

International

J.
24

J.
24

AUS

JPN

BER

8

155

2083

40

E 9.75

P 18.00

I 24.25

J 9.50

46

Spring-Summer 2002 • Volume 44



1st Worlds
1st US Nationals
1st North Americans
1st Europeans

We can say that North Sails makes the fastest J-24 sails in the world. We can point to our victory list as proof. The question is, **what can North Sails do for you?** If you are a class veteran or a newcomer, if your boat is vintage or brand new... we will help your team realize its full potential with fast sails, sound advice and the best tuning guides in the business. Call your North One Design representative today... you'll be sailing faster tomorrow.



SCIENTIFIC SAILMAKING

San Diego 619 226-1415
Rhode Island 401 683-7997
www.OneDesign.com

Italy +39 0185 35 261
www.northsails.it

UK +44 2392 354800
www.northsailsod.co.uk

1st EastCoast Champs
1st Midwinters
1st SCYA Midwinters
1st Pacific NW Distr.
1st Cinco de Mayo
1st NE Regionals
1st SE Regionals
1st Chilean Nationals
1st Mexican Nationals
1st Change of Colors
1st J Fest
1st NOOD Marblehead
1st NOOD San Diego
1st Newport Regatta
1st Cal Race Week

NORTH SAILS



Cover Design:
Michelle Friesenhahn

Editors:
Eric Faust and John Peck

International J/24, Spring-Summer 2002, Volume 44.

Published bi-annually by the International J/24 Class Association, P.O. Box 12522, San Antonio, TX 78212-0522. Contents copyright by the International J/24 Class Association, Inc. For additional information call (210) 738-1224, or e-mail magazine@ShipPlans.com

ADVERTISERS: Contact John Peck, Executive Director at the address above to inquire about rates.

CONTRIBUTORS: Articles and photographs must be received by 31 August 2002 to be considered for the Fall Volume 45. Send electronic files to magazine@ShipPlans.com or mail to the address above.

NOTE: Members and subscribers are urged to provide notice of address change promptly to avoid loss.

ADVERTISERS INDEX

North Sails.....	Inside Front Cover
Sparcraft.....	P. 7
APS.....	p.7
Barlett Canvas.....	p.17
Hall Spars & Rigging.....	p.18
Layline.....	p.44
Waterline Systems.....	Inside Back Cover
Quantum.....	Back Cover

2	ITCA Chairman's Report	Geoff Evelyn
3	Executive Director's Report	John Peck
4	Technical Committee Report	Reid Stava
5	Boat Maintenance	Tim Winger
8	2002 World Championship • Notice of Race	
9	2002 J/24 European Championship • Notice of Race	
11	North American Championship 2002 • Notice of Race	
14	25th Anniversary J/24 Rendezvous 2002 • Notice of Race	
16	NOR's Sneak Preview	
17	Kickstart your fleet with Circuit Scoring	Eric Nelson
19	Hanging on at Noroton	Geoff Moore
20	J/24 World Championship 2001	Tomoko Nakano
21	2001 World Champions	Kazuyaki Hyodo
22	2001 European Championship	Remco van den Rugren
24	2001 North American Championship	
26	Big Fun South Florida • 2002 Mid Winter Champion Report	
27	2001 J/24 UK National Championship	Mark Jardine
28	Gallery of Photos	
30	2001 Australian National Championship	Hatakeyama Tomomi
32	24th Spi Quest France	Stuart Jardine
34	East Coast Championships	
36	Changing the Colors	Alfie Merchant
37	Interview with Tim Healy	
38	Third World Sailmaker	Steven Wagner
39	Brain Cramp Hits the High Seas • How to Ship Your J/24 Anywhere	Curt Barnes
41	Noroton YC J/24 Crew Seminar	Scott Harrison
42	Argentina • National Reports	Roberto Authier
42	United Kingdom • National Reports	Stuart Jardine/Bob Turner
44	Greece • National Reports	Alex Michailidis
45	USA • National Reports	Tim Ryan
50	USA-JCA Directory	
51	Minutes of the 2001 IJCA World Council Meeting	
55	IJCA Directory	
56	FAQ • Frequently Asked Questions	Eric Faust

Thoughts & MUSINGS from the Chairman

The past twelve months have been full of activity around the world for J/24 sailors and the volunteers that represent them.

South America

J/24 sailing in South America is alive and well with lots of activity. Through their attendance at many of the recent world championships, sailors from Argentina, Chile and Peru have shown that their fleets are active and more than competitive. At the recent Worlds in Japan an Argentina team placed a solid second and will be back for more.

Several years ago, JBoats had authorized the building of J/24's in Brazil. Unfortunately the relationship did not last. A small fleet of 30 odd boats was established in the Rio de Janeiro area. The fleet has continued to be very active within their own area, with racing throughout the sailing season. Recent efforts by the fleet members have included having all the boats measured by an IJCA measurer to bring builder variances in line with the established specifications. This renewed interest has led to enquiries about re-establishing a builder in Brazil.

Europe

Activity in Europe is at an all time high with activity from Greece through to Ireland. The European Championship, held in Medemblik Holland, was a great success. The volunteers in Holland will be able to build on their success when they host the 2003 Worlds at the same venue. The Dutch have been also very successful by providing a boat for the annual boat show in Holland that has allowed the class to become more visible.

The GBR-JCA fleet continues to provide a great base to grow on. Used boat sales are at an all time and are at the point where used boats are virtually unavailable. The UK Nationals was very well attended with 43 boats turning out, the highest attendance since before 1998. The GBR-JCA continues to provide personal support to all its members through the efforts of their Class Secretary - Stuart Jardine. Stuart by the way finished second at the 2001 Euros behind the Italian team of Paolo Cian who is the helmsman of one of Italy's America's Cup Challengers.



Geoff Evelyn assists with keel measurements at worlds

Italian J/24 sailors have provided most of the recent winners of the European Championships and a World Champion in Vasco Vascotto. The fleet is active in many areas and will be hosting the Europeans again shortly. The builder in Italy has been able supply the demand for new European boats and has an active program to meet anticipated demand for the European market.

The remainder of the European class associations, which include France, Germany, Ireland Sweden and Hungary are all headed by volunteers that have a intense passion for ensuring that every member gets full value for their boat by providing venues for racing and help in ensuring the boat is class legal.

The Pacific Rim

Japan and Australian are ongoing stalwarts of support for the class and fleets are also active in Korea, who sent a team to the Worlds, and Singapore.

The Worlds in Osaka was an excellent event both on and off the water. The work of all the volunteers made the visit to Japan by the visiting teams an event to remember. Yes the days were long and hot but there was wind and a great mix of social events that followed hard days on the water. On behalf of the Class as a whole I want to thank the members and volunteers of the Kansai Yacht Club and JPN-JCA for a great job well done.

Australia provided four teams to the event in Japan and is working towards hosting the Worlds in 2007. Yes we plan that far ahead. Unfortunately this past year, the fires in and

around Sydney caused the loss of the building moulds, which were owned by the local class. These are in the process of being replaced and once again we look for fleet growth through new boats sales and the ongoing popularity of the boat in Australia.

North America

Canada, Mexico and the United States are at the base of the world-wide popularity of the J/24. Volunteers in all three countries continue to run events, support the class by running for office and spending time measuring boats and sails.

Mexico and the United States have been able to maintain their membership levels over the past few years while Canada has been able to have a substantial increase in the past two years. Growth of membership in the United States has become a prime concern for the recently elected USA-JCA Class president, Tim Ryan. To ensure that this can happen the USA-JCA and the IJCA have established separate offices, each with their own paid Executive Directors. This separation is basically revenue neutral on the financial affairs of both classes. This will allow the new Executive Director for the USA-JCA to concentrate on the goals established by the USA-JCA elected officials while being supported by the IJCA Executive Director who will ensure that the world membership and measurement databases are accurate. Additionally the IJCA Executive Director will assume responsibility for the content, timely production and distribution of the class magazine - **International J-24** to all national associations.

Between the two offices and the volunteers we will be able to concentrate on class growth and promotion on a world-wide basis.

Yours in Sailing,

Geoff Evelyn

By John Peck

The Class bid an unexpected good by to Wayne Clough last June when he accepted a position with the Oakland Yacht Club. I personally had the opportunity to work with Wayne and his wife Terry at many championships. I was sad to see them go, but wish them the best as they move on.

From the beginning of time, the IJCA and USA-JCA shared an office, and were guided by a single Executive Director. Wayne's sudden departure led to an evaluation of the needs of both classes, and the offices have now separated with the common goal to better serve the membership in the most efficient way possible (Read more on this in Tim Ryan's report on page 45, and FAQ on the last page). To this end, you should anticipate and expect changes in several areas.

I suggest that you STOP HERE. Turn to page 51, and read the Minutes of the World Council Meeting so that you will have a better understanding of what follows in this column.

The IJCA office has been relocated to San Antonio, Texas, the center of North America. It has been an adventure to say the least. With the help and understanding of my wife Lisa, who has been designated First Mate, everything is under control. The World Council mandated that common databases be maintained for both membership and Measurement Certificates. Lisa has taken on this responsibility, and it is working well.

The look and feel of your 2002 membership card is the first step in a new direction. Every member now has a unique identifying number that has been recorded by your National Class Association in its database. That database will be blended with all other NJCA's in the class office. The International database is intended to provide efficient communication to the entire membership. It will not be

sold to suppliers or given to other sailing organizations.

All Measurement Certificates (in compliance with Rules 2.5.1 and 2.5.3) will now be issued by the IJCA. This has been commonplace in North America, and will now be expanded worldwide. Most boats in Europe will now be required to carry two certificates; one issued by its National Authority, and one issued by the IJCA. There will be no charge for the first Measurement Certificate issued to a particular hull number. The re-issue of a certificate, to comply with Rules 2.5.4 or 2.5.5, or the replacement of a lost certificate will require a \$15 processing fee. This was recommended by the Technical Committee, and approved by the Executive Committee to help cover operating expenses without increasing dues. Your unique membership number must be on file before a certificate will be issued.

I am pleased to report that the J/24 has been selected as the keelboat for use in the 2002

Central American Games, as well as the 2003 Pan American Games (see NOR's Sneak Preview on page 16). We were chosen because the J/24 provides a level playing field backed by a solid organization.

Along those same lines, Nancy Zangerle has been working very hard to put together the Inaugural Women's Open Keelboat Championship (see NOR on page 11). There were many disappointed sailors when Rolex went to a smaller boat for its women's event. Nancy has created a venue that has potential to rotate between North America and Europe in conjunction with regularly scheduled Continental Championships. She has taken a very logical approach to make it a successful event. I strongly encourage the male population to get behind this one, as it will obviously give more visibility to the class.

Finally, the Technical Committee met at the Key Biscayne Yacht Club (Key

Biscayne, Florida, USA) last January to formalize the proposed changes to the 2003-2004 Class Rules, and make other recommendations to the Executive Committee. There will be a member of the Committee present at all Continental Championships to oversee measurement in the future. Hauke Kruss gave a presentation to the IRL-JCA at a seminar in early spring. Reid Stava traveled to Puerto Rico to work with locals and measured boats for the PUR-JCA, and Francesco Ciccolo is measuring new boats as they roll off the line at J/Boats Italy into the European community.

I am proud to have been selected to serve as your Executive Director. It is my goal to be actively involved in bringing efficiency to the class office, improving communication with the general membership to promote the overall growth of the class, and publishing this magazine twice a year on a timely basis.



IJCA Technical Committee, Key Biscayne, FL, USA (L-R) Reid Stava USA-JCA, John Peck - Chairman, Francesco Ciccolo ITA-JCA, Marshall Lytle - Designer's Rep, Hauke Kruss GER-JCA — photo Bob Turner GBR-JCA

Technical Committee Report

By Reid Stava IJCA Technical Committee — USA-JCA Technical Committee Chairman

The US Technical Committee is continuing to emphasize a structured approach to training new class measurers. At the end of March Tim Winger set up a training seminar at the SSA center in Annapolis that brought 3 new measurers on board despite the somewhat cool conditions. We were able to measure several masts and hulls, giving the boat owners lessons on how to quickly drop and re-step a spar without using a gin pole, something several had never seen before.

Following the Memorial Day weekend, the North Americans at Houston saw 6-7 candidates taken through the lecture por-

him only two days each way! Only a sailor can develop the iron bottom needed for such a trek. Recently the class authorized the purchase of 10 new keel template sets, one of which has already been delivered to the Canadian class to replace a set given to Brazil. The new templates are more ruggedly built than the originals and should be much more resistant to warping. Again, thanks to Tim Winger for his efforts in lining up a producer.

To help offset a dearth of Canadian measurers, Morten Fogh arranged for me to put on a seminar in Mississauga Ont. (Toronto) last November. While normally a mite chilly in those parts at that time of year, the

world. Now that a reasonably concise measurement manual exists, there will be an effort to arrange for international measurers to be certified in the same manner that domestic measurers are. Too frequently we have asked for measurement certificate data on offshore boats only to find that the national authority of the country doesn't maintain files, but, rather, has the professional measurers of the authority 'certify' that the boat meets the class rules and requirements. John Peck will now begin acquiring data files on all international boats to ultimately avoid some of the discrepancies that have been seen at some international events.

Another issue came up early this year when several inquiries were made about glassing in the plywood bunk boards in the forward berth. You may recall that such a modification was made in a boat so as to duplicate the floatation tanks now being used in new boats. The current owner was allowed to keep the modification, done as a safety equipment addition, as long as he owned the boat. The risk was that the next owner would have to bring the boat to an 'as built' configuration if a retro fit kit became available from the builder. This spring, Randy Borges, and the gang at Waterlines Inc, will be developing just such a kit using a production tank cut to enable passing through the main bulkhead opening. The process would require cutting out all the plywood boards leaving only the forwardmost bulkhead (the one about 12 inches abaft the stem) in place. After plywood removal, the cut tank would be passed into the forepeak, fitted into place, and glassed over to seal. Obviously this is a very complex, labor intensive process and is not recommended by the builder. It is being done to stem the requests from others wanting to do a similar plywood glassover.

Once again I cannot emphasize strongly enough the need to



Reid Stava

work with a class measurer before undertaking renovations to a boat. Even if the changes are primarily replacement of worn or rotted fittings, getting a measurer involved will help avoid a need to re-do the work to bring the boat into conformance with the class rules. If you do not have a measurer close by, please give me a call at either of the numbers in the magazine, and I'll be glad to discuss any changes you are anticipating.

On a purely personal note, while at the Mid Winters in Key Biscayne I had occasion to re-establish an old, old friendship with Gonzalo Diaz and his wife Carmen. Years ago, the Diaz family, who then lived in Havana, marketed and serviced hospital x-ray equipment built by my father's company. Gonzalo would attend summer training sessions at the Cleveland plant and spend weekends crewing on dad's Lightning. After eventually moving to the Miami area, he became very active as a Snipe sailor. As those in the Biscayne Bay area can attest, Gonzalo has been a very competitive J/24 sailor and, at 72 years young, is an excellent example of the rejuvenating value of sailing.

By the way, my thanks to Tim Winger, George Wall, Hank Killion, Bill Worsham, Jim Anderson, and Jim Howard for their efforts as area representatives of the US Technical Committee.



Reid Stava

tion followed by setting up the sail measuring floor layout on the club dance floor. The practical value of conducting a seminar in conjunction with major regatta's enabled using the attendees to provide measurement services for the participants as we measured 25-30 suits of sails in the afternoon. As was the usual practice, the groups were divided into two teams to allow boat and spar measurement experience.

I'm always impressed as to the lengths to which some people will go to participate in a seminar. In Houston, Dean Anderson drove down from Green Bay, Wisconsin and back on a motorcycle - took

weather furies relented and allowed us a 600 day window of opportunity and we were able to take 14 people through the initial lecture, hull, and rig measurement process. Geoff Evelyn was able to conduct a sail measurement training session later on to qualify as many as possible. Use of the class Measurement Manual has made the process quite straightforward and easily remembered. This will give the C/JCA a large boost in available measurers when they host the 2002 World's in Kingston.

One of the continuous concerns about boat measurement is the comparative lack of consistency of measuring practices around

By Tim Winger - USA-JCA Technical Committee
Photo credits - Tim Winger

Late last summer, I started to notice a soft spot in the deck when I planted my foot just outboard of the port primary winch. It seemed like a nice little round spot about the size of the ball of my foot, a project to be taken care of this winter. This was a job I had some experience with -- a job I was not looking forward to, but at least it was small.

February rolled around, and I began to get a little time and motivation to start on the boat. The first step in a "deck core job" is to determine the source of the moisture and the extent of the damage. Balsa core fiberglass construction is very strong and light as long as the core remains attached to the fiberglass laminates on both sides. Load is carried by the laminates, with the whole structure acting as a

Balsa core fiberglass construction is very strong and light as long as the core remains attached to the fiberglass laminates on both sides.

beam. The balsa core acts as the web of the beam, tying the one laminate to the other. When the core separates from the laminate skins, the beam loses most of its strength. That is exactly what happens when sufficient moisture gets into the structure.

Contact your measurer before you begin a repair that goes deeper than the gelcoat. Explain what you plan to do, and remember the goal of any repair like this is to return the boat to as near original condition as

possible. It is great if the measurer can visit the project as it progresses to verify the materials and process used. If not, write a report and document the process with pictures.

Moisture usually comes in through poorly sealed or maintained repairs of old holes or poorly bedded hardware. It can also come in through stress cracks, especially in older boats (mine is 1984). Close examination revealed several small stress cracks in the area. My first repair of a bad core under the winch was also suspect. Gentle tapping with any kind of hammer will give you a pretty good idea of the extent of the damage. Mine seemed to be much more than the little spot I first discovered. It ran from the cockpit about eighteen inches wide under the winch, narrowing to around six inches as it ran out to the edge of the deck. The area on deck was marked with masking tape, and the taped markings were transferred to the underside of the deck.

Since I wanted to preserve the nonskid surface of the deck, the repair must be accomplished from below. The inner skin of the deck is thinner than the nonskid top, and easier to cut. Take everything you can out of the boat. This is going to get really dusty! An angle grinder with a cutting wheel makes quick and messy work of cutting away the inner skin, but be careful not to go too deep. Wear serious eye protection, a dust mask, and old clothes to do this job. A Dremel tool with a mini saw blade works pretty well for tight areas like over the shelf where the grinder won't fit. Once the perimeter is cut, the skin easily peels off damaged core areas. If you cut good sections, it will be hard to remove the good core. So start where you are sure the core is bad and expand your perimeter until you reach good core. Bad core will be dark, soft and wet. Remove all of the bad core and finish your edges nice and square with a wood chisel.



The balsa core is cut away beneath the deck and sanded so the new glass will adhere properly.

Scrape the underside of the top skin with a sharp scraper to remove most of the rough surfaces, then sand with coarse sand paper to give the new resin a good bight and a level surface to work on. Finish your prep work by grinding or circular sanding a bevel from the edge back about three inches on the good inner skin. The beveled area must have all surface finish removed. Make sure nobody steps on the deck area under repair. You may wish to put a piece of plywood over the area to make sure it is protected.

Materials you will need to do this job are half inch balsa core, vinylester resin or West system epoxy, thickening material for the resin, .75 oz. roving mat, and heavy, 16 oz. woven, cloth fabric. In addition you will need a piece of plywood large enough to cover the area, 4 mil polyethylene sheet, some scrap lumber minimum .75 inches square for props, and cedar shingles or wedges to adjust pressure of the props. You will also need some stiff paper (like cover stock) to make a pattern. Most of the materials that go into the deck can be found at good marine stores and catalogs. Hank Williams of TPI, with whom I conferred on this project, suggests the vinylester over West system



The tools needed for this job are available at most hardware stores.

DECK CORE REPAIR

continued on page 6

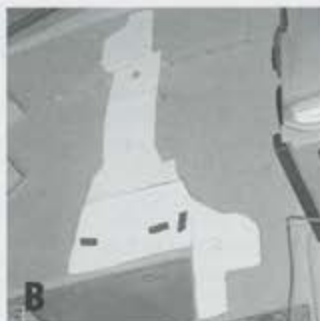
continued from 5

because it is cheaper, wets out better and is not nearly as drippy as West epoxy. I couldn't find a source. The only place I found the balsa core was in the Defender catalog. Tools include shears (heavy scissors), putty knife/spreader, disposable paint brushes, and mixing cups and sticks for the resin. A new tool to me, but a very important one is the aluminum or polyethylene air bubble roller. This makes fiberglass wet more evenly with less resin and works air out of the lay-up for a much better job. It also helps keep the fiberglass in place—overhead. Use the heavy paper to make a pattern of the area. Several pieces may be required. I just taped the paper over the area and pressed around the edge to mark the paper and began cutting and fitting. Complex shapes and corners can be dealt with as small components and taped onto the pattern. Get your pattern as close fitting as possible, then transfer it to a piece of .75 oz. roving mat and the core. Cut the mat and core to fit snugly into the repair area. The core is made of blocks of end-grain balsa adhered to a scrim. I prefer the scrim to face up for easier handling. Dry fit your mat and sections of core into place until the entire repair area is filled snugly. Use your pattern again to cut a piece of three eighths to half inch plywood to slightly under the size and shape of the repair. Cover



The pattern you create in cardboard (A) is transferred to the balsa core to assure a tight fit (B).

this plywood with 4 mil polyethylene sheeting on the side that is up when inserted into the repair area. I used duct tape to hold the poly sheeting in place. Cover the interior of the boat,



wherever you might drip or spill resin during the repair, with poly sheeting. Put the plywood up against the dry fit repair materials and block it in place, using the scrap lumber and wedges to apply moderate pressure to the entire structure. You will have to cut your scrap lumber to the appropriate length and select the proper wedges to apply the right pressure. This is done before you start applying resin so everything is ready.



Brace are positioned to hold the new glass in place. Add shims to the bottom to adjust to the proper height.

Disassemble everything and set it aside, close at hand.

Until now, you have been dealing with a very dusty environment and using a dust mask and eye protection. Now you have to consider the vapors from the resin in a confined space, which will not be stopped by a dust mask. The best protection is a full face mask respirator with carbon, canister filters. These are expensive (also available through the catalogs), and you will likely drip resin on it. I put a 24 inch fan in the open forward hatch blowing into the cabin and a small clip-on fan blowing over the repair area to move as

Brush a coat of thickened resin on the pre-wetted core material and press it into place against the installed mat on the underside of the deck skin.

much air as possible out of the confined space. I then worked with goggles, a cotton hood and five pairs of disposable gloves (I used them all), but no respirator. I had a borrowed respirator on standby but could barely smell the West resin with so much air moving through. This may not be adequate for some people or other resins. Mix your resin. I used West system with 206 slow catalyst for this part of the repair. Apply one coat of resin with a brush to the top (scrim side) and edges of the balsa core, and set it aside to soak in. Now the fun begins. Brush a coat of resin on the the

underside of the deck skin and edges of the existing balsa core. A paper towel wrapped around the brush handle with tape or a rubber band is helpful in reducing the inevitable dripping of resin that will get on you. Next, press your .75 oz. pre-cut mat into place, and brush a coat of resin over it. Take your air bubble roller, and roll out any air bubbles. This should complete the wetting of the mat and keep it firmly in place while you finish prepping the core. The layer you just installed seals the underside of the deck skin and provides a little cushion to better conform to and adhere the core.

Brush a coat of thickened resin on the pre-wetted core material and press it into place against the installed mat on the underside of the deck skin. Put your piece of plywood up against it, poly sheeting side up so it won't stick to your work, and brace it into place with enough pressure to make sure everything seats well without air packets. Sliding a pair of wedges together under the braces will allow you to adjust the pressure. Do not apply so much pressure that the deck bows upward. Allow everything to set over night. If you are working in a cool environment, you might want to hang a couple of clip on lights about 12 inches above the deck for enough heat to kick off the resin. Don't get the lights too close or you will scorch your deck!



The completed repair can be painted over to restore the appearance of the interior.

After all of the above is cured next day, remove the braces and plywood, and sand off any drips or excess resin. Using your trusty pattern, cut out a piece of the 16 oz. fabric approximately 1 inch larger, all around, than the pattern of the repair. Cut out a piece of the .75 oz. mat approximately 2 inches larger than the pattern. Mix a little resin peanut butter thick so it will stay put, and apply it with a putty knife to fill any gaps between pieces of core and the edges of the repair. If any of these gaps are large enough, insert some slivers of core to help fill them.

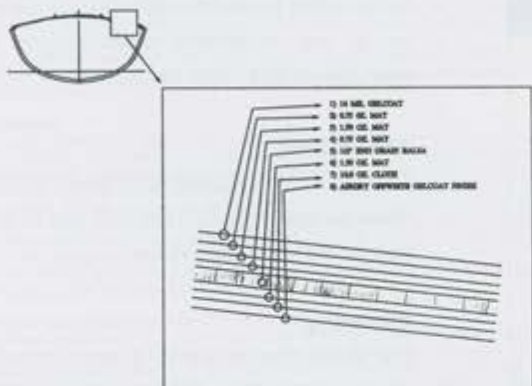
With unthickened resin (I'm using 205 fast catalyst now), coat the entire repair area, including the beveled area you cleaned off three inches around the repair. Press the 16 oz. fabric into place over the repair and brush on resin over it. This fab-

ric out and you are done.

Within 24 hours, your deck should be solid, with nonskid intact right down to the same dirt that was on it when you started. If you sand and paint the patch on the underside of the deck, it will hardly be noticeable.

When remounting hardware in this area or on any cored section of the boat, I recommend encapsulating the holes in resin. For a quarter inch or smaller hole, drill it out to three eighths and use a Dremel cutter or a bent nail in a drill to undercut the skins to about three quarters of an inch diameter. Vacuum out the core material residue. Tape the bottom of the hole and fill the void with thickened resin. Make sure the void is completely filled and cured. Redrill the bolt hole in the middle of this prepared space to bed and mount your hardware.

J-24 DECK LAMINATION DETAIL



Rodney Johnstone • 1 August 1988

ric has no dimensional integrity, so you have to manipulate it when it is wet to make sure it overlaps the edges of the new core by one inch all around. Use your air bubble roller to remove bubbles and wet out your fabric uniformly. Next press your .75 oz. mat into place. It should overlap the fabric by one inch all around. Brush on a coat of resin, roll it

Encapsulating holes through the deck seals the core from possible leaks and keeps the core from crushing as you tighten up on mounting bolts. One of the things that can be said of the J/24 that can be said of very few other classes is that a well maintained boat of any vintage can be just as competitive as a brand new one. Let's keep 'em up and keep 'em sailing.

SPARCRAFT ONE DESIGN J-24 MAST BY CHARLESTON SPAR

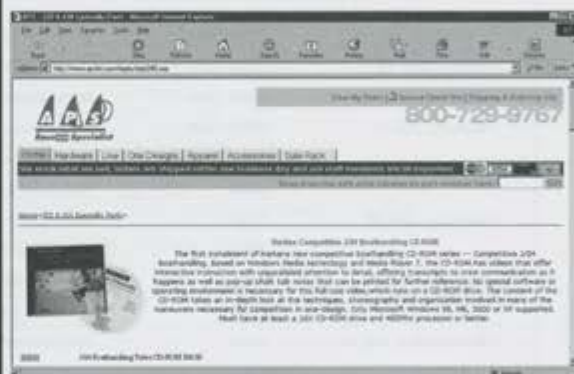
Sparcraft One Design masts and booms comply with all J-24 class rules and feature welded goose neck brackets, the rough bar spreaders and minimum tip-weight racing booms. Our masts are designed to be strong and stiff without adding extra weight.



J-24 masts are in stock and ready to ship worldwide. Call now for special delivery program to the World Championships in Kingston.

Charleston Spar
3901 Pine Gove Circle
Charlotte, NC 28206
704-598-1105

All your J24 needs and more...



www.apsltd.com



...Notice of Race...



Schedule

Nine Races are scheduled:

• Thursday, July 18	1400-1900	Measurement & Registration
• Friday, July 19	0900-1900	Measurement & Registration
• Saturday, July 20	0900-1900	Measurement & Registration
• Sunday, July 21	0900-1200	Measurement & Registration
	1300	Practice Race
	1800	Welcome Party
• Monday, July 22	1100	World Championship Race #1.
	1800	Post Race Social
• Tuesday, July 23	1100	Championship Racing
	1800	Post Race Social
• Wednesday, July 24	1100	Championship Racing
	1800	Post Race Social
• Thursday, July 25	1100	Championship Racing
	1800	Worlds Dinner
• Friday, July 26	1100	Championship Racing
	1900	Awards Ceremony

Invitation

The Canadian J/24 Class Association invites you and your crew to the 2002 J/24 World Championships to be held in the waters off Kingston, Ontario.

Organizing Authority

The organizing authority for this regatta will be the Canadian J/24 Class Association with the assistance of Sail Kingston in conjunction with the International J/24 Class Association.

Site

Portsmouth Harbour will be the Headquarters for the event. Regatta Dates are July 18th through July 26th Sail Kingston will coordinate Race Committee efforts. The Regatta Organizing Committee is comprised of the Canadian J/24 Class Association and Sail Kingston volunteers.

CORK - Portsmouth Olympic Harbour
53 Yonge Street, Kingston, Ontario K7M 6G4
Tel (613) 545-1322, Fax (613) 548-3752

Rules

This regatta will be governed by the 2001-2004 Racing Rules of Sailing, the Class Rules of the International J/24 Class Association, this Notice of Regatta, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. Protests and requests for redress will be heard by an International Jury appointed by the organizing authority and the International J/24 Class Association.

Advertising

The event will be a Category "C" event as determined by Appendix Q of the RRS and as modified by the IJCA Class Rules.

Eligibility

The World Championship is open to yachts nominated by their national authority, whose entry has been accepted by the Regatta Committee. Helmsmen must be either nationals or residents and registered members of the NJCA of the country they represent. The number of entries per country shall be decided in accordance with International J/24 Class Association regulations.

...Notice of Race...

Alpha Romeo J/24



Following the success of the J24 World's in 1990 and the European's in 95 this year sees the return of the largest J24 event in Europe to Dun Laoghaire. The RIYC event team lead by veteran J24 sailor Tim Goodbody promise a superb program both on and off the water.

In the past two years a 350 berth Marina has been built just in front of the RIYC and the 60 plus entrants will be berthed in beside the club, within the marina breakwater for the duration of the event. The RIYC itself has just completed an extensive refurbishment of its Main Bar and Wet Bar areas, where all the social events of the week will take place.

The J24 fleet in Ireland is flourishing and has grown to just over 50 yachts spread right across the country. We expect a high number of them to participate in this year's European Championships, as the Irish Nationals will also be run concurrently.

Practice races take place on Sunday 25 August for those wanting to familiarize themselves with the race area. The racing area will be in the waters of Dublin Bay. Those wanting information on accommodation, ferries etc should check out the web site which is www.irishj24.com. Alternatively you can email riyc@indigo.ie or call 00353 1 2801559 for more information.

A full social program is planned at the Club each night with the Gala Dinner taking place on Wednesday 28th, August.

Dun Laoghaire is just 6 miles from the capital city of Dublin with frequent train and bus services to it just outside the club.

So, start making your plans to be in Dun Laoghaire this August. Alfa Romeo has already decided to be there as main sponsors along with assistance from the Sports Council of Ireland. We are most grateful for their commitment to this very important sailing event for the J24's and the RIYC. We look forward to welcoming you all in August. Those who were with us in the past for J24 events know that we will run a great event both on and off the water.

**Royal Irish Yacht Club,
Dun Laoghaire Co. Dublin.
Tel: 00 353 1 2801559
Fax: 00 353 1 2842470
Email: riyc@indigo.ie**

→ **2**

BIG EVENTS

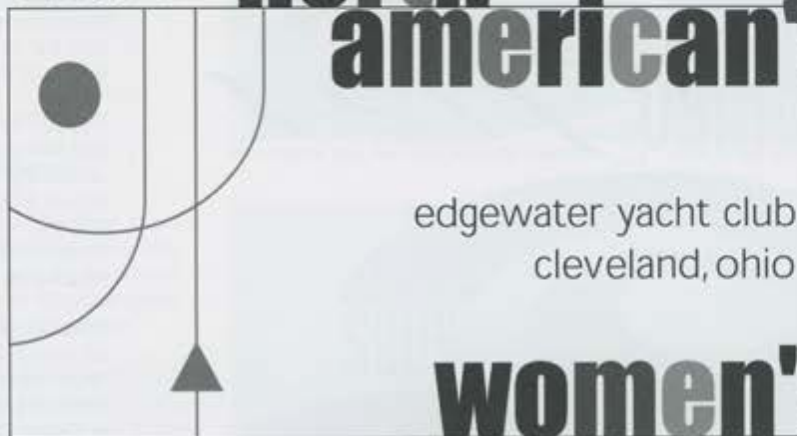
→ **1**

GREAT LOCATION

2002

north

american's



edgewater yacht club
cleveland, ohio

**women's
open**

Women's Open Championship September 13 thru 17, 2002

North American Championship September 18 thru 22, 2002

maximum racing

maximum fun

www.j242002.com

for more information, contact:

1/24 Fleet 102

Edgewater Yacht Club

6700 Memorial Shoreway, NW

Cleveland, OH 44102

Nancy Zangerle, Event Chair H: 440-285-2026

Email: nzangerle@yahoo.com

•••Notice of Race•••



• By Nancy Zangerle

J/24 sailors from across the continent and around the globe will descend upon Edgewater Yacht Club in Cleveland, Ohio this coming September. Cleveland is the site of not one, but two major Championships, back to back, in what promises to be the hottest J/24 activity this year.

The focus is on maximum participation, maximum racing, maximum fun, while minimizing the days off from work.

EYC and J/24 Fleet #102 are hosting the J/24 2002 North American Championship and the inaugural 2002 J/24 Women's Open Championship. For ten days in September, J/24s will rule the waves as they race on the fresh waters of Lake Erie.

EYC has earned a reputation for outstanding international events. In 1996, EYC hosted the memorable and exciting J/24 North American Championship. The event attracted 71 entries from across the continent for a thrilling five days of racing. Cleveland and EYC's reputation continued to grow with its subsequent hosting of the 1999 J/22 World Championship and the Ida Lewis Junior Women's Championship.

EYC will rise to the occasion again during September 13 – 22, 2002. The 2002 J/24 Women's Open Championship (WOC) will occur from Friday, September 13 (registration opens) through Tuesday, September 17, and the 2002 J/24



Cleveland

continued on page 12

continued from 11



Cleveland is the site of not one, but two major Championships, back to back, in what promises to be the hottest J/24 activity this year.

North American (NAs) Championship is scheduled for Tuesday, September 17 (registration opens) through Sunday, September 22. Each championship is planning on three days on the water with nine races planned for each event.

Having two events, back-to-back, offers advantages to the participants. Get the boat to Cleveland and watch the excitement of the Women's Open. Then, with one lay day, the boat can be back on the water racing in the North American Championship. When the same hull (crews can change) is registered in both events, the entry fee for each event will be discounted. The focus is on maximum participation, maximum rac-

ing, maximum fun, while minimizing the days off from work.

Women sailors around the world are well acquainted with the J/24. The Women's Open Championship invites women's teams from around the globe to participate in three intense days of racing on Lake Erie. EYC is renowned for its support of women's sailing, as host for the North Coast Women's Sailing Association. The club has a strong contingent of active women J/24 sailors who will be participating in the event.

Cleveland is the site of not one, but two major Championships, back to back, in what promises to be the hottest J/24 activity this year.

One of the goals of the Organizing Committee is to have true "North American" representation at the 2002 North Americans. Every effort will be made to have the United States, Mexico and Canada represented on the starting line. The Organizing Committee is hoping for strong international participation in the Women's Open Championship, recognizing the many talented women J/24 sailors from around the world, including Europe and Japan. While the focus will be on the racing activities and our guest participants from here and abroad, the Organizing Committee plans on having many on-shore social events that will involve both the participants and the many J/24 supporters. There's no reason for the non-



Michael Kurzabwa

racers to stay at home. Just five minutes from the Club is downtown Cleveland – the Rock & Roll Hall of Fame and the Great Lakes Science Center. The

city's University Circle area is filled with cultural activities including the Cleveland Museum of Art, the Center for Contemporary Art, the Children's Museum and the Natural History Museum to name a few attractions. Roller coaster fans won't want to miss Cedar Point Amusement Park - with 14 coasters, including Millennium Force - the tallest coaster in America. For additional attractions, check out www.travel-cleveland.com.

Race Management

Fleet 102 is happy to have Jeff Borland, a national race official, as Principal Race Officer (PRO) for the WOC. Sandy Grosvenor, also a nationally recognized race officer from Annapolis, will be the PRO for NAs. EYC Club PRO, Jim Titgemeyer, is serving as the Race Management Administrator. Jim, Sandy and Jeff have worked closely with each other in the past,

the committee plans on having many on-shore social events that will involve both the participants and the many J/24 supporters.

both in Cleveland and Annapolis. The Organizing Committee is happy to have this top race management team to guarantee some of the best racing of the season. The Organizing Committee is happy to announce Ted Everingham, of Detroit, as the Chief

J/24 Women's Open Championship Schedule of Events

Fri., 9/13	0900-1800woc	Registration & Measurement
Sat., 9/14	0900-1700 1400 1800	Registration & Measurement WOC Practice Race WOC Welcoming Party
Sun., 9/15	1000 1700	WOC Championship Races WOC Post-Race Social Events
Mon., 9/16	1000 1700	WOC Championship Races WOC Post-Race Social Events
Tues., 9/17	1000 1800	WOC Championship Races WOC Post-Race Social Events & Awards
Wed., 9/18	0900-1700 1400 1700	NAs Registration & Measurement NAs Practice Race NAs Welcoming Party
Thurs., 9/19	0800-0900 1100 1700	NAs Crew Weigh-in Only NAs Championship Races NAs Post-Race Social Events
Fri., 9/20	1000 1700	NAs Championship Races NAs Post-Race Social Events
Sat., 9/21	1000 1800	NAs Championship Races NAs Post-Race Social Events*
Sun., 9/22	0900-1200	NAs Championship Races NAs Post-Race Social Events*

NOTICE OF RACES

and the latest information

for the

2002 J/24

Women's Open Championship

can be found at

www.j242002.com

Judge of the International Jury for the events. Both events will have arbitration with hopes of minimizing the time in the "room".

Participant Services

The Participant Services Committee has been hard at work trying to anticipate every need of the racers. Continental Airlines, based in Cleveland, is offering 5-10% off airfares to the participants to need to fly into the event. Special arrangements have been made for discounted hotel and suites in downtown Cleveland. There are some billets available for participants only (no families or coaches). To take advantage of the special discounted prices or to request

a billet, participants should check out the event website at www.j242002.com. Those without internet access should call one of the contacts at the end of this article.

The event website, www.j242002.com should be able to answer most of the participants questions, or direct you to responsive contacts. For those without internet access, they should not hesitate to call Nancy Zangerle, Event Chair at home (evenings) at 440-285-2026. For lodging and billets, please call Kellie Hawkins Schaffner at home 440-835-4882

...Notice of Race...

25th
Anniversary
J/24
Rendezvous
2002



Rod Johnstone sailing hull number 1

Photo credit: J/24 archives

It's time to celebrate! 25 years of the J/24

Join us in our goal for 300 boats at the 25th Anniversary Regatta and Rendezvous in Newport, RI. Coming in August 2003.

The J/24 25th Anniversary Regatta and Rendezvous will be the largest single gathering of J/24s in the history of the class. By encouraging the full-blown racer and club racer alike, we attempt to create an event that truly celebrates what the J/24 has done for sailboat racing worldwide. From family racer/cruiser to the top of the international sport, the J/24 is everything to everybody. Certainly that is something to celebrate after 25 years!

By Brad Read

The class that helped to produce Rolex Yachtsman and Yachtswoman of the Year Awards for Dave Curtis, Kevin Mahaney, John Kosteki, Ken Read, Larry Klein, Betsy Alison, Jim Brady, JJ Isler, Jody Swanson, Ed Baird and Chris Larson; the boat has endured as no other in recent history; the class that taught countless sailors how to run a team oriented sailing program; the class that helped to make one-design keelboat racing the most popular racing format in the world is now turning 25. It is time to celebrate!

6 degrees of separation: The J/24 How many times do you hear a sailor say: "I used to have a J/24", "I learned to sail on a J/24", or "I miss sailing the J/24"? Well, this is our chance to get them back in the fold. It seems that all sailing conversations can ultimately corkscrew into a discussion of J/24 sailing.

No matter where you go, there we are.

- John Kosteki, winning the Volvo.
- J/24 World Champion, Vince Brun, winning Melges, Etchells, and J/24 events around the world.
- Team Dennis Conner has no less than 12 J/24 World Championships among the crew. Ken Read, helm (6); Terry Hutchinson, after guard (1); Vince Brun, mainsheet (1); Chuck Brown, runner (4) as bow for Read.
- Prada has a J/24 World Champion on the helm (Francisco de Angelis) and a former Fleet 50 Champ (Scott Ferguson) as one of the technical gurus. We could go on and on.
- The Yngling class (women's keelboat in the Olympics) is DOMINATED by J/24vets and current stars. Jody Swanson is sailing with Cory Serti, both are J/24 stars in their own right. Carol Cronin, 1999 Rolex Women's winner (tactician for Pat Connerney) recently won the Miami OCR in Ynglings. Betsy Alison was 2nd at last year's Yngling World Championship. Hannah Swett, Ellie Field, Courtney Dey and so

many more prospective Olympians are part of the history of the J/24 class.

This sense of history will be precisely the emotion that we plan to prey on within the sailing community to achieve our goal of 300 boats. Get those boats out of the backyards and marinas and drag them to Newport for a great sailing vacation. Get your fleet champion from 1982 on the phone and get them over to Newport for one of the great gatherings of sailing talent ever. The word must be spread: "Get a boat". "Grab some crew". "Get to Newport for the celebration!"

Soon, www.j24silver.org will be on line and linked with housing links, camping links and other important phone numbers and emails to help you expedite your

plans for August 2003. In the mean time, enjoy your spring and summer sailing with all eyes towards Newport in August 2003. Newport's J/24 Community is proud to be working with US Watercraft, J/Boats and North Sails One Design as the Founding Sponsors of the J/24 Silver Anniversary Events. Eric Faust as the Executive Director of the US Class has offered his assistance in helping our organizing committee achieve our goal of 300 boats. Jim Keesling of Colorado has put his hat in the ring as a marketing guru and West Coast cheerleader. Sail Newport's Peter Reggio has offered his experience in running the Race Management. Thanks for reading through this and we look forward to seeing you and your team at the J/24 Silver Anniversary Rendezvous and Regatta.

Highlights

- 3 Division Format
- Championship Division, Club Racing Division, Non Spinnaker Division (300Boat Limit)
- Special Races and On the Water Events
- Distance Race, World Champions Regatta (during registration days) World's largest raft of J/24s, Harbor Parade.
- Family Activities on Land
- Scheduled day trips to Mansions, beach, special Newport attractions
- Panel Forums
- Socials will have speakers ranging from class champions to the founders of the J/24 Class.

Divisions

Championship Division

- Must weigh in and present valid measurement Certificate. Winner of Championship Fleet wins the Silver Anniversary Trophy.

Club Fleet

- Spinnaker class but without requirement to weigh in.
- Non Spinnaker: The non-spinnaker division will have point to point rallies and around the buoys (Gov. Marks) races.
- A one race a day, family oriented, program will also include rallies to historic sites around Narragansett Bay.

Silver Anniversary Rendezvous / Regatta

August 16-22, 2003

Newport, RI

A (very) Tentative Schedule of events

Saturday August 16 - Sunday August 17

- Arrival, Launching and Registration
- Championship of J/24 Champions All former World Champions and Rolex Women's Keelboat Champions (in J/24s) are invited for a 2 day 5 ish race series to celebrate the history of the class and to showcase the talent that the class has fostered over 25 years.

Sunday August 17

- Opening Ceremony

Monday August 18

- Raft up of all competitors
- Harbor Parade
- 1st Race of Silver Anniversary Regatta 1:00PM
- Panel Discussion / Featured Speaker
- Post race social

Tuesday August 19

- 11:00AM first signal, Multiple race day for all three divisions
- Panel Discussion / Featured Speaker
- Post Race Social Wednesday August 20
- 11:00 AM First signal for the "Around the Island" Race
- ALL 3 Divisions start together for the Around The Island Race
- 300 Boats all on one line! (Spinnaker boats sail longer course)
- Panel Discussion / Featured Speaker
- Post Race Social

Thursday August 21

- 11:00 AM First Signal for Championship and Club Divisions
- 11:00 Rendezvous for non-spinnaker division for a rendezvous in Mackerel Cove.
- 6:15 1st Signal Fleet 50 Thursday Night Race!
- Panel Discussion / Featured Speaker
- Post Race Social

Friday August 22

- 11:00 AM First Signal for All Divisions
- 5:00 PM Awards and Closing Ceremonies
- Saturday: Play Golf!

"The Family Racer-Cruiser"
"The Boat of the Decade"

"Inducted into the American Sailboat Hall of Fame"
"The one-design of our generation"

NOR's Sneak Preview

2002 and Beyond — A sneak preview of major J/24 regattas.

2002 J/24 World Championships in Kingston, ON

July 18-26, 2002

If you were lucky enough (or just plain good enough) to qualify for the 2002 World Championships in Kingston, Ontario, you're in for a treat. Don't let fact that the Portsmouth Olympic Harbour is located between a prison and a mental institution fool you, the facilities are top-notch and the weather promises to be unbeatable this time of year.

www.j24can.com/worlds. All the details you'll need to plan your trip (including online registration) can be found at Good luck to all the participants from around the world.

2002 European Champs in Ireland

August 23-30, 2002

Dun Laoghaire, Ireland, site of the 1990 Worlds and 1995 Europeans. What a party! The Irish are always hospitable and even more so when it's sailing. The Royal Irish Yacht Club is one of the oldest in the world and they pour a mean pint of Guinness.

2002 Inaugural Women's Open Championship

September 13-17, 2002

An idea that is long overdue; Edgewater Yacht Club in Cleveland, Ohio hosts this women only championship on the waters of Lake Erie. (See full description elsewhere in this issue.) Info at: **www.j242002.com**

2002 North American Championships

September 18-22, 2002

Why not Cleveland? The Edgewater Yacht Club is a great facility on the shores of one of the finest sailing areas in the world. This group hosted the 1996 NAs which was very well attended. Pack up your gear, and get up to the North American Champs. (See write-up elsewhere in this issue.) Info at **www.j242002.com**

2003 Midwinters Return to Miami

January 8-11, 2003

If you missed it this year, we're giving you another chance. The J/24 Midwinter Championships are returning to Key Biscayne Yacht Club near Miami, Florida for four full days of parties and racing in the sun. It all kicks off on Tuesday, January 7 with a racing and boat handling

clinic led by some of the top sailors in the country. (Note to the top sailors in the country, we need you to volunteer for this.)

The racing will begin on Wednesday, January 8 and run through Saturday. That gives you time to get loaded up and back home for work the next week. Plans are well underway, and with master regatta coordinator, Jack King, at the helm, this promises to be a "can't miss" regatta. Mark your calendars! Tell the boss you're going to be sick! Just be there!

2003 North Americans go to Mexico

May 2003 Valle de Bravo, Mexico.

The mountain lake of sailing in Mexico. A 16th Century village and 100 J/24's has got to be sight to behold. Lots of charter boats will be available. Valle de Bravo has been host to the Central American Games and the Pan American Games. It's got to be worth the trip.

2003 US Nationals at Milwaukee

August 1-3, 2003

The Great Lakes are under-appreciated by those of us in North America. Where else can you sail at a true "open water" venue and not have to rinse the salt off your gear at the end of the day. The J/24 Class is happy to announce that the US National Championships will be hosted by the Milwaukee Yacht Club on the shores of Lake Michigan next summer. Check out the club's website at **www.milwaukee.yc.com** to see what's in store. Founded in 1871, MYC has a great history of sailing and of hosting world class events.

25th Anniversary Regatta and Rendezvous in Newport

August 16-22, 2003

300 J/24s on one starting line! Crazy? Yes, but we can do it. And what better reason that to celebrate the silver anniversary of the greatest one-design keelboat of all time. Brad Read and his team a Sail Newport are putting together a great family event with racing, cruising and more. If you only go to one J/24 regatta in 2003, this is the one. **www.j24sil-ver.org** All the regatta info will be posted at in the near future. More details elsewhere in this issue.

2003 European Championships

Italy - maybe Sardinia host of the 1996 Worlds, Costas Esmeralda - The Emerald Coast.

2003 World Championships

August 21 - 29, 2003

Medemblik, Holland, Site of the 2001 European Championships and numerous other European and World events. An inland sea without tidal effects and a great race committee from the Royal Hollandia Yacht Club will make for great racing and after racing socials.

2004 North Americans in Vancouver, BC

One of the world's great cities. Canada's answer to Seattle, Hong Kong, and San Francisco rolled into one. Tricky current, lots of local knowledge. Make this into a Pacific Northwest vacation.

2004 World Champs at Noroton, Connecticut

September-October, 2004

One of the biggest sailing areas in the world is Long Island Sound. The J/24 World Championships come here in late September or early October. Great sailing and close to New York City. Bring the family.

2005 Worlds, Weymouth, United Kingdom.

The Brits are hosting. The Brits are hosting. Combine a week of hard sailing with a week of scenic Merry Olde England. Sailing in the Channel with great UK sunshine.

2006 Worlds, Melbourne Australia

Look for a January time frame. Port Phillip Bay. Shallow water and big winds. Hard stuff but great beer, wine, food and food.

Future European Championships

2004 - Sweden - Malo, Great Hospitality and wonderful sailing
2005 - France - The Brittany Coast. Tricky current and thick oysters and great wine from the Loire Valley
2006 - GBR - Poole maybe, host of the 1984 Worlds
2007 - South Europe (ITL or other)
2008 - Germany - Keil or Travemünde. Both hosts to great international regattas
2009 - Holland - Can they follow up their success of Medemblik?

For a complete listing of local and regional events in the U.S., go to: **www.j24class.org/usa/calendar.**

Kickstart your fleet with CIRCUIT SCORING

By Eric Nelson USA-JCA District 14 Governor — Photo credits: Eric Nelson

When our Executive Director asked each of the District Governors for a Spring 2002 Class Magazine article, I knew immediately that I had to write about the Texas Circuit. These days the name is somewhat a misnomer in that it is really much bigger than just Texas with one of the stops being in Oklahoma and the significant participation from Colorado and the occasional participant from Mexico.



Folks come to Texas Circuit regattas for the fun as much as the racing.

But let me start with a little background. For those that have not heard about it, the Texas Circuit is a collection of 2-day regattas run under a standard set of Sailing Instructions at different venues in southern District 14 exclusively for J/24s. Participants go to circuit stops to race first and our 4 race Saturday/3 race Sunday format reflects our goal to get in as many race opportunities as we can. But we also want to spend some time having fun off the water, so we have a Saturday evening social at each stop also.

Cumulative scores are kept throughout the season and are used to determine the final circuit standings. Overall trophies are awarded to the top 10 circuit finishers, and in years when the USJCA hosts the J/24 Worlds, the Texas Circuit Champion is also awarded a World's berth. In addition, "Road Warrior" trophies are presented to each boat that participates in all the scheduled circuit stops in a season (currently eight regattas). We also use bow numbers to score our events and the top 20 bow numbers are assigned to the top 20 finishers from the previous season. So your bow number tells your peers where you sit in the overall pecking order, and is a

subtle way to help keep the competitive edge up in the fleet.

Last year we had 60 different J/24s race in at least one Texas Circuit stop and we averaged almost 25 boats per stop. In contrast to the consistency we enforce when it comes to the on the water racing at each stop, the Saturday evening social is the way each host presents its unique local character; from Corpus Christi's seaside vacation feel to Ft. Worth's sophisticated cowtown aura to Oklahoma City's "big sky" frontier atmosphere. All of these things keep our circuit interesting for everybody!

The Texas Circuit format has several unique things going for it such as offering a great variety of racing conditions, a long history, its strong traditions and a well founded reputation for consistently providing fierce competition. Many of the current stops have been around 15 or more years with the oldest, Houston's Beasley Cup, being the USJCA's oldest perpetual J/24 only trophy continuously awarded by the same host. All of these benefits come together to consistently draw new people to participate while also giving the regulars something to come back for. But it is the core items that a circuit style racing schedule brings to any geographic area that I want to focus on. There is so much synergy that builds around this type of racing format that other areas would be doing themselves a disfavor if they ignore the possibilities of trying it in some fashion.

First, the biggest benefit I see is that it creates a cross fleet infrastructure that encourages, in fact demands, communication and planning between groups of J/24 sailors. Once you have this, lots of good things happen; people get to know each other and that familiarity makes it easier to share ideas that work to help maintain and hopefully build fleets.

Since I think the two most important goals of any fleet activity should be to keep fleets invigor-

ated and to build up a fleet's competitive skill base (after all the J/24 is a race boat), by reaching out to other fleets you actually



help your own fleet! Second, it creates a local "next level" to which successful club racers can move. The hotshots who win every time at their local club can test how good they really are without having to travel cross-country. This "next level" can also serve to focus J/24 participation in your area at specific events so the organizers can be assured of a good turn out; anything that helps get J/24s their own scoring class and hopefully their own

starts at open events always leads to better J/24 racing.

With the current trends in sailboat racing participation, sometimes less is more if properly focused. To me, even just the possibility of bringing some of the above benefits to your local fleet is worth considering doing some type of circuit scoring in your area, especially if you start with existing regattas. This last point is key since it shows that some significant things can come just from



After using this cover, Austin fleet captain Leon Lance hails,

"Dry At Last!"



- ✓ Innovative design lets you keep all your hatches open. Your boat breathes so it stays dry inside even when it's wet outside.
- ✓ Installs in minutes. Just clip the edges, and hoist from the spinnaker ring. This cover will not pool water!
- ✓ Heavy duty 10 oz. Sunbrella® fabric has a 5-year warranty. One-year manufacturers limited warranty.
- ✓ Only \$699

To order or for more information call Bartlett Canvas (512) 266-1895
4415 Hudson Bend Rd., Austin TX, 78734

how you keep score of currently existing events.

But the true, long term value of using existing events to introduce circuit scoring in your area just may lie with the new traditions it can start. Over time, circuit scoring can encourage people to travel to gain new experiences and skills. I think it is reasonable to expect that these same people will become the better racers in their local fleet. At some point, and with the right desire and leadership, enough people may share this experience and create a ground swell to start having local area stand alone J/24 specific events...it just could happen!

This is when the full impact of the synergy I mentioned earlier really comes into play. As you create a demand for stand alone J/24 events in your area, you can also raise the bar on Class Rule awareness and prepare your area's J/24s for what it takes to compete successfully at bigger



Eric Nelson's mr. happy is a perennial circuit competitor.

events like the North Americans and the Worlds. You do this by setting up your stand alone J/24 events with all the things that may not be very practical at open events, but are standard a J/24 Class events; crew weigh-in, measurement form requirements, using Class standard SIs, checking Class membership, no throw-out scoring, actually having an RC that can change the course as the wind changes, juries made up of US Sailing judges, etc. Suddenly the value of the Class becomes clear to boat owners as they use the class services to get their certificates/membership forms so they can race. The need

for local measurers also becomes important as people realize that being measured is now a local issue, not just something a few "special" boats worry about when they go to the Nationals, etc.

Putting on such an event can also bring a fleet together as they work toward a common goal; besides trying to put on a great event, this could also be to make money (several Texas Circuit fleets use their circuit stop as a way to make money for fleet social events, etc.) In the longer term, it could bring a World Qualifier to your area. The main reason the Texas Circuit is a World Qualifier in years when the Worlds are in the US is that we require all drivers and boat owners who compete in the circuit to be Class members, thus our membership numbers are way up and that political clout delivers results. It might even give you an excuse for setting up a website to run your circuit scoring, further

delivering on that communication benefit I mentioned earlier. As the need to publish overall scores, post the next Notice of Race and report on the last circuit event became important in District 14, we created a website and e-Newsletter that combined has grown to cover all aspects of what is going on in the Class.

The end game here is better prepared J/24 racers when it comes time to participate in the big events. I could go on but I think you see how all of this ties together and helps keep strong fleets, build new ones and help maintain what is special about J/24s and the people who race them. Besides District 14, District 4 and 21 have some form of a circuit series today (the Garden State Parkway Series in New Jersey and the District 21 Road Series in Southern California), maybe it is time to consider this for your local set of J/24 Fleets, District or Region.

Now Online: Race-Ready J/24 Gear www.hallspars.com

Our fully stocked online store is now open. Click "J/24" and enter a store unrivaled in its selection of high-performance gear. We sail in the class, so everything is fully optimized and championship caliber.

Lightweight, low-stretch sheets and halyards + Hall's light, tough carbon spinnaker pole + all the upgrades, from calibrated turnbuckles to cascading vang.

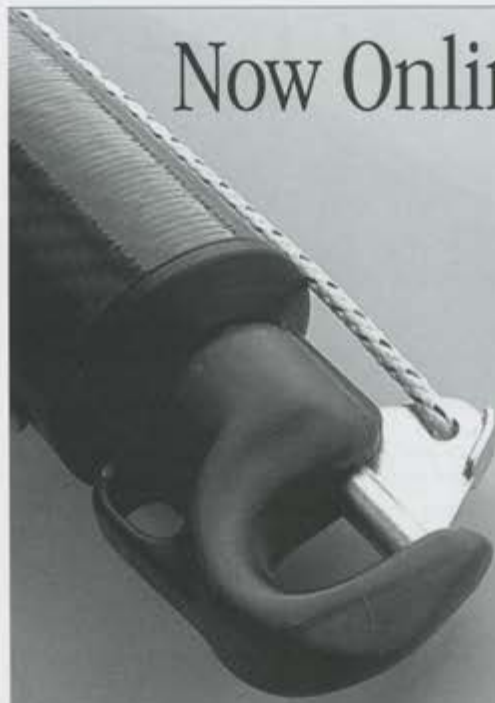
www.hallspars.com

HALL SPARS & RIGGING

Or you can still call our experts:

T: 401 253-4858 or 800 283-1964

E: orders@hallspars.com



Hanging on @ Noroton

By Geoff Moore — Printed with the permission of Sailing World magazine.

Long Island Sound is notorious for its poor sailing conditions during the summer months. Wind is a rare commodity from the end of June through to September. So the thousands of sailors who occupy Long Island Sound every summer learn to make the best of what little wind they have. For example, last summer's District 3 regatta was held at the Housatonic Yacht Club where the wind peaked at 5 knots.

But once October rolls around, all bets are off. This past fall my crew and I sailed the J/24 Northeast Regionals out of Noroton Yacht Club. The breeze never dropped below 20. Well, there might be some race committee officials who might debate that. We could hear them on the radio discussing wind readings, "22 knots at the starting line with lulls around 18 at the windward mark". I am sure they were well intentioned, but I believe this was misleading. It probably was only 18-22 knots six feet off the water at the height of the race committee boat, but for those of us racing sailboats it was gusting well into the thirties at the top of our masts. Both days of the J/24 2001 Northeast Regionals could best be described as survival conditions!

Forty boats registered, but far less than half of them made it to the starting line for the fifth and final race on Sunday. It was one of those regattas that was way more fun when it was over than it was when we were actually sailing. Andy Horton, crew and mine, were tied for the lead going into the windiest and final race. We were both using North sails, and we both had good starts. I tried to take advantage of a quick left shift shortly after the start, but in hind-sight it was just too windy to expect to tack well. Andy saved three tacks on us and rounded the windward mark about a length and a half ahead.

We set our kites and exploded away from the offset mark. I was able to maintain an angle slightly to leeward of Andy as we blasted down and through the steep chop. The crews were in the push pits. Spray was blowing horizontally across the water. Just when it seemed it couldn't possibly get any windier, a hammer blast would whack into the sails and press the rudder beyond what you had previously thought was the limit of control. Occasionally, we would see a boat in our path still sailing upwind, but luckily they all managed to get out of our way. There was one angle, and one angle only. Evasive maneuvering was out of the question.

Eventually we started to get out towards the port lay-line and I knew Andy was going to have to jibe. We were still on starboard, and I wasn't sure if he would cross us or not when he jibed. I also figured that there was less than a 50% chance that either of us could survive a jibe in good order in that much wind. Of course, it is hard to be accurate in your calculations when you are living moment to moment, never quite sure if your bow will come back through to the surface after each plunge.

Much to our displeasure Andy and his team completed their jibe, well sort of. They were on port. The mainsheet shackle had ripped off the end of their boom, and their spinnaker was flogging, but they didn't wipe out. We screamed, "starboard" as loud and as menacingly as we could, but I doubt that they heard us. They weren't in any position to evade us anyway, and I certainly wasn't trying to hunt him. That is when it got really windy.

The blast that hit just then actually caused me some pain. I don't know if it was the impact of wind molecules on the back of my head, or if it was the emotional shock that it could actually get windier. I think I closed my eyes for a moment. When I

opened them, Andy was barely surfing across our bow on a much closer angle to the mark than we were. The huge blast had narrowed the jibe angles so much that we were now both over stood to the leeward mark. To make matters worse we still had to jibe!

Andy was still struggling to get his spinnaker filled without exploding it, and we were traveling at breakneck speed away from the mark. A second or two later and I was ripping down a rather large wave as fast as we had gone all day and I knew it was time. "Jibing", I screamed as I let the bow slide down the wave. If I was going to wipe out I wanted to make sure that we had at least jibed onto the proper tack to get to the leeward mark. I knew I wasn't up for more than one attempt. The bow carved nicely into the turn, but the spinnaker was slow to follow the rotation. The result was an enormous amount of weather heel. "Throw the main over NOW" I croaked. The main came in half way and hesitated.

Now, some people won't understand this particular moment in time, but for those of you who do, I won't bother to explain my emotional state. It was an anxious moment. The boat kept heeling and we kept crashing down the wave. We were heeled over so far that the starboard stanchion bases were below the surface and kicking up rooster tails like a fire hose in my face. That part was OK though because I really wasn't all that interested in witnessing our future. The main started to go back the way it had come. I screamed, "NO", but anything I said was meaningless. My crew understood the gravity of the moment and gave a mighty tug on the sheet. The main came back and crashed down into the water on our starboard side. I remember thinking, "this is going to be one heck of a spectacular crash, but it sure is taking a long time. Again, I opened my eyes to find that we were starting to level

out. The rudder was still in the water, and it felt as though there was flow on both sides of it.

The mark, where is the mark? As long as we still had our heads above water we might as well try to win. The problem now was that the angle to the mark was way too tight to carry the spinnaker. Easing the pole forward and heading up was not an option. Dousing too soon meant a slow (a relative thing) jib reach angle. To weather Andy was just getting his spinnaker filled. He was over stood too, but we had surged way forward on him. I held off for another monster blast or two and then asked my foredeck crew if he would move from the push pit and go "smoke" the spin halyard. As he stepped behind the mainsail to gain access to the halyard I thought to myself, "I'll bet that halyard is fetched up hard in its cleat". Sure enough, it took a prolonged chorus of foul language, and some less than flattering comments from the four of us in the cockpit before that cleat let loose the spinnaker halyard. (We apologized to our foredeck later when he showed us the nasty rope burn across his fingers.) As we gathered in the spinnaker I headed up towards the mark. Andy was still surfing fast and low with his newly filled kite, but as we converged he started his douse. I think they were still struggling with their makeshift repair on their mainsheet because as we headed up to cross their transom they couldn't sail high enough to defend against us. We rolled over them on the crest of a breaking wave and surfed that same wave all the way to the leeward mark. We were winning the regatta!

The final beat to the finish was anticlimactic. Near the end of the ensuing tacking duel we fouled the jib sheet around our compass, and then followed up with a mediocre tack. Andy Horton and his crew passed us and won the regatta and qualified for the 2002 World Championships in Kingston Ontario. Congratulations to Andy and his crew. They certainly earned it.

J/24 World Championship 2001

Tomoko Nakano

Japan holds the J/24 worlds for the first time in 16 years

The Championship, hosted by Kansai Yacht Club in Nishinomiya yacht harbor, included 38 entrants; 12 teams from Argentina, Peru, Canada, Korea, Bermuda, and Italy, as well as 26 teams from Japan. Nine races were sailed in five days, from July 23 to 27. Racing took place in Osaka Bay, bordered by the city of Osaka to the east and Kobe to the west. Normally the sea breeze goes as strong as 20kts or more at this time of the year, however during the whole series the wind was shifty and tricky in constant 2-8m/s. The regatta was held in the midst of the hottest summer, and temperatures were as high as 30 degrees centigrade.

26 entrants from Japan.

Many eager J/24 sailors as well as Japan's best sailors gathered as teams to race just for this J/24 worlds. Skippers and crews included National champions in Snipe class, former Olympic sailors and Americas Cup challengers.

Close match until the last race.

The high light of the series was the competition between Sled of Japan and MAPFRE YOKO of Argentina, helmed by Juan Ignacio Grimaldi. The two teams were tied in first place with 37 points on the last day of the regatta with one race to go. They were followed closely by Santa Black, helmed by Yutaka Takagi. Sled sailed firm and constant during the whole series. They finished third on the last day and, became the first Japanese team to win the world championship in this class.



Takatoshi Yamashita

Winning Team Sled

The team is headed by Takashi Okura, who also owns and races a Farr 40. He has competed in the circuit racing on the East coast of the U.S., Key West race week and Block Island. The team was made up of Kazuyuki Hyodo, helmsman (experienced sailor in Snipe, Nippon Challenge, Soling Olympics in Atlanta), Kazuhiko Soufuku, foredeck, (experienced sailor in Nippon Challenge and currently a member of Americas Cup syndicate One world), Kazuo Nakajima, trimmer (North Sails Japan stuff), Tetsuya Sasaki, tactician (J/24 sailor, campaigned for Olympics in Soling), and Jiro Okamoto, mast (crews on Farr 40 Sled and works as a weather reporter in the real life).

Special events performed by the members of KYC volunteers. Members of KYC supported the events held each day after the race. Women beautifully dressed in kimono added the grace to the both opening and



Takatoshi Yamashita

closing ceremony. Hawaiian dances were performed by the seaside. One of the unique performances was the firework display sponsored by the KYC club members. The firework display is one of the Japanese traditional events seen in the midst of summer through out

the regions. The splendid 30 minutes roaring performance in the sky, added excitement to the event. Special thanks to Masahiko Dohman for arranging the exciting events each night, and preparing cold beer bar each day for the thirsty competitors.

2001 • World Championship

Kazuyuki Hyodo

I won the regatta with our perfectly skilled crews' teamwork as well as powerful support by our SLED team's owner. I would like to introduce my crew:

Nakajima Kazuo. He was trimming the headsails, and has sailed the J/24 Worlds in the past. While he works for the

The bowman, Sofuku Kazuhiko is pursuing the America's Cup at this moment with the 'One World Challenge' team in Seattle. He arrived in Japan from the US on the day before the regatta.

Japanese branch of the North Sails, he is very much experienced in every kind of sailboat class, and therefore showed his experience in tuning the boat. I put my fullest confidence on his sail trimming. Especially his spinnaker work in the downwind leg was outstanding.

The only J/24 expert in our team is was the tactician, Sasaki Tetsuya. He sails with a Japanese J/24 team Siesta that is a frequenter in the J/24 worlds. He joined the SLED team for this Worlds in May and gave various advises on rig tuning etc.

The mast hand, Okamoto Jiro is a weather forecaster. His knowledge on weather contributed to our result. He gathered weather data around Osaka Bay everyday during the regatta and made accurate predictions on the water.

The bowman, Sofuku Kazuhiko is pursuing the America's Cup at this moment with the 'One World Challenge' team in Seattle. He

arrived in Japan from the US on the day before the regatta. I believe that he must have had a hard time with himself to sail such an unrehearsed series. Sofuku did a perfect job on our boat, although he had very little experience in sailing the J/24 class just like I have. However, his biggest contribution to our team was making the mood on the boat with his always forward-looking attitude.

And me, the helmsman, joined the SLED team in February to win this Worlds. I had been involved in the Japanese America's Cup Syndicate for 10 years and have been sailing many match racing circuits, small keelboats, such as Solings in the Atlanta Olympic games, as well as the AC boat. Most all my experience has been as a sail trimmer and not as a skipper.

We sailed the Worlds with little experience prior to the regatta, unlike most other Japanese teams who have sailed J/24s for

a long time with fixed crews. Although, all of my crew are active and well trained in many other classes. Since J/24 is a basic keelboat, and is quite easy to handle, we've realized that we don't need decades of experience in this one particular class to win. We divided among five of us our work on the boat in different areas such as, sail trimming, tactics, big picture strategies etc. I believe this is the secret of our victor. Three tacticians and four skippers won't lead the boat forward.

We are looking forward and getting prepared to compete in the next Worlds in Kingston. We had many advantages this time on familiar waters. Next time, we will test our abilities in an overseas series.



2001 World Champions

Takashi Yamashita

2001 EUROPEAN Championship

Remco van den Berg, President NED-JCA

Jantje uut de kachel goes international

Since the end of 1999 I have been sailing regattas with Jon, Marcel, Heiske and Meta. We sail with a J24, named Jantje uut de kachel. Until this summer we only sailed local regattas. Until Mr. President (oh yes, the J24 class-association has a real president in her midst!) told us that Holland had the honour to organize the European Championships in 2001. Of course, we didn't want to miss that. So after ordering new sails, hiring a bungalow, getting a sponsor for the transport of our boat, we were ready for a full week of sailing among international professionals. This is a story about bruises, the Loos Model B tension gauge, protests and general recalls.

Monday 27 August: serious preparation

The first day of the EC starts very early. At 06.30 p.m. I hear Meta taking a shower. Although I want to sleep a little while longer, I realize that getting up early is part of the Odeal. A serious preparation is very important. At half past seven we're sitting at the breakfast-table and discussing the weather. The meteorologist promise wind-force six so we really have to work hard today. It's already very noisy and there's a lot of excitement when we get on board at nine o'clock. Although some crews have been polishing their boats for days, some hulls still don't seem to be smooth enough. Some individuals put on their bathing suit and jump into the water to polish the

hull for the last time. We decide not to take our clothes off (yet). Besides, it's not even bikini-weather. After polishing the boat,

we measure the tension of the stays. The right tension is very important when you're talking about speed. When the tension on the shrouds is too loose or too tight you'll have to pay the price. "Take a look at the Tuning Guide for the right tension" says Marcel to Jon. Jon catches the sail bible and says: "27 and 24 must be enough for this wind." The tools appear on deck: a bahco and the Loos Model B tension gauge. Within a few minutes, the shrouds have the right tension. The 58 J24's will sail two races today. The greater part of the competitors are foreigners. The Germans are represented by 18 boats. I also see French, Italian, English, Swedish boats and even an American boat around me and I ask myself in what language we will scream in an awkward situation.

Starting: a real profession

At half past nine Jantje uut de kachel is ready for its first race. I have to confess that I'm a little nervous. But that must be the normal excitement before the start. I decide to put on my sailing trousers and smock. It's a pity that my kneepads are still in the bungalow. Today Meta is the bartender. That means that she has to take care of food, drinks and the sunburn lotion. We haven't even left the harbour when she orders us to put some lotion on our faces. "Come on, oil your face, you'll need it today." She throws a plastic box on deck with ointments and we oil our faces. Around ten o'clock we arrive at the committee boat. I go to the foredeck, Jon is concentrating on steering and Marcel is preparing for trimming. Meta is our middle woman and Heiske is responsible for the mast tasks. In the meanwhile a wave rolls over the foredeck and I feel water seep into my underwear. Than I hear the 10-minute warning signal. "Shit, too late.." I say, "stay close to the committee boat, so I can get the next signal." Five



minutes later I still got the signal. The J's are swarming close to the starting line. It's very clear that the pin end is the favoured end. All favourites are on a clod and they try to outwit their competitors. "Three minutes and thirty seconds to go" I scream. "You have to hoist the jib." The countdown can start. I stay on the bow and start calling every five seconds and every second from 10 to 0. Bang, go, go, go!

Looking for clear air

The boats ahead us give us bad air. Heiske, our tactician, decides that we have to tack away immediately to get clear air. We tack before others can cross us and we sail to the windward mark. Then it's about 130 feet to the spreader. It gives us a little time for the last preparations for the downwind leg. Nevertheless, I bump my head. My head swims for a moment, but there's no time for pain, we're in a race. "Meta, get into your cabin!" calls Jon. "Three-two-one, come on, Sandra, hoist the spinnaker now." "Don't pull the luff sheet", I scream, "the spinnaker isn't in top yet." Marcel eases the sheet, so I can hoist the spinnaker in top. Heiske

drops down the jib and before I can get back my breath, we have to jibe before other boats push us around. "Hurry up, we have to jibe right now, the other boats are getting on my wind." No sooner said than done. "Wow, that was a very smart jibe!" I even get a compliment! The next jibe passes less lucky. "Slack on the luff sheet, loosen the topping down, shit, hurry up, I can't get the pole into the pole eye." After some pushing and pulling, the pole is on its place and Marcel can continue trimming. Jon steers at course for the leeward marks (gate). At the gate you got two options. One of the boats is entangled in the port mark. That makes the choice easy. We set course to the starboard mark. But there's a real traffic jam. At starboard the NED 51, the NED 38 and a kamikaze-Italian come closer and closer, on the other side a Frenchman is approaching. The other boats have to give us room; the question is if they're going to give us room. Jon considers how to say 'room' in French. In the heat of the moment he screams: "Espace, espace!" The Frenchman nods and we get our room. Jon steers the boat around the mark and he orders us to sit on the rail. Behind us we see a battlefield. I hear hard words in different language; a loud bang and I see a red flag at the NED 51. Niels, the helmsman, yells "Protest!" to the kamikaze-Italian. Later that afternoon Niels tells me that the Italian boat caused a crash. He asks us if we want to be his witness. But we didn't see the incident. Also without an eyewitness Niels wins the protest.

Arriere-guard classification

In the meantime most of the competitors are ahead of us and on the rail, Heiske, Meta and I are philosophizing about alternative classifications. A top achievement is not in the offing, so why shouldn't we set up an arriere-guard classification? Next to Jantje uut de kachel,



Gaelle Evelyn

there are three other competitors from the province of Zeeland (in the southwest of Holland). What about a 'Best-Zelander-of-Europe-Championship'? Jon reminds us that we're still in the race and that we have enough time to chat when we're back at the bungalow. Then we have to tack. Jon counts down and there we go. For the hundredth time I hurt my knee and I'm sick to death that my kneepads are in the bungalow. No skirt for me the next two weeks! While we're tacking I hear Meta groaning and cursing. If anybody is a bruise-champion, it's Meta. All the way tacking, we reach the windward mark for the second time. And believe it or not, the kamikaze-Italian is stuck to the mark. 'Shit, that stupid Italian again,' rages Jon, 'now we can't make it.' The other Zealanders take advantage and pass us. Say bye to a good achievement in the alternative classification! Next we make a fast tack, Heiske lifts the pole and Meta gets into her cabin. Jon gives me a sign and I hoist the spinnaker. 'Oh no, an hourglass!' Meta jumps on the deck and

tries to pull out the twist in the spinnaker. 'Heiske, you've got to help me, Marcel ease the sheet, Sandra, pull the sail.' But it's no use. The spinnaker doesn't want to help us at all. On top of it all, it's Jon, the helmsman of all people, who gets out the hourglass. Marcel eases the sheet right on time and he prevents the boat to sheer. However, we can forget a good position. Attendant advantage is that the change of dirty air is decreasing when you're in the rear guard. Jon stimulates us to take up the stitch and go for speed. Marcel is trimming and Heiske is looking for puffs, wind shifts and possibilities for a jibe. I get up when Jon says, 'we have to jibe.' Despite a heavy breeze, the jibing passes without appreciable problems. The rounding of the leeward mark passes stainlessly. The motivation is back and we decide to go for it in the last upwind leg to the finish. Heiske adapts herself to the IJsselmeer-waves and she announces every big wave: 'Wave, three-two-one' so that

Jon can steer into the waves. Marcel replaces the blocks. 'It

helps, we're going faster,' says Meta. Jon motivates Heiske, Meta and me to hang more over the rail to get the boat straighter. We hang a little more and train our abdominal muscles as well. What a championship can be good for... Heiske saves the race by telling Jon at the right time when he has to tack. Two favourable wind shifts take care of a reasonable result. (42nd place).

Pee-pause

After the finish I drop down the jib and we sail easily to the committee boat for the second race. Meta is doing her bartender job and she provides us with bread, water, energiebars and sunburn lotion. I ask Jon to pass me the bucket because I need a sanitary stop. Meta also gratefully uses the bucket. The pause is of short duration, within twenty minutes we have to race again. This time I don't miss the signal. Extremely concentrated we pass the procedure. At the moment of the start we have a brilliant start. Unfortunately I hear and see a recall sign. 'Damn,' says Meta, '

a general recall, drop down that jib.' I reset my watch at ten minutes and get the new warning signal. The count down starts once again. One minute before the starts it gets exciting. The American boat, one of the favourites, is next to us. Together we sail to the starting line. I give Jon instructions and when we approach the line I count down and scream in the meanwhile that we have to go to leeward.

Jon follows my advice and at the moment of the start we're at the good side of the starting line. By a miracle we have clear air. Finally we can race our own race. All the same I've got an unpleasant feeling. I'm sure we had a good start, but what if we're on the black board at the windward mark... Then we're out of the race. The sail numbers of the boats that started too early are written on a blackboard. A guy in a dingy shows the board at the windward mark. As long as you're not on the board there's nothing wrong. To crown all, we and the American boat are on the board. Did we finally have a good race; we're out of it! On board a discussion breaks out about the start. I say that I'm sure that we weren't too early and that the committee couldn't have seen us. But it's my word against theirs. Later that day the Americans take proceedings against the committee. As expected they lost it. It's a cold comfort that we're the first ones at the bar. Is it a coincidence that I'm wearing our club shirt with the text 'Our drinking-team has a sailing-problem?'

Eventually the final placing of Jantje uut de kachel is a 51st place in the overall classification. In the arriere-guard classification the crew had to do with a third place. Do you want to know more about sailing team Jantje uut de kachel? Take a look at their website: www.jantjeuutdekachel.com.

2001

NORTH AMERICAN Championship

Being in the doghouse can indeed win you a championship....at least that's one thing learned at the J/24 North American Championship in Houston. Houston...the current images on CNN were astounding! Houston was waterlogged, and it's inhabitants were being rescued by Coast Guard helicopters off the roofs of their submerged homes. Tropical Storm Allison, three words that changed the city of Houston into a National Disaster Area, complete with eighteen wheeler trucks floating down interstate 10! It is almost unfathomable, that a few days earlier, J/24 crews flocked to Houston Yacht Club to sail in mostly moderate conditions at the J/24 North American Championship on Galveston Bay. The majority of competitors began arriving Wednesday. There was a lot of excitement building as boats arrived from Mexico and Japan as well as from 9 different states in the USA. And class rule enforcement was in full swing including a measurement seminar, insuring tight one design racing that the class is well known for! Most everyone had entered the regatta on-line, and paid their entry fee that way as well - so registration was straightforward and quick....after the requisite crew weigh in, sail measurement and buying lunches and T-shirts, most crews are off to rig and splash their boats, or head to the airport to pick up that late arriving crew member. HYC's expansive facilities made boat setup a breeze, keeping any pre-race gitters down. The practice race went off without a hitch, showing the competitors that Jim Tichenor, the PRO, had his RC ready. Even the weather seemed to cooperate, promising characteristic Galveston Bay seabreezes. The sailing area is



2002 North American champion Tim Healy.

one know for its consistent breezes (seabreeze from the Gulf of Mexico), and John Kolius, who wrote a nice article about his home waters for the regatta website, mentioned that it would likely be a boatspeed regatta. As competitors enjoyed a racing tips seminar after the practice race, courtesy of North Sails, everything seemed to be lining up for great racing conditions.

And then a late season cold front stalled just north of the bay....the racing fleet sailed out on Thursday under a threatening sky, but with good breeze across the bay, the race committee set the course and tried to get race one off. A rain squall rolled in to cause a postponement which resulted in the comical sight of most teams (strikethrough: either) lowering sail, anchoring and going below "in the dog

house", a few brave (stupid?) helmsman continued to sail around as (strikethrough: being) the only one on deck. Once lightning appeared on land, the committee wisely postponed to the harbor. Eventually, at 3PM the first race was started, and light shifty wind necessitated course changes every leg. The sight of Blind Squirrel going upwind with just Tim Healy on deck, and Chris Snow looking out of the companionway (crew in the doghouse in 98° F !!) was painful. Siesta, the Japanese J/24 National Champion boat, was off at Mach 5 at the start, and never looked back.... very impressive considering that they had flown from Japan to

Newport RI, and trailered the boat to Houston two days before the regatta! The second race followed immediately afterward, and transpired much like race one with the same light air, and as the last boat entered the harbor, the sun set over Galveston Bay. After the first day's racing, the top six had finishes all over the board: Larry Flinn's Airborne (with former Soling ace Doug Maclean at the helm) was in first place with a 5th and 6th, Siesta tied for second with scores of 1st and 17th, with Don Coster's Pulp Fiction with a 3 and 15. A three place tie for third were J/24 Texas Circuit regular Kelly Holmes' Bad Moon 2nd and 18th, Kris Werner's Kaleidoscope with a 17th and a third, and Victor Maldonado with a 13 and a 7th. The buzz around the kegs, courtesy of Boston Brewing, that night was anything was still possible!

Friday started with no wind and a shore side postponement. Lively discussions ensued on the dock, in the HYC lobby and everywhere else crews found shade about the importance of righting moments, roll tack techniques and just about every other sailing related topic. Eventually at 1PM the AP (AKA the Dr. Seuss flag) came down, and everyone was off to race again in a light southerly. The light wind predominated with everyone looking right for the promised seabreeze that never made it. Friday's first race showcased Texas circuit ace Mr. Happy doing a horizon job on the fleet. Stuart Challoner's Spoilsport fought hard to pull from the fleet late to a 2nd place finish. Todd Warnygora's Phantom was able to hold off a hard charging Blind Squirrel (yes, the crew was still in the doghouse!) for third place. Fifth and sixth were Airborne followed by Chuck Wagon with Eric Faust at the helm in a photo finish. Race two had slightly more consistent breeze, and rumor has it that there were actually more than two people seen on Blind Squirrel's deck going upwind! Spoilsport was still hot from the first race of the day and won followed by the Zaleski's on Twins and immediately behind them a hard charging Chuck Wagon in third place. Further back, Blind Squirrel was in a private battle for fourth with Mr. Happy and Bill Worsham's Flood Tip, with Flood Tip steering in just ahead of Blind Squirrel and Mr. Happy.

At the end of day 2, the score sheet revealed that the top six that night were: Airborne (23), Spoilsport (32) tied with Blind Squirrel (32), followed by Pulp Fiction (34), Mr. Happy (35), Chuck Wagon (37) and FloodTip (47). Chuck Wagon would later be scored a 23rd in the first race of the day due to a voluntary 50% penalty during a protest, dropping out of the top 6 overall.



The Zaleski brothers

After the extreme heat and humidity, the crews were able to wind down and cool their heels with a reggae island style pool party ashore. The party, sponsored by Travel Agency in the Park, was a grand success with 350+ people attending and living it up well into the night... and into the pool! No one is still sure who won the party...

Going into Saturday it was still anyone's game to take all and it seemed like the seabreeze might materialize, causing tactics to shift from finding the next breeze line to flat out boatspeed. Of course none of the competitors

knew at the time that this seabreeze was due to the Gulf brewing up a tropical storm of disastrous proportions! Blind Squirrel, showing great boatspeed, never looked back and won the first race of the day soundly by racing the middle of the course. Blind Squirrel was followed by a four boat group that traded places multiple times during the race. Luis Alvarez's Mexican boat Ta' Lento with Jon Belausteguigoita (B-17 to his friends) at the helm finished 2nd, with Twins, Adam Zangarle, and Chuck Wagon right behind and in that order. Blind Squirrel and Mr. Happy was the only boat from Friday's top 6 to pull out a good score in this deciding race, putting Blind Squirrel into the overall lead for the first time (and as it turned out, for the regatta). While first place was pretty well established, Mr. Happy needed to sail consistent top 5 finishes to hold onto second overall as the rest of the top 10 were pretty mixed up scoring wise. The last two races were completed in a building seabreeze and Mr.

Happy's 9,2 finishes sealed second with a little help from the boats just behind them dropping back further. Airborne slipped to third overall, not able to overcome a (reggae party induced?) 23rd in the first race on Saturday...and when it was all over, with seven races completed over three days, only a single point separated the 4th, 5th, 6th and 7th place finishers. The final results prove that being in the doghouse can indeed win a regatta! 1. Blind Squirrel, Tim Healy 2. Mr. Happy, Bob Harden 3. Airborne, Doug Maclean.

Photo Peter Galloway

big fun in South Florida

(a.k.a. 2002 Midwinter Championships Report)

Have you ever wondered why nearly every major sporting event held in the United States during the winter-time seems to be in Florida? Well I haven't. The answer is pretty clear; it's the weather. From the Super Bowl to the Daytona 500,



folks know that during the cold weather months, Florida is the place to be. It's a great way to escape the sometimes oppressive temperatures of the northern locals, and get a tan that will surely be the envy of the office. It's like a whole different country. We sailors, being a pretty smart bunch, picked up on this trend a long time ago and now Florida (and more specifically South Florida) is host to some of the biggest sailing events of the year. It was with this background knowledge that the J/24 Class was happy to accept an offer to return to the

Miami area for the 2002 Midwinters hosted by the Key Biscayne Yacht Club and Flat Earth Racing. Miami is a big, culturally diverse, hip, metropolitan city. Sometimes the traffic is a little nasty and parking can be a pain, but again we're pretty smart folks so we avoided the crowds by heading a few miles away to Key Biscayne. It seems the Floridians have taken this "whole different country" thing to heart and have a different language to go with it. They like use the word "key" to mean "island," so Key Biscayne is just an island about 10 minutes from downtown Miami. A short drive over the causeway (most of us would call it a bridge) takes you away from the hustle of the city to the small-town atmosphere of Key Biscayne and the comfortable amenities of the Key Biscayne Yacht Club. 150 or so J/24 sailors (including six teams from Canada) made the trip this year, and judging from their reaction, they all had a good time. KBYC is a nice club and Jack King (a.k.a. Flat Earth Racing) did a great job of making everyone feel welcome and assuring that everyone had what they needed in order to have fun. And that's why we race J/24s isn't it?



There were plenty of libations on hand, the sun was shining, the palm trees were swaying and if you closed your eyes for a minute while stretched out on a chase lounge by the pool, you could almost imagine that you wouldn't have to go back to work in a few days. The perfect escape. Oh yeah, and there was some sailboat racing too. 32 J/24s hit the water for three days of sailing and it was reported that this activity was quite enjoyable too. I personally witnessed boats rounding buoys, spinnakers going up and down, horns being sounded and flags being waved. It looked like a great time. For those keeping track, Tim Healy made the fewest mistakes and won the regatta, followed by Andy Horton and Brad Read.

The wind didn't cooperate much on the racing end as a strong cold front had pushed through the area leaving a dying

north wind for most of the event. But the able Race Committee managed to get off six races. And if the wind wasn't ideal, all one needed to do was look around at the clear blue water, the bright sun and the scenic backdrop of the Miami skyline to realize that there are much worse places to be right now. Back on shore many of the sailors who reportedly finished well in the races held a panel discussion where they shared all their go-fast tricks and tips. The chance to enjoy a cold beverage while picking the brains of these hotshot sailors was overwhelmingly deemed a success, and is a tradition we hope to continue as other major events.

And here's the best part; if you missed it this year, we're going back again next year. Mark your calendars and make your plans early for the 2003 J/24 Midwinters to be held January 8-11 at the Key Biscayne Yacht Club. The current plan is to kick things off on January 7 with a clinic, followed up by four days of racing. Don't let life pass you by, go sailing!



"Winners from the 2002 Midwinters."

2001 • J/24 UK National Championships

Mark Jardine / Online Editor, Yachts & Yachting Online

43 boats arrived in Weymouth on Thursday 13th September for the start of the J/24 Nationals. The forecast for Thursday was for Force 8 winds so the race officer wisely kept the fleet ashore and postponed the first race to Friday.

On Friday after the strong winds of the day before, everyone was happy to start the regatta in sunshine and a moderate North Westerly breeze. There was a delay until after 11am as the fleet had decided to observe the 3-minute silence together with the rest of Europe in respect to those who lost their lives in the tragedy in America. Many new top sailing stars are sailing in the J/24 fleet this year including past International 14 POW Cup and double Fireball World Champion Colin Goodman & past Cadet and Solo World Champion Jamie Lea.

The first race was started while the wind was still settling and many large shifts moved teams up and down the fleet. The initial leader was current National Champion Stuart Jardine in Stouche, but on the second windward leg Wijit came to the front, taking better advantage of the shifts, whilst Stouche dropped to 7th. Down the final run Gareth Robinson helming Wijit held their lead to win. Starting his J/24 career well, Colin Goodman helmed Jim Griffiths' Crew Clothing to second place, with past Impala 28 Champion Adrian Bennett helming Ju Ju to third.

By the start of race 2 a stronger Westerly wind filled in providing a much more constant wind and consistent racing. Stouche led from start to finish with Daryl Conyers in Jam 2 second and Wijit third.

Race 3 went the same way as race 2 with Stouche again having an excellent start and leading all the way round. The windward mark saw a set of collisions as a couple of boats tried to approach on port on a tightly packed lay line, resulting in considerable use of the protest room that evening. Angus McPhie took second place with local sailor Bob Turner taking third in Headcase. At the end of the first day Stouche lead Wijit by 2 pts.



Weymouth Harbor - Early Morning

Robin Abbott

On Saturday the wind was up in Weymouth Bay and after a few experiments all the fleet chose to use their jibs. Race 4 was sent underway in around 20 knots. David Ellis on Hiltchiker was the early leader after a good start and use of the wind shifts. He held the lead on the water, but dropped to 10th after taking a penalty on the 20 "Z" flag rule at the start, handing the win to Michael Wright in Riot, the Bridlington Fleet Captain. 2nd was Paul Toms in Super Ted and 3rd Crew Clothing.

Race 5 went away cleanly. There was a lot of position changing throughout as the wind shifted and some spectacular sailing down the runs with the odd Chinese gybe giving views of boats, keels. Overall though the standard of sailing in stronger winds has vastly improved and everyone was easily handling the 25-knot gusts. Stouche came to the front on the second lap to take her third win, with Jam II 2nd and Wijit 3rd.

The wind stayed up for race 6. This saw the first general recall of the day. The next start saw the return of the black flag, bringing order to the fleet. There was a big pin end bias and Riot took advantage of this, crossing on port tack and taking the early lead. At the first mark however it was the local teams of the Weymouth Youth Team in Joskin, helmed by Jon Pegrum

first and Bob Turner in Headcase (owner of Joskin & father of the two girls on board) second. This combination stayed the same until the last beat when Bob managed to squeeze ahead. Was this due to Bob's experience or Jon's diplomacy, we shall never know!

Going into the last day everything was still to play for with 10 points separating 2nd to 8th positions. Race 7 was started in strong winds and all the fleet chose jibs. Colin Goodman sailing Crew Clothing was enjoying these conditions and sped off to an early lead that he never gave up. Also continuing their good form from the day before were the crew of Riot who came home second. Stouche needed a third to take the championships with a race to spare and that is exactly what they did.

The final race was dominated by Angus McPhie in Wave Warrior who led from start to finish. The wind had eased and genoas were put up by some boats before the start. Wave Warrior stayed with their jib throughout the race, holding speed well, but not without some heart flutters, when the wind dropped on the final beat and Stouche with her genoa was storming up behind them, and Andrew McLelland in Italian Job at last finding his form after a 5 years absence from the class taking 3rd place. This has been one of the best J/24

championships ever, with many top names struggling to make it to the top of the fleet. Christian Brewer from Hyde Sails was extremely happy to see his sails take 1st, 2nd & 3rd overall.

The J24 Class Association would like to give thanks for the great success of these Championships to David Dunn, Chairman of the Combined Clubs of Weymouth, Derek Abbott PRO, our reception/weighing ladies Rose Abbott and Imogen Turner and all the teams working for them. We must not also forget our J24 sailors at Weymouth, led by Captain Bob Turner, for their work in helping ensure this was a memorable event.

This year there was no major sponsor, however our thanks are due to the following whose help in cash or kind really put the icing on the cake; Crew Clothing, J Gear, Hyde Sails, Tacktick, Christchurch Boatshop, W.L. Bussell, Barnes Ingram Insurance, Harken, The Royal Dorset YC and Palmers Brewery. Results:-
1st - GBR 4215 - Stouche, - Stuart Jardine
2nd - GBR 4206 - Jam 2, - Daryl Conyers
3rd - GBR 4253, - Crew Clothing - Colin Goodman & Jim Griffiths
4th - GBR 4247 - Headcase - Bob Turner
5th - GBR 4237 - Riot - Michael Wright
6th - GBR 4235 - Wijit - Gareth Robinson & Mark Penfold.



Gallery





2001 • Australian National Championship

Ten Samurais' Tale in Sydney by Hatakeyama Tomomi



January 2002, I had flown across the equator with my Gekko Jr. team to join the Australian National Championship in Sydney. Bradley Anson, our familiar Australian teammate who has been sailing with us for two years, arranged us a beautiful Bashford charter boat with the best sets of rig and perfectly fined bottom. (Thanks to our new Aussie friends Simon and Sort who had spent a long time working on the boat for us!)

There were a total of 29 entries, which seemed to be just the right number for the regatta, including two from Japan; our Gekko Jr. team, and the SIESTA team (Kuramichi Takafumi skippering). All the talented and experienced Australian teams

that we've met who gathered for the series added spice to the mood all through the event as well as pressure to both of our Japanese teams. And I believe that this tensioned atmosphere made us enjoy the entire event. Of course just as other national titles, more than a few boats were there to win the regatta, although as well, some other teams were there merely to have fun on the water. Well anyway, everyone was there to enjoy the regatta.

The race was carried out by voluntary members from the hosting RSYS (Royal Sydney Yacht Squadron), a very sincere warm-hearted club. A breeze of 13 kts from the east made the practice race start. The committee boat was placed right in front of the RSYS and as a man on it took off his 5 minutes warning yellow T-shirt and hoisted it, we started to maneuver along the line. After

the start, we sailed a tough course with shifty air and choppy water toward a small island in the middle of Sydney bay which they had made it the weather mark. With ferries going back and forth across the bay and 18ft Skiffs flying all over the race area, I suppose every teams there had to call hard tactics. Or maybe, the Sydney people are used to it.

First day saw two races with some 15 kts SSE wind. Since the top mark was placed about a mile up from the bottom and a bit to the left from proper, we had a gybeless downwind course and the positions didn't change from the last top mark rounding.

However, the nice breeze still made it a good race. The next day, a sudden squall hit Sydney and made a summer day extraordinarily cold. I heard it was the first rain in a month. The only race done this day was finished before noon with a light wind. I saw many people being frustrated about this, since a good blow was coming in from the east when we were leaving the race area. On the third day of the series, after the lay day, the race area was moved to the north side of the bay where the tide was quite strong. The boats that caught the tide got the lead and we had a hard time going after the wind shifts. This day, our team was really near being killed. There was a big ferry zooming across towards us on the port right after the start. It blew its whistle and came rushing straight towards us. It was really close. She came as close as I could touch it. We could have been minced in a flash and would be in heaven by now. Just when I thought we hit, we bared

down and managed to dodge the ship. All the passengers on the ferry were cheering up and down. My crew confessed later that they were all thinking when to jump off the boat and make a dive. The course was laid just outside the famous CYCA (Cruising Yacht Club of Australia) on the final day. It was a hard day with 4 races in a very shifty and puffy condition. The course was set perfect, although an island was located inside the area. Neville Wittey, who used this island, won a race, which was later called off because of a protest insisting that the first boat couldn't finish within the limit time. After all, one was canceled and three were completed on the final day and a total of nine races were to be counted as points for the series.

The results were to be called at the dinner party. We all enjoyed our dinner at the yacht club and waited for the awarding. At last, Hugo Ottaway, who I have also met in Japan last year during the

Worlds won the regatta. Neville Wittey came second, and Sean Kirkjian third.

I would have to say that it was more than merely a 'good experience' for us. I've learned much during this event. About sailing, about the people, about the culture, etc. One thing that I have really realized, and could definitely say is that all the sailors there were all enjoying their moment from heart. I thought that I've found the origin of such a mature sailing culture in a continent beyond the equator. I envied people sailing in Australia and felt like I was a foreign rustic who came to the civilized world.

And that's why I have titled this piece of report, a 'Ten Samurai's Tale'.



Final Standings after Ten Races

Place	Boat Name	Points	Owner / Skipper
1 AUS155	Vertigo	75	Hugo Ottaway
2 AUS200	Pacatack	78	Neville Wittey
3 AUS145	Fuji Film	91	Sean Kirkjian
4 AUS111	Such Is Life	96	Doug McGain
5 JPN5261	Siesta	96	Kobun Kuramichi
6 AUS160	Kaotic	109	Rob Brewer
7 JPN5267	Hyper Activ	116	Tomomi Hatakeyama
8 AUS161	Convicts Revenge	124	Stephen Girdis
9 AUS134	5 To 6	141	Chris Lee
10AUS176	Wildcard	146	Brett Lewis
11AUS181	Money Supermarket	153	Peter Williams
12AUS180	Nokomis	159	Julian Bowker/Cameron Bowman
13AUS126	Armed and Dangerous	163	Sean Wallis
4AUS177	Vortex	163	Grant Willmott
15AUS167	J-Spot1	73	Adam Kelly/ Scott Jamieson
16AUS158	Jayded	179	Chris Rodowicz
17AUS154	Stamped Urgent	181	Bob Ross
18AUS196	Wetty Gripper	185	Stuart Muirhead
19AUS195	Sonnet-Simply Fast	188	Chris Scott/Luke Matthews
20AUS184	Ace Hire	192	Paul Charlton
21AUS170	Hard-On	196	David West
22AUS172	Innamincka	200	John Crawford
23AUS175	Willpower	215	Jon North
24AUS171	Bare Essentials	220	Damien Lee/Herschel Landes
25AUS142	Fruitcakes	224	Neil Begley
26AUS108	Sledgehammer	225	Alyn Stevenson
27AUS193	Wildfire	235	T.Reynolds/R. Reynolds/B. Strathmore
29AUS186	Code Violation	236	Natalie Buchan
30AUS174	Asylum Seeker	265	Nick Palmer

24th Spi Quest France

Easter Regatta

28th Mar–1st April 2002

La Trinité-sur-Mer

By Stuart Jardine

The Société Nautique de La Trinité-sur-Mer's annual Regatta has been established now for many years as the greatest Easter Yachting event in Europe. A superbly managed Regatta using three large windward/leeward courses set in the sheltered Bay of Quiberon with 170 boats of roughly even speed on each course.

The J/24 Fleet in France has seen a decline in the past few years due to their Federation withdrawing its support for the Class in favour of the French designed Beneteau 25, which as many of us suspected, never caught on. Happily the J/24s have started building up again and they now have more than 20 boats racing regularly at Crouesty with at least 6 of them on the pace and only lacking a bit of consistency. They also have a new Italian boat up at Dinard owned by one of their best Finn sailors and Benoit Charon, the 1998 European Champion, told me that he was hoping to rejoin the class next year.

The very early Easter had many competitors wondering what the weather would throw up. However they need not have worried as high pressure settled over Brittany giving the best spring sailing for many years; fine, warm and mainly sunny with the winds varying from 5 to 18 knots, giving everyone the opportunity to brush away the winter cobwebs in all conditions.

The 18 strong J/24 fleet, including two of the top boats from the UK, contended the 7 race series. David Ellis GBR 4242 started the series strongly but a habit of pulling an early OCS gave a first to Stuart Jardine in GBR 4215 and kept the closely packed French sailors well in touch with Michel Guichard in "Jnoworries" leading a very



Six Ladies

strong ladies team helmed by Christine Briand in "Primagas" and their new President Pierre Aubert in "Julia."

By the sixth race the two UK boats were ahead with Stuart leading David by 3 pts, with a group of French boats close behind. This left the final race very open. A very early start at 0930 hrs meant leaving home soon after 7am, however with another lovely day promised all was set for a very competitive race. The race started with a general recall and the black flag which did not deter a very hot start; at the leeward end Briand and Ellis were a boat length up on Jardine with Guichard making an excellent mid-line start. At the windward mark Guichard was leading Jardine with Briand and Ellis close astern. The run saw Briand take a deeper course, rounding ahead of Jardine with Guichard still well ahead and Pierre Aubert moving into 4th. On the next beat Jardine overtook Briand and closed on Guichard, then on the next run Jardine just got inside Guichard at the leeward mark to pull well clear by the finish. Ellis with a 6th was still 2nd overall but ashore he discovered that he had picked up a 2nd OCS to put paid to his bid for victory and Christine Briand's ladies' team had also been over-enthusiastic.

Jalan was a very well sailed old Westerly and the Ladies were sailing Marta owned by the retiring French Class President, Antoine LeMaitre.

This was a hugely encouraging performance from the French J/24 Fleet who are now definitely on the up again. Their new President, Pierre Aubert, is not only a good sailor but has the enthusiasm for the class as well and has great plans to encourage more European sailors down to Brittany over the weeks either side of Easter in 2003.



Photo François Van Mallegheem

Finally, Stuart and his crew of brother Adrian, son Mark, James Holah and John Poppleton were left with the delightful prospect of eating 600 Oysters and drinking 40 bottles of wine. Successfully accomplished !!, their prize for winning.

Well done the SNT for yet another excellent Spi Ouest-France Easter Regatta.

Final Overall Results after 7 races and 1 discard were:

1st Stouché	GBR 4215 - Stuart Jardine -9 pts
2nd Jnoworries	FRA 5158 - Michel Guichard -20 pts
3rd Hitch Hiker	GBR 4242 - David Ellis -30 pts
4th Julia	FRA 4357 - Pierre Aubert -30 pts
5th Class J	FRA 3236 - William Vogel -32 pts
6th Jalan	FRA 1723 - L.Madeline -32 pts
7th Primagas	FRA 3403 - Christine Briand -40 pts

2001

USA-JCA East Coast Championships



Brad Read with winning team

The Severn Sailing Association again did an outstanding job hosting the J/24 East Coast Championships November 2nd & 4th. The Annapolis area provided a full range of conditions with unseasonably warm temperatures for the three-day event. Sixty-six entrants this year marked the largest gathering of J/24s in the U.S. this year. The East Coast always draws J/24 sailors all over the U.S. and Canada. It is a great way to wind up a busy J/24 sailing season and there is no better place to sail than Annapolis in the fall. CBIZ was the title sponsor again this year and with the help of David and Marsh Malkin and all the volunteers the event went off with out a glitch. The beer truck pulled into the parking lot Thursday afternoon and was not left alone until late Sunday

night. A pizza truck also helped nourish starving crews after weigh in Thursday night. The Friday night dinner was highlighted by videos of the days racing shot by Tucker Thompson and his production team. Saturday night's event was somewhat of a blur after the J/24 teams sampled gallons of the famous "Fleet 8 Rum Punch" and wondered down to the new watering hole, The Boat Yard Bar & Grill, for more videos.

Annapolis delivered near perfect conditions for Friday's racing. Three races were run in the Chesapeake in warm southerly winds, ranging from 10-16 knots with choppy conditions. The RC had a tough time getting the fleet off cleanly and had to resort to a black flag after numerous recalls and Z flags. The current was extremely strong and forced many unaware skippers over the line early. Getting off the line and going fast in the choppy conditions were paramount to a good race in this competitive fleet. 2000 World Champion Brad Read showed that experience is king and won the day with a 1,3,2. The rest of the fleet was very tight behind Brad and mark roundings were extremely crowded.

Saturday delivered much lighter winds out of the NNW direction. The first race saw winds in the 6 knot range and less. The current again was extremely strong in the Bay due to the full moon and a tropical storm off the coast. The pin end was favored and the boats that favored the left side of the course rounded in the top 10. On the first downwind leg the breeze got light and riding the current down the leg really spread the fleet out. The course was shortened and after the next beat many boats had trouble

Eric Faust

Race Results 2001 East Coast Championships

Pos	Skipper	1	2	3	4	5	6	Total
1.	Brad Read	1	3	2	8	1	5	20.0
2.	Tim Healy	5	4	5	0	3	3	30.0
3.	Will Welles	6	10	7	1	14	15	53.0
4.	Tony Parker	3	11	17	2	24	6	63.0
5.	Max Skelley	4	16	8	9	12	14	63.0
6.	Scott Nixon	2	12	31	33	5	7	72.0
7.	Rudy Wolfs	9	13	16	42	5	11	78.0
8.	Stu Challoner	23/ZFP	6	15	5	13	16	78.0
9.	Mark Hillman	25/ZFP	9	10	13	28/40%	1	86.0
10.	Mike Ingham	16	5	1	30	10	29	91.0
11.	Jaun Mauri	15/ZFP	2	1	14	19	17	95.0
12.	Al Constant	19	14	3	22	11	34	103.0
13.	John Mollicone	7	8	3	41	719	33	118.0
14.	Waidek Zaleski	67/BFD	11	9	7	6	20	120.0
15.	Kris Werner	24	24	18	26	29	4	125.0
16.	Paul Van Ravenswaay	22	19	22	6	26	30	125.0
17.	Tim Ryan	15	27	9	34	21	23	129.0
18.	Scott Harrison	18	28	30	21	18	27	142.0
19.	Todd Irving	8	17	4	59	49	8	145.0
20.	Russ Potee	36	26	25	27	8	25	147.0
21.	Pat Fitzgerald	24/ZFP	22	42	25	22	13	148.0
22.	Ian Brayshaw	67/BFD	32	20	14	7	12	152.0
23.	John Wilesy	17	29	31	23	30	22	152.0
24.	Bengt Johansson	34	15	28	28	32	19	156.0
25.	Larry Flinn	14	67/OCS	1	22	44	38	159.0
26.	Paul Scalsi	25	7	67/DSQ	11	20	32	162.0
27.	Mike Hobson 67/BFD	126		62	17	21	66.0	
28.	Karen Lynch	30	30	1	41	84	637	175.0
29.	Peter Rich	26/ZFP	25	26	37	43	18	175.0
30.	Bob Mathews	32	21	27	40	37		36193.0
31.	Anthony Flake	29	36	404	63	12	1	203.0
32.	David Malkin	23	31	38	20	47	47	206.0
33.	David Sawyer	40/ZFP	35	24	31	424	0	212.0
34.	Dan Busch	45	45	42	41	47	16	24215.0
35.	Michael McGuckin	51	45	53	16	45	9	219.0
36.	Lawrence McGrath	67/BFD	37	37	19	55	10	225.0
37.	Gerritt Schulze	20	67/DSQ	45	12	48	35	227.0
38.	Lee Buress	39/ZFP	18364528	67/DNC	233.0			
39.	Devin Santa	52/ZFP	20	35	57	27	44	235.0
40.	Jonathan Rechtschaffer	37	67/OCS	32	42	33	26	237.0
41.	Raymond Harrington	67/BFD	51	29	29	41	31	248.0
42.	William Fuller	43	34	46	52	35	39	249.0
43.	Paul Lippman	38	52	44	32	36	50	252.0
44.	Marshall Lytle	48	43	49	33	38		

making it through the finish line due to almost no wind and a ripping current. Will Welles and his Team USA won the race followed by locals Tony Parker and Scott Nixon. Boats that sailed too far down current had to almost sail upwind to make it through the line. The middle pack of boats all finished in a giant clump with a lot of yelling and tight finishes. The wind re-filled from the NNW and the second race was sailed in nice 10-12 knot conditions with super flat water. Again the current played a huge factor in the racing, but Brad Read and his team from Newport stayed on top of the fleet with strong tactical input from Jay Miles. First time J/24 helmsman Scott Nixon and his team on Harold

pulled it together to win the day with finishes of 3,5 after a rough start on Friday. Sandy Grovesnor and her SSA RC team ran great races in the shifty trying conditions and the fleet was happy to retire to the beer truck with two quality races run on Saturday.

The last day of the event looked to be tricky. The wind was from the NW in the am and the first race was started in 2-4 knots with a strong ebb tide. After letting the fleet struggle to make ground up the beat for 15 minutes the RC called the fleet back and waited for more favorable conditions. It looked to a "no race" day when the wind shifted to the North and then to the East before it died. After an hour, patience prevailed and a very nice Southerly filled in just after 1:00. With a 1:30 deadline the

racecourse was set and the fleet was off for the last race of the series. The leaders started near the boat and protected the right shift up the beat. A few small oscillations at the top of the mark and all the normal top 10 boats were in the hunt. Downwind the fleet split the gates and protected their positions up the last beat. Annapolis J/24 veteran Mark Hillman sailed a great race and worked his team into the lead and won the race by a nice margin.

Thanks again to all competitors for attending the event and a special thanks to all the organizers at SSA and J/24 Fleet 8 for another great East Coast. We all look forward to next year's event. Congratulations to Tony Parker and his team for winning the Quantum Sails Amateur Trophy this year. He sailed a very strong event with only one finish out of the top 20.

1.	Brad Read	20 pts.
2.	Tim Healy	30
3.	Will Welles	53
4.	Tony Parker	63
5.	Max Skelley	63
6.	Scott Nixon	72
7.	Rudy Wolfs	78
8.	Stu Challoner	78
9.	Mark Hillman	86
10.	Mike Ingham	91

USA-JCA

Changing *of the* Colors

By Alfie Merchant

Wow, what a regatta. Great wind, good food, cold beer and nice facilities; that was the 2001 Changing of Colors Regatta in Lake George, New York.

It started on Friday for the put in. The wind was blowing 15-20 knots and the waves made the craning very interesting. Our fleet volunteers did get them all launched (without dropping any) by 10 p.m.. We did have a little problem when John Vass' new Range Rover died in the "on deck" spot. We got 20 guys and tried to move it, however, it was locked in 4-wheel drive park, so it did not move. His regatta went much better. He was fourth.

As always, there was a lot of free pizza, hot dogs and chili. However, it seemed that everyone was very thirsty because the 2 kegs went quickly.

Everyone left Friday night wondering if the wind would lighten for Saturday's 9 a.m. racing. It did not. All the locals were sitting on the docks thinking, "Great, we have not sailed in a North 20 knot all summer, so out the window goes the 'local knowledge on Lake George.'"

With four races scheduled, it was going to be a long day. Half the boats started race one with jibs which worked well. The starting line was interesting, because with 62 boats all on the line, trying to find clear air was difficult. All starts went very well

with only a couple individual recalls and, no generals. This was primarily due to the great race committee work done by Rick Alexanderson, Zandy Gabriels, Ann Kelly, Sam and Pat Hoopes, Ed and Kip Gardner and Bill Zautner. These folks did an unbelievable job both Saturday and Sunday. Remember, a successful regatta is due to its volunteer base.

Day one ended at about 4 p.m. with four races (five legs in each) completed. With that being said, there was a lot of carnage. One boat was demasted and four others had to haul due to major holes. So, the protest committee had to deal with three protests (not too bad with 20 knots and 62 boats).

The bar on Saturday night was full of great stories of people being beaten by wind and water, also being thrown over board was in the air. Needless to say, after the sold-out 180 person dinner with cornish game hens and the fixings, the crowd thinned quickly. The DJ/Band with karaoke played all night (7-12 p.m.), however, no one seemed like they could even move their arms and legs.

Day two, Sunday, started with a nice breakfast and only 13-15 knots for the final two races. The most popular item at breakfast was Advil, and now

we get to do it again. The racing went well with the only general real happening on the last race. Racing finished around 12:30 p.m. and then the real race started to haul the 50 visitors (well it was down to only 45 now).

It went very well with the help of the Brodies at Yankee Yacht pulling 15 boats. Everyone was out by 4 p.m. A quick awards ceremony followed. We awarded the top 5 skippers and crew and 6-10 skippers. As you can imagine, with these wind conditions, the big dogs did well. Geoff Moore from North Sails won. Geoff brought his whole crew, wife and two young girls. It seems to be fast to bring your whole family to Lake George, Eric Lightern did it in 1999 and also won. Everyone was out of the parking lot by 5 p.m. We hope everyone had a great time and returns next year. Advance registrations are being taken by Denis Boyce, 24 Fleet Captain.



Lake George Yacht Club

Tim Healy Interview

Tim Healy may be a relative newcomer to the J/24 class but he has wasted no time in getting up to speed in the boat and making his mark in the class. From winning his first major regatta in the boat (the 1999 Midwinters in Key West) to winning the 2001 North Americans and just recently the 2002 Midwinters in Miami, Tim has quickly become a top skipper in the Class and has mastered its idiosyncrasies. He also has the unique experience of both having "redone" an older boat, and starting fresh with a brand new boat from US Watercraft. Since he has experience with both these situations, we thought it would be interesting to ask him what the differences are between the two types of boats and the pluses and minuses of each.

Tim works for North Sails One Design in Newport, Rhode Island.

Q: First, let me ask you the toughest question of all, is the new boat faster?

A: The new boats are very well prepared. The advantage lies in the fact that there are no worries about whether or not the boat is completely optimized; you know what you are getting. Having full confidence in your boat has a tremendous affect on the psyche of a J/24 team. When we are in a situation where we need to grind back through the fleet, our team can focus on the task at hand and know that the boat will not hold us back.

Q: What are some of the best features of the new boat for you?

A: The boats are built with the keel in the right spot and they are faired at the factory! The deck lay out is very clean and well thought out. All of the fittings are high quality and secured for maximum strength. Everything works the way it should, eliminating costly errors during mark roundings and maneuvers. **Q:** You completely rebuilt an older boat. What number was that boat and what did you have to do to make it com-

petitive? **A:** The used boat was #4248. I sold the original mast and replaced it with a new one, complete with new standing and running rigging. The keel and bottom were faired and repainted with epoxy. All the deck hardware was replaced except for the Barient 18 primary winches. I also sold the original trailer and replaced it with a new Triad double axle.

Q: How much did you have in the older boat and how does that compare to the price of a new boat?

A: I had about \$27,000 in #4248. A new boat is roughly \$40,000.

Q: What should someone who is interested in buying a used boat consider when they are looking at a boat?

A: Take a close look at the deck. If the boat still has all the original hardware, then the deck has a better chance of being dry. It is only when the old hardware is replaced and not sealed properly that the deck's core gets wet. Also, look at the bulkheads. They will need to be repaired if the plywood has rotted. Inspect both the bottom of the bulkhead where it meets the hull, and the top where the chainplates are secured. The bottom needs close inspection; especially if the boat was wet sailed. Look for blisters and/or water weeping out of any cracks in the gelcoat. You should check the weight of the boat too. Make sure that the boat has been weighed recently or put it on a scale yourself. It is always nice to find a boat with corrector weights so that there is room, weight wise, when optimizing. After looking over these key items, the potential buyer will have a good idea whether the hull is good enough to turn into a world-class racer.

Q: What difference do you think the mast makes? Is a new mast better? Why?

A: A new mast is better when the breeze is 10 kts or over. New masts are stiffer which translates into a tighter headstay when the backstay is pulled on. A soft mast will bend more, and compress when the backstay is tensioned.

When the mast compresses, the tension from the backstay no longer translates into headstay tension. When it is windy headstay tension is good to keep the jib or genoaw flat. In light air we need to prebend the new masts slightly more to keep them flexible. The prebend is taken out with more rig tension when the breeze comes up.

Q: Do you have any advice for how to do the deck layout? They seem to be pretty standardized. Have you found anything that works particularly well? **A:** Simple is better. The less stuff on the deck, the less that can go wrong. There are usually five people on the crew of a J/24 and when the jobs are split up equally, there is no reason for complex purchase systems or lines led far across the deck.

A: How about trailers? You spend a lot of time travelling with your boat. Is there anything that works especially well? **A:** A double-axle trailer is the way to go if you travel. These trailers are safer and they treat the boat well. However, if you dry sail and the boat lives in a parking lot, a single-axle is better for maneuverability. Whatever you decide, inspect the tires regularly and the brakes at least once a year. Even the biggest S.U.V. or van cannot stop a J/24 in an emergency.

Q: What is the best part about sailing a J/24 for you?

A: The best part of sailing J/24s is the fact that there are boats everywhere. If the Class and the membership work together, we should have 75 or more boats attending our major regattas in the future. There are 3500 J/24s in North America alone! The next best part is the challenge of honing a 5-person team into a cohesive unit.

Thanks, Tim. Those insights will help all J/24 sailors no matter what type of boat they sail. With new boats available and many good used boats for sale at reasonable prices, the class is primed for growth. Now it's just up to us to get there and promote it.

The Third World Sailmaker

Steven Wagner



In 1984 Alberto D'Angelo introduced the J-24 class to Peru. 50 boats were imported from Argentina, the class association was formed, and thus began J-24 race fever. Little did D'Angelo know that one day the sails for this highly competitive class would be built in Peru, a country not known for its participation in the sailing world.

I started making sails in 1985, and at that time was loft manager at Hoods service loft in Fort Lauderdale. My primary job was to service the SORC and Maxi fleet when it was based in south Florida during the winter months. The summer months were the slow season for sail making in Florida, and I was more or less obligated to take my vacation at that time. Like most major companies in the States, I was only given 2 weeks. For me I was used to longer vacations mostly spent on sailing vessels for extended periods. With such limited time I decided to do something different. I bought a plane ticket to Peru, a place I wanted to visit since my school days when I studied the ancient pre Columbian cultures of South America.

Two weeks was not enough to see everything in Peru, and so the following year I went back for two months, which still wasn't enough. The third visit I ended up staying. I bought a used

sewing machine (phaff 238), rented space on the roof of a friends house in front of a yacht club, and started doing sail repairs. That led to building cruising sails, which were lofted and cut on the yacht clubs patio. As most sailmakers eventually realize, it is hard to make a steady living building cruising sails due to the fact they usually only get replace every ten years. One day I noticed the local Optimist fleet sailing in front of my shop. There were 60 them sailing day after day, all summer long. It wasn't long before I started building sails for them. After all, the next closest sailmaker was in Argentina. The fleet was happy to have someone else besides there coaches involved with their sport.

A short time later, my wife became pregnant, and we decided to return to the states where my son was born. After three years, I became restless. I worked for UK and North Sails, but felt a loss of identity, which can happen when one works for major franchise sail lofts. I hooked up with a local sailmaker Mark Beaton. One day while working in his loft, a lady came looking for a Optimist sail. Mark at the time was a dealer for McLaughlin Boats, the builder of Optimists. Although Mark had built Opti sails, he was not really pushing his design. I told him of my hands on experience with the Opties in Peru. All I brought back to the U.S. from my loft were the Optimist sail patterns I had developed.

I built one of my Opti sails for the lady. She was very happy with the result. Mark was soon on the phone with Steve Sherman, the owner of McLaughlin Boats, who said he wanted to market the sails with his boats. We labeled them OMEGA SAILS, which was the same label I used in Peru. It was a hard market to break into, and a lot of people said we could not compete with the major sailmakers. We kept building sails, and sending them out the door.



Six months later, OMEGA SAILS won the St. Valentine Day regatta, an international event with over 200 boats. That result brought increased sales and production, and I saw an opportunity to return to Peru, reopen my sail loft, and build Opti sails for export to the U.S.

My idea was to produce an inexpensive Opti sail that the boat manufacturer could market with the boats. I approached the Peruvian Naval Academy that had a fleet of Optimists, with a proposal to exchange sails for loft space. When they agreed, I got my machines out of storage, and began to look for good, cheap labor. That wasn't difficult with a 50% unemployment rate, common in third world countries. Getting the raw material was another issue. Importing sail cloth and other materials was always a major problem because of the corruption in the government. Sometimes I had to travel to the U.S. to get what I needed, and bribe the customs officials on the way back. Or, I

would or ask whoever was coming down from the U.S. to bring me supplies. It's a problem that has never resolved itself, and something that I will just have to live with.

OMEGA Broke into the J/24 Class here in Peru, basically the same as Mark and I cracked the Optimist Class, only this time I found the customer, Mark designed and plotted the sails that I built in Peru. The customer was German Vesquez Solis, who this year won the J/24 Peruvian Nationals. I have known German a long time, and it was difficult to get him to switch sail manufactures. However, after 11 years sailing the Peruvian Nationals without a win he was willing to take the risk. Now after this years 1st place finish both he and OMEGA SAILS will be going to the J/24 World Championship in Canada.

Brain Cramp Hits the High Seas

**HOW to
Ship your J/24
Anywhere...**

Curt Barnes USA-JCA Renegade



A few years ago we shipped our boat "Brain Cramp" in a container to the Worlds in Genoa, Italy. We could have chartered a boat, but that would have been way too easy. We had contacts with sailors Gary Gilbert and Rob Erdawho worked for Sealand Ocean Freight. They have extensive experience shipping their Etchells, which fits nicely into a container. They outlined the two methods for shipping the boat available, either open on deck or in a standard 40, shipping container. The cost of shipping the boat in a container is considerably less than on the open deck. Also the risk of damage is certainly lower in the container. If we could fit the boat into a container, the cost (\$3,500 round trip) would not be much more than the cost of chartering a boat. The problem was that we were n,t sure if the boat would fit. We chose to purchase a used container(\$1,400) and later sell it when we were done with it. We now know that it is possible to fit a J24 into any standard "hi-cube" container. The extra 9 inches (225mm) of height in the hi-cube are necessary. The shipping companies will essentially loan the container for the duration of the trip as part of the shipping cost, but they won,t be interested in letting you have it for more than a few days for loading or unloading.

The Europeans have done a great deal of work with tilting trailers that tip boats to conform to highway requirements, but these trailers still are n,t enough to handle the tight height and width limitations of a container. We made a dolly with casters that cradled the boat at an angle. The cradle frame needed to support the boat with the tip of the keel no more

than 4 inches (100mm) from the floor, so it was essential to use small caster wheels (the swiveling type) Whenever the boat and dolly are out of the container, we jack up the dolly and attached an axle with leaf springs underneath and added a tongue with a trailer hitch. This trailer is not meant for high speed or long distance, but it is multi purpose. Putting the boat into the angled dolly was simple. Pick the boat up with the hoist, lift the dolly up to the hanging boat, lash it into place and lower both to the ground onto its casters.

The logistics of getting the container on and off of the tractor-trailer road chassis to make the container ready for highway travel to the port proved to be challenging. We learned that, while it is possible to load the boat and dolly with a crane, it is far easier to load and unload the boat when the container is on the ground, or backed up to a loading dock. With the container on the ground, the floor of the container is 6 inches (150mm) off the ground. All that is required to load and unload is a few pieces of wood for ramps for the caster wheels and 4 or 5 willful sailors. Perhaps now would be a good time to get something clear. The boat doesn't really "fit" into the container. The J24, which is 8, 9" wide, needs to pass through the 7, 6" doorway of the container. Once it is inside, you gain an inch on each side. To make this work it is necessary to do several things:

First, the bow and stern pulpits and the aft stanchion bases have to be unbolted and removed. Next, the boat has to be tipped to about 40 degrees. The goal is to have the tip of the keel and the hull touching one side of the container and the deck edge touching the other side. The boat is still too big to fit, but this will get the boat within 2 inches of fitting in.

Continued on page 40

Finally, spread the door opening of the container with a 20-ton hydraulic jack and a 6 x 6 or steel post. You need to go about 5 or 6 inches to get the opening to stay at 2 inches once the jack is out. It is probably best not to ask the shipping company for permission on this.

To demonstrate just how tight a fit it will be, I suggest anyone doing this make themselves a wooden frame the size of the container opening, pick the boat up on the hoist and try to pass the frame over the boat. The details of the construction of the dolly will become apparent. Wasting clearance space with padding to protect the boat is not an option.

Once the boat is loaded add lots of tie down lines to secure it from bouncing around during either the road travel or the giant forklift at the docks. There is not much point in padlocking the container as customs will just cut the lock off, so the best you can do is a plastic seal band. Once the thing is on the ship it is statistically very safe, unless the crew decide to jettison the containers in a storm. Ask your insurance agent about that. Don't expect to just show up at the dock (at either end of the trip) and open up the container and unload it. Besides the fact that space is a precious commodity around any loading area, in the USA the dockworkers union will prevent anyone other than a longshoreman from being on the dock. Have your customs

worker arrange for a trucking company to pick up the container and take it to the regatta site or their facility for you to unload it. Getting the container off the chassis becomes an issue again.

Make sure to use a competent customs broker. Normal container shipping requires extensive documentation, as duty must be charged for the goods being shipped. With a customs document called a "Carnet ATA", which requires a customs inspection PRIOR to leaving the home port, there is no duty charged. This document certifies that the contents will be returning to their original place of departure. Boat goes away, boat gets wet, boat comes home. Our customs broker decided that this document was not required, telling us repeatedly not to worry. Once the container was in Italy, Italian customs informed us that without the proper documents, the container would absolutely not be able to be opened. They suggested that it should be returned to the USA for the appropriate inspections and then start the voyage all over again. Luckily for us, Paolo Boido, the well-connected and most excellent J22 and J24 builder stepped in and solved the problem to which both sets of customs brokers were saying there was no solution. We can't thank Paolo enough. The lesson here is to have someone who knows about shipping and speaks the language ready to handle logistics while you are packing your bags to fly.

The boat only takes up 24' of the 40' container, so you've got room for a car, or if you're clever you can find something to bring back that will help defray shipping costs.

Attitude is everything. This will fit, just start thinking of your boat as a big watermelon seed between your fingers.



Noroton YC J/24 Crew Seminar

By Scott Harrison

Every spring, Fleet 99 at Noroton Yacht Club in Connecticut sponsors a crew training seminar. The genesis of the program was to get additional crew for the fleet and to introduce more people to sailing and the J/24 class. The goal is to train 10-20 individuals annually, and we've found a formula that works to meet this goal.

There are several steps to the program outlined below. We meet at the club in the evening for three consecutive Wednesday nights to provide classroom instruction, and then we go sailing on the Saturday following the last class in order to give „on the water% instruction. Usually, we get 20-25 people to sign up, and about 10-15 of them make it through to the end. Here's how we do it:

1. Publicity. The first step is to get people excited and to sign up. We send an article describing the program to the seven local newspapers in the contiguous towns with a large picture of fleet racing. The local papers are always ready to publish this free of charge, given the educational nature of the seminar. Additionally, we con-

tact locals through flyers and e-mails. The organizer should be prepared to receive calls at home and to answer questions. No previous sailing experience is necessary to sign up, however, we stress the goal is training people for racing. Most applicants have sailed before but have not raced.

2. Classroom Curriculum. We always poll the group the first day to see how qualified they are, and then try to push them to the next level. Thus, the curriculum needs to be flexible, but still cover the basics. Some are bored and others are scared, so we jump around a lot to keep everybody interested. Group participation is critical. The curriculum flows with the quality and questions of the participants, however, all the basics are covered in preparation for the Saturday on the water.

3. Saturday on the water. You need one Fleet boat for every four participants. We try to pick boat owners that need crew so they can see the trainees in action. Each skipper should bring one other skilled crew member to help with the four trainees. Having six people on a boat is helpful, and we try to divide the groups

evenly in experience. We spend the first hour launching and rigging the boats. The second hour is spent sailing around the harbor and feeling out the new crew. We then set up a simple windward-leeward course and parade around it rotating all 4 people in the different crew positions. This continues until their bodies are sore. We then set up a simple race if time permits. This on-the-water time is critical in applying the class curriculum.

After the classroom instruction and a day of on-the-water training, most of the participants are ready to be a fourth or fifth crew right away. From there they can move into the more critical positions of bowman or trimmer within the year. What you end up with is a fresh stock of excited and experienced crew to replenish your fleet each year. Remember to make it fun and get your whole fleet involved. Sailing and racing are contagious. We've found that many of the participants progress from crewing to club members and boat owners. This process will be additive to your fleet, so why not give it a try.

Session 1

- A. Boat parts and crew positions
- B. Points of sail and basic trim
- C. Racecourse and RC function
- D. Rules
- E. Show boat handling video as overview

Session 2

- A. Starting
- B. Upwind sailing
- C. Downwind sailing
- D. Review all 4 crew positions
- E. Answer many questions

Session 3

- A. Boat parts and crew positions
- B. Points of sail and basic trim
- C. Racecourse and RC function
- D. Rules
- E. Show boat handling video as overview

ARG-JCA

Report from Argentina

By Bob Turner

Everything is fine here, except economics. Unfortunately we cannot sell any new J/24 in the last 12 months. We still supplying all kind of spare parts to our fleets in South America and 10 rudders were sold to Tim Winger for the US market in May. Presently we are in contact with the Brazilian Navy in order to sell some new boats to them, although you never know with the Brazilians...

Regarding our Class:

We still running the Class Organization, Ziggy Zpitzky as Chairman and me as Treasurer, but we have new guys now working with us: the new Secretary is Gustavo Fourcade and some others are in the Class board. We still having good class organization and our members still paying class dues as

usual. New people are now buying used boats, so we have some new faces that covers the losts when some old guys leave the class.

Despite our bad economical situation the Class still going well. Our last Nationals have 17 boats, far of our record, but the J's were the biggest keelboat fleet at the Buenos Aires Week (past October)

All the three possible entrants were in Japan for the 2001 Worlds with Juan Grimaldi finishing 2nd.

Last April we held the South Americans with 23 crews from Uruguay, Peru, Chile and Argentina. It was a very good event. For the next year there is good expectation with the Worlds in Canada and the South American

Championship in Peru. Our 2002 calendar of Regattas is almost ready with two qualifier events for the Worlds.

Best regards,

Roberto Authier
President, ARG-JCA

Editor's note: J-Boats has issued hull numbers 5293-5297 to the Argentine builder to fill an order for the Brazilian Navy.

GBR-JCA

National Report for 2001 from the UK J/24 Class Association

By Stuart Jardine - Class Secretary

The Class has continued to expand. We now have Fleets of 25 or more boats in Poole, Plymouth and Falmouth. Bridlington must wait on the agreement to build a marina, currently every boat has to berth in a special cradle. On the assumption that the marina will get the "go ahead" this winter, the class is planning on holding their Nationals there in 2005. We had a hugely successful annual team racing and dinner at Cardiff last November but sadly the Class is still on the decline there. We have a fleet developing at Weymouth where they currently have 5 boats.

We held a second successful National Open Championships at Weymouth in September, mustering the largest fleet of UK members ever seen of 43 boats. Once again the J24's attracted more boats to their Nationals than any other "one design" keel boat class over 21 ft in the UK.

Regrettably, we were unable to find anyone able to afford the trip to Japan for the Worlds but we are much more hopeful that three crews will go to Canada in July. We are also

likely to see a big flotilla from the UK going across to Dublin for the Europeans. We also look like mustering some 50 boats for our Nationals at Falmouth from the 1st -5th July 2002, there is a large local fleet and Falmouth is a favourite location for many UK sailors.

The use of E-Mail and Class Websites throughout Europe is developing much closer links amongst us all which can only be good news. It should be noted that the strength of the class lies in its rigid one design policy which gives very close racing at a low cost. We continue to attract ex dinghy sailors and those weary of sport boats. It is most important that fears of "Special Keels" on J24's are allayed immediately and firmly.

There are plenty of our members upgrading to better boats which has caused a shortage of good 2nd hand boats which is restraining the growth some what. However, it is encouraging to see that the UK, like France, has a healthy youth element which helps widen the appeal of the class and augers well for the future.



Stuart Jardine & Twin brother Adrian relaxing at the European Championship

GBR-JCA

The UK Strikes Back

By Bob Turner

Most of the readers of this magazine will not be familiar with the more recent activities in the J/24 Class in the UK, so I thought that as the magazine is relaunched in its new guise, it would be useful to let them know how we have been progressing. Certainly, with the last World Championships held in Abersoch, Wales in 1991 and the Europeans in 1998 in Plymouth, visitors to these shores have been relatively few. At the same time, with the advent of the so called sports boats, the competition against our class was strong and it would be true to say that there were very lean times. For example, entries for the national championships had dropped to the low twenties, support in the Solent Area dwindled, and many of our good boats were sold to the French, who capitalized on our apparent lack of interest.

It is therefore important to try and analyze why the recovery began, where we have reached, and where we think we are going. I shall start by saying that despite the pressures, there remained a hard core of those people still convinced in the future of the class, and they battened down the hatches in the mid to late nineties and kept on racing and supporting their Fleet and Open events. However, I am convinced that without the inspired leadership and sheer hard work of Stuart Jardine, we would not have weathered the storm. Simultaneously, those who had joined the sports boat bandwagon began to realize that the boats they now sailed were much more expensive, less robust and did not provide such equal One Design racing. While not many returned to the Class, it was noted that given the choice, more potential keelboat owners started going for the J24 instead of a sports boat. We started to attract those first time buyers moving out of the dinghy classes and this led to a partial revival in certain key locations. What happened next can be attributed to local initiatives and the creation of strong fleets in southern areas of the UK in particular. The first success story was Plymouth. Here, perhaps the key to success was what I shall call the Port approach to racing. There are 6 or 7 active sailing clubs within the Plymouth and River Tamar estuary. What the J Sailors did was to encourage the class within the whole area; racing together and never really minding which club the owners and boats belonged to. Although most of the boats are actually based at the Royal Western Yacht Club there are others from different clubs who join in, especially for midweek evening racing in the Summer Months. Plymouth now has a fleet of about 24 boats and it is recognized that competition is the best in the Port with well over a third of the Fleet capable of winning races. Plymouth helmsmen consistently perform well at a national level.

Not far behind historically, the Fleet in Poole harbor also regained, and then surpassed its former strength. Here, I believe that only the lack of true dry sailing facilities has slowed down growth a little, nonetheless a keen Fleet of over 20 boats has again been established and it is noted for its friendly and imaginative sailing program including an excellent Autumn series which draws in boats from a wider area.

Moving to the extreme South West of England, the Class growth in Falmouth can only be described as phenomenal. From 6 to 24 boats in 6 years once more reflects the Port approach taken in this beautiful estuary and its environs. The Class is really looking forward to the National Championships there this year and for avid travelers from abroad particularly France and Ireland, the venue is highly recommended.

One must not overlook the other smaller Fleets around the UK, namely in Bridlington, Shoreham, South and North Wales, Lake Windermere and Scotland. In Weymouth, where I sail, we have gone from 1 boat to 5 and I am trying to apply the Port approach formula to the Yacht Clubs in the area to stimulate more growth. In summary, in the whole of the UK our National Championship entry has increased from 25 boats 4 years ago to 43 last years. Of equal importance, the Nationals entry reflects participation by over 50% of the actively racing Fleet. Many owners have upgraded their boats from the more traditional Westerly builder of the 1979 to 1983 vintage to newer models of Italian, Bashford or Rogers's construction. To the detriment of our French compatriots, we have sent raiding parties over to France, returning with many of our former fleet! We are turning now to Italian boats, both new and second hand but their remains a shortage of good second hand boats in the UK and this is restricting the expansion of our Fleet.

Next, where do we go from here? In essence, having endured the challenge we are confident that we have a good story to tell. We have superb One Design racing at the best value for money anywhere. Our Nationals entry of 43 was more than any other keelboat with a cabin in the UK and we are developing a reputation for running Regattas of a high quality. We have our sights set very accurately on the Worlds to be held in Weymouth in 2005 and the Europeans in Parkstone, Poole in 2006. Planning for the former event is already underway and I am very heartened by the guidance and assistance offered by other Countries Class Associations. For instance, Canada has already supplied us with a modified spread sheet of anticipated expenditure (yes

there were items that we had not accounted for!) and Holland has agreed that our Worlds Race Officer can attend the Worlds Regatta in Medemblik in 2003 both to assist and gain further experience of our Class in action. This form of international co-operation is most welcome and can be expanded where appropriate.

The season of 2002 therefore sees the UK in a buoyant mood and still on the rise. We need to increase the supply of quality boats and in this respect I am examining freight options between the East Coast USA and Europe. It seems to me that there are some good unused boats in the USA, which represent outstanding value, provided we can import them at a reasonably low cost.

Please let me know if you have any information on how this might be done efficiently! In addition I believe that every J sailor needs to be on the lookout for potential sponsors for our events. It does not matter how big or small the event, likewise the sponsor. Just get them on board by making sure that there is something in it for them. By this means we can make our regattas even more enjoyable, both ashore and afloat.

Finally, just a couple of personal observations. Five years ago I had to renew the gate posts at the front of my house. Remembering how the Johnsons had designed our boat to fit into the standard American garage, I measured up the gate width with a little to spare. The gate posts were made of Portland Stone, the toughest you can get. They were 1 foot square, 8 feet high and sunk 2 feet into the ground in a concrete foundation. They will not shift. The result of this visionary move is that, by apparently complete chance, it is not possible to get a bigger boat into my yard in the winter. I am therefore unable to get a bigger boat than a J24. My wife is most understanding but we cruise occasionally on larger boats belonging to friends. Not being able to have a bigger boat I have bought another J 24. A matching pair you might say. The kids are delighted and having formed a youth squad race hard and are giving the old man a bit of strife. The moral of this story is that by reducing the size of your gate you can double your fleet size. Think about it, you know it makes sense. However, take your wife out to dinner before you break the news about the second boat.

I have been very fortunate to be able to sail more in the Class in the last 2 years. Regattas in the UK Genoa, Travemunde, Medemblik and Florida have enabled me to witness at first hand just how much potential remains untapped in our class in the World sailing scene. There is a lot of life left in the J 24, lets enjoy it.

Accurate & Dependable

Solar Powered with Battery Backup

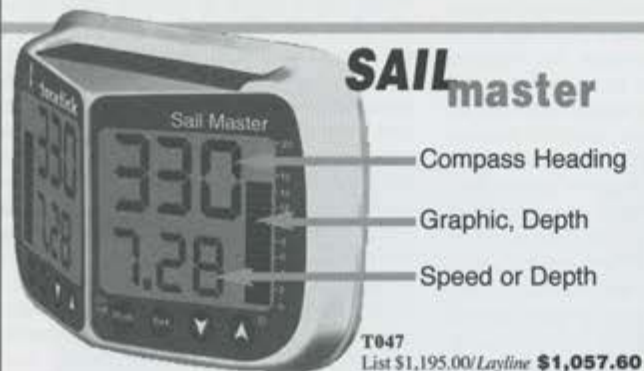
Walt began sailing with a prototype Racemaster at the S.O.R.C. in 1998. Still has it. Moves it from boat to boat. Works Great!



See specs & more on the web at: layline.com/racemaster



See specs & more on the web at: layline.com/speedmaster



See specs & more on the web at: layline.com/sailmaster



1-800-542-5463 • www.layline.com

The Latest and The Best,
Shipped Out Fast, 100% Guaranteed

National REPORTS

GRE-JCA

Greece is back!

After some years of relative inactivity and lack of communication with the other National J/24 Class Associations as well as with the IJCA, we wish to establish new solid contacts with our fellow sailors all over the world.

As of January 2002, a new Executive Committee has been elected, consisting of:

- Dr Nicholas Spigos, President
- George Andreadis, Vice President
- Dr John Pallikaris, Vice President
- Maria Chandrinou, Secretary General
- Dimitris Zeinakis, Treasurer

The Greek Class consists of 24 boats, out of which at least 18 are actively participating in major national racing events (17 races in 2001). Some are participating in a few European events too. New comers during the last couple of years are 4 Italian built boats and competition is becoming fierce. The 2002 National Championship took place on March 15-18th in SOUDA Bay, Crete,

Moreover, international events in many sailing classes and especially Olympic ones (due to ATHENS 2004 Olympics) are becoming more and more frequent in Greece and interest is growing for Greek waters from renowned sailors from all over the world.

Best regards,
Alex. Michailidis
michailidis.a@dimitriaki.gr
GRE-JCA

The Future of Our Class



OUR KIDS!

USA-JCA

USA-JCA President's Report

by Tim Ryan

On a recent cold day I went to visit my J/24 "Racer X" and my time with her reminded me of the fun on the water we will all share in the upcoming 2002 sailing season.

I want to share with you the vision and the two main priorities of the US J/24 Class for 2002. I am committed to a vision of an efficiently and effectively functioning class organization that provides great service to its members.

Our first priority is to create a sustainable organization for all of the class operations. The class needs structures and procedures in place so that it can provide superior service to its members over the long term. I am pleased to report that we are making significant progress to that goal. We are fortunate to have Eric Faust on board as our new USA-JCA Executive Director. Eric, who has boundless energy for developing the US J/24 Class, has brought us his significant experience as assistant director for the North American Laser Class responsible for publications. Eric has been invaluable in formulating the structure and procedures for our publications and the nuts and bolts of a new class office.

The Board of Governors (the District Governors and the US Executive Committee) voted at last year's annual meeting to operate a separate legal entity from the IJCA. Thus, Eric incorporated the US J/24 Class Association as a Texas non-profit corporation, which will apply for charitable 501(c)(3) status.

Eric will produce and deliver the class publications with timeliness and quality. Eric will

work with the IJCA in a joint publishing agreement with John Peck of the. This arrangement is for two issues of the International J/24 magazine in 2002 and may be continued beyond this year provided that it works to everyone's satisfaction. Don Oliver, our Finance Committee Chairman, has committed to work with Eric to establish procedures for the accurate and timely reporting of our Class financial accounts. The Executive Committee and Board of Governors is developing standardized sailing instructions to be used at all regattas. Eric Nelson, District Governor of Texas and Oklahoma, is leading a committee that will transform our US web site into a tool that will more effectively meet our needs.

We are making great strides in achieving our goal of high quality organization, but we need more. The class needs written standards and guidelines for the planning of major regattas and consistent reporting of regatta results and participants. If you can come on board to assist with our development, please let me know.

The second priority is the growth of our membership. At the end of 2001 we had a total of [1106] members of which [300] were new members to the Class. That level of membership just barely allows us to meet our budget for the services of the US class office, without any cushion, and is unduly reliant on sail royalties. In my mind, raising dues is not an acceptable situation. Therefore, I will be frank: we can not maintain a viable US class association without more



members. Our goal for 2002 is to increase membership in the US J/24 Class to 1,500. The recruitment of new members is something that we all need to be involved in at both the fleet and the district level. While Eric will be working on the promotion of the class and the facilitation of its growth, we need all members to be involved in this membership drive. You, the current members, are the ones who know who is sailing, who has a boat, who used to be a class member, and who would join us if only they were asked. You can be of the greatest help. We need to share the benefits of the Class with all J/24 owners: one design standards, regatta organization, and information on how to get a higher level of performance and fun from your boat, just to name a few.

Times of transition and renewal can be both challenging and invigorating. We need everyone's support in order to build the greatest class in sailing, a goal I am confident we can achieve.

District 4 Report

Raritan Yacht Club Fleet: Memorial Day Regatta, May 25-26, 2002, Raritan Yacht Club, Perth Amboy, NJ. Please contact Bengt Johansson: bengt@fast.net or call 908-222-3797

Cape May Fleet: Dead Crab Regatta June 22 & 23, 2002 at Corinthian Yacht Club of Cape May, Cape May New Jersey, contact Chrissy McShane, 610 648 0615, sail4262@yahoo.com

Atlantic Highlands Fleet: The annual Sandy Hook Bay Championship (John Eggers Memorial Regatta) is August 24 and 25 at Atlantic Highlands Yacht Club. You can contact me at danbusch@home.com or by phone at W 732-282-2200 H 732-530-8977.

Ocean City Fleet: OCYC Fleet 114 Report. Great efforts are being taken to grow fleet 114 in Ocean City for the 2002 sailing season. Michael McGuckin, the previous fleet captain has taken the post as Rear Commodore at OCYC. With Michael assuming new responsibilities, John Fenton a 6 year J/24 veteran will be assuming the Fleet Captains position. With John's enthusiasm for his new position and Mike's resources as Rear Commodore they expect to launch a J/24 owners campaign that will bring new boats and a new level of commitment to the class.

Terry Wilkins Regatta, District 4 Championship OCYC, 100 Bay Avenue Cliff Coombs Regatta Chairman, 609-239-1572,

ccoombs@bellatlantic.net

The Heart Cup Regatta, OCYC, 100 Bay Avenue Jack Lefort, Regatta Chairman, 609-399-1773

Barneget Bay Fleet: Toms River Fall Regatta, TRYC, Stu Challoner, Fleet Captain, 732-818-9980, 732-831-1516, us1132@aol.com

Great Kills Harbor Fleet: Transplant Cup Regatta, May 18-19, 2002 at Richmond County Yacht Club, Staten Island, New York Paul Scalisi at 718-356-2069, 212-639-6068, scalisip@mskcc.org

USA-JCA

District 8 Championships at Wrightsville Beach, NC

Carolina Yacht Club is a great place to sail. The clubhouse sits directly on the beach and it is just a short walk out the back door to the boat yard and crane. Leave the dock and 15 minutes later you are through the cut and sailing in the Atlantic Ocean. Windward-lee-ward courses often bring the boats within just a few hundred yards of the beach in front of the clubhouse for prime viewing from the porch at the club.

19 boats were taken advantage of near perfect sailing conditions with winds ranging from 10 to 20 knots over the six race series. In the end, Jim Farmer of Augusta took the overall win in this tightly contested event and qualified for 2002 World Championships to be held in Kingston Ontario later this year.

Thanks go out to the Carolina Yacht Club and Fleet 144 for hosting a great regatta. Also, thanks to fleet 144 J/24 sailor, Kirk Sears with the Wilmington Group, for sponsoring the regatta, JD Rosser as the PRO and to all the competitors who showed up to have fun. J/24 racing is alive and well in District 8 and we look forward to more boats at next year's Championship.

Tony Noviski Wins 2001 Lake Erie South Shore Series and District 12 Qualifier

Tony Noviski and his 40 Ozs. To Freedom team earned a trip to the 2002 J/24 World Championship in Kingston, Ontario by winning District 12's 2001 Lake Erie South Shore Championship Series. 40 Ozs. To Freedom

edged defeating South Shore Champions Adam Zangerle and Bob Evans on USA5235. People Eater, helmed by Mike Titgemeyer, finished third in the Series. The six regatta series featured close racing over 27 races at five dif-

ferent venues. More than 30 different J/24s participated in the six events. The tight racing in District 12 was evidenced by 8 different boats posting top 3 regatta finishes and 15 different boats with at least one top 3 race finish.

District 19 Championships Sailed on Flathead Lake, Montana

By Pete Sauer

Six J24's from the Seattle area joined two from Idaho and three locals for five days of partying and three days of racing in the mountains of Montana, July 4-8, held as part of the Montana One Design Championships.

The event, sponsored by North Sails Seattle, Sail Montana J Boats and Black Star Beer, kicked off with a cruise down the lake to watch fireworks the evening of the 4th. Registration and two practice races on Thursday, along with beer from Black Star, got everyone primed for three days of racing beginning early the next morning.

Friday dawned with a weak northerly and the fleet completed a single loop for race 1 as the wind faded and began to clock east. With a good start, Keith Whittemore on Tundra Rose never looked back. Harry Dursch on Self Abuse was next and the Bob Arney/Bob Ross team on Plane Crazy rounded out the top three, all from Seattle.

After a two-hour postponement to wait out the change in thermal winds, the fleet went back out on a building southerly. After multiple attempts to square the line in a dramatically shifting wind, the fleet was started in 12 knots of breeze, with dark clouds looming in the west. As the boats approached the weather mark, the puffs grew to 20. Water began to blow off the tops of waves, indicating gusts over thirty, as the lead boats were rounding on what had become a mountain squall. Within seconds, eight of the eleven boats went down like dominoes as the gust

caught the majority of the fleet jibing on to the now obvious port layline. Harry Dursch went over the stern rail of Self Abuse and hung on while the boat settled back on her lines and then ran off down wind, while part of his crew recovered another member from the wrong side of the life line. Willie Stigglebout's son Zachary was also recovered from the water as his Joss took a swim in the gust. Most of the fleet changed down to the little jibs as they ran down to the bottom of the course - only to find the squall gone and the wind back down to 12 knots when they arrived. The finish order was the same as race one for Tundra Rose and Self Abuse, with Brien Duncan's Boudicca out of Idaho hanging on for the third, after shredding their chute in the blow.

With some bruised prides and the blown chute packed away, the fleet was sent off again, now in a rain shower, on a building 13 knot southerly. Unknowingly, Tundra Rose was a bit trigger happy and posted the regatta's only OCS, which left the race open for Self Abuse to capitalize. Finishing one, two, three, were Self Abuse, Mystic, a Montana boat with Jack Christiansen, the North Sails - Seattle loft owner, in the driver's seat, and Eagle helmed by Bruce Sherman, also of the Seattle fleet. While Tundra would have welcomed a few more races in the remaining breeze, the majority of the fleet was ready to hit the beach. The party resumed with more Black Star beer, and some fun awards sponsored by North Sails Seattle, followed by a Mexican buffet at the Vista Linda restaurant.

Early Saturday morning, after a short skipper's meeting to welcome the additional fleets of the Montana One Design Championships, the 24's, along with J22's and a group of Thistles headed out to a 8 knot northerly. It didn't take too long for the tacticians to figure out the lefty half way up the first weather leg. In a hurry to make up for Friday's OCS, Tundra Rose took a bullet, with Joss second and Eagle third. Race five saw a massive pile-up of eight boats at the pin end (remember that lefty half way up?). Self Abuse and Knot So Dinghy, owned and driven by Rachel Harris, the Seattle J24 fleet captain, were forced over to port tack to avoid collisions, only to be staring down the barrels of 4 J24's on starboard. Self Abuse managed to get clear of the fray with a flag flying, but left Knot So Dinghy to the wolves. Twenty minutes later at the other end of the course, the language and the flags were colorful again as the fleet experienced the funnel effect of too many boats in too small of a space. As the fracas drifted south, Plane Crazy and Blew By You, driven by Don Lewis of the Montana fleet, squeezed through and put some VMG's under their belts. Self Abuse took the bullet, with Mystic second and Tundra Rose in third.

Race six was sailed on the dying northerly, with a shortened course flag saving the day for Joss in first, Jungle Love driven by regatta organizer, and new J Boat dealer, Pete Sauer in second and Tundra Rose hot on his stern in third. After another harbor postponement for lunch and a 180 degree clock in the wind, the decision by the race committee and local wind guru Jeff

USA-JCA

District 19 Championships Sailed on Flathead Lake, Montana

By Pete Sauer

Fisher, owner of Mystic, to motor out was rewarded with a beautiful 13 knot southerly with building swells. Two races run back to back ended with Tundra Rose and Jungle Love taking bullets, Self Abuse and Joss taking seconds and Mystic taking both thirds. Three kegs of cold Black Star lager greeted the fleet back at the club. Dennis Hatton of the Somers Bay Café served up a barbecue rib and salmon fry dinner, followed by the live band "Billy and Bangers" - an appropriate band for a J24 regatta!

Sunday morning, the fleet was once again greeted by eight knots out of the north for a two lap jog around with Tundra Rose taking

the bullet. Joss was second and Self Abuse third. Quick to whip out the calculator, Keith Whittemore on Tundra Rose realized he had a chance to win the thing by putting at least five boats between him and leader Self Abuse. The committee signaled one lap around and the race was on, only to find the fleet parked at the weather mark with collapsed chutes. A small wind line down the center of the course carried Jungle Love and Tundra around the boat end of the restricted starting line, while Rumba Girl helmed by Bob Hyslop from Idaho took the pin end route. Rumba arrived first, with Jungle and Tundra right behind, followed a few boats back by Self Abuse. The beat back up favored the right and Tundra went the

furthest out, but couldn't put the one extra boat needed between her and Self Abuse. In the end, Rumba Girl took the bullet, Jungle Love second and Tundra third.

Final tally had Harry Dursch on Self Abuse as 2001 District 19 Champion, Keith Whittemore on Tundra Rose in second, and sailing consistently, Jack Christiansen driving the Montana boat Mystic in third. The committee would like to thank their sponsors North Sails Seattle, Sail Montana J Boats and Black Star Beer, the volunteers running the races and of course the participants, most of whom crossed three mountain passes and pulled their boats more than 1200 miles, for an unforgettable regatta.

District 20 Berkley Midwinters

2001/2002 Berkeley YC Mid Winters Prove Mark Twain's Point

As Mark Twain put it, "The coldest winter I ever spent, was a Summer in San Francisco". And as anyone who attended last summer's Audi J-24 National Championships, San Francisco Bay can provide Southern Ocean conditions in mid-August. However, the reverse can also be said about San Francisco's Winter, the breeze tends to lighten up, there's less fog and more fair weather sailors can be seen enjoying Bay racing.

This year's Berkeley YC's 2001/2002 Mid Winter Series was the best of four races, each race held on the second Saturday in November, December, January, and February. We had a total of 14 boats show up and the competition was white hot for all four races - going into the last Saturday race we had three boats tied for 1st place!

The first race in November had to be the worst racing experience in my memory. We fought a five knot ebb tide to get out to the race-course, which took around 2.5 hours to reach. When we finally arrived in a 20 knot Northerly, we set the jib, read the pin as the favored end and led the fleet out to the left, feeling in control. That feeling quickly evaporated as the breeze promptly dropped to 5 knots and then went right. Everyone inside us tacked, and we watched all 8 or so sterns take off. We did actually grind our way back to the middle, only to sit in the pouring rain for the last 30 minutes as we drifted across the finish-line in 6th and lost to 5th by a _ of a boat length. Adding insult to injury, we then had to fight a 5 knot flood all the way back home in

the pouring rain and in the dark...with just barely enough gas to get us to the dock. I didn't bring that point up with the crew at the time.

It's amazing what you can forget in a month. In our second race in December we forgot not only our memory of the last race, but also any semblance of a cohesive strategy at the start. Again, the pin was favored, but if you're approaching the line on starboard, you need to make sure that when you harden up, you're actually going to cross above of the pin. Needless to say, we were forced to gibe and let the fleet "go ahead". We then made a tactical decision to get stuck into the cooler sooner than later. We did actually find a few passing lanes on the way down-wind and made up a few places, only to lose it all in a preposterous 40 degree shift 300 yards from the finish line to come in 7th.

The first race in January 2002 provided many starts to the New Year. We left the dock in pea soup and actually had to use the GPS to find the starting line - we did remember to turn it off before the preparatory. Eventually, the fog burnt off and it was a picture perfect day for the third race of the Series. Despite the improved visibility, the J24 Fleet had two general recalls before the RC sent us to the back of the queue. Finally, after all fleets had started we got our preparatory, however, we now had to wait for the first division to cross the same start/finish line. We then had two more general recalls, until eventually the RC began to take numbers. The fifth start was a charm and got us finally racing, however, three boats were still scored OCS when they finished. We scored a more

respectable 3rd for the race.

The forth and final race of the Series in February proved to be a nail biter. We had three boats tied for 1st place with 12 points, and one boat in 4th with 13 points. Yet again, the pin was favored and there was more activity than usual around the pin in the building 15 knots of Easterly breeze. We were sporting our new North main and were feeling that we might just have the right combination of method and madness to execute a port tack. At 30 seconds to go, we had three boats above us on port, the rest of the fleet coming down on starboard. We then tacked on to port, hardened up pointing at the pin at full speed. We crossed all incoming starboard boats and led the fleet out on port. From there, it was a case of the rich getting richer, and we continued to separate from the fleet.

Calamity did not visit us until 500 yards in front of the finish line, while on starboard someone on my crew screamed "Starboard!" An Ultimate20 crossing on port failed to see us and vice versa, both boats tacked immediately and we missed a T-bone by inches...needless to say it would have been ugly. My heart seems to have settled back to its normal pulses as I write this summary. We finally crossed the finish line with a complement of smoke from the RC and managed to squeeze a Third Place overall out of another great Berkeley Mid Winter Series. Congrats to Doug Nugent and team on Cool Breeze for 1st place overall, who consistently seems to get it right - even when they choose not to show up! Congrats to John Gulliford on Phantom for

National REPORTS

USA-JCA

District Reports

2nd place. And a big thanks to all the other boats that competed - look forward to seeing you out there during the regular season. If anyone is interested in racing J-24s on San Francisco Bay please visit our Fleet 17.

District 20 Midwinter Report

14 J/24s competed in the Berkeley Yacht Club Midwinter Series on San Francisco Bay. Highly variable conditions and the ever-present strong currents made this four-race series a contest of making the fewest mistakes.

Congratulations to Doug Nugent and team on Cool Breeze for first place overall. They consistently seems to get it right even when they choose not to show up! Congrats to John Gulliford on Phantom for 2nd place, and a big thanks to all the other boats that competed - look forward to seeing you out there during the regular season. If anyone is interested in racing J/24s on San Francisco Bay please visit the Fleet 17 website for more information: <http://www.j24class.org/j24sf/>



Jim Farmer and the crew of Party Reptile



View of the front at Wrightville Beach



Alan M. Nab and Doug Nugent in San Francisco Bay — District 20

Berkeley Midwinters Overall Results

Throw Outs= 0 Races=4

Boat Name	Skipper	Sail No.	Pts 1	2	3	4	Trophy
Cool Breeze	Doug Nugent	4301	14 10	1	1	2	FIRST
Phantom	John Gulliford	8257	16 2	8	2	4	SECOND
Woof	Alan McNab	3316	17 6	7	3	1	THIRD
Casual Contact	Edward W. Walker	4526	20 3	5	5	7	
Half Blind Monkey	James Zervos	2192	20 4	4	6	6	
Wonder Woman	Kristen Lane	2842	30 10	3	4	13	
Fat Bastard	Curtis Press	1878	31 10	2	14	5	
Crackerjack	Steve Highbarger	8485	33 5	6	14	8	
TAZI	George Lythcott	3990	33 7	10	7	9	
Fred	Wally Whittier	8450	39 9	11	8	11	
Sockeye	David J. Holscher	3947	40 1	13	13	13	
Blue Jay	Brian Mullin	2390	40 10	13	14	3	
Frogrips	Richard Stockdale	2392	43 10	9	14	10	
Nixon Was Cool	Julie Wiard	2737	50 10	13	14	13	

USA - JCA Annual General Meeting

Saturday, Oct. 13, 2001
Baltimore/Annapolis, MD

Attendance: Nadine Franczyk-President (Meeting Chair); Eric Faust-Executive Director; Tim Ryan-Vice President; Reid Stava-Technical Committee Chair; Tim Winger-Governor at Large and District 6; Don Oliver-District 20 and Finance Chair; Tim Oelschlager-District 15; Todd Warnygora-District 18; Adam Zangerle-District 12; Stu Challoner-District 4; Jim Farmer-District 8; Eric Sanderson-District 19; Eric Nelson-District 14; Chris Snow-District 21;

Call to Order

The meeting was called to order at 0830 by Nadine Franczyk.

2000 AGM Minutes

The minutes from the 2000 USJCA Annual General Meeting were approved without change.

US Nationals - 2002

Jim Farmer said the organizers for the US Nationals (April 11-14) in Charleston, SC were working on a NOR and were requesting approval to limit the fleet to 70 boats. After discussion it was determined that the Class Rules do not allow limiting entry for a national championship and no limit would be placed on the event. Registration numbers will be monitored to address issues as they arise. (Note: subsequent to the meeting the USJCA Executive Committee reconsidered this issue. After checking to see that it is consistent with other NJCA procedures, the USJCA Executive Committee ruled that a Nationals could limit the number of entries to 70. Any such limitation should be specified in a regatta proposal as a factor to consider.)

Executive Director's Report

Eric Faust introduced himself and described his prior experience to the group. He started as USJCA Executive Director on October 5, 2001. Eric reported on the progress of moving the Class office to Austin, TX from Alameda, CA. The equipment and furnishings would be shipped in the week of October 15 and the hope was to get established quickly. A printed report prepared by Nadine Franczyk and Eric Faust was distributed to the attendees. Membership: The USJCA would end the year with about 1200 members including Full, Associate and Junior members. Eric Faust reported that membership cards needed to be purchased from the IJCA to process new memberships. Sailors in the US will continue to contact the USJCA Executive Director to join the Class. It may take some time for mail to be forwarded to the new office but it will happen. Due to the transition of the Class office, membership numbers for individual districts were not available. Tim Ryan said that District competition for Worlds slots was a good idea to increase membership in 2001. Financial Report: The Class bookkeeper, Colin Robertson, had not completed the year-end accounting at the time of the meeting but was working on it. Copies of the fourth quarter accounting were distributed to all attendees. Don Oliver said the finances are very consistent with previous years. Don discussed the history of the IJCA "Restricted Sail Royalty" account. Don also noted that most of the "Receivables" are from other NJCAs and are payable to the IJCA. These will be transferred to the IJCA when financial reconciliation is complete. Nadine Franczyk and Don Oliver said they will work with John Peck to sort out assets between US and International associations. The goal is to separate the financials between the two organizations Status of

Corporation

Tax issues regarding USJCA/IJCA were discussed. It was determined that the USJCA would continue to use our existing Tax ID and non-profit status as established by the USJCA originally before the IJCA existed. It was suggested that the IJCA needs to establish their own tax identification number and. A precedent for this has already been set since they have already incorporated as a separate entity. (Note: Subsequent to the meeting it was determined that the IJCA would retain the existing EIN and the USJCA would start a new tax entity. The US J/24 Class Association was incorporated in Texas on January 2, 2002 and will apply for 501(c)(3) status with the IRS.)

It was stated that John Peck has been asked to make a proposal to both organizations at the IJCA annual meeting to be held in November, 2001. sort out a resolution of IJCA/USJCA financials by Dec 31, 2001.

Publications

Eric Faust reported that the current issue of the Class magazine is being printed and readied for delivery. There will not be another magazine published before the end of the year. Adam Zangerle suggested that apologies need to be communicated to the membership and assurances made that two magazines will be delivered in 2002. Eric and Nadine will draft a letter for this purpose to be mailed before the magazine including: details on the changes in office location and new Executive Director, NORs for Midwinters and Nationals, announcement of new officers, update on IJCA direction and future plans, and specific procedure for measurement and membership.

Eric and Nadine will be working on 2002 wall calendar. Eric will look into less expensive printing costs and vendors. Eric needs photos for this.

Technical Committee Report

Reid Stava proposed that a motion be made to the IJCA that "The Regatta Standards be incorporated into the IJCA Class Rules." It was determined that proposals for US regattas need to go to USJCA office first. Eric Faust can then send them to committee members as necessary for specific questions. It was discussed that many District or Regional World qualifying regattas are run as part of a series or piggybacked onto another regatta, and was questioned if this was allowable under the Class Rules. It was determined that a motion be made at the IJCA meeting that "World Qualifying Events be defined as a single regatta or a series of regattas in the regatta standards."

Reid said he was working on a draft of IJCA Standard S's be for World, Continental Championships and world qualifying events and he reviewed his progress. District Governors would review this document when it was completed and get feedback to Reid. It was proposed to include a statement in Standard S's that purpose of adhering to the standards is to replicate the conditions that members will experience at World and Continental events, but District Governors can approve changes to the S's for District level events. Reid will also work on a standard NOR. Tim Winger had built new templates that needed to be touched up. The IJCA is paying for these.

Builders Report

Tim Ryan gave the report: 25 new boats were built in the past year between the US and Italy. One boat each built in Australia, Japan and Argentina. Tim announced that J/Boats and the US builder were assisting with the "Silver Anniversary Regatta" in Newport to be held in 2003. It would be a fun regatta and they were looking for ideas to incorporate. They will need to find charter boats for the event.

Upcoming Regattas

Nadine reported on the Midwinters. She expressed concern that all Class requirements be

adhered to (i.e. weigh-in, sail measurement, etc.) since we are working with a new organizing body (Jack King-Flat Earth Racing). Jim Farmer reported on the Nationals in Charleston, SC. Preliminary NOR has been submitted. The restriction on the fleet size (as above) was related to ability to safely moor all boats during the regatta as well as trailer storage. Adam Zangerle reported on the NAs and Women's Open Championship. He reviewed the format and said that things were on track. Mallory Cup will be in J-24's in Newport Beach, CA in September, 2002. District Governors may want to work with the US SAILING reps in their area to have qualifiers in J/24s as well. 2004 Worlds at Norton Yacht Club. Small challenge to make sure committee uses proper procedures. Larger challenge to get people attracted to venue due to its private neighborhood location. 25th Anniversary Rendezvous Regatta - Brad Read is hosting at Sail Newport and he needs ideas for promotion. It will be a fun regatta and a big event. Send ideas to Geoff, John, Eric or Brad.

Publications/Promotion/Marketing/Website

The future of International J/24 was discussed. The magazine could be turned over to the IJCA or perhaps have Eric Faust put it together to IJCA specifications. Options unknown at this time. The idea of a new US publication was discussed as to content, format and publishing schedule. It was mentioned that the bulk of advertisers would likely stay with US publication as that represents their customers. Eric Faust said he would look into costs of various publishing formats and report to the executive committee. Eric also said that the wall calendar was losing money and that advertising could offset the cost. It was agreed that advertising should be allowable in the calendar.

Tim Ryan said the website was very important to Class growth. After general discussion of the need for more timely content and better usability for the website, it was determined to form a committee to address the issue. This would initially consist of: Eric Faust, Eric Nelson, John Fracisco and Herald ten Wolde.

USJCA Constitution

Jim Farmer had taken on the task of updating the USJCA Constitution and he presented his report. Changes to the USJCA constitution were determined to be necessary because of the separation between USJCA and IJCA. (See Constitution for details).

General changes included: Replacing the word "yacht" wherever it occurs, with the word "boat" and "sailing yacht" with "sailboat" in order to mirror ISAF/US SAILING's wording in their rule books. Cleaning up the definitions in section 1 that did not reference parts of the Constitution. Removing references to having a joint operation with the IJCA.

Action Item: Contact IJCA about replacing the word "yacht" with "boat" in an appropriate form wherever it occurs.

A motion was made that 5.1.1 of the USJCA constitution shall be amended to read "Regular Members shall be sailors who have paid the prescribed annual subscription. Regular Members are eligible to hold office and helm at regattas." Also, delete the third sentence requiring that Class Officers be boat owners. The Purpose is to place the full authority for the appointment of Class Officers at the Fleet level. Motion seconded. 17 in favor, one against. Motion carried. A motion was made to accept all the discussed changes to the USJCA constitution and have them presented to the Board of Governors for ratification. Motion seconded and unanimously approved. Motion carried.

Votes that are represented at the meeting:

• President	Nadine Franczyk	Present but not voting
• Vice-president	Tim Ryan	Yes
• Past President	Gordon Borges	No
• Technical	Reid Stava	No
• Finance Chair	Don Oliver	Yes
• Copyright	Jeff Johnstone	No
• Designer	Rod Johnston	No
• District 1	Bill Newberry	Yes
• District 2	Brian Gibbs	Proxy held by Tim Ryan
• District 3	J. Britt Hughes	Proxy held by Tim Ryan
• District 4	Stuart Challoner	Yes
• District 6	Tim Winger	Yes
• District 7	Russ Cook	Proxy held by Reid Stava
• District 8	Jim Farmer	Yes
• District 10	Jeff Siewert	Proxy held by Nadine
• District 12	Adam Zangerle	Yes
• District 14	Eric Nelson	Yes
• District 15	Tim Oelschlager	Yes
• District 18	Todd Warnygora	Yes
• District 19	Eric Sanderson	Yes
• District 20	Don Oliver	Yes
• District 21	Chris Snow (left meeting early)	Proxy Nadine
• District 22	Fuzz (Chris left meeting early)	Proxy Chris/Nadine

(Above represents the necessary voting to form a quorum.)

Other Business

Reviewed District 1 report from Bill Newberry in which he suggested that Class dues be cut in half.

AGM Meeting 2002: Date and location to be determined later. Cleveland is a possibility after the NAs Discussion on the need for safety guidelines. Reid will draft a statement and distribute.

Nominations for Election

Jim Farmer for Vice-President by Tim Ryan, seconded Don Oliver
Tim Ryan for President by Jim Farmer, seconded by Tim Oelschlager
Reid Stava for President by Bill Newberry via his district report, no second
Reid Stava for Tech Chair, by Tim Winger, seconded by Jim Farmer
Don Oliver for Finance Chair by Tim Ryan, seconded by Todd Warnygora.
Tim Winger for Governor at Large by Jim Farmer, seconded by Eric Nelson
Eric Nelson moved to "Accept the slate of nominations by acclamation." Seconded by Adam Zangerle. Unanimously approved.
Tim Ryan thanked Nadine for her outstanding service to the Class and going beyond the call of duty. (Roar of applause!)

Adjournment

Adam Zangerle moved to adjourn. Seconded. Approved. Meeting adjourned.
Respectfully submitted,
Eric Faust
USJCA Executive Director

U.S. J/24 Class Executive Committee

Executive Director

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

President

Timothy Ryan
200 East 74th St. Apt 14B
New York, NY 10021
917-579-7792
tim1131@yahoo.com

Vice-President

Jim Farmer
P.O. Box 514
Augusta, GA 30903
H: 706-738-0101
W: 803-279-7620
j24sail@bellsouth.net

Governor At Large

Timothy M Winger
1280 Fawnwood Drive
Lancaster PA 17601
H: 717-898-0856
W: 717-392-1128
twinger@noveltyimg.com

Finance Committee Chairman

Don F. Oliver
7 Monterey Avenue
San Anselmo CA 94960
H: 415-456-8936
W: 415-451-2520
esquin@earthlink.net

Technical Committee Chairman

Reid Stava
144 Shaftsbury Road
Rochester NY 14610
H: 716-288-7183
W: 716-422-2423
F: 716-422-9965
reid.stava@usa.xerox.com

Copyright Holder Jeff Johnstone

P.O. Box 90
Newport, RI 02840
W: 401-846-8410
jeffj@boats.com

Past-President

Nadine Franczyk
1643 Kansas Street
Redwood City CA 94061-2659
H: 650-368-9418
W: 408-873-3680
sfj24@yahoo.com



USJCA Technical Committee

Chairman

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

Western

Bill Worsham
1700 Nueces Street, #105
Austin TX 78701
H: 512-469-9607
W: 512-463-9215
bworsham@compuserve.com

Southwest

James E. Anderson
121 James Drive
Heath TX 75087
H: 972-771-6823

Northeast

George E. Wall
42 Arrowhead Drive
Guilford CT 06437
H: 203-453-1001
W: 203-386-4542
F: 203-453-1001
73552.1505@compuserve.com

Southeast

James Howard, Jr.
2621 Woodside Drive
Duluth GA 30136
H: 770-447-0739
W: 770-956-0357
F: 770-965-0359

j24classic@mindspring.com

District Governors

District 1 Governor

Bill Newberry
4 Running Brook Road
Standish, ME 04084
billn@javanet.com
(H) 207-893-8244
(W) 207-775-4598

District 2 Governor

Brian Gibbs
58 Dwight St # 2
Dedham, MA 02026-4422
j24@mediaone.net
(H) 781-251-9997
(W) 508-651-5365

District 3 Governor

Britt Hughes
434 Housatonic Ave
Stratford, CT 06615
britthughes@compuserve.com
(H) 203-375-2495
(W) 203-375-2495

District 4 Governor

Paul Scalis
287 Ramona Ave
Staten Island, NY 10312-
scalisip@mshkcc.org
(H) 718-356-2069
(W) 212-639-6068

District 6 Governor

Timothy Winger
1280 Fawnwood Dr
Lancaster, PA 17601
twinger@noveltyimg.com
(H) 717-898-0856

(W) 717-392-1128

District 7 Governor

Russell Cook
7578 Florian Way
Liverpool, NY 13088
(H) 315-457-2776

District 8 Governor

James Howard Jr
2621 Woodside Dr
Duluth, GA 30136
j24classic@mindspring.com
(H) 770-447-0739
(W) 770-965-0357

District 10 Governor

Jeffrey Siewert
51 Ladoga Ave
Tampa, FL 33606
jsiewert@jea.net
(H) 813-254-7557
(W) 813-258-0703

District 12 Governor

Adam Zangerle
11965 Quail Woods Drive
Chardon, OH 44024-8650
adam_zangerle@steris.com
(H) 440-285-2026
(W) 440-392-7108

District 14 Governor

Eric Nelson
6306 Evangeline Trail
Austin, TX 78727
ennelson@us.ibm.com
(H) 512-331-7983
(W) 512-838-0100

District 15 Governor

Tim Oelschlager
15 Crabapple Lane
Tonka Bay, MN 55331
(H) 952-474-3763

(W) 612-240-2109

District 18 Governor

Todd Warnygora
1800 Angelo Court
Ft Collins, CO 80528
todd.warnygora@phinkmb.com
(H) 970-223-2939
(W) 970-679-5315

District 19 Governor

Eric Sanderson
364 Blaine Street
Seattle, WA 98109
sanderic3421@yahoo.com
(H) 206-283-5175
(W) 253-924-4394

District 20 Governor

Don Oliver
7 Monterey Avenue
San Anselmo, CA 94960
esquin@earthlink.net
(H) 415-456-8936
(W) 415-451-2520

District 21 Governor

Christopher Snow
1111 Anchorage Lane
San Diego, CA 92106
chris@od.northsails.com
(H) 619-224-3329
(W) 619-226-1415

District 22 Governor

James "Fuzz" Foster
742 Queen St. #300
Honolulu, HI 96813-5206
fuzz@sales.northsails.com
(H) 808-591-9192
(W) 808-591-9192



Minutes of the 2001 IJCA World Council Meeting

Yacht Club Italiano Genoa, Italy

Members Present:

Geoff Evelyn (IJCA-President)
John Peck (Technical Committee Chair/IJCA - Executive Director)
John Adams (Council of Honour)
Nadine Franczyk (Treasurer)
Francesco Ciccolo - ITA
Robin Eagleson - IRL
Rudy Wolffs - CAN
Bob Turner - GBR
Marianne Schokke - SWE
Jim Farmer - USA
Antoine LeMaistre - FRA
Nobuo Nakazawa - JPN
Nobert Masch - GER
Remco Vandenberg - NED
Erwin Linthout - SUI
Victor Maldonado - MEX

Observers:

Stuart Jardine - GBR
Takeshi Kurihara - JPN
Paolo Boido - JBoats Italy
Jan Mohr - GER
Evert Kroll - NED
Laura Maldonado - MEX
Eros Angeli - ITA
Hauke Kruss (IJCA Technical Committee)

Regrets:

Donald Manasse (Vice Chairman)

Welcome

The Chairman opened the meeting and thanked the Italian Class and particularly Francesco Ciccolo for hosting the meeting and providing the dinner hosted by the Italian class.

Meeting called to order

The Chairman noted quorum of over 5 member countries Proxies

- Bob Turner - Australian proxy
- Francesco Ciccolo - Monaco proxy
- Argentina, Cayman Islands & Peru - proxy's received after allowable timeframe.

Votes

- Number of votes for each NJCA represented was noted to be one except for the USA - JCA which is allotted 2 votes
- John Adams - no vote
- John Peck - no vote

Review and Approval of Minutes for 2000 World Council Meeting

- The Netherlands had a question with regard to item in paragraph 3. Explanation provided
- The Chairman allowed that we can deal direct with Paulo per Jeff Johnstone's conversation and memo to UK Class
- The Chairman suggested that the Executive Director have a conversation with JBoats regarding the European dealership issue. Donald Manasse, the Vice-Chairman will check on legality of dealership program within the European Union. There were no objections to this.
- Paulo Boido mentioned that the current dealer system makes it extremely difficult to sell boats.
- Stuart Jardine reiterated the monetary issue regarding viability of purchasing boats.
- Remco Vandenberg questioned item #12 regarding clarification of assistance with NJCA's for Medemblik Worlds. The Chairman reiterated that the IJCA will assist helping with communications.

*Francesco Ciccolo moved that the minutes be approved with above notations. Jim Farmer seconded. **Motion Carried**

The Chairman mentioned thanks to Wayne Clough for his service.

John Peck is acting Executive Director of IJCA. The decision of appointment will be based on constitutional changes approved at this meeting.

John Peck gave a history of the Executive Director's position and difficulties in not having adequate financial accountability since 1995 that has resulted in the separation of IJCA and USA-JCA offices.

Measurement Certification

It was proposed that all NJCA's have the IJCA Measurement Certificates issued through the IJCA office, by submission of the standard measurement forms printed in the Rule Book.



Marianne Schokke reiterated her difficulties since her data base of certificates had crashed. This would help her as well.

- Francesco Ciccolo stated that he has measurement information from seven recognized measurers.
- has support for each, approximately 460 boats.
- He has a time issue of getting copies from the Italian Sailing Federation.
- Hauke will help with the cross-country boat sales since measurers in the country of the boat purchase may not be known.
- Paulo Boido said new boats, in general, will not be measured at the factory, and asked for a procedure to be put in place.
- Bob Turner asked for clarification on requirement.
- The Executive Director indicated

1. Builders certificate is issued, but the information has not always made it to the class office
2. The class office can help facilitate the measurement process.

Bob Turner moved: An international measurement database will be maintained by the IJCA office. Francesco Ciccolo seconded. All approved, no nays.

* Motion Approved: An international measurement database will be maintained by the IJCA office. This includes builders certificate and ensuing measurement forms.

- John Peck suggested that since we now have a measurement database, the IJCA should also maintain a membership database for cross-reference.
- Measurement Certificates should only be issued to current IJCA members.
- Francesco Ciccolo said that the IJCA office should go back to the NJCA's to check membership. He disagreed with the IJCA office holding a membership database.
- Various countries discussed the pros and cons of this process.
- The Chairman asked if we could ask the NJCA's to submit a list of member names by December 31, 2001

Francesco Ciccolo moved: That an international membership database will be maintained by the IJCA Class Office. Seconded by Rudy Wolffs. All approved, no nays.

* Motion Approved:

That an international membership database will be maintained by the IJCA Class Office. Membership cards will be sequentially numbered so that a unique number will identify each member.

- Stuart Jardine asked that all communication/information from IJCA go directly to the NJCA's first, including all recognized class measurers communication regarding measurement.

BREAK - 10:30 A.M.

Website

- John Peck gave out examples of IJCA website formats for everyone to look at with members vs. non-members sections.
- Rudy Wolffs gave thoughts on their process of developing the website. In Canada being open was better to build membership.

Open Forum for Ideas on Promotion & Development

- Rudy Wolffs gave techniques to building fleets, districts, etc., to help NJCA's

Minutes of the 2001 IJCA World Council Meeting cont.

Yacht Club Italiano Genoa, Italy

- The Chairman gave an example of local rule by Bermuda that all boats stay in the water and this has helped participation.
- Remco Vandenberg described his (Netherlands) winter series
- Stuart Jardine described his club series, rotation of class regattas, calling onesies for participation, and helping children
- Robin Eagleson suggested targeting clubs that don't currently have fleets to add a start and they will bring boats. Two new fleets have been started from this.
- Bob Turner called for increased participation by organizations (universities, organized youth programs). He also suggested lending boats to juniors.
- Rudy Wolffs is keeping track of development ideas for the group.
- Francesco Ciccolo commented on the need for organized transportation of boats between three specific regattas to increase participation so that owners can come by car with out having to move their boats between each of the locations. He suggested that a sponsor be found to help subsidize the trucking costs.
- Stuart Jardine said he would develop a basic ground up tuning guide for the new owner, not high level like the World Champion tuning.
- Remco Vandenberg said that combined with the equipment, the manufacturer should get enough funds together to have a J24 at a boat show. It would build interest in the used boat and membership basis.
- Rudy Wolffs shared ideas they implemented in Canada
 - Subsidize entrance fees for boats traveling more than 250 km.
 - Standard NOR's & SI's
 - Use of RC's who are experienced in J24 class racing
 - Canada will be trying a one day only weekend race series
- Antoine LeMaistre brought up the demand for used boats at a reasonable price
- Paulo Boido asked that the IJCA assist in an advertising and promotion strategy since builders can't afford to do advertising on their own.
- Rudy Wolffs said that Canada is now giving the option to members to automatically renew memberships on-line at 1/1 on their application to charge, unless they decide to notify the NJCA that they don't want to renew. He asked for all to contribute to know edge base for the website on development.
- Francesco Ciccolo noted that the International J/24, again had an advertisement on the back cover for the J/22, even after asking at the last AGM that it not be allowed. He moved: That no advertisements for other classes be allowed in the magazine, and that photos of J/24's that were not in the rules not be published. Robin Eagleson seconded. All approved, no Nays

* Motion Carried: That the International J/24 will not accept advertisements for other sailing class associations, and only photographs of legal J/24's will be published.

Royalty Tag Discussion

- John Peck reviewed the royalty tag situation and stated that royalty tag dollars are being misapplied, and that the money is going to the countries where the sails are sold, instead of where the sails are being used. He specifically noted that the largest sailmaker in the USA exported 20% of its sails to seven other countries, while the royalty fees were paid to the USA-IJCA. John suggested that when the exported sails could be specifically identified, the royalty will be credited to the correct NJCA. This will be done for the year that ended 30th September 2001.
- John Peck proposed that all sail makers go directly to the IJCA, rather than to NJCA's, so that royalty fee will benefit the country where that the sail was used. He stated that the intent of the royalty tag program was for the mark-up amount to benefit the country of use, not the country of purchase. It may be seen as a use tax to support a national class office. Those who race or sail the most, pay the most.
- John Peck proposed a \$30 charge per tag, and that each country of destination will receive a credit for the difference (i.e. \$10 to IJCA and \$20 to each NJCA)
- Jim Farmer asked if purpose of tags was for copyright.
- The Chairman and John Peck reiterated no.
- Stuart Jardine explained issues regarding purchase of sails from other countries, and origin of tags. The UK has many small sail makers
- The Chairman proposed a pilot program for the next year in the USA with the largest sail makers, Quantum and North Sails. The sail makers will purchase royalty tags from the IJCA, and provide information as to the country code on the sails sold. \$20 per tag will then be credited to the account of the NJCA of final destination. John seconded, proposal accepted.

Constitutional Changes

The Chairman indicated that there was a need to update several sections of the IJCA Constitution. The proposed changes had been shared with the Executive Committee more than thirty days prior to the 2001 WC meeting, as required by the Constitution and also shared, by email, with each member nation at least thirty days prior to the 2001 WC meeting. Additionally each person at the meeting was given copies of the changes the previous evening. The Chairman asked if anyone had questions. A general discussion of all the changes took place. Minor changes to the original proposals that were suggested and approved are incorporated in the Proposed wording that follows.

Proposed Changes:

6. Annual Subscriptions and Fees Current:
- 6.2 Subscriptions and fees for each calendar year are due and payable to the IJCA prior to March 1.

Proposed:

- 6.2 Subscriptions and fees shall cover the calendar year commencing on January 1, and ending on December 31.

- Changes: Deletes a due date and specifies the period covered.

Reason: To clarify the period covered by annual subscriptions and fees.

* **Approved, 12 in favor, no Nays**

8. Management of the IJCA

Current:

8.1 The day-to-day affairs of the IJCA shall be managed by the Council assisted by a Technical Committee and by an Executive Committee.

Proposed:

8.1 The day-to-day affairs of the IJCA shall be managed by the Executive Director of the IJCA as prescribed by the Executive Committee.

Changes: Deletes 'Council' and 'Technical Committee'. Adds Executive Director

Reason: Formalises what has been done administratively by the Executive Director for the past several years.

* **Approved, 9 in favor, no Nays**

9.9 Annual Meeting of the Council

Current:

9.9.3 Appoint a Secretary who shall keep correct minutes of all Council meetings together with the IJCA Class Register and be responsible for communicating the decisions of the Council to all Members. An appointed Secretary shall not be a member of the Council.

Proposed:

9.9.4 In odd years, elect one of its Active NJCA appointed members or any Full Member, in good standing, of an Active NJCA to act as Finance Chairman for a period of two years. The primary responsibility of the Finance Chair is to be the liaison between the Executive Committee and the Executive Director to assist in the preparation of the annual budget, and to monitor any budget variances.

Changes: Renumber to 9.9.4 and delete the last sentence. Add elected position that was formerly appointed by the Executive Committee (see also changes to 10.6).

Reason: To renumber in logical order, change an appointed position to an elected officer, and define the responsibilities of the Chairman of the Finance Committee.

* **Approved, 10 in favor, one Nay**

Current:

9.9.4 Appoint a Treasurer who shall have charge of the funds of the IJCA, make sure disbursements as the Council may direct, keep an accurate record of the financial affairs of the IJCA and present a financial statement at each annual meeting or as requested by the Executive Committee. The Secretary may also be appointed the Treasurer.

Proposed:

9.9.3 Appoint a Secretary who shall keep correct minutes of all Council meetings together with the IJCA Class Register and be responsible for communicating the decisions of the Council to all Members.

Changes: Primarily wording, and renumber 9.9.4 to 9.9.3.

Reason: Renumber for logical order, delete the last sentence of (old) 9.9.4 to allow a Council Member to serve as Secretary. The Executive Director is the Treasurer as defined in New 10.4.2. See also changes for 10.1.

* **Approved, 11 in favor, no Nays**

Current:

9.9.5 Appoint a qualified auditor who shall examine the correctness of the accounts and certify the annual financial statement.

Proposed:

9.9.5 Appoint a qualified auditor who shall examine the correctness of the accounts and review the annual financial statement.

Changes: Replace 'certify' with 'review'.

Reason: A 'review' is a cheap audit. There are adequate safeguards in place through the budgetary process, the role of the Finance Chairman, and approval of expense reports to provide adequate internal control of accounts, and therefore eliminate the need for a full-blown audit.

* **Approved, 10 in favor, no Nays**

Current:

9.9.7 An NJCA not represented at a Council meeting may assign a proxy to any other NJCA which is represented so that it can vote on its behalf in accordance with Paragraphs 9.2 and 9.4. This proxy must be in writing and received by mail, telex, fax or electronic mail and received by the representative and the Secretary of the IJCA and the Class Office no later than seven (7) days prior to the meeting.

Proposed:

9.9.7 An NJCA not represented at a Council meeting may assign a proxy to any other NJCA, that is represented so that it can vote on its behalf. This proxy must be in writing and received by mail, telex, fax or electronic mail and received by the representative and the Executive Director of the IJCA no later than seven (7) days prior to the meeting.

Reason: To correct grammar, remove references to erroneous paragraphs and designate the Executive Director as the recipient instead of the Secretary.

* **Approved, 12 in favor, no Nays**

10. Executive Committee

Current:

10.1 The Executive Committee shall consist of the Chairman and Vice-Chairman of the Council, the immediate Past Chairman of the Council, the Chairman of the Technical Committee and appointee of the Copyright Holder and three other council members, one of whom shall be the NJCA representative of the country hosting the next World Championship.

Proposed:

10.1 The Executive Committee shall consist of the Chairman and Vice-Chairman of the Council, the immediate Past Chairman, the Chairman of the Technical Committee, the Council Finance Chairman, and three other council members (two of whom shall be elected by the World Council each year, and one of whom shall be the NJCA representative of the country hosting the next World Championship). The immediate Past Chairman is a non-voting member of the Executive Council.

Changes: Deletion of the immediate Past Chairman as a voting member, deletion of an appointee of the Copyright Holder, addition of the Finance Chairman, and to specify the make up of the other three council members.

Reason: The Executive Committee should be made up of current serving members of the World Council. It allows the input of fresh ideas and policies to be put forward and discussed without the pressures and biases of past administrations.

The Class has matured to the point where an appointee of the Copyright Holder is not needed within the Executive Committee to initiate or approve strategic policy. The Copyright Holder and the Designer, or appointees, still have the right to attend, as voting members, the World Council meeting. In addition the Designer, or an appointee, sits as member of the International Technical Committee. The Finance Chairman is the liaison between the Executive Committee and the Executive Director, to assist in the preparation of the annual budget and to monitor any budget variances, and therefore needs to be part of the Executive Committee to provide input as to policy and direction.

*** Approved, 12 in favor, no Nays**

Current:

10.4.1, 10.4.2 and 10.4.3 Not in use (New Rules)

Proposed, NEW:

10.4.1 The Executive Committee shall appoint an Executive Director and shall set terms of compensation and remuneration for the Executive Director, the Executive Director shall report to the JCA Chairman and Executive Committee as required herein.

10.4.2 The duties of the Executive Director are to maintain the files and correspondence of the IJCA, to edit and have published a biannual publication of the Class (International J/24), to act as Treasurer of the Class and other such duties as the Executive Committee may from time to time prescribe.

10.4.3 The Executive Director shall not serve as a voting member of the Executive Committee or World Council.

Changes: Adds new subsections to 10.4 of the IJCA Constitution

Reason: Formalizes what has been in place for the past several years.

*** Approved, 12 in favor, no Nays**

10.6 Accounts**Current:**

10.6.1 The Executive Committee shall appoint a Finance Committee Chairman who shall cause accounts to be kept giving full particulars of:

Proposed:

10.6.1 The Executive Director of the IJCA shall cause accounts to be kept giving full particulars of:

Change: Eliminates the appointed position of Finance Committee Chairman and specifies who has direct responsibility of the keeping of accounts and preparation and presentation of all financial activity.

Reason: Until now the position of Finance Committee Chair has been vacant, and the duties have been shared by the people in various other positions in the IJCA and the USJCA.

*** Approved, 12 in favor, no Nays**

Jim Farmer asked if the Technical Committee, under Sect 11 of the IJCA Constitution, is elected or appointed. The Chairman responded that it is appointed by the Executive Committee, and approved by the World Council, as needed.

***Rudy Wolfs moved:** That all changes to the Constitution approved at the 2001WC Meeting shall become effective immediately. Francesco Ciccolo seconded.

All Approved, no nays

***Motion Carried:** That all changes to the Constitution approved at the 2001WC Meeting shall become effective immediately.

J/Boats Report

*See attached report

National Reports

Various NJCA's presented annual reports of their activities for inclusion in the minutes. Those reports shall be appended to these minutes.

General Discussion, Promotion of the Class

- Paulo Boido iterated that he has concerns regarding health of the class since he doesn't see much support from the class for he builders, and wants to see more attention on that front.
- Rudy Wolfs asked if there is someone who could find a Marketing Coordinator to put an evaluation together.
- A worldwide promotion was discussed. It was decided that each NJCA would provide a list of class members who would work to get the ideas together and summarize the information from potential Marketing/Branding companies. These lists will be submitted to the Executive Director by January 31, 2002 for overall coordination.
- ISAF has ruled that International Classes cannot enforce boat owners affix/advertise the class on the boats of an international class.
- Rudy Wolfs proposed to hold off on the sticker.

2002 Worlds Entries:

USA-JCA requested two additional spots at the 2002 Worlds in Kingston Canada for a total of 18 slots.

Rudy Wolfs indicated that the capacity at the Worlds, both ashore and afloat, was in the vicinity of 65 boats. A straw poll of anticipated attendees was conducted and approximately 73 entries at the outside may be expected based on the poll.

ARG - 3	IRL - 1	Past Champions - 2
AUS - 4	ITA - 3/5	Chairman - 1
MEX - 2/3	CHI - 1	NED - 2
FRA - 0	PER - 1	GER - 0/1
SWE - 1	GBR - 2/3	USA - 18
BER - 2	JPN - 5	CAN - 20

*Jim Farmer moved: That the USA-JCA be granted 2 extra positions at the 2002 Worlds in Kingston. Seconded by Francesco Ciccolo. Motion Carried: All in favor

Proposal regarding expulsion of Canadian helmsman

The Chairman proposed that Kevin Brown, a helmsman, be expelled from the International J/24 Class Association for unsportsman-like conduct at the 2001 Worlds in Japan. A submission will be made to the Canadian Sailing Federation to advise that he has been expelled (see rule 7.1 & 7.2) from the class pending receipt of 3rd party evidence (i.e. jury).

Rudy Wolfs asked that we ensure documentation is appropriate (crew and international jury at the Worlds)

*The Chairman moved: That Kevin Brown be expelled from the IJCA and that are part of the expulsion be forwarded to the Canadian Sailing Association. Seconded by Bob Turner.

***Motion Approved. All in favor.**

Discussion regarding 2001 European Championship

- The Chairman said that some IJCA jurors had mentioned that some masts did not include top black bands. Per ISAF, to be able to comply, we need to adopt ISAF Equipment Rules to be able to enforce black bands at the top.
- John Peck said that after telephone conversations with the measurers at the Europeans, it became apparent that Rule 2.8.1 needed to be amended to include the ISAF Equipment Rules.
- John Peck pointed out that Rule 9.2 had been overlooked at the Europeans, and must be followed to avoid controversy in the future. It was noted that a measurer recognized by the ISAF is not necessarily qualified to measure a J/24. He emphasized the time spent by the Technical Committee to develop the Measurement Manual, that is the primary tool and refer ence. If a measurer is not familiar with the MM, there are opportunities for mis-interpretation. The Technical Committee will review the current list of recognized measurers. Each NJCA was asked to submit a current list of active measurers for consideration and recognition.
- John Peck emphasized the importance of the Measurement Manual as a "living document" that is maintained and updated by Reid Stava. He referred to it as the "Bible or Torah" of the class, to be interpreted by the Technical Committee and/or a recognized measurer.
- Paulo Boido asked if he could have a copy as a builder. The MM will be available for electronic transfer.
- John Peck suggested that Rule 2.8.1 be amended:

Current:

2.8.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of the ISAF.

Proposed:

2.8.2 The method of measurement shall be in accordance with the IJCA Measurement Manual, or unless otherwise stated, in accordance with the recommendations of the ISAF and the ISAF Equipment Rules.

*Stuart Jardine motioned for the rule change, Bob Turner seconded. Remco Vandenberg - nay, all others - yes

The proposal will be included in the submissions to ISAF in August of 2002 for implementation in January 2003

- Francesco Ciccolo mentioned that at IJCA Technical Committee meeting held in Miami in 1998, a request was made to the Johnstones (J-Boats) to update the Builders Specifications/Drawings so they can be submitted to ISAF. This has never been done.

Minutes of the 2001 IJCA World Council Meeting cont.

Yacht Club Italiano Genoa, Italy

- Hauke Kruss referred to rule 3.1.3 as a guide to detect unauthorized alterations. He clarified how/when a boat has been measured by a recognized measurer.
- Remco Vandenberg had a Dutch measurer (ISAF, not IJCA approved) approve measurement that was later determined to be inaccurate in terms of the IJCA interpretations.
- Francesco Ciccolo pointed to Rule 2.7.1, to follow for IJCA measurement requirements.
- Bob Turner saw the keel, and aside from administrative problems, said we need to make sure that those owning boats need to be confident that whatever process we use, that any potential alterations are looked at by the technical committee within a finite time frame in order to be able to communicate ultimate findings to members. His personal worry was that this particular keel would result in oversized keels being produced, which would prejudice one design status.
- Stuart Jardine mentioned that he tried to measure the keel, and he may not have had the appropriate information to be able to correctly measure the keel since it was not explained how to correctly measure the keel (he did not have a copy of the MM).
- Francesco Ciccolo mentioned that it is the responsibility of the owner to ensure that any modifications made to his/her boat are subsequently measured by a certified measurer to ensure the boat remains legal.
- Remco Vandenberg wants to ensure that information contained in the Measurement Manual is distributed appropriately and that the Technical Committee trains measurers.
- Stuart Jardine proposed an amendment to change the chart in Plan C of the Rule Book to reflect 12.5mm = 1/2 inch, used in templates by pin. He proposed that the Technical Committee review the table to determine if a change would be appropriate.
- John Peck said that all of the technical issues in question would be addressed at the Technical Committee meeting to be held in Miami, FL, USA on the 12th of January, 2002. A full report will be provided to the World Council prior to the next AGM.
- Remco Vandenberg asked the Technical Committee to instruct the group how to measure the leading edge of a keel.
- The Chairman asked that this be done off line after the meeting.

World Championship Discussion

The current rotation for World Championships are as follows: North America, Europe, North America, Europe, Other (South America or Asia), start over.

- The Chairman asked if group sees a need to change the rotation.
- Bob Turner suggested to plan a concrete schedule 3 years ahead and to have a 6-year tentative plan so that we can monitor the health of the class in the selected countries.
- Japan Worlds 2001 report reviewed by Takeshi (see attachment).
- Rudy Wolfs reviewed progress on 2002 Worlds in Kingston. The event will be held at the 1976 Olympic site (no YC involvement). He also reviewed boat insurance options. NOR released on website: www.J24CAN.com/WORLDS
- Remco Vandenberg gave a progress report on the 2003 Worlds at Medemblik and on the 2001 Europeans.

2005 Worlds - Weymouth United Kingdom

- The Chairman - approval at this meeting will be for 2005 as requested by GBR class (normally 3 years ahead, but GBR believes they need the extra time to prepare)
- Bob Turner described area and sailing conditions (report is included as appendix) second week of September
- 2005 Worlds Proposal - Approved, no nays

2006 Worlds - Melbourne Australia

- Bob Turner reviewed Australian proposal (report included as Appendix)
- Melbourne
- The Chairman noted he received notice of intent
- Final vote to be held at next AGM meeting in 2002 however application provisionally approved pending final presentation.

European Championship Rotation

- Stuart Jardine mentioned the concerns of Michael Clarke from IRL regarding scheduling of Europeans in North vs. South.
- Stuart Jardine put a proposed schedule/rotation together:

2002 - IRL
2003 - South Europe (ITL)
2004 - SWE
2005 - FRA
2006 - GBR
2007 - South Europe (ITL or other)
2008 - GER
2009 - NED
2010 - rotation back to IRL

- Should a new NJCA come in, or an existing NJCA fall out, the rotation will be adjusted. Proposals for Championships will be reviewed and approved at each World Council Meeting.
- The European NJCA's agreed to proposed rotation.
- Marianne Schöke reviewed proposal for Malmö to host the 2004 Europeans.
- Antoine LeMaître reviewed Croisette proposal for 2005 Europeans.
- Robin Eagleson - 2002 Europeans preliminary notice submitted
- Francesco Ciccolo - 2003 Italy Porto Rotondo - asked for 4 days racing so they can have Italian Nationals back to back.
- Jim Farmer reported on the Nationals and the Women's Open

2003 North American Championship - Mexico

- Victor Moldanato submitted a proposal for Mexico to host the 2003 North American

- Championship at Valle de Bravo, a lake in the mountains of central Mexico. There are over 100 J/24's on the lake; therefore charter boats will be no problem.
- North American NJCA's agreed to proposal. This will be the first North American Championship sailed outside CAN or USA.

Elections

- John Adams thanked all Executive Committee members for volunteering their time on behalf of the owners and sailors who benefit.
- Elections were held for the positions of Finance Chair, and 3 WC Executive Committee members. The 2002 IJCA Executive Committee is as follows:

President - serving 2 year term **Geoff Evelyn - Term expires 2002**

Vice President - serving 2 year term **Donald Manasse - Term expires 2002**

Technical Chair **John Peck** (no vote as he is Executive Director)

Finance Chair **Nadine Franczyk**, nominated by Jim Farmer

1st World Council Member Spot **Remco Vandenberg**, nominated by John Adams

2nd World Council Member Spot **Bob Turner**, nominated by Remco Vandenberg

3rd World Council Member Spot

Rudy Wolfs,

as required by Constitution.

Publication of INTERNATIONAL J/24 (The Magazine)

- The Chairman introduced the USA-JCA proposal to publish the magazine and asked that this be handled at the Executive Committee level.
- Stuart Jardine asked that the World Council review the proposal at the meeting.
- Jim Farmer gave a presentation, including the background of Eric Faust (Executive Director of the USA-JCA) to produce the magazine for a flat rate per issue.
- Francesco Ciccolo had two issues regarding publication to discuss:

1. the collection of information
2. advertising and promotion

This might be putting too much on John Peck's plate to include the magazine

• Marianne Schöke asked for a concrete time frame.

• John Peck emphasized that the magazine is an International publication that should communicate to the class about the World and Continental Championships, National Championships, with ongoing columns addressing technical issues, restoration of older boats, and biographies on past World Champions.

• John Peck said he felt he and Eric could together, and he was comfortable considering Eric on a contract basis, but not for a finished product. He stated that the IJCA must control production of the magazine, not the USA-JCA.

• Bob Turner proposed to let Eric try for a one-year period based on the proposal, with the guidance from the IJCA, and with editorial and documents to be approved by the IJCA.

• Stuart Jardine also felt the John might potentially be stretched too far to also do the magazine production.

• John Peck said he was hired to produce the magazine, and should be given the chance.

• Rudy Wolfs stated that we hired an Executive Director to publish INTERNATIONAL J/24, and we should let the ED decide how to best accomplish that goal.

• The Chairman suggested that we have IJCA ED publish the magazine with the assistance of USA-JCA ED by a flat fee

• The Chairman asked:

1. Do we need to vote on the proposal or
2. Should we have the Executive Committee work out the details?

• Rudy Wolfs reiterated that the IJCA ED should produce the magazine, and he should make the decision as to the proposal to contract with Eric Faust.

• No further discussion, John Peck will coordinate the publication of the IJCA Class Magazine.

Other:

- John Peck said that Jeff Johnstone has agreed to work with him to develop a "Hall of Fame" for the J/24. Jeff will look into the Mystic Yachting Museum.
- The World Council appreciates their offer and the IJCA ED will assist in establishing the criteria.

2002 WC Meeting Site:

- Francesco Ciccolo asked that the World Council meeting be held earlier than the usual November schedule, to allow time for review of 2003-2004 Rule Proposals. The ISAF submission deadline is in August, and the ISAF AGM will be in November.
- The Chairman moved that the World Council meeting be held in July, in conjunction with the 2002 World Championship in Kingston. Francesco Ciccolo seconded.

*Motion Carried: 2002 WC Meeting will be held at the end of the 2002 World Championship in Kingston, Ontario Canada.

Adjournment:

Motion to adjourn the meeting was made by John Adams. Seconded by Francesco Ciccolo.

International Class Contacts

IJCA EXECUTIVE COMMITTEE

CHAIRMAN

Geoff Evelyn, CAN-JCA
214 Lichen Crescent
Oshawa, Ontario L1J 7K8
Canada
B: (416) 218-3717
F: (416) 730-5575
GEvelyn@osha.igs.net

VICE CHAIRMAN

Donald Manasse, MON-JCA
"Les Lauriers"
15 blvd Princesse Charlotte
MC 98000
Monaco
H: 377 93 50 08 06
B: 377 93 50 29 21
F: 377 93 50 82 08
DMANASSE@MONACO.MC

*EXECUTIVE DIRECTOR

*CHAIRMAN, IJCA TECHNICAL

COMMITTEE

John Peck
P.O. Box 12522
San Antonio, TX 78212
USA
B: (210) 738-1224
F: (210) 735-9844
IJCA@shipplans.com

FINANCIAL CHAIRMAN

Nadine Franczyk, USA-JCA
1643 Kansas Street
Redwood City, CA 94061-2659
USA
H: 650-368-9418
W: 408-517-7121
F: 408-873-3693
J24ef@yahoo.com

*PAST CHAIRMAN

Glenn Gustafson, USA-JCA
687 Green Bay Rd.
Highland Park, IL 60035
USA
H: (708) 432-1062
Glenn_D_Gustafson@em.FCNBD.com

* non voting members

COUNCIL MEMBERS

Remco M. van den Berg, NED-JCA
Keizersgracht 429
1017 DJ Amsterdam
Netherlands
H: 31-492-549086
W: 31-40-2350346
F: 31-492-317241
r.vandenberg@wxs.nl

Bob Turner, GBR-JCA
Meadows
Radipole Village
Dorset DT4 9FY
United Kingdom
Robert@meadows24.freeserve.co.uk

Rudy Wolfs, CAN-JCA
43 Hampshire Heights
Etobicoke, ON M9B 2K5
Canada
H: 416-620-1956
F: 416-620-9373
rudy@emaitopia.com

COUNCILORS OF HONOR

John Adams
9 Albert Bridge Rd.
London
SW11 4PX England
H: 44-171-622-8998
F: 01728-603555
bigjohnadams@compuserve.com

Bengt Julin
Tyska Skolgränd 3
11131 Stockholm
Sweden
H: 46-8-100358

Dennis Ellis
Claymore, The Parade
Coves, Isle of Wight
England PO31 7QJ
Tel: 44-1983-293-548
Fax: 44-1983-292-6962
106436.1164@compuserve.com

IJCA TECHNICAL COMMITTEE

CHAIRMAN

John Peck
P.O. Box 12522
San Antonio, TX 78212
USA
B: (210) 738-1224
F: (210) 735-9844
IJCA@shipplans.com

COMMITTEE MEMBERS

Hauke Kruss, GER-JCA
Rothenbaumchaussee 71b
20148 Hamburg
Germany
H/F: 49-40-418797
Hauke28@aol.com
Phone/Fax: 49 40 418 797

Francesco Ciccolo, ITA-JCA
Via delle Erche n.44/47
16100 Genova
Italy
H: 39-10-3779329
B: 39-10-2412557
F: 39-10-3779329
cicc003@pn.itnet.it

Reid Stava, USA-JCA
144 Shaftsbury Rd.
Rochester, NY 14610
USA
H: (716) 288-7183
B: (716) 422-2423
F: (716) 422-9965
reid.stava@usa.xerox.com

Marshall Lytle, Designer's Rep
1106 Gladstone Place
Alexandria, VA 22308
USA
H: (703) 785-8436
71221.1557@compuserve.com

NATIONAL J/24 CLASS ASSOCIATIONS

ARG-JCA (Argentina)
Pres: Siegfried Spitzky
Sec: Roberto Authier
Gaboto 762 - (1642) San Isidro
Provincia De Buenos Aires
Argentina
Phone/Fax: 11 47 41612
j-24@dacas.com.ar

AUS-JCA (Australia)

Pres: Paul Charlton
VP: Terry Wise
PO Box 152
Belmont NSW
Australia
H: 61 02 4949 9104
B: 61 02 4944 7411
paul@hydramatic.com.au

BER-JCA (Bermuda)

Jon Corless
12 Fairlands Lane
Pembroke, HM 05
Bermuda
H: 441 296-8407
jcor@ibl.bm

BRA-JCA (Brazil)

Eduardo Birkeland
Av. Rainha Elizabeth n. 499 apt.
101
Ipanema
Rio De Janeiro - RJ
CEP 22081-020
Brazil
B: 55-21-221-7634
F: 55-21-221-7634
birkeland@marlin.com.br

BUL-JCA (Bulgaria)

Nedko Vasilev
1111 Pine, Apt. 106
San Francisco, CA 94109
USA
nedkov@propulsionnetworks.com

CAN-JCA (Canada)

Pres: Rudy Wolfs
Sec/Tres: Katie Coleman Nicol
43 Hampshire Heights
Etobicoke, ON M9B 2K5
Canada
H: 416-620-1956
F: 416-620-9373
rudy@emaitopia.com

CAY-JCA (Cayman Islands)

Jane Moon
P.O. Box 30513
Nelson Quay Governors Harbor
Grand Cayman, Cayman Islands
H: 345 945-4383
B: 809-947-4383
F: 345 945-4383
janemoon@candw.ky

CHI-JCA (Chile)

Roberto Thompson
Asociaci_n Chilena de Veleros
J/24
Almirante Simpson 5
Providencia, Santiago
Chile
qlsgerencia@entelchile.net

DEN-JCA (Denmark)

Jackie Vogter
Nykobingvej 43
4571 Grevinge
Denmark
jackie.vogter@teliamail.dk

FRA-JCA (France)

Pres: Pierre Aubert
C/O Yacht Club Crouesty Arzon
BP27 56640 Arzon
France
H: 33 6 03 126388
F: 33 2 97 53615
J24.france@wanadoo.fr

GBR-JCA (United Kingdom)

Pres: Phil Owens
Stuart Jardine
Plovers, Kitwalls Lane
Milford on the Sea, Hants
SO41 0RJ United Kingdom
H: 44 1590 644 728
F: 44 1590 644 728
JARDINE@INTERSAIL.CO.UK

GER-JCA (Germany)

Pres: Norbert Masch
Kronskamp 84
22880 Wedel
Germany
0049 4103 918993
F: 0049 4103 918994
nmasch@t-online.de

GRE-JCA (Greece)

Pres: Dr. Nicholas Spigos
41, Solonos str.
GR 10672
Athens, Greece
T: 30.10.36.06.560
F: 30.10.36.03.153
nspigos@otenet.gr

HUN-JCA (Hungary)

Peter Lang
Deryne u.16/B
Balatonfured
8230 Hungary
T: 36 20 9350198
vegabost@elender.hu

IRL-JCA (Ireland)

Michael Clarke
Ardlougher
Irvinestown
Co Fermanagh
BT94 1RN
Northern Ireland (UK)
Tel: 028-6862-1436
michael.clarke@swiftsoft.net

ITA-JCA (Italy)

Francesco Ciccolo
Associazione Italiana Classe J/24
C/O Yacht Club Italiano
Via Molo Cagni
16128 Genova
Italy
H: 39-010-3779329
B: 39-010-2412557
F: 39-010-3779329
cicc003@pn.itnet.it

JPN-JCA (Japan)

Pres: Nobuo Nakazawa
Sec: Kuraji Uehara
17-1 Ginza 6-Chome, Chuo-Ku
Tokyo 104-0061
Japan
B: 81 3 5565 2682
F: 81 3 5565 3419
ku-uehara@mail.nissan.co.jp

KOR-JCA (South Korea)

KI-ping Kim
Rm 103 Busan Yachting Center
Woo-1 dong Haeundaegu
Busan
South Korea
F: 82-51-743-2560
J24class@hanmail.net
www.koreanj24.or.kr

MEX-JCA (Mexico)

Pres: Ricardo Escorriguela
VP: Javier Valasquez
Sec: Javier Castellort
Benjamin Hill 201 Depto
Col. Condesa
Mexico DF 06170
Mexico
B: 525 277-9333

MON-JCA (Monaco)

Pres: Jean Francois Bourelly
Donald Manasse
4 bd des Moulins
MC 98000
Monaco
H: 377 93 50 08 06
B: 377 93 50 29 21
F: 377 93 50 82 08
DMANASSE@MONACO.MC

NED-JCA (Netherlands)

Pres: Remco M. van den Berg
Sec: Katherin Ginsberg
Zuidlaanpad 1
6854 Arnhem
The Netherlands
B: 31 492 472 506
F: 31 492 472 507
r.vandenberg@wxs.nl

PER-JCA (Peru)

Pres: Jose Luis Canessa Cavassa
Manuel Angosto 783
Lima 1
Peru
51-1-447-5883
gerencia@vainsa.com

PUR-JCA (Puerto Rico)

Pres: Gilberto Rivera Morales
Po Box 948
Guaynabo
Puerto Rico 00970
B: 787-789-0455
H: 787-287-0389
outek@tid.net

SWE-JCA (Sweden)

Monica Persson c/o Ryberg
Skimmelvagen 10
SE-352 55 Vaxjo
Sweden
T: 46 704496745
Monica_persson@hotmail.com

URU-JCA (Uruguay)

Pres: Ricardo Umpliere
Sec: Juan Grunwald
Dionisio Oribes 3090
Montevideo
Uruguay
T: 5982 4800 767
F: 5982 4874 738
andarax@hotmail.com

USA-JCA (United States)

Pres: Tim Ryan
200 East 74th St. Apt 14B
New York, NY 10021
USA
T: 17-579-7792
tim1131@yahoo.com

USA-JCA Class Office

Executive Director: Eric Faust
7793 Burnet Rd. #15
Austin, TX 78757
USA
Phone: 512-266-0033
E-mail: j24class@compuserve.com
Website: www.j24class.org/usa

J/24 Class FAQ

by Eric Faust

This magazine is the result of a cooperative effort between the International and the U.S. J/24 Class Associations. It was a lot of work to put this project together, but we are confident that it will only get easier in the future. We hope you have as much fun reading it as we did making it. For those of you who haven't heard, there have been some changes in the organization of the J/24 Class. For years the International and the US J/24 Classes shared not only office space, but also a single Executive Director. But because of continued expansion on the international level and the desire to deliver quality service to all members, the two Classes will now operate as separate entities in different locations. To handle the duties on the international side, the IJCA has hired John Peck as its Executive Director and the US Class has named Eric Faust to fill that role in the states. The coincidental part of this is that both John and Eric live in Texas and have set up shop just down the road from each other. The two executives

are working together to provide the best possible service to the members, and assure the continued strength of the J/24 Class around the world. Most of all, they want you to go sailing and have a great time on your boat. With this split in Class operations, many people are unclear about who to contact for what purpose. We hope the list below will help clarify things and we suggest keeping it as a resource to help other folks out who might have questions about their J/24. Some of my friends need to join the J/24 Class. How do they do that? Your friends should join the Class in the same manner as in the past; by contacting the J/24 Class in their home country. In the U.S. the contact info is printed on this page and an online membership form can be downloaded from www.j24class.org/usa/member. For other countries, contact information is printed on page 55. Make sure and tell your friends that the J/24 Class works every day to promote the game we all love; J/24 sailing. You can also let them know that if they don't join the Class, they won't be your friends

for long. Who do I contact to update my measurement certificate or file a change of ownership form? All the measurement certificates are now being issued from the IJCA office in San Antonio, TX. If you've just bought a boat that has a valid measurement certificate, you'll need to file a "Change of Ownership" form with the IJCA. The best way to do this is to copy the form on page 33 of the 2001-2002 Class Rule Book. Include your e-mail address on the completed form, and mail it to the IJCA office with a \$15 US processing fee.

My boat's been measured, but I've lost my certificate. How do I get a new one?

You'll need to contact the IJCA office via e-mail so they can pull up your records from the database. Your e-mail MUST include your membership number and hull number. You will be notified by return e-mail if a duplicate certificate can be issued from the information on file. There is a nominal \$15 US charge for issuing a duplicate certificate, so

you'll also need to make arrangements send payment at that time. The IJCA will then issue a duplicate Measurement Certificate.

I need to have my boat measured. Where can I have this done?

Most of the major regattas have a measurement session prior to the event. Check the regatta notice or contact the regatta organizers to find out for sure if you can have your boat measured on site. If you can't make it to one of these big events, your first resource should be to contact your Fleet Captain to find out if there will be a local measurement party in the near future. In the U.S., measurement is often arranged on the District level. Your District Governor can help you find locations of upcoming measurement sessions, or help you locate a certified measurer in your area. A list of District Governors can be found on page 50 of this magazine, or on the web at:

www.j24class.org/usa/org/index.htm

You can also find a complete list of Measurers at this site.

International Class Office
Executive Director: John Peck
P.O. Box 12522
San Antonio, TX 78212
Phone: 210-738-1224
Fax: 210-735-9844
E-mail: ijca@shipplans.com
website: www.j24class.org

U.S. J/24 Class Office
Executive Director: Eric Faust
7793 Burnet Rd. #15
Austin, TX 78757
Phone: 512-266-0033
E-mail: j24class@compuserve.com
Website: www.j24class.org/usa



Coeditors, John Peck and Eric Faust.

WORLD HEADQUARTERS OF SPEED

- 
- **Waterline Systems is the first step toward optimal boat speed**
 - **One stop source for professional keel and bottom fairing, deck replacement, topside refinishing or OEM replacement parts.**

WATERLINE CLIENTS INCREASE PERFORMANCE AND SPEED

2001 Midwinters

2001 Easter Regatta

2001 North Americans

2001 Canadian Nationals

2001 Lake George Regatta

2001 East Coast Champs

2002 Midwinters

CALL OUR CLASS EXPERTS ON SERVICE AND PARTS!

**Committed To Providing
Our Clients With The Best
Possible Race Finishes**

WATERLINE
SYSTEMS INCORPORATED

226 WestShore Road. Portsmouth RI 02871

Phone: 401-682-1661 Fax: 401-682-2069

www.waterlinesystems.com

Great Finishes Start at the *WATERLINE!*

Q U A N T U M i s O N E D E S I G N

World Champion • 1999 • 1998

North American Champion • 1998

East Coast Champion (USA) • 2000 • 1999

Midwinter Champion (USA) • 1998

Annapolis NOOD Champion (USA) • 2001 • 2000 • 1999

St. Pete NOOD Champion (USA) • 2001 • 2000

Detroit NOOD Champion (USA) • 2001 • 1998

Layline Southern Circuit Champion (USA) • 2001 • 2000

Ontario Champion (CAN) • 2001

Ontario World Qualifier (CAN) • 2001

European Champion (Germany) • 2000

Hamburg Champion (Germany) • 2000

North European Champion (Holland) • 2000

Dutch Champion (Holland) • 2000

Greek National Champion (Greece) • 2001

J24

Driving a boat powered by Quantum is a pure *adrenaline* rush. Through a combination of radical design, the use of *advanced* fiber technology, a *commitment* to research, endless hours of sail testing, and sailing in the world's toughest events, we continually reinforce our *vision*: delivering superior customer service and user-friendly sails. We want our clients to experience *victory*. Quantum's sails and tuning techniques have ensured that amateurs as well as professionals win their events. Review our record. Talk to one of our satisfied customers. Put Quantum to the test.

QUANTUM
ONE DESIGN

www.quantumsails.com

For information contact Quantum's worldwide J24 Team:

USA — Atlantic • Scott Nixon • +1 410.268.1161 • snixon@quantumsails.com
Northeast • Tom Sitzmann • +1 207.781.2628

Canada — Toronto • Mike Wolfs • +1 416.503.1931 • mike@quantumsail.ca

Europe — Italy • Daniele Cassinari • +39 (0) 45 6201090 • dcassinari@quantumsails.com