

# International **J** 24



**25th**  
Anniversary  
of the Class

Summer 2003 • Volume 46



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

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Geoff Evelyn

# From The Chairman

## The 25th Year

This is an exciting year for the International J/24 Class. We celebrate the 25th Anniversary in Newport this year in July; the North American's were held in Mexico in May with a finish that went down to the wire, the Europeans return to the site of the 1996 World's in Sardinia, the South American Championships are being held in Brazil where the class continues to revitalize itself and we hold the World Championship in Holland hosted by one of our smallest and most active National Associations.

We all know what a great Class we have but it's always nice when others support our views especially when they come from the volunteers that help us have fun on the water. I've included the comments of two to the International Jury who served at the North Americans in Mexico. The first is from the Chairman of the Jury and the other is from a member of the jury from the USA.

## Very Dear Friends,

Congratulations for organizing and running such a great regatta: the Valle de Bravo J-24 NAs were truly memorable: an RC that clearly could and brilliantly did, in the face of variable weather, the vast, ever-present, responsible and thorough Organizing Committee, the permanent, efficient and warm hospitality of all the CNVdB, from the

Commodore on to absolutely all her crew, the Rinconada del Lago, and the ETN bus driver who kindly took us back to the airport. Toyota chose well and wisely in sponsoring this great event. From the happy faces we saw, the sailors really enjoyed themselves, from the Inauguration thru the Awards, regardless whether their boat was moored in Valle or in Rochester !!! The Valle NAs are proof that the J-24 is a great class! It was an honor to have been asked to work with you. Thank you.

Best Regards,  
Xavier Roca, IJ ECU

Just a quick note to thank both of you, and the J-24 Class Association, for inviting me to be part of the International Jury for the North Americans last week at beautiful Valle de Bravo, Mexico. I really enjoyed myself and want you to know I was very impressed by both the caliber of sailing and the caliber of people participating. A great Class and a great group of sailors -- and what could be better than having all the marbles on the table for the top 4 teams right up to the last race! Super exciting finish! The J-24 is most certainly a very class Class! Again, thanks for including me in the FUN.

Sincerely,  
Doug Campbell, IJ USA.

Both comments point out that we have a great class



Geoff and Wendy Evelyn

and secondly and most importantly it's the people in the class that make it great, especially the volunteers.

## Rules

This is probably one of my favourite topics. We had some very minor changes to the rules this year. We have however been challenged by ISAF, the body that governs us, to make our rules more in line with the Standard Class Rules and also to adopt the Equipment Rules of Sailing. This will be a huge undertaking it will make our rule book look a little different when finished. We have approximately a year and half to complete task. There should be little impact on you the sailor.

On the other hand ISAF and the Racing Rules folks have decided that Rule 42 of the RRS needs to be enforced consistently and rigidly around the world so expect to see jury members on the water with yellow flags and whistles at most major regattas. The first experience the class had with this approach was at the 2002 Europeans in Dublin where

by day 3 the Jury had disqualified a boat for Rule 42 infractions. I strongly urge all racing sailors to visit the ISAF website and check out the link to the Rule 42 ( [www.sailing.org/rrs2001/42interpretations.pdf](http://www.sailing.org/rrs2001/42interpretations.pdf) ). When in doubt - don't.

## The Future

As well as the class is well thought of throughout the world ensure the J/24 is a viable ongoing class that will hold its place on the world stage of sailing. Most of this work must be done at the grass roots level and involves small groups of people getting organized and deciding that success is spelled FUN. When you combined sailing with a healthy dose of fun/socializing you've got a formulae for class growth.

See you on the water.  
Geoff



## Time in the Class

### John Peck

**The Past:** In October of 1978, I was crewing on a Santana 525 at The Old Man of the Sea Regatta, the largest annual event hosted by the Fort Worth Boat Club. There were over a hundred keelboats registered in all categories, mostly PHRF, and a couple One Design Classes. I was excited to be sailing on the newest Shock design, and feeling a little cocky starting in the first fleet with the fastest boats.

The fleets were started at ten-minute intervals, and ran on triangle courses. As we rounded the leeward mark at the end of the third leg of the first race, I noticed the One Design fleet that had started after us seemed to be catching up. It looked like a swarm of bees was coming. They were all bunched up on the reaching legs of the course, very colorful, but all the same size. Having raced only PHRF and MORC, I was accustomed to a variety of sizes and shapes, spread all over. By the end of the race, that One Design Class had sailed through most of our fleet, and beat us to the finish line.

That was the first time I saw J/24's in action. I had seen one at my yacht club, but I didn't think much of it because it was so simple and boring looking. How many times had I been told, not to judge the book by the cover?

J/24's came to Texas in mass. Fleet #3 was founded in Corpus Christi, the city on the Gulf Coast that is windier than Chicago. The Houston Yacht Club was soon to follow with Fleet #5, and Lake Canyon Yacht Club (my YC) established Fleet #9. There were now five J/24's at my club. The newest was hull 272, *Flour Power*, owned to the present day by Fred Am Rhein. Fred had a bakery then, thus the play on words for the boat name. He has been the Fleet Captain for the past eight years, qualified and sailed in both of the World Championships held in Kingston, Ontario (trailed his boat the 4,500 mile round trip both times), and rarely misses a regatta on the Texas Circuit.

I quickly signed on as crew for one of the local boats. Three boats from our Fleet went to the 1979 North American Championship hosted by the Corpus Christi Yacht Club. That was one of the most memorable weeks of my life. Even though I wasn't a boat owner, I joined the class as soon as I got home. I knew that the J/24 Class was going places, and I wanted to be part of it.

In March of '81, I went in with two of the guys I had been crewing with for three years, and purchased hull 634. The J/24 had become an addiction. The Texas Circuit was in its infancy, and we made every regatta, at least eight or nine road trips a year.

The boat was heavy because the flotation marks were always submerged. It went like a rocket in heavy air, and suffered against the lighter boats in a clam breeze. There was a boat on the circuit named *Psycho* that was sailed by Fred Schroth who had a small boat repair shop. We enlisted his expertise to remove the vermiculite and rebuild the keel sump. There were no convenient scales around at that time, but Fred estimated that the boat lost about 200 pounds when the water-saturated vermiculite was removed. 634 was now floating about an inch higher than before. When the hull weight rules were implemented in 1987, the boat weighed 1287 kg, with no corrector weight. We carried very few extras to come up to the sailing weight of 1375 kg.

**The Present:** Today the original trailer has logged over 200,000 miles, and is on its second set of axles. After twenty-four years, I am very

honored and proud to be serving as your Executive Director. The class continues to be stable overall. Membership is down a little in some areas, while growth spurts in others are maintaining the balance. All three licensed builders are producing new boats as the hull numbers approach 5400. The used boat market remains strong worldwide, making the J/24 a sound investment.

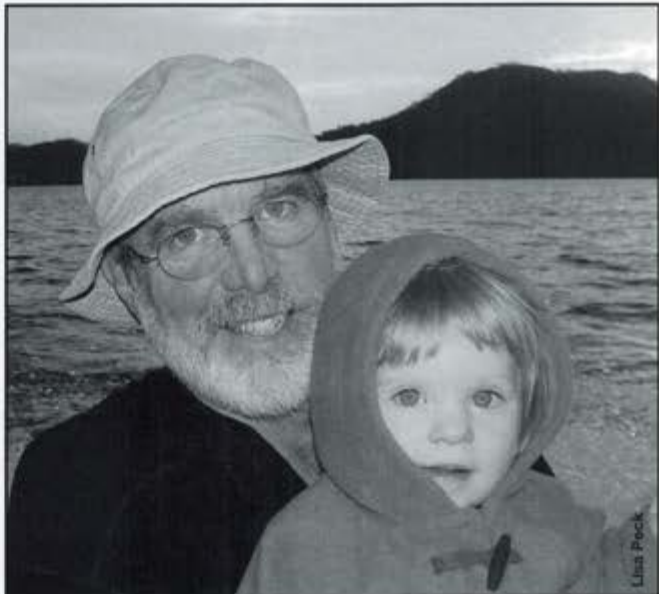
Since there are only 1,700 Measurement Certificates on file at the IJCA office (more than 60% of the current membership), there is still a lot of work to be done.

It is gratifying to have so many contribute to the contents of this historical 25th Anniversary Edition of *International J/24*. The class needs, and depends on, individual commitment for continued growth. Less than half of the boat owners worldwide are class members. Think about what it will take to enlist those owners who are not yet members, and do your part to make it happen.

**The Future:** The World Council will meet this August in conjunction with the World Championship in Medemblik, Holland. The hot topics on the agenda will focus on growth of the class by increasing public awareness through promotional activities, improving communication to the general membership, and securing major sponsors. As you read through this issue, notice the big name corporations that have already been attracted to our major championships. You can read all of the details of that meeting in Volume 47 of *International J/24*, coming out the first of December. Just in time for Christmas.

Also, the next issue of this magazine will provide good holiday reading, with major regatta reports of the: 25th Anniversary Regatta, U.S. Nationals, Pan American Games, World and South American Championships.

If you intend to reward your crewmembers with a copy in his/her stocking, please notify your JCA in advance, because quantities are now limited. We are running a tight ship.



John with daughter, Victoria at Central American Games



## Spring 2003 Technical Committee Report:

### Reid Stava, IJCA Technical Committee and Chairman USA-JCA TC

The past spring has had your USA-JCA Technical Chairman rather busy representing the class at the Mid Winters, the Pan American Games planning meeting (resulting in being asked to serve as the technical representative for all the fleets at the regatta), and measuring boats in Fajardo, Puerto Rico.

At the Mid Winters two issues arose, both dealing with hull shaping. In the first instance a question was raised about the sharpness of the stern knuckle radius, a feature not regularly considered during measurement. Upon inspection it became apparent in comparison photos that the radius of the hull in question was visible sharper than other hulls. Unfortunately limited time availability allowed the boat to be launched before the skipper could be notified (it was a borrowed boat and the sail number didn't relate to the hull

number). Because it couldn't be determined that the boat crew had any prior knowledge of the fault, the jury concluded that they be allowed to pull the boat and conduct the necessary modifications to bring the boat into rule compliance.

The second case was a matter of the center seam from the bow knuckle to the keel being too pronounced (sharp). It was an obvious deviation from an as-built shape when a comparison was made with other boats. Again it couldn't be ascertained that the crew had prior knowledge of the fault and they too were allowed to correct the shape before continuing the series.

It must be emphasized that the jury could have disallowed the boats from further competition. Their generosity in allowing them to continue was unusual, but not unknown in light of the fact

that one boat was borrowed and the other owned by a relative newcomer to the class who trusted an otherwise knowledgeable 'speed shop' to do know and follow the rules when making modifications. The point being that there were several hours where the boat crews faced expulsion from the regatta for measurement faults they were not a direct party to, but for which they were responsible.

Elsewhere in this issue is an excellent article by Tim Winger that deals with just that issue, and how to best restore the keel bolt supporting structure after removing the vermiculite.

Also, be sure to read Fred Schroth's article on correcting the eventual gelcoat nicks and scratches that all boats receive.

The Pan American Games, being held in the Dominican Republic in August, has chosen the J/24 as the keelboat for the regatta. Also included are Laser and Laser Radials, IMOC Boards, Sunfish, Hobie 16's, Snipes, and Lightnings. As those of you that have planned the measurement facility for J/24 regattas can imagine, adding 6 additional designs promises to be a challenging experience for yours truly who was named Chief Measurer for the event. The next class magazine will have an article reviewing the process. By the way, Tim Healy is the US J/24 qualifier.

There has also been the typical political overtones that seem to accompany Olympic type competitions these days when the PASO steering committee decided in April to exclude all but current Olympic sailing classes, effectively turning the regatta into a two class series. After much pressure from many National Olympic Committees, including Paul Henderson of ISAF, PASO relented and, to date, has allowed all but Lightnings back into the competition. It is expected that in short order all the classes listed in the Notice of Race will be accepted.



Reid Stava with his supporting wife Jane.



## Replacing Vermiculite Filler Resin in the Sump

Tim Winger, USA-JCA Technical Committee

The Problem: Vermiculite was used as a filler in resin used to fill the aft section of the sump on J/24s throughout the time TPI made the boats for J-Boats. Over time, the vermiculite absorbed water, became spongy and lost its structural integrity. Originally, the entire bilge or sump was filled with vermiculite resin, as was the area between the cabin sole and the bottom of the hull. This practice ended in 1981, after which the vermiculite resin was used only in the aft section of the sump to add lateral support to the two keel bolts from which the boat is lifted. This article addresses only the boats with vermiculite filled resin in the aft section of the sump — mostly post 1981.

How to tell if you have a problem: Your keel bolts should be tightened to 70 foot pounds of torque, and should be checked periodically. If the aft two nuts and washers keep sinking deeper into the resin, you've probably got a problem. If you see cracks in the resin, you've probably got a problem. If you can force a screwdriver into the resin just using your hand, you've got a problem. In time, this mixture will become a problem.

Why you need to fix it: Your keel depends on the structural integrity of this mixture for proper support. Additionally, water in contact with the stainless steel keel bolts (particularly with certain stainless steel alloys) in the absence of air can cause a kind of corrosion called crevice corrosion. This can cause failure of the keel bolts by which you lift your boat and may cause it to drop.

What to do about it: If you have determined that you have a problem in the sump, you need to dig out this mixture and replace it. Remove the nuts on the keel bolts and the lifting bar, and tape the threads to protect them. The good news is, the softer (more water logged) the vermiculite resin, the easier the job will be to remove the old resin. Drill as many large (1/2 in. or larger) holes in the resin as possible, taking care not to go deeper than the filler. Dig out the balance of

the resin with a screwdriver or chisel, taking care not to damage the fiberglass sides and bottom of the sump. A wet/dry shop vac is a big help. Clean up the leftovers with coarse sandpaper, and finish by using a solvent like acetone or a fiberglass cleaner. CAUTION: Make sure you ventilate the boat while you are using solvents or resins. I use a strong fan in the forward hatch blowing in to force air flow out through the companion way. A dust mask will not help with fumes.

for this job. You will need to cut the fiberglass cloth to the proper shape with scissors. There should be a layer of fiberglass cloth on the bottom and then between each layer of foam and the G-10. Lay all of the pieces into the sump dry, topped off with the G-10 to check for fit. Make any adjustments necessary to the shape of these items to insure a close, but easy fit.

You should use epoxy resin with the slow hardener. Use colloidal

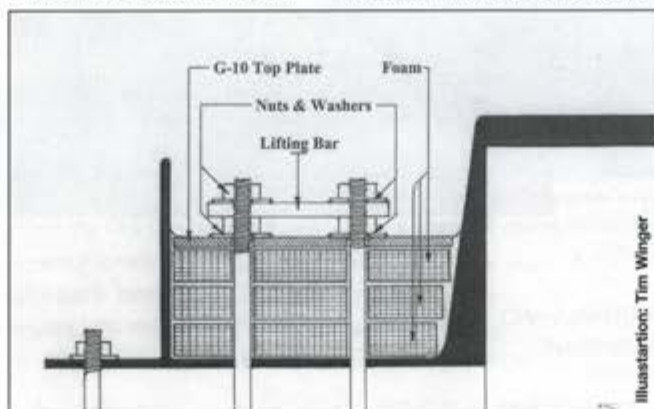
a mixing stick. When this is cured, remove the nuts and washers and add a final layer of fiberglass on top of the G10 and up the sides of the sump. Sand this when it is cured and cover it with a final coat of unfilled resin or epoxy primer.

Your original filler in the sump had a depression between the keel bolts to receive the lifting rig; however, this replacement system does not. There will be two extra 5/8 in. nuts and washers in the kit from US Watercraft. When the resin is fully cured (in 48 hours), add a bead of silicone caulk around the keel bolts to keep water out of any cracks that may develop here in the future. Replace the washers and nuts and tighten to 70 foot pounds of torque. While you are at it, check the rest of your keel bolts for proper torque. Then add the lifting bar on top of the first set of nuts with the second set of washers and nuts on top of the lifting bar. This will allow room for a 5/8 in. galvanized, sling link to go under the bar. If you have a heavier shackle to go under the bar, you may have to make clearance for it into the G-10 top plate. This is also a good time to inspect your lifting strap for wear. If there are any red threads showing, replace the lifting strap immediately. It doesn't hurt to tape your shackle pin with vinyl tape.

Remove the tape from the weep hole between sump sections. This hole may be covered now. If so, drill a new weep hole so that the aft section will drain into the deep section.

The entire kit from US Watercraft will include the pieces of foam Penske board, a piece of G-10 fiberglass board, biax fiberglass cloth, and 2 each nuts and washers for about \$375.00. A 5/8" galvanized, sling link will cost about \$10.00 additional, if you need one. Order from US Watercraft, 226 West Shore Road, Portsmouth, RI 02871. Phone: 401-682-1661.

Voilà! You're done. Go forth and sail with a light heart, secure in the knowledge that your craft is healthier.



Caption?

You must use a mask with a charcoal filter if you don't think you can get enough air movement or the fumes still bother you. Allow the area to thoroughly dry out.

Clean your keel bolts, and examine them for signs of corrosion. If you find significant corrosion, call US Watercraft or your closest J/24 builder for advice on what to do about replacing the bolts or the keel.

If the keel bolts are in good shape (as most should be), you are ready to replace the sump filler. The current best solution, the way the new boats are built, and the method now accepted by the J/24 Class for this job is to refill the sump with filled resin, fiberglass and layers of high density foam, called Penske board, finished off with a top plate of quarter inch G-10 fiberglass board. Of course, you will only need small pieces of Penske board and G-10, which are both sold in large sheets. US Watercraft will sell you these items plus the fiberglass, in a kit

silica (available from West System and their various dealers) as a filler. The mixture should be as stiff as possible while still pourable and able to flow into all corners. When mixing the colloidal silica, wear a dust mask. You don't want this stuff in your lungs. Before you start pouring, tape over the weep hole between this section of the sump and the one forward of it with a couple of layers of duct tape (on the forward side). Pour enough filled resin into the sump to cover the bottom of the sump. Press in the first layer of fiberglass cloth, making sure it is totally wet. Then press the foam into the resin and pour again until that piece of foam is covered, and repeat until you are back to your original depth of fill with the G-10 on top. Remove the tape from the keel bolts, and put the nuts and washers back on the keel bolts and tighten slightly to put a little pressure on the mixture before it cures. Add a little more colloidal silica to the left over resin so it is stiff enough to stand up, and run a fillet around the edge with your finger (gloved) or



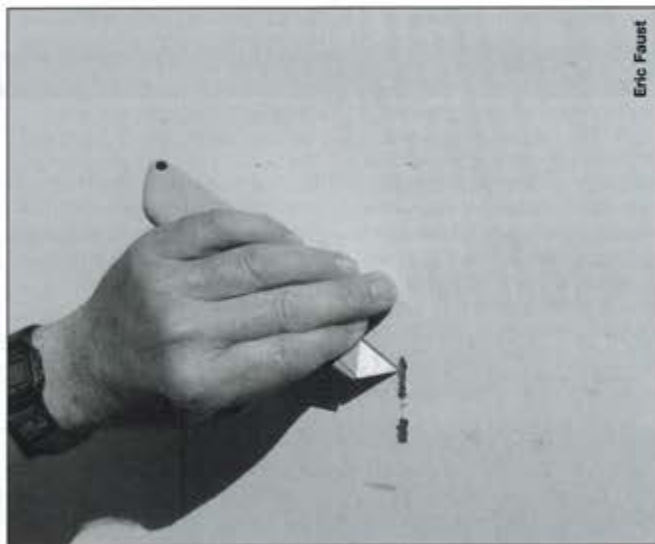
## How to make your bottom pretty New life for your tired gelcoat

**Fred Schroth USA-JCA (edited by half of the people he knows)**

After my humbling experiences in recent attempts at racing sailboats, I have decided to write about the only subject in which I remain at the front of the fleet. If you have scratches and dings and your gelcoat has lost its shine, carefully following the directions put forth in this article can leave you with the nicest bottom in your fleet.

This article will address how to repair superficial gelcoat scratches and put a brand new finish on your hull. For dings that have fractured the underlying fiberglass, you will first need to perform a structural repair, which is the topic of a different article. The general principles of gelcoat refinishing that follow can be applied to rid your boat of scratches and gouges above or below the waterline and can help keep it looking good and going fast.

Before you attempt any gelcoat repair you must first acquire the proper attitude about taking care of your boat. If you still need to replace the carpet on your trailer pads or regularly tie up your boat at the dock without throwing out your bumpers, don't even bother reading this article. Your J/24 has about enough gelcoat for two rescue jobs around the rails and three or four in most other areas of the hull. Don't do the first rescue until you are ready to do whatever it takes to keep from scratching your boat again. Save another repair job for the shine that sells the old boat to the next owner. There is nothing wrong with selling your worn out boat when you buy a new one, but at least save the new guy enough



Eric Faust

**Use a sharp utility knife to clean out the site of your repair.**

gelcoat thickness to create a pretty hull.

### MATERIALS AND EQUIPMENT:

1. a place to work for about 12 hours that can be washed down with water afterwards
2. gelcoat to match your hull, and catalyst
3. acetone
4. buffing compound (Dupont 101, Acme 50, 3M Super Heavy Duty, or a similar grit)
5. a sharp utility knife
6. cardboard cut in about 10" x 10" squares
7. stir sticks (popsicle sticks)
8. a bucket and water 12 chunks of terry cloth (cut up old bath towels into 8 chunks each)
9. Wet-sand paper in 320, 400, 500, 600, 800, 1000, and 1500 grits. If your scratches are particularly large or numerous you may

also want 180 and 240 grit papers. For whichever grit you use first, you will need about 10 sheets. For the other grits you will need about 4 sheets each.

10. Gel Gloss or TR 500 (available at many hardware stores) or Starbrite Teflon Polish from the expensive boat stores.

11. Maguires Deep Crystal paste wax

12. a squeegee (I use a Thalco

laminators squeegee but a good window squeegee will do the job)

13. a pencil

14. cleansers (Comet or Ajax)

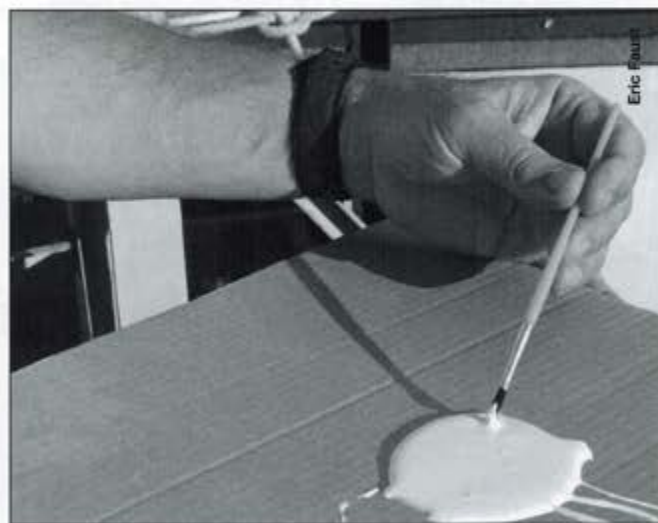
15. sanding blocks (I use a 9" block from an automotive paint supplier)

**DIRECTIONS:** The boat needs to be positioned in a place where you can work on it for hours and hours and hours. A good step ladder or other stable platform may help if you're working on a trailer.

1) Read all of these directions before you do anything to your boat. If you don't understand the directions, or if you have any trouble making the various steps come out correctly, take your boat to a professional and get it done right.

2) Wash the boat with a good cleanser and then clean it again with acetone.

3) Every scratch that you can feel will need to be filled. Use a sharp



Eric Faust

**Mix a small amount of gelcoat on a piece of cardboard.**



knife and lightly re-gouge the scratches and dings. Your scraping should create dust, not chunks. You must have a freshly roughened surface so your repairs can adhere to the grooves.

4) Blow away the dust and wash the boat again with acetone. Make sure that you have removed every last particle. If your repairs are made over a dirty surface the repairs will stick to the dirt but not to your boat.

5) Test the gelcoat to make sure it doesn't set up too fast or too slowly by mixing a small amount on your cardboard. Dribble a half dollar size disk of gelcoat off a stir stick. Then dribble a pea sized amount of catalyst into the center of the gelcoat and mix it as well as you can. Scrape, wipe, smear and swirl that puddle of material until you are sure that it is mixed. Play with the stuff for 15 minutes to make sure that it isn't becoming hard too fast--if it sets up too fast you won't have time to apply it to the boat.

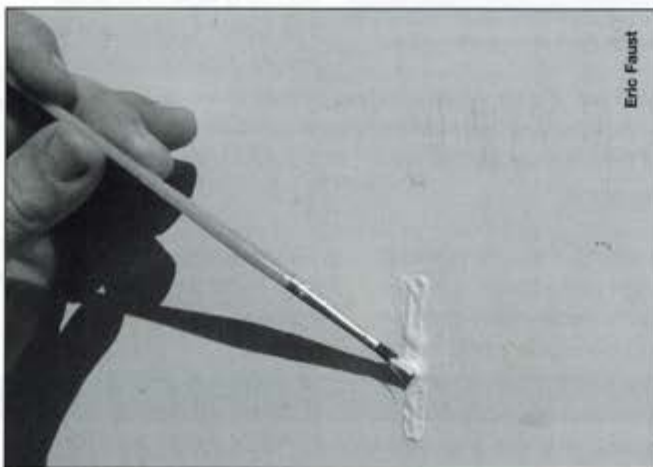
Catalyzed gel coat can get really hot. Set the cardboard down somewhere where it can't start a fire if it ignites and not harm you or your boat. Go away for an hour. When you get back the surface of the puddle should be sticky but the material underneath should have hardened. To see if it is hard, fold the cardboard. The puddle should break. If your test batch matches this description, you have learned how to mix gelcoat. If the gelcoat didn't cure, start with a new batch and either add more catalyst or find a warmer place to do your work.

6) Once you have learned to mix the gelcoat, mix a fresh batch. Using your stir stick or an artists brush, paint each of the scratches. Just try to fill the gouges level with the boat surface. This may take a couple of passes between which you need to go away for a soda or a beer depending on your age and preference. Do not wait more than a couple of hours, period.

7) After you are convinced that all the scratches are filled, put on one more coat. This last coat can

more color coming off. If you have lots of scratches this may take a couple of towels. You will also need a fresh towel to wash the sticky stuff off your hands.

9) It is time to use sandpaper. Sandpaper can follow the contour of the surface and remove the softest part, or it can ride gently over the surface, trimming off only the high spots. In order to trim off the high spots and make your boat look pretty YOU MUST FOLLOW THESE RULES:



Use a small brush to completely fill the scratch.

be mixed with a little extra catalyst to hurry along the process. Gelcoat does not fully cure when it is exposed to moisture in the air, so this last coat is to help cure the sticky part of the previous layer. This is a good place to stop for the night to allow the gelcoat to harden.

8) Fold one of your terry cloth pieces and soak it with acetone. (It's nice if your terry cloth is a contrasting color to the hull.) Wipe off the part of your gelcoat that will easily come clean. Keep wiping until the towel shows no

Use Sharp Sandpaper! Do Not Press Down Hard!

10) It is time to sand off the extra gelcoat. Use sharp sandpaper. Do not press down hard. Ideally, you will use the finest grit that your patience will allow and a wood block. You will sand away the excess gelcoat without ever touching the adjacent pristine surface of your boat. I usually accomplish this task with a hard sanding block and a lot of brand new sandpaper.

Load up your sanding block with wetsand paper and use plenty of

water as you sand. The sandpaper should not touch anything other than your repair until the excess is almost totally removed. Be patient. Use sharp paper. Do not press down hard. I recommend 320 or 240 for this step. Stop often and look at how you are doing. Remember that you do not want to sand anything except the stuff sticking out above the scratch. Occasionally you should use your squeegee to dry the work area. Stop. Look and feel how you are doing.

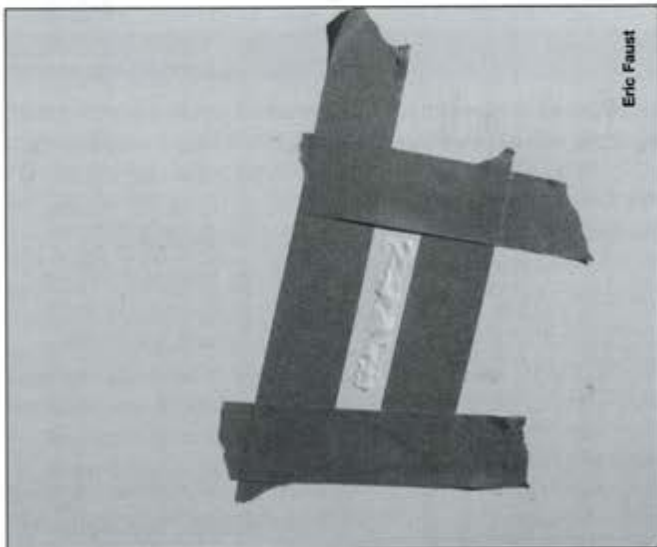
TIP: If you don't trust your sanding skills, try putting a strip of masking tape on either side of your lump of gelcoat. This will protect the surrounding area as you sand. When your sanding block starts hitting tape instead of gelcoat, remove the tape and sand lightly until your gelcoat starts to blend into the surrounding surface.

Let me digress a moment here. What I just described can be more easily accomplished using dry sandpaper. I use the white or gold type of paper. However, if you choose to sand dry you will be creating a lot of dust and adequate protection is necessary. You will need a protective mask and the work area will be coated by your dust. The advantage of dry sanding is that you can wipe away the dust and see exactly where you have sanded.

11) When all the repairs are flat and level with the hull surface it is time to begin working on the whole hull. Do not begin sanding the whole hull until you have finished sanding all the individual scratches. You need the shiny surface of the hull as a reference



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Eric Faust

**Placing tape around your repair lets you sand the fresh gelcoat without touching the surrounding areas.**

until the heavy sanding is finished so that you don't make the surface wavy.

Now it's time to get all the ripples off the entire hull. As long as you can smell styrene inside your boat the plastic is shrinking, becoming more crystalline and just plain getting uglier. Since the gelcoat on your old J/24 is almost certainly done shrinking, your objective is now to remove all the tiny ripples that your boat has developed as the plastic continued to cure since it left the production mold. Remember that you are not attempting nor are you allowed to change the shape of your boat. This is a cosmetic repair, not a speed enhancement.

I usually start the whole hull job with 320 paper. Using a soft rubber block, I sand at 45 degrees to the centerline until the entire hull is a consistent, dull finish with all of the sanding scratches parallel. The reason to keep all of the scratches parallel is so that when you switch to another grade of sandpaper, you can

sand in a different direction and know when you have removed all of the scratches from the previous grade.

It's graffiti time. Use a pencil to make marks all over your hull. Some creative types draw cartoons and other nonsense, but lazy guys like me just scribble. The object is to make enough pencil marks so that it is easy to tell where you have and have not already sanded. Turn your sanding to the other 45 degree angle and shift up to your next finer grade of paper. Sand away all the pencil marks and then inspect your work. All the sanding scratches should run in the new direction. In areas where the old scratches still show, pencil and sand again.

Repeat the penciling and sanding with 400, 500, 600, 800, 1000, 1200 and 1500 grit papers. You can skip grits or stop at a heavier grit but your boat will not be as shiny if you don't use the whole series. To make your bottom heavenly, you have to sand the

hell out of it. At this point you should be very tired and this is another good place to stop for the night.

12) Now, smear buffing compound all over the hull and with one of your clean pieces of terry cloth, rub it until you are sick of rubbing. Rubbing compounds work a lot like sink cleansers--the more you stroke the surface the better the final appearance. If you own a power buffer you can give it a try, but I find most over the counter models you buy at the auto parts store to be slower than buffing by hand. Just keep rubbing. Attack a small section at a time. When you see the brilliant shine you've created you'll be inspired to move on to the next section.

13) Using water and a clean rag, rinse off the remaining compound.

14) Apply Gel Gloss or Starbrite Teflon Polish according to the directions on the can. If you are not paranoid about the possible loss of boat speed you may also

want to wax your boat for that super shiny look. When you go to a really important event in fresh water, you may wish to remove the wax with a strong detergent. I think that a hull coated with Gel Gloss or Starbrite is faster than a good clean hull in brackish water. I don't like to have crud stick to my hull--I think it probably slows my boat down. When sailing in Lake Pontchartrain, a J/24 coated with Gel Gloss will remain clean for a week while boats without Gel Gloss acquire a nasty yellow coating. Make your own decision.

A final note: The gelcoat on your hull is only thick enough to endure this process a couple of times. If you aren't sure that you will take care of your boat starting immediately, do not waste the repair opportunity now.

Next time you are approaching the starting line you can strike fear into the competition by having your boat glare at the other sailors.



Eric Faust

**Pencil marks on the hull let you see where you've sanded.**



# Hosting Championship Regattas— Planning for Success

By Nancy Zangerle, Vice President USA-JCA

## Keys to Success:

### 1. Provide the absolute best on-the-water experience possible.

Let's face it, the number one reason we travel with our boats is we want to race. Most J/24 sailors are happy if they come off the water at the end of day after two or three races, efficiently run, with square courses. Seek to maximize the amount of racing for the competitors' investment of time and money.

### 2. Make it affordable & easy to participate.

Keep registration fees reasonable, even though it may not cover all the event expenses. Be creative in offsetting the costs to competitors. This means more than just finding sponsorship cash (which is hard to come by.) Find host families who can offer free housing. Reduce cash expenses by finding in-kind sponsors. Hold fundraisers in advance of the event.

Compact the race schedule to minimize the number of vacation days competitors (and the race officials and volunteers) need in order to participate. This also helps reduce event expenses by requiring less fuel for RC boats, fewer days to feed and lodge race officials, etc.

Have a website. Post all the information about the event on the web. Provide for on-line registration as well as conventional printed registration forms. Arrange to accept credit card payments for entry and participation fees. If your club doesn't accept credit cards, use Paypal or another on-line merchant service.

### 3. Make it fun.

Maybe it's just me, but it never has seemed like J/24 sailors need much to keep themselves entertained. Free sit-down dinners and live bands for entertainment are always nice amenities at any event, but they aren't mandatory or even necessary for everyone to have a good time. Time and again at multi-class regattas, you can find the J/24 sailors in the parking lot, free beer in one hand, talking about the day's exploits, sharing tall tales, or climbing over the boats to show the new kid on the block how he could set up his boat better.

After a fun day on the water, with great racing, you can keep the momentum going with

free post-race beer and soda, something simple to eat – hot dogs, tacos, and maybe a drawing for donated raffle prizes. Don't let the on-shore social activities overwhelm your priority of great on-the-water racing.

### So your fleet wants to host a championship... Timing is everything.

Bids to host major championships need to go through a hierarchy of J/24 Class approval. The more districts or countries invited, the larger the pool of approvals needed. The location of Worlds, Continental and even some regional championships are determined by a pre-determined rotation. The Class Office can provide you with the rotation list for most championship schedules.

Determine the level of championship your fleet wants to host and the next available opportunity to host. Obtain the support and approval of your local club (or facilities provider) before submitting a bid to host. Prepare a preliminary budget (anticipated revenues and expenses) for the event. If expenses exceed income, you can plan additional fundraising activities during the time frame leading up to the event to cover costs and keep registration fees reasonable.

Preparing a proposal to submit to the J/24 Class is fairly straightforward. J/24 Regatta Standards are defined for all levels of competition in the back of the Class Rule Book. Appendix A of the Rule Book provides an outline of "Proposal to Host Regatta." Appendix A clearly outlines all considerations and will help in assessing your location's facilities and abilities. Not every item in Appendix A will apply to your event. A regional championship will not need to concern itself with port facilities for shipping in boats. Use common sense and address the items pertinent to your event.

While preparing a preliminary budget, assess your equipment – RC boats and equipment (radios, marks, etc.), hoists, trailer storage, club facilities. What is available and what will need to be bolstered? Maybe you will need bigger marks (could they be borrowed from a neighboring club or Boat US?), more or bigger RC and jury boats (are there private boats in the club that could be borrowed?), bigger facilities (do you need to rent tents or trailers to create sufficient space for social events or bad weather?).

Depending on the level of championship, the national or international Class Office will notify your fleet if your proposal is accepted and approved. Even if the championship is two or three years away, there are key planning elements that need to kick into high gear right away.

### Select your Principal Race Officer for the event.

The best PRO for the job may not be your club race officer. The best PROs are in high demand, especially those who are volunteers (vs. a paid PRO). Contact your choice early (sometimes a year or more in advance) and ask for a commitment. If you are not sure where to find a PRO, ask the travelers in your fleet for where they have had the best race management experiences. Other members in your district and the Class Office may also have individuals to suggest.

Your club race officer can and will still play an important role. A Race Administrator (RA) serves as the local RC contact at the event site. The RA generally will have the best knowledge about local weather conditions, equipment, and RC volunteers. An RA plays an integral part in identifying what equipment is available and what is needed, finding knowledgeable volunteers for RC duty, and serving as a contact with the PRO leading up to the event.

### Select your Chief Judge.

Like PROs, there is a high demand for the best judges. Pay heed to the Class Rules regarding the jury panel composition. Championships involving multiple nations have international jury requirements. Communicate the Class jury requirements and any budgetary considerations to your Chief Judge. Ask your Chief Judge for a list of their judge preferences so you may extend an invitation. Most judges have email and it is an effective means of communicating information regarding the event and the courtesies (travel expenses, meals, lodging) to be extended by the host.

### Divide and Conquer.

Review the scope of your event and determine the mandatory (like race committee, registration, jury) and ancillary (beer, parties, web site) tasks to be accomplished for a successful event. Define your committees and their responsibilities. Find competent and will-



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ing volunteers to serve as Committee Chairs.

The size and scope of your event will determine what committees to have and what activities each will undertake. For the 2002 WOC and NAs Championships, we defined our committees as:

**Events Chair:** Oversight of all activities. Budgeting, balancing and prioritizing income sources and expenses. Helps maintain individual committee focus on objectives. Thinks big picture. Final decision maker (except for PRO and Jury decisions).

**Race Management:** Responsible for PROs, jury, RC equipment, protests & arbitration, scoring, registration.

**Sponsorship:** Responsible for identifying sponsorship opportunities, creating sponsorship marketing materials, all sponsors communications, obtaining merchandise donations, sponsor acknowledgements & thank yous.

**Fundraisers:** Responsible for pre- and post-event fundraising activities to help offset event costs. Provides funds to cover promotional and other expenses in advance of registration fees and sponsorships.

**Social & Entertainment:** Coordinate all aspects of food, beverage and entertainment, including boxed lunches for the RC and Jury.

**Merchandise:** Coordinate all aspects of design, purchasing, inventory and sales of event merchandise.

**Volunteer Coordinator:** Aids committee chairs in defining their volunteer needs, recruiting volunteers and coordinating volunteer work schedules. Also, defines and coordinates any volunteer freebies (like an event shirt or free meal).

**Participant Services:** Provides travel, lodging and hospitality information - finds host families for billets, secures hotel and airline discounts rate, gathers local information helpful to participants (nearest laundromat, convenience store, ATM), provides tourist information to non-participants (discount or free tickets to local museums and attractions), arranges for spectator and press boats.

**Promotion/Communications:** Creates event logo. Creates promotions to stir interest

in the event, distributes press kits, write and issue press releases, identifies media contacts, provide general event information to potential participants.

**On-Shore Logistics:** Responsible for boat prep areas, launching & haulout, measurement, registration area, trailer storage, shipping & receiving, dockage assignments, parking, security, sanitary facilities, tents/trailers/other rentals, permits for use of public facilities.

**Information Systems:** Scoring program/Results posting, delta scoring, web site development & maintenance, daily weather reports, mailing lists.

Have regular meetings with your Committee Chairs. It is helpful when the Event Chair collects regular progress reports/updates from each committee. Committee chairs should also report on any problem areas or challenges they encounter. Distribute the information to all committee chairs before each meeting. This allows for planning meetings to focus on "what's next" and "what's needed", rather than reviewing what's happened so far. Work to keep everyone in the loop and on track. Regular planning meetings also help identify resources - be it a contact for a tent rental company or someone who will lend their digital projector for a slide show.

No one committee is an "island". Information systems needs to work with Race Management regarding registration and scoring, and race management needs to work with On-Shore to coordinate registration and measurement activities, and so on. Planning meetings help identify the areas where interaction is needed.

**Remember the Budget???** Unfortunately, the budget is a living, breathing thing that can take on a life of its own. It will be constantly evolving. To keep it from getting out of hand, have committee chairs submit detailed committee budgets. The earlier, the better. Document big expenses (cost of rentals, for example) with actual cost estimates. Use historic information, such as how many gallons of gas did the RC boats consume during the last club regatta, to help estimate your real costs. Ask committee chairs to provide cost alternatives where possible. The Social Committee may want to budget for a free sit-down prime rib dinner for all competitors (at \$25 per head), but it can't be allowed to take

priority over buying fuel for the RC boats. Include an allowance for contingencies. Guaranteed something will crop up, if not, the event may actually end up in the black.

**Promote, Promote, Promote.** Make as many contacts as you can within the Class. The U.S. J/24 Class utilizes a class member email list at Topica to send promotions and messages to potential participants. Make contact with other national Class Association officers to help spread the word. Have promotional brochures or other promotional items. Contact fleet captains and district governors to ask for assistance in distributing information at their regattas (can they include info in skipper's packets?). Be creative. Consider printing pre-event t-shirts that other regattas can use as raffle prizes. Print up event bumper stickers to distribute. Give a free registration certificate to your event as a raffle prize at the prior year's championship.

**Why are we doing this?** As the event draws near, things begin to move at a fevered pitch. Registrations are pouring in (exceeding your expectations and you begin to worry about your capacity) or they trickle in, and you worry about hitting your target registration to break even. The committees seem to be off doing their own thing, but if you have worked closely over the past year or more, everyone has the same vision for the event and things will come together.

In the middle of the frenzy, the event and the excitement, step back and enjoy the best thing about J/24 sailing - the people. You will never find a better opportunity to meet so many people and make so many friends as you do while hosting a major event. As different as we each may be in our backgrounds, education, nationalities and personalities, we share a common thread - our love of sailing. The people in the J/24 Class are the best reason to host a championship.

#### Resources:

International Sailing Federation (ISAF)  
[www.sailing.org](http://www.sailing.org)—for finding international judges and PROs

U.S. Sailing [www.ussailing.org](http://www.ussailing.org)—for finding local, regional and nationally ranked judges and PROs.



## THE STORY OF RAGTIME:

THE  
FIRST

Rodney Johnstone

It's a chilly April day in New England. I am pacing the waterfront in Stonington, CT, eagerly awaiting the arrival of my new J/24, Ragtime—Hull number 5289: a number to savor. So many boats have hit the water since we built the first Ragtime in our garage. What a journey it's been for the past twenty-seven years! I just wanted a sailboat for myself and my family, but along the way it turned into a great adventure—a collective effort involving not only me, my family and my friends, but thousands of sailors all over the world.

A love of sailing and sailboats goes back to my childhood. My father, Robert Johnstone, was a vintage "do-it-yourselfer". He built a 19' Lightning Class Sloop in our Glen Ridge, NJ garage in 1946-47, yet he had little previous experience as a carpenter or boat builder. It was an enterprise born of necessity. Dad was one of the best racing sailors of his day. Although he lacked the money to go out and buy a sailboat, he was determined to have his own boat to race. So, one day, he announced that he would build one himself. I helped Dad as much as my nine-year-old attention span allowed. The endless tasks of driving bronze screws, chiseling heads off mahogany bungs, and sanding them smooth challenged my patience to the limit.

What pride we felt! Prodigal III, the most beautiful - and heavy - Lightning ever built, was launched in June 1947 and was the source of many happy days afloat. It boasted a distinctive Honduras mahogany hull, which weighed 260 lbs more than minimum racing weight of 700 lbs. Therefore Prodi was slower than the new, minimum-weight Saybrook Lightnings we sailed against. That we learned to win races in the Prodi partly explains why, between myself and two older siblings, Bob and Bobette, we represented our yacht club at the finals of five different North American Yacht Racing Union Championships (four Sears Cups and one Adams Cup) from 1950 to 1954. It also helped that Dad's competitive zeal ran in our blood.

Prodi was one of the few Lightnings out of twenty-five in our Stonington fleet that survived Hurricane "Carol" in August 1954. Its masonite deck saved it as it bounced ashore upside down. We salvaged a centerboard trunk (ours had always leaked), and hundreds of bronze screws from wrecked Lightnings. Then the Prodi sat unused until 1960 when I installed the "new" centerboard trunk and a new plywood deck, then relaunched the boat. That summer my younger brother, John, sailed it to victory in the local Junior Championship. Dad gave me the boat in 1964, and we took our last sail together on Prodi in July 1966. A few weeks later Dad, age 57, died of a heart attack.

Dad's enthusiasm for sailing shaped my life. I started building sailing models in junior high school "shop", and kept going. I maintained and repaired many boats as a teenager and during my college summers as a sailing instructor. The revival of the America's Cup in 1958 coincided with the year of my graduation from Princeton, and stoked my interest in sailboat design. Arthur Knapp, ex-Princetonian and skipper of the new America's Cup contender, Weatherly, a Twelve Meter Class sloop, offered me a chance to try out for the crew. I declined because I was about to marry Frannie Davis. The next year was spent restoring old boats at Mystic Seaport and fulfilling my military obligation as an army officer.

In September 1959 Frannie and I moved to the Millbrook (New York) School for Boys, where I taught history and ran a dormitory for the next three years. While there two sons, Jeff and Phil, were born. I also enrolled in the Westlawn School of Yacht Design correspondence course, which taught me the basics of designing "small craft" (under one hundred feet in length). We left Millbrook and moved to Stonington in July 1962, because I wanted to design sailboats for a living, and Stonington seemed like a good place to start. Frannie gamely went along with this idea.

**The road to becoming a yacht designer turned out to be long and rocky.** I did not have a good road map. My working career during the rest of the 1960s started out at a Stonington yacht brokerage and ended up at General Dynamics,

builder of nuclear submarines in Groton, CT. Initially, I spent considerable time at my drawing board designing sailboats, but I was "firing blanks". Boat design was still a hobby, because it did not produce income. I had less and less time for hobbies as the family grew. Frannie and I had three more children - Alan, Becky, and Pam. I became totally focused on family affairs in the late Sixties, and thrived on being a father to five children. This was my career. I put long term goals on hold, including any thoughts of designing sailboats. Unfortunately, my marriage to Frannie suffered too much from the tension and stress of this period, and we were divorced in 1969.

**Still hoping to get back to sailboat design, I left General Dynamics in 1970 and started a sailing school in Essex, CT.** The school's financial backers also owned Soundings, a monthly boating newspaper. When the sailing season ended Soundings hired me to sell display advertising, which I did for the next seven years. I came to know many people in the marine industry. Most notable among them was Everett Pearson, President of Tillotson-Pearson Inc. in Warren, RI. He was a regular advertising client, and eventually became the builder of the J/24.

Then I met Lucia! She arrived from the West Coast to visit her parents in Stonington for a few weeks in August 1971. Two months later I flew to California and brought her back with her two children (Ashley, age 4, and Robert, age 3) in her 1965 Volkswagen convertible. Lucia's Labrador retriever took the plane. We were married in November.

Not only did my life change, but so did my sailing habits. Lucia became my partner and inspiration on the water and off. We bought a new 505 and named it Blue Berri after Lucia's childhood pet Whippet. Lucia became expert at riding the wire, despite being a novice racer. We capsized at our first regatta in the chilly waters off Swampscott, MA, but we also won a race. We dreamed of great weekend sailing getaways (leaving the five kids at home) in the summer of '72. The "Five-oh" was my favorite sailboat design, but we had too little weight on the trapeze to be competitive. I was not about to have Lucia "bulk up", and she did not want to steer. Therefore, we



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sold the boat after one season (to a pair of honeymooners). We bought a new Olympic 470, a smaller trapeze boat, from the Harken brothers in 1973.

We were competitive in our 470, named Forget-me-not, but too heavy for the boat despite our both slimming down on the new Dr. Atkins diet. We raced often, but the boat was uncomfortably small for our long legs, and very "squirrely" and unstable in heavy air planing conditions - definitely a step down in fun from the 505. We finished well at the 1973 North American 470 championship, thereby qualifying for C.O.R.K. (Canadian Olympic Regatta) at Kingston, Ontario in late August. It was a trying experience. A long rope tow behind a powerboat took us out to the course on Lake Ontario. We sailed a ten mile race, then sailed eight miles back to Kingston. This went on for seven wind-starved days in a row. Kingston radio called it the hottest week in local history. Lightweight crews whizzed past us on the reaches and runs. I muttered something, including the word "elephant", after Lucia lost her balance once on a jibe, and had to physically restrain her from jumping overboard. Once safely ashore, Lucia swore that she would "never get on that @\*#@!! 470 again." This was the low point of our racing together - a sudden end to a good thing. I had lost my "on-the-water" partner.

**To me, the situation had only a bright side at the time. Jeff, at 13 years and 95 lbs, became my trapeze man.** We were light, and fast against the best competition. Jeff was not too pleased about having to wear Lucia's shapely wetsuit, however. Lucia stayed home with our other chil-

dren while Jeff and I went to regattas - not a prescription for marital bliss, as I soon discovered. The regatta trips became less frequent, but I had started designing and building boats again - namely a nine foot fiberglass rowing/sailing dinghy, which we built in the basement that winter. Al, age 11 at the time, remembers being intrigued because it was a boat size and scale he could relate to. He helped me put on the wood rails and seats and paint the boat, which he named Wizard. It was the boat Al learned to race on, and win in the Stonington Harbor Wednesday night races. Brother Bob sent a "care package" from Wilmette, IL in the form of his old 1969 National Champion Penguin mainsail, chevrons and all, which Al and I cut down to fit Wizard's rig. We taped the panels together with masking tape. Al recalls that "it was indeed a magical sail that lasted all season." He won the series! Like me, he became hooked on boat building, and has helped me design and build many sailboats since then.

Jeff and I sailed the 470 for the last time together at the North Americans on Lake Ontario in 1974, and won one race by five minutes against eighty boats. We had the feeling that we could be the best. We dreamed of being Olympic champions, but it was a short-lived ego trip. When we got home our exploits on the water got short shrift, and our Olympic dreams seemed suddenly ludicrous. Jeff went away to school, so we could not train together. In addition I had to support and raise a family. At least word was out that our 470 was fast. We sold the boat that Fall to Dave Ullman, who sent someone East to drive it back to California.

We needed a bigger sailboat. I could not afford to have one of my designs custom-built and there were no production designs on the market that I aspired to own, so I decided to design and build one myself. Our three-bay garage determined the size limits of the design. Nine foot-wide overhead doors restricted maximum beam. The garage was 28' deep with a workbench across the back. Lucia's VW convertible (the same one) claimed one bay. A work area - with table saw, bicycles, lawn mower, toys, etc. - took up the center bay. We built the boat in the third bay.

**The design objective was clear: to create the largest, fastest boat we could in the confines of our garage.** I decided it would be 24' long and almost 9' wide. I thought of the 505 which can plane up wind and down. My greatest challenge was to create a 24 footer with superior upwind speed, which means the boat would need its own inherent stability, as well as a wide "hiking platform" for the crew. I designed a 1020 lb lead ballast keel and wide beam at the deck, because, unlike the "Five-oh", there would be no trapezes, and capsizing was not an option. We would compete against larger boats whose greater length made them theoretically faster upwind. I did not care about "saving my time". I simply wanted to sail faster than the competition. A light boat with a large enough sail plan would enable us to plane off the wind and achieve high speeds. I needed a lot of deck space to get the whole family on board, and required a self-bailing cockpit to allow us to sail the boat safely offshore. Simplicity was essential, because I had to build the boat, equip it,

pay for it, and maintain it myself. Next came the weight study. I had to estimate how much the boat would weigh, and where the center of gravity would be, based on the weight and location of all the materials that went into the completed boat. My weight study predicted an all up weight of 2421 lbs ready to race less crew.

We had a few days of family discussions about starting such a big project in the garage. It could cause disruption to our family routines and stretch our finances. Phil was the most enthusiastic. He told me to "Go for it, Dad! Do it!" Lucia knew I was "champing at the bit" to start building, so she gave me the green light. The family was tired of hearing me talk about it and wanted to see some action.

The hull lines were then finalized, and lofted between October and December 1974. The sections lofted full size. Waterlines, buttocks, and diagonals were expanded to full size from 1/4 scale length. This enabled me to loft all the lines onto a single sheet of plywood at table height in the cellar. It spared me from crawling around on hands and knees. I fashioned the cross-sections for the hull form out of scrap lumber, and erected them on a "strongback" of 2"x12" timbers on the garage floor. Then we fastened longitudinal fir stringers over the inverted sections. My mother Libby and stepfather Charlie Crowell, who lived nearby, gave me the lumber as a Christmas present. Mom was my biggest fan on this project, and an even bigger fan of the J/24 years later.

Because I worked full time for Soundings, this was purely an after-hours project. In addition, I had other demands on my time



as a father, junior league basketball coach, and member of the Stonington Board of Education. The rest of the family was busy with other activities too. A notebook dated February 7, 1975 records a total of 127 hours spent by five family members on the project in the first two months. Phil was my most enthusiastic assistant. Lucia tolerated my long disappearances into the basement and garage. She also helped me during the most difficult phases of construction.

The next step after erecting the hull form was to fasten the 3/8" Airex foam core to the outside of the form by screwing it on from the inside through pre-drilled oversized holes in the fir stringers. The old screws salvaged from wrecked Lightnings many years before were just the right size. Phil, at 13 years, was small enough to wiggle underneath the hull form and drive all the screws into each foam sheet while I held it down from the outside. We cut the 72"x36" sheets "in two" lengthwise, so that one end was 4" wide and the other end 32" wide. This near-triangular shape allowed the edges of the sheets to "sit down" on the form despite its compound curved shape. The long axis of the sheet was laid from centerline to sheer, alternating orientation of wide and narrow ends. The sheets were then trimmed at the sheer line. This job took Phil and me only two days to complete from start to finish. Then we made a pattern for the keel "sump" from foam scraps. This was the origin of the now infamous asymmetric keel sump, which later caused J/24 owners, measurers, and class officials much bewilderment, and created a thriving keel-fairing business for several custom boat shops. Such remote

consequences were not yet on my radar screen in 1975.

Phil and I set up a 55 gallon drum of polyester resin in the garage. We then laid out five pre-cut layers of fiberglass, alternating layers of 3/4 oz mat and 10 oz cloth. We tested cure times of the catalyzed resin. Then we had a party to lay up the fiberglass on the foam core. Lucia, Phil, Alan, my younger brother John, his wife Bobbi, Uncle Dave Johnstone, my Brother-in-law Chip Sheriff, friend Tucker Bragdon, and neighbor John Lucey showed up at 8:30am, March 1, 1975. We went to work in 48 degree weather. Fifteen minutes of instruction preceded the opening of the garage doors. Then everyone donned rubber gloves. Workers with the longest arms were equipped with laminating rollers and squeegees. The others were assigned to lay down glass cloth on the hull. Phil mixed the catalyst with the resin in small buckets, which I then distributed while supervising the operation. We finished in two hours, just as the resin started to "kick". It kicked so fast that I yelled to Phil, "Don't put any catalyst in the last bucket of resin!" We cleaned the tools, changed our clothes, cranked up the fire in the garage's wood stove, closed the doors, and went into the house for beer, soda, and spaghetti. Before long the boat was as hard as a rock. There is still cured resin on the ceiling in that garage.

**We had only just begun. Next came a few frustrating weeks when we tried to fair the hull surface.** We finally hired a professional crew for a day of fairing with air sanders, "Blue Moon" putty, and microballoons - glass dust flying all over! The expense

was worth it, and we learned some useful fairing techniques. What a mess it was! Alan remembers "endless afternoons after school listening to the loud, whining sound of the grinder" and seeing me "emerging from the garage looking like a space alien with safety goggles, trusty grinder in hand, rags on his head and blue jean work coat totally covered in pink dust." My daughters have other memories. Both Becky, then age 10, and Ashley, age 8, recall all the fiberglass in their clothes and their hair, and spending a lot of time in the shower trying to get rid of it. Pam, age 8, remembers me pleading with her not to play under the boat in her finest Sunday dress.

Before turning the hull right-side-up, we had to get rid of the heavy wood hull form. This meant removing the hundreds of screws securing it to the foam. That's when I called Phil, Al, and all three daughters into action, equipped them with screwdrivers, and sent them under the boat to take out the screws.

Later our family crew, helped by some neighbors, rolled the hull out of the garage on dollies, turned it over on the lawn, then rolled it back in right-side-up. Then came the messiest job of all. Lucia and I climbed into the hull and applied the fiberglass to the inside of the foam core. We completed only a little section each day, because we could sniff styrene for just so long. It was slow-going, but we wanted to make sure not to distort the hull's shape in the process. Microscopic shards of fiberglass began to appear everywhere, including our bed. Lucia and I started feuding about who was responsible for our prickly sheets

The boat was almost complete by late April except for the forward deck and deck beams. The interior structure, cockpit, aft deck, and berth tops (all 3/8" marine fir plywood) were installed. Very little plywood was wasted. The cockpit length was 96": the same as a sheet of plywood. I cut the main bulkhead from a sheet of 1/2" Baltic birch plywood. I laminated mahogany deck beams to support the cambered forward deck. Bunk faces and other miscellaneous joinery were \_" plywood. We never did install our "Tota 2" portable toilet on its built-in platform. We always used a bucket. The unused toilet, still in its box, was sold at a yard sale many years later.

The support beam for the transom and upper rudder gudgeon across the stern was fashioned from a remnant of Prodigal III's original hollow box spruce mast, which had escaped the fireplace for over 20 years. I wrapped it carefully with fiberglass. It would bring us good luck. Just enough of the same mast was left to use for a main sheet traveler support bar. The forward deck and interior were nearly completed by the end of April. The deck and cockpit were covered with one layer of 10 oz. Fiberglass cloth. The boat was all built except for the keel and rudder.

Next came the pattern for the lead keel, which Elliot Joslin agreed to cast in sand at his Stonington Foundry just down the street. Its pouring was a family outing not to be forgotten. Lucia, Phil, Al, Ashley, Robert, and I assisted Elliot throughout the process. The result was a 1010 lb keel with five 5/8" stainless bolts protruding from the top. It was erected on its own cradle in front of our garage



directly under the basketball net.

I took delivery of the mast and rigging on May 25. Ben Hall, President of Hard Sails and the Kenyon Marine spar shop, had the best solution for a mast - an Etchells 22 section. We sawed forty inches off the top. This mast exceeded the strength and stiffness that my calculations required. My sailmaker friends expressed concerns about the light air performance of my fractional rig against the predominantly masthead rigged competition. I was not worried because "light air" was my specialty, and I wanted to be certain of high speed upwind in a breeze. I ordered a main, 100% jib, 150% genoa, and 1/2 oz radial head spinnaker from Sandy Van Zandt.

**I needed deck hardware and blocks. Once again, my brother and former Soling skipper, Bob, came through with a "care package"** from Illinois consisting mostly of old Harken blocks left over from the days of his 1972 Soling Olympic campaign. Bob's wife Mary and I had crewed for Bob at the 1971 Soling World Championship at Seawanhaka Corinthian Yacht Club on Long Island. Some of the hardware that arrived in Stonington four years later looked vaguely familiar. It all got used.

I soon lost focus on the project, because I ran out of funds. I had been hoping to get the boat ready in time for the 1975 MORC International Regatta soon to be hosted by our local yacht club in September. Prospects were gloomy because I could not find anyone to put up the estimated \$8,000 to pay all the bills and hire the labor to finish building

the boat. In mid-May I jumped at an opportunity to cover the annual "Down the River" Sunfish race on the Connecticut River for Soundings, and was provided with a boat for the occasion. I welcomed the diversion of camping out with my daughter Becky all weekend. We won the regatta, so I yearned to do more sailboat racing.

Work on the boat stopped in mid-June 1975. My purchases overtook my ability to pay, and we were confronted with unexpected medical bills. The boat sat in the garage, and the keel stayed under the basketball net. Phil and Al had to practice their jump shots elsewhere. Summer arrived. Tucker Bragdon bought himself a new Laser and loaned me his old one for the summer. Jim Eastland loaned me his stock Mirage 24 demonstrator for racing in local offshore events. It was time to go sailing and have some family fun.

I forgot about building the boat for the next ten months, because other events kept me distracted. I became Chairman of the Stonington Board of Education. My beloved stepfather Charlie died, after which my mother, Libby, introduced Lucia and Phil to the card game, Bridge. We all played, and Mom paid for professional lessons. My junior basketball team won the league championship. I also started traveling more for Soundings, in order to help start up their new Great Lakes Edition. The only progress I made on the boat that winter was to laminate a mahogany rudder and spruce tiller in the basement.

The boat project resumed early in April 1976 when nice weather returned. The Bridge lessons

ended. All we had left was the cosmetics: more fairing and painting. My brother John drove from Madison CT to help me on weekends during this final phase. He and his wife Bobbi had showed up to help us through every crucial stage of construction. On May 1 John and I squeezed the boat out the garage door on dollies, after I had drilled the holes in the "sump" for the keel bolts.

**Later that day about 25 people, all family, friends, and neighbors arrived for a "hull raising" party.** Each person had to press about 50 lbs aloft in order to set the boat onto its keel. We hefted the boat a few times for a warmup. Then we lifted it over our heads for real. I urged people not to let go in response to amazed claims that "This is light!" or "I'm hardly lifting anything!" Once happy that the keel bolts lined up with the holes drilled in the sump, Lucia, who was under the boat, slopped epoxy and microballoons around the bolts. We all felt a sense of strength and triumph as we set the boat down on its keel. The "hull raising" took only twenty-five minutes. The party lasted longer. Then came another week of fairing and painting. I was discouraged that we could not seem to make the hull surface perfectly fair. Finally, Lucia and I took our critical eyes the local boat yard to observe the finish on numerous other boats. We decided that ours was "the fairest of them all" and congratulated ourselves unabashedly.

Wes Maxwell brought his truck a few days later, and took our completed boat to its launching site at the old Stonington Boat Works. The night before launch I

realized that I had forgotten to install the upper rudder gudgeon. This became John's last minute duty as I handed him the gudgeon, the rudder, some bolts, wrenches, and an electric drill upon his arrival at our house early the following morning. He completed the job just in time.

We launched and rigged Ragtime with much fanfare on Saturday, May 15, 1976. Final all-up weight of the finished boat was 2,395 lbs. My biggest concern was whether or not the boat would float, then whether or not it would float on its lines. It floated high, and I fretted. Had I miscalculated? It was low tide and the keel was in the mud. I breathed a sigh of relief after we rigged the boat and towed it to a mooring in deep water. Ragtime floated perfectly on its lines, and did not leak.

We took our first sail in Stonington Harbor the following day. The eight family members aboard beamed as the boat leaped forward under mainsail only. We turned tight circles in the brisk easterly wind. The boat felt lively and fast: different from any keel boat I had ever sailed on. Then we rushed to secure the bow pulpit, lifelines and other essential hardware and rigging in time for the Niantic Early Bird Race the following weekend. John and I set sail on Ragtime the following Saturday under main only and rode the afternoon flood tide to Niantic Bay Yacht Club about fourteen miles away. Sailing was the only option, because Ragtime never carried a motor. We rigged the plastic headfoil on the headstay that evening, but not in time to try out a headsail before dark. Nor had we ever hoisted the spinnaker.



**Off we went to the starting line in Niantic Bay on Sunday morning, May 23, with Lucia, John, Herb Holmstedt, and me as crew.** It was

Eastern Connecticut's first off-shore race of the season. We first hoisted the genoa just before the five minute gun. The first two legs of the course took us 1.5 miles south to the end of Black Point, then 5.5 miles west to Bell No. 8 at the Eastern approach to the Connecticut River. The fleet reached down the first leg to a light westerly wind. Then we hardened up for the long beat against the current to Bell No. 8. The haze limited visibility to about a mile. We were keeping up with our competition, Bill and Pat Chew's Morgan 27, Rabbit, which was the favorite in our class of ten boats. We were the smallest entry.

We stayed with the leaders tacking up the shoreline, and then began to pull ahead as the west wind increased to fifteen knots. Rabbit was our biggest worry because of its well-known upwind speed. As the wind increased further, I began to worry that something aboard might break, and thought about changing down to our small jib. I became distracted from the race, because all the mistakes I might have made while building the boat flashed before my eyes. We "lugged" our genoa for the last mile to Bell No. 8 as the wind climbed to over 20 knots. John, my foredeck man, frantically protested when I told him to get the spinnaker pole up and the spinnaker ready to hoist. We rounded the mark in a nasty rip tide amidst breaking waves. I deferred temporarily to John's survival instincts. Much to his relief, we did not hoist the spinnaker.

Ragtime took off, planing down a wave toward the next mark at Bartlett's Reef eight miles away as John poled the genoa to windward. I had never gone as fast on any keelboat. Lucia, Herb, and I were also glad to relax a bit after such a strenuous windward leg. I looked around and asked, "Where is everybody?" We could see over a mile through the haze, but no other sailboats were in sight. I began to feel better about not hoisting the spinnaker. We had either sailed to the wrong mark, or we were far ahead. The spinnaker could wait! All eyes turned aft, except mine. I was having too much fun blasting through the waves at high speed to care about anything else. Fifteen minutes later one spinnaker, then another, popped out of the haze behind us. We led the fleet by over a mile! We cheered and hollered and jumped up and down! I then became even more conservative as we sailed "bald-headed" for over five minutes while dousing the genoa and hoisting the small jib before rounding the leeward mark. We had the race in the bag! I wasn't about to tempt fate by trying to carry the genoa four miles into the finish on a close fetch in over 20 knots of breeze. We crossed the line 13min17sec ahead of the next boat, and won by 30min22sec on corrected time. Ragtime had passed a tough test, having won convincingly without mishap. The fun had just begun.

Ragtime won all of its next four offshore races handily, including the Off Soundings Spring Series. Lucia, Phil, John and I were celebrating our victory at the after-race party on June 12 as I stood alone on the hill at "The Oar" on Block Island gazing fondly at

Ragtime swinging to a nearby mooring. I had been talking just a few minutes earlier with Ed Raymond, a legendary racing sailor and sailmaker, whose high character and great reputation made him a hero in my eyes. He had a keen eye for a sailboat, and, occasionally was known to snarl about modern fiberglass "rule beaters" which resembled Clorox bottles. He looked out at Ragtime and said, "Rod, that's a nice looking boat you've got there." Suddenly, my old dream of becoming a sailboat designer seemed achievable. I started thinking about how to put Ragtime into production.

**My core racing crew that season was Lucia, Jeff, Phil, Alan, John, and my nephew Clay Burkhalter.** We rarely had

the same crew aboard twice in a row. My brothers, John and Bob, joined Lucia and me for a race one day in July. It was the first time that both my brothers and I had ever been on the same boat together in a sailboat race. It was also Bob's first sail on Ragtime. My mother Libby joined us for our club cruise to-and-from Block Island in September. She slept ashore, but loved sailing on the boat. Fourteen members of our immediate and extended family spanning three generations raced on Ragtime. Our entire race record was nineteen firsts, one second, and one fourth out of twenty-one races, including a first in a one hundred mile overnight race.

Jeff remembers the excitement of winning race after race, and the resulting euphoria which permeated everyone in our household that summer, and long afterward. This was a reward far beyond anything I had hoped for.

Ragtime brought our family closer together in many ways. It bridged the generation gap. It also caused different branches of the Johnstone clan to come back in close touch with each other after years apart pursuing different lives. Ragtime became our family magnet, and, when produced as the J/24, became a family magnet for thousands of other sailors also.

Once launched, Ragtime was never hauled out of the water, because it dragged its own mooring ashore in a mid-October storm. By that time, Everett Pearson had agreed to produce the boat, which was already called the J/24. The first full-page ad by J Boats for the J/24 was about to appear in the November issue of Soundings. A crane hoisted Ragtime, still intact after its final ordeal, off the rocks. Then it rolled away on a flatbed trailer to Tillotson-Pearson to be molded. Ragtime never sailed again.

Four months later, when brother Bob became my partner, we began selling J/24s by the hundreds. The family magnet became the family business, which still grows and thrives a generation later. I am delighted and grateful that after all these years I can buy a new J/24 and get Lucia, my life's love, to be my sailing partner once again on the new Ragtime. I can't wait!

See family photo album pages 30-31



Rod and Lucia Johnstone



# J/24 and Johnstone roots

Michael Clarke, IRL-JCA



Harold Johnston, J/24 foredeck in Ireland.

The Johnstone 24, for short J/24, has family and design roots back over a thousand years. The J/24 as a style of sailing and as a hull concept goes back much further than the 25 years we celebrate since the first production boat.

The classic academic book on Scottish Migration to Ulster, written by M. Percival-Maxwell, and published by the Ulster Historical Foundation, details the Scottish families who went west to Ulster in the early 1600s. They included many Johnstones – a surname with several spellings. Most Johnstones came from the Scottish Borders, deep woods and hills, disturbed and much contested in the 1500s, on Britain's north east coast between England and Scotland. Borders Johnstones are said to descend from settled Vikings, who voyaged from Scandinavia, not far across the North Sea from Scotland, in light fast longboats, oar and sail, and on to raid all over Europe 500 years earlier.

From the Borders, in the 1500s, Johnstone clans raided English and Scottish neighbours, stealing sheep, cattle and running off with a daughter or two where opportunity arose. One feared Johnstone nickname was the 'Steel Bonnets' from their Viking style headgear. In USA parlance, those Johnstones were cattle rustlers, very unpopular with respectable townfolk and hard working farmers. When, and rarely, caught, they were

hanged. In US words, lynched.

Elizabeth died in 1603, ending a long successful reign as Queen of England and also of all Ireland. Her administration by 1600 had united Ireland's tiny population, less than a half million, into one kingdom, with 4 provinces and 32 counties. On her death, the throne passed to James, King of Scotland. Ruling all three kingdoms, he set about sorting out the troublesome Borders. Its raiders were pursued and hanged, or were sent, or fled west across the sea to Ulster where James set up a Plantation encouraging families to move in, take root and develop farms, towns and industry.

In Ulster, Ireland's northern province, a surnames study showed Johnston by 1620 among the most numerous. Curiously, all were as far west as possible, mostly in County Fermanagh. Percival-Maxwell's dry academic deduction was that Fermanagh's remoteness and immunity from Scottish justice rendered it particularly attractive. But, over the next two peaceful centuries the new settlers, with the Irish already there, multiplied in number, and worked hard, making Ulster perhaps the most successful and enterprising part of Ireland in agricultural and industrial terms.

Fermanagh's central feature is a long waterway with two big lakes, Upper and Lower Lough Erne, fed by rivers, whose catchment

spreads into Tyrone and Donegal. Johnston, today's usual spelling here, is still one of Fermanagh's most common surnames, alongside Maguire, name of Fermanagh's Gaelic rulers for two centuries until 1600, whose lakeland coat of arms depicts a two masted sailing boat, and who sported and fought on the lakes under oar and sail.

With so many, it is no surprise to find Johnstons here today in sailing. The late Admiral of Lough Erne Yacht Club, Davy Johnston raced on the lake from boyhood. There was a traditional Johnston boat building family. Others lived on lake islands. LEYC has a keen J/24 fleet. When it hosted the Waterways Ireland 24th Irish National Championship, the girl serving gin before dinner came from St Johnstown, a Donegal village. The Waterways Ireland logo has its name in two other languages, Irish and Ulster Scots, the language spoken by Johnstones when they first came here. Harold Johnston is a J/24s foredeck crew, for example. Many of his family went to North America over the generations.

Onward migration was typical of the Scots-Irish. Each restless generation saw some move on to North America in the 1700s and 1800s to settle in the east, where their farmhouse family music became today's Country Music, or to go out west, as did Davy Crockett to die at the Alamo. Crocketts here still live in an area north of Lough Erne

In 1796, the *Cleopatra* anchored in Lough Foyle on Ireland's north west coast to embark a last lot of passengers for her voyage on across the Atlantic, which took 9 weeks. Today, a small fleet of J/24s race on Lough Foyle from Moville Boat Club. It was likely from Moville, over two centuries ago, that *Cleopatra's* passengers embarked, including William and Sara Johnston with children and accompanied by a nephew 22 year old Robert Johnston, who was Great Great Grandfather of today's Johnstone family historian, John, slightly younger brother of Rod Johnstone, and Rod, of course, was builder of that first ever J/24 Ragtime, some 180 years after *Cleopatra's* voyage.

John helped Rod build Ragtime. He owned three J/24s, *Prodigal*, hull #8, *Shady Lady* #480 and *Trim* #2416. At one time, John had more miles in J/24s than anyone in the world. He may have lost this title in the 20 years since. It counts miles racing with Rod in Ragtime and in his own J/24s and a 10 day J/24 cruise every year with his family.





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So the J/24 Johnstones have Irish, Scottish and Viking roots. But the J/24 boat also has its roots. The J/24 hull is a strong, light, wide, shallow and fast hull that much resembles the Viking longship. They invented the clinker built system, hull light yet strong, and built wide shallow easy driven hulls. The other key J/24 feature is her fin-keel. The first successful fin keel racing yacht, Mischief, was built in Fermanagh by Jack Tipping. She won against the best at the Royal Irish YC regatta in 1887. Soon Tipping's fin keel innovation was widely adopted, particularly by Herreschoff who built many early fin keel yachts in the USA in the 1890s.

Signs are that raiding and hard working habits still run deep in the blood of today's Johnstones. They laboured long to build Ragtime in that famous 25 foot garage. Fourteen of them sailed in her at various times during that first exciting, victorious season. They raided over twenty regattas and took away prize after prize.

In its 25 years, the J/24 spread far and wide to become the world's most numerous and most widespread fin-keel one-design. Among 60 in Ireland are Europe's original J/24, Jay Kay, sail USA 191, built in USA and sent to

Britain for the mould from which came hundreds of Westerly J/24s, and Juno, Sail 4001, first from that that mould.

Finally, a wee warning. Be wary of Johnstones. Worse a whole clan of them, if they come at you, especially wearing intimidating metal headgear. Check the sheep and cattle but, more important, first lock away the daughters.

Editor's Note: Michael Clarke is the President of the IRL-JCA, and has raced and cruised on Lough Erne on J/24 Jeriatrix since 1986.



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# Councilor of Honor— Bengt Julin from Sweden

**Monica Persson, SWE-JCA**

Bengt Julin from Stockholm in Sweden is Councilor of Honor at the International J/24 Class Association. The Swedish J/24 Class Association is proud to present this most interesting story of his about the J/24:

Looking back on 20-25 years with Swedish and International J/24 it has been most interesting and sometimes even thrilling.

How did it start? I remember it dearly. I was reading an article in *Yacht & Yachting* (maybe at that time another name of the magazine) by Jack Knights. He had been in U.S. and tested and raced a new boat – later called J/24. His words were more than enthusiastic and with his knowledge it was A1.

Around that time I visited again the London Boat Show. I certainly went first straight to the stand by Weasterly to see the wonder. Soon after the first boat was ordered and delivered and in a couple of years time we had a fleet of around 80 boats – all imported privately, sadly enough. My proposal to J/24 Inc. was to appoint a Swedish builder – but NO! What a mistake! Because of that Albin Marine said "no license", we build our own. So Peter Norlin designed the "Express". The production manager was one of my former Junior-sailors. Their sales exploded and J/24 lost the whole market in Scandinavia and Finland and generally speaking in Germany, Holland etc. Now 20 years later the story can be told. Mistake number two – some years later I introduced Inc. to Pelle Pettersson who at that time was interested in building the J/24. The offer was turned down – why I don't know. At that time the rate of exchange was so favourable that they could have

built the hull only and exported it to U.S. cheaper.

Funny enough my memories around this marvellous boat are more "around it than in the boat". The Board meetings when building up the Class internationally, being on a Race Committee or

o'clock at night. Frustrating but interesting! Or during the Gotland Race my J/24 during more than one hour averaged a speed of little more than 11 knots. The shipper was a 505 sailor.

Memories around THE boat and all people around it during all



**Councilor of Honor—Bengt Julin**

International Jury at Continental or World Championships and by that getting good friends all over. In that way I took part from the beginning in Newport – R.I. – of International Championships for Women in keelboat – until it was moved to Annapolis and in J/22. These were the years Betsy Allison came first three years in a row and took my trophy. Marit Söderström – Silver in Pusan – came third. Marvellous! Or the Worlds in San Francisco on the Jury with 69 protests! We never left the jury room before one

these years are definitely Happy Hours!

Bengt Julin  
Councilor of Honor

Bengt Julin is a well spoken, most fascinating man who has always put his great interests – Sailing and Art – in the first room. He really puts his heart into those things he believes in. O'boy, has he been active!

Bengt Julin was born in September 1911. He grew up in Stockholm, the Capital of

Sweden and has had his residence in Saltsjobaden – a sailing center in Sweden – between 1962 and 2001. Bengt started his sailing career in a Swedish "Folkboat" in 1948 and also sailed in a "Tempest" for 4-5 years when he was 55. Many boat types have been brought into Sweden, thanks to Bengt. He has been active in many Swedish and International Sailing organizations and their Boards.

The Swedish J/24 Class is most thankful to Bengt for all he has done for the J/24 Class and for being the one bringing our lovely J/24 to Sweden! Bengt Julin was actually the one who started our Swedish J/24 Class Association in 1979, and he also was our first Chairman. Though he has only sailed the J/24 for fun, he says, since he has let other top sailors race with his own J/24 "Julia" most of the time. He has been awarded with several medals, among others, one from the ISAF for his generous contributions to sailing. He founded the Bengt Julin Trophy for the International Women's Keelboat Championship in 1985 that was sailed in the J/24's until last year. Where does Bengt Julin get his inspiration from, one might wonder? Through all the people he has met around the world and of course for being such a generous warm-hearted man!

Happy Anniversary to our lovely J/24 Class!

SWEDISH J/24 CLASS ASSOCIATION

/through Monica Persson,  
Treasurer



# Councilor of Honor— John Adams reflects on 25 years

**John Adams, GBR-JCA**

I first came across the J/24 late in 1977 when Jack Knights, a well-known British sailor and journalist, wrote an article in *Yachts and Yachting* magazine after sailing in Newport with the Johnstones on Rabbit. Not long after that, I met Bob Johnstone at the London Boat Show, and saw the J/24 for the first time. I immediately realized that this was the boat to be the solution to my sailing problems. I wanted a relatively cheap, fast day-boat with a three or four person crew. I was getting disenchanted with the IOR, as a design and handicapping rule, and believed, like others, that One Design was the way to go.

Westerly Marine was the selected builder in the UK. I bade farewell to Offshore racing and took up what I believed was going to be a peaceful few years racing, not too seriously in the Solent. How wrong I was!! I had some experience of yachting administration both national and international. In 1979 I became the first Chairman of the UK J/24 class with considerable help from another sailor and journalist Robert P. Fisher, since famous for both his articles on sailing, and his commentaries on the Americas Cup, in particular. Bob was Vice Chairman of the Class, Tim Levett, Doug Ritherdon and Nigel Yeomans were on the committee and Vivien Christmas, from Westerly, was secretary. I mention them because of their hard work in getting the class off the ground.

We had our problems early on but we also had Dennis Ellis as Class measurer. God bless Him. It was with his help and that of Bengt Julin, with his contacts in the IYRU that we achieved International status as soon as we did. Above all in 1979 we got some reasonable rules for the Class and positioned ourselves to go International in 1981. These

rules were not perfect by a long way, but reasonable. For this we have to thank particularly Ken Kershaw of the Royal Yachting Association, and Tony Watts of the International Yacht Racing Union, now for the sake of political correctness called the International Sailing Federation or ISAF. We still have our rules problems but we have progressed!!



My first taste of serious J/24 sailing was at the 1979 Mid Winters in Key West, where we came 5th ahead of a number of US sailing glitterati. The crew were Bob Fisher, helming, myself and Philip Watson, an Irish sailmaker, in the middle, and on the foredeck Andrew Miller-Williams who we met on the aeroplane to Miami. He was on his way to the SORC with his girlfriend.

We raced four up in those days and we had not realized that had we taken the girlfriend we would have gone faster!! It was all rather amateur, but the greatest fun. We thought that we excelled ourselves both on and off

the water. Goodnight Mrs. Calabash for those who know who she was! Bob and Rod, Mary and Lucia were very kind to us. We went home full of enthusiasm, and in possession of a half model, and a very tall trophy, which we presented, to Westerly. The half model is still a UK Class trophy.

Since those early days, we all know what has happened to the Class, over 5000 boats in goodness knows how many countries worldwide, and still in the top group of small International One Design keelboats. One only has to look at the crews at the last America's Cup to recognize many names from the J/24's past and present. Those of us who have been involved with the Class over the past 25 years have been lucky enough to have met some wonderful people, and enjoyed exciting top class racing in many parts of the world. We would never have experienced so much without Rod having designed his perfect family day-boat.

Little did he know what he was starting! I believe that with all the other boats that Rod has designed, the J/24 still holds a special place in his heart.

The J/24 remains very special in the history of yachting, it is perhaps sanguine to remember that the Japanese used to sail J/24's on 200-mile offshore races under an IOR handicap of 21.7 (half ton for those who can remember such things)! The French (one or two of them) used to sail from France to compete in UK regattas. We celebrate this year, the boat's Silver Anniversary and I would like to take this opportunity to thank all those people who have given freely of their time and energy for the benefit of the Class and the enjoyment of so many people, but importantly to Rod and the family for giving us such a lovely little yacht. - and to hell with political correctness.



# 2002 South American Championship

Yacht Club Peruano, Lima, PERU

## Steve Wagner (Third World Sailmaker) OMEGA SAILS

*Most South American championships are normally held during Easter week, but this year Peru, the host country, opted to hold the event in October due to more favorable wind conditions. John Peck came down from the States and hooked up with Julio Balbuena, Roberto Authier and his wife Mercedes (who came in from Argentina) to run the inspection and measurement before the event. All boats were owned and chartered in Peru except Chile. They tailored their boat almost the entire west coast of South America via the Pan American Highway to get there. The sight of the Chileans and there Italian built boat was very impressive and most of the contenders were starting to feel intimidated before the race even started.*

Last years National Peruvian champion German Vesquez Solis had his problems early before the event started. His boat, Ferusa, the boat that serviced him for many years, was chartered to the Venezuelans who were making their first South American appearance. His new boat was purchased by his club, Club Nautico del Centro Naval, two months before the event, and was not measuring in. German and his crew were frantically cutting cables and hacking at the spreaders in ordered ready themselves for the start. Mean while the Venezuelans, happy as larks, had little to do to their chartered boat that was immaculately rigged thanks to German.

Other countries that participated in the event were: two teams from Argentina, two from Brazil, one from Canada (the only contender from North America), and fourteen locals from Peru.

The wind conditions during the vent were between 6 and 10 knots, which was sufficient

to complete all the races. The race was held in the port of Callao just outside Lima. The course itself was fairly tricky due to light winds and a strong current, which runs between the offshore island of San Lorenezo and the mainland peninsula LaPunta. The Peruvians know the course well, but were not able to capitalize on their home court advantage. The foreign teams dominated the first five positions through out the regatta. VENENO from Peru took first place in the last race of the event, which brought a lot of celebrating among the Peruvians. The only causality was VANESSA from Peru who lost its mast due to a collision with one of their compadres and countrymen AZAFRAN. In the end La Blanca from Chile took First place by a long shot. Brazil 2nd, Argentina 3rd and the Venezuelans, who are not known for the J/24 sailing, an impressive 4th place finish. VENENO, with its first place finish in the last race, finished 6th. The best results of the Peruvian fleet.

## Editor's Note to the 2002 South American Championship

The PER-JCA hosted a championship worth remembering. With the help of Ana Teresa Balbuena (see Women In The Class, page \_\_), significant sponsors were secured to satisfy the appetites and thrust of the competitors. Everyone went home with new apparel adorned with the sponsor's logos.

Six South American countries were represented, and one team from Canada flew down. It is interesting to note that, with one exception, all of the foreign teams chartered Peruvian boats. Full boat and sail measurement was carried out by Julio Balbuena (PER-JCA National Measurer) who was graciously assisted by Roberto Authier (J/Boats Argentina) and his wife Mercedes Guerrero (ARG-JCA National Measurer). I was there to represent the IJCA Technical Committee.

### 2002 South American Championship, Callao Peru October 2002 Final Results after 7 Races

Position	Sail No.	Boat	Helmsman
1	CHI-5223	La Blanca	Alberto Gonzales
2	BRA-006	TAG	Jose Pable Barcellos
3	ARG-4677	Nautico Mar Del Plata	Juan Grimaldi
4	VEN-3529	Ferusa	Mauzirio Costanzo
5	BRA-37	Bruschetta	Mauricio Santa Cruz
6	PER-542	Veneno	Alex Hughes
7	PER-460	Tiamat	Lucas Peschiera
8	PER-321	Regatas One	Rafael Newman
9	PER-4913	Namoyoc	Agusto Lafosse
10	PER-4698	Regatas Too	Javier Ambras Leigh
11	PER-2257	Deseperado	Tonio Remy
12	PER-4221	Atocc	Pedro Tomatis
13	ARG-5194	Tsunami	Roberto Authier
14	PER-4606	Velia	Aldo D'Angelo
15	PER-007	Palta	Julio Balbuena
16	CAN-4412	Canada	Vincent Somoza
17	PER-4602	Eupompe	Antonio Blanca
18	PER-35N	Delfin	Joe Luis Canessa
19	PER-4876	Venessa	Carlo Canziani
20	PER-716	Azafran	Carlos Mogartoff
21	ECU-2	Meliti	Ernesto Samiento





Opening Night



See action photos  
in the Gallery—  
pages 38-39



staff photos



Mercedes Guerrero & Julio Balbuena measuring sails



# 2003 Midwinter Championship

January 6-11, 2003 – Key Biscayne, Florida

Nick von der Wense, USA-JCA



Tim Wilkes www.timwilkes.com

The Miami skyline as a backdrop at the 2003 Midwinters.

In the past few years, the J/24 U.S. Midwinter's has gone through several evolutions. Locations have commuted from Coral Reef Yacht Club across Biscayne Bay to Davis Island Yacht Club in Tampa Bay. Key West, Florida was the site for the 20th Annual Midwinter's as well as the 22nd, and New Orleans, LA also served as host site for three years. As vacation times lessened so did the format of the regatta from week long events to shortened three and four day competitions. Travel considerations have also been factored in. Sunday has come to serve as a travel day back home, while the first half of the week serves the same purpose. Even though the regatta has changed and may have had some wandering inclinations in recent years, the Midwinter Championships is always a great event. Due to the large size and effort required to host 40 boats and trailers, 200 sailors, a multitude of J/24 Class officers, measurement and technical staff and volunteers, cranes, race committee and sponsors; it is without a doubt a great service to the class any host yacht club takes on. Indeed this year was a fantastic revisit to well run and organized Midwinter's of the past.

Flat Earth Racing and J/24 Fleet 10 coordinated to run the 26th Annual 2003 J/24 U.S. Midwinter Championships taking place Wednesday January 7, 2003 thru Saturday January 11th, 2003. Clearly the club benefited from running two years in a row and provided the fleet great organization and race committee management. With the 2003 J/24 Pan-Am Game Trials finishing just two days

prior at the same locale, many teams attended both events and added the fifth crew member to unlearn the 4 person team requirement for the trials. North Sails sponsored a clinic Tuesday, January 6th with Tim Healy, Geoff Moore and Davenport Crocker offering crew and tuning advice for a large group of interested participants.

A ten race one throw out schedule was planned for the four day event. Windward-Leeward courses with offsets and gates were the rule of thumb with most finishes occurring downwind and closer to the dockside hospitality. The weather for the event looked cool but excellent for strong northerly gradient winds. The current appeared to be funneling out the cut in a weak south-west to north-east direction almost every day. Race Day 1 dawned cool and overcast, looking much like part two of the Pan Am Trials where flat water and light to moderate winds prevailed. 37 boats headed for the first day of sailing. Temperature stood at a chilly 50°F, winds were at 10-12 knots at around 340 degree wind direction, oscillating and puffy in nature. Pipe Dream, helmed by Brown University Sailing Coach John Mollicone, escaped cleanly from the pin in the first race and led wire to wire. Bob Harden's many time J/24 Texas Circuit champion mr. happy was hot on their tail. Will Wells sailed to a clean third while Tim Healy and Doug McLean finished 4th and 5th. Race 2 saw Andy Horton and tactician Scott Nixon, middle Rudy Wolfs, trimmer Chris Morgan and bowman Dan Rabin jump to a dominating lead they would never relinquish to class newcomer Cris Werner on USA 4041. Will Wells, with the assistance of past helmsman Tom Sitzmann

on board, put together another solid race finishing third to win the day and lead the regatta after Race Day 1 with six points. Tim Healy, Andy Horton and Mike Ingham all bunched together with 10 points and Doug MacLean stood just behind with 13 points heading to the social hour on the deck of the club.

While the temperature had risen to 63°F for the second day, an impending cold front would eventually dictate a northwesterly gradient that would dominate the entire event. Although sea breeze direction in Biscayne Bay is typically around 100 degrees, the cooler temperatures and the prevailing northwesterly gradient kept the sea breeze at bay all week. The resulting oscillating and unstable gradient provided for several shifty and unpredictable races. With the wind at 5 knots and a direction of 195 degrees at the start of the sequence for Race 3, the northwesterly gradient of around 270 degrees and the sea breeze direction of 100 degrees was halved almost exactly by the mark direction of 195 degrees. Tacticians and skippers scratched heads and set up with eyes in the corners and on the shores looking for fresh breezes. Tim Healy and Andy Horton were successful in keeping their boats going through the uncertainty and crawled through the fleet to take a 1, 2 in Race 3.

Race 4 saw Peter Bream start and go towards a slight pressure advantage on the left to take a race victory. Steve Lopez and Uri Saks were second and third. Andy Horton sailed smartly to a sixth, while the rest of the top of the leader board got pummeled. Tim Healy got caught up with a pack at the starting pin and was forced to tack and take sterns to go right, clean his air. As a result he missed the entire left pressure most of the fleet hooked into. He rounded with a few boats behind him and ended up finishing 16th in a race that would ultimately be his drop. The other leaders included Will Wells with a 15th, Mike Ingham with an 11th, and Doug MacLean with a 13th. For the last downwind segment, the breeze had filled and come in from around a 230-240 degree direction. For those who bore away and hung on the run was far less painful. Those who jibed after the mark were forced to sail a huge lift into the finish in the large shift.

For Race 5, with a reset starting line in a 230-240 degree direction and options a little less critical in terms of picking sides, Andy Horton, Tim Healy and Will Wells started in the middle left of the line, while Mr. Happy, Clean Air and Jerricho tacked early on and headed right. When the two packs converged, they meshed evenly, without a side dominating. Rossy Milev eeked out the lead and held on to win in front of Andy Horton and Tim Healy



in 2nd and 3rd. With five races completed the drop was in play for the leader board as we headed back to shore that evening. Andy Horton stood poised in first with an 11 point total, Tim Healy close behind with 14 points and Will Wells and Doug MacLean with 23 and 27 points respectively.

Day 3 started on a much warmer note, 68°F clear and low in humidity looking more like the preferred balmy and warm Southern Florida. The northerners, who had suffered though the beginnings of one of the coldest winters in 10 years were happy to enjoy shorts and sun block. With the wind direction at a familiar 230 degrees, the favor turned left for the slight pressure and current advantage. Tim Healy emerged from the left side for Race 6 over stood, allowing a couple boats bow out underneath him able to round and leg out on the first run, including eventual race winner Mike Ingham, and the Teams of Will Wells and Uri Saks. Horton finished one back in fifth giving up only one point to Healy in the overall standings. Meanwhile the breeze had shifted and filled in from a 275 direction on the final run.

While Race 6 had favored a persistent shift to the left on the first beat, Race 7 and 8 featured the oscillating westerly that dictated crossing the middle and staying away from early lay lines. Although the westerly was stronger than the southwester, it proved puffy and shifty as the race committee took to the task of setting a square line for 270 degrees

and a twice around windward-leeward course. Anna, named after Tim Healy's grandmother, started cleanly in a slowly backing shift towards the pin, and tacked to lead the boats coming out of the left. From the vantage point of the rail, the crew of Anna watched nervously as the pack from the right looked fairly bow up on starboard. Horton and Wells hipped up neatly on the port side of Tim. The breeze faded to the right as the packs converged allowing two boats to cross Healy from the right. Healy stayed on port headed for a dark patch of water, while Fistic and a Venezuela, the two crossing right hand boats, continued on starboard. Horton and Wells tacked underneath Fastac and Venezuela leading to the left while Tim nosed into the heading puff, tacked and cleanly led to the mark and the offset. The pack from the right picked up the right shift and rounded with Welles in their mix and Horton fighting to punch through. Healy extended to a Race 7 victory while Horton sailed his drop with a 12th. Mike Ingham and Will Welles finished 3rd and 4th, Uri Saks second.

Race 8 looked like more of the same oscillations, with a breeze direction of 270 degrees and puffy patches of 8-12 knots. John Mollicone aboard Pipe Dream found his legs once more and led from the right with Clean Air, Twins, Will Welles and Jericho close in tow. Meanwhile Anna had repeated the Race 7 strategy and led from the left as the packs converged. The leading group tacked to port to sail across with Healy and beat the remain-

ing right hand boats. The deep left once again faded hard near the top mark as it had in Race 7. With the mark relatively close to the far shore, the breeze remained fickle and hard to see on the water. This proved to be tricky on the first run. Healy stayed to the right looking downwind while the Zaleski's, Clean Air, Pipe Dream, Mike Ingham, and Andy Horton all gained on the left. With no overlap Healy opted for the right hand gate as the pack bunched and rounded the left gate fighting for lanes. The breeze started in on 15 degree oscillations with a lefty first. Healy used to get closer to the Pipe Dream and Clean Air. It continued going back and forth neatly. Georgia based Classic with Geoff Moore aboard to help out, hit these shifts perfectly to catch up tightly behind Pipe Dream, Clean Air and Anna to round 4th at the final weather mark. After talking to Geoff over a beer and burger at the end of the day he felt there was more breeze on the left although you couldn't see it on the water. With this in mind Classic had gotten to the left of Healy and finished third for the race. Healy ended up 4th, Will Welles a tough OCS while Horton finished up 6th.

The final day dawned warm and glassy 72°F with a very weak westerly blowing at about 3 knots. The scores had Tim Healy leading with 23 points, Andy Horton in second with 31 points, Will Welles in third with 42 points, Mike Ingham in 4th with 43 points, and Doug MacLean 5th with 48 points. As the fleet motored out it looked very grim for the prospect of running a race. A weak 170 degree 3 knot southerly filled in from behind for a bit, but ultimately faded as the race committee shot off three guns ending the regatta at around 12 noon. The fleet raced for the crane and the comfort of a keg and a regatta grill party by the pool at the awards ceremony.

Eric Faust and PRO Wayne Bretsch served as emcees as new trophies were handed out to the top ten in the form of dolphin glass sculptures. At the top of the leader board was Tim Healy who picked up his 4th J/24 U.S. Midwinter Championship, surpassing Terry Hutchinson ('94, '96, '98) as the most winning helmsman in the regatta's history. His crew included cockpit Davenport Crocker, tactician (and author) Nick von der Wense, middle Nick Judson and bowman Gordon Borges.

A special thanks to the folks at Flat Earth Racing for super race management, Key Biscayne Yacht Club for the hospitality and all contributors and volunteers of the J/24 Class for making this event possible.

See you on the water....



Your author, Nick von der Wense, holds the first place trophy



# J/24 Class at Spi Ouest

La Trinite Sur Mer, France, Easter Long Weekend 18th - 21st April 2003

Stuart Jardine, GBR-JCA



*Oysters Galore—Francois Flahaut, the grandfather of the FRA-JCA, enjoying the oysters and wine with the Jardine's and the French crews.*

The Spi Ouest regatta at La Trinite Sur Mer in France is a traditional foreign regatta for a number of British sailors over the Easter weekend. It is one of the major regattas of the French yachting season with a capped entry of 500 yachts that was filled by the end of 2002. Racing takes place in the Bay of Quiberon on three course areas with windward-leeward courses for all but one of the races.

The weather this year was stunning with warm temperatures and a good range of winds. It was easy to forget which month it was with conditions you'd happily like to see in August.

The J/24 class saw four British boats join the French fleet and shared the start and course area with the Surprise and J/22 classes. After the launching and weigh-ins on Thursday racing began on Good Friday with three races held back-to-back in a light to moderate North Easterly wind. The pecking order was soon established with a tight battle at the top between the Jardine twins in 'Stouche' and

David Ellis on 'Hitch-hiker'. At the end of the day 'Stouche' lead by one point after two bullets and a second.

Saturday saw another windward-leeward in fresher conditions and then the short 'off-shore' race around the bay for all the fleets which usually goes on late into Saturday night. This year the offshore race was shorter than usual but saw some pointless fetches and biased runs which were tactic free.

Honours were shared between Ellis and the Jardines again to leave 'Stouche' still in the lead by one point.

Sunday brought lighter, shifting winds. Jim Anderson in 'Boomerang' came home second to 'Stouche' in the first race of the day, coming up to pace with his new crew. Then after a huge delay due to the shifting wind the seventh race was started, 'Stouche' won again to take the regatta win with a race to spare.

Monday brought a shifting moderate breeze that required a course change that caught

many crews unawares. 'Stouche' capitalised on this to take the win and complete the best series of any boat at the regatta. This was the eighth Spi Ouest title for the Jardine twins. Once more 600 Oysters and 50 bottles of wine!

The French Fleet is showing signs of a revival, they still have a lot of work to do over the next year or so, however with the European Championships on for late August 2005, there should be enough encouragement for them to re-establish their fleet. Penny Aubert, their Class Chairman, finished third overall and young Pierre Mousselon a good 5th.

Spi Ouest really is a great regatta to take part in, 36 hours on the water in four days and the excellent food and social scene provides a fully entertaining long Easter weekend. The journey down is short with only a three-hour drive from St. Malo to La Trinite on good roads. Well worth it, especially when you hardly see a cloud during the whole trip.



## Overall Results: (8 races, 1 discard)

Pos	Boat Name	Helm	R1	R2	R3	R4	R5	R6	R7	R8	Pts
1	STOUCHE	Stuart Jardine	1	1	-2	2	1	1	1	1	8
2	HITCH-HIKER	David Ellis	2	2	1	1	2	-3	2	3	13
3	JULIA	Pierre Aubert	3	3	5	4	5	5	3	-8	28
4	BOMMERANG	Jim Anderson	5	5	6	6	4	2	5	-7	33
5	JARNICOTON-ESTP	Pierre Mousselon	(DNC)	4	3	7	3	6	4	OCS	41
6	JALAN	Luc Madeline	4	6	7	8	9	(OCS)	6	2	42
7	EL NINO	Olivier Doucy	6	7	8	5	8	(OCS)	7	5	46
8	WAVE WARRIOR	A. McPhie	7	9	4	3	6	(DNC)	DNC	DNC	57
9	JAM	Xavier Bourrut Lacouture	-11	11	9	10	10	4	9	9	62
10	JKL	Alain Jean Jarry	9	10	11	12	11	7	(DNF)	4	64
11	JIBOUILLE	Thierry Bidon	8	7	12	9	-13	9	10	11	66
12	BOLERO	Philippe Ravel	(DNC)	DNC	DNC	11	7	8	8	6	68
13	MARTA	Voron Romain	10	12	10	13	12	(OCS)	11	10	78

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# Race Week

## Bermuda International

Tom Quinn, BER-JCA

As the 2003 Bermuda International Race Week started, Saturday saw the boat draw and the weigh-in's. One crew was only 0.6kg off the 400kg limit with 5 crew and another was only 5kg off with 4 crew (we all know who they were). Geoff & Wendy Evelyn were invited to man the crash boat for the week, with David Friend stepping up at the last minute to provide an alternate crash boat after some mechanical difficulties with the original boat.



The rest of Saturday saw some of the crews going out for some practice and some drinking, with the day ending at RBYC for the Welcome Cocktail Party.

On Sunday (day one of racing) there was miserable weather to greet the all competitors upon their arrival at the RBYC. So much for sunny Bermuda. The forecasted 20-30 knots out of the south today looked to be somewhat accurate - it was certainly quite breezy in the harbor, and those skies looked a bit menacing. The RC briefing mentioned offset marks (O) and talked about the thunderstorms that were supposed to come over in the afternoon. The J24s all rigged up and decided to follow the RC Boat Cleopatra out to the Great Sound to see how bad it all really was, followed by the 105s. After all, this looked like regular Saturday Sailing weather.

For some of the overseas crews it was the first real chance to get the sails up on their boats and see how they went. For others it was a chance to see what they could break.

Cleo parked in just short of Pearl Irls (O) and talked about the thunderstorms that were supposed to come over in the afternoon. The J24s all rigged up and decided to follow the RC Boat Cleopatra out to the Great Sound to see how bad it all really was, followed by the 105s. After all, this looked like regular Saturday Sailing weather.

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Cleo parked in just short of Pearl Irls and beverages, where we watched the rain sheet in.

According to Mr. Rance, who has been driving the RC boat for Race Week for 26 years, this was the

first time he could remember that Racing had been cancelled on day one of the regatta. And yes, the Optimists went out sailing.

Monday finally saw the first day of racing with light to moderate winds and fairly sunny weather. Local Bermudan Trevor Boyce edged out Canadals Sean McDermott for standings at the end of the first day with 3 and 4 points respectively. Canadals Rudy Wolfs and Scott Snyder from Colorado battled it out for 3rd and 4th on the day ending with 8 and 10 points respectively. Close contention in the middle of the fleet left four boats with 12 and 13 points.

On Wednesday it did not look like good sailing weather when I arrived at the RBYC - "glassy" was a good term for the water in the harbor, and the forecast variable 0-5 knots usually means little or no wind. The wind direction was moving to the north.

The crews rigged up, with many skippers loosening shrouds and wishing their crews were a few pounds lighter. As we headed out for the sound the RC tender came past with good news - there was breeze in the Great Sound.

The RC set a course with Cleo towards Lantana and the weather mark up towards Course Bravo and Spanish Point. They had 60 degrees as the course and no offset mark today. The first race of the day was to be a 2-lap affair.

The start line looked to be pin favored, and watching Peter Bromby in the Etchells defending the pin end at the start of the Etchells race certainly reinforced that opinion.

Our first start was relatively clean. A flag went up (a bit late) but no boats went back. We were heading left with a number of other boats, as some broke right. The left side of the course had good speed, and we were racing alongside Rudy Wolfs (CAN5078), Mike Lewis on Erin and Nick Bell on Jezebel. Once we tacked onto port we started seeing some favorable lifts towards the weather mark. At the first rounding we were in front, but only just. Behind us the fleet split, some







Neil Redburn

gybing early and others staying out right, making it difficult to cover. The breeze, although fairly light, was much more consistent than it had been the day before. As we rounded the leeward mark we managed to put some space between us and the rest of the fleet. The next upwind saw the fleet go left and right, but the left still looked good. Rudy Wolfs was close by, and New Wave and Siren were battling it out. At the weather mark rounding we were still in front, but CAN5078 were hot on our heels. New Wave and Siren had both gybed early. As we raced down to the finish the breeze dropped out slightly, and a couple of poor gybes close to the line let Rudy and crew sneak in ahead of us. Trevor Boyce took third with Scott Snyder taking fourth. Erin rounded out the top 5 positions. Jezebel was the boat deemed over early, which was unfortunate, as they had sailed well throughout.

As we had our lunch the RC put up a 3-lap course for the afternoon race. Some dark clouds crept overhead and it became a bit chilly (for Bermuda).

The second race saw a good clean start. Some boats broke right early, including us, but we tacked back onto the left side. At this stage we were tenth. But the left side paid off again and when we tacked onto port we had made up 4 or 5 boats. Sean McDermott was making up for his eighth position in the previous race by putting water between Moxie and the chasing fleet. Behind, Rudy Wolfs, Erin, New Wave and Siren were all looking good, as was Jezebel.

At the first weather mark rounding the

Canadian boat of McDermott was in front. The downwind saw some position consolidation. The next upwind caused some major consternation as a local fishing boat cruised through the middle of the race course at top speed. The leaders tacked in the wake, and allowed the chasing boats to catch up slightly. Now Jezebel dropped off slightly to leave Moxie, Centipede, Erin and us out front. The second downwind did not see

any major position changes at the front, but the next upwind saw Siren (Scott Snyder) and local boat New Wave make massive gains on the leading pack. As we rounded the mark Jo Lord shouted, "look at that water spout" - there it was, lurking down at the finish. We slowed into a beam reach, allowing Erin to gain ground, and New Wave and Siren to grab even more back. At the finish Sean McDermott crossed in front of Rudy Wolfs, with us and Erin sailing into the water spout on the line, causing some nervous moments with chute. Erin just pipped us, and we looked back to see New Wave and Siren charging into the spout as well with chutes being caught up in it. Jezebel had a good seventh behind those boats.

We cruised back into the RBYC and the sun came out - perfect timing for the dock party. Several cocktails later I headed for home, and this morning I cannot determine whether the Gripper Gonad, the Dusty Crack or the Screaming Siren gave me this headache. Maybe it was the combination of all of the boat drinks - one thing is for sure, Jezebel won the most hideous drink prize with their

• "Round de Vurld" concoction.

Thursday saw shifty winds and an action-packed day. Race 1 was a two-lap affair with 3 boats over early - one of which (Tempest) did not go back. The other two were Solaise and yes, Jezebel. The right side of the course was definitely favored, and the boats going left suffered.

The first mark rounding saw some top action. Jezebel decided to park at the mark, and the San Francisco boat gave them a love tap to the transom, and then hit the mark. Jezebel moved off to do turns, and the San Francisco girls rounded the mark and did their turns, much to the surprise of the Cayman team, who rounded the mark and T-boned Sliding By. On Solaise we gave the carnage a wide berth. The rest of the race was nowhere near as exciting, with only a bit of shouting between Solaise and Tempest at a mark rounding rating mention (thanks for the cocktails, Ken!). Rudy crossed first5, followed by Sean, then Trevor, Gripper had a creditable fourth.

The second race was a 3-lap affair. Jezebel, not wanting to disappoint, were over early.



San Francisco did not take part in this race. There was close racing between 5 boats - Erin, Gripper, New Wave, Centipede and Moxie, with us on Solaise just behind the leading bunch. The moment of the race was the fishing boat again crossing the race course at full speed (much like Tuesday). Rudy Wolfs had a good win, with Sean McDermott second and Erin third. Gripper again had a good finish in fourth.





Rudy Wolfs

In the evening we had the traditional BBQ at the RHADC. Another great time with Phil the DJ and Pete the BBQ meister taking center stage.

Today I was lucky to get a ride with Geoff and Wendy, our indomitable crash boat operatives. The ride was wet and wild, but the racing more than made up for it. Race 7 was a three lapper with a 15-20 knot Southerly and choppy water. All boats were using blades and were a bit shy of the line at the gun. Sean, Rudy and Mike had good starts down at the pin with Sean getting bow out first. Up the initial beat Rudy seemed to have better speed but still had to duck Sean several tacks later. Meanwhile Trevor was working the middle of the course and was well in the mix as the boats came together at the top mark. The runs were entertaining as crews who were not paying attention to the gusts rocked and rolled. At the second leeward mark Rudy was in the lead, but the array of bunting on the Committee boat had them confused? They attempted to finish on a shortened course (bit premature boys?), and had

dropped well back as they rejoined the upwind fleet. Trevor by now had firmly established his lead and took the gun with Sean and Mike just behind. A late charging Rudy had clawed his way back to 4th.

Between races the traditional last day ice creams were handed out to all crew by the crash boat? First timers being a bit unsure as to what was going on.

So into the final race and Sean was leading by a point over Rudy. The fleet was pushing the line hard, with hair trigger: Mike over again making it four times during the week. The wind was now blowing old boot, slippers and the odd high heel shoe all over the course. The island teams (Bermuda and Cayman) reveled in the conditions all having good upwind boat speed. Rudy used boat speed to good effect and took an early lead, which he protected to the finish. Mike and Sean had a great battle downwind, with Mike catching a wave just prior to the finish and edging ahead. Trevor took fourth and a great fight between Judy and Neil had Neil just ahead at the finish. In his excitement Neil managed to gybe, broach and almost slice Sadiqi in two, saved only by great seamanship (thanks Judy!). After the excitement crews headed back to RBYC for a hard earned beer or two, passing a rig less IOD on the way in.

Overall Rudy Wolfs of Canada edged ahead of Sean McDermott of Canada with Trevor

Boyce in third heading up three local Bermuda teams. Prize-giving at RBYC, dinner at the elegant La Coquille, drinks at the Hog Penny and dancing at Blue Juice followed in short order, with wine, speeches and some very strange dancing. The Nova Scotia man-ans won the parties, Jezebel easily had the most revolting boat cocktail at the dock party, Geoff and Wendy had the biggest smiles, and everyone had a great time, ably assisted by Bacardi.

Sadly another Race Week has ended, now looking forward to 2004!

Big thanks go out to:

- Bacardi as event sponsors and sponsors of the Bermuda J24 Class Association

- The BJCA Race Week Committee

- All skippers who loaned their boats to overseas crews

- All overseas & local competitors

- The RBYC Race Committee

- Geoff & Wendy Evelyn for manning the crash boat

- David Friend for loan of the crash boat

- All hosts for putting up with their overseas guests

- Everyone who provided food for and helped with the BBQ

This year was a great event and would not be made possible without the help and assistance from all quarters.

### Final Results

	Helm	Nat	R1	R2	R3	R4	R5	R6	R7	R8	Total
1.	Rudy Wolfs	CAN	5	3	1	2	1	1	4	1	13.0
2.	Sean McDermott	CAN	3	1	8	1	2	2	2	3	14.0
3.	Trevor Boyce	BER	1	2	3	5	3	5	1	4	19.0
4.	Mike Lewis	BER	4	8	5	3	6	3	3	2	26.0
5.	Neil Redburn	BER	7	6	2	4	7	7	10	5	38.0
6.	Scott Snyder	USA	6	4	4	6	5	6	11	8	39.0
7.	Rikki Hornett	BER	2	11	6	10	4	4	6	9	41.0
8.	Nick Bell	BER	11	10	OCS	7	9	9	5	7	58.0
9.	Judy Bullmore	CAY	10	9	10	9	8	8	8	6	58.0
10.	Ken Clarke	CAN	9	7	7	8	OCS	10	9	10	60.0
11.	Nadine Franczyk	USA	8	5	9	11	DNF	DNC		DNS	64.0



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"Ragtime"  
hits the  
water (or  
mud) for  
the first  
time.  
-May 15  
1976



Alan, Jeff, Clay, Phil, & Rod getting  
another victory -Aug. 15 1976



"Ragtime" wood hull form  
takes shape in the garage  
-Jan., 1975

Lucia on the trapeze of  
"Forget-Me-Not" at 470  
MAS - 1973



Lucia, Rod, Phil & John celebrating  
"Off Soundings" victory -June 12, 1976



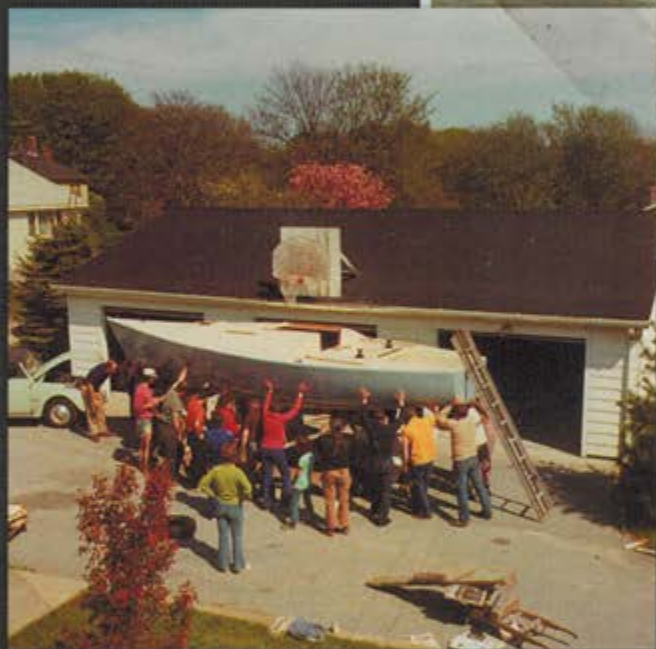




*Rod & his mother  
Libby aboard "Ragtime"  
-Sept. 1976*



*Three brothers race together for the first  
time ever. Lucia steers the pre-start.  
-July 1-, 1976*



*Ragtime "Hull raising" May 1 1976*



*Lucia christening Ragtime - May 15, 1976*



*Rod with his Dad, launching "Prodigal III"  
- June 1964*



# When Pigs Fly...

## Or... Why the world changed on Easter Regatta weekend

**Roger Dougal, USA-JCA**

One of those people who sail new sport boats once told me that J/24s were pigs. And we've all heard what will happen "when pigs fly". So I guess the world's a different place now that Easter Regatta has come and gone. I'll bet nobody has ever seen one of those new sport-boats fly quite like the "pigs" did on Easter weekend. No, the wind wasn't that great, but forty-five J/24s flew clear over the treetops and into the lake, suspended from the largest crane ever to visit the north shore of Lake Murray.

This regatta will go down in Columbia Sailing Club history as a triumph of sailorkind over adversity. It was the year that a club with no launching facilities sent 45 borent place now that Easter Regatta has come and gone. I'll bet nobody has ever seen one of those new sport-boats fly quite like the "pigs" did on Easter weekend. No, the wind wasn't that great, but forty-five J/24s flew clear over the treetops and into the lake, suspended from the largest crane ever to visit the north shore of Lake Murray.

This regatta will go down in Columbia Sailing Club history as a triumph of sailorkind over adversity. It was the year that a club with no launching facilities sent 45 bopic materiali (look that up in your Funk and Wagnall) and decided that after standing for 75 years, the Lake Murray dam might actually be woefully inadequate for the task of keeping a gazillion gallons of water from inundating the city. So they decided to build a new dam below the old one, which entailed excavating the toe of the existing dam down to bedrock. As a precaution, they drained 30% of the water out of the lake to relieve stress on the dam during the excavation period. Now it is fortunate for us J/24 sailors that the lake is 160 feet deep, and that 30% of the water actually lies in only the top 15 feet. So we had plenty of depth to sail in. We just had to get the boats to the water which was some 50 or 60 feet away from the normal shoreline, and beyond the bottom of our deepest launching ramps. Hence the big crane. That doesn't fully explain why the boats had to fly over the

trees, which was a wholly unanticipated phenomenon. You'll have to ask the crane operator about limit stops on the boom lift, proximity of the tree line, and other complications to get the full picture. Let's just say that it was a shocking sight to drive into the club and catch sight of a boat through that blue-tinted part of your windshield where boats are never supposed to appear.

Fortunately launching started a little early on Thursday afternoon, and after someone brought a 300 foot bow line it started moving along pretty fast so most of the boats were in the water before Whisky Sour Hour. The overabundance of hors d'oeuvres, whisky sours, and beer (and knowledge that racing wouldn't start until after noon the next day) kept the party lively.

The rest of the boats were rapidly launched on Friday AM amid grey and threatening weather. Unfortunately the regatta that we thought might be remembered as a isun your buns! regatta (Easter being rather late this year) turned cold and wet instead. Fortunately the cold and wet came with some wind so we were able to complete two races on Friday afternoon.

The rain stopped long enough on Friday night to get everyone through the serving line for Beaufort Stew, with our resident manager James IThe Judge! Dedmon offering his services as stewardmaster ijust one last time! Then the crowd was off to the

Lakeside Diner (formerly iJimmys!) for the beer slide. Most of the Easter Regatta regulars showed up for ithe slide! even despite the impending early start the next morning. Local crew Charlie Calhoun snagged the beer slide championship from local non-sailor Lynn Durham with a 1/16! better beer-can-hang on a one-ticket toss. Lynn was disappointed, and Charlie went home richer.

Racing started early on Saturday AM, way too early for those folks who stayed late at the beer slide, with decent breeze, indecent rain, and downright inhospitable cold (especially as far as we southerners were concerned). The fleet was a little jumpy on the line, probably due



J/24s were hoisted 75 feet in the air at the 2003 Easter Regatta.





Jim Kranzberger

**Rhode Island's Steve Wood leads the pack.**

to chattering teeth because everyone had brought just t-shirts and shorts, resulting in a general recall and then a z-flag start. But we did get off four races on Saturday after which everyone was ready for the warmth of the clubhouse and the great barbeque feast. Door prizes were won by young and old, large and small, sailors and non-sailors. We appreciated the donations from Quantum, North, Layline, and Budweiser. And then the band played. Well, he was a one-man band, and pretty good, but the crowd didn't get quite as wild as last year if maybe the cold weather kept too many clothes on. During a music break the winners of the Sail Discount Drawing (with thanks to North Sails) were drawn from the raffle tickets, with two happy winners looking forward to sailing just a little bit faster in the near future.

Sunday morning started too early again, but with only one race on the slate since we had already completed six by Saturday evening. This fulfilled the race committee's plan to get competitors out of the water and on the road as quickly as possible on Sunday.

Boats were pulled as quickly as possible. The crowd stood in awe of the boat lift one more time, then before all of the boats were pulled, gathered on the porch for the award ceremony. The trophies this year

were really unique 3-D wood carvings, each comprising no less than 16 separate pieces of wood in the shape of a J/24 under spinnaker. They were rumored to be hand-crafted by aborigines, but the only evidence of that is that the shipment arrived from Australia. We like that story so we'll run with it. Anyway, trophies were awarded to the first place finishers in each race (see race results for details), including one to Jerry Daniel, the only 76 year old skipper to win a race this year. OK, so he was probably the only 76 year old skipper at the regatta, but I'm still impressed and I still hope to have such a finish when I'm 76. But really I just hope to live long enough to be 76 and it will just be gravy if I'm still sailing J/24s then.

Along with Jerry Daniel, other individual race winners included Will Welles, who aces 3 races but isn't anywhere near 76 years old, Peter Bream, who's closer to 76 than Will is but still has a long ways to go, Ken Gray/Sarah Buckley neither of whom fit into the 76 category and one of whom will never fit into the old men category, and Brian Twomey who's trying to get there but ain't even close.

In the overall results, First Place went to Will Welles of South Freeport Maine, 2nd to Larry Flinn, 3rd to Mike Ingham on Brain Cramp, 4th to





45 boats led to tight mark roundings at the Easter regatta.

continued from page 33

Peter Bream sailing Tar Heel, 5th to Daniel Borrer sailing NEXX/First Street Live Productions, and 6th to Moise Solomon onboard Shockwave.

Despite the challenging conditions presented to the regatta organizers, everything except the weather worked out admirably thanks to the efforts of all of the members of the local J/24 fleet, many members of the Columbia Sailing Club, and a few good folks at Windward Point Yacht Club where we berthed the competitor's boats. John Lane assisted on virtually every aspect of the regatta in more ways than I can count, Dale Hedin and Hootie Bushardt coordinated traffic during launching and hauling and Dale located those really unique trophies. Rich Cipriano arranged safe accommodations for the fleet at Windward Point Yacht Club just up the cove from CSC, and we really thank Jim Leslie (owner of WPYC) and the friendly members at WPYC for finding places to put all of those boats, and for providing two kegs of beer during tie-up to keep everyone happy! Dan Clayton did an excellent job as PRO in addition to his usual job as drink-master for Wiskey Sour Hour. John Dotterer helped Dan to maintain his focus (on the race course only, not during the whiskey sour hour!). JC Moore led the Judging and Protest Committee, which fortunately saw only a little action during the weekend. The Friday night dinner was a success because of the very able help of Dixie and Chris Robnett and their band of Beaufort Stew Slingers, all supervised by The Judge. Jim Counts greeted the boats at the gate and made sure everyone knew the plan to get rigged and in the water,

and Karen Counts and her band of wild women from the CSCLA put out the extraordinary table of hors d'ouvers, and cooked the burgers on Friday and Sunday. Edmond Narboni and Betty Finch made sure donuts and coffee were available every morning. I thank all of these and the three-score more who assisted in many ways to make this regatta a success, and of course the always-entertaining competitors who make this regatta so much fun both on and off the water. We hope to see everyone again next year when perhaps our conditions will be better.

See additional regatta information, detailed results, and links to photographer web sites and lots of pictures at <http://www.columbiasailingclub.org/easter>



Larry Flinn leads Scott Weakly down the run.



# 36th ANNUAL J-24 EASTER REGATTA

Final results including penalty points.

	Helm	1	2	3	4	5	6	7	Final
1.	Will Welles	4	1	2	9	4	1	1	22
2.	Larry Flinn	7	13	5	6	14	4	3	52
3.	Mike Ingham	2	2	16	7	3	6	17	62
4.	Peter Bream	12	3	4	25	1	10	4	68
5.	Daniel Borrer	3	18	8	16	2	3	12	80
6.	Moise Solomon	5	8	3	10	9	27	18	80
7.	Bob Matthews	6	10	9	3	20	23	14	85
8.	Josh Kerst	8	5	25	30	5	2	8	92
9.	Jim Farmer	24	6	15	2	6	29	11	93
10.	John McCullough	29	9	28	11	12	5	10	104
11.	Kenneth Gray	13	12	20	1	8	19	26	108
12.	Jerry Daniel	1	14	35	4	19	32	6	111
13.	Steve Lopez	16	DSQ	6	18	7	22	5	130
14.	Scott Weakley	10	15	22	23	16	26	20	132
15.	Charles Clayton	14	4	18	27	26	21	24	134
16.	Jeffrey Siewert	19	16	33	8	11	7	RET	141
18.	Michael Veraldi	17	22	19	13	23	43	9	146
17.	Bob Mabe	23	33	14	12	17	9	29	146
19.	Mike Foster	21	36	17	20	13	13	27	147
20.	Steve Wood	15	20	7	14	21	DSQ	2	149
21.	Brian Twomey	9	23	1	OCS	18	31	21	150
22.	Nancy Zangerele	36	17	31	5	31	12	22	154
23.	Will Hankel	11	RET	12	OCS	15	20	7	159
24.	Lon Ethington	33	27	10	15	42	14	19	165
25.	Chris Elliot	26	7	27	24	28	11	31	175
26.	Roger Dougal	22	11	36	21	39	17	32	178
27.	Eric Motter	28	26	13	OCS	22	30	16	182
28.	Hale Cadieux	25	25	11	OCS		8	23	186
29.	Skip Hope	20	19	38	35	10	35	30	187
30.	Edmond Narboni	31	24	26	39	38	25	13	196
31.	Bill Fuller	34	41	30	26	29	18	39	217
32.	John Collins	27	37	21	36	36	24	38	219
33.	Peter Fischel	30	21	41	22	37	28	TLE	222
34.	Tim Rathbun	32	32	24	19	25	36	DNC	224
35.	Randy Tilly	18	30	37	29	27	39	36	226
36.	Maarten Zonjee	35	28	39	33	34	34	25	228
37.	Hootie Bushardt	39	39	23	28	24	42	34	229
38.	Tim Winger	38	35	32	17	33	40	35	230
39.	Ed Joy	40	42	34	34	44	16	28	251
40.	Jim Forrester	41	29	40	32	35	41	15	252
41.	Fred Lupton	44	38	43	31	41	15	40	252
42.	Eric Gotwalt	42	31	29	37	40	33	33	254
43.	Ron Medlin	37	34	42	38	30	38	TLE	271
44.	Harold Wurster	45	43	44	40	43	37	TLE	295
45.	Michael Sellers	43	40	DNC	DNC	DNC	DNC	37	308



# Northeast Regional Championship 2003

Annapolis NOD Regatta

## Will Welles, USA-JCA

This year the Northeast Regional Championship was held in conjunction with the annual Annapolis NOD Regatta. This regatta was also a qualifier for the 2004 Worlds. Annapolis Maryland is always a great place to sail because the venue always attracts the most talented One Design sailors. They also tend to run lots of great races too. If any of you attend the East Coast Regatta every November, you know what I am talking about.

Over the three-day event we were able to sail a total of six races, two races a day. The winds were light throughout the entire event, which made it interesting. On day one, the wind was patchy out of the South, Southwest. It was crucial to connect the puff. There were many race leaders throughout Friday in these tricky conditions. It was easy to find yourself in the lead at one point only to then find yourself behind all of the boats that you had been ahead of minutes before. Needless to say it was a tough day of sailing and after the first day it was Mark Swanson and his team aboard iMafole i who connected the dots best and found themselves at the top of the score board followed by Team MOJO owned and driven by Paul Michalowski hailing from Marblehead Mass. While iUSA 3145i found themselves in third placin these tricky conditions. It was easy to find yourself in the lead at one point only to then find yourself behind all of the boats that you had been ahead of minutes before. Needless to say it was a tough day of sailing and after the first day it was Mark Swanson and his team aboard iMafole i who connected the dots best and found themselves at the top of the score board followed by Team MOJO owned and driven by Paul Michalowski hailing from Marblehead Mass. While iUSA 3145i found themselves in third plac it a day and head to the dock once the race officers fired the gun off three times. Team 3145 ended the day with a two-point lead over Tim Healy sailing his iAnnai and Team iMOJOi ended the day in Third.

On Sunday we sailed out to the race course in the same Northerly that we had sailed in the day before. It came down to connecting the puffs and hitting the shifts, especially downwind. The race committee was bound



Will's bow 35 boat won the Easter Regatta and the NE Regionals.

and deter med to get another two races off before the time limit had expired and did succeed in doing that. We had two great light air races and at the end of the regatta we had found ourselves in first place with a five point lead over iTeam Annai followed by Team iMafole i. The event was very well run and the folks that put together the NOD regattas threw a great party every night at the tent. It

really was a great chance for us Northerners to head South, sail in some warmer weather and get a bit of sun. I would recommend this regatta to anyone as a spring tune up for your season. I want to thank the Fleet 8 for hosting the event and I would really like to thank my team of Tom Sitzmann, Ted Winston, Dave Petty and David Van Cleef. I really enjoyed sailing with them and attending this event.



# Final Results:

Helm	1	2	3	4	5	6	Total
1. Will Welles	3	8	2	7	2	1	23
2. Tim Healy	14	1	3	4	3	3	28
3. Mark Swanson	5	3	15	1	4	11	39
4. Tony Parker	1	13	6	5	5	10	40
5. Jerry Daniel	2	19	1	10	7	2	41
6. Paul Michalowski	8	2	5	8	12	6	41
7. Russ Potee	10	5	7	12	1	7	42
8. Dave Banyard	6	6	10	3	6	13	44
9. Moise Solomon	4	7	4	17	17	15	64
10. Kenneth Gray	17	18	8	6	8	9	66
11. Paul Van Ravenswaay	11	17	9	13	9	8	67
12. Jack Van Dalen	7	21	18	2	16	5	69
13. John Wilsey	15	11	11	9	19	4	69
14. David Bonney	13	14	20	14	14	14	89
15. Chip Rapp	9	4	14	19	28	16	90
16. Peter Rich	24	9	13	16	11	19	92
17. Vincent Kalish	27	15	17	15	13	12	99
18. Chris Scheuing	16	22	24	11	10	18	101
19. Vince Harris	20	10	16	23	20	22	111
20. J. Darby Simmons	12	20	21	18	22	24	117
21. Bill Moore	21	12	12	28	26	21	120
22. Albert Johnson	18	23	28	20	15	23	127
23. David Harrington	19	24	19	25	23	27	137
24. Greg Leonard	25	27	23	22	21	20	138
25. Mark Miller	22	28	22	27	24	17	140
26. Benjamin Vehslage	23	25	27	26	18	25	144
27. Berlin/Housley	28	26	26	21	25	28	154
28. Bruce Gardner	26	29	25	24	27	26	157
29. Debra Kennedy	29	16	29	DNC	29	DNF	163

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Tim Healy, J/Class Association

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We have personal sailing experience with this block on J24s. It works! Call us for more information.

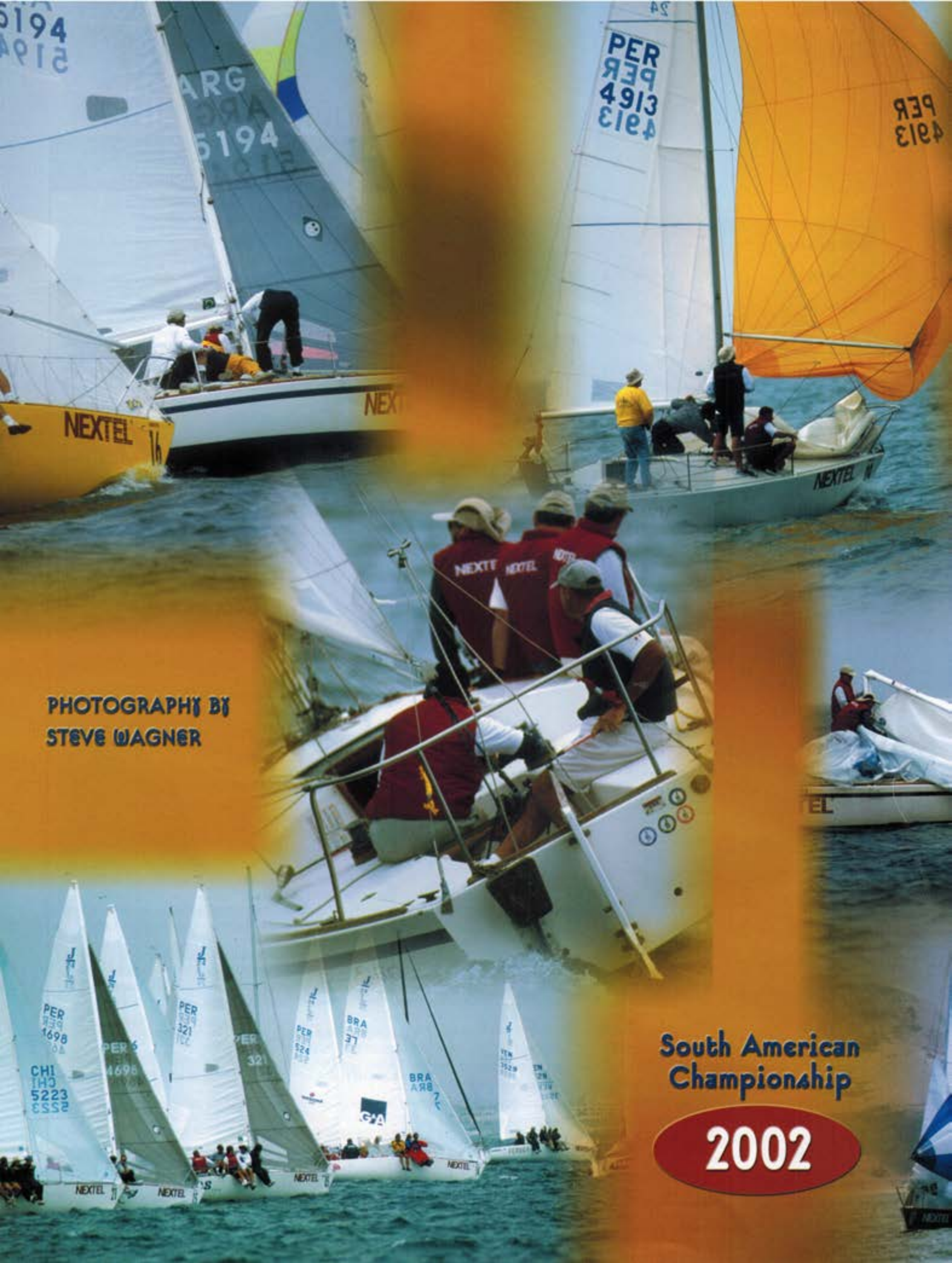
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See more toys at [www.layline.com](http://www.layline.com),  
or call 1-800-542-5463





PHOTOGRAPHY BY  
STEVE WAGNER

South American  
Championship

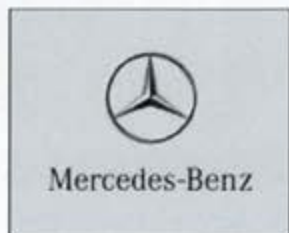
2002



# Gallery







# Preliminary The 2003 Mercedes Benz J/24 Canadian Championship Notice of Race

**September 19-21, 2003  
Port Credit Yacht Club**

**115 Lakefront Promenade  
Mississauga, Ontario, Canada, L5E 3G6  
Tel: (905) 278 5578  
Fax: (905) 278 2519**

**1. Organizing Authority:** The Canadian J24 Class Association in conjunction with the Port Credit Yacht Club.

**2. Rules:** The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing.

**2.1** Regatta Standard P2 (J/24 Class Rules) will apply.

**2.2** Rules 42 and 49 are changed by Class Rule 8.2

**3. Entry:** J24 Class yachts may enter by completing registration with the Organizing Authority.

**4. Fee:** The entry fee is \$250 if paid prior to Aug 31, 2003. The fee for entries received after that date is \$300.

**5. Registration:** Will take place on Thursday Sept 18, 2003 from 11:00 to 21:00. Registration will include:

**5.1** Crew weigh in.

**5.2** Spot checks on sail measurements.

**5.3** Submission of Inventory of Required & Optional Equipment – Class Rule 3.7.3

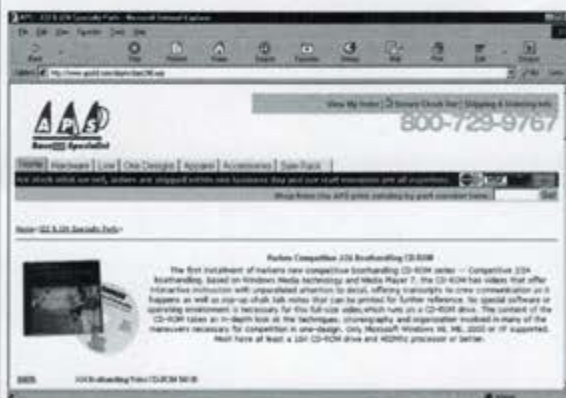
**6. Inspection & Measurement:** Yachts may be inspected at any time during the regatta. Pursuant to rule 64.1 (a), if a yacht fails to comply with any measurement rule, including her Inventory of Required & Optional Equipment list, the minimum penalty shall be disqualification from all races that day.

**7. Schedule of Races:** There are eight races scheduled. The first signal each day will be at 11:00. There will be a maximum of three races per day, with no starting sequence initiated after 15:00 on Sunday September 21, 2003.

**8. Radio Communication:** The Race Committee will be communicating with the competitors. Therefore all yachts should be equipped with a VHF radio capable of receiving on Channel 71.

**9. Scoring:** The Low Point Scoring System shall apply, with eight races scheduled of which three must be completed to constitute a series. A boat's score will be the total of her race scores.

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# Notice of Race

## J/24 South American Championship 2003 Rio de Janeiro, Brazil

### Invitation

The ICRJ (late Clube do Rio de Janeiro) and the BRA-JCA J/24 Class Association invite you and your crew to the J/24 South American Championships 2003. The waters of Guanabara Bay in Rio de Janeiro will be the venue for the event.

### Organization Authority

The organization authority for this regatta shall be ICRJ (late Clube do Rio de Janeiro) and BRA-JCA in conjunction with the International J/24 Class Association.

### Site

The ICRJ (late Clube do Rio de Janeiro) shall be the Headquarters for the event. Regatta Dates are October 13th through October 19th. The ICRJ shall coordinate Race Committee efforts. The Regatta Organizing Committee is comprised of the ICRJ and the Brazil J/24 Class Association volunteers.

### Rules

This regatta shall 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. A Jury appointed by the organization authority constituted in accordance with RRS Appendix Q1 shall hear protests and request for redress. This regatta is classified as a Category C event per Appendix 1 of the RRS as amended by the IJCA Class Rules.

### Eligibility

The South American Championship is open to boats nominated by their national authority, whose entry has been accepted by the Regatta Committee. Helmsmen must be either nationals or resident 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.

### Racing

Racing shall take place in the Guanabara Bay and surroundings, on windward/Leeward

### Launching

All boats must be afloat by midnight, October 15th, and shall not be hauled out before the end of the series without the prior written permission of the Jury. Boats will have moorings facilities. The services of sail makers, chandlers and riggers shall be available for the duration of the regatta.

### Charter

There are a reduced number of charter boats. The charter will cost around US\$1,000.00 (one thousand dollars). The details about the conditions, equipments available and the negotiation will be directly with the proprietary.

### Entry

The completed entry form similar to that in the last page and fee of US\$ 200.00 (two hundred dollars) per boat must be received by the organizing committee not later than August 31, 2003. Late entries may be accepted at the discretion of the Regatta

Committee up to the close of registration. A full registration package shall be given to each boat on receipt of application and entry fee.

### Contact

Request for information and entries may be sent to:

Benjamin Sodre Jr.  
President, BRA-JCA  
E-mail: [bsncrl@uol.com.br](mailto:bsncrl@uol.com.br)

### ICRJ Sail Department

Phone: 55-21-2543-1714 or 55-21-2543-1244 extension 2139 and 2270  
E-mail: [vela@icrj.com.br](mailto:vela@icrj.com.br)

Fleet Captain Mr. Carlos  
José de Oliveira Ramos -  
E-mail: [caseramos@uol.com.br](mailto:caseramos@uol.com.br)

### Schedule

Monday,	October 13	1200-1800	Measurement & Registration
Tuesday,	October 14	0900-1800	Measurement & Registration
Wednesday,	October 15	0900-1200	Measurement & Registration
		1430	Practice Race
		1730	Opening Ceremony
Thursday,	October 16	1000	Skipper's Meeting
		1300	1st & 2nd Races
		1700	Happy Hour
Friday,	October 17	1300	3rd & 4th Races
		1700	Happy Hour
Saturday,	October 18	1300	5th & 6th Races
		1700	Happy Hour
Sunday,	October 19	1300	7th Race and reserve
		1800	Prize Giving & Cocktail

courses, Olympic Triangle and others courses defined in advance.

### Scoring

The low point scoring system RRS Appendix A shall be used. The Scoring Penalty as set out in RRS 44.3 shall apply.

The championship comply of 7 (seven) races and will be valid with a minimum of 5 races without dismiss, with 7 races 2 dismiss and 6 races 1 dismiss.

### Prizes

Prizes will be given to the first, second and third place in the championship.

### Inspection

Inspection and measurement will be carried out on each boat before its registration is complete.



# Preliminary J/24 Midwinter Championship Notice of Race

**February 17-21, 2004**  
**Davis Island Yacht Club—Tampa, Florida**

## Invitation

J/24 Fleet 86, the Davis Island Yacht Club and the U.S. J/24 Class cordially invite you to participate in the 2004 J/24 Midwinter Championship to be held February 17-21, 2004.

## Host

Davis Island Yacht Club 1315 Severn Ave.  
Tampa, FL 33606. Phone: 813.251.1158.  
Website: [www.diyac.org](http://www.diyac.org). Fleet 86 Website:  
[www.fleet86.org](http://www.fleet86.org)

## Rules

The regatta will be governed by the rules as defined by the 2001-2004 Racing Rules of Sailing (RRS).

## Eligibility

The regatta is open to all J/24 sailboats as

defined by the IJCA. Competitors must meet all ownership and class membership requirements and must complete all aspects of the registration process (e.g. crew weigh-in, fee payment, measurement sheet sign-off, etc) to become official participants.

## Description

The Davis Island Yacht Club is undergoing a multi-million dollar renovation in preparation for this event. The new club facilities will boast a brand new dining room and bar. As usual, sailors are more at home in shorts and sandals than blue blazers at DIYC. The club has plenty of on site parking and two 2-ton cranes for launching.

DIYC is an experienced Midwinter host having run the highly successful 2000 and 2001 events. Participants can expect the best both

on and off the water. Located just minutes from downtown Tampa there are plenty of lodging, dining and entertainment options within an easy driving distance.

## Schedule

Planning is already in the works for the event. The current plan is to have four days of racing finishing on Saturday to allow sailors to travel on the Sunday after the event. The official event schedule will be available on the Fleet 86 website as soon as the information becomes available.

## Entry and Further Information

Entry information and a final Notice of Race will be posted on the U.S. J/24 Class website when that information is available. Visit [www.j24class.org/usa](http://www.j24class.org/usa) for details.

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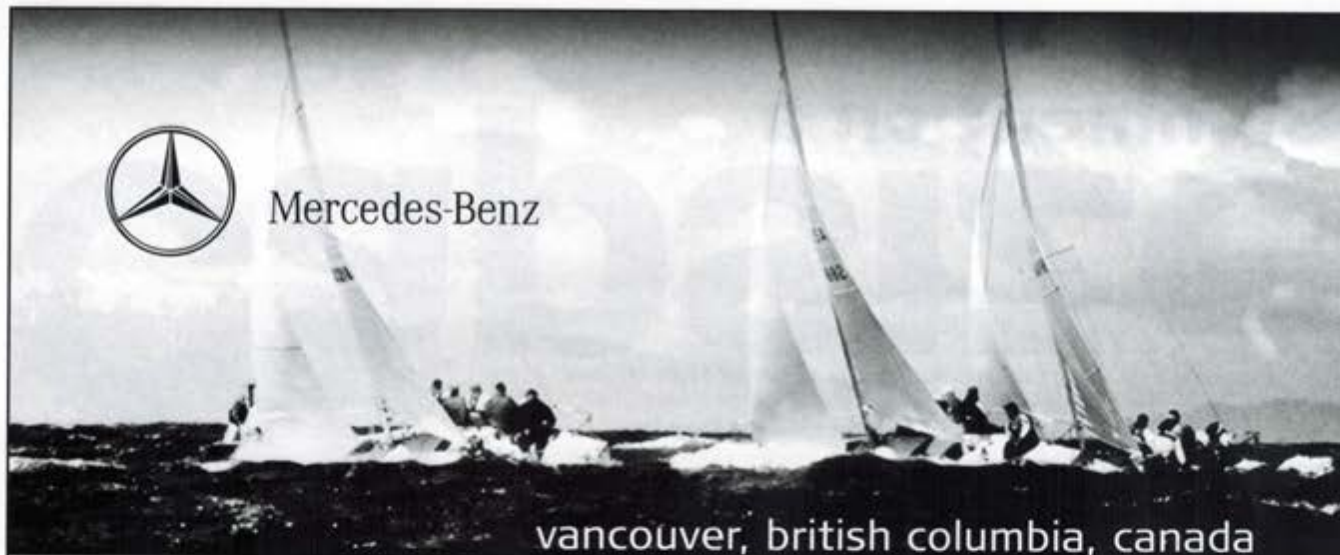


Wayne Clough





Mercedes-Benz



vancouver, british columbia, canada

MERCEDES BENZ PRESENTS



the 2004 J/24  
north americans

June 15th-20th 2004

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Located on English Bay, just minutes from downtown Vancouver, RVYC is steeped in Canadian yachting tradition and is home to some of the country's best sailors.

Vancouver is a playground for outdoor recreation and summer vacationers. Sailors can enjoy Vancouver's beaches, mountains, shopping and top restaurants. The city is conveniently located 3 hours north of Seattle (by car) and just 2 hours from the resort village of Whistler.

for more information on the regatta check out our website at:  
[www.j24northamericans.com](http://www.j24northamericans.com) OR email: [chairman@j24northamericans.com](mailto:chairman@j24northamericans.com)

for more information on Vancouver, please visit:  
[www.tourismvancouver.com](http://www.tourismvancouver.com)

*"The 2002 Canadian Nationals were held at West Vancouver Yacht Club in Vancouver BC, truly one of the prettiest places to sail in the world that I have seen."*

CHRIS SNOW





# Comment on a

Michael Clarke, President, IRL-JCA

There are circumstances where a hard driven J/24, indeed any small keelboat, is at a greater risk of a knockdown under spinnaker downwind, especially if caught by the lee and gybed by a windshift or by an awkward wave or both.

for cut halyards and torn spinnaker.

## What Happened and How

We know that crew weight and position is very significant when sailing a J/24. Its move-

upside down. Fin keel boats with wide beam and flat decks, and catamarans, will float upside down and may stay that way for some time.

This boat got back, but her hatch board had not been fitted and her sliding hatch was fully open, so water poured in rapidly as she slowly rotated. This inflow would have been much reduced had the hatchway been shut and she might well have come on upright, still with some water inside, since the main hatch even when closed is not watertight.

Held up by buoyancy aft, she lay slightly down forward at first, so the water pouring in rushed into her bow, rapidly loading it on down underwater. Weights below, if not tied down, motor, anchor etc, may also have fallen forward.

This boat did not have her forward bunk top sealed to make a watertight buoyancy chamber. Forward buoyancy might have lessened her stern-high Titanic lurch. She may have floated with the main hatch just clear above water, perhaps more level, and thus made it much easier to tow her, even perhaps for her crew to bail her out.

## Boat and Crew Recovery

The crew were quickly taken from the water by the safety team in a RIB and put on board the race officer's boat.

From a boat alongside, spinnaker and main halyards were cut or disconnected to remove sail hamper for towing.



Shaun Sowden seized the opportunity to take a series of photographs of a J/24 under spinnaker knocked down, in a hard squall at the downwind finish of a race. The incident may have arisen from a change of course to be sure of passing correct side of a mark. This and a hard gust may have put her by the lee. She broached badly down flat.

The Waterways Ireland 24th Irish National J/24 Championship, hosted by Lough Erne Yacht Club, was sailed in heavy weather on an open lake where, passing over surrounding land and hills, strong winds can be more shifty in strength and direction than offshore at sea. Lake conditions can be awkward in confused steep, short fresh water waves.

Shaun's photographs, just a few are with this article, begin just after the capsize, on through the boat inverting then returning, filling by the hatch, upright, but bow far down, floating on sealed aft lockers. More show her towed to a dock and pumped out. She was returned to her crew with little damage save

ment to best position, with its leverage working with that of the keel, is all good crew work, and a part of what makes these boats so much fun for all the crew. Crew weight and its position on the righting-versus-capsizing lever becomes very critical in a knock down.

One photograph shows the boat down on her beam ends, almost horizontal, crew hanging their weight on the lifelines and one perhaps standing on the mast. This crew weight is in the very worst possible place. This weight applies a capsizing force with a long leverage and acts against the keel weight leverage that is trying to bring the boat upright. In this case, it seems that crew weight pulled her on over so that she inverted to float flat







Perhaps the only strong point available for the tow line seems to have been her traveller. With bow 12 to 15 feet, 4 to 5 metres under, the tow was a hard drag with great load on the attachment point even when towing very slowly.

In the absence of strong aft mooring cleats, there may have been a serious but unavoidable risk in using the traveller as strong point, had its bolts pulled through, puncturing aft buoyancy, letting air out and so water in from the flooded cabin in by the internal inspection hatches. Another idea, also with buoyancy puncture risks, may be to thread the tow rope through the two cockpit scuppers. And, a

sails and other obstructions. It was very important not to try to lift her clear out of the water, which would impose great loads as she lost immersion lift – that old Archimedes principle we learned in school physics.

Pumping this boat out via the main hatch was reasonably easy. It would have been a long difficult task had the forehatch not been largely watertight. She floated

high on her aft lockers but the forehatch was say 3 metres or 10 feet underwater. Were it open, no pump could have cleared her against the inflow of the open forehatch.

She was then towed to the Yacht Club, arrived to the cheers of all the sailors there, and was restored to her crew.

### Some Safety Conclusions

Nothing said below is new after 25 years of J/24s all over

the world but it may need saying again.

All crew should normally wear personal buoyancy, and all must always do so in 100% jib weather.

In windy weather, the hatch board must always be in place, and secured, and the sliding hatch normally kept closed. It was nasty to see how rapidly this boat filled through that fully open hatch and swiftly went bow down.



soft springy nylon tow line, if available, imposes least shock loads.

She was towed by a strong work boat fitted with a towing post to a dock with depth alongside to keep her deeply immersed bow and pulpit off the bottom. A diesel digger from a nearby building site, with rope attached, lifted her stern, carefully just enough to get the hatch opening above water, sliding hatch closed, and a suction hose inserted. A portable motor pump with 2 inch hose cleared her despite some flow back round the sides of the sliding hatch.

There was an attempt in a wet suit on to get a lifting strop to the strong point under the cabin floor, abandoned the cabin flooded,

The forehatch should be firmly shut and secured down to neoprene packing or other means of making it watertight.

Air and watertight aft lockers are effective, up to a point. The boat floats high, looks like Titanic about to plunge, and is awkward to tow. Much better to have forward bunk buoyancy also, sufficient between them to float with hatch above water. Any buoyancy chamber will fail, if perhaps slowly, should inspection hatches be not secured and airtight.

J/24 Class Rules on safety really do matter, especially personal buoyancy, cutting equipment and weights secured.

Old Westerly built J/24s, for example, have firmly bolted metal mooring cleats at each quarter and on deck forward. Some more modern J/24s seem to rely on light plastic fittings suited to soft marina berthing but useless for real work.

When a capsize happens there is no time then to plan for critical matters like crew weight and position, or a strong point to attach tow lines, for example. Fix, arrange, plan and drill for it beforehand. Then it will not



happen. Better still, think, plan and act ahead, especially in heavy weather downwind, so that no capsize happens in the first place.

Thank You LEYC

The J/24 Association of Ireland is most grateful to Lough Erne Yacht Club and its volunteer safety team members, who so quickly rescued this crew. Very many thanks and congratulations also to the LEYC team whose sound, practical working wisdom was exercised with such great ingenuity, against the odds, to succeed in restoring this boat to her crew with remarkably little damage. Lough Erne YC is the oldest yacht racing club in Ireland. It is also the best.





## My wife, Ana Teresa

Julio Balbuena, PER-JCA



Ana Teresa with husband julio.

In 1982, 22 Argentine built J/24's were imported to Peru by Alberto D'angelo. My brother was one of the happy owners. My wife, Ana Teresa and I started to sail with him. A few months later, 20 more arrived. We started organizing the competitions, but not all of them got involved in racing.

Years went by, and our two kids were growing up. Only one was coming with us to sail. To keep the entire family together, from '85 to '91, we dedicated to take them surfing on the weekends. Something I had done all my life, and they wanted to do it as well.

In 1991, we meet again with our friends of J/24. My brother had already sold his boat. A friend asked me if I wanted to sail with someone who just had bought a boat, and wanted to learn how to

sail and to compete with the other J/24's.

At that time, two teams were qualified to compete in the NATIONS CUP in Holland, but there was not enough money in the budget for them to go. My wife, Ana Teresa, decided to visit some of our friends who managed different companies. She asked them for sponsorship for the teams in exchange for publicity on their uniforms, and equipment. Finally she was successful in securing sponsorship for the two teams to go to Holland.

The next month she got a sponsor for a regatta, with a very nice "entrega de premios", in a nice restaurant. Her success continued month after month for a couple of years. As a result of her efforts, the J/24 Class got more

organized. She was asked to work in an official capacity, and would be reimbursed for her expenses.

Before every regatta Ana Teresa called everybody encouraging them to race, or come out and crew for someone else. She is primarily responsible for the growth of the fleet from four boats in 1991 to fifteen to twenty on the starting line today.

Ana Teresa organizes thirteen J/24 tournaments a year, many of them with sponsors. She has organized the last two South American Championships that were hosted in Peru.

Her reputation and success in the J/24 Class has attracted others. She has organized a South American Tournament of WIND-

SURF, the last South American OPTIMIST Championship, and she has continued to secure sponsorships for more teams to attend international regattas.

In 1998, the "AVOP", ASOCIACION OF OCEANIC BOATS OF PERU, asked Ana Teresa to help them to organize their tournaments. There were only three boats in a competition at that time, and in the last few years, there are consistently nineteen big boats on the starting line. Eleven boats sailed in an international regatta in Ecuador.

All this she has accomplished by calling everybody, day after day, before the competition, asking them what they need, and getting crew for boats that need them. It all began because of the feeling and love she has for the J/24, were she started to know the world of sailing.

*Editors Note: Julio Balbuena is the National Measurer for the PER-JCA*



Ana Teresa watches '02 South Americans



# National REPORTS

ARG-JCA

## A taste of the Argentinean fleet

Mercedes Guerrero

We have a lot of new faces and crews mixed with the old ones but most important that all a lot of comradeship and enthusiasm is present in the class.

On may 23 we had our annual Grand Prix prize giving dinner and ceremony. It is a prize given by the class comprising all the regattas sailed during the year (more than 50 races), which are usually held by different clubs. The winner this year was the Sex Symbol, followed by the Tadeus, 3erd Fair Play, 4th Ziggy and 5th Remache.

Until last year the winner also got a sail together with the prize. This year the class decided that the sail would be sorted between those boats who had sailed more than 85 % of the regattas (which is a lot to be present at), as a mean of encouragement to all of them. So it was the Fair Play got the sail.

Being an "old" female member of the class seeing that the crews are again with a lot of women is very nice. Although I've sailed another boats I always think that the J-24 is perfect for women, either alone or in mixed crews.

Since some time ago we have a J-24 story teller (the jotian chronicles) who makes us laugh to our bones with his chronicles of the races, usually monday next to the regattas. He is Adrian Digilio, the owner of the Tadeus. They are difficult to translate not only because you have to know the peculiarities of those that get a picture in the story but mostly because they're written in a very "Argentinean" language.

I'll try to give you a taste of them so here's the English version (with the permission of the writer) of some pieces of the Autumm Championship, which served also as part of the selection for the Worlds.

\* Oh my God, how did we start this world's selection! From the beginning as we read the

instructions we thought that there should be some error, 6 or 7 classes racing together on the same track?? Nooo surely the impression was wrong, we decided. But when se saw the boat of the regattas commission we said "or there's some kind of celebration or the thing about the classes was right".....

In the end with a wind softer than the Pope and lots of boats everywhere, the YCA (Yacht Club Argentino)'s autumn tournament began (by the way the regattas commission made a very good work, if not this would have been a novel instead of a chronicle)

From the start we went slowly, very slowly but we went, then we crawled and in the end, with the tide against us we went like the crab, sideways and backwards.

Happiest of all was the Sex Symbol, when after doing an incredible race, saw the closing of the line 200 meters before crossing it. Yes the race was cancelled! Meanwhile aboard the Tadeus we were far behind praying to Saint Clock to go faster son nobody could arrive. Very selfish don't you think? But such is life.

When we came back we sang happy birthday to Juan Savio, from the Sex Symbol, who is nobody-knows-how-many years old. There were some bets on the age, but while the j's spirit remains in him it will not matter if the age measures in lustrum, decades or even centuries, it only counts how many regattas we're going to be together!

Anyway, Saturday ending with no races run Sunday was the day to make up.

A very tight championship very seldom seen. The usual is that some boat gets a substantial difference on the first races and then keeps it the rest of the races. But in this championship the general lack of wind with important change of direction made it difficult for anyone to take the lead.

Saturday 12 was a hard day, with no wind from nowhere to start with, arriving afterwards a light breeze from the northeast that permitted sailing two of the five races needed to complete the autumn tournament.

Sunday arrived and we saw that one of the Club Nautico San Isidro's boat came with balloons attached to the stern. They were celebrating since the previous evening the birthday of Mariana, one of the members of the Bonita's crew (as you can see this regatta was full of celebrations)

Starting of the first race of the day and because of the anxiousness everybody was passed.

Counting and recounting the positions and possible combinations weren't useful to see who would be going to Holland. The possible strategies as to what to do were the conversations onboard all of the j's.

Meanwhile the starting top and to suffer the last race.. ....

Drying away the sweat of the contest we can arrive to some conclusions, that you dear reader can or cannot share. The winner was the one who committed less errors, was very tidy in the takings and had very good velocity. Almost all of the fleet got something, some podium, hard battles, good positions. The winner of each race was always a different boat. Last of all please make some regattas with days of wind!! The final positions: first, Cacique, second Tadeus, third Sex Symbol; as a jotian curiosity the two boats of the CNSI finished tied in points.

As there are two places for Holland 2003, and we classified, I'm preparing a letter to my very close friend Maxima, so she can arrange to have us in palace....\*



# National REPORTS

## BRA-JCA

### Report from Brazil

Benjamin Sodre

Let us put you in the picture of what has happened in the last months and what is yet to come in Brazil.

The 2002 Brazil Nationals were held in Guanabara Bay, Rio de Janeiro on December 07-08 and 14-15 with many participants in two weekends in a series of seven races. It was the first championship of the new member of the fleet, the boat imported from Italy BRUSCHETTA, with the skipper Mauricio Santa Cruz. The conditions of the weather and the windy were perfect and at the end we had the champion.

The first five boats:

- 1-GOOD NEWS
- 2-BRUSCHETTA
- 3-MALABAR
- 4-MEIO A MEIO
- 5-VOLTA SECA IV

This was the last event of 2002. In 2003 we start with the qualified for the Pan-American games to be

held in Santo Domingo, Dominican Republic in August, 2003. The qualified was on February 18-23 and finished with the boat BRUSCHETTA selected to represent Brazil in the Pan American games.

On March 29-30 and April 05-06 we had the Rio de Janeiro State Championship with a series of seven races and finished with the following results.

The first five boats:

- 1-MEIO A MEIO
- 2-PORSCHE/SKY
- 3-VOLTA SECA IV
- 4-LESTADA
- 5-MATCH BOX

The 2003 South American Championship will be held at Guanabara Bay, Rio de Janeiro on October 13-19. This is a great opportunity to compete with crews from others nationals J/24 associations. We welcome all of you that will attend this championship and we guarantee that you will have a lot of fun before and after sailing. If you didn't receive the NOR, please contact John Peck at the IJCA office.

Best sailing regards,  
Benjamin Sodre, Jr.  
President, BRA-JCA  
bsn@bsncrl.com.br

## CAN-JCA

### Report from Canada

Rudy Wolfs

The Canadian J/24 Class enjoyed a great year of J/24 sailing in 2002. The 2002 World Championships provided a boost in J/24 Canadian racing participation which resulted in increased membership. The fleet is getting stronger, as evident by the results of Canadians in top North American regattas.

Finances are healthy and stable. Operations efficiencies using the internet have yielded transparency and simplicity. We have automated the online membership registration with a credit card process. All memberships are now processed on the website. We are building an automated Measurement Certificate Management Facility planned for late 2003.

The PAN AM Games qualification process became a highly frustrating process with the removal of J/24 participant funding by the

Canadian Olympic Committee. As a result, participation will cost the selected team over \$20,000.



Veronica and Rudy Wolfs

The Canadian Championships will be held at the Port Credit Yacht Club (Toronto Area) on September 19-21, 2003. See [www.j24can.com/canadians](http://www.j24can.com/canadians) for more details.

Preparations for the 2004 North Americans are under way in beautiful Vancouver, British Columbia. I encourage everyone to mark their 2004 spring calendar and enjoy a great venue.

2003 is will be another competitive season for J/24's in Canada with the 2004 J/24 World Championships on the US East Coast (Connecticut), the world qualifying events in each district will be intense. The number of qualifying positions from Canada will be doubled from 4 to 8 assuming we maintain our 250+ members.

Happy Sailing.

Rudy Wolfs, President  
CAN-JCA



## FRA-JCA

### French National Championships, Port du Crouesty, 26th/27th April 2003

Stuart Jardine

The French NJCA organised their National Championships early this year in order to encourage some of the British to stay on after Spi Ouest.

Stuart Jardine and David Ellis both agreed to stay on in order to help them get their fleet up and running again. Although the entries were low it was great to see Luc Nadal Ex chairman of their NJCA back in his J24 after quite a few years away building his house in his spare time.

After the super Easter, the weather turned for the worst with strong winds and rain. Only one race was possible on the Saturday as the wind was above 35 knots by the end of the race won by the Jardine's, with

Luc Nadal 2nd and Ellis 3rd.

The forecast was not much better for Sunday but at least the wind was down around 20 knots and only up in the 30's in the squalls. Everyone was expecting three races but in the event the PRO ran four.

#### Results :

1st	Hitch Hiker	David Ellis	8 pts
2nd	Stouche	Stuart Jardine	9 pts
3rd	Anthologie	Luc Nadal	9 pts
4th	Julia	Penny Aubert	12 pts
5th	El Nino	Olivier Doucy	16 pts
6th	Hors J	Nathalie Janod	23 pts
7th	Jam	Lacouture Bourrut	26 pts
8th	JKL	Jeanjarry Audouy	33 pts
9th	Marta	Romain Voron	36 pts
10th	Jiboule	Thierry Bidon	37 pts
11th	Jehu	Marc Furet	39 pts
12th	Black Jack	Philippe Gaillard	53 pts
13th	Majic	Alain Bujadoux Ragot	56 pts

David Ellis won the first two races with the Jardine's second, with both Luc Nadal and Penny Aubert not far behind. Then Ellis and the Jardine's raced each other for the last two races, allowing both Luc and Penny to win a race each.

David Ellis securing first overall by one point from the Jardine's and Nadal, the Jardine's taking 2nd by dint of having more 2nd places.



David Ellis

## Why is this guy smiling?



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# National REPORTS

MEX-JCA

## Mexico Hosts the XIX Central American Games

Kenneth Porter



Thinking of the Olympic Games or sporting events of that caliber is what dreams are made; where we represent more than just our country, we represent the whole country's wishes. This is the concrete case regarding the Central American and Caribbean Games XIX.

For Mexico, the qualification process took eight months. We have several multi-class regattas through out the year for Laser, Laser Radial, Hobbies 16, Optimist, Flying Junior, JY15, Santana 20, 49'er, etc. These regattas, apart from being important and having excellent prizes, draw many competitors; so we had a very competitive elimination round.

Qualification for the J/24 Class included almost all of the regattas in the annual calendar that is normally two regattas per month.

elimination. The CAG Notice of Race allowed three boats per country to compete. Therefore, the first three places had a guaranteed spot.



Central American Game J/24 Champions

We used a scoring system that was opposite from our normal point system. The first place boat was scored the total of the number of boats in the race. Therefore, the boat with the most points would be the one to win the

Five countries entered with the J/24: Venezuela, Puerto Rico, Saint Lucia, US Virgin Islands and Mexico. Mexico was the only country with three teams. The other classes

participating were: Laser, Laser Radial, Mistral Imco, and Hobbies 16.

The host club was the Club Nautico Avandaro, the oldest club on lake Valle de Bravo, founded in 1956. It is located on the side of the lake with the most consistent winds, and where the longest courses can be set.





The month of November usually has good wind. The competitors from Venezuela and Puerto Rico arrived a week early to practice. During that week, they had uncommon conditions with winds of up to 20 knots a couple of days, and 14 to 15 knot winds the rest of the time.

John Peck arrived in Valle de Bravo as the Head Measurer for the Sport of Sailing, to oversee measurement of all classes of boats. In the J/24 Class, three would be for the Mexican team and four more were chartered for the visiting teams. The process was exactly as in the world championships for the class.

XIX Central American Games, J/24 Final Results												
Sail	Skipper	Race									Total	Overall
		1	2	3	4	5	6	7	8	9		
VEN-3529	M. Constazo	5	3	1	1	4	1	2	5	6	22	1
PUR-4583	E. Lugo	6	4	6	2	1	5	1	4	1	24	2
MEX-1585	K. Porter	1	1	3	3	2	4	7	6	5	25	3
MEX-4439	Y. Belausteguitia	4	5	OCS	4	3	2	6	1	2	27	4
LCA	M. Green	2	2	5	6	7	8	3	7	3	35	5
MEX-3787	Victor Maldonado	3	7	4	DSQ		DSQ	5	3	4	38	6
ISV- 7	J. Foster	7	6	2	5	5	6	8	8	7	46	7
DOM-1	J. Rodriguez	8	8	7	7	6	7	4	2	8	49	8

The day of the start of the regatta, conditions changed dramatically. It was as if all of the wind had disappeared. We had at the most four knots of wind average. That first day the races were fought between Mexico and Saint Lucia. Apparently Venezuela and Puerto Rico had expected conditions like the week before.

On the second day conditions were very similar as were the results. The race committee, managed by Ion Echave from Spain, began to get desperate since the wind direction was not established. He decided to move the course closer to the mountains, which with caused some repercussions. The wind that surrounds the mountains makes for a very definite pattern, and therefore no chance for competitors with a bad start to recover. The regatta was won by Yon Belausteguitia, sailing "Chimera," only to discover that he had been OCS moving Venezuela up to first, and Kenneth Porter on "S" to second.

Tension increased on the day three as conditions continued to be abnormal both for locals and visitors. In Mexico's case, the possibility of obtaining more than one medal was thinning since Victor Maldonado on

"Instigator" had been disqualified from both races on the second day in the protest room. Yon Belausteguitia's OCS, and a couple of bad finishes, made it an uphill battle. The only boat with medal possibility was "S" in first place by a small margin, closely followed by Venezuela and Puerto Rico. Only one race was sailed. Puerto Rico was the winner, followed by "S", Yon B17, and Venezuela.

clear the starboard tack boats, Venezuela and Puerto Rico were forced to alter course. After completing two 720's, "S" was not able to recover, and Mexico lost any chance of gold and silver.

Venezuela won the gold, Puerto Rico silver, and Mexico bronze. It is interesting to note, that the last time the J/24 was chosen for the Central American Games, that were held in

Puerto Rico, the results were exactly the same.

It's very pleasant to have such a good memories of not only a Race, but also all that goes along with it. Valle has a very nice weather all of the year, with temperatures ranging from 18

The competition was very close for the rest of the series. On the last day, going into the last race, Venezuela had a small margin over "S" that was only a couple of points ahead of Puerto Rico. Sometimes pressure does strange things to people. At the start of this race, "S" was too close to the pin, and tacked to port in the very light breeze. Unable to

to 22 degrees centigrade. The daily activities after racing were a must, having some Tequilas and beer at the Club bar, and dinner with friends and competitors.





# National REPORTS

## NED-JCA

### Dutch J/24 Class Association on Amsterdam Boat Show

Remco van den Berg, President

In February the Dutch J/24 Class was attending the Amsterdam boat show. The famous show was held over 6 days where ca 50.00 visitors passed the booth of Sailing1Design.

The J24 NED 62 (hull nr 5280) was displayed in full action. It became clear that one design sailing is still very active in Holland.

Each day volunteers of the Dutch J/24 Class answered many questions. People are looking for alternatives to IMS sailing and the perfect combination of cruising and racing is still one of the major 'selling' items of the J/24.

With the World Championship in Holland this year, a special offer by the J/24 dealer for a total World Champion boat package (boat, inventory trailer and sails) was interesting.

Potential buyers can reserve a boat which

is only used as charter boat during the Worlds in medemblik. The boat is available in full racing condition, measured and ready to use.

During the Show, the Dutch J/24 Class had the opportunity to be interviewed at the Sailing Yachtclub. On a big VCR screen a video and pictures of the European Championship in Ireland was displayed. Team Just4Fun (Winner EC 2002) was interviewed together with a female helmsman Ms. Clariette Feenstra, and the president of the Dutch Class. For the audience, question of the succes of the class, the history and of course the World Championship were answered.

Team Just4Fun was challenged to explain their goals for the Worlds. This successful team (Winner Dutch nationals, EC 2002 and also EC 2002 for the J22) is focussed on the Worlds in Medemblik, although heavy competi-

tions is expected.

On the J/24 booth, visitors could notice our international status. An A-3 poster of the UK-class, and information of the USA, CAN and other Europeans classes were displayed. The website of the Dutch J/24 Class became updated and after the show the number of visitors raised.

It was of big importance for the Dutch and International J/24 Class to attend this show. The J24 class is alive. The international character is a high-light. We are thankful to the financial contribution by the IJCA and the J/24 dealer, Sailing1Design, to make this show a success. Furthermore we thank our volunteers; Ivo, Vincent, Jon, Steven, Evert, Patrick, Luuk, Nils etc. for their contribution to the Amsterdam boatshow.





## SWE-JCA

### What's up in Sweden?

Marianne Schoke Holzer

I read an article the other day in one of Sweden's largest sailing magazines, "Brad Reads trim guide" picturing Brad and crew in his Blind Squirrel. The same magazine had an article about tactics in an up-downwind race-course a few months ago written by Chris Snow picturing lots of J/24's. These articles are very useful for us in our mission to market the J/24 in Sweden.

#### What's the story?

As the J/24 was introduced in the late 1970's the class had to struggle against strong competitors in Scandinavia. Denmark introduced the X79 as a response to Jeff's new invention and Sweden did with Albin Express which still today is a strong class in Sweden. Many natives chose the "home made" boat and this made it harder for the J/24 to conquer the hearts of Scandinavians. It did, but around 1996 the class activities decreased.

#### Still interesting class.

What we see today though is a slow but steady growth within the class and I think one of the reasons is the European National

Associations hard work together side by side to increase and keep the interest of the class. A few but strongly competing crews from Sweden are always attending at least two or three regattas in Europe. And especially the Germans are visiting Sweden to keep the figures at our major regattas and due to that we nowadays always arrange open nationals. This of course makes it more interesting for foreigners to attend.

#### Club Boats

One other reason for the growth is that the Swedish Class Association is marketing the boat as an alternative club-boat for yacht clubs all over the country, which are looking for ways to keep their younger dinghy sailors within the club. Many dinghy sailors today, who decide to take the step to keelboat, find themselves sometimes forced to leave their clubs to search for alternatives because the club cannot offer them a solution. This is where the J/24 is such a success.

Not many yacht clubs can afford to either buy or keep larger keelboats as training boats, but

we have convinced them that they can with a J/24, even two or three in some places and therefore satisfy a larger no. of sailors. A used boat costs proxy \$5,000 - 8000 depending on build year (1979-1985), shape and merits. They also find that everyone onboard has a strong position and is needed to sail the boat optimised. This pays off in the other end and crews later on decide to buy their own J/24. The cheap and easy way of handling and transporting the boat makes it also joyful.

#### European Championship 2004

The biggest reason why interest is increasing is due to that Sweden will host the European Championship 22-30th of July 2004 and until then our goal is to have a larger fleet but also to have a chance to show that we are still a strong sailing nation and of course that we can arrange huge Mega Viking after sail party's. And that we hereby challenge all attendants at this event.

My best regards,  
Marianne Schoke Holzer  
Chairman of the SWE-JCA

## USA-JCA

### United States-JCA President's Report

Jim Farmer

What a great 25 years this has been for the J/24 Class! Who would have thought back in early 1978 when the original J/24 Class Association was formed that it would turn into one of the premier sailing boats and Classes that the sailing world has ever experienced. And what a ride it has been! Over 5000 boats built worldwide. Typically over 2500 members annually, about half of those in the USA. And look at all of the sailing talent that has grown up in the J/24; that's a major story in itself.

We have a lot to be proud of this year as we celebrate the 25th anniversary of the J/24 Class Association. The best part is the fact that the J/24 continues to be one of the best boats in the World. There are strong Class associations from North and South America to Europe to Australia and Asia. And the people that sail the J/24 are the greatest!

Celebrate the 25th Anniversary with all of the



USA-JCA President, Jim Farmer, aboard the Party Reptile.

rest of the J/24 sailors worldwide. Get involved. Get your old boats out of the backyards. Go Sailing. And try to make it to Newport in July for the 25th Anniversary

Celebration. We need your help to keep our Class the best in the World!

Jim Farmer - President, UAS-JCA



# National REPORTS

## USA-JCA

### District 3 Report

Harry Bensen—District 3 Governor

2003 is a huge year for our District and J/24 yacht racing as we prepare for the World's in Noroton in 2004. During the 2003 season all the U.S. Districts will hold a "World Qualifier," our own district included. If you're like me and usually in the middle of the pack (on a good day) qualifying probably doesn't mean that much to you. The good news is the number of boats will increase and the competition will be elevated. This will only enhance the overall district regattas and is definitely not the year to sit out.

Below is a summary of our District Championship and the scoring system. Five regattas will be scored as a series using the following rules.

#### 1) District 3 Championship Series Regattas:

**May 31-June 1** Riverside Regatta

**June 14-15** Mid Sound

Regatta([www.LHYC.org](http://www.LHYC.org))

**Sept. 6-7** Larchmont NOOD

**Sept. 27-28** Noroton Regatta

**Oct. 4-5** Housatonic Fall Regatta

2) Best performance of 3 of the 5 regattas will be counted towards your Championship score. Minimum of 3 regattas.

3) Top two not previously qualified boats in the 2003 District Championship Series will

earn a berth to the Worlds in Noroton 2004.

4) One last chance to Qualify- In early June of 2004 Riverside YC 's Regatta -The highest finishing previously non qualified skipper will get the last qualifying position for the World's.

5) In all cases the helmsman/helmswoman is the entity that qualifies.

6) All fleet captains/PROs should review the Regatta requirements in the J/24 Class Rule Book. Specific requirements are made in World qualifying events.

If you have any questions please ask your fleet captains or send me an e-mail. Also for information on other district regatta and World Qualifying events or other J/24 regattas check out the J/24 class website.

#### Progress update from Noroton Yacht Club regarding the 2004 Worlds

The Noroton Yacht Club J/24 fleet is well underway in the organizational task of putting on a world class regatta. Their biggest need remains signing on a primary sponsor for the event. Below find a summary of their progress and needs.

1) Race Committee has been selected. Mr. John Schultz and regular crew will be running the races. This is the same proven committee that has run the nationals at NYC in the past.

2) International Jury is in the final stages of

being established.

3) Measurement Committee will be run by Mr. Britt Hughes.

4) Yacht Charters- There will be many J/24s that will be chartered by incoming J/24 skippers and crew from around the world and continent. Waterline systems will be available to offer standard modification packages on all charters prior to competition.

5) The very important social committee has been organized. However, its activities are directly proportional to the level of funding it obtains from primary and secondary sponsors.

6) Sponsorship- The sponsorship committee is just now beginning its all important search for its primary sponsor. If you know of a company of integrity, that would like to become synonymous with the exciting world of J/24 yacht racing, please contact Ms. Jan Raymond (203) 655-9662 or [chipandjan@aol.com](mailto:chipandjan@aol.com). For further information regarding the J/24 worlds 2004 contact Scott Harrison at w866-866-0136 or h203-655-1490 or [scottharrison5@netscape.net](mailto:scottharrison5@netscape.net)

It will be a great year to be racing J/24s. 2003 will continue to see our membership grow, our boats evolve, or performance enhanced. See you on the water.

## USA-JCA

### District 4 Report

Paul Scalisi—District 4 Governor

The Garden State Parkway Series will determine the District 4 representative to the World Championships in Noroton, Ct in 2004. Competition for this year's circuit is expected to be very high due to the close proximity of Noroton to our district. We have scheduled eight regattas this year from Staten Island south to Cape May.

We just completed the Transplant Cup

Regatta at Richmond County Yacht Club, the first stop of the circuit. The top three finishers were Mark May on Tramp, Ted Wiedeke on Candy, and Bengt Johansson on BC. Congratulations to all the competitors. The regatta featured 5 races over 2 days for the 16-boat fleet and we also managed to raise over \$4000.00 for charity. A great start to what we expect will be a great season.

Finally, District 4 is looking to host a major regatta and the Cape May Fleet is preparing a proposal for the 2005 North Americans. Considering the fine job they have done in the past with the Nationals, I hope they are granted the regatta. I think hosting a major event would go a long way to help promote the class in the area.



## District 6 Report

Tim Winger—District 6 Governor



Tim Winger

## On the starting line at the 2003 Pink Moon

The 2003 Pink Moon Regatta in Havre de Grace, MD is the first in a new three regatta series to determine the District 6 Champion, who will qualify for the 2004 Worlds in Noroton. The five races of the Pink Moon will be combined with the One Design Classic and Race Week in Annapolis to determine the Championship.

The Pink Moon started out cool and rainy, but with enough breeze (5 – 9) to start almost on time. The sixteen boats on the starting line were from Havre de Grace and Annapolis, MD as well as New Jersey and, for some international flavor, Toronto, Canada. The top contenders for the regatta showed their stripes immediately. Tony Parker of Annapolis won the first race followed by Chris Crockett of Havre de Grace and Peter Rich of Annapolis. The second race started in a big right shift

with much of the fleet almost able to lay the weather mark. RC stood by with the abandonment flag at the ready until the wind shifted dramatically to the left and dropped half way up the leg. An unstable breeze filled in for the remainder of the weather leg and into

the first spinnaker run. The next weather mark moved about 30 degrees to the left and stayed there for the remainder of the day.

Paul Van Ravenswaay of Annapolis won the

After racing, everyone got warm and dry and fed at a party at the local American Legion, catered by MacGregor's Restaurant, the event sponsor. Many of the participants have been coming to this regatta for some years. It was great to talk to them and meet other first time participants at this regatta.

Sunday's weather was exactly the kind sailors live for, bright sunshine and 15 – 18 knots of wind. Usually these new, northwesterly cold fronts in Havre de Grace oscillate dramatically, but this one was unusually steady. This sets up a classic Havre de Grace condition of strong breeze with relatively smooth water. Another classic Havre de Grace condition came into play on Sunday as well – commercial tug and barge traffic. Along with presenting a fast moving obstacle to the racers on the course, the commercial traffic restricts where the course can be set up. Committee

kept up communications with the tug captains to coordinate the event with the commercial use of the river so all worked out pretty smoothly.

In the first long race, Chris Crockett pulled away from the fleet for an easy win followed by Rich and Parker. The course for the second race was moved and shortened a bit to accommodate the tug boats. The wind picked up for the start of this one, prompting a few blades to come out of the bags for the lighter crews. The wind strength may also have been a factor in the first two general recalls of the regatta. The fleet started on the third try on a lengthened line and under a

black flag. The race was won by Peter Rich and the crew of "Show Dog" to seal their victory in the regatta.

Thank you to all who came and participated as both competitors and support personnel.

## Final Results:

Skipper	1	2	3	4	5	Total
1. Peter Rich	3	2	0.75	2	0.75	8.50
2. Tony Parker	0.75	3	2	3	4	12.75
3. Chris Crockett	2	4	4	0.75	5	15.75
4. Paul Van Ravenswaay	12	0.75	3	5	3	23.75
5. Chuck Sheets	11	6	6	7	2	32.00
6. Scott Weakley	6	5	12	4	6	33.00
7. Rowland/Daniel	4	9	5	11	7	36.00
8. Patrick Frisch	7	8	7	12	11	45.00
9. Tony Iacono	9	10	15	6	10	50.00
10. John Fenton	8	14	13	8	8	51.00
11. Angelo Buscemi	5	11	8	14	14	52.00
12. Dan Busch	10	7	16	10	9	52.00
13. Dan Shelton	13	12	9	15	15	64.00
14. Kevin Henry	15	13	11	13	12	64.00
15. Jeff Leach	14	15	14	9	13	65.00
16. Hal Wurster	16	16	10	16	17	75.00

second race followed by the same three leaders from the first race. In the third race, Van Ravenswaay showed the previous race was not a fluke by taking a third to Peter Rich and Tony Parker.



# National REPORTS

## USA-JCA

### District 7 Report—2003 J-Daze Regatta

Bill Schmidt—Fleet 88 Captain

Twenty-seven boats from upstate New York and southern Canada converged on Canandaigua Yacht Club for the fifteenth annual J-Daze Regatta held on May 3-4. Saturday greeted the fleet with blue skies and pleasant but shifty 8-12 knot breezes. The Race Committee did a nice job getting four races off with only one general recall. Jeremy Lucas from Toronto was the only one to keep all four finishes in single digits and led at the

end of the day.

Sailors gathered around the keg Saturday evening to relive the day's events and enjoy a buffet dinner. Quite a few still had enough energy to participate in a very lively party and dancing to the Lowriders Blues Band.

Sunday morning the fleet was lured out onto the lake by a light southerly breeze that quickly died as soon as the sun warmed

things up a bit. The Race Committee postponed for about forty-five before calling it a day. Those of us down in the standings were hoping for a shot at redemption, but no one seemed too disappointed to haul the boats, enjoy a sip of beer and the awards, and get on the road home early.

For more information and photos please visit us at [sailcyc.com](http://sailcyc.com).

#### Final Results

Helm	1	2	3	4	Total
1. Jeremy Lucas	4	2	6	2	14
2. Kirk Reynolds	1	6	11	3	21
3. Thomas Barbeau	19	3	3	1	26
4. Tom Doran	11	9	2	5	27
5. Alfie Merchant	6	8	1	14	29
6. Ed Gardner	8	4	9	10	31
7. Mike Ingham	24	1	4	4	33
8. Rodger Voss	2	11	13	12	38
9. Todd Irving	17	5	8	8	38
10. David Raham	7	15	10	7	39
11. Bradley Fertile	5	23	5	16	49
12. Harold Weisberg	13	16	15	6	50
13. Bill Schmidt	3	14	21	13	51
14. Charlie Krylo	10	13	12	18	53
15. Mark Nuwer	20	7	7	24	58
16. Dan Peck	21	10	19	11	61
17. Howard Skinner	9	18	22	19	68
18. John Heretyk	15	19	20	15	69
19. Lambert Lai	22	20	18	9	69
20. Jeffrey King	18	17	14	21	70
21. Mike Johnson	26	12	16	20	74
22. Dave Kaye	12	21	23	23	79
23. Russ Cook	16	26	24	17	83
24. Jack DePeters	14	25	27	22	88
25. Barbara Ulrich	23	23	21*	25	92
26. George Nix	25	24	25	26	100
27. Andrea Krueger	27	27	26	27	107



Howard Skinner and Bradley Fertile round the weather mark at the 2003 J-Daze Regatta.

## No Discrimination

The next issue of International J/24 will have a special section devoted to  
**COLORED BOATS.**

If you have a colored boat, and would like to see it in this magazine, send a 300 dpi resolution, JPG or TIF images, by e-mail to: [magazine@shipplans.com](mailto:magazine@shipplans.com). Please include any additional information and/or comments that you think will be of interest to the general membership.

All e-mails will be answered.....The Editor



**District 8 Report—2003 District 8 Championship** Augusta, GA, March 2 & 3, 2003

James Howard—District 8 Governor

16 boats arrived in Augusta on Friday the first of March in preparation for this weekend event. This event was a qualifier for the 2004 World Championship to be held in Norton, CT. Only a few boats had to be measured, but registration and launching went with no real problems.

Saturday morning came and so did the rain. The first race was started with winds ranging from 5-10 knots out of the east. James Howard from "Classic" struck first followed by Tim Rathbun on "Motor Home" and Rodger Dougal on "Tutaknaut".

The next race was postponed for two hours

due to a severe thunderstorm. After the storm a race was started with Bob Mabe sailing "Moxie" lead the whole race until Jim Farmer on "Party Reptile" snuck by him at the finish.

Sunday morning brought a better day with sunny skies and winds in the 5-10 knot range out of the northwest. The third race began cleanly with "Classic" jumping out on top and holding on to the finish.

Race number four was not as clean as race three. At the start half of the fleet played bumper cars, but "Classic" remained clean with a third place finish. Just in front were Roger Dougal finishing first and John

McCullough sailing "Moofasta" finishing second.

Race number five was started in a 10-15 knot breeze also out of the northwest with Jim Farmer jumping out in front with James Howard following closely behind. It remained that way to the finish line.

The top five finishes were: Tim Rathbun finishing fifth, Rodger Dougal fourth, Bob Mabe third, Jim Farmer second, and James Howard taking top honors. Many thanks go out the Augusta Sailing Club and to Jim Farmer's company, Augusta Block for getting the boats launched and hauled out.

**Final Results**

Skipper	1	2	3	4	5	Total
James Howard Jr.	1	5	1	3	2	12
Jim Farmer	4	1	5	7	1	18
Bob Mabe	12	2	2	6	4	26
Rodger Dougal	3	11	10	1	5	30
Tim Rathbun	2	3	9	9	7	30
John McCullough	10	12	4	2	3	31
Bill Moore	14	4	8	8	6	40
Peter Fischel	17	8	6	4	8	43
Albert Johnson	5	15	3	13	10	46
Richard Mayne	9	6	16	5	15	51
Ed Joy	11	7	11	10	13	52
Michael Foster	13	13	7	11	9	53
Eric Gotwalt	6	9	15	12	14	56
Graeme Addie	7	10	14	15	12	58
Eric Motter	15	14	12	14	11	66
Bob Williams	8	16	13	16	16	69



Edwin Joy rounds the leeward mark at the 2003 District 8 Championship.

**District 14 Report—Southwest Regional Championships, March 22 & 23, 2003—Ft Worth, TX**

Eric Faust

Bob Harden showed great consistency in winning the 2003 Southwest Regional

Championships. Racing for the two-day event was held in conditions ranging from 5-12

knots. Harden qualified for the 2004 World Championship in Norton Connecticut.



mr. happy leading the pack.

**Final Results:**

Helm	1	2	3	4	5	6	Total
1 Nelson / Harden	3	3	4	1	8	2	21
2 Frank Keesling	7	1	1	4	15	1	29
3 Fred Am Rhein	10	4	8	7z	5	8	42
4 Nelson / Luther	1	9	6	8z	12	12	48
5 Bill Worsham	5	2	7	17	14	3	48
6 Bremer/DeCoster	2	7	2	18	1	19z	49
7 Roger Harden	8	5	13	12	3	9	50
8 Bryan Dyer	11	11	12	9	6	4	53
9 Kevin Corr	14	8	11	7	7	6	53
10 Kelly Holmes	6	6	9	13	19	7	60
11 Todd Warnygora	16	12	5	15	11	11	70
12 Chris Corley	17	15	10	11	13	15	81
13 David Broadway	20	17	18	20	2	5	82
14 Brian Carter	22	16	21	15z	4	13	91
15 Doug Weakley	18	OCS	14	6	18	10	91
16 Schoen Fitzgerald	23	13	23	19	17	16	97
17 Chip Bearden	23	22	19	8	9	17	98
18 Mark Smith	13	19	16	5	23	DNF	101
19 Martin Hamaka	4	14	17	23	20	DSQ	103
20 Lynette	21	18	15	14	16	20	104
21 David Irwin	17z	10	3	DNF	DNC	DNC	105
22 Earnst Kraemer	15	23	20	22	10	19	109
23 Pete Pitzer	19	20	24	21	OCS	18	127
24 Tony Slovik	OCS	21	22	16	21	25z	130







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