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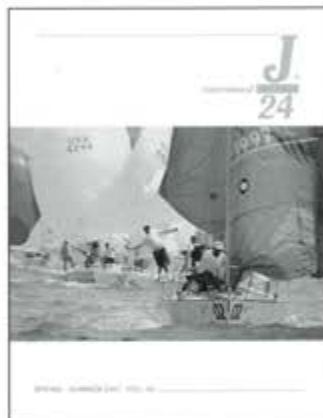
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US PRESIDENTS REPORT - Nadine Franczyk

As the country is into the full swing of the summer sailing season, many changes are afoot with the J/24 class. Earlier this summer we were sad to see Wayne Clough leave the J/24 class as our Executive Director, but I'm sure y'all can understand that the realities of living in the San Francisco Bay Area with a nonprofit status salary makes it extremely difficult. A proper thank you with a half hull model presentation to Wayne was given to him at the trophy presentation of the recent North American Championships in Houston, TX. Wayne was always willing and helpful to all the members, including those new members who had lots of questions on what to do with their boats, how to set them up and get them going! He will be missed by all and our thoughts and best wishes go with him in his new endeavor as Manager of the Oakland Yacht Club.

My thanks also goes out to the USJCA Executive Committee who have been working to interview and select a new USJCA Executive Director. This has been a challenging task, but we have had resumes from many qualified candidates. The Executive Committee has pared down the list to 5 candidates, who were all interviewed. At press time, we were in the final phases of the interview process and by the time you receive this magazine we will have selected a new USJCA Executive Director.

Please check the website at www.j24class.org/usa/ for the most updated information. We will also inform everyone via mail as well with new contact information for all US class correspondence.

One of our challenges during the interview and hiring process was due to the decision by the IJCA to establish its own class of-

ice with its own Executive Director who will handle the International affairs of the J/24 class.

In general this means that the IJCA and USJCA responsibilities will be run out of two separate offices and by two different people, whereas during Wayne's tenure and before, they were run by the same person at the office established by the USJCA. But, as the times change and we both grow and have different goals, it has become time to have two different Executive Directors and split the responsibilities. In that regard, John Peck, who has been with the J/24 Class both in the US and Internationally, and has served as the International Technical Committee Chairman, was hired as the IJCA Executive Director recently. We are confident that John will do an excellent job in his new role as International J/24 Class Executive Director.

The US Executive Director will be working closely with John to insure that our membership is best served and I will be working with him personally as well to insure a smooth transition. This change however, will not affect any of the normal procedures, for the US Class members with regard to general correspondence, membership, etc. One change will be that we will be forward-

ing all measurement worksheets and data to the IJCA. This will allow the IJCA to standardize the measurement process Worldwide and keep one database for all the countries. In the past we have been one of the few countries with a standardized database and Certificates.

Please send your ideas and thoughts along to your fleet captains and district governors so we can incorporate your thoughts and ideas into our discussions at our upcoming USJCA Annual General Meeting in October. The US executive committee is confident that whomever we choose as the USJCA Executive Director will be there to support the membership of the USJCA as it always has and hope to improve in many more areas including much more promoting of the US Class, and help grow the fleets and districts within the US by various means.

Happy Sailing,

Nadine Franczyk
USJCA President



EXECUTIVE DIRECTORS REPORT - Wayne Clough

A funny thing happened on the way to the 25th year of life of the J24. It has spawned a hybrid 24 footer called the IC 24 in St Thomas, USVI. Some members at the St Thomas YC have married the J24 hull to a modified new deck. News of this "new" class surfaced in the virtual pages of Scuttlebutt, an on-line daily sailing digest put together by the friendly curmudgeon, Tom Leweck. This was not done to "take away anything from the J24 Class that has been so popular and competitive for the last 20 plus years" but rather to create a boat that is "simple to sail, has a more user friendly cockpit and is more high performance than (for example) a Rhodes 19" according to Ed Drury.

As you can imagine, a lively discussion followed. Of course there were the usual pot shots at the J24 and its faults but the thing that came through loud and clear, even from the detractors, is that J24 is one great one-design boat.

In letter after letter, one by one, the virtues of the J24 were listed; low cost, strict one-design, quality construction, big fleets, good competition, solid resale value, fun people and worldwide acceptance and availability.

The following is reprinted from Scuttlebutt.

"Twenty five plus years ago when the J24 was introduced it was truly a breakthrough design. They were fast for that time, fun to sail, required only three or four crew and were inexpensive to own and maintain. At that time the race boats of the choice were designed to the IOR rule, were not that fast, had somewhat questionable sailing characteristics (especially downwind), were not that comfortable and quite expensive. Then along came the J24, which was truly a giant killer of the time.

Back then I crewed on a IOR boat and remember one heavy air race when a J24 came surfing by us downwind with a crew of four laughing all the way while our crew of twelve struggled as we rolled side to side out of control.

Let's also remember the J24 was designed prior to the widespread use of computers to aid in design and predict sailing characteristics. The fact that people are willing to cut up old J24's to modernize them says a lot about their still respectable performance and durability. I wonder how many fewer big boat sailors there would be today if they hadn't been introduced to racing on a J24 either in one-design or handicap racing."

Dennis Hawkins

"I've been racing on J24's for 7 years. I've said all along that they're terrible boats to sail. Uncomfortable and brutally abusive to the crew, terribly difficult to drive well and badly designed in a number of ways.

That being said, I love racing J24's and wouldn't trade it for any comparably sized one-design. Those very weaknesses of design of the J24 are what make it so challenging to master. I race on the same line as one of the largest Sonar fleets in the US. I covet the comfy layout of Sonar, but in the J24 Class I have dozens of opportunities each season to race against and learn from world-class sailors. Watching Read bob and weave through a 50-boat fleet on port tack 20 seconds after the gun is an education in boat handling and crew work.

America's Cup crews are a Who's Who of past J24 champions. There are few one-design classes that regularly attract (and develop) the best of the best: Stars, Etchells and J24's are classes that come to mind.

Regional and National J24 events are intensely tight, competitive, strategic and tactical racing. I don't expect to ever win one of those. I'm more than happy to be the little fish in that BIG pond and win at home. Jeff Johnstone is absolutely right, "don't count on the J24 fading away."

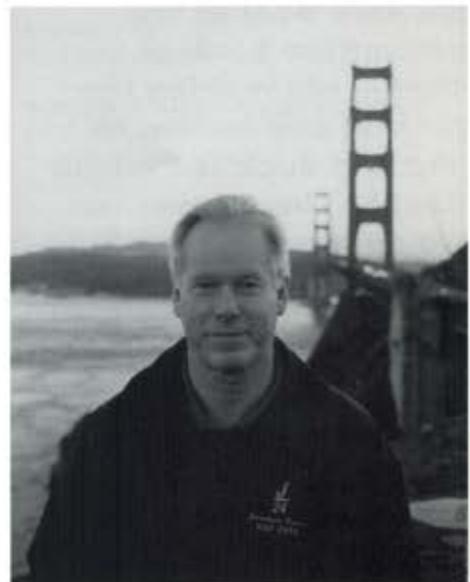
Dan Tucker

We wish the good folks in St Thomas well but I wonder how many of us will be sailing IC 24's twenty four years from now.

Saying good-bye is never easy. The decision to leave as Executive Director of this Class was difficult. Making the decision to go required that I consider the pluses and minuses of the position. Not surprisingly there wasn't much not to like about the job, and it was easy to identify the best aspect of the job... you, the members of the Association.

Thank you for the opportunity to have served you for the past three years!

Wayne Clough



PRE START STRATEGY- KNOW THE LAYLINES TO THE STARTING LINE.

By Andrew Kerr

You are reaching around the starting line- 12 minutes to the gun. The line is set and unrestricted. What to do?

A very useful routine to develop that is widely used by match racers is to define the laylines on a close-hauled course to both ends of the line.

Top match racing teams make it their business to almost "paint" white lines on both port and starboard tack to both ends so that when the inevitable melee of wild circling with the other competitor begins they have a good idea of where they are relative to those laylines. This knowledge reduces the chance of being shut out from starting by the other boat.

Now, for us fleet racers - how many of us have ever been caught barging and fouling a leeward boat at the committee boat- or worse- not making the pin end and having to jibe and duck the whole fleet !? The answer is... We all have!

Being forced out at the committee boat or at the pin can very often be recovered from- but they can also put a blemish on the scoresheet that is very pronounced at the end of the series!



What we have found is very helpful is to make a practice run at the committee boat on starboard tack close-hauled and pass the transom of the committee boat with at least one boat length of space between you and the boat. Note the compass heading, note any land marks ahead of you and any aft of you that you can use as reference points. The one boat length of space is your insurance to being luffed with a leeward boat and being able to respond to them and still be able to start legally without barging.

If it is shifty, do this a couple of times as the layline will shift. In particular - a lot of boats get caught unaware of the layline change when the wind shifts to the right.

Remember that moves the "safe" layline further to leeward- it is a good idea to recheck it. A lot of boats do not do this and consequently come screaming in to

the committee boat end on beam reaches and either foul some boats, go over early or get shut out by leeward boats with luffing rights ! If you can see you have misjudged your layline approach and you are going to foul other boats- then clear out, (usually by circling) and have another go! If you do not do this then you will be doing 720's and buying other teams beers afterwards! Also note if the current is effecting you any and if it is sweeping you toward the committee boat then budget plenty of distance for it. If the current is pushing you over the line- that moves you "safe" approach further to leeward on the line- essentially the layline moves to the left and your approach will be much lower as you will be pushed to windward and over the line.

If your team is thinking of starting near the pin end then do the same approach- come in on starboard tack close-hauled and pass the pin with at least one boat length of separation .

Watch the current on the pin- if you are being swept into it then budget more distance of separation. Check your compass heading, note landmarks and get a feel for where the boat has to be. This will help you know when to tack from port to starboard if you are doing a port tack approach. Something we find helpful with current considerations is the knowledge that one knot of current is equal to about 5 knots of sailing wind! Beware- it changes the laylines drastically!

It is not uncommon to see a number of boats not make the line on starboard tack when the pin end is favored or in the event of wind shift to the left or in adverse current - a knowledge of the layline would of helped prevent this ! Remember - if the wind goes left -the layline to the pin moves to windward- in essence to the right and that means you have to be further up the line for your approach and will be on a very close hauled course.

If you are thinking of starting in the middle of the line- away from the crowded ends then do the same approach work so that you have a feel for the layline. If the line is indeed restricted as a result of multi class starts- then pay a lot of attention to the fleets starting ahead- by observing there angles it will help you gauge the layline angles.

Consistent starters use the laylines to there advantage and it helps the teams make boat to boat decisions more clearly. May the force of the "Safe" layline be with you!

Kerr Bio:

Co-owner with Chris Winnard of 3 time S20 National Champion "Disaster Area"

North U Seminars speaker and coach

J World sailing Schools rep and staff trainer

"Sailing World " contributor

2000 J24 National champion

3rd- 2000 J24 World Championships



Opposite Page - Did Bow #s 59,63, & 14 know the layline to the start?

Above - Bow # 4 caught above the layline.

Below - Do you know where you are at the start?

USJCA Photos



It's the little things that count.

By Geoff Moore

It appears without warning, the panic stricken face of a port tack skipper desperate to let loose the main. The tiller is pressed up hard under his chin, the left hand frantically banging the mainsheet, wild eyes, pale cheeks; it is just a flash of an image. Something you don't realize you've witnessed until much later. It is the face of impending doom.

When the boats are eventually detangled, and both teams realize that the race is over there is time to assess the damage. The victims are angry. They wonder why? Why didn't they just uncleat the main? It was obvious wasn't it? You can't duck a boat without dumping the main!

The criminal skipper has little to say. Guilt consumes his capacity for speech. He droops his head and repeatedly cleats and uncleats the unloaded mainsheet, babbling something about the high cost of insurance premiums. Over and over again the cleat functions perfectly. The guilty skipper is left alone without a shred of an excuse.

One of the more sadistic facts aboard a racing sailboat is that the load on the mainsheet increases proportionally with the proximity to right of way boats. That means cam cleats can become harder to uncleat just when you really need to. Uncleating cam-cleats is all about overcoming the load on the loaded side of the cleat. What most people don't realize is that a standard swivel cam cleat can be made to uncleat easier or harder.

The height of the ratchet block relative to the cleat is the critical adjustment. If your ratchet block is too low then you will have to pull the unloaded bight of the line at a very high angle in order to release it. That might be OK if the cleat is on the floor of the cockpit and you are seated directly above it, but it won't work very well if the cleat is up on a traveler bar and four feet to leeward. If the ratchet is too high relative to the cleat then the cleat won't hold, or it will constantly pop out when you don't want it to. In other words it will uncleat too easily.

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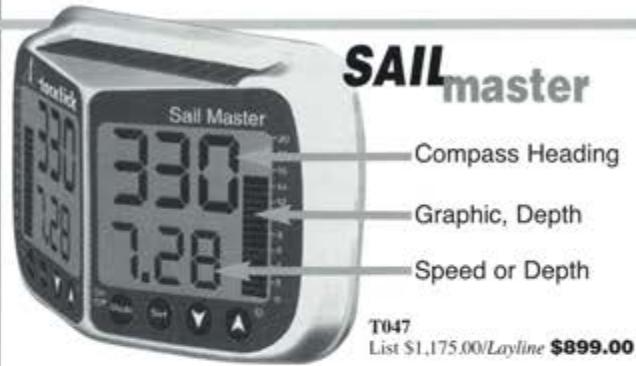
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The difficulty is that the ratchet and the cleat are usually very close together. That makes the relative angle between the two extremely critical. Unfortunately, it is not an easy thing to adjust. All the swivel bases I have seen don't seem to have any adjustment to the height of the ratchet block. So we are left trying to find the one mystical shackle with exactly the correct length, or we try bending the swivel arm. Swivel arms are specifically designed to do two things. They swivel and they don't bend. So why don't they make these things with an adjustable threaded stud under the ratchet so that we could adjust the angle to the correct sailing position? Well if they did that then everyone could uncleat their mainsheet at will and the world would loose the spectacular drama of high-speed sailing crashes.

The Spinnlock works on a different principle. It uses a cam to help lever the cleat open. That makes it less sensitive to the ratchet height. I have used both versions of Spinnlocks on a Harken swivel arm. The first version was a disaster. It

just didn't work. It constantly uncleated itself and then it broke. It took a lot of convincing to try it again with the newer aluminum cam, but we did and it didn't break. However, we found it to be on the "too easy to uncleat" side of the spectrum. It popped out of the cleat at least once a windward leg. Usually that was because the skipper didn't have it fully cleated or he accidentally kicked or bumped it. It is an interesting idea though and it could probably work well if you became accustom to its idiosyncrasies. It would be even more interesting if you could adjust the pressure required to open the cam. In the final analysis it is hard to beat the simplicity of a well-tuned ratchet and cam-cleat assembly.

Whatever you use, it probably won't win you the race... but do us all a favor and make sure you can uncleat it under load.

J/24 Essentials

Hall Spars & Rigging's J/Boat Essentials catalog is the definitive J/24 rigging guide, with tips for improving your setup and a full list of must-haves for the J/24. New for 2001 is Gottifredi Maffioli Swiftcord—an ultra-lightweight Dyneema line with incredible handling properties, perfect for mainsheets and spinnaker sheets.



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The Big Three... of Flat Water Genoa Trim

By Tim Healy

As I pulled onto I-95 north, heading home from the 2001 J24 Midwinters held at Davis Island Yacht Club, I let my mind wander back to the racing of the past few days. Somewhere around Lumberton South Carolina, I started to think about what changes we had made in our sailing that allowed us to maximize our boat speed in the flat water we experienced on Tampa Bay.

I realized we had concentrated on three important tuning and trimming adjustments: rig tension, genoa halyard tension and genoa lead position.

Tim Healy #4349 showing good flat water trim.

USJCA Photo



Here are a few tips on how to use these adjustments to get the most out of your speed in flat water.

The first adjustment to consider is rig tension. When in doubt of the proper rig tension setting, err on the tight side. This allows for consistently faster, flat-water genoa shape, i.e. flat, draft forward shape with a straight exit.

Flatter sails are fast in flat water because the boat does not have to go through the constant acceleration and deceleration that is normally experienced in lumpy conditions. Therefore, a saggy headstay and deep genoa are not necessary. Also, with a tighter rig the mainsheet tension does not have

such a dramatic effect on the headstay, and the backstay can be left alone longer (fewer adjustments). When the boat is tuned properly you should not have to start to use the backstay until everyone is hiking hard.

The second adjustment is the genoa halyard tension. The halyard needs to be set before the genoa lead position because the halyard changes the sheeting angle regardless of lead position.

For example: When the genoa halyard is pulled up it moves the whole sail higher and the sheeting angle changes as if the lead was

moved forward. If the halyard is lowered the sheeting angle will change as if the lead was moved aft. Now, because we have adjustable genoa leads to control the sheeting angle on a J/24 what we are adjusting with the genoa halyard is luff tension. A slightly tighter-than-normal luff will help create the desired draft-forward, straight-exit genoa shape.

Finally, the genoa lead is ready to be set. Two fixed points from which to measure genoa trim are the spreader tip and the shroud chainplates. In flat water, set the lead to a position where the genoa foot is touching the chainplate and the mid/upper leech is 1" off at the spreader tip.

This lead position will allow you to sheet harder without stalling the upper leach and it will create an overall flatter genoa shape. This lead position should not be a big move back from your median genoa position (less than 1" back). The median genoa lead position should be placed where the genoa trims to "even, even", which means that when the genoa is sheeted in it is an "even" distance from the spreader tip and the shroud chainplates. The range of adjustment on your genoa leads for all conditions should only be about 2-3" from the most forward position to the most aft position.

Next time you find yourself racing in flat water, pay close attention to the above three adjustments. However, be careful not to overdo it; all the adjustments mentioned above call for subtle changes.

When the rig tension, genoa halyard tension and genoa lead position are set correctly for flat water, your newfound speed will help you break away from the pack.

PRE RACE -- ON SHORE:

- 1) Tape all pins and rings. Tape bow cleats and the forehatch to prevent leaking water and to prevent the hatch catching on lines.
- 2) Lubricate spinnaker pole and check the ends work well.
- 3) Carry a spare spinnaker pole on board and make sure it works well.
- 4) Read the sailing instructions very carefully and ask questions if there is something you are not sure of. Carry a rule book and a flag signal chart for your own reference.
- 5) Talk with your team about the type of communication they would like at the start. Agree on hand signals and relaying information back to the helmsperson.
- 6) Try and be the first to the boat. Store your gear bag and make sure the boat is dry. Locate the tuning tools and loose gauge and organize down below so it is clean and tidy. Rig the appropriate head sail up, (Jib or Genoa). Be sure to tape the Genoa halyard shackle so it does not come undone!
- 7) Rig up the spinnaker pole.
- 8) Talk with your mast person teammate about how you can help each other. It is a good idea to practice setting the pole on the dock once or twice to get mentally warmed up.
- 9) Both you and the mast person should carry a roll of tape and a knife. It is a good idea to wear a comfortable lifejacket for safety and to make hiking a little easier! Keep drinking water all day and applying sunscreen. Have a high energy snack? It could be a long three race day and you want to keep to be able to stay alert and energized.
- 10) Flake the headsail that you are not using, tie it up with a sail tie and put a set of jib sheets on it. Store it down below with the tack facing forward and make sure the jib blocks are stored in an accessible place. This will make the headsail change much faster!

PRE START -- ON THE WATER:

- 1) Practice as much as you can! Do at least two spinnaker sets and as many jibes as you can. Make sure the mast person is easing the foreguy, (downhaul) for you about an inch to help take the pole off the mast.
- 2) Communication: When going upwind before and during the race – call the puffs, lulls, wave sets and flat spots. We have found it very important to call the flat spots so we know can point the boat closer to the wind and also the lulls, (and their duration) so we know to power up the boat.

A sample of this communication from the bow person would be:

"Big puff coming in 3, 2, 1 - now! This puff will sustain."

Flat water for 6 boatlengths. Here comes a Light spot - for about 5 boatlengths - more breeze behind it."

It is very good to say whether the puff will sustain or not so the helmsperson knows how long to point for and how much backstay/mainsheet / traveler they have to apply. Keep calling puffs, lulls, waves and light spots - this will keep the team really energized and working together.

PRE START:

- 1) Keep the Genoa skirting line in your hand all the time so you can skirt the Genoa and also lift the foot of the sail up to be able to see better.
- 2) Sit outboard and down so the helmsperson can see and warn them of other boats coming.
- 3) Get a good look at the line. Take two or three line sights by lining up objects on the land with the ends of the line.

This will help you a lot when the ends are obscured at the start!

- Have a line sight for when you are on the line and a "safety line sight" for when you are one boat length behind the line.
- 4) Indicate to the helmsperson where the "low density," (least amount of boats on the line), areas on the line are.
- 5) Warn the helmsperson about boats that appear to be out of control and stay away from them!
- 6) Make sure you have an accurate time on your watch going.
- 7) Remind the team about any line restrictions -- for example if the "I," "Z" or black flag are in effect.
- 8) On the final approach to the start be sure to make sure your team knows how close to the line they are by using hand signals and voice communication. If you feel your team is over the line do not be afraid to say so!!

AT THE START:

At the start and throughout the race be sure to hike really hard and start communicating the puffs, lulls, flat spots and waves.

UPWIND:

- 1) Hike really hard and help roll the boat on the tacks if the conditions require roll tacking.
- 2) Look through the Genoa window and tell your team about boats that are coming in the window.

A good sample of this communication from the bow person would be:

"Bow # 80 is coming in the forward part of the window, looks like they are crossing, do you see him?"

"Bow #80 is coming in the middle of the window -- it looks like we are bow to bow -- do you see him?"

"Bow #80 is coming in the back part of the window, it appears we are crossing -- do you see him?"

An excellent piece of information to give is to tell the helmsperson and tactician about the angles of the boats that you can see in the window and how many of them there are. This helps your team figure out windshifts, gains, losses and the favored side of the course.

An example of this communication would be:

"I have the bulk of the fleet in the middle of the window on the same tack and well to leeward." A great feeling!

- Or! -

"I have a lot of boats in the forward part of the window coming on starboard tack-they appear to be lifted."

Try to be as concise and accurate as you can as one of the challenges of sailing a J24 is a lack of being able to see other boats and your eyes and good communication are crucial to the success of your team.

SETTING THE SPINNAKER - EXTRA'S:

1) Stay on the rail as long as you can and hike hard when sailing to the mark. If there is an offset mark and it is windy -- set the pole and then hike out with the skirting line in hand.

2) Be sure to keep the skirting line in hand so you can skirt the Genoa inside

the lifelines to prevent the foot of the spinnaker getting trapped.

3) Be sure to have the Jib halyard flaked and pulled out of the ratchet block for a very quick Jib douse.

DOWNWIND:

1) As soon as the spinnaker is up and the Jib is down -- look aft for the wind and be on the balls of your feet moving your weight side to side to balance the boat.

2) In a puff-push out on the windward lifeline to help bear the boat away, in a lull -- move to leeward to help the boat head up.

3) Be ready to jibe at all times and look for the leeward mark so your team knows where it is.

SPINNAKER TAKEDOWN:

1) Budget time to clear the foreguy of the pole, raise the Genoa (make sure the halyard is in the cleat on the mast), clear the pole and store it and to release the spinnaker halyard on the takedown.

2) Get on the rail as soon as you can, skirt the Genoa and hike hard!

3) Remember to tape the spinnaker halyard onto the port shroud to stop it fouling the middle crew and getting caught behind the mainsail leech.

4) Later up the windward leg ask the helm if you can put the spinnaker guy in the end of the pole. Pick a time to do this when the team is settled and going fast. Slide the pole aft gently and put the guy in. You want this to be of minimum distraction as the team wants to hike hard and go fast!

5) Look for the windward mark.

AT THE FINISH:

1) If it is an upwind finish: - Help determine the favored end of the line, (closest end, most downwind) and tell the helmsperson when to "shoot" the line by luffing straight head to wind to cross the line. This will help save valuable seconds.

- You want to finish at an end so that your judgment of when to shoot is more accurate.

2) If it is a downwind finish: - Be ready for multiple jibes!

- Try and help determine the favored end -- the end most upwind and closest.

- There goes the gun! Your team just won the race!

Post Race:

- Have a team debriefing and talk about what went well and what can we improve. How is the communication?

- Be sure to fix anything broken as soon as you can and to bail the boat out of all water.

Things To Practice:

- Setting the spinnaker pole at the dock. Do this a hundred times to feel confident about a quick pole set.

- Changing to the spare spinnaker pole in the event of a breakage.

- Test yourself and other team members on knowledge of flags and racing rules.

- Practice sail changes both downwind and sailing with mainsail only and time how fast they are.

- You can never get good enough at spinnaker sets, jibes, takedowns, roll tacks and roll jibes. Practice, practice.

- Keep trying to think of ways you can communicate information in the most efficient and understandable way.

Enjoy Your J24 sailing and the very best of luck in your racing.

By Scott Nixon

THE ONE-DESIGN TACTICIAN

Everyone knows the names of the best skippers in the fleet by reading the race results at the end of the regatta. But not everyone knows the name of the tactician that helped keep the winning crew and skipper on the right path.

All the fame and glory in racing one-design sailboats seems to be associated with the helmsman. But, every great helmsman understands how important it is to have a good tactician on board who can guide a team to the top.

The tactician is in the hot seat from the time they step on the boat until the regatta is over.

It's a high pressure position but one that is very rewarding when everything comes together and you attain the goals you set out to reach.



Scott Nixon helped Tom Sitzmann # 5257 to a win in this race at the 2001 Midwinters. USJCA Photo

A fast boat always makes the tactician look like a genius, but when things start to go bad tacticians really earn their keep. The crew work can be awesome and the boat speed fine, but if the tactician makes some bad calls the whole team looks to the back of the boat for answers. The key to being a successful tactician is to always be prepared for any situation and focus on the fundamentals.

A successful race is determined on how you strategically and tactically make decisions that affect your team. Tactics are determined by how you sail according to the moves of other boats and your strategy is determined by figuring out the wind, waves and current on the racecourse. The most important thing to remember is to keep everything simple. Don't over think

the race, stick to the basics and maintain an upbeat attitude. Keep the boat moving as fast as possible in the right direction and things will fall into place. Try not to force the team to do too much, mistakes seem to happen when crews are pushed to fast or asked to do too much. You have to also be the motivator and the one that keeps everyone upbeat when things go bad. It's important to establish a working relationship with the helmsman and the crew. Keep the helmsman focused on driving fast when he starts to freak out because the other side of the course is crossing. Remind him that the wind will shift back and that he can still pass boats on the next shift. When the crew has a bad jibe or tack, don't freak out, keep them focused on recovering and getting back into the race. Try to take responsibility for the problems that



arise so the crew can concentrate on their own jobs and stay focused on the task at hand.

All winning tacticians seem to have one thing in common, and that is their skill for race preparation. I'm a firm believer that regattas are won long before the first race starts. You must have a plan to succeed in today's ultra competitive one-design fleets. No longer can we step on a boat, sail out to the start and expect to have great finishes. Race preparation begins by doing your homework. Study tide and current charts before you leave for the event. Research the expected weather by watching the Weather Channel and utilizing the World Wide Web. Familiarize yourself with the sailing instructions, racecourses and any special race committee procedures. Talk to people who have sailed in the event before and try and find a local who is willing to give you current information on a locality. Work on a pre start checklist to make sure everything is taken care of before the race even starts. Work on getting the team to the boat early so you can be the first ones to the starting area.

If possible make sure the team sails to the racecourse so you can familiarize yourself with the conditions for that day and make the proper sail selection.

Once you arrive to the starting area don't relax and pop open the brew. Sail upwind to get the port and starboard headings and try and figure out whether the first shift will be to the right or left. Look to see which side has more pressure on it and where the wind might shift at the top of the course. Try and sail next to a crab pot or channel marker to see the strength and direction of the current. Is there relief from the current on one side or the other? All this information will be useful when you put your pre race plan together.

A great start in the first race will keep everyone working hard and will make your job as a tactician much easier. Get the whole team involved in finding the favored end and having a great start. Watch other classes start if you are starting behind another fleet. Make sure your skipper sails to both ends of the line to see if one side is visibly favored.

Remember to double-check your instincts with the Sail comp or handheld compass.

Remind the bowman to get a line sight so he can keep the boat on the line in the heat of the battle. All this pre start work will pay off huge when you hit the line at full speed at the favored end and head for the first shift.

Once the boat is in race mode keep updating the team with positive feedback. Talk with a steady upbeat voice to the entire crew. Give each crewmember specific tasks when something has to be done and give them plenty of time.

The wheels start to fall off the train when people are pushed and maneuvers are rushed.

Stay calm and try not to panic if you get behind in the race after a mistake. Steadily climb back into the race and don't try and hit a home run by banging a corner. Huge losses are hardly ever made up in one swift move.

Focus on the big picture at all times. Let the little things go. Don't get into unnecessary tacking or jibing duels or sail off the face of the planet just to cover someone. Keep your team focused on passing boats one at a time and the small rewards will add up.

After the race let the crew relax, but remember the day is not over. Keeping your game face on for the entire day is very hard to do, especially during light air postponements and multiple general recalls. Keep the crew upbeat even if the race was a bad one. Focus on the positive points of the race and discuss the bad breaks so that they won't happen again.

Regardless of how good you get, you will always make mistakes as a team. The team that wins the event will not be the team that has sailed a perfect event, but the team that has had the fewest mistakes.

Once on shore the team is free to hit the party, but the good tacticians will be checking the notice board for possible protests, sailing instruction amendments, or any changes that may affect the next day's racing. Also get a copy of the scores to see what has to be done the next day to move up in the standings.

It's always nice to have a current copy of the scores going into the last day of racing so when it starts to get tight you know who your team has to clamp on to move up.



One Design Tactician Scott Nixon (white hat) drawing a bead on the weather mat.

USJCA Photos

Tacticians have many different shoes to fill in many different situations. They are the motivator and leaders that strive to keep everyone on a straight path. From prying the team out of the bar at a reasonable hour to finding that shift on the first beat, it's a full time job.

You have to be ready to take the heat when the going gets rough, but it also has to be the best seat in the house to learn more about racing. You get to hear the struggles of your own crew and witness their achievement in boathandling and sail trim.

You also get to see the big picture and how other teams in the fleet handle the same situation you are in. It's lonely when you make a bad call and everyone knows your mistake, but there is nothing like it when it all comes together.

The whole boat will perform better and racing will be much more enjoyable if you stick to a game plan and motivate your team to sail their best.

Sail fast & have fun!



CYC - California Yacht Club Hosts SCYA Midwinters

By John Fracisco

California Yacht Club hosted the SCYA Midwinter regatta for the J/24 class. Other classes racing out of CYC included the Schock 35 (9 boats), the Star (21 boats), and the Martin 242 (11 boats). I always look forward to a traveling regatta, because I get to see people that I haven't seen for awhile, many since J/Fest.

Four boats made the trip to CYC from out of the area: Ian Trotter's 241 (ex-Wahine from San Diego), Pat Toole's 3 Big Dogs (Santa Barbara), Ken Kieding's Jump Start (Santa Barbara), and Carl Smit's Blunderbuss (San Francisco). In addition, Fleet 49 members Kevin Crane and Susan Taylor made their boats available for use by others.

Even with two hoists at CYC, the yard was bedlam Saturday morning with the majority of the Stars, J/24's, and Martin 242's launching from CYC, but we all made it into the water, and sailed out to the race course in an easterly breeze.

Fortunately the breeze lasted long enough for everybody to get the race area and do some tuning before it shut off, the R/C postponed, and the breeze moved to the south. After the first class start, the breeze moved to the north, and the R/C again postponed the subsequent starts to square up the race course and starting line. We finally got underway in a 6-8 kt. breeze with a course heading of 210 degrees, much further south than Marina del Rey's normal (summertime) wind direction of 235 degrees. The 3 Big Dogs nailed the start at the pin end of the line, under Ho'omele and Jump

Start. Fish Lips, sailed by Ryan Cox since owner Kevin Crane was away sledding his way to Puerto Vallarta, started in the upper third, below Carl Smit's Blunderbuss, who might have still been a bit weary from his 2am arrival into L.A.

Up the beat, the boats that dug further left appeared to make out, and I think that it was due to better pressure. The 3 Big Dogs protected the left side and rounded clear ahead of Jump Start. We, on Fish Lips, made a couple of extra tacks and pushed to the right side, and boats that we crossed that went left made out. Rounding after Jump Start were Ho'omele, Duct Tape, Blunderbuss, and Fish Lips. The run was pretty even, with some leftover chop and swell, and a slightly increasing breeze almost allowing the boat to break loose a couple of times, and by the leeward mark the third, fourth, and fifth place boats were overlapped, with Fish Lips just a boatlength behind. Up the beat to the finish Duct Tape and Ho'omele engaged in a tacking duel, and Fish Lips and Blunderbuss extended to the left, with Carl Smit finally tacking away about 10 lengths below the port tack layline. Fish Lips tacked at the layline, and was able to get back Ho'omele, Blunderbuss, and Duct Tape.

After the race, it got a bit darker, and the breeze appeared to jump to over 12 kts. We had some discussion about how much backstay we were using, how much hiking we were doing on the beat, and whether we needed to go up on the rig tension. We held off, which ended up being a good decision. As

our start time approached, the wind dropped in strength, and slowly started shifting, so that by the time our start gun sounded, the breeze was below 6 kts., and the breeze had shifted nearly 45 degrees to the right. Fish Lips was a bit early to the start, had to bear off, and gave up the boat end to Blunderbuss, Jump Start, and Carlos Chacon's Grinch. The turn down slowed the boat more than we thought it would, and boats to leeward started to move out ahead of us. Ho'omele and Duct Tape were rolling along really well in the light stuff, using their momentum from their starting run. Jump Start fouled Blunderbuss, and did penalty turns before continuing to race. It seemed like the pressure was better on this beat, and even though we were in a position of overstanding, the high ground was where we wanted to be. Fish Lips passed Grinch to leeward, and then because we had better pressure, we got over the top of Ho'omele and Duct Tape. Blunderbuss was at full speed at the start, and rolled all the way to the weather mark, with 3 Big Dogs in pursuit.

At the weather mark, it was a jibe, set, and broad reach back to the leeward mark. Again, staying high seemed to pay off, and Fish Lips threaded through the starboard tackers coming into the weather mark. It was light enough for me to feel that I would help more by sitting below deck to leeward. When I came back topside, we were even with 3 Big Dogs, but a couple of boatlengths to weather. After a few jibes to the leeward mark, we rounded stern to bow with the Dogs.

Blunderbuss was already around and had the easy job of covering from well ahead.

We covered 3 Big Dogs, and the Dogs covered Grinch to the finish. The leg from the leeward mark to the finish was squared into a beat, albeit with a lot of port tack, but we all had to tack to reach the finish. With the wind speed continuing to drop, and the day getting long, the R/C sent us in for the day with two races under our belts. CYC hosted beer and snacks inside the club after racing both days.

A small front passed through Saturday night, bringing trace amounts of rain, nothing like the rain and wind that the 2000 Midwinters provided on Sunday. The fleet again sailed out in a light and building easterly, which usually portends a front rolling into the southland. We again had time to tune up with another boat, check lead positions, talk rig tension, and throw in a couple of jibes.

By the time race time rolled around, the breeze was a solid 10 kts., with a wind direction of 70 or 80 degrees (almost directly off the beach). We knew that we had to start near both 3 Big Dogs and Blunderbuss because of the point situation (3 Big Dogs had 4, we had 5, and Blunderbuss had 6), and we ended up beneath 3 Big Dogs, who was beneath Blunderbuss. Jump Start was closer to the pin end of the line. When we came off of the line, we had everybody hiking out, which is so refreshing after the last two J/24 regattas I sailed in last year. Blunderbuss was sailing with a light crew of four, so we were hoping the wind would hold or increase since we were sailing near max. weight. Up the beat, Jump Start dug hard left, and I thought that it was game over for them, as most of the fleet was

favoring middle to right. At the top mark, there was Kenny on Jump Start, making a small duck on us, and setting up on top of 3 Big Dogs who was setup beneath Blunderbuss. The closer to the beach we got, the puffier and shifter it got. On the run, the port jibe appeared to work better. 3 Big Dogs dug a little right before jibing to port and we put some distance on them.

Jump Start stayed with Fish Lips, and passed the Dogs and Blunderbuss. At the leeward mark 3 Big Dogs were forced left, and we and Kenny extended more to the right. Boats that went further right did well, too. Up the beat the wind started to become flukier and flukier and we had crew going from low side to high side in the puffs as they rolled through. Blunderbuss sailed around Fish Lips after a leebow to take a 2 boatlength lead at the weather mark. Kenny stayed in front of 3 Big Dogs, and Ho'omele and 241 snuck in front of them, too. So down the run we went with one thought on our minds: pass that silver and black kite. About half way to the leeward mark Fish Lips and Blunderbuss engaged in a jibing duel, and Fish Lips made it difficult to jibe to port because of their wind shadow. A group of Stars sailing on starboard was used by Fish Lips to pick Blunderbuss, and the two J/24's split about 60 yards from the mark. When they reconverged, Fish Lips had a thin lead of about a boat length. Jump Start had made some gains by not having to do as many jibes as Ryan and Carl.

The beat to the finish was still very puffy, and either boat could have been leading at one time or another. Again, some close tacks and some "helpful" Stars gave us some breathing room. But coming into the pin end, it looked like Fish Lips could have been in third place, depend-

ing on where the next puff came from! There was Jump Start, again! By doing fewer tacks, Jump Start had closed the 5 boat length lead of the lead boats. Blunderbuss tacked clear ahead of Jump Start, forcing them away. Fish Lips tacked a boat length clear of Blunderbuss, rolling through the finish line with a gun. Jump Start finished soon after. Ho'omele and 241 stayed in front of 3 Big Dogs, reshuffling the leaderboard, and making the next race interesting.

However, there was no next race. The breeze petered out to glass, and a southerly breeze was trying to make it to the race course, but the R/C made the decision that there was not enough time to get another race sequence rolling, the course reset, and the boats back to the dock and ready for travelling without getting the fleets in close to dark. And so it ended up that Ryan Cox, sailing with John Fracisco, Greg Larson, Connie Larson, and Steve Pickel, finished with a 3, 2, 1; Carl Smit, sailing with Ed Furry, Nadine Franczyk (our US Class President), and Erica finished with a 5, 1, 2.

Top 5:

1. Fish Lips, Ryan Cox, 6 pts.
2. Blunderbuss, Carl Smit, 8 pts.
3. 3 Big Dogs, Pat Toole, 10 pts.
4. Jump Start, Ken Kieding, 10 pts.
5. Ho'omele, Scott Tobin, 16 pts.

Thanks for everybody that showed up at CYC for the SCYA Midwinters.

I am looking forward to some good J/24 regattas this year, and I think that this a great fleet with great people to race against.

CBIZ East Coast Championship AKA: Squirrel Fight

"I always enjoy this regatta, but this time there was a fair amount of rust being shaken off," said a smiling Terry Hutchinson after capturing his fourth J/24 East Coast Championship in Annapolis.

He added, **"I definitely felt that I was at about 70%, especially in the light air."** Anyone who has spent time in the J/24 Class in the last ten years knows that "70%" of Hutchinson is still a force to be reckoned with.

The professional sailor and Annapolis native cut his teeth in the class; he competed at the helm in his first East Coast Championship while in the eighth grade. Over the last decade he evolved from J/24 Infant Terrible to well-received World Champion, but he has spent very little time in the J/24 class since winning its world championship in San Francisco in 1998.

The East Coasts in Annapolis are a fixture on the Class circuit. The 2000 edition was contested October 26-29. The event's 23rd running was hosted by the Severn SA with assistance from the Eastport YC and Annapolis YC. Ohio-based business services firm CBIZ served as the event's main sponsor for the second consecutive year. Other sponsors included Quantum, North, BOAT US and Layline.

Six races were sailed by a 67-boat fleet in conditions ranging from light to moderate to hooting. A dying Friday afternoon southerly got things underway, but it was quickly swept away by an evening frontal passage. The regatta's final two days were blessed with a classic Chesapeake blue sky northwesterly that led to wild rides and carnage. Two races were sailed Friday. Three races were sailed Saturday in choppy seas and a 15-28 knot northerly. The final contest was sailed Sunday in a 15-20 knot west-northwesterly. Randy Borges and U.S. Watercraft own Blind Squirrel, the pale yellow boat Hutchinson drove in the regatta. Hutchinson's crew for the event included Borges, Moose McClintock, Dave Crocker, and Will Jeffers. Crocker and Jeffers are holdovers from the 1998 Worlds campaign.

Hutchinson says, **"The keys to our victory were the facts that we survived the light air days and poured it on in the breeze**

(winning all three Saturday races). The guys had not missed a beat from a boat handling perspective, and that allowed us to get free and sail the boat the way that we wanted."

The victory did not come easily, as Tim Healy and crew, also sailing a new Waterline J/24 called Blind Squirrel, were locked in battle with Hutchinson's team through the final race. Hutchinson said, **"From the third race on we keyed off of Tim and made sure that every time we started we were going to be in a position to force him out of his game plan."**

The dueling boats were involved in a port/starboard altercation on the first weather leg of the critical last race. Hutchinson, who was on port, says, **"We did our penalty turns right away and got right back into the race. By the end of the first run we were six boat lengths behind and back in the race. That showed the strength and experience of our team."**

Hutchinson, who had not steered a J/24 in two years before the event, says, "It was fun to get back into the boat. Halfway through the event we were laughing at how rusty we all felt, but we were able to show some of our old form which was encouraging."

Healy's first finish out of the top three was a 19 in the closing contest. The poor finish pushed him to second for the regatta. Last year Quantum One Design inaugurated a new perpetual East Coast Championship trophy, the "Top Amateur Trophy" or better known as the "Working Mans Trophy". This year's recipient was Russ Potee. Russ, and his team on Dream Girl finished in 4th place. This capped a brilliant season for team Dream Girl who also captured the Chesapeake Bay Yacht Racing Association's Boat of the Year award.

Other notables; Tim Ryan on RacerX, the top USJCA member with a 5th place and the top female skipper, Margaret Podlich on Harold and the Purple Crayon with a 13th place.

The organizing committee, race committee, judges and volunteers all deserve our thanks for running another great event.

By SpinSheet Magazine
with a little help from
David Malkin

J/24 CBIZ East Coast Championship

Top 15 out of 67

Severn SA/Eastport YC, Annapolis, MD

October 26-29, 67 boats, six races

1. Evita, Terry Hutchinson, Annapolis	18 points
2. Blind Squirrel, Tim Healy, Portsmouth, RI	30 points
3. Patriot, Tom Sitzman, Yarmouth, ME	38 points
4. Dream Girl, Russ Potee, Annapolis	62 points
5. Racer X, Tim Ryan, New York, NY	70 points
6. Blitz, Al Constants, Lattingtown, NY	73 points
7. Fall Charge, John Wilsey, Cape May, NJ	81 points
8. Tramp, Mark May Ossining, NY	94 points
9. Bangor Packet, Tony Parker, Washington, DC	95 points
10. Minority, Will Crump, Annapolis	95 points
11. Lady Victoria, Bill Boatwright, Annapolis	96 points
12. Twins, Chris Zaleski, Norwalk, CT	98 points
13. Crayon, Steve Podlich, Annapolis	104 points
14. Sweeney Todd, David Menis	104 points
15. USA 3145, Will Welles, Marblehead, MA	106 points

By Adam Zangerle

TEAM 5235 WINS 2000 DETROIT Autumn Denial Regatta

Detroit Autumn Denial Regatta

- RESULTS -

Zangerle— 5235

Kerst— Instant Karma

Cassidy— Pork Shoulder Picnic

Novack— Slipped Disc

Van De Velde— Mind Games

Stackpole— Suicide Blonde

Turner— AKA Bob

Rolof — Tonic 2

Kreuger— Tantrum

Degalan— Yeah! Baby Yeah!

Kalkstein— Wind Tensor

Noviski— 40 Ozs. To Freedom

Detroit, Michigan — Team 5235 picked up its second victory of the 2000 District 12 South Shore Series by winning the Detroit Autumn Denial Regatta August 26-27, 2000. The five race regatta, hosted by Fleet 6 and Bayview Yacht Club, featured close racing and many lead changes in Lake St. Clair's infamously variable conditions. 5235's Adam Zangerle, Bob Evans, Mike Cowan, Heather Evans, and Matt Bailey sailed a consistent regatta and won by one point. Josh Kerst and Instant Karma finished second in the 11 boat fleet, and James "Happy" Cassidy's Pork Shoulder Picnic finished third.

The fleet started race one in beautiful sunny conditions. With the 10 to 12 knot breeze at 250 degrees, the current was pushing the fleet upwind. Most of the fleet overestimated the current's influence and held back at the start, but Mind Games, with Fleet 6 Captain Jim Van De Velde at the helm, was on the line and rolling at the gun. 5235 bailed out early and made some gains on the right side of the course, but Instant Karma picked a few shifts late in the beat and rounded the top mark inches ahead of 5235. Geoff Novack on Slipped Disk rounded third, followed by Pork Shoulder and the rest of the herd.

5235 jibed to escape some bad air and took Pork's transom, while Karma and

Slipped Disc continued on a long starboard. 5235 caught a little shift and jibed back to round the bottom mark just ahead of Karma, followed by Novack and Cassidy. 5235 and Karma tacked to starboard on a 10 degree veer, and the two leaders separated from the pack that held on port after the mark.

Karma tacked as the wind backed, and 5235 tacked right on Karma. The tight cover forced Karma to tack back into the knock, and 5235 extended to a substantial lead. 5235 won the race with Karma second and Novack third. Pork Shoulder finished fourth and Mind Games rounded out the top five.

The breeze faded to about 10 knots and veered slightly to the right for the start of race two. 5235 won the start and rounded the top mark first, followed by Slipped Disc and Mind Games.

Instant Karma rounded mid-fleet and demonstrated to 5235 why, on Lake St. Clair, it's a big disadvantage to be first at the first mark. Karma jibed shortly after setting and had a substantial lead when the fleet converged at the bottom mark.

Doug Turner on AKA Bob and Brad Roloff's Tonic 2 also came from the right side of the course to round second and third. The breeze gradually faded

J/24 Lopez Blocks

Faster tacking, and better sheet control while cross sheeting. From the "active" mind of Steve Lopez. Another great idea out of their competitive Parkway series. We have also heard reports this idea came out of the Texas circuit. Either way, here it is...

Let's walk you through a tacking cycle.

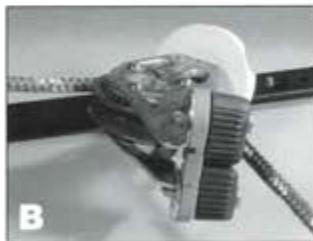
Photo A

This is the attitude of the starboard jib block in fast trim mode. Imagine, you just tacked to starboard, your crew is STANDING over it trimming as fast as he can. With each pull the sheet cleats. As it loads up he uses his legs for a last grunt. Then he scrambles to the weather rail with cleated sheet in hand, takes his place, applies two winch wraps then tails as the helm fine trims with the winch.



Photo B

This is the attitude of the block in cross sheet mode. Once the winch takes over the sheet is pulled out of the cleat, neat huh? Ready to tack, just blow the sheet from the winch and rip.



repeating A and B above. The angle of the cleat, and the special spring and spring holder keep the sheet from accidentally recleating.

J24LB Pair List \$142,000.00/Layline \$249.50
As pictured including slider



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throughout the race and became very spotty on the final run. 5235 jibed early to some pressure on the right side of the course, and moved from fourth into second.

Karma came over to cover 5235 and jibed back to lead into the finish. However, Slipped Disc and Pork had rounded the top mark deep and then hit the right corner hard. Both boats came in from somewhere near Mt. Clemens with poles on the headstays.

The world turned upside down for Karma when all four boats finished gunnel-to-gunnel. Pork was the last boat to leave the breeze line just to the right of the finish and coasted across the line for the bullet.

Slipped Disc moved from third to second, 5235 fell from second to third, and Karma finished fourth. The fleet took a lunch break when the breeze shut off. The new breeze came in from about 80 degrees, but was very unstable at only about 5 knots of pressure.

Karma won the start on port and Slipped Disc was the first starboard tacker off the line. 5235 escaped from a bad start and charged to the right for the new breeze developing on the Canadian shore. Karma covered and got there first, tacking onto a long starboard fetch within the first five minutes of the race. 5235 got to the breeze second and tacked in line for the parade behind Karma. Slipped Disc overestimated the shift and set their kite early, which they couldn't carry once the velocity filled to 12 knots.

At the first mark, Karma made the right call by sailing high, setting the kite before the rounding, and jibing onto the second leg's tight port reach. 5235 attempted to close on Karma's three boat length lead by going for the more aggressive jibe set. 5235 wrestled with an hour glass while Karma extended their lead to eight boat lengths.

The Race Committee squared the second beat, but the fleet had already stretched out and Karma was the first and only

boat to lead a race wire-to-wire during the regatta. 5235 finished in second, followed by Pork in third, then AKA Bob, Mind Games, and Slipped Disc. The fleet headed back to Bayview for a great cookout, free beer, and fabulous giveaways.

5235 sat in the lead after a close day of racing, with Karma one point behind. Pork stood third, only one point behind Karma and three points ahead of Slipped Disc. Sunday dawned overcast and foggy, resulting in a half hour postponement. After several 90 degree shifts, the wind finally settled in at about 8 knots from 60 degrees. A late back before the start resulted in a heavily-favored pin end. Karma opted to start near the boat on port with lots of speed. 5235 started near the pin and tacked immediately, but didn't have Karma's speed off the line.

Karma tacked to starboard and 5235, unable to cross, tacked short of Karma to head left. Karma won the beat and, after 5235 tacked short of the layline and got rolled, Pork rounded the top mark in second.

Mind Games made some gains down the run, and it was Karma in first, Pork second, 5235 in third and Mind Games in fourth when the kites came down. Karma, in the unfortunate position of leading halfway through a race on Lake St. Clair, moved back to the left side of the course, followed by Pork and Mind Games.

5235 stayed on the lifted port tack, and

then crossed back with pressure about half way up the beat. The move vaulted 5235 to first, with Karma and Pork finishing a close second and third at the top mark. The lead pack held on a long starboard tack down the run and 5235 jibed for the finish just ahead of Karma and Pork. Pork executed a perfect jibe on top of Karma and rolled past to finish second. Karma finished in third, about one boat length ahead of Harold Stackpole's Suicide Blonde.

5235's victory gave them a three point advantage going into the last race, while Pork moved to a tie for second with Karma. For the first time during the 2000 South Shore Series, it looked like the Slipped Disc team (aka Irish Temper) would make it through a regatta without hitting any of the marks.

However, Novack kept his perfect streak alive by snagging the start mark just after the warning gun for the Etchells class.

After dragging the mark back and forth, Slipped Disc avoided another 360 penalty by extricating themselves with about seven minutes to go before the Etchells start and J/24 preparatory.

Pork didn't have the same good timing. Another pin-favored start saw Pork luffing up to just clear the line. Pork's rudder caught the anchor line, and several boats that were not fetching the start cleared the line when Pork dragged the mark to leeward. Cockpit crew Sandi Svoboda's acrobatics display from the

transom of Pork quickly cleared the mark off the rudder, but 5235 and Karma sailed away while Pork was restarting.

5235 and Karma lead the fleet to the left, with 5235 rounding just ahead of Karma at the first windward mark. Mind Games rounded third and Slipped Disc started the run in fourth. Karma passed 5235 at the bottom of the run by nailing a jibe and rolling over top of 5235. With three points to give, 5235 just needed to follow Karma around the course.

Karma won the race and finished a boat length ahead of 5235, while Mind Games snuck across in between by finishing at the opposite end of the line.



World championship 2000 - Historic Newport, Rhode Island

By Andrew Kerr



Andrew Kerr aboard #5208 Newport Worlds 2000

USJCA Photos

The 2000 World championships were held in Historic Newport, Rhode Island from September 22nd through September 29th, 2000.

Newport has been the scene of great America's Cups, the Vanderbilt Mansions overlook the Harbor and the town bustles in the summer with New Englanders enjoying the Folk and jazz festivals and the great social scene that downtown Thames St. offers.

Sail Newport hosted the event and MSF Regatta Annuities, along with other generous sponsors helped make this event a truly memorable and World Class event.

District 21 was represented by Deek Klatt and his team on "zoni" from Ventura and by District Governor Chris Snow and his team of Dave Kurt, (Cal YC) Andrew Kerr, (San Diego) Nick Van De Wense (Annapolis) and Willem Van Waay (San Diego) .

Other West coast teams were J24 Class president Nadine Franczyk and her all woman team from San Francisco and America's Cup sailor Melissa Purdy and her "Small flying patio furniture " team - also from the Bay area, and District 21's John Fracisco was a very welcome cheerleader. Seattle's Keith Whittemore on "Tundra Rose" brought a strong team from the Northwest .

The championship started with an extremely well executed measurement process led by Tim Winger, Executive Director Wayne Clough and former Class president Hank Killion. They measured 75 boats quickly and efficiently. This process should be the standard that all other regatta procedures should be measured by! It was a terrific job by Tim and his group of volunteers. Sail Newport and their staff were equally efficient and very well organized. Regatta Chairman and Sail Newport director Brad Read, along with his staff, did a superb job of launching the boats and attending to all the thousands of details in preparation for the opening day of the championship.

On Chris Snow's boat we had prepared the boat as thoroughly as we knew how - yet we were still amazed at how much there is to do and how quickly the time passed prior to the championship. We were very pleased to have had two days of tuning and practice off Newport under our belts with Lightning World cham-

pion Tito Gonzales from Chile, (with 5 time J24 world champion Karl Anderson on board) and his team. A number of weeks prior to the event we had done 3 days of very valuable sail testing and practice with Keith Whittemore and his team in San Diego. This practice proved very helpful.

With the same team assembled on board that had won the J24 Nationals in June, we felt we had a good chance as any to do well in the championship. The practice race day turned out to be very foggy. On board Chris Snow's boat we were glad to have hooked up with Keith Whittemore's team while sailing out to the starting line on Rhode Island Sound. We were able to do some valuable tuning with "Tundra Rose" and as luck would have it Keith had a GPS that guided us both perfectly to the race area. As with many Championships the fleet was anxious and restless to race and so general recall followed general recall as the fleet charged over the line. Finally the RC sent us in as the wind faded and it got later into the afternoon.

The opening ceremony featured a great speech by designer Rod Johnstone who emphasized that he wanted the regatta to be sailed with a Corinthian spirit and not to be decided in the protest room. Rod was amazed and pleased to see how healthy and active the class was. New England in the fall is a treat and day one of the regatta was blue sky, chilly and resplendent with fall colors.

The first race was light with a very shifty northerly breeze. The committee set a slightly pin end favored line and the fleet got off on the first try. The key thing was to get off the line in the front row and then not tack for a long time until well away from the crowd. The wind shifted back and forth and lightened as the race went on. Deek Klaat and his team crossed the line only to be scored OCS, they had rounded the weather mark in 1st and were flying the District 21 flag proudly. On our boat we had a bad first beat and had spent much time trying to get clear lanes and ended up 30th. Brad Read and his team set the stage for things to come with a bullet followed by Stephen Girdis from Australia on "Convicts revenge".

When we got in to the dock we were greeted with cups of chowder and a marvelous graph of the days race that was produced by computer whiz's Kevin Doyle and Will Harris. (Will sailed with Tim Healey).

This computer print out illustrated all the roundings of all the fleet and some of the falls and rises were amazing! With such an accurate illustration of the race the post race discussions were not quite so embellished on!



Above - Jeff Johnstone - President of J-Boats #5257 heads downwind.

Below - Karen Lynch, Former Dist 2 Governor prepares to set.

USJCA Photos



Above - 1999 World Champion Vasco Vascotto ITA # 459 rounds the leeward mark.

Below - USJCA President Nadine Franczyk # 2737 near the finish.

USJCA Photos



I would love to see this continued at major J 24 events, as it was a terrific reference for spectators and competitors alike.

Great social events were planned every night but our team decided to get to bed early that night as the next day it was forecast to blow 30 knots with temps in the 40's! Sure enough we awoke to the whistling wind and Gib Snow (Chris's father and our regatta shore support and cheerleader) was officially elevated to God like status as he distributed warm hats and Gloves to the scantily clad southern Californians! I know Willem very much appreciated the woolly hat and I found the ski Gloves a blessing in between races. We all tried to keep warm as we steamed out to the starting line in the building breeze and it reminded me of the '93 Abersoch Worlds when the English teams made tea on two burner stoves on the way out to the starting line.

The first race of the day was with little jibs, tons of backstay and lots of chop. Tito Gonzales showed his form with a bullet followed by 1999 World Champion Vasco Vascotto. We managed a 6th while Deek's team was 37th. The second race of the day was very windy- with gusts of 35 knots and big seas. We started at the pin end of the starting line and headed left, after leading at the first mark we stretched our lead out with the boat flat out planing downwind! At the last mark Chris calmly asked if we could find a piece of line as the mainsheet had blown off the traveller but Willem was able to lash it back on and affect a repair. The excellent thing about this episode was how well the team dealt with his problem and didn't skip a beat.

We proceeded to cross the line in first but to a dreaded silence of no gun! "Must have been a miss fire," we thought as we beat home only to hear Tito Gonzales get the gun 3 minutes later. The dreaded ocs... Brad Read had had a bad day including a torn mainsail but he still hung on to the overall lead. Vasco Vascotto had moved into 2nd with two 2nd's. Deek and his team had a 37th and a 25th - solid performances in the trying conditions.

Top - Doug Clark # 108 rounds ahead of Bob Harden #1997
Middle - District 4 Governor Stuart Challoner #1132
Bottom - Jody Swanson - Buffalo, NY #4396

USJCA Photos



Though disappointed at our rocs and subsequent failure to get redress, our team was heartened by our excellent boat speed and boat handling.

Day three started in Brilliant sunshine, 15 knots and blue sky. This was to be our day to get back in it as we won the first race convincingly and took a 3rd in the second race of the day- we had lead briefly in that one too.

Brad Read sailed an excellent day with a 2nd and a 1st and started to get a grip on the championship. "Zoni" posted a 23rd and a 16th for the day. Keith Whittemore and his team were going very well and were in the top three after three days.

On day four we were greeted by a shifty Northerly of 10 to 20 knots. The first race was won by Brad Read, Keith Whittemore had lead the race but was passed on the final beat. We posted a 16th in the first race

and then a 3rd in the second race after battling Brad Read for most of the race only to lose Tim Healey on the last beat. "Zoni" had a tough day with a 45th and a 34th but had shown very good speed.

For the last day the regatta was all but a battle for 2nd as Brad Reads team had established a commanding lead in the series.

After a long and light and very shifty race that was won by Britt Hughes . Brad Read and his team of Jay Miles, Randy Borges, Gordon Borges and Paul Greneur were declared the J24 World Champions. They sailed a terrific regatta and Brad did a super job of both winning and running the regatta, 2nd overall went to Vasco Vascotto and his "Bagua" team from Italy and 3rd overall went to Chris Snow and his team from Southern California.

Class veteran and sailmaker Geoff Moore from Newport, Rhode Island was 4th over-

all and Sailmaker Chris Zaleski and his team on "Twins" were fifth overall.

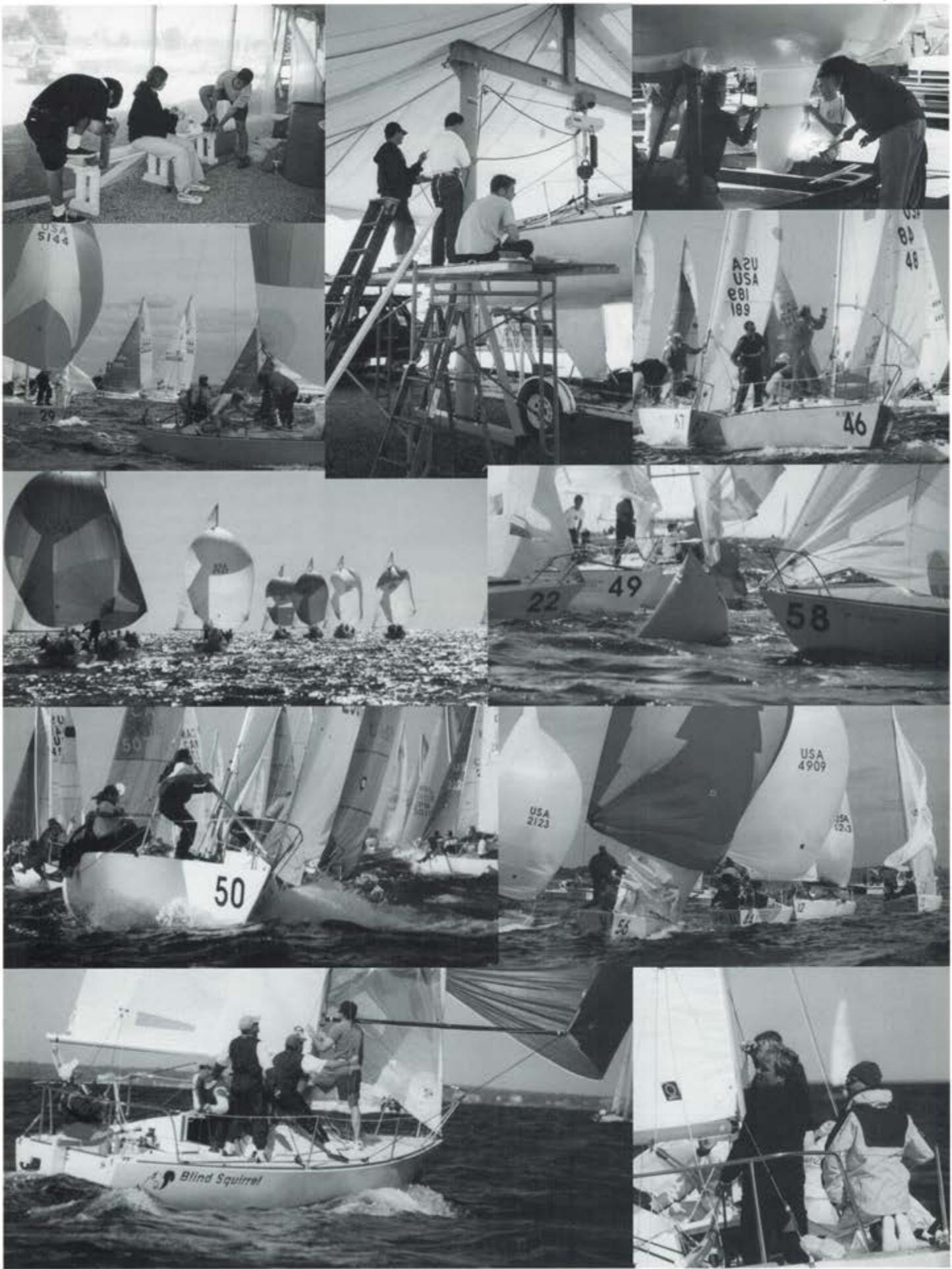
Keith Whittemore and his team finished 8th overall and sailed a very good regatta while Deek Klaat and his team on "Zoni" were 31st.

The prize giving was a great affair with 6 time J24 World champion Ken Read telling some great J24 stories and presenting the prizes.

I would like to thank John Fracisco for coming out to support the District 21 boats and a big thank you to Gib Snow for helping us so much. His assistance was invaluable.

This truly was a memorable Championship and MFS Regatta Annuities, all the sponsors, the Class and Sail Newport should be very proud of an event that was a remarkable success.





Read Wins MFS Regatta®

2000 World Championship in Newport, Rhode Island

By Dana Paxton

Brad Read (Middletown, R.I.) and his crew Jay Miles (Newport, R.I.), Gordon Borges (New Bedford, Mass.), Randy Borges (Bristol, R.I.), and Paul Grenauer (Buffalo, N.Y.) won the MFS Regatta J/24 World Championship, held September 26-29, 2000, in Newport, R.I. Sailing against a fleet of 73 international teams from 14 countries, that included world champions, America's Cup sailors and many talented one-design skippers, Read and team Blind Squirrel won the event's opening race and consistently racked up enough top-ten scores throughout the week to win the 20th annual worlds.

The last time that Read won a J/24 world championship was 15 years ago when he was the 21 year old College Sailor of the Year at Boston College and he was crewing for his brother, Ken Read, the six-time world champion. A lot has happened in Read's life since then, including taking over the leadership of Sail Newport, the regatta host site. But one thing remains constant; the man loves J/24 racing and has seen his dream of hosting the first J/24 world championship of the millennium come true.

Top - The Winning Team!

Bottom - Six Time World Champion, Ken Read

USJCA Photos



"I can't tell you how proud I am to be able to host this regatta," said Read.

"It's made our fleet become closer and helped solidify the J/24 as the hottest one design in R.I."

How the Week Was Won

Day 1

The regatta, presented by US Watercraft and Cambridge Technology Partners, opened with a crisp 18-knot northerly breeze on the Atlantic Ocean. Principal Race Officer Peter Reggio (Essex, Conn.), set a twice-around windward/leeward course, with an upwind finish just off Newport, R.I. That course scenario would remain constant throughout the week.

Day 2

There was only one goal for the day's two races: Survive the most extreme conditions many had ever sailed in. Day one's sunny skies and flat seas were replaced with 18-25 knot northerly winds and rolling four-foot seas on the Atlantic Ocean that quickly tore sails, ripped gear off of decks, and gave many sailors the ride of a lifetime. After the smoke had cleared the fleet was led by returning World Champion Vasco Vascotto (Milan, ITA), Chris Zaleski (Norwalk, Conn.), Jeff Johnstone (Newport, R.I.), Read, and Doug Clark (Kings Point, N.Y.).

Day 3

After patiently waiting for close to two hours for the wind to fill in from the northwest, the fleet was started under sunny skies and 15-knot wind. Not once, but twice the fleet was recalled for too many over-early boats at the start. With two general recalls, it was black flag time, or automatic disqualification for starting early. Two boats were determined OCS (on course side): Tony Parker's Bangor Packet (Annapolis, Md.) and Tito Gonzalez's 35 Sur (Santiago, Chile).

The Blind Squirrel team played a conservative start and went for the boat end of the starting line. "My guys were hootin' and hollerin' when we came off the line," said Read. "We ended up winning the boat." Picking the right shift paid off for Read as they finished second behind to J/24 National Champion Chris Snow (San Diego, Calif.). Rounding out the top 10 in race 4 were Jody Swanson (Buffalo, N.Y.), Roberto Martinez (Torino, ITA), Keith Whittemore (Seattle, Wash.), Andrew Pimental (Newport, R.I.), Vascotto, Stuart Challoner (Island Heights, N.J.), David Ferguson (Deephaven, Mich.), and Andrea Rachelli (Saubadia, ITA).

By the start of the day's second race, the wind had increased to approximately 18 knots. Again, the start went to a black flag. All boats were determined clear at the start by the Race Committee. A solid start for Vascotto and his crew on Bagua gave him a comfortable jump to the first weather mark, where he rounded in the top 10, increased the lead with each subsequent mark and finished fifth. This moved him into second place overall. "Our speed was fantastic," said Vascotto. "We played the shifts really well and everything was perfect."

1999 North American Champion Geoff Moore (Newport, R.I.) was second, Snow third, and Gonzalez fourth. Rounding out the top 10 (sixth through tenth) were 1995 J/24 World Champion Bill Fortenberry (Jamestown, R.I.), Pimental, 1999 J/24 Midwinter Champion Tim Healy (Newport, R.I.) and Juan Grimaldi (Mar del Plata, ARG).



Day 4

Once again tricky, shifty winds challenged the fleet and provided an extra degree of difficulty for a number of teams. Vascotto had his lowest finishing race with a 26 in the first race, but he was back on track in the second and earned a sixth place. According to Chris Snow surviving in this fleet is no secret. "The whole key to doing well is to get a good start, keep going straight and not get too fancy," he said. Snow finished 16, 3 for the day to put him into third overall. "In the first race we were far back and we caught up a lot," he said. "My crew did a really good job. I'd say we kept it together." It's an honor to be part of the history of the class," said Read. "I've crewed a lot in the class with Kenny and won the North Americans a few times with him."

International J/24 Class Association Executive Director Wayne Clough (San Francisco, Calif.) summed up the significance of holding the 20th world championship in Newport.

"It is the home of JBoats and the spiritual birth place of the Class," he said. "Newport has one of the biggest and best fleets in the world. Just imagine being out on a Thursday night and lining up with Brad Read, Geoff Moore, Jeff Johnstone, Tim Healy ('99 Midwinter Champion), Jens Hookanson and a host of others. Newport is considered by many to be the Mecca of sailing. The sailing tradition and history runs very deep."

Wayne Clough wrote an article prior to hosting the Worlds in San Francisco. It outlined the incredible resources both human and otherwise that go into the hosting of a World Championship.



I'd like to thank all of those that helped in running this fabulous event. A special thanks goes to the Ida Lewis Yacht Club, Sail Newport, New York Yacht Club, and Newport Yacht Club volunteers. Without volunteers, events such as the MFS Regatta® J/24 World Championships could not happen.

One of the special highlights that came out of this event was the on line web scoring done by Will Harris, Kevin and Carol Doyle and the on the water chase boats headed by Mary Marshall. 26,000 visits to the sailnewport.org website were recorded during the period of Tuesday through Friday. At each mark, the on the water team would record rounding positions, and call them into the onshore team in the Sail Newport office. Carol and Kevin Doyle would then plug the rounding order into the scoring program and launch them onto the website. The strip charts showed the mark rounding orders and you could follow each teams deltas at each mark.

By all accounts, it was a fantastic use of a regatta website. The delta charts were available at the tent at the dock as the competitors reached shore. Thanks to Kevin and the team for such hard work.



TAMPA MID-WINTERS

February 2001

By Bill Icely

February 1st through the 3rd, fifty-four J/24s attended the Lewmar J/24 Midwinters at Davis Island Yacht Club in Tampa, Florida. This was Davis Island's second edition of hosting this regatta and the classes 24th Annual Midwinters.

With approximately 12 Florida boats participating, the balance of competitors came from all corners of the world, including Canada, Europe, England and the four corners of the States.

As it was last year, weather played a very big factor in the sailing. A stationary cold front, which brought beautiful southerly winds and 80 degree temperatures the day preceding the regatta, gave way to no wind on the first day of racing. Granted, the croquet, football and frisbee games were fun, we really were there to race. It was not to be however, as Tampa Bay looked like a mirror from sun up to sun-down.

Saturday dawned more of the same, but the front stepped aside by 11 AM and the first race started at 1PM in a 10 knot northerly. The starting line was very long and after one general recall (the only one of the regatta) the fleet was finally off. During the first beat, it became apparent that the right hand side of the

course would be advantaged, due to a clocking breeze and an incoming tide. Adapting to the conditions quickly, was Tom Sitzman's crew on Patriot who took the bullet. The wind freshened for races #2 and #3. With the cold front advancing, the right hand side of the beat continued to be favored, a theme which

would be common for each and every race of the regatta. Every time you thought you had gone far enough right of your competition to pass boats, someone went farther and passed you, and some huge shifts jumbled the fleet. Prevailing in the tricky conditions was again Tim Healy's crew on Blind Squirrel.





In the second race, Tim Healy's crew on Blind Squirrel finished first, while Kiki Voss' crew on Pee Wee won the third race. At the end of the first day, it was Healy's Blind Squirrel in first, Ralph Devivo's Pipe Dream in second, followed by Voss' Pee Wee in third.





The day dawned with the same 14 knot wind as we saw on Saturday afternoon. Though the breeze lightened throughout the day, it was the rain and temperature drop, which really caught everyone's attention. By 1 PM Saturday, it was about 55 degrees and misting rain and everyone was absolutely freezing. The race committee did an excellent job of getting four races off before 3 PM.

In the first race of the day, the Zaleski brothers on Twins were launched and led at every mark. This performance was duplicated in the second race. In race #6, things really got tricky. The cold front had passed far enough to the east that the wind really dropped off during the last run





In the final race, held in a dying 8 knot northeaster, Chuck Wagon, skippered by Peter Weil prevailed. Blind Squirrel sailed their worst race, an eighth, but with all other finishes in the top four, they outdistanced Ralph Devivo's crew on Pipe Dream to secure the overall regatta title by 11 points.

Third place went to the Zaleski's on Twins, followed by Tom Sitzman's crew on Patriot and Kris Werner's

crew on Kaleidoscope. Saturday night, boats were put away and Davis Island threw quite a party, complete with a traditional Cuban pork and chicken dinner and a retro-sixties surfer band, the Thrusters. Hand it to sailors, who can always put aside a bit of cold weather and rain, pick up a cold beer and party until dawn.



USJCA Photos



TEAM RECOGNITION

Many articles have been written about working as a team on a sailboat. Most discuss the physical aspect of teamwork; who should perform what function in order to maximize the boat's performance. There is, however, an aspect of teamwork that is usually overlooked. Before you can function well mechanically it is critical that every person on board really feel a part of the machine. Too often we view the results of a regatta as "which skipper won" and not "which team won". It is this attitude, and what can be done to correct it, that I would like to discuss.

Consider this scenario: A skipper works very hard to recruit a team for a season. He/she convinces everyone that racing will be fun and rewarding. Everyone commits a lot of time and effort in preseason practice sessions leading up to the first regatta. The result is good, and after the races we overhear the skipper say, "I got a great start, then I picked up all the shifts," and "I really feel that I'M sailing well," and "THEY really messed up the spinnaker set." Later, at the trophy presentation, there is only one trophy for the boat, which the skipper accepts with no mention of the crew. Afterwards, everyone (except the skipper) mysteriously has less time to practice and the result of the next regatta is worse. This time we hear, "I was steering well, but THE CREW wasn't very good. THEY really missed a lot of shifts – I need to find some better crew." Eventually the crew loses interest in this skipper or in the whole class, and all previous effort has gone for nothing.

This is certainly an example of lack of crew recognition, and happens too often in the J24 Class. The cases are not always this extreme, but the examples are there. So what is the problem with this attitude? First, the obvious, no one will sail long for a person with this attitude. Second, these people, after being turned off, will probably move from the J24 Class to one that recognizes their efforts.

The fault can lie not just with the skipper, but also with regatta organizers. Very often there is no mention of the crew at any point during a regatta. Their names do not appear on the result sheet, thus they will not show in the newspaper afterward. Also, at most events, trophies are presented only to the skipper, excluding the crew from the lime-light.



What can we do to change the situation? First, we can look to the Soling Class which has done a tremendous job of recognizing the team effort involved in any successful campaign. During most regattas, each crew member's name appears on the result sheet, making them visible to all. This recognition is often carried over into the awards ceremony, where identical trophies are given to everyone on board. Budget restrictions may dictate that only the top three boats receive awards instead of the top five, but each crew getting their own prize helps build class loyalty.

Skippers can do their part by spreading some of the credit around. The "I, I, I" attitude should be replaced by "We." If the crew's abilities and accomplishments are publicly recognized by the skipper (when speaking with the newspaper or other skippers), he will quickly earn their respect. At awards presentations bring your crew up with you, even if prizes are not provided for them. Introduce them by name and position – not just as "The Crew". They deserve to be recognized for their unique contribution to the team. Finally, at the end of the season, consider taking your team out to dinner and presenting them with their own small trophies (a photo of your boat in action is always very nice) to show your appreciation. A small bit of consideration at all points during the sea-

son will go a long way toward sending them back to you next year.

I sailed in the 1988 World Championship in Sydney, Australia. When time came to present the awards for the top boats, each skipper went up, received his trophy, said "Thank You" and sat down.

This pattern changed when the top three boats were announced. Even though there were not prizes for all crew members, the top helmsman, John Kostecki, Kevin Mahaney, and Ken Read introduced their team members individually and briefly mentioned their contributions to the team's success. As world-class sailors, they realize the importance of team spirit, and know that it starts with recognition. Their success is based on this attitude.

As members of the second place team, we were disappointed not to receive team trophies; but as a crew we were recognized by our skipper and in turn by everyone else, and we went away feeling good about our effort. One week after my return I received a small package in the mail. Enclosed was a small second place trophy with each team member's name engraved on it. This was sent not by the regatta organizers, but by our skipper – who will never have trouble finding a crew.

Pink Moon Regatta

Pez Skelley and Local Crew
Win Windy Pink Moon Regatta

by Tim Winger

For the second year in a row, the weather at the Pink Moon Regatta in Havre de Grace, MD was relatively warm (mid to upper 60's) and very sunny for the last weekend in April. Could this be a trend – the beginning of a new reputation?

Saturday morning came up with a nice little breeze out of the northwest that built to 15-20 knots by race time with gusts up around 25 knots. Tucked into the upper corner of the Chesapeake Bay, the water off Havre de Grace stays pretty flat in anything but a southeasterly. Blades were the headsail of choice for the first race. Those who worked the shifts and controlled the ride downwind did well. Pez Skelley (Leslie to her mom) and crew did just that to take the first race over another local, Chris Crockett. The second race in the same conditions went to New Jersey sailor Bengt Johansson, followed by Pez Skelley.

Race three began to ease to the point that most of us wished we had the genoa on more often than the blade. Alan Terhune from New Jersey, a newcomer to the Pink Moon started his string of wins followed by John Fenton from Ocean City, NJ in second. Most made the switch to genoas between races so the wind kicked up again just before the start, and made us all wonder if we had done the right thing. The fourth race was also Terhune's, with Johansson in second, and the genoa was the right sail. Off to the party at MacGregor's Restaurant second floor balcony on the Bay to soothe the bruises and discuss the results and what-ifs.

Sunday's 09:30 harbor start was right on time, but the old northwesterly (now a northeasterly) fought for control with the new southerly. This took about an hour to settle in from the south, while we

sailed around and listened to tunes from "Magpie's" stereo. Race Committee got us off as soon as things settled in about 5-10 knots. Skelley resumed her winning ways in the first race followed by Crockett, but Terhune took his third win in the next one followed by local, Chuck Sheets. That ended some beautiful spring sailing.

Thanks to all the competitors who made the effort and got there. I believe a good time was had by all. Special thanks to the race committee, Martin Hoover, Mike Madden and Bob Keen who, along with a few other helpers, ran signals with flawless timing, moved marks, took finishes and made all this fun possible. Hopefully, this type of weather and fun will become a rut into which we will fall for all future Pink Moons.

BOAT	SKIPPER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL
Fat Boyz	Pez (Leslie) Skelley	.75	2	4	4	.75	4	15.5
	Alan Terhune	6	5	.75	.75	3	.75	16.25
Mr. Raisin Face	Bengt Johansson	YMP	.75	7	2	6	3	22.5
No Vacancy	John Fenton	3	3	2	3	4	11	26
Hey Jude	Chuck Sheets	4	7	3	5	8	2	29
Crockadero	Chris Crockett	2	4	6	9	2	9	32
MoJo	Jeff Leach	8	6	8	6	5	8	41
Magpie	Tim Winger	7	8	5	7	9	7	43
Riptide	Nicholas Staikos	11	9	9	8	7	5	49
Whistler	Kevin Henry	9	10	10	10	10	6	55
Jerryco	Gerry Daniel	10	11	11	11	11	10	64
Who Wa	Dave Sterck	12	RET	DNS	DNS	DNS	DNS	76

JAPAN CLINIC

By Chris Snow

For the last 11 years Helly Hansen of Japan has sponsored and run a J/24 clinic for the Japanese J/24 fleet.

Usually the clinic is held near Toyko at Sajima Marina a popular J/24 sailing venue. This year the site was moved to Nishinomiya, very near Osaka and the site of the 2001 World Championships.

As the Japanese fleet was still in the midst of qualifiers for the Worlds attendance for the clinic was great with 14 boats and teams participating.

Run this year on April 6,7,8 the clinic covered all aspects of J/24 sailing from boathandling and tactics to boatspeed. 1992 North American Champion Mark Laura organized and ran the clinic with his usual enthusiasm and humor.

He was assisted by Americans Bill Gladstone who runs North Sail's North U. and J/24 sailors Andrew Kerr and Chris Snow.

The clinic started Friday night with a chalk talk on starting then continued with lecture both Saturday and Sunday morning with on the water drills both afternoons. A short regatta held at the end of the day on Sunday was won the all-women team lead by Tomoko Nakano!

Special thanks for the clinic have to go to Eiichiro Homma of Helly Hansen. For the last 11 years he and Mark Laura have organized a



produced one of the best sailing clinics put on anywhere in the world.

Next year he will be moving to a different business within Goldwin who owns the Helly Hansen brand in Japan.

We all wish him the best of luck!



FEATURED BOAT NAME

**We sailors are a clever bunch... Robin Jackson sent us this one.
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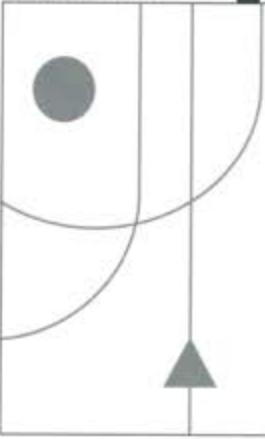


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- FIDLER DEFENDS DISTRICT TITLE -

TEAM 5235 DEFENDS SOUTH SHORE SERIES IN SANDUSKY OHIO

Sean Fidler and team Ironic controlled the pin end of the starting line for seven races and won the 2000 District 12 Championship regatta by five points.

Fidler, who qualified for the 2000 J/24 World Championship Regatta by winning the 1999 District 12 Championship, displayed superior positioning throughout the chilly two day event. Ironic fought for the pin end in each race and clearly won five of the starts, resulting in three firsts and four seconds in the one throw-out series. The District 12 Championship Regatta, hosted by the Sandusky Sailing Club, was also the final event for District 12's five-regatta South Shore Championship Series.

Team USA5235 needed a top five regatta finish to defend its South shore Championship. A second place in the 13 boat fleet allowed 5235 partners Adam Zangerle and Bob Evans to engrave their names on the perpetual trophy for the sixth time in as many years.

Like Fidler and Ironic, Josh Kerst and his Instant Karma team were also using the District 12 Championships as a final tune-up for the 2000 Worlds in Newport the following week. Kerst, winner of the 1999 Great Lakes Regional Championship, placed third in the regatta and second in the South Shore Series. Tony Noviski, in his inaugural season as a J/24 skipper with 40 Ozs. to Freedom, placed third in the South Shore Series with a fourth in Sandusky.

The gear bags in J/24 tow vehicles arriving in Sandusky were stuffed to capacity with layers of lycra, synchilla, fleece, and Gore-Tex.

Although the skies were mostly sunny, 50 degree temperatures and more than 30 knots of northwest breeze challenged sailors while stepping their masts. The

friendly members of Sandusky Sailing Club were quick to lend a helping hand. Jade's Paul McAllister demonstrated that chivalry is not dead by free-climbing an ice cold mast to rescue a forgotten main halyard for the fair ladies who were sailing on a certain blue boat.

As darkness fell, host fleet 75 provided free pizza and beer for all the competitors.

Josh Kerst arrived somewhat tardy after he failed to heed a recall notice from Firestone...

Lesson one: the federal government requires recall notices for good reason – read them!

Lesson two: make sure you have a tire iron and working car jack if you decide to keep driving on recalled tires.

Josh and the Instant Karma boys were engaged in some last minute halyard sheave maintenance as darkness fell.

With the strong winds and early darkness, most of the boats elected to stay on their trailers overnight... anticipating a line at the hoist and an 8:00 a.m. departure for race one's 9:30 start, the competitors retired uncharacteristically early for a District 12 event.

With an unrelenting breeze whistling through the halyards, the sailors bedded down for a short autumn's nap with visions of very close isobars dancing through their heads. Saturday dawned cool, clear, and breezy, with temperatures in the 40s and west-northwest winds. The chill in the air may have dampened some people's motivation, as part of the fleet straggled out a little late to the start area at the west end of Sandusky Bay.

Wind in the upper teens at about 290 degrees split the fleet evenly between genoas and blades.

The waves inside Sandusky Bay were much shorter than those on Lake Erie and allowed most of the "blade runners" to keep up with the genoas.

The Race Committee, which was very prompt all weekend, set a pin-favored line and fired the warning gun for race one right at 9:20. Many of the competitors were late getting out of the dock and did not make it to the line on time.

5235 and Ironic identified a left side favor and maneuvered near the pin end of the line. 5235 did not have an accurate countdown watch running and, rather than risk an early port tack start, tacked onto starboard just underneath Team Bubba.

Ironic, following 5235 from outside of the pin, maintained speed and crossed the fleet on port.

The fleet pinched high and slow to make the pin, and Ironic owned a substantial lead in the first 50 yards off the line. Ironic tacked back into a controlling position above the fleet and lead 5235 to the left side of the first beat. Ironic controlled the beat and rounded first with 5235 about four boat lengths behind.

Instant Karma chose a few good angles at the top of the beat to recover from the middle of the course and rounded close behind 5235. 40 Ozs., Nancy Zangerle on Five Pair, Jade, and Lynn Bruss on the Bruss Bus were in a tight pack about 12 boat-lengths behind Instant Karma.

On a day where the rich got richer, Ironic took advantage of the close battle for second and extended their lead by the bottom gate. 5235 followed out of the

starboard rounding gate and Karma split to the opposite side.

The positions remained the same up the beat. Ironic ran away with the race on the second downwind, while Karma closed distance on 5235. Karma nailed a right hand shift and a puff to pass 5235 with only about 10 percent of the run remaining, but 5235 caught the last left shift and split with Karma to finish second at the pin-favored end of the line.

George Osborne's Mosh Pit fell victim to bad luck early in the day. After being very late for the start when they got stuck in line for the hoist behind Larry Read's Shadowfax.

This was followed by Mary Lou Osborne slam dancing right off of Mosh Pit at the last windward mark of race one. George undertook a quick present-value calculation of the life insurance policy and elected to go back to pick up his wife.

Mosh Pit then bucked a second crew member off the boat while trying to recover Mary Lou. Fortunately, everyone climbed back on board and finished the race.

The breeze faded a little before the start of race two and a couple boats changed up to genoas. Ironic, however, decided to stay with the blade and won the pin again.

The lighter breeze allowed 40 Ozs., one of the genoa boats, to roll over Ironic shortly after the start and lead the fleet to the left. Karma and 5235 did not get off the line very well and fought through the middle of the course with the Bruss Bus and Mosh Pit.

40 Ozs. played the left side perfectly and generated an insurmountable lead by the first mark. Ironic followed in second, and the rest of the pack followed far behind the leaders. 40 Ozs. extended

on the last three legs, Ironic finished second, Karma third and 5235 fourth.

Tragedy struck Five Pair at the start of race three. Tracy "take-one-for-the-team" Meredith, Five Pair's perennial foredeck crew, fell while the boat was maneuvering for the start. Tracy's forearm hit the lifeline and the impact broke two bones in her arm. Fast reactions by everyone got Tracy back to the dock and into an EMS rescue squad.

Meanwhile, down at the pin, Ironic was repeating its now-familiar refrain. Ironic won the pin with 5235 following close behind. 5235 held their lane and lifted slightly off Ironic, but the breeze backed as the fleet approached the left corner. 5235 hesitated and lost when Ironic tacked first. 5235 broke the law of "lead 'em back" and lost more distance when the wind veered while 5235 was on Ironic's port weather hip.

Ironic won the first beat and lead wire-to-wire. 5235 followed in second with Karma in third and 40 Ozs. in fourth. After three races in three hours, Ironic held onto first with 4 points, and 5235, Karma, and 40 Ozs. were virtually tied for second with 8, 9, and 10 points respectively.

The fourth race was scheduled for a 1:00 p.m. start, allowing the sailors and Race Committee to take a short on-the-water lunch break. By race four, the regatta was beginning to resemble the movie Goundhog Day. Ironic, although challenged, won the pin again with 5235 and Karma close behind. 5235 couldn't hold their lane this time and reached off below Ironic while Karma stayed up on the leader's starboard hip.

During the long starboard tack off the line, each boat had its moments of better speed and angle than the others. A ten degree back caused 5235, Karma and Ironic to tack in unison. Still wear-

ing a blade in slightly lighter pressure, Ironic sailed a little lower than 5235 and Karma. 5235, caught in the middle of the sandwich, lost their lane and bounced back out to the left. Although slightly above the layline, 5235 enjoyed a little better pressure and made gains, rounding ahead of Karma and just behind Ironic.

A close pack just behind Karma, including Jade, Bruss Bus, Mosh Pit and 40 Ozs., allowed Ironic and 5235 to extend their separation downwind while Karma fought for position. Positions consolidated on the second lap and Ironic took the gun, followed by 5235 and Karma.

Tired and cold teams lined up for the start of race five. 40 Ozs. nailed the start with a full head of steam and rolled over Ironic as Ironic pinched to make the pin. Karma and 5235 mis-timed their approaches and got flushed out to the right (note to self: jibing within the first 30 seconds of a race generally indicates a very poor start).

40 Ozs. won the race going away after playing the left side of the first beat and extending their lead. Ironic rounded the top mark second, followed by a tight group which included Jade, Karma, Outrageous, 5235, Shadowfax, Brus Bus, and Mosh Pit. With 40 Ozs. long-gone in first, Karma and 5235 knew they needed to fight hard and pick off a few boats to hold their overall places in the regatta.

5235 snuck inside Outrageous at the take-down mark. Karma passed Jade on the second beat and finished third in the race. 5235 gained on the second beat and rounded just behind Jade for the final run of the day.

5235 reached high and Jade defended before jibing away. Jade jibed onto a lift, however, and 5235 pulled even with Jade on the final run. A jibe to port and into a veer allowed 5235 to cross ahead of Jade and finish fourth in the race.

After five great races on Sandusky Bay, Ironic lead with 7 points, 5235 was second with 14, Instant Karma was in third with 15 points, and 40 Ozs. was in fourth with 17.

Fleet 157 and Sandusky Sailing Club hosted a delicious pasta dinner on Saturday night, but some of the visiting J/24 sailors opted for Mexican food or hot wings at the local establishments.

Race conditions for Sunday morning left no doubt about headsail choices. The wind, out of approximately 200 degrees, was blowing in the low 20s. Weather reports of sunny skies and highs in the 70s did not materialize until after the boats were on their trailers; the 9:00 a.m. start and heavier winds kept the race course cold. The Race Committee set a square line for race six after a short postponement. Ironic and Five Pair (with Joe Colling as substitute crew) started at the pin end, while 5235, Bruss Bus, and Karma opted for positions farther up the line. The blue boat carried good speed across to the left, but let Ironic off the hook by not tacking on them and leading back to the right. Five Pair held to almost the port layline before tacking, while 5235 and Ironic extended below them to the top of the beat. 5235 rounded first followed by Ironic, and then a pack including Five Pair (now Four Pair and Joe), Karma, Bruss, and 40 Ozs.

Ironic closed on the first and second run, but 5235 had enough speed on the second beat to generate a sufficient lead for their first bullet of the regatta. Four Pair and Joe dropped Dee Hawkins in the drink on the first run near the bottom mark and slid from third to mid-fleet. Josh "stuck on third" Kerst took his 6th third of the regatta, followed by 40 Ozs. and Bruss Bus. With the second in race six and a throw-out to burn, Ironic had clinched the regatta. Nevertheless, they lined up for one final pin-end start in race seven. Karma got off the line in great shape near the boat and 5235 was forced to tack away be-

cause they burned their hole above Karma too early.

There are some who attribute 5235's poor start in race seven to the driver's "wing issues" just before the warning signal. Karma lead Ironic out of the left when 5235 came across the course from the lower right. Although Karma crossed 5235, Ironic could not and tacked onto starboard a boat-length to leeward. 40 Ozs., coming out of the left behind Ironic, couldn't make it across either and tacked in one boat-length below Ironic.

5235 gave away some distance to Karma, but drove Ironic and 40 Ozs. just past the port layline to consolidate second. Karma rounded first and lead to the finish. Ironic snuck in between Karma and 5235 on the second beat and finished two boat-lengths ahead of 5235. 40 Ozs. crossed the line fourth. A quick ride back to the harbor allowed the District 12 sailors to tear down by 1:00 p.m. and get ready for the awards.

During a chilly regatta, a timely Race Committee keeps the racers from getting too cold between races. Sandusky Sailing Club's RC did a great job of starting races quickly and keeping the course square. The short courses kept the sailing close and after seven exciting races, everyone slept well on Sunday night.



RESULTS

SANDUSKY OHIO DISTRICT 12 CHAMPIONSHIP

- 1) Fidler/Hawkins - Ironic
- 2) Zangerle, A./Evans - USA5235
- 3) Kerst - Instant Karma
- 4) Noviski/Ritzenthaler -
40Oz To Freedom
- 5) McAllister - Jade
- 6) Bruss - Black Sheep
(aka Bruss Bus)
- 7) Osborne - Mosh Pit
- 8) Zillman/Read - Shadowfax
- 9) Bunsey - Outrageous
- 10) Keane - SISU
- 11) Zangerle, N. - Five Pair
- 12) Herzog/Riedy - Team Bubba
- 13) Miller - Blown Away!

KINGS DAY REGATTA - NOVEMBER 18-19, 2000

(DG IN THE REAR OF THE FLEET)

By Jeff Siewert

The traditional King's Day weekend of one-design sailing at the Florida Yacht Club (FYC) was expanded this year by inviting our neighboring District to the north and calling it our Southeast Regional Championships.

The organizers at FYC took on the challenge and provided yet another excellent regatta. Even though the race course was shared with a record-breaking number of Melges 24s, the J/24s had the top billing due to the world qualifier event status.

Conditions throughout the weekend were light and variable with currents in the St. Johns River providing a significant tactical factor. Windward/Leeward courses with Leeward gates were set and maintained very well by the FYC Race Committee. Two races were held on Saturday with the wind out of the NNE. Tidal and river currents varied throughout the day in intensity, and with the light winds, provided the key to making the correct decision on what side of the course to select. This is what makes the FYC venue so

challenging. Anyway that's my excuse...

The local sailors capitalized on these conditions with Will Newton on Magic showing not only a command of the conditions but some amazing speed. His team was continuously in the lead on almost every leg of the regatta.

Other local boats showing equal talent included Peter Bream on Tar Heel and Tim Monahan on Wahoowa. Sunday's conditions were similar except that the race course was moved farther south on the river. The current in the southern location seemed to play an even greater factor in the tactics.

This time we stayed out of the deeper areas on the race course and sailed well beyond the traditional laylines which improved our performance significantly (for the first half of the race anyway). When the wind continued to get light extreme measures were required just to get to the leeward mark under spinnaker. The wind finally went to drifting conditions on the fifth leg, and the

RC had to call the final race due to reaching the time limit. Even though this race was called, Will Newton was the leader again showing consistent talent in these challenging conditions.

The conditions off the race course were anything but challenging as the tradition of extreme hospitality at FYC was upheld.

Friday night's registration activities included a fabulous dinner buffet featuring smoked, steamed, grilled, and raw oysters, local seafood favorites and southern specialties, not to mention continuously flowing cold draft beer.

The spirits of the competitors were in high gear following registration only to be lifted further on Saturday night with FYC's King's Day Regatta traditional pasta buffet, live band, and more flowing beer. FYC really knows how to put on an excellent venue both on and off the water. I am determined to continue to participate in this event both to increase my sailing skills and because it is so much fun.

**- Millennium J-24
European Championship -**
Travemünde, Germany
A look back on the racing and social events

By Klaus Schütt

Finally, after months (or even years) of patient preparation, the 24th of July 2000 had arrived! The European Championships were to be sailed in Travemünde, Germany, as part of Travemünde Week, one of the best-attended regatta weeks on the German Baltic coast.

German teams had been training together since early spring to try and tickle out that extra bit of speed. Through the German Open directly before the Europeans, we were all familiar with the local conditions, were certainly highly (over?) motivated, and perhaps a little worried about the race officer's organizational ability after the first three days racing.

After the German Open it was clear that several German crews were in excellent shape. At this point we shouldn't forget to mention the team from "Calixtus" who won the German Open and looked like making life difficult for the all-conquering World Champion, Vasco Vascotto, the following week. The Euro began with a memorable and perfectly organized opening event on the "Passat", a beautiful "P Class" four-master where Norbert Masch (Ger-49), the German Class President, proved the perfect "show master". The beautiful summer evening was rounded off by a ducking for the Calixtus crew after being presented with the German Open Trophy.

The next morning the yachting action took a while to get going. Three start postponements kept the J-24 fleet in harbor, and we all watched Vasco's skills with a tape measure. He seemed to be checking things we had never dreamt of measuring.

This is perhaps a good point to comment on Vasco Vascotto's sailing ability (from a few boat-lengths behind): On the beat the Italians were not that fast, but downwind all the faster, with lee trim most of us only remember from our Optimist days.

24.7.00

The first race was finally started at 14.00. We – still five friends on board Ger 38 – made a super lee start, sailed way out left, but ended up well down the fleet at the windward mark. Stephan Lange, and his Calixtus team put on a much better show and only had two Italians in front of them at the finish. Leif Tom Loose (Ger, 5266, Rotoman), Jan Kähler (Ger-15) and the Vitesse crew were also all in the top ten.

The second start as we saw it: Lee start, left side of the beat, windward mark not too bad, but rounding the leeward mark we had to give away to avoid total chaos. However, the British team on our tail really managed to stir things up, and we failed to make the buoy. Result: A few sentences with XXXX! This time Manni König (Ger 42) and his women (sorry Bajo!) showed us all the way home.

And of course that evening we had to test whether the beer quality on the Travemünde promenade had deteriorated since the German Open. And later on in the Caipirinha Bar the vitamin drinks (lots of lemon and a sprinkling of sugar) tasted just as good as ever.

25.07.2000

12.00, third start: Windward mark set with a 10-degree advantage, and neither Vascotto nor Anson (beginners!) noticed it. Only Calixtus was next to us

and managed to win the start with half a length lead. Both boats sailed left and feverishly searched for the windward mark. Not to windward as is usually the case in sailboat races (this was the case a few times that week!). Calixtus was first to head off right and we followed soon after, as they had discovered the windward mark way out on the right-hand side of the course.

Having arrived at the windward mark we had 10 lengths lead over the third-placed boat. Then we bumped the leaders and had to do a 720. Result: We were only 10th at the finish. Again Stephan landed in 3rd place with two Italians in front of him. Fourth start: We started in the middle, at the windward mark in the middle, finished in the middle. Fifth race. No real problems, but nothing to celebrate about – 12th place. At the end of the second the World Champion was able to look back on an impressive series: 4th as worst result and after some starts he always seemed to power to the front of the fleet. The other Italian boat with 1st, 2nd, 3rd, 4th and 6th were also in top form. But behind the Italians everything was open.

26.07.00

An unavoidable lay-day. But such a meteorological disaster had to be used to the full. Luckily Norbert had arranged a potpourri of "fun and games". The lay day also went a long way to reducing the Holstein sponsoring beer – And a few J-24 sailors from Bombay Yacht Club turned up for an impromptu beer!

27.07.2000

A hard day with four races. Due to the unusually good course setting, good sailing for all. The conditions seemed to suit

Manni König and he turned in 1,3,1 and 6. Leif finally found form and finished with a 1 and 3.

At some stage a "pretty young thing" parted company from our deck approaching the windward mark. Fortunately Patricia was seen bobbing around by GER-36 who gallantly plucked her from the chilly Baltic.

28.07.2000

Last day. Finally there was enough wind to test the small sail up front! But, unfortunately there was also accompanying rain that refused to go away. We hadn't been so soaked for ages. Please don't spread the word: Midsummer in Germany, and frozen stiff despite oil-

skins, a thick jacket and pullover underneath.

In the last race sailing was almost completely forgotten and the race officer again failed to set a reasonable course. One could have guessed at the windward mark that the wind would shift back - But instead of a course change, what followed was a series of up and downs without spinnaker and tacking. Sadly, a poor offering for the visiting teams.

In a nutshell:

On the racing side we could have done with a few more boats (France and Italy?), and a more experienced race officer. However, the social program

more than made up for the deficit on the yachting front and here we must thank the J-24 German President, Norbert Masch.

Quite a few top German boats saw how difficult it is to sail at the front throughout a European series. Bruce Anson's team from "Down Under" realized this as well, and missed out on a top placing.

It was obvious to all that took part that today in J-24 sailing you have to do far more than polish your boat twice and keep out of unnecessary protests to win a series.

Place	Sail-No.	Name	Points	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12
1	ITA-459	Ceccholti, Andrea	18.00	2.00	4.00	1.00	2.00	1.00	2.00	5.00	4.00	1.00	1.00	39.00	— DNF
2	ITA-416	Racchelli,Andrea Militare, Marina	36.00	1.00	3.00	2.00	4.00	6.00	5.00	2.00	11.00	9.00	4.00	39.00	— DNF
3	GBR-4215	Stuart, Jardine Jardine, Adrian	44.00	7.00	7.00	11.00	9.00	3.00	3.00	6.00	5.00	7.00	5.00	1.00	—
4	GER-42	König, Manfred	48.00	9.00	1.00	5.00	11.00	17.00	1.00	3.00	1.00	6.00	11.00	39.00	— DNF
5	NED-39	van der Wel, Frans	51.00	10.00	2.00	6.00	6.00	39.00	7.00	7.00	2.00	21.00	2.00	9.00	—
6	AUS-203	Anson, Bruce David Pepe, Brad Anson	51.00	4.00	8.00	7.00	10.00	5.00	8.00	4.00	8.00	2.00	9.00	5.00	—
7	SWE-112	Atenum, Niklas	55.00	11.00	5.00	4.00	7.00	4.00	4.00	10.00	13.00	4.00	10.00	7.00	—
8	GER-5266	Loose, Leif Tom Ulrich, Jan-Marc Keck, Nils	60.00	5.00	9.00	12.00	16.00	2.00	9.00	1.00	3.00	39.00	3.00	39.00	— DNF
9	GER-3117	Lange-Calixtus,Stephan	64.00	3.00	6.00	3.00	12.00	7.00	11.00	8.00	15.00	22.00	12.00	2.00	—
10	GER-4218	Kähler, Jan	75.00	6.00	12.00	21.00	3.00	8.00	15.00	21.00	9.00	12.00	7.00	3.00	—

World Council Meeting
November 4, 2000
Amsterdam, Holland

Attendees:

Geoff Evelyn - Chairman
Donald Manasse - Monaco; Vice Chairman
John Adams - Councilor of Honour
Stuart Jardine - Great Britain
Francesco Ciccolo - Italy
Remco van den Berg - Netherlands
Nobuo Nakazawa - Japan
Marianne Schoke - Sweden
Michael Clarke - Ireland
Gustavo Foscarini - Argentina
Nadine Franzky - United States
Wayne Clough - Executive Director

Observers:

Evert Knoll - Holland
Takeshi Kurihara - Japan
Paulo Boido - J/Boats Italy
Roger Harden - USA
Robin Eagleson - Ireland

I. Opening Remarks by Chairman

The Chairman welcomed everyone to the Netherlands and thanked the Dutch Class for hosting this year's meeting. There being more than 5 NJCA's present, the requirements of the Constitution for a quorum have been met and the meeting was called to order. The member NJCA's present were and their votes were: Argentina (1), US (2), Ireland (1), Sweden (2) - carries Denmark proxy for voting), Japan (1), Holland (1), United Kingdom (1), Italy (1). The Chairman and Vice Chairman are non-voting as are the Councilors of Honour.

II. Minutes - 1999 World Council Meeting

The minutes from the previous meeting were distributed for review. John Adams proposed that they be accepted as presented, seconded by Francesco Ciccolo. Motion carried.

III. Exec. Director Report-Wayne Clough

Wayne reviewed his report of the status of the class worldwide.

III. Builders Report

The following report was supplied by Jeff Johnstone and read into the record by the Chairman.

The key bright spot in what has otherwise been a slow year for new J/24s, has been the 18 new boats built in the US. Several participated in the Newport Worlds. Owners love the boats. US Watercraft has done an excellent job with the builder transition. Several J Boat dealers supported the program by stocking boats which ended up selling to clients. 12 of the 18 boats sold to existing J/24 sailors. Certainly some of the enthusiasm was Worlds influenced, but we are hopeful that 12-15 boats will be built next year.

I believe Paolo will be on hand at the meeting to update you on the European scene. Interest for new boats has been slow, but the reenergizing of the UK fleets is a great sign for the class. The Italian built J/24 is a lot of boat for the money, so I don't see pricing as the obstacle. The availability of quality used boats at half the price is one of the J/24 class's biggest selling points, but not good for building new boats.

We've had very few complaints about parts in the US this year. There was an initial lag in rudders during the switchover of builders, but the US rudders are now

very nice and readily available. Masts are being supplied from both Sparloft Industries and Charleston Spars. Paolo can respond directly to the parts situation in Europe.

News from other builders is quiet. Hope you have a productive meeting and that you'll let me know if there is anything we can do to help out.

Additional comments were added from those present on the mast supplier situation since there are now two mast builders and they are now readily available in Europe. Paulo Boido indicated that the process used by UK Proctor Masts should be reviewed as the masts had not been made for some time. The Chairman asked that this be investigated. Francesco Ciccolo will look into the situation with John Peck-Chairman of the International Technical Committee.

Paulo Boido gave report on European builder's situation: Marketing in Europe has slowed down over the past 3 years. Now making only 3-4 boats over past few years. This past year was able to make 13 boats, mostly for Europe, including one to Canada and additional one to be going to Japan. In Europe he mentioned that, in his opinion, there is a marketing problem in Europe since the dealer network is not selling J/24's since the dealers are not pushing the boat and are selling other J boats instead. Their response to customers is poor. Marianne Schoke mentioned that it is a problem in Sweden as well, the dealers are not marketing the J/24 as far as sales, they are also pushing the J/80 as well.

J/Boats Italy is prepared to sell parts and boats and wants to be able to sell across Europe directly. Comments from those present included that J/Boats need to support the marketing effort more, and that the group didn't see that it would be beneficial if the molds be sold to the French builder.

Irish representative made comment that since boats are mostly now sold in his country and others on the second hand network, those that do want a new boat still are forced to go through dealer network. He indicated that the dealer network arrangement may now be an outdated mode of doing business.

Proposed possibly the NJCA's become that dealer network, and they complete an arrangement with Paulo or other builder so that new members can have a source that will do the marketing. Paulo Boido asked that IJCA help pay for maybe boat shows and marketing in Europe. Don Manasse agreed now that with the EU status, that the dealer arrangement is technically not allowed.

The Chairman mentioned that now the IJCA promotion fund is now at the size that it now may be possible to help with these marketing efforts and could support a consolidated effort for promotion/marketing. Francesco Ciccolo mentioned that in Italy, the class has had a presence at one of the largest boat shows in Italy as a class association to promote the boat. The Swedish class wants to promote at the boat show in Stockholm and would like to do that in conjunction with J/Boats Italy.

The Chairman suggested that as a group, the European national associations should get together and organize the costs and submit a request with proposal for use of those funds, and the IJCA Exec. Comm. will review the proposals. In future US Watercraft might be approached to build the J/22, which may also be a problem in the future, as

this would make it difficult for J/Boats Italy to continue the manufacturing process in Europe.

John Adams thoughts included that the EU concept while a good concept, in reality doesn't work since the different countries may not actually get along. In the promotion, some people might not even realize that the NJCA's actually exist, and you might be able to have booths and promote the class associations. You can even have an association booth without a boat just to get the word out. He suggested that we support Paulo Boido and his efforts, since that all we really want is one builder that can have a viable business to provide boats. Francesco Ciccolo proposed that we try for one year to promote the boat at the major shows in Europe, these are mostly in the non-sailing season from December through March. Costs of boat moving from show to show and show cost would be partially borne by the class in some cases. It was suggested that two NJCA's put together a proposal for the group to do so. Francesco Ciccolo suggested that we contact the organizer that coordinates the major boat shows in the world. The Chairman suggested that the Dutch class start the preliminary work on organizing this. Remco Van den Berg indicated that he would take the responsibility since he is working with the European countries for the upcoming championships anyway.

Stuart Jardine moved that Remco Van den Berg be charged with promotion for the next 18 months, Francesco Ciccolo seconded. Motion Approved.

Donald Manasse moved that the IJCA inform the copyright holder that the dealership and distribution system is counterproductive and is hampering the development of the Class in Europe, and that prohibiting direct purchasing from the builder may be illegal under EU legislation. Seconded by Francesco Ciccolo. Motion Approved.

IV. Election of Class Officers

John Adams was asked to handle the election of Class Officers. He thanked those that have contributed over the many years of the class. Both persons, Geoff Evelyn along with his wife Wendy's support and Donald Manasse have been with the class and have volunteered their time and efforts, they have also agreed to continue in their position. John Adams proposed that the same individuals Geoff Evelyn and Donald Manasse continue as Chairman and Vice-Chairman for the next two years. Seconded by Stuart Jardine. Motion Carried.

V. Financial Report

The Chairman reviewed the available financial reports and proposed budget. The promotional fund in stands at approximately \$23,000. Some expenses have not yet been applied to that. Proposed by Stuart Jardine that the budget be approved and seconded by Donald Manasse. Motion Approved.

VI. Technical Committee

Chairman gave a report for John Peck. We currently have a submission to ISAF which are changes to our advertising rules and general housekeeping items that were missed in last year's submission to ISAF. At this meeting we need to confirm the submission to ISAF and answer any questions they might have with regard to these proposed changes. Francesco Ciccolo mentioned that we just need to make sure that the verbiage conforms to the same definition of ISAF's sail measurement standards. Wayne Clough mentioned that Dennis Ellis has drafted them with this in mind. Remco van den Berg asked about the Association logo.

It was mentioned that we assign the Technical committee to propose placement of the logo. It was proposed that the attachment be approved as written with the only change being the date of effect being March 1, 2001. Proposed by Donald Manasse and seconded by Nadine Franczyk. Motion Carried

Other Technical Issues:

Remco van den Berg asked about the placement and standard of what sail numbers are used. Stuart Jardine proposed that the use of just hull numbers would be possibly approved in the future. In the past the Ian Bashford - Australians had duplicate hull numbers, things would be out of control since he just grabbed further hull numbers in sequence that were not issued by J/Boats. The Chairman suggested that the Jury resolve those problems on a case by case at the particular championship since it rarely happens.

Robin Eagleson mentioned that he is troubled by Paulo Biodo's comments about the Proctor mast not built to J/24 specs. Geoff Evelyn showed a copy of specification drawing and mentioned that the masts are still produced by a licensed builder.

VII. 2000 Europeans- Travemunde-Remco van den Berg gave a report on the regatta, good was that there were lots of people, and good exposure in placement of the race course right on the harbor, also had advantage of International Jury. He mentioned that since it was a multi-class regatta there were restrictions that you had to follow the guidelines of the bigger events. The Germans decided to hold a German Open before the Europeans event. 95% of the Europeans competitors joined the German Open, which was good. Choice of date in July was not ideal for Europe, and thought that hampered the attendance numbers. Stuart Jardine agreed that being part of the large regatta you don't have enough committee boats to move the course around and didn't have as strong of a race officer as otherwise.

VIII. 2000 North Americans-Kingston, Ontario, Canada-Wayne Clough gave report of the event, which had excellent conditions, race management and organization. Regatta was moved from original location of CORK week, and held as a stand alone event. Site was a wonderful facility, which was built originally for the 1976 Olympics. Race management team is the same and the location the same that will be on hand for the 2002 Worlds. Attendance was lower than expected by Canada and the US, reasons not sure known why. Stuart Jardine gave re-cap of Rudy Wolfs report. Rudy's report mentioned that the decision of the location being Kingston or alternatively Toronto would be decided by the end of Q1 2001.

IX. 2000 World Championship-Newport RI-Nadine Franczyk gave report and reviewed measurement process, race officer. No other information was provided.

X. Other Items:

The current Webmaster would like to hand the website off. Others have expressed an interest in taking over. Wayne Clough to follow-up and take over finding out information from various interested parties.

Donald Manasse reviewed incorporation of the International Class as a non-profit in Delaware. The constitution of the bylaws will be adopted as the Constitution of the International Corporate Entity. All national member associations would become members of the International Incorporation with the exception

of the US, which is already incorporated in the State of Connecticut. The things we will need to put in place is 1) to adopt the bylaws to accept the existing constitution and to mandate the directors to propose any changes to the constitution to conform to Delaware law, and 2) the officers of the assoc. be named as directors of the company. First motion is to adopt the constitution as the bylaws of the corporation, second is that the Directors would become officers of the corporation. Proposed by Donald Manasse, seconded by Remco van den Berg. Motions Carried

XI. 2001 Worlds-Japan

Geoff Evelyn started the discussion that he made a visit to Japan for the site inspection. Site is more than adequate, and winds are expected to be light and shifty.

Takeshi Kurihara gave a summary of written report. Geoff Evelyn mentioned that some of the challenges include the transportation of boats since you can not trailer boats individually. Boats have to be shipped on a flat bed truck in a group. Takeshi Kurihara said that a charter boat pool will be available starting at \$3000. Geoff Evelyn mentioned that insurance, measurement information, etc. be available and be taken into account. It was mentioned that the Japanese class has asked that several spots be additionally allowed i.e. Japanese Women's Keelboat Championship. Michael Clarke is proposing that we allow up to three women's teams from the Japanese Women's Keelboat Championship to be allowed, Remco van den Berg seconded. Motion Approved.

XII. 2003 Worlds-Medemblik, Holland

Remco van den Berg gave report on progress of the regatta. The regatta will be held at the sailing center in conjunction with Hollandia YC. The Europeans in 2001 will be a warm up for the Worlds. Their two major issues they have of holding the regatta, are the two following conditions 1) an available fleet for charter boats, they are not in a position to be a coordinator of the charter boat fleet between charterers and owners and 2) financial support. Other member European nations have agreed to help support the effort in organizing to secure a list of charter boats available for the Worlds, since the Dutch class can not provide boats from its own fleet and the Intl. Association will assist in that process. Remco van den Berg asked about date suggestions, council mentioned that he should choose the dates based on conditions, and all other regattas will be worked around it.

XIII. Future Championships:

Geoff Evelyn explained the rotation of the Worlds.

2004 Worlds-Motion from Michael Clarke, seconded by Francesco Ciccolo that the USA be granted hosting the 2004 Worlds. Motion approved with proviso that US Class will provide a definite location by the 2001 IJCA Annual Meeting. Motion Approved.

2005 Worlds-Italy, UK, Argentina and Slovenia would like to propose hosting the Worlds. It was mentioned that at this meeting the decision should be if we can keep the rotation as confirmed by last year's minutes. The Chairman suggested that the Argentinian class submit their proposal at next years meeting for 2007 or 2006.

Francesco Ciccolo asked the board if they prefer Northern Italy or Southern Italy, and have proposals to do either based on the preference of the member nations. Geoff Evelyn asked that the first decision be

between Northern and Southern Europe. Stuart Jardine gave summary of the UK proposal for hosting the Worlds in Weymouth at a new sailing center with very adequate facilities.

Geoff Evelyn proposed that we not consider Slovenia as an appropriate venue given the lack of an active Class Association. The decision he has put forth to the group, that this be a decision between Italy and the United Kingdom. A vote took place as to the location of the 2005 Worlds and the UK Class was awarded the event.

Michael Clark suggested that in the future that the European rotation be discussed.

2002 European Championships -Michael Clarke gave a summary of the planning in place for the Royal Irish YC hosting the event the week of June 24, 2002 due to weather issues. Remco van den Berg mentioned that this may be difficult for Germany, Holland and Sweden to support since Kieler Woche is a large International regatta and it is so close in date so attendance might be smaller for those nations. Michael Clarke will look into potential additional dates.

2003 European Championships-Italy has a proposal for the Europeans, probably in the northern part of Italy. Francesco Ciccolo will finalize a formal proposal for next year. Sweden would also like to propose the Europeans also for 2003. Mary Ann Schoke has been speaking with Royal Swedish YC in Marstrand, hopes to have a full proposal early next year. She said that hosting the Europeans will give it a goal to look forward to and help build the class. Proposed timeframe will be end of July, early August. Remco van den Berg mentioned that Worlds will likely be end of August. Mary Ann Schoke is worried that if they wait till 2004 then she will lose her class membership. Francesco Ciccolo mentioned concern that all the championships for the next 4 years are already in Northern Europe, and that the Italian class will also suffer if there isn't a major championship in Southern Europe. Resolution of the European group will be that 2003 be awarded to Italy and 2004 to Sweden. The Brits would like to then propose to host in 2006.

XIV. Other Issues/Open Discussion:

Geoff Evelyn mentioned necessary constitutional changes, Stuart Jardine proposed, Remco van den Berg seconded. Motion Carried.

XV. Regatta Standards

Geoff Evelyn reviewed the report depicting the prior version and the new proposed version to clarify issues in running major Continental, National, Regional and District events. Minor changes were made to the document by the group. Geoff will edit the document per the group's changes. Donald Manasse noted that for the minutes that there should be future discussion on how National authorities can designate their National Championship as an automatic World Qualifier.

XVI. Next years J/24 Annual Meeting schedule (ISAF meeting is in November in Bermuda), Bermudian class will provide accommodations for attendees. Dates to be determined.

VL Continued-Appointment of Exec. Committee
Intl. Technical Chair-John Peck
Treasurer of Class-Nadine Franczyk

Meeting is adjourned.

2000 USJCA
Annual General Meeting
Ida Lewis YC Newport, RI
September 30, 2000

1. Call to Order

USJCA President Nadine Franczyk called the meeting to order at 0900. Those present were: Nadine Franczyk, USJCA President, Tim Ryan, USJCA Vice President, Tim Winger, USJCA Governor at large, Don Oliver, USJCA Finance Committee Chairman, Jeff Johnstone representing the Copyright holder, Mark Toso for Bill Newberry District 1, Brian Gibbs District 2, Stuart Challoner District 4, Tim Winger District 6, Russ Cook District 7, Jim Farmer District 8, Jeff Siewert District 10, Joe Colling for Adam Zangerle District 12, Tim Oelschlager District 15, Todd Warmgura District 18, Joel Thornton for Eric Sanderson District 19, Don Oliver District 20, John Fracisco for Chris Snow District 21 and Wayne Clough, IJCA Executive Director.

2. 1999 Minutes

The minutes from the 1999 USJCA Annual Meeting were approved without change.

3. 2000 Worlds Report

Jeff Johnstone recapped the just completed 2000 World Championship. The racing conditions were generally very good with variety in both the wind and water conditions from very light and flat to very windy with large waves. All races were sailed in the open ocean, which virtually eliminated any local knowledge bias. Eight races were completed over five days. The race management group headed by Peter Reggio did an outstanding job in setting up good starting lines and fair courses. Fleet 50 Captain Brad Read did an outstanding job of organizing and executing the regatta. By the way, he also won the regatta.

Tim Winger was the Chief Measurer for the regatta and recounted the measurement process. Adequate help insured that the procedure went very smoothly and all 73 boats and sails were easily completely measured within the allotted time. No serious issues were noted. Professionals from Waterline Systems and Hall Rigging were on hand to accommodate any boat or rigging problems.

4. District Governor Reports

The District Governors gave brief reports about the activities and membership levels with their Districts. Most are replacing lost members with new members on a one for one basis.

5. Technical Committee Report

A measurement seminar conducted by USJCA Technical Chairman Reid Stava with help from former USJCA Tech Chair and IJCA Chairman Hank Killion was held in conjunction with the

Worlds in order to certify new measures. The attendees also helped with the actual measurement of boats and sails. The measurement manual was updated prior to this event to include some changes that were ratified in the 1999-2000 edition of the Class rules dealing with the sails.

There are no significant changes to the rules for the next two-year cycle. A few sail items that were inadvertently left out at the 1999 ISAF meeting will be presented at the 2000 ISAF meeting as well as the Class position relative to the new ISAF advertising code. The Class has accepted Category C with restrictions. Refer to the minutes of the 1999 IJCA Annual Meeting for details.

Jeff Johnstone gave a builders report. US Watercraft has produced about 20 new boats to date since their approval as the new US builder last November. Many of these new boats competed in the 2000 Worlds. Many of the people involved in the new venture are former employees of TPI, Inc that used to work on the J24 production line. Molding is the key to one-design integrity, which includes the laminate schedule. Old boats are still very competitive as evidenced by the fact that the last race of the Worlds was won by hull #556. In addition, hull #'s 108, 189 and 533 were very competitive in the regatta. New boat sales are mostly to former or current owners who want to upgrade to a new boat. The continuing sales prospect worldwide is about 30 boats annually. The J24 still enjoys very wide spread appeal rather than to an elite 1%.

6. Reports and Discussion

Executive Director Wayne Clough gave an overview of the status of the Class. Memberships levels both in the US and abroad remain very nearly identical to where they have been for the past three years. Volume 42 of the magazine will be in the mail by the end of October. An outline of the content and production schedule was presented. The 2001 Calendar will be available for sale by the end of November.

A comparison of annual dues was presented by the ED that showed the J24 Class Association as clearly lower than any similar organization. In some cases, by more than half. Don Oliver expressed concern that the Class will have to spend more money in future years than it has in the recent past to keep pace with rising costs. Several cost savings measures taken by the ED will not necessarily be applicable in the future. He made a motion that the annual dues be increased to \$50.00 beginning with the 2001 calendar year. It was seconded by Joe Colling and approved. Similarly, the cost of the calendar has increased dramatically over

the years and he moved that the price be increased to \$15.00. This was seconded by Tim Ryan and approved.

The issue of insurance at regattas was discussed as a result of several incidents this past season where there was serious damage to boats and problems with the resolution of the damage claim. A motion to require proof of property and liability insurance in the minimum amount of 250K was made by Russ Cook. It was seconded by Nadine Franczyk and approved that this be a part of the NOR and in the Regatta Standards.

7. New Business

Discussion about 2002 Worlds in Kingston, ON revolved around how the USJCA was going to allocate the additional qualifying spots since all North American NJCA's get double their normal allocation because the regatta is in North America. Two methods were recommended. One would be to give the extra spots to the Districts with the largest populations in descending order. The other suggested awarding two spots out of the Regional qualifying regattas. The District population method was favored.

The location of the 2001 Annual Meeting was set as Annapolis, MD at a date to be determined but either September 15 or 22, 2001.

8. Regatta Venues

Previously approved regatta venues are the 2001 NA's in Houston, TX, 2001 Midwinters in Tampa, FL, 2001 Worlds in Osaka, Japan, the 2002 Worlds in Kingston, Ontario and the 2003 Worlds in Medemblik, Holland. A proposal for the 2001 Nationals was received from Fleet 17 San Francisco Bay (District 20) and the St Francis Yacht Club and approved for August 9-12, 2001. A proposal for the 2002 US Nationals was received from Fleet 7 Charleston, SC (District 8) and approved with the date to be determined. Proposals from Fleet 69 Cape May, NJ (District 4) and the Corinthian Yacht Club of Cape May and Fleet 102 Edgewater Cleveland, OH (District 12) and the Edgewater Yacht Club were received for the 2002 North American Championship. The proposal from Fleet 102 was accepted. This proposal included an inaugural J24 Woman's Open event to be held just prior to the NA's.

9. Election of Officers

A motion to re-elect the current slate of officers was made by Jim Farmer and seconded by Tim Oelschlager. The current officers were re-elected.

10. Adjournment

The meeting was adjourned at 1530.

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Jeff Johnstone P.O. Box 90 Newport, RI 02840 B: (401) 846-8410 F: (401) 846-4723 jeff@jboats.com	Timothy Ryan 200 East 74th St. Apt 14B New York, NY 10021 H: 212-585-3472 W: 212-782-4267 F: 212-782-4934 tryan@btmna.com	Ben Capuco 134 Monticello Avenue Annapolis MD 21401-3445 H: 410-263-8854 W: 703-416-3619 F: 703-416-3679	Reid J. Stava 144 Shaftsbury Road Rochester NY 14610 H: 716-288-7183 W: 716-422-2423 F: 716-422-9965 reid.stava@usa.xerox.com
2 50	4 2	BCAPUCO@VAGIBBSOX.COM	7 51
Gordon Borges 34 South 6 th St New Bedford, MA 02740-4927 H 508-965-1947 W 508-990-2468	Bengt Johansson 22 East Drive Watchung, NJ 07060-6437 H: 908-822-0988 W: 908-757-8990 F: 908-757-8991 bengt@fast.net	Ernest Hauser PO Box 583 Ithaca NY 14851 H: 607-275-7188 F: 607-254-4780 HAUSER@geology.cornell.edu	

USJCA MEASURERS BY DISTRICT AND FLEET

7	110	12	102	14	17	20	17
Lambert K. Lai		Terrence L. Bowdish		Eric Fritz		Nadine Franczyk	
1655 Waterford Road		35765 Nightshade Lane		2000 Rebsamen Park Rd #B105		1643 Kansas Street	
Walworth NY 14568		Solon OH 44139		Little Rock, AR 72202		Redwood City CA 94061-2659	
H: 315-986-4495		H: 216-248-8841		H: 501-663-4047		H: 650-368-9418	
W: 716-338-4000		W: 216-766-5735		W: 501-664-5319		W: 408-517-7121	
76167.1620@compuserve.com		F: 216-766-5749		F: 501-666-3685		F: 408-873-3693	
		tbowdish@inficon.com		j241134@aol.com		j24sf@yahoo.com	
7	146						
Charles V. Krylo		12	102	15	1	20	17
113 Margo Lane		Kevin Graf		Tim Oelschlager		David Wiard	
Fayetteville NY 13066		1055 Rosalie Avenue		13800L Excelsior Boulevard		308 Tideway	
H: 315-637-3707		Lakewood OH 44107-1240		Minnetonka MN 55345		Alameda CA 94501	
cvksail1@aol.com		H: 216-521-6277		H: 612-988-9053		H: 510-523-8702	
		W: 216-522-6713		W: 612-740-5695		davidwiard@yahoo.com	
8	71			F: 612-921-9084			
L. Edward Williams		12	102	15	12	20	17
202 Porter Avenue		Aarne Lillo		Glenn Gustafson		Ed Broberg	
Hampton VA 23669		2817 George Avenue		687 Green Bay Road		PO Box 191486	
H: 804-723-6830		Parma OH 44134		Highland Park IL 60035		San Francisco, CA 94119-1486	
W: 804-727-0750		H: 216-888-1923		H: 847-432-1062		H: 415-269-7245	
amwlew@visi.net		W: 216-473-5437		W: 847-374-4920			
		LILLO@MR.PICKER.COM		F: 847-432-1073		21	49
8	115			GLENN_D_GUSTAFSON		Richard A. Rychlik	
Randy Baker		14	5	@EM.FCNBD.COM		1520 Calle Artigas	
5616 Pinewood Drive		Kyle J. Mullins		Thousand Oaks CA 91360-6808		Thousands Oaks CA 91360-6808	
Flowery Branch GA 30542		2105 Shore Point Drive		H: 805-523-9728		H: 805-523-9728	
H: 770-967-0606		League City TX 77573		W: 805-485-7821		W: 805-485-7821	
W: 770-532-4655		H: 281-535-0358		F: 805-458-5230		F: 805-458-5230	
F: 770-532-4059		W: 409-948-3561		rych@earthlink.net		rych@earthlink.net	
		F: 409-948-4460					
8	115	kyle_mullins@stservices.net					
James N. Howard, Jr.		14	9				
2621 Woodside Drive		Tom Kane		15	37	21	155
Duluth GA 30136		2702 McCaskey Ridge		Douglas J. Kracht		Phil Otis	
H: 770-447-0739		San Antonio, TX 78258-4409		441 E Cedar Lane		1105 Caminante	
W: 770-956-0357		H: 210-408-6157		Mequon WI 53092		San Clemente, CA 92673-3545	
F: 770-965-0359		W: 210-804-5700		H: 414-241-9283		H: 949-366-0805	
j24classic@mindspring.com		tktkane@earthlink.net		W: 888-333-1973		psotis@home.com	
				DKRACHT@IBM.NET			
10	86	14	9				
Mark & Gail Rosenke		John Peck		15	96	21	155
5522 Cypress Lane		PO Box 12652		Michael J. Kurzawa		Sal & Beverley Pestrutto	
Land O Lakes, FL 34639		San Antonio TX 78212-0652		635 North 77 Street		PO Box 6898	
H: 813-996-7252		H: 512-735-9855		Wauwatosa WI 53213-3511		Luguns Niguel, CA 92677	
W: 813-996-7252		W: 210-732-9264		H: 414-443-0100		H: 949-499-6173	
F: 813-996-7252		F: 210-735-9844		W: 414-443-0100		W: 949-499-6175	
		johnpeck@swbell.net				F: 949-499-6133	
12	75			19	26	stp@bikerider.com	
Jim Bunsey		14	21	Paul Bogataj			
5887 Mills Creek Lane		Bill Worsham		1522 South 12th Street		Dan Doyle	
N. Ridgeville OH 44039		1700 Nueces Street #105		Tacoma, WA 98465		27 Pueohala Place	
H: 440-327-6364		Austin TX 78701		H: 253-572-9089		Kailua HI 96734	
W: 216-663-2300		H: 512-469-9607		bogataj@indy3.dynacssea.com		H: 808-263-6375	
j242440@stratos.net		W: 512-463-9215				W: 808-941-1699	
		bworsham@compuserve.com				F: 808-941-1984	
12	75	14	158	20	17	actuation@hotmail.com	
James Keane		James E. Anderson		Wayne Clough			
727 Gloucester Drive		121 James Drive		1435 B Fifth Street		James "Fuzz" E. Foster	
Huron OH 44839		Heath TX 75087		Alameda CA 94501		742 Queen Street #300	
H: 419-433-2648		H: 972-771-6823		W: 510-522-6868		Honolulu, HI 96813-5206	
W: 419-625-0105				wtjc@aol.com		H: 808-591-9192	
F: 419-626-6342						W: 808-591-9192	
						F: 808-593-8199	
						fuzz@sales.northsails.com	

J/24 CLASS ASSOCIATION APPLICATION

2002 MEMBERSHIP

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HULL# _____ YACHT NAME _____

FLEET # _____ DISTRICT # _____

TEL (H) _____ (B): _____ FAX: _____

E-MAIL ADDRESS _____

I hereby apply for membership in the U.S. J/24 Class Association for the year ending December 31, 2002 and agree to abide by all Class Rules. I am a (check one)

J/24 owner; co-owner; helmsperson only; other

Full Member:

Includes membership card, transom sticker, window decal, 2002 Spring and Fall issues of International J/24 magazine, and be eligible to participate in J/24 racing at all levels.

Associate Member:

Includes all benefits of full membership except helming privileges.

Junior Member:

For members not older than 19 on December 31, 2002 Includes all benefits of full membership.

Enclosed is my check, payable to "J/24 Class Association" for 2002 membership dues:

Full Member (\$50.00) _____

Associate Member (subscription, no helming privileges) (\$25.00) _____

Junior Member (not older than 19 on 12/31/2002) (\$20.00) _____

Magazine back issues (\$8.00) _____

(full listing of back issues in Volume 37).

Send _____ 2002 calendar(s). (add \$3.00 for overseas addresses). (\$15.00) _____

TOTAL _____

Signature _____ Date _____

Helmsperson's Signature _____ Date _____

MAIL TO:

INTERNATIONAL J/24 CLASS ASSOCIATION

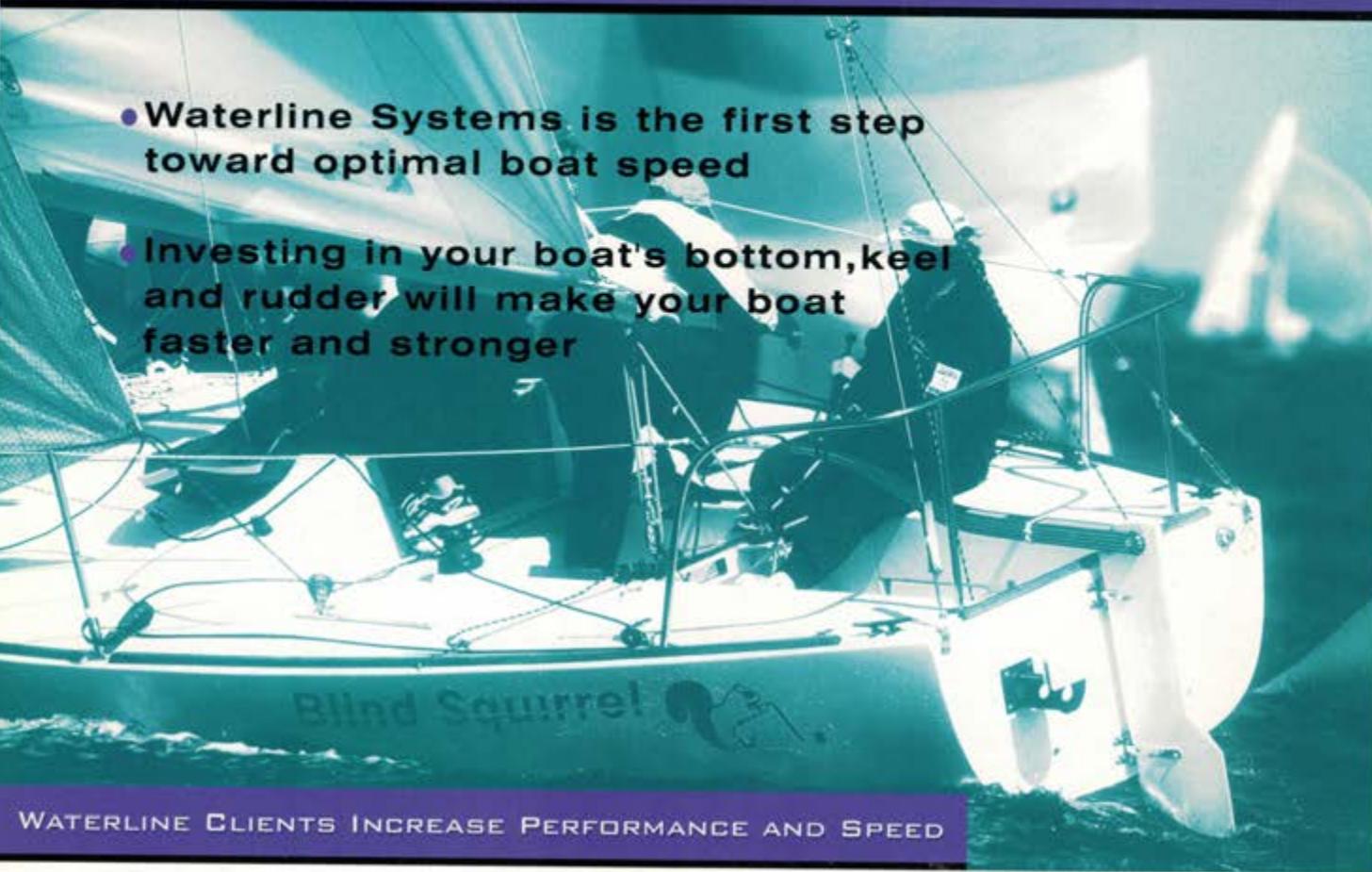
7793 Burnet Rd. #15

Austin, TX 78757

E-mail: j24class@compuserve.com

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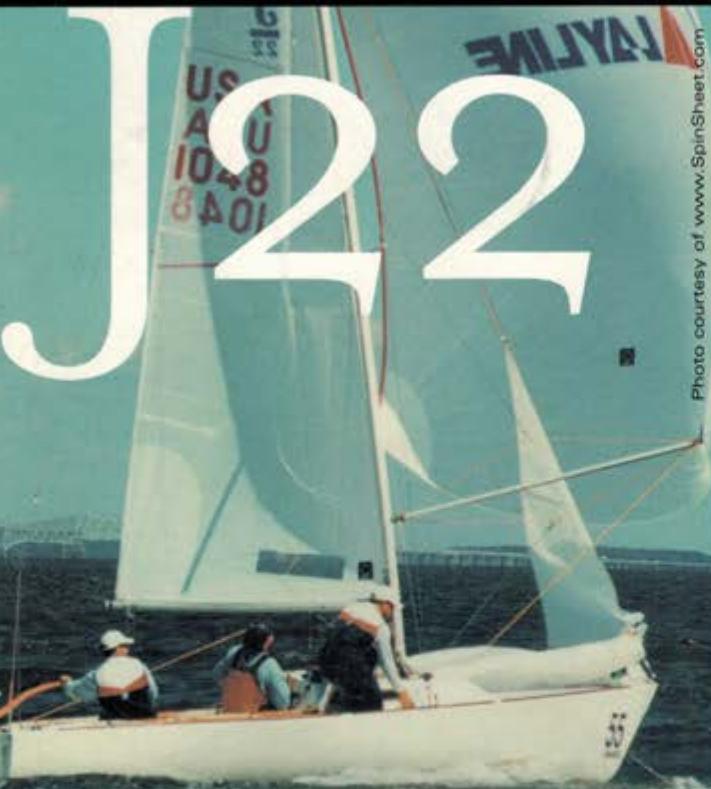


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1999 Mark Foster • 2000 Serge Kats

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