arthur	Pigs in Hiding	[19]	14	14	8	9	13	58.0
14	4041	Myer, Fred	Road Kill	[27]	5	16	19	12	7	59.0
15	4140	NickJako, PeteSpencer	Midwinters Eh	16	12	[22]	15	13	6	62.0
16	5256	Odenbach, Travis	Waterline Systems	8	16/20%	20	[24]	4	15	63.0
17	5319	Harden, Bob	mr. happy	14	[26/TLE]	12	11	11	16	64.0
18	4190	Malone, Brian & Kat	Supernatural Fishslapper	20	[26/TLE]	3	12	15	17	67.0
19	4154	Reynolds, Kirk	OkieBoating	18	13	6	17	[20]	20	74.0
20	4583	Lugo, Fraito	Orion	15	[24]	21	14	17	9	76.0
21	4550	Dambrie, Nicholas	Steve	22	3	15	[28/DSQ]	16	27	83.0
22	508	Sullivan, Gretchen	Draco	23	15	[27]	25	22	14	99.0
23	1257	Geffer, Malcolm	Celeritas	[26]	21	17	20	21	24	103.0
24	154	Kresge, Dan	Ragged Edge	13	22	[26]	23	25	23	106.0
25	5320	Surguy, John	Vanishing Act	25	[26/TLE]	23	22	14	22	106.0
26	3789	Burns, Roger	...Going Down	24	20	25	21	[26]	26	116.0
27	1564	Singstad, Charles	Code Blue	21	23	24	[26]	24	25	117.0

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