

International $\frac{J.}{24}$



Summer 2004 • Volume 48

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LAYLINE[®]
YACHT RACING EQUIPMENT

**J
24**

SCAR Pins

What a great idea from Mr. "H". Quick on/off Turnbuckle Cotter Pins for racers who adjust their rigs frequently. Unfortunately, we know ring pins are hard to handle, slow and snag spinnakers when untapped. Little pieces of rope let the turnbuckle wiggle loose too much... These new stainless pins are modified to just the right length and are permanently attached to outdoor grade Velcro.

How to use: Poke the pin through the hole in your turnbuckle; then wrap the Velcro around to lock it in place.
Result: A secure, no-snag solution.

"I wish I had thought of this. I've been scratching my head for years, and here it is. Stupid and Simple, and it just plain works!" ~Walt



Photo courtesy Jim Kranzberger



Part #	Pin Size	Velcro Length x Width	Layline
SCARP3326	3/32"	6" x 3/4"	\$0.99
SCARP3328	3/32"	8" x 3/4"	\$1.10
SCARP1810	1/8"	10" x 1"	\$1.24

Harken Vang-Specific Fiddle Block

Study this photo, and you will see the cam arms are in a different position from the "normal" Harken Fiddle Block that is part of your vang. Now, try to imagine this block as part of the vang system on your boat. Can you "see" the way the line would be lead, making it more cleatable and uncleatable from aft, instead of your current system where someone near the mast has to do the adjustments? If you can "see" this then you can understand the beauty of this configuration. If not, then you are s.o.l. ~W

The goal/purpose of this configuration is to be able to "flip" the Cam-Cleat arms so that they will assume a "higher" position, thereby presenting the cleat for a more "friendly" Vang operation. Think about the compromises you currently make in this regard. With this block, the angle is much better suited to the vang being cleated and uncleated in a blow with everyone pressed into the back of the boat. Plus, upwind, it is convenient for the Main trimmer to make his adjustments without pulling "Mr. Two-Tenths" off the rail to make a vang adjustment. Used inside a proper cascade system, this block is good for boats up to 40 feet. I know, J24 Magazine..., but you guys sail other boats too.



Item #	Description	List/Layline
H042PORT	Opposite Rotation 042	\$160.00/\$136.00

Layline Customers, Please Read This Great Tip!

Notes from Walt's conversation with North Sails' Tim Healy on Layline's new J24 Vang Block: Thanks to Tim for his sharing his insights! I asked Tim how he liked the new block.... He said it was working great, as expected. However, he thought I could add a couple more benefit points to our original descriptions, and they are as follows:

Starting: While working a hole on the line, we often need to "stop the boat." A key step in making the boat stop is blowing the vang; even a little bit of vang will hold the leach tight, causing the boat to continue to drive. Blowing the vang kills this drive. The cleat orientation of this block guarantees release.

Going Upwind In A Blow: To get a clear idea of how loaded the vang can be, I asked Tim how he sets his vang in a blow for going upwind. He said, "In 18+knots, two guys pulling hard from the rail..." 8:1 purchase, two guys sitting on the rail pulling, 175 lbs x 8 = 1400 lbs. of Vang tension.

Ducking While beating: I asked Tim if he starts by releasing the vang first and then controlling things with the sheet. What is the process? He responded, "I will say 'big duck,' and then the vang will be eased before the main-

sheet." Being able to reliably release the vang in a ducking situation is key, as we all know from experience.

Rounding The Windward Mark: Avoid scrubbing speed by having the boat bound up while the leach is still tight. "You will be amazed at how much easier the boat turns down when the Vang is released hard at the windward mark..."

Rounding The Leeward mark. Tim: "Having the Vang on as soon as the crew hits the rail is key in a big breeze to maintain height."

J24 One Piece Two Hook Topping Lift Foreguy Set Up

Now that the class rules allow 6mm line for both the topping lift and foreguy/downhaul, the new ideas are coming out of the woodwork. The slickest idea that migrated and morphed from the Etchells class is a two-hook, one-piece-of-line concept. One of the most unique aspects of handling the pole on a J24 is that it is totally released from its "bondage" (topping lift and foreguy) at the take-down and remains "unbonded" until it is rigged back on the mast for the set. One speed trick guys tried was to have only one hook to which you tied your topper and foreguy. The problem was that it twisted the pole badly, bound in the ring and made trimming an issue and gifting more difficult. Had to be sure to ease everything off nicely before going for the gybe.

Steps to the new set up: Begin with perspective of going up wind beating.

1. Before racing, set the pole, ease the foreguy 2", unclip the pole, leave the topper and foreguy as set. They will fall back against the mast.
2. On the Layline, ready to set the pole, bowman slips off the rail, picks the pole up, clips the topper hook to the pole, presses the pole forward, hooks it to the ring, then sits back on the rail, all done in seconds.
3. After the set, when things are settled, bowman clips in the foreguy hook and "wails" on the foreguy. KEY NOTE: Ask Tim Healy, and he will tell you a "solid/non bouncing" pole is very key to being fast downwind.
4. Getting ready for the douse, bowman eases the foreguy,

unclips the foreguy hook, then puts pressure back on the foreguy. Then, he settles back into downwind mode. This is done way before the final maneuvers at the bottom mark.

5. Takedown - Foreguy is eased 2", topping lift hook is unclipped, and pole is taken down and stowed.

6. Topping lift and foreguy control lines are left "as is", ready for next set.

The end result: simple, one-handed maneuvers by the bowman. He is able to accomplish all of this with minimum disruption of the boat's balance, while ensuring the tightest pole for maximum downwind performance.



Contents International **J/24**



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ONE DESIGN
CLASS**

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IJCA Chairman's Report

Rudy Wolfs

Thank you for your continued support. Many of you have volunteered your time and ideas to the IJCA Executive over the last 6 months. As you know, the IJCA is a volunteer organization. **We need your help in various disciplines; technical committee support, public relations and marketing, event organization and photography. Contact me directly if you can help (chairman@j24class.org).**

In the fall of 2003, the Executive embarked on an aggressive set of initiatives related to Rule Optimizations, Branding and Promotion, Comprehensive Regatta Standards and Streamlined Administration. Progress is good and the team has achieved about 1/3 of our ini-

tatives.

The most time consuming portion of our initiatives has been the rule and regatta standard changes. There are over thirty proposed changes that will be voted on by the World Council in September, and presented to ISAF for approval in November. All of the changes that are approved will go into effect 1 March 2005. See the Rules section of the website (www.j24class.org) for details on how the IJCA manages rule change proposals.

The Organizing Committee for the 2004 World Championships in Noroton has secured solid sponsorship, and is assembling all the pieces to create a strong regatta. The early indicators point to a 70+ boat fleet with good



Rudy and Veronica Wolfs with their all female crew. (family photo album)

International representation. See their website at www.j24worlds.com.

The Executive Committee expects to conduct an online survey in August to assist our

branding and promotion efforts. Your participation is very important to help shape the future of the J/24 Class Association. Check the website for details (www.j24class.org).

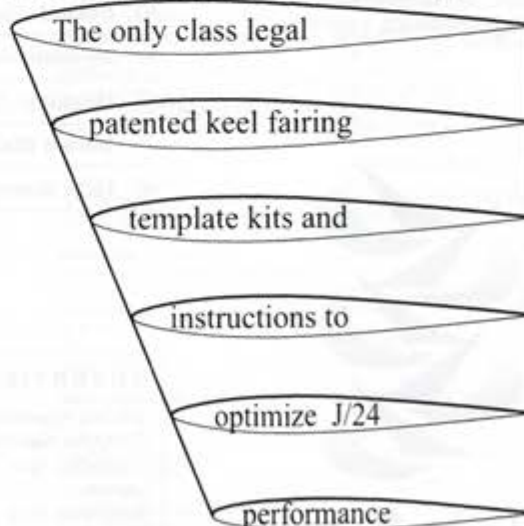
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Executive Director's Report

John Peck

Finances and Membership

The IJCA annual budget is posted on the website. We are currently on target with projections, and anticipate the fiscal year that ends 30 September will be the same.

If you take the time to read the first set of Class Rules, reprinted in the Technical Section, you will notice that in 1978 the annual IJCA dues were US\$10 (Rule 4.0). Over a decade ago, the annual dues were reduced to US\$8, and remain there today. A year and a half ago, the cost per copy of *International J/24* to NJCA's was reduced by 50%. The fact that the IJCA has continued to provide support to its growing membership, while lowering the entry fee, demonstrates the devotion of your Executive Committee to ensure that the J/24 continues to be recognized as the best One Design Class of all time.

There are over 25 NJCA's that are considered full members of the IJCA and have a vote at the World Council meetings. Another five NJCA's are considered Associate members because they are in developing areas and have less than ten members. The cost of IJCA membership and *International J/24* is the same to all NJCA's. Each national class has the option to increase the cost of the magazine and IJCA membership to its national members, to cover the cost of running its national class association.

At the last Annual General Meeting of the World Council, NJCA's were encouraged to offer membership packages of a similar nature that would include *International J/24*. This was only a suggestion, to create more international uniformity. There was also a lengthy discussion regarding the cost of membership to someone who owns more than one J/24. For a boat to race, the owner must be a member of the IJCA, and there must also be a transom sticker on the boat. If you have two boats, you need two memberships to get two transom stickers. Are you required to purchase two membership packages to get two transom stickers?

There is another situation that arises when there are co-owners of a boat. Whose name goes on the Measurement Certificate? For the boat owner to receive a Measurement Certificate, he/she must be a member of the IJCA. Therefore, if someone is to be listed as the co-owner on the Measurement Certificate, he/she must also be a member of the IJCA. Similarly, if a husband and wife both want to helm a J/24, they each need to be members of the IJCA. Are they required to purchase two membership packages?

The equitable solution for all of these scenarios is to offer a "Family Membership" that would cost US\$8 more for each additional membership sent to the same address. In the US for example, annual dues are US\$60. If you own two boats, and want to race both of them, or you and your spouse both want to race the same boat, your "Family Membership" would cost US\$68. This principal can be applied to all NJCA's regardless of what is charged for a single membership.

This will again be a topic at the 2004 World Council Meeting. If you think this is a worthwhile way to increase participation in the class, voice your support to the executives of your NJCA.



John and Lisa Peck

28. Placement of an oilfield marker, signposts, or gate other than
advised with say on the cable wire forward of the company
way back and standard location for the its chain.
29. Knows or details other for two thirds of a fullness
and a knowledge.
30. Likelihood which we attached to other than standard location on the
top of box and says people. On, likely wire design or size which
is other than standard.
31. One of other than normal sailing gear is normal, designed, or
proper design means to attain the minimum 1500 pound rating
weight. The most of said rule is to prevent use of said gear,
such, less of weight limits, unattached under chain, or other
high density material to reach sailing weight.
32. Wire or Kevlar used charts or ropes.
33. Adjustment of standing rigging standards while raising.

VI. PROHIBITIONS

Specific items or practices disallowed are:

- 2.0 *Maximum, squander poles, or substitutes other than standard factors*
- 2.1 *Spans*
- 2.2 *Workings of knot, mooring, or ball profiles and connectors*
- 2.3 *Electronics on the mast other than a single zoning/inter-light, a single standard light to illuminate a wave indicator, an anti-collision light at a cable end, or a cable end light*
- 2.4 *Mast leading devices such as jack stays, nonstandard stays, or (if not built into truss) as a means to make stays to the beam (the bridle) (Only mast blocks and backing may be used in the bridle)*
- 2.5 *Changes to the design or use of mooring rigging, halyards, or other lifts*
- 2.6 *Use of such these devices, struts, or braves on derricks*
- 2.7 *Thrusts/spreader loadlines*
- 2.8 *Running backstays or arrangements to duplicate such*
- 2.9 *Use of a boom vang other than the true power standard support type with a self-released chocking trim*
- 2.10 *Use of a boom vang with a power reef-lowering 20:1 self-released winches are prohibited*
- 2.11 *Coring, drilling or retreating, replacing, inserting, grinding, or inserting standard equipment in any way to reduce weight, or improve the strength of the structure*
- 2.12 *Members or other than standard equipment for Dacron/polyester rope tackle or lines on the spinnaker halyard and all running rigging systems with the exception of moor and (if) hoists*
- 2.13 *Spinnaker gear used*
- 2.14 *Changes of primary derrick winches so that any part of the winch is located in an area bound by the all edges of the bridge deck on the forward edge of the masthead trussler on the cockpit seat*
- 2.15 *A headstay which is adjustable while sailing or where length is adjustable by means of 20:1 "2 1/2" or more than 20 "2 1/2" as measured from pul to pul*
- 2.16 *A "T" (diamond cut to front edge of mast) measurement which falls outside of 9.7 " 1/2" or a mast which is not blocked in the dimensions to the deck and permanently locked in the mast*
- 2.17 *Filling in or closing with bags the oak-draw door butt fitting*
- 2.18 *Angling of stanchions outside a vertical line from the garboard to the top of the mast or the lifelines or a lifeline along which stanchions "T" with a set pound weight suspended from the midpoint of the lifeline between the low pulp and first stanchion*
- 2.19 *Changing the length or location of the masthead aerial(s), and use of alternative masthead aerial(s)*
- 2.20 *Spinnaker pole tracks on the mast*
- 2.21 *Spinnaker or squander loadlines other than supplied as standard to the manufacturer, or the reduction/modification of them*
- 2.22 *Peening or rapid trimming of the spinnaker gear to reduce weight or improve. Peening is permitted on the spinnaker, jib, and main sheets*
- 2.23 *Weaving to the crew of stow clothing, water stow, or weight like the purpose of holding the boat down*
- 2.24 *Use of other than standard located jib tack blocks or (if) shrouds*
- 2.25 *Absence of sails during a regatta other than for damage repair*

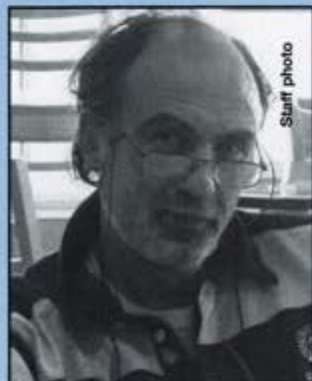
- 1.0 Since there will be some variation in how how weights coming from the factory and some owner preference for what gear will turn, an all set-up minimum sailing weight is established at 1300 lbs.
- 1.1 This will be included by adding the wind boat weight from the factory to the weight of all above gear added, which was not included in the factory weight calculation.
- 1.2 If additional weight has been added in the form of inboard outboard, stern, transom, winches, etc., such items will not be included until the boat has been weighed (either by an authorized measurer approved by the 1-24 Class Association or others at a certain boat meet weight). At such time, a new estimate will be issued.
- 4.0 The gear which may be added to the base weight includes (A) optional items (B) optional items as follows:
 - 1) Boatload items may be on board at the start of any race.
 - a. An outboard motor, minimum 1.5 H.P., one gallon of fuel and fuel extinguisher.
 - b. A standard line water tank, with at least one gallon of water.
 - c. Manual bilge pump and bucket.
 - d. 15 lbs. of motor and chain with a minimum of 150 feet of line.
 - 2) USCA approved life jackets for each member of the skipper plus a throwable pump handle (one or equivalent with proper labels) to be used in the event of the fire.
 - 3) Approved charts of the area being sailed.
 - 4) Marine fire aid kit.
 - 5) Radio inboard with weather band.
 - 6) Towal kit, flashlight with extra bulb and battery.
 - 7) Sails.
 8. Two compasses.
 9. Two 8" diameter flenders.
 10. Fenders and approved fendering lights.
- 4.1 Optional items which may be added to each sailing weight.
 - a. Sails and fuel.
 - b. Portable head shampo.
 - c. Towal kit with hammer (two minimum).
 - d. Miscellaneous, miscellaneous blocks, DIF, EPSOR, Rares.
 - e. Sleeping bag and pillows.
 - f. Gaffey equipment and boat tools.
 - g. Second anchor and attached chain and rope.
 - h. Fuel wether and/or boat.
 - i. Swimming flippers and duck fins.
 - j. Inflatable life raft and related equipment.
 - k. Foam Buoyancy blocks.
 - l. Ice box.
 - m. Other safety devices of equipment prescribed by local rules, or performance of equipment.
 - n. A reasonable number of spare blocks and rope.

The rudders on those early boats were "grandfathered."

Most owners have opted to use the later design as it is thought to be more efficient. However, Steve Sorensen of Walworth, Wisconsin enjoys the nostalgia of the original design. At least he upgraded the rudder pintles. This speaks not only to the longevity of the J/24, but also to the love of the boat.

The Technical Committee has been operating with a slight handicap since the absence of senior member, Francesco Ciccolo who was seriously injured in an automobile accident

in Sydney, Australia last December. He was able to return to Italy in March, and continues to recover in a hospital in Switzerland. Please keep him in your thoughts and prayers.



Francesco Ciacolo

derstanding in translation, and to clarify what has already been stated.

In this time of change, it is interesting to study the origin. The first Class Rules were published in 1978, and have been re-printed in this article for historical significance, and to emphasize why change is inevitable. If you take the time to read through the original Rules, you will gain an appreciation for the hundreds of hours the Technical Committee has contributed over the years. It is also important to recognize the roll of our National Measurers who are on the front lines helping the membership understand the Rules, and use them to their advantage.

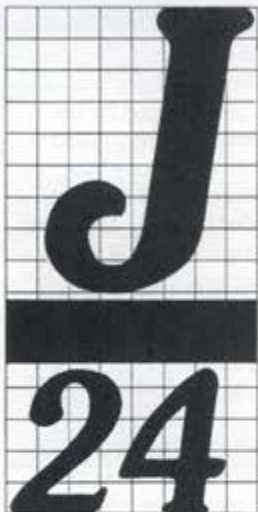
Mike Kurzawa, one of the most active measurers in the USA-JCA, recently submitted Measurement Forms for hull number 26, built 1 June 1977. This is the only boat on record (with a Measurement Certificate) that still carries the original design rudder. There were a few boats sold before Rod Johnstone changed the rudder to what we have today.

VIII. SAILS

- [illegible]

(IX. OFFICIAL CLASS IDENTIFICATION)

- 2.0 Location is within the space formed by two 17" x 24" rectangles located on top of one another and between the top and next lower flange, centered on a line drawn from midheight to midheight. The two rectangles shall fit as close as possible, but not closer than the width of the insignia's base.



Scale: 1/8" = 1'-0"

- 4.3 By following the above directions, the bottom of the masthead "T" will be directly above and parallel to the top of the port "T", with both masts being parallel.
- The keels of either side will be perpendicular to the mid-headboard mast foot line.
- 5.0 Outline numbers or inscriptions are prohibited.

BOAT MAINTENANCE

Modernizing the V-berth

Tim Winger, USA-JCA Technical Committee

Background—Some years back, J-Boats Italy introduced a new hull liner that effectively sealed in the v-berth area and the

the half bulkhead, and fill in the area forward of the half bulkhead with a new piece of plywood. Remove the bunk boards and

bulkheads. Caulk any holes in bulkheads where wires run through.

Drainage Half Pipe—We will be adding a drainage half pipe to allow the front compartment to drain without compromising the seal on the center compartment, between the half bulkheads. I used a plastic vacuum pipe for central home vacuum systems for its light weight. Cut the pipe in half longitudinally and glass a half in place down the center seam between the two half bulkheads. Make sure that the weep hole in the aft of the two bulkheads is clear and that you seal the pipe to the oversized opening in the forward bulkhead. Use a pole between the top of the pipe in the center between the bulkheads to the underside of the deck to force the pipe to conform to the curve of the hull. You may need more than one pole to accomplish this. When you are done, water from the front compartment should be able to flow through the pipe and out the weep hole into the area at the base of the mast.

Inspection Ports—Install a 150mm or 200mm (6" or 8") sealed inspection port in each of the sections of the permanent v-berth boards as well as one in the small bunk board that covers

the area between the half bulkheads. This board will be permanently installed and sealed to the original two permanent v-berth boards. Locate the inspection ports to provide the best access to the spaces below them in order that you will be able to sponge out any condensation that may accumulate and access any fittings or bolts mounted through the bulkheads (like the nuts for your corrector weights). Make sure these inspection ports are properly bedded with sealant.

Reassemble V-berth—To reassemble the v-berth so that it provides buoyancy, you will need a significant amount of caulk or sealant. I used DAP Kwik Seal, an inexpensive, quick setting sealant available from many building supply sources. Spread the sealant on all of the flanges and bulkhead edges that will contact the permanent v-berth boards. Screw the permanent v-berth boards into place as they were before. Do the same with the small board that used to be a removable bunk board between the half bulkheads. Use sealant to seal the gap between this board and the two other permanent v-berth boards. There will be a fairly wide gap between the boards you have just installed and the hull, and a lesser gap between these boards and the



lazarettes to reduce the accessible interior space in the boat which in turn, reduced the tax that is assessed in Italy based on the internal volume of a boat. Additional benefits of this liner were added buoyancy and some cost savings. When US Watercraft took over production of J/24's in the US, they added this feature for a cleaner look inside as well as the buoyancy and cost savings.

To convert older TPI boats to take advantage of the buoyancy benefits gained here only takes the addition of two panels, a little fiberglass work, three inspection ports and lots of sealant. The conversion as described here, adds about 238 kg (524 lb.) of buoyancy.

Getting Started—Some boats have three bunk boards in the v-berth, while other have just two covering essentially the same area. If you have the two board system, you will have to cut off the two boards where they cross

the two pieces of plywood that make up the permanent part of the v-berth. These two pieces are screwed into wood flanges attached to the bulkheads and into a fiberglass flange built out from the hull. Examine all wood in this area for rot and delamination. Replace pieces as necessary.

Rough sand the hull and bulkhead flanges with 80 grit where the permanent v-berth boards contact it. Rough sand about two inches above the line around the hull and main bulkhead where it is contacted by the permanent v-berth boards to provide good adhesion for the fiberglass and resin that will secure them to the hull and bulkhead. Rough sand the edges of the permanent v-berth boards and about two inches in from the edges to remove paint and other finishes that might negatively effect resin adhesion. Rough sand an area about 8 inches wide down the centerline between the two half





bulkheads that border the v-berth space. Fill all of these gaps with sealant. Where the gaps are under 8mm (3/8") wide, fill the space level with the top of the permanent v-berth boards. Where the gaps are wider, fill them to approximately 2mm below the top of the v-berth boards and level with a filled polyester resin (Bondo, etc.). Use two layers of light weight woven fiberglass strips approximately 75mm (3") wide to finish off the project around all of the edges that contact the hull or bulkheads. Also seal the joint between the original two permanent v-berth boards and the small board between the half bulkheads with two layers of fiberglass. You have now completely sealed in the section between the half bulkheads.

The Side Tanks – To finish the other two sections under the v-berth, we must add a longitudinal panel between the inside edge of the permanent v-berth boards and the inside bottom of the hull. This should be done with either 6mm (1/4") plywood with exterior glue or G-10 epoxy fiberglass board 3mm (1/8") thick available from industrial outlets and catalogs like McMaster-Carr. The G-10 most nearly duplicates the current fiberglass liners and is impervious to moisture. To locate where the panel will contact the inside bottom of the hull,

use an adjustable square resting on top of the permanent v-berth boards and projecting downward



onto the inside bottom of the hull. Adjust the length until the blade almost touches the inside bottom of the hull and make at least five marks fore and aft on each side. Rough sand at least two inches on either side of the marks for good adhesion and remark the line if necessary. Glue down a 13mm (1/2") wide strip of the panel material (G-10 or plywood) along the line to the outside of the line (under the permanent v-berth boards). This is your stopper strip against which to press your panel. Now make a cardboard template of your panel, and be very accurate. Use a very straight edge at the top and cut the template a bit small. Then use smaller pieces

of cardboard or stiff paper to make up the difference by taping them to the main template. When done, trace this onto your panel. You may want to make the panel 10mm – 15mm short on each end to make it easier to get it into place. The difference can be made up with fiberglass when you glass it into place. Cut out the panel and drill it so you can screw it to the edge of the permanent v-berth board. Run a bead of caulk along the edge of the v-berth board and where the panel will contact the hull and the stopper strip. Screw the panel to the v-berth board, and use two layers of 75mm wide, light weight fiberglass to secure the panel to the hull on the bottom and the bulkheads fore and aft. Repeat for the other side of the boat.

Finish it off – Caulk up any holes

with 150 grit sandpaper and paint the whole thing to match the rest of the interior. Call your measurer to get reweighed. My boat, Maggie, weighed 5 kg more than the last time it was weighed. Rather than go through the hassle of removing a corresponding amount of correctors, I simply eliminated 5 kg from my optional equipment inventory.

Option – After I was done with the job, I realized that I could have eliminated the half pipe between the half bulkheads, gained more buoyancy and come closer to duplicating the newer designs by covering the forward "V" section with a panel. You could do this by gluing and glassing in wood flanges to the inside of the hull level with the top of the forward half bulkhead and seal the panel to the hull and bulkhead in the same way you reinstalled the permanent v-berth boards. This might gain you just a very little more weight and about 20% more buoyancy.

I hope you will never need the buoyancy. Good luck and smooth sailing.

Editor's Note: This is the only process that has been approved by the IJCA Technical Committee to modernize or upgrade the v-berth. If you plan to do this work on your boat, photocopy this article and give it to the repair shop to insure the legality of your J/24.

or openings in your flotation tanks and sand the fiberglass smooth. Rough up the G-10



Time in the Class

What it takes to be a Measurer

Reid Stava, USA-JCA, IJCA Technical Committee Chairman, USA-JCA, Technical Committee

Normally I try to write an article regarding some technical aspect of measuring a J-24, but this time I seemed to have writers block in finding a suitable topic (thought I had one from the recent Nationals in Annapolis but the problem evaporated). It was during one of my conversations with John Peck that an interesting topic came up (John has a talent in getting people to consider interesting ideas to write about). At any rate he suggested that as the class is becoming more family oriented, that I might write about how I came to find myself running around the country banging my head on hulls and barking my shins on trailer struts while measuring boats and hoping I'm making some contribution to the class in the process. I hope the following isn't too boring to those of you with much more interesting sailing histories but here goes.

Sailing life began for me when I was three years old working as a hammock tester under the foredeck of my father's Lightning. Mother felt that Sunday race days would be an ideal way to enable male bonding although that wasn't the term used ---- more like 'I've put up with him for a week now it's your turn'. Dad, wisely realizing my limitations as a spinaker trimmer, decided that if a rocking crib

helped a frazzled child a swinging hammock oughta work great and did! I still have memories of the smell of varnish and cotton sails under that foredeck. Several years later, and involved in junior sailing, I met Gonzalo Diaz, father of Augie Diaz the champion Snipe sailor when he crewed for my dad. Those of you that know the Diaz family know that they have enough enthusiasm for a fleet of sailors and they certainly whetted my appetite for the sport.

At the time we were sailing out of Mentor Harbor Yacht Club on Lake Erie and, like most kids of that age, I was only lukewarm in my appreciation of the subtleties of sailing. At that time the US Marines would conduct practice air raids on the Cleveland Air Defense group by flying as low as possible down the Erie coastline to hide from the radar defense sweeps in the 'noise' of the shoreline edge. Then they were flying the big 24 cylinder gull wing Corsair's (yes, it was THAT long ago!!) at a level that required them to pull up to clear the channel walls. This particular day we were broad reaching out the channel in Bluejay dinghies at the start of a race day when a flight appeared down the lake. As we watched, fascinated, they bore down at full

throttle on our little fleet with what looked like murderous intent. Some of us started to stand and wave and were wisely told to GET DOWN! The down blast from the planes as they went over flattened anyone who hadn't eased their mains and caused near panic in the rest of us (Lifejackets? What lifejackets?). Recovering from the resulting screaming reach toward a channel wall (to this day I don't know how), I and the others still in boats helped those in the water back into their boats. True to form our drill sergeant councilor harangued us out to the racecourse and had us sail the normal compliment of races. I actually felt a little cocky after I returned to shore to think that I'd actually survived a strafing run by warplanes! I can see their exhaust flames to this day!

After that experience sailing in Lake Erie's famous 'square waves' in a blow was a piece of cake and during such days we'd pile into a couple of Thistles to see what kind of acceleration we could get going onto a plane. That all ended the day the boat stalled a lull in the valley between waves (they'd pile 8-10 feet high) and had the boats fill to the gunnels by the stern wave on our quarter! Just didn't seem the same after that and it wasn't until my high school years that I once again took an interest in the old Lightning (what a great pickup tool!). After that the usual distraction of college and family raising put my sailing on hold until I relocated to the Rochester NY area and started sailing Star boats. For those not familiar with these man killers, the Star is a great trainer in learning to enjoy pain during long weather beats while hiking over the sharp edged sheers. I had to work extra hard to flatten the boat since I was nowhere near the halfback sized crew that was optimum for the boat. It was after several years of suffering through cramped thighs and cracking my head on the boom during the tacks (it clears the deck only by inches) that I saw my first J-24 and it was love at first sight.

Fiberglass boat construction of the day was roving lay up that made for heavy hulled boats. The balsa cored J-24 hull was the breakthrough needed to have an affordable (about half that of the typical similar sized



boat of the day), rugged keelboat that could tolerate almost anything thrown at it weather wise. By that point I was the crew chief for a Ranger 37 that could, I swear, sail in a hurricane with a full rig. We were returning the boat after a regatta (no trailing those beasts) and found ourselves in the teeth of a heavy north wester. My wife, Jane, who had joined me in what started out as a nice 'yachtie' trip afterward swore never to step on another boat as she was seasick for the 6 hours it took to sail the boat to its home port. The next year (no sense rushing these things) I found that Josh Kerst's mother, Lonnie, was selling the 24's in Fairhaven NY, a town boasting a beautiful state park on the lake. Unbeknownst to Jane, I had made an appointment with Lonnie, but told Jane we were just going out for a drive to see the park. The park visit lasted about 5 minutes when I suggested looking at some boats nearby (heh, heh) and took her over to Lonnie's. Lonnie, who had plenty of experience seeing husbands scam their unsuspecting spouses, played ignorant and let me feign surprise at the beautiful green demo '24 at the dock. She agreed to my asking to try it out and off we went. Lonnie, recognizing Jane's nervousness about the gusting conditions, wisely suggested letting Jane drive and with that set the chute. The boat took off like a homesick gazelle. Lonnie coached Jane in pumping the helm in the puffs and had Jane beaming and relaxed for the rest of the sail, and later on sold us a new '87 model.

Our first boat was a '78 model that served well as an introduction to enjoyable racing. Like all new owners we tried to cruise the boat as often as possible. Although Jane still suffers from motion sensitivity, she was always willing to sail the J as she 'felt safer' than when in bigger boats. I put it to the test when we did our first and only sail across Lake Ontario, a 12 hour trip of almost 50 miles that has one out of sight of land for about 4 hours. This also crosses the steamer lanes and the lake freighters really haul when in the middle of the lake. The morning after crossing and having a wonderful meal at a Canadian marina run by a retired gourmet chef, we started out to re-cross the lake in a lively 'nor-wester. Running in the building seas the boat wouldn't stabilize until I set up the chute and full main. Then it took off like a rocket, bounding from wave to wave, yet surprisingly stable. We had a knot meter that stayed pegged at 11 kts. About 3 hours into the sail with the boat running like a racehorse I gave the helm to Jane and went below for a nap, but not before warning Jane that if she saw a freighter not to try and cross as they moved at deceptively high speed. After an hour or so of Jane giggling as the boat would round slightly in the seas, collapsing the

chute, then rounding down again and take off again I thought I'd better look around. As I swung off the bunk and looked out the companionway my heart almost stopped as I saw a wall of steel passing the stern not 10 boat lengths away! The deckhands stood there just shaking their heads, convinced that all sail boaters were lunatics! After my voice returned and I very quietly (I thought) asked why she didn't heed my advice she merely responded '--- so what's the big deal? We made it didn't we?' From that day on she never feared sailing in heavy weather provided she had the helm! I guess that is why she understands my need to be involved at some level in sailing in general and J-24 measuring in specific.

In those days the '24's had no weight restriction (other than the builder's), merely flotation marks on the stern and rudder. As it had long been suspected that lighter boats had a definite advantage on the race course, the class put together a program to weigh every boat built to that point, some 4000 boats worldwide. Weighing clinics were organized around the country to get the job done. The local measurer for our District 7 area was a personable guy from Fairhaven named Hank Killion. Then as now the class was looking for gullible candidates to sign up as potential measurers and yours truly figured that by measuring boats at some of the top regattas I could find out all the tricks used by the pros to get their boats to perform like they did! Of course as many of us found out the pros found every means to make the boat efficient to operate so as to require minimum crew motion on routine tasks and allow focusing on keeping the boat and sails in balance. Our club fleet had about 25 boats at the time and I had my hands full measuring and weighing them all.

About 5 years later I found that my big mouth got me nominated to chair the '95 World's at RYC. We made a special effort to look at everything we did from the viewpoint of a foreign sailor. Housing, boat measurement, food, nearby stores, etc. Jane handled the registration desk and manned it with fellow teachers creating a team who ended up not only selling all the regatta regalia (including three re-orders), but all of the unsold shirts, etc, from two previous club regattas! An example of their dedication to the competitor's interests: After finding several competitors lacking VHF radios (which we recommended) because there was no use for them in their own countries due to the then lack of stations, the ladies cut a deal with the local marina to 'rent' handhelds for use during the regatta, then sell them for bargain prices afterward as 'slightly used' charging the difference as the rental fee. It astonished sev-

eral of the visiting competitors who'd never had such treatment before. Even had one couple considering a re-location to the Rochester area because of the friendly people (lasted 'til they found out about our 6 month winters)! At any rate, Dennis Ellis, then the International Technical Chairman, was stepping down and John Peck was moving into the position from the US committee, looked around and spied me standing still for a moment and asked me if I'd consider taking his old job! It turned out that my real job had me traveling across the country enabling me to combine work business and J-24 measurement business at little cost to the class.

For the most part I view boat measurement as a service for both the class (assuring boat compliance to the rules) and the owner (helping them bring their boats into rule compliance thus allowing them to focus on boat handling skills). Now that most of the boats have been measured, the work is focused upon evaluating the effects of changes done to the boats in correcting damages or minor improvements based upon builder changes. Rarely do we see a deliberate attempt to circumvent the rules. Instead, we frequently see violations that are the result of not understanding or miss-interpreting the rules. It can put great emphasis upon the development and refinement of diplomatic skills when pointing out faults to an owner that has spent a lot of the family budget on a hull shape upgrade that he/she was assured would put them at the front of the pack. One of the causes of measurement problems can be related to the lack of dimensional control of major portions of the boat. Almost all of the hull dimensions that are found in the J-24 rules are the result of averaging the measurements of hundreds of boat hulls. Consequently the rules require continual upgrades (done every 2 years) to reflect builders' changes approved by the copyright holder in an attempt to reduce the production cost of a new boat. The purpose of a one design class is to limit boat to boat variations (at least those affecting performance) so as to enable older boats to be competitive with newer ones. Toward that end the class has been very successful as it is common to see boats of all ages on the starting lines of the major regattas.

For me, being a class measurer provides the opportunity to understand the many nuances of the rules and gives me an appreciation for the years of effort it takes to build the knowledge base necessary to be an effective service to class members. Working with the talented and capable people that serve as class measurers helps keep up the enthusiasm for the work that helps making it as rewarding as it is.





Photography by Pamela Salisbury

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REGATTA REPORT

2004 J/24 Midwinter Championship

Geoff Moore, USA-JCA



Doran Cushing

Every year the usual insults of our latitude force a certain number of people to seek warmer climes. The character of these people is such that they may well tolerate the initial joys of winter, but they lack fortitude to endure its full measure. I include myself in this group. We People of Lesser Endurance (PLE) seek refuge from winter in unique ways, each within our own means. So it came to be that this winter the best excuse I could invent was that it was somehow beneficial, possibly critical to human civilization that I attend the J/24 Midwinter Championship in Tampa, Florida. The concept was delicately brought up during the question period at the Moore family dinner table. It was diligently debated, and proper votes were taken. The motion was unanimously passed with one minor amendment; my wife and children were to accompany me for moral support.

The next issues were of equal practicality. I did not own a boat. I was without crew, my teammates having long since graduated from my fond tutelage. I had also grown weary of traveling by road. Nevertheless, when human civilization is at stake one isn't daunted by such details. A few phone calls were made. In very short order we were in possession of five "non-refundable" airline tickets, less a fair share of our household savings. One should always have a fallback position while engaged in such risky ventures. If the Midwinter's didn't work out, at least we could be miserable together in Florida. The benefit of the "non-refundable" airline tickets was that it produced a strong motivation to find shelter. A few more long distance phone calls and my adoring parents had agreed to have us for a visit at their winter oasis, provided that they would have full authority to indulge the children.

Travel and shelter being disposed of, I turned my thoughts towards acquiring a worthy ves-

sel. The annoyance of the thing was that even if I could convince some hapless soul to let me borrow his or her pride and joy, I had no means by which to transport it, even if I had the desire to do so. However, I had a vague recollection of a long forgotten correspondence. It was about a friend of a friend who had purchased an old boat somewhere on the Florida peninsula. I diverted all my energy into finding out who the owner was, and once discovered, convinced him that the preservation of society depended upon him, and him alone. His name was David Beatson, and being a kind and gentle sort, he agreed that the only sensible course of action was to let me drive his boat at the Midwinter's. Later, Dave would prove to be an invaluable mate, never once making a violent gesture as I heaped many a discouraging word upon him. During the month of January Dave put in many hours and great personal expense improving the nature of his boat, the name of

which is "No It's Not." This unusual name was utterly lost on me until our arrival. The vessel was entirely white with the exception of two wide stripes around the perimeter, the color of which can be accurately conceived only by a loving parent, or by someone intimately familiar with certain fluids produced by young children.

The matter of the boat being settled, the acquisition of crew was a simple matter. I had learned well the lesson of the British navy: It is better and more expedient to steal crew rather than to train new ones. So I called my friend Rob Lambden. He called his brother Andrew, and together they swindled their good friend Rob Erglis. Arrangements were made and they arrived at midnight the night before the grand event.

We were the last boat to fulfill the measurement obligations. Eventually



Doran Cushing



we cleared all the administrative hurdles and set off the morning of the first race in a bracing twenty-knot northeasterly breeze. We were heading for the starting line about three miles dead downwind. That gave us plenty of time to discuss which individual would be best at which crew position. Unfortunately, my competitive juices were beginning to churn. I was beginning to lose sight of our pleasant family vacation and beginning to transform into the ogre that all skippers eventually become.

We doused the kite about twenty minutes before our first start and turned upwind. I think we managed three practice tacks, none of which were successful. But, time was running short so we headed back to the committee boat. After a long delay a gun was fired and we were off to our first start. Since I was confident in our inability to tack well, I had decided to start by the pin and sail out to the lay line. Sure enough the breeze shifted left. At the proper moment I closed my eyes and let the tiller slide to leeward. There was a tremendous commotion, but eventually we did end up on the opposite tack heading for the mark. It wasn't pretty, but we were solidly in the lead. The rest of the course was uneventful except that on the second trip to the windward mark there was a sudden and general realization that we had neglected to record which course we were to sail. Slowing and asking for directions was debated, but I was altogether too embarrassed for such an obvious admission. Besides, there was no way to estimate the accuracy of what our competition was likely to share with us. The dilemma was that the finish mark was to windward of the windward mark. Were we to sail past the windward mark to the finish on this leg? Or, were we to sail around the windward mark for another lap? After long and quiet thought I opted to leave the windward mark to port, but I tacked around the mark. Instead of bearing off toward

the offset we continued upwind on starboard tack all eyes watching the boats behind us. After an anxious moment we noted that other boats were sailing past the mark as well. So we tacked over and sailed to the finish to receive our one and only victory gun.

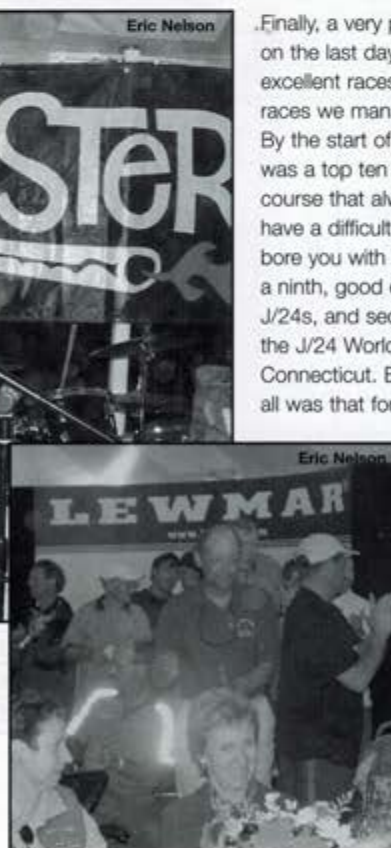
There were two more races that first day. The events of these races were for us a similar story, a collection of haphazard mistakes mixed with a measure of skill. However, we did get incrementally better at our boat handling. Our finishes were 1, 3, 2! When we hit the dock we were incredulous, and prepared for some serious boasting. Our planned celebrations were premature, however. It seems that during the second start there were six general recalls, five of which were under a "Z" flag. Unfortunately, the mighty "No It's Not" had been twice identified and twice penalized.

That meant we were scored with a 40% penalty. I tried to shed as much blame as humanly possible, pointing out that the color of our boat was...unusual. But, in the end I think the crew mostly blamed me. After a few beers, on my tab, they mostly stopped the abuse, but every once in a while someone would start in again with a "if only we..." and then the tirade would start all over again. Only a fresh round of beer seemed to appease them.

We woke up the next morning a little shaky, but excited. Unfortunately, the wind had blown itself out. We wouldn't race again for two days. The good news was that we hadn't been the only boat to be identified under the evil "Z" flag. It seems that most of the other well-sailed boats had similar difficulties and we were leading the regatta by two points! Waiting for wind is a disgusting waste of time for all sailors, but it is somehow less distasteful when you are in the lead.



Winner Geoff Moore with his daughter



Awards Ceremony

Finally, a very pleasant sea breeze filled in on the last day of the event and three excellent races were held. The first two races we managed to keep in the top five. By the start of the last race all we needed was a top ten finish to win the regatta. Of course that always means you are going to have a difficult race. And so it was. I won't bore you with the details, but we managed a ninth, good enough to beat all forty-five J/24s, and secure a qualification slot for the J/24 World Championships in Connecticut. But, the greatest triumph of all was that for the first time in almost

twenty years I didn't have to pack up and then drive all night to get home.

The awards dinner was exceptional, fantastic prizes, good food, free flowing beer, and a live band. I danced with my three year old until I couldn't keep up.

Final Results 2004 J/24 Midwinter Championship

Place	Skipper	1	2	3	4	5	6	Total
1	Moore	1	21\ZFP2	2	4	2	9	39
2	B. Harden	9	10	15	1	4	7	46
3	Healy	15	11\ZFP	1	9	16	1	53
4	Siewert	10	17	11	6	10	3	57
5	Icely	13	6	7	7	5	19	57
6	Zaleski	16	10\ZFP	6	3	15	11	61
7	Welles	19	15	5	22	9	5	75
8	Lugo	18	13	18	5	7	15	76
9	Keesling	6	17\ZFP	8	28	1	17	77
10	Bream	8	23\ZFP	4	10	19	13	77
11	Mollicone	5	13\ZFP	20	32	11	2	83
12	Mauri	22	11	9	17	22	10	91
13	R. Harden	4	29\ZFP	3	23	23	12	94
14	Dyer	14	5	14	11	33	23	100
15	Daniel	21	35	21	18	3	4	102
16	Brown	7	7	22	38	6	27	107
17	Lucas	32	23	10	12	25	6	108
18	Swanson	17	19	17	27	14	16	110
19	Weakley	12	21	26	2	12	38	111
20	Werner	2	18\ZFP	25	31	18	20	114
21	Flinn	11	45\ZFP	12	21	8	18	115
22	Bonney	3	24	27	34	20	14	122
23	Merchant	25	22	16	33	26	21	143
24	Farmer	37	18	33	20	13	28	149
25	Barbeau	26	21\ZFP	28	8	46*2	22	151
26	Twomey	30	34\ZFP	13	13	31	36	157
27	Ethington	23	31	31	37	34	8	164
28	Sudofski	27	37	19	19	27	40	169
29	Mabe	34	28	34	25	21	30	172
30	Rathbun	24	25\ZFP	24	30	24	46\DNC	173
31	Turton	29.3\RDG	29.3\RDG	29.3\RDG	26	30	31	174.9
32	Jako	20	30	39	46\OCS	17	24	176
33	Luscuomb	33	26	40	16	39	26	180
34	Roland	35	34	23	35	41	25	193
35	Motter	46\DSQ	42	30	14	38\SCP	29	199
36	Elliott	28	40	38	24	38	33	201
37	Sars	31	32	46\BFD	15	46\RAF	39	209
38	Connell	40	27	32	42	32	41	214
39	Brennan	38	44	42	29	28	37	218
40	Anderson	39	46\ZFP	35	36	37	32	225
41	Nadeau	36	43	41	40	40	34	234
42	Hope	43	46\ZFP	36	39	35	46\DNC	245
43	Johnston	42	33	37	46\DNC	46\DNC	46\DNC	250
44	Kiemele	41	39	43	43	43	46\DNF	255
45	Surguy	46\DSQ	46\DNC	46\DNS	41	42	35	256

REGATTA REPORT

Mercedes-Benz 2004 J/24 North Americans

Lorne Chapman, CAN-JCA

The 2004 North Americans was hosted by the Royal Vancouver Yacht Club during the week of June 15 - 20. Mercedes-Benz was the title sponsor for the regatta and provided tremendous support to the organizers. There were 34 entries including 16 local boats, the navtech.ca crew from Quebec City, the reigning Australian champion, and 16 US boats with the defending NAs champion Brain Cramp from Rochester NY and a strong representation from California, Oregon, Washington and Montana.

Tuesday and Wednesday were taken up with measuring and launching the boats and registration activities. Measuring was overseen by Reid Stava, Chair of the USA-JCA Technical Committee, who played a vital role in getting it all accomplished with Bruce Long, the regatta logistics organizer and his team. All of the boats were measured and launched by 1600 on Wednesday, well ahead of the cut-off. Many competitors took the opportunity to participate in the host club regular Wednesday night race as a tune up. Brief Opening Ceremonies followed on Wednesday evening.

The racing started Thursday with a practice race in the morning, and then after a relocation of the race course to the west of the entrance to English Bay, the first race to count was held. The conditions were ideal with winds of 12 to 15 kts. Westerly, and some complex tidal currents to add to the challenges. These turned out to be the two best races in the regatta. Thursday evening there was a bar-b-que and awards for the days racing at West Vancouver Yacht Club where half of the Vancouver fleet resides. This provided a totally different west coast experience for the competitors and their guests, and was enjoyed by all.

Friday dawned promising, and again the Race Committee set up at the entrance to English Bay. It turned out to be a day of frustration. Most competitors had never seen so much

moderate wind, and not be able to race because of 60 degree wind shifts occurring every 10 to 15 minutes. The heroes of the day were the mark set guys who kept setting courses, trying to let us get a race off, only to be faced with another shift. Retreating to the Bay didn't work, as a large storm developed to the south, pulling the wind around and eliminating any possibility of getting a race off. Some of the day's frustration was expended in some spirited ball hockey - a Canadian J/24 regatta tradition - in the RVYC parking lot.

Saturday was another clear summer day, with a thermal appearing in the Bay early in the morning. A decision was made to race in the Bay, as the thermals often do not reach out to the Bay entrance. Three good races were held in a variety of conditions with the strong flood tide appearing in time for the second race. The tide rivers and subtle but important wind shifts presented challenging racing. At the end of the day's racing, we had completed enough races to have an event, and we seem to have recovered from the loss of Friday racing. Saturday night RVYC hosted to regatta buffet, presentation of daily prizes and a number of sponsor give-aways with entertainment from a local marimba band.

Sunday arrived looking much like Saturday. Again the decision was to race in the Bay to get the best from the westerly thermal. The first race was in a building westerly with the remnants of an ebb. The tide then switched to a flood for the second and third races. By this time the fleet had the tide gradients figured out and racing was intense.

The regatta finished up with seven good races, giving the competitors a championship series with a drop race to get rid of their worst score. Overall there was highly competitive sailing, no totally dominant boats and a good mix of challenging and complex conditions. Following racing the logistics team went to work again and hauled the boats that were

traveling, in record time.

Prize giving was held on the lawn in front of RVYC. The Race Committee and International Jury were thanked for their work on the regatta. The fleet was well behaved so the Jury was not overworked. Prizes to the top six finishers, the highest ranking amateur, and to the sailor demonstrating outstanding sportsmanship at the regatta were presented by Robert Wissensz of Mercedes-Benz Canada.

The winner and recipient of the Robert Johnstone Trophy was David "Deke" Klatt and his crew on board Jaded, representing the Ventura Yacht Club. Jaded finished four races in the top three, including two bullets. Deke's crew included David Paudler, Lane Desborough, Bruce Labins, and Avery Stewart.

In second place and top amateur was Steve Fleckenstein on Bubbalouie from West Vancouver Yacht Club. In third place was Michael Ingham, the 2003 NAs champion from Rochester Yacht Club on Brain Cramp. Rounding out the top six prize winners were Harry Dursch from Seattle in fourth on Self Abuse, Chris Snow from San Diego on Bogus in fifth, and Hunter Lowden from West Vancouver Yacht Club sailing Kids.

The winner of the Peter Milne Sportsmanship Trophy was Hunter Lowden. Hunter put together a crew of younger sailors, took a borrowed boat that had not seem much action recently and made it race-ready. Using sails that were not as crispy as most in the fleet, the crew sailed a solid regatta to finish in sixth place. This effort, the level at which Hunter and his crew performed and their conduct throughout the regatta made Hunter an outstanding winner of this award.

See photo galleries on pages 10-11 and 18-19

J24 North Americans : Regatta : J24 North American Championships Results (1)

Final Results
Posted June 20th at 1705 hrs

Pos	Sail Number	Nation	Bow Number	Helm	Home Town	R1	R2	R3	R4	R5	R6	R7	Pts
J24 Fleet - Sailed: 7 Discards: 1 Ratings: None													
1	USA1892	USA	19	David Klatt	Oxnard	6	16	11	1	1	3	2	24
2	CAN2365	CAN	23	Steve Fleckenstein	West Vancouver	2	6	3	19	4	6	6	27
3	USA2918	USA	06	Mike Ingham	Rochester	1	7	10	2	3	13	10	33
4	USA2845	USA	07	Harry Dursch	Bellevue	3	4	2	23	2	2	28	36
5	USA5205	USA	02	Chris Snow	San Diego	4	10	1	15	9	9	4	37
6	CAN2171	CAN	30	Hunter Lowden	West Vancouver	15	3	4	14	11	8	3	43
7	AUS145	AUS	16	Sean KirkJlan	Sydney	13	1	17	18	6	5	5	47
8	USA3843	USA	03	Keith Whittemore	Seattle	9	9	7	6	OCS	1	15	47
9	USA3324	USA	13	Ryan Cox	San Jose	11	13	9	4	13	10	1	48
10	CAN3498	CAN	32	Brett Willetts	North Vancouver	16	2	13	30	8	4	7	50
11	CAN2108	CAN	24	Robert Wissenz	Vancouver	OCS	11	16	3	5	7	9	51
12	CAN4260	CAN	15	Thomas Barbeau	Quebec	8	15	8	12	15	29	12	70
13	CAN229	CAN	26	Bruce Long	Furry Creek	19	8	12	16	12	15	14	77
14	CAN787	CAN	29	Randy Vogel	Vancouver	12	12	6	31	21	17	17	85
15	CAN3373	CAN	34	Graham Kirby	Vancouver	21	14	22	11	19	11	21	97
16	CAN2218	CAN	33	Lorne Chapman	West Vancouver	18	17	19	8	29	12	24	98
17	CAN3729	CAN	28	Jim Burns	Vancouver	10	18	15	22	22	26	13	100
18	USA3421	USA	05	Eric Sanderson	Seattle	17	33	25	17	17	20	8	104
19	USA3845	USA	04	Pete Sauer	Portland	7	20	18	21	26	21	23	110
20	CAN182	CAN	22	Trevor Tunnaccliffe	Bowen Island	22	23	23	9	25	22	11	110
21	CAN2768	CAN	25	Rob Bassett	North Vancouver	5	25	DSQ	5	20	24	DNF	114
22	USA4906	USA	08	Michael Whitfield	Orinda	30	29	5	27	16	16	22	115
23	USA3837	USA	01	Doug Schenk	Portland	27	24	21	25	10	18	20	118
24	USA2223	USA	18	Susan Taylor	Los Angeles	20	32	29	13	7	19	31	119
25	CAN4095	CAN	31	Karen Johnson	North Vancouver	SCP	5	14	28	14	SCP	29	122
26	USA3747	USA	17	Mike Johnson	Edmonds	26	27	30	10	23	14	25	125
27	USA2952	USA	12	Phillip Campagna	Portland	14	21	32	24	30	33	16	137
28	CAN682	CAN	27	Will Hardy	North Vancouver	SCP	26	24	7	OCS	30	18	140
29	USA2842	USA	09	Stephen Estes	Portland	24	19	26	33	27	27	27	150
30	CAN3789	CAN	36	Steve Wells	Dryden	23	22	27	32	24	23	32	151
31	USA662	USA	10	Pat Cirillo	Helena	SCP	SCP	28	20	18	32	26	159
32	CAN2444	CAN	35	Alex Adams	North Vancouver	31	30	SCP	26	OCS	31	19	164
33	USA1830	USA	11	David Myers	Poulsbo	33	28	31	29	28	25	30	171
34	CAN1961	CAN	21	Peter Meyer	Vancouver	32	34	33	34	31	34	DNF	198

Notice of Race

2004 J/24 South American Championship

October 25-November 1, 2004
Club de Yates Algarrobo
Algarrobo, Chile

INVITATION

The Chilean J/24 Class Association invites you and your crew to the South - American Championship 2004 to be sailed on the waters of Algarrobo Bay (120 Km., west of Santiago).

ORGANIZING AUTHORITY

The organizing authority for this regatta shall be Club de Yates Algarrobo, the Chilean J/24 Class in conjunction with the International J/24 Class Association.

VENUE

Club de Yates Algarrobo will be the headquarters for the event. The Regatta Organizing Committee is comprised of members of the Chilean J/24 Class Association and Club de Yates Algarrobo. The regatta dates are October 25 through November 1, 2004.

RULES

This regatta shall be governed by the 2001-2004 Racing Rules of Sailing (RRS), the Rules of the International J/24 Class Association, this Notice of Regatta, except as any of these is altered by the Sailing Instructions, and the Sailing Instructions. An International Jury shall be appointed by the organizing authority constituted in accordance with RRS Appendix Q1 shall hear protests (and requests for redress). In accordance with Appendix M of the RRS, decisions of the Jury will be final. In accordance with RRS 70.4., the right of appeal is denied. This regatta is classified as a Category "C" event per Appendix G 3 of the RRS as amended by the IJCA Class Rules. If there is a conflict between languages, the English text will prevail.

ADVERTISING

Bow numbers and event sponsorship may be issued for this event, and if so, all competitors shall affix the numbers and/or sponsor information according to the instructions provided for the duration of the event.

ELIGIBILITY

The Regatta is open to all J/24's as defined by the IJCA Rules. Competitors must meet all ownership, class membership and boat measurement requirements, and must have

SCHEDULE OF EVENTS

Mon	Oct	25	12:00 - 18:00	Registration - Measurement
Tue	Oct	26	12:00 - 18:00	Registration - Measurement
Wed	Oct	27	12:00 - 18:00	Registration - Measurement
Thurs	Oct	28	15:00	Practice Race, 19:00 Opening Ceremony
Fri	Oct	29	12:00	3 races
Sat	Oct	30	12:00	3 races
Sun	Oct	31	12:00	3 races
Mon	Nov	1	12:00	Postponed races, 19:00 Prize Giving

paid all event fees before beginning official competition. Helmsmen must be either nationals or resident and registered members of the NCJA of the country they represent. The Organizing Authority will not stipulate a maximum number of entries.

ENTRY AND FEES

The Organizing Authorities must be in receipt of the completed Registration Form and payment of the Entry Fee of US\$250 by October 15, 2004. Late entries, with additional fee of US\$75 may be accepted at the discretion of the organizing authority up to the close of registration.

REGISTRATION

Registration will take place at the Regatta Office in Club de Yates Algarrobo. All crews shall weigh in at registration.

MEASUREMENT AND INSPECTION

Measurement and inspection will be carried out on each yacht before its registration is complete. All sails must be presented for inspection. Those sails without a valid measurement stamp will be measured. All competitors will be subject to random inspection at any time during the regatta by a member of measurement committee. All boats must be afloat before 18:00 on October 28, and may not be hauled out before the end of the series without prior written permission of the Jury.

SAILING INSTRUCTIONS

The Standard J/24 Class Sailing Instructions for International Events shall be used. A printed copy will be available at registration.

SCORING

The low point scoring system RRS Appendix A shall be used. The Scoring Penalty as set out in RRS 44.3 shall apply. Nine races are scheduled. A minimum of five races shall be completed without dismissal, to constitute the South American Championship. There will be one dismissal (throw-out) after six races are completed.

PRIZES

Prizes will be awarded to the top five finishers in the Championship.

CHARTERS BOATS

A limited number of charter boats may be available. Charter arrangements will be made directly between competitors and boat owners.

Inquires may be directed to Mr. Cristian Noe, cylgarr@entelchile.net

ACCOMMODATION

Inquires may be directed to Mr. Cristian Noe, cylgarr@entelchile.net

CONTACT

For further information please e-mail to Mr. Cristian Noe, cylgarr@entelchile.net

RESPONSABILITY

Organizing Authority, Club de Yates Algarrobo, accepts no responsibility for injury or loss of life to participants or to others, or for loss or damage to any boat in a race or regatta organized neither by the Club, nor for any others loss or damage resulting from or attributed to the race or the regatta.





J/24

2004

North American
CHAMPIONSHIPS

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Notice of Race

2004 J/24 Pre-Worlds Regatta

September 18-19, 2004

Invitation:

J/24 Fleet 106 and the Seawanhaka Corinthian Yacht Club invite you to the Pre-Worlds Regatta.

Rules:

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

Site:

Racing will take place on the waters of Long Island Sound, south of Long Neck Point (Location of J/24 Worlds).

Eligibility:

This regatta is open to all J/24 Yachts as defined by the International J/24 Class Association. Helmspersons and owners must be members of a J/24 Class Association and have paid all membership and event fees, and completed Registration requirements before becoming official competitors. Class membership cards and Measurement Certificates are required at registration. Helmsmen may join the Class at registration by completing a Membership application and paying the Membership Fee. Skipper and crew must weigh 882 lbs. or less.

Courses:

Courses will be windward-leeward.

SCHEDULE OF EVENTS

Friday, September 17th	1700-2000 1800-2100	Launching. Registration and Refreshments.
Saturday, September 18th	0730-0900 0830-0900 1100 1800	Launching. Registration. 1st Warning Signal. Refreshments and Dinner at the Seawanhaka Corinthian Yacht Club.
Sunday, September 19th	1000	1st Warning Signal. No race to start after 1430.

Scoring:

The Low Point Scoring system, Appendix A of the racing rules will apply. All races will be counted.

Awards:

Prizes will be awarded to at least the top five finishers. Other prizes may also be awarded.

Measurement:

Each yacht is required to have a valid Measurement Certificate.

Launching, Hauling and Mooring:

Seawanhaka Corinthian Yacht Club's hoists and mast stepping equipment will be available during the times indicated in the schedule of events. Yachts must be equipped with an internal lifting strap, lifting off the keel bolts. All yachts will be wet sailed during the

regatta and must be launched by 0900 Saturday morning. Haul out before the end of the regatta will be permitted only in the event of breakdown and with written consent from the regatta chairman. Moorings will be available. Please call and reserve a mooring.

Entries:

Entrants are requested to register in advance. The entrance fee is \$110. This fee includes launching/hauling, five dinners on Saturday night and refreshments on Friday night and Sunday. Entries received after September 15 will be assessed a \$25 late fee. Entries and inquiries should be directed to:

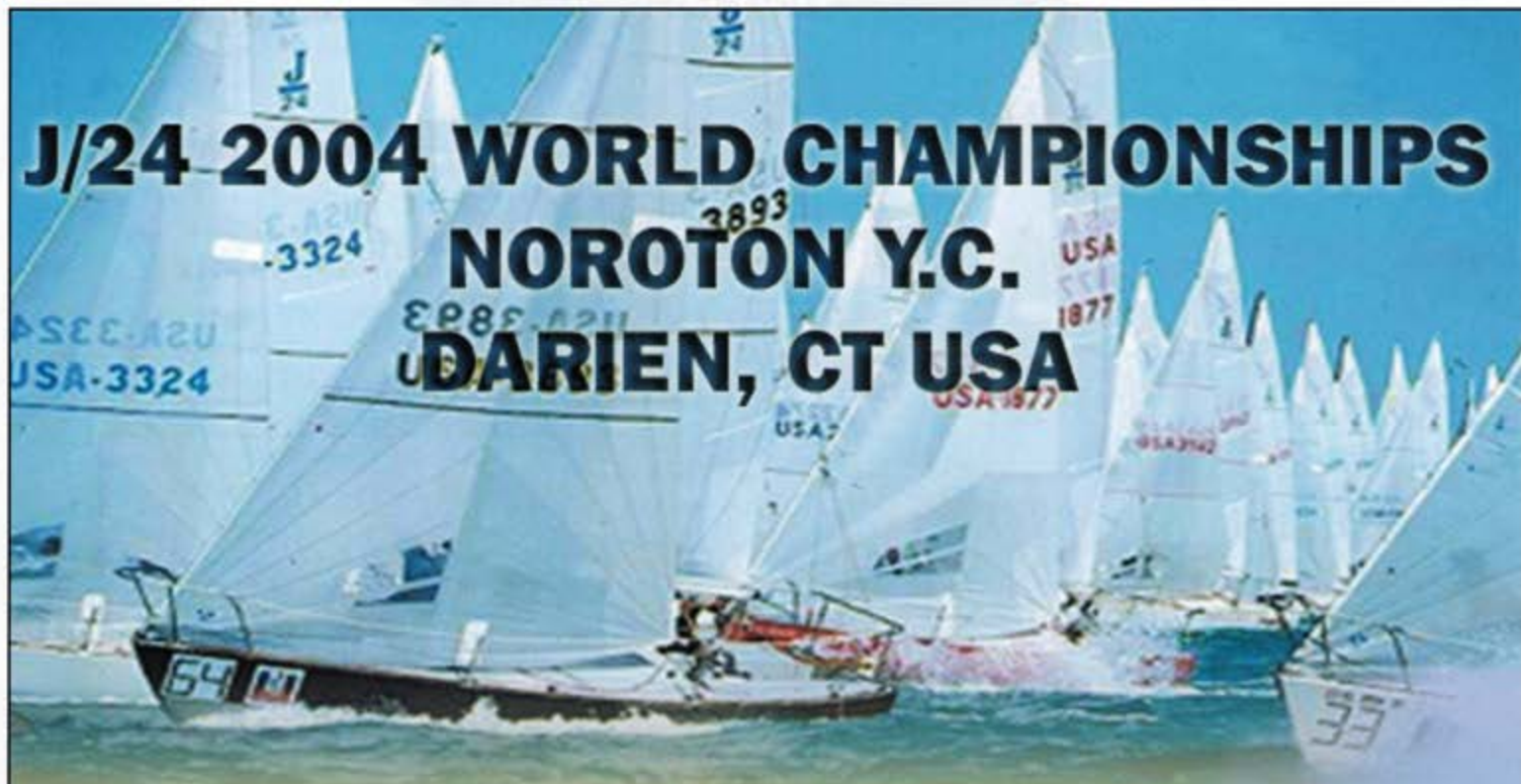
Seawanhaka Corinthian Yacht Club, 314 Yacht Club Rd., Centre Island, Oyster Bay, NY 11771 (T) 516-922-6200. Or Priscilla Constants, 52 Ayers Rd., Locust Valley, NY 11560 (T) 516-759-4642 Email: ptc824@net-zero.net



J/24 2004 WORLD CHAMPIONSHIPS

NOROTON Y.C.

DARIEN, CT USA



RACE SCHEDULE

Thursday	9/23-9/25	Registration & Measurement
Sunday	9/26	Registration, Practice Race, Opening Ceremony
Monday	9/27-9/30	Race Day 1-Race Day 4
Friday	10/01	Race Day 5- Closing Ceremony

citibank



Preliminary Notice of Race

2005 J/24 Midwinter Championship

February 23 - 27, 2005
Davis Island Yacht Club, Tampa, Florida

Host:

This Regatta will be organized by the Davis Island Yacht Club (DIYC) and J/24 Fleet 86 in conjunction with the USA-JCA and held at DIYC, 1315 Severn Avenue, Tampa, Florida 33606 Ph. (813) 251.1158 Fax (813) 251.2649

Rules

This Regatta will be governed by the rules as defined by The Racing Rules of Sailing (RRS)

Eligibility

This regatta is open to all J/24 boats that possess a valid measurement certificate. Membership in the International J/24 Class Association is required for all skippers and owners.

Measurement

All boats entered in the Regatta must have a current J/24 Measurement Certificate. If you do not have a current certificate you must make arrangements to be measured through the J/24 Class Association.

Inspection

All boats are subject to random inspection at any time during the Regatta.

Sailing Instructions (SIs)

Sailing Instructions will be available at the completion of the registration.

Regatta Site

The Regatta Site is the DIYC located on the northern shore of Hillsborough Bay in the City of Tampa, Florida. The address is 1315 Severn Avenue, Tampa Florida 33606. Ph (813) 251-1158 Fax (813) 251-2649

SCHEDULE OF EVENTS

Date	Time	Event
February 23, 2004	1000 - 1800	Registration, Check-in, Crew weigh-in, Sail measurement, Launch, Competitor's package distribution.
	1800	Competitor's Meeting
February 24, 2004	0830	Launch deadline
February 24 - 27, 2004	0900	Harbor Horn
	1000	First Warning Signal. Up to three (3) races each day. Post-race awards and social.
February 27, 2004	1800	Final Awards Presentation/Dinner

Competitors will be permitted to use all DIYC Facilities including hoists, bar, swimming pool, showers, docks, limited parking and trailer storage areas. DIYC is currently in the process of reconstructing their clubhouse and temporary facilities will be provided. On arrival, the club manager can assist to make payments for food and drink not included in the Regatta.

Racing Area

The racing area is Upper Hillsborough Bay

Courses

The courses will be illustrated in the SIs

Scoring

The Low Point scoring system RRS Appendix A will be used modified such that a boat's series score will be the total of her race scores. No throw-outs. There are 12 races scheduled of which three (3) shall constitute a Regatta.

Alternative Penalties

The scoring penalty rule 44.3 will apply.

Prizes

Prizes will be awarded to the top 20% up to 10 places.

World Qualification

The top finishing U.S. helmsperson not previously qualified will earn a berth to the 2005 J/24 World Championship in accordance with the USJCA World Qualifying Rules. For purposes of determining the qualified helmsperson, decisions of the jury will be final.

Further Information

For further information contact DIYC (813) 251.1158 or Jeffrey Siewert (813) 254-7557
jsiewert@hotmail.com

Sailing with the Vice Chairman

Bill Reed, USA-JCA

Over the years, many people have told me that aviators make good sailors however, all that was offered to support this theory were things like, "they understand weather systems" or "airflow over a wing is like airflow around a sail and water flowing around a keel." It has been said that anybody capable of flying an airplane can sail a boat but I may be an exception to that rule because I am a terrible driver. Anyway, here is an example of an aviator carrying tools from one cockpit to another.

Many tasks associated with planning and following a flight can be performed with a simple handheld instrument called a "Flight Computer." This amazing little circular slide rule uses a low-tech approach, computing lots of different kinds of solutions. It never fails for a loss of power and it is both shock and waterproof. Always a part of the flight training curriculum, it was for years the primary computer onboard an airplane. U.S. Military pilots know this thing as a 'Whiz Wheel' or an E6B. These days it is mostly used as a tool to help understand the concepts. An electronic computer serves in practice, but it only knows about airplanes.

Earlier this year I had the pleasure of crewing for Robert Turner (Vice Chairman of the International J/24 Class) from Great Britain at the St. Petersburg NOOD. Bob had been a Royal Navy Aviator in one of his past lives and one day he pulled a small instrument out of his bag that was very familiar to me but it seemed out of place on the J/24. I had not seen or used one in years and there was something missing on this one. Bob had adapted his flight computer to the sailboat cockpit and he told me the reasons why.

Bill, many years ago during basic flight training a very experienced instructor was addressing a group of young men, myself included. Some were officers, some were gentlemen (not me) and some were neither and trying to be both. The lecture on flight systems was most informative and laced with a few good stories. I still clearly recall his final words. "Gentlemen, always remember that every electrical system requires a mechanical back up."



He was of course right as I found out twice during interesting circumstances in my subsequent career. However, the Flight Computer, a small rotary slide rule which fit neatly into my pocket was also very useful to assist in finding my way back to the ship when radar and



Bob Turner making it perfect

radio silence had been ordered. Basically, by using the observed wind vector and the ship's pre-briefed course and speed you could get home with reasonable accuracy with some fuel in the tanks. Remember, this was long before the advent of GPS and flying over the sea was even more of an art than a science.

Some years later aboard J/24 Headcase, when a battery connection to the Sailcomp failed during a race I realized that I was very dependent on it and the information it provided. On reflection after the race I recalled my old flight instructor's words of wisdom and dug the dusty Flight Computer out of my dirty sock drawer. It was simple to take out the wind vector slider and replace it with a white plastic card. This along with a simple magnetic standby compass then gave me the mechanical back up. Since then of course, in strict compliance with the Law of Murphy, I have had no instrument failure with either Sailcomp or Tacktick! Nonetheless, the old compass and Flight Computer is fun to use and a great back up.

A further bit of advice, do not let it near your crew or they will start to annoy you with their tactical brilliance from the foredeck, especially when you get it wrong and some wise guy up front says, "Well I told you we were in a right phase..." when in fact he should have been telling you how to miss the waves! In reality, it is a great cross check if someone has inadvertently hit the wrong Sailcomp / Tacktick button.

All that aside, Bob now uses his Flight Computer to identify things like the favored end of a starting line, pattern and range of wind shifts along with tacking angles. The missing component was the wind vector slide bar which had been replaced with a piece of plastic marked

to represent the starting line and tacking angles. Bob's other use for the Flight Computer, finding your way back to an aircraft carrier, I didn't quite understand as my airports had always stayed where I left them. Anyway, Bob took me to school and after a while it all seemed pretty clear. It was also very clear that Bob's old friend had been with him for a very long time. After he identified the severe consequence of dropping his gadget overboard, I accepted his offer to try his Flight Computer. I held on to it smartly and tried a few things with it. As soon as I got home after the regatta I found my own old E6B and went straight to work on it. Then I went to work trying to recall the lessons from the weeks before.

This brief description of how it works assumes that you are doing all the pre-race wind and line data exercises and recording the numbers somewhere on the deck already. The instrument simply provides a clearer picture of the data during the start and retains the information for use later in the race.

Start by taking a wind shot. Set the compass bearing under the 'True Index' indicator and mark the bearing on the compass rose with a pencil. Every time you take a wind shot you mark the compass on the bearing. A pattern will become evident quickly. You can even record the times and bearings on the instrument to add a time element to the data. Again, you would be recording this somewhere anyway.

Next, set up in the middle of the line pointing your bow at the weather mark. Record the bearing to the buoy on the compass. You can see how the shifts are working and choose a favored tack to the mark.

Now, run up and down the line and mark the bearings to each end on the compass. Align those points with the horizontal line scribed on the replacement plastic insert. The 'True Index' will be somewhere near the wind shot marks and the course to the mark. If the 'Index' is left of the marks, you may want to consider the boat end of the line.

Then, take a final wind shot, mark the rose, and align that bearing with the 'True Index' to see the relative position of the line to the wind. You have to decide where in the cycle you are but the scope of the shifts is there for you to see.

When you have the latest wind bearing on the 'True Index' your tacking angles are indicated by the legs scribed on the insert. My computer is scribed with tacking angles of 45° but you can use whatever you feel is correct for you and your boat's ability to point. These are just reference marks but being clearly there, you won't forget them.

The reverse side (computational) of the computer can be just as interesting as the navigational side, especially to the engineering types. While you probably won't be interested in the windows computing true and calibrated airspeed or density, pressure and calibrated altitude or fuel consumption, the time and distance options are useful. It also provides English to Metric unit conversions. I must point out here that we needed English to American language conversions at times while sailing under Captain Turner. I will save that for another article. The real issue for me is finding time to use it. With everything but the tiller, main and jib sheets on the mast of the Reptile, my hands are pretty full.



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Women in the Class All Female at the Top!

Monica Persson, SWE-JCA

This article will highlight the Swedish women in the Class, but of course we are very grateful to our male "team members" who also make great contributions to the Swedish J/24 Class!!!

Did you know that in Sweden we have had an increasing number of women sailing the J/24 over the past years? We have many mixed crews and also one all female crew. Some of us Swedish women in the Class have sailed for several years now, and have really "grown" into the J/24 Class. Actually the board of the Swedish J/24 Class Association is run by women... we have 50% male members on the board, but it is the "female energy" that drives it!

Female Energy at the SWE-JCA Board

We have our inspiring and most helpful Chair(woman) **Marianne Schoke-Hölzer**, who has been our national ambassador for several years. For the past two years, we have **Anna Ullström** as our source

of ideas and Secretary. The one who takes care of most of the administration and keeps the information on our website (www.sfd.se/J24) current is **Monica Persson**, our Treasurer for the past four years. The newest female member of the board is **Lisa Andersson**. She has the all female crew in "the City where the sun always shines", Karlstad. We are driven by the inspiration to spread the experience on board and around the J/24; to our members and newcomers, to continue increasing the Swedish J/24 Class, and of course **we have a lot of fun!** Every new contact makes us happy! Every chance to market our class and sail the J/24 makes us even happier!

Nice spread of the Swedish Contact Net

Since Monica just moved to Gothenburg, the Swedish J/24 Class now has a Spokes(woman) in all the major cities in Sweden: Marianne in



Per-Hokan Persson

Monica Persson



Fredrik Alstorp

Monica trims the spinnaker on SWE-4896 "Front Runner"

Malmoe, Anna in Stockholm, Monica in Gothenburg, and Lisa in Karlstad. Nice spread of our J/24 Contact Net, don't you think?

We stand together "in the name of the Swedish J/24 Class"!

We spend most of our spare time on board and around the J/24. We are active regatta sailors. So, we do meet at regattas even though we live far apart. Lisa and the tough female crew on SWE-12 "Hugin" sailed in the 2003 Worlds in Medemblik, Holland. It was a great experience for them. Marianne runs the foredeck on her own boat SWE-5330 "Sailing Planet," and cooperates with Anna at the mast position. Monica flies the spinnaker on SWE-4896 "Front Runner". Yes, we sail in mixed crews and compete against each other every now and then. Sometimes we even join forces for success! Tough, close fights at sea, but when ashore we stand together "in the name of the Swedish J/24 Class"! At the 2004 Swedish Open, in Malmoe, Marianne and Monica competed against each other for the Swedish title... Really exciting! For two years Monica was Champion, but this year we congratulate Marianne as the Swedish Champion Title, well sailed!

Joined forces for success!

Last weekend of May, Marianne and Monica joined forces for a regatta in Kiel, Germany onboard SWE-4896 "Front Runner". Marianne on

foredeck as usual, and Monica as spi-driver as usual. The regatta "Goldener Pfingstbusch" became a great success!!! We finished second place over all!!! A strong "joined force" in this mixed crew with Per-Hokan Persson at the Helm, Peter Nielsen in the cockpit, and Max Hölzer at the mast. We finished fourth in the first two races, then a minor dip to ninth, and finished with a first and a second. The last day of the regatta was sailed in strong winds with large, long surf waves. The puffs were heavy and the speed of the boat was very high. After a long upwind we hoisted the spinnaker for a speedy downwind leg. **OOOOHHH, my gosh! We where fast!!!!** We got a heavy puff that pushed us forward, on and on, for more than 100 metres. Both

Marianne and Monica screamed and laughed out loud with excitement. This was the most exciting surf ever!!! It lasted for ever and ever, and it felt super to trim. The handling of the boat was as written in a school book.... The gibling was excellent! Marianne on foredeck and Monica trimming the spinnaker. All female success!! Happy faces and screaming out of joy! Some boats around broached more than



Monica Persson

Marianne Schoke-Holzer with husband Max Holzer

twice, but not us. We where not even close. What a SUPER FEELING!

Fantastic Personal Marketing

Marianne has created the most fantastic personal marketing of our class over the years!! Last year she travelled as our ambassador, promoting the "EUROPEANS 2004" at regattas in the USA, Monaco, Holland and Germany. Energy like hers is very valuable to our Swedish J/24 Class. Every new J/24 boat owner and sailor in Sweden has been personally contacted by her during. At the 2003 World's in Medemblik, Holland, she dressed all the Swedish crews in T-shirts that read: **I am sailing the EUROPEANS 2004 in Malmoe... Are you??** Nobody missed that marketing campaign!

Anna arranged for the Swedish J/24 Class Association to participate in the 2004 Stockholm Boat Show last spring. She also marketed the EUROPEANS 2004, and inspires the younger crews from Karlstad.

Monica and her energy supports Marianne with the membership administration, and spreading information in the Swedish Class, both via e-mail and post.

www.SFD.SE/J24 is the place where you find all of the updated information from Sweden. Monica puts her heart into updating this webpage every week.

The main goal is to have fun!

Sailing is fun, and the social aspect is outstanding. The Swedish J/24 Class Association has increased over the last five years to 40 boats in 2004. Meeting all our J/24-friends and welcoming new sailors into the class is some of the most inspiring moments in our lives. **And that is what drives the energy in us!**

Have you missed a copy of International J/24?

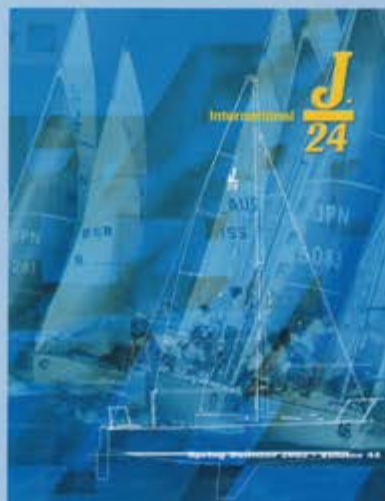
- There are a limited number of back issues still available
- The cost is US \$15 per copy, including postage anywhere on the planet
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If your National Class Association does not include this magazine in your dues package, ask: "Why Not?".

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The Future of Our Class



Our Swedish hope for the future

Anna Vedin, SWE-JCA

The sixth crewmember on board SWE-29 "Dolly Blixt" is 6-years-old Harald Vedin; a blond little J/24-sailor, who loves to sail with his father and helmsman Petter Vedin from Marstrand.

Last May, Harald sailed at the Swedish Open 2004 in Malmoe, and finished third overall. He actually thought it was a little bit boring, because he didn't get to do anything on board but move from one side to the other. But between the races he got to hoist the genoa, and at once it became much more fun!!

Harald has sailed with his father since

he was a tiny child. He was only 1.5 years old when he experienced his first broach. The most fun, according to Harald, is to sail with the "balloon sail" (=spinnaker), but also to do the tacking. The best tacking situations are the narrow passages, because then you need to tack a lot!

He was actually **very proud** to have won "the Worlds-Swedish-Masterships Third Prize".

One needs to start in time, don't you think?!! We wish Harald all the best! He has a nice fighting spirit, our Swedish hope for the future!



Rob Vyse taking lessons from Dad



My Dad is a champion crew



Madeline Hall... Spectator... for now



Eleven year old WPP enjoys a lazy spinnaker run



This is my nine year old son, Roger Brandt III. He has recently been promoted from "cabin boy" to mast man. While he loves the pit, he just doesn't have the strength-yet. Personally, I'm looking forward to having an ninety pound foredeck man next season.

We sail our boat Wildfire out of the Fort Worth Boat Club.

Proud Dad

Drinking for your Health

Joanne "Anne" B. Allen, M.D.

It's a warm sunny afternoon in the middle of June and your team has just arrived in Vancouver for the J/24 North American Championship. The air is full of excitement, boats are getting rigged, folks are lining up at registration, and cocktails are flowing at the skipper's meeting. Sounds of the regatta emanate through the RVYC – the clanging of masts being stepped, discussions of addendums to the SI's, and the friendly cocktail hour toasts: "Good luck", "Fair winds", and "To your Health."

Bemused, you think to yourself, "If I am going to drink 'to my health', then what type of drink should I choose?" Perhaps a rum punch, a glass of wine, or the favorite local brew? Or, maybe I should actually be toasting to my health during the regatta by drinking adequate water and staying well hydrated. After all, it's summer, it's warm, and all day we'll be in the sun! But what would my teammates think?

Then you suddenly become acutely aware of another sound: your jib trimmer is getting sick in the parking lot, after running around in foul weather gear trying to drop a few pounds so that your team can 'make weight'. You find your teammate on the ground, in an obvious state of dehydration. He is sweating profusely, dizzy and confused, with borderline heat illness. The words "To your health, my friend" are ringing through your ears.

Fortunately, there is a sports medicine doctor covering this fantastic event in Canada who is aware of the health issues in the sport of sailing and is immediately available to assist your friend. After proper medical treatment (including appropriate re-hydration and moving to a cooler environment) your teammate begins to recover. Now, the issue of still actually sailing in the regatta after this incident becomes a very important topic that needs to be addressed by the team, and the good doctor.

Following are the "12 steps in sailing" for "drinking for your health" that the team then agreed to adopt and share:

1. Always plan ahead in regards to appropriate crew weight.
2. Allow room for normal physiological weight fluctuations over time and for appropriate nutrition and hydration, before and during the regatta.
3. Weigh in regularly prior to the event to avoid last minute attempts at weight cutting.
4. Recognize the hazards of rapid weight cutting and its detriment to performance by causing loss of body water, electrolytes, energy stores and lean muscle tissue – all of which take at least 24-48 hours to restore.



5. Know that alcohol causes further dehydration, and may result in your fluid losses being much larger the next morning than you otherwise would anticipate.
6. Be aware that being in heat and bright sunlight all day on the water, will most likely be compounding factors in a dehydrated sailor.
7. Proper clothing that wicks sweat, hats, and sun protection are important keys to preventing heat related illness.
8. Recognize that there are other risk factors

for heat illness such as alcohol, sleep deprivation, age extremes (children and elderly,) increased body mass, certain medications, and specific diseases like diabetes and hypertension.

9. Be aware of a heat index such as a wet bulb globe temperature index (which combines the effect of air temperature, relative humidity, radiant heat and air movement) to help establish what the environmental risk is.

10. Be cognizant that overall fitness and acclimatization are especially important for best athletic performance in a hot environment.

11. Drink before you get thirsty. Fluid replacement may be obtained through water or electrolyte drinks and the amount required should be based on the individual's needs. As a general rule, it is recommended that athletes drink 8 ounces of fluids every 20 to 30 minutes, but if that is not reasonable on an upwind leg, try to drink more frequently downwind and between races.

12. Be aware of the causes, signs and symptoms of heat illness (cramps, sweating, fatigue, muscle aches, dizziness, nausea) and take appropriate measures that include immediate removal to a cooler environment with re-hydration and urgent medical care.

You thank the good doctor and get ready to race, realizing that your J/24 team now has some basic

knowledge about the "human factor" related to beverage consumption. Now, you and your teammates can certainly enhance your collective performance at the North Americans, assuring high level cognitive and athletic skills – and hopefully a victory in the process! So, next time, when you "tip your glass" to the toast: "To your Health" – it will have a little different meaning!

Dr. Anne Allen is the President of SailSportMed Inc. in Atlanta, GA and will be an on site physician at the sailing venue for the 2004 Summer Olympic Games in Athens, Greece. www.sailsportmed.org.

Bequia Fleet Update

Chester Peters

If you have a copy of International J/24, Volume 47, you know that Bequia is a tiny Caribbean Island in the West Indies; part of the chain known as St. Vincent and the Grenadines. It is reputed to have some of the best sailing waters in the world. The seven square mile island with a population of about five and a half thousand people is the home of the Rotary Club of Bequia.

The Annual International Youth Regatta in Tortola was held from the 9th to 12th July 2004. It is a meeting for youths from across the region to compete for the prestigious Chief Minister's Cup, sailing the classy J/24's. Team Bequia, from the Rotary Club of Bequia youth sailing program participated for the fourth consecutive year. They placed sixth overall from a total of eleven countries that competed. Three of the six member team had previous experience while the other three were competing there for the first time. One of this year's team members will not be eligible next year because of the age restriction. Other youths from the program are already preparing themselves to see who will be the sixth person next year.

The skipper of the team said that his team did very well but could have done better. He reinforces the need for at least one more J/24 to our program so that training would be more intense. Using a J/24 and a Bequia double-ender to train two teams is

not the ideal situation. However, we must make use of what is available. If we had identical boats, there is much less margin for errors, and training would be more intense and rewarding. The only disappointment was that they did not win the special "Maxwell Simmons" trophy. This trophy is in honor of the team's first coach who passed away last year. This was a tragic blow to everyone involved in the program. The present coach is Courtney Adams, a member two previous teams.

President of the Club, Clayton Ollivierre, promised that the Club would continue to work towards getting a second boat. However, it will not be easy because of the limited resources available. He said that the Club must rely on donations to make this a reality. The first J/24 was made possible through a grant from Rotary International and another club in Florida.

The team's next official race will be in Carriacou in November. Organizers there are attempting to bring together all J/24's in the region.

If you or someone you know is interested in making a tax deductible donation to help the Bequia Fleet, please contact Chester Peters, Rotary Club of Bequia, Box 127, Bequia, St. Vincent, West Indies. Email: bequiarotary@vincysurf.com.



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National Reports

AUS-JCA

Report from Australia—J/24 Australia

Sean Wallis

The excitement of hosting the 2006 World Championship in Australia is building. Preparations are well underway and J24 Australia look forward to welcoming you to Melbourne in January 2006.

Melbourne is Australia's second largest city and is set around the shores of Port Phillip Bay (the waters the event will be sailed on). The city itself boasting a lively and cosmopolitan pulse, sits on the northern banks of the Yarra River, about 5kms from the bay and 15km from the Sandringham Yacht Club.

Sandringham Yacht Club, the host club of the World Championship, has established itself as one of Victoria's premier yacht clubs with fantastic boating facilities as well as plenty of room for BBQ's and other social activities.



Australian Champion—Yokozuna(AUS145), Sean Kirkjian

The event itself will be hosted by the Victorian J24 Class Association in conjunction with J24 Australia, Sail Melbourne, Sandringham Yacht Club and the IJCA and will be held in early January 2006, the middle of the Australian summer when conditions for sailing will be at their best!

Why not bring the family – for non-sailors a

regular rail service links Sandringham with the Melbourne CBD where they can visit sights including the Melbourne Aquarium and Crown Casino as well as a large range of both retail and factory direct outlets offering great shopping. For those looking for something more, a 45min drive will take you to one of the best wine producing areas in Australia – the Mornington Peninsula.

There is just so much Australia has to offer, so see you "Down-Under" in 2006!

The 2003/04 season has seen a lot of activity in the J24 Class in Australia with membership increasing nationally and J24's active in five Australian states – New South Wales, Victoria, Tasmania, South Australia & Western Australia.

Due to the growth of the class the Australian Regional J24 Class Association has been restructured and renamed "J24 Australia" with a major part of the restructure providing a unified approach to the promotion of the class thus providing the increase in our membership.

State Championships and other regional events have been conducted in all states and the number of boats traveling vast distances across Australia has increased, in particular our Western Australian's who travel a minimum of 4500km (with their own boats) to compete at the closest event outside their own state.

The North Sails 2004 Australian Championship was held on Lake Macquarie, New South Wales in January of this year and although the number of competitors was lower than expected, the quality of the competition was very high with a number of different race winners throughout the series which included entrants from New South Wales, Victoria, South Australia and Western Australia.

Varying conditions throughout the regatta required consistency from sailors in all wind-strengths. Sean Kirkjian sailing Yokozuna AUS145 won the final race of the regatta to claim the title ahead of Etchells sailor Peter McNeill sailing Ace Hire and Scaffolds with Non-Stop sailed by Mark Long, 3rd.

The South Australian fleet, our youngest and fastest growing fleet now boasts over 20 J24's sailing regularly will be hosting the 2005 Australian Championship, which for the first time will be sailed on the waters of the Gulf of St. Vincent, Adelaide, South Australia. The event is expected to attract over 40 entries and will be one of the largest fleets to contest an Australian Championship in many years.

The J24 Australia website (www.j24australia.com) is a world class site and is a popular source of information for both J24 sailors locally and worldwide. The classi-



fied section is certainly the most frequently visited section on the site however the newly introduced Australian Rankings is also well visited and details all skippers in Australia and their current ranking based on performance at both state, national and world events.

2004 Australian Championship

1. Yokozuna	AUS145	S.Kirkjian
2. Ace Access	AUS184	P. McNeill
3. Non-Stop	AUS150	M. Long
4. Code Violation	AUS186	D. McGain
5. Kaotic	AUS160	A. Crothers
6. Wildcard	AUS176	B. Schaffer
7. Armed & Dangerous	AUS126	S. Wallis
8. Innaminka	AUS172	J. Crawford
9. Wetty Gripper	AUS196	S. Muirhead
10. Specialist Mortgag	AUS187	B. Garrod

Western Australian State Championship

1. Four Pots/Black Tan	AUS190	S.Wallis
2. Jpeg	AUS128	J. Holder
3. Chardonay	AUS129	D. Lightfoot

New South Wales State Championship

1. Yokozuna	AUS145	S.Kirkjian
2. Innaminka	AUS172	J. Crawford
3. Code Violation	AUS186	D. McGain

Victorian State Championship

1. Pacemaker	AUS171	D.Suda
2. Kicking Bottom	AUS	J. Talacko
3. Gridlock Newman	AUS181	A.

South Australian State Championship

1. Yokozuna	AUS145	S. Kirkjian
2. Armed & Dangerous	AUS126	S.Wallis
3. Jpeg	AUS128	J. Holder

National Reports

BER-JCA

Report from Bermuda

Neil Redburn

Bermuda J24 News...

Hurricane Fabian paid our island a visit in September of 2003. While there was much devastation to property and boats, the Bermuda J24 fleet came out of the storm relatively unscathed, a number of boats suffering minor damage, one losing a foot off her nose



Jon Corless (right) accepts gift from new Captain Neil Redburn

and one suffering a whole in the hull. The down side was that our racing season effectively came to an end with a dwindling number of boats turning out on a Saturday. "Mayhem" (BER 12) helmed by Todd Olson was crowned overall winner in the RBYC Saturday series, and also picked up first place in the offshore series. The Bermuda J24 fleet runs an offshore series on days when there is no Saturday fleet racing. Mike Lewis helming "Erin" (BER 8) won the summer Wednesday evening series.

Over the winter, Jon Corless stepped down after many years service as Class Captain, his contribution to the J24 cause has been invaluable. Two boats that were previously not racing found new owners keen to race, and one that was damaged in Fabian was replaced bringing the total number of boats on the island to 20. It was to the sound of electric sanders in boatyards around the island that we awaited the start of the 2004 season with eager anticipation.

The season has started with a bang, lots of wind, mid twenties to low thirties, and unusually for the time of year a high average of 11 boats on the start line, with some notable boats just about ready to make their first appearance. It's going to be a great year. Our fleet here in Bermuda goes from strength to strength, and we hope to soon get a regular group of 15 boats on the start line each weekend. Which brings us to Race Week 2004....

The Royal Bermuda Yacht Club hosted its annual Race Week in the last week of April. As normal the J24 class invited a number of overseas crews to compete against four of the top local boats from last years rankings. Jane Moon from Cayman joined Mike Hill and Scott Snyder from the U.S., Anne Aylmer, Dale Robertson and Ken Clarke from Canada and Stuart Jardine from the U.K. Local skippers were Todd Olson, Trevor Boyce, Mike Lewis and John Nicholls. The crews arrived at RBYC early on Saturday for the boat draw and were shown to their steeds to make (minor!) adjustments and then perhaps have an hour of two of practice. Early to bed after the cocktail party (yeah right!) and Sunday dawned breezy.

The best dressed, Cayman, Colorado and the local Mayhem teams, the worst dressed, Geoff Evelyn (stripped shirt, white collar, red pants, gold tie!), the late arrivals from Halifax, half asleep and Mike Hill missing 50% of his sails. Off they went, outboards spluttering, Stuart Jardine GBR (4215), of course, choosing to sail out - "I don't believe in those things" he said. This correspondent then went home for a bacon sandwich to return to the race course mid way through the second race.

ing a little further back. "Mayhem" gybed ahead of Jardine to get the inside track, but Jardine held just a fraction more boat speed and picked up the win by less than half a boat length, Lewis finished third, Boyce fourth.

Back at the dock it transpired that three boats were leading the regatta on 5 points (Lewis, Jardine, Olson) with Nicholls close behind on 7. The usual bar room karate ensued then we all decamped to Fort Hamilton for canapes and cocktails and to watch the sunset. Simply perfect. Day two and Nichols maintained his erratic form having a second last and a bullet. Consistency, as always, was proving to be key with Jardine and Lewis staying ahead of a chasing pack.

Day three ends with the traditional dock party, each crew being invited to concoct an alcoholic libation that somehow "matches their character, boat, sailing style...."

Our webmaster, Tom Quinn, reports, "I caught up with many of the sailors at the BJCA Dock Party and managed to sample several of the cocktails. The "Erin" Annihilator stands out as being the tastiest, although the "Papillon" con-



Olson arrives first at weather mark

After a consultation with the crash boat we learned that John Nicholls, in Siren (BER 19) had won the first race, squeezing out Mike Lewis (BER 8) and Todd Olson (BER 12). An 80 degree wind shift caused some delay as the marks were reset and then they were off again. At the second weather mark rounding Olson was just a boat length ahead of Jardine, with Lewis and Boyce in "New Wave" follow-

coction wasn't half bad, even though Rikki had said that it had "too much fruit juice and was a bit grapey". The fact that it had any fruit juice was pretty amazing as many of the other cocktails seemed to be pure spirit.

As far as the sailing was concerned, it seemed that the steady 20s winds with the odd gust seemed to catch many of the boats

Mary Ann Jardine

2004 Bermuda International Invitational Race Week

Class: J-24

Trophy: The Gripper Trophy

Unofficial

		Date:		25-Apr-04		25-Apr-04		26-Apr-04		26-Apr-04		27-Apr-04		27-Apr-04		28-Apr-04		29-Apr-04		30-Apr-04				
Sail #	Skipper	Race 1		Race 2		Race 3		Race 4		Race 5		Race 6		Race 7		Race 8		Race 9		Total	Drop	Final		
		Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.					
GBR 4215	Stuart Jardine	4	4	1	1	4	4	2	2	2	2	2	2	6	6	2	2	3	3	26	6	20		
BER 12	Jon Corless/T Olson	3	3	2	2	5	5	7	7	1	1	1	1	2	2	1	1	6	6	28	7	21		
BER 3254	Mike Lewis	2	2	3	3	1	1	5	5	4	4	3	3	3	3	3	3	2	2	26	5	21		
BER 3942	Trevor Boyce	5	5	4	4	7	7	6	6	5	5	DSQ	12	1	1	4	4	1	1	45	12	33		
BER 19	John Nicholls	1	1	6	6	9	9	1	1	3	3	5	5	4	4	8	8	7	7	44	9	35		
USA 5291	Mike Hill	7	7	5	5	3	3	4	4	7	7	4	4	7	7	5	5	4	4	46	7	39		
USA 5253	Scott Snyder	6	6	8	8	2	2	3	3	6	6	6	6	8	8	6	6	5	5	50	8	42		
CAY 1	Jane Moon	8	8	7	7	6	6	11	11	8	8	7	7	5	5	7	7	8	8	67	11	56		
CAN 4101	Anne Aylmer	10	10	10	10	8	8	9	9	9	9	8	8	9	9	9	9	9	9	81	10	71		
CAN 4468	Ken Clarke	11	11	9	9	10	10	8	8	DNS	12	9	9	11	11	11	11	10	10	91	12	79		
CAN 578	Dale Robertson	9	9	11	11	11	11	10	10	10	10	DNS	12	10	10	10	10	11	11	94	12	82		

out. Crew of the day was definitely "Mayhem", with a stellar result of a double bullet for the day. Todd Olsen remarked that it was "...better than yesterday" - alluding to Mayhem's results from Monday. Heavier breeze definitely suits them. Unlike that trendy dri-fit gear they have.

Stuart Jardine on "Solaise" also had a good day, completing the day with two second place finishes. Geoff Evelyn was feeling a "bit tired" after all the winching - so spare a thought for his 70 year old skipper.

Erin also had a solid day with a 4-3 and won a protest with New Wave after some port-starboard action on the start line. The Stella boys on Siren regained some consistency after a topsy-turvy day two to be positioned in fourth overall - skipper John Nicholls was ecstatic, or maybe that was just the effect of too much of his sponsor's product.

Mike Hill and crew had a good day in the heavier conditions. Apparently they were still struggling with their downwind legs, but having their own sails was definitely making a difference.

Seventeen years after their last appearance in Race Week, they seem to be having fun and be right in the middle of the action, alongside Scott Snyder with local Rock Star Rikki on board the good ship Papillon. Other notable mentions go to Dale Robertson from Novi, who was experiencing these types of Bermuda breeze for the first time, and Alex - the foredeck on Ken Clarke's crew - who decided to mutiny halfway through a gybe maneuver, much to the rest of his crew's surprise. "He could have at least finished the gybe", said crewmate Nona, to which Alex replied "At least I stowed the pole" - much hilarity there"

Wednesday was a day off, and most of the visitors tore around the island on scooters, the rest of us went to the office. Thursday and with much at stake the race heads came back on. Olson was putting his stamp on the regatta with a solid 2-1, Jardine had a poor first race (6th) as winch man Geoff Evelyn was taken ill and a better second race (2). Lewis stayed in the hunt with two 3's and Trevor Boyce (BER 3492) picked up a bullet. Olson squeezed into the lead for the regatta by one point. The traditional BBQ down on the Royal Hamilton Amateur Dinghy Club dock was a great success, but the talk was about the one, and final race the following day. To win, Jardine needed to beat Olson by two clear points. If Mike Lewis could keep ahead of them both, he theoretically could also win.

Final Day, one race, 7 legs with a finish to windward. A long, long race. Snyder started well, Olson struggled to get boat speed, and Jardine managed to get a boat ahead of him. Lewis led through the early stages but was it to be enough? Mike Hill was going much better at the front of the fleet, and then Trevor Boyce had an incredible second leg to windward where he destroyed the fleet, tacking from huge lift to huge lift and building

a commanding lead. Meanwhile further back, Jardine struggled to get the advantage he needed over Olson, and as the fleet started the final leg to weather, at the front it was Boyce from Lewis, Snyder, Hill, Jardine, and Olson. Boyce held off a charging Lewis to take his second bullet of the week. Jardine went right, approached the line on starboard and was able to force Snyder and Hill to tack away right on the line and then head up over the line to take the regatta by just a few feet. Olson finished ahead of Nicholls. Stuart has already requested an invite to defend his title next year!

The finish to this year's race week could not have been closer and was a fantastic end to a great week. Old friends were welcomed back, new friends were made and the J24 family became stronger.

Note from Stuart Jardine - This years Race Week turned out to be the most competitive J/24 regatta that has ever been held in Bermuda. The Bermuda Fleet has improved beyond measure, and now that all their boats have been fully overhauled, their crews are the equal of most Fleets in the World, as was shown in the results with all four of their selected teams taking 2nd to 5th overall. Only the UK entry could win one race, the remaining 8 wins in the 9 race series were taken by Bermudian teams.

As those of us who have attended International Race Week before, the Dark and Stormy's, the Parties and the Hospitality are almost impossible to beat. How often does a losing team come up to the winners with two bottles of champagne to celebrate the victory. The International J/24 Class is in great heart and no where better than in Bermuda.

If you would like more information on Bermuda International Race Week, and you think you can handle the sailing and the parties, then email captain@j24.bm for an information pack or visit our website <http://www.j24.bm>.



Commodore Jane Correia with Stuart Jardine and his winning crew

National Reports

CAN-JCA

Report from Canada

Lorne Chapman & Rudy Wolfs

The Canadian Fleet continues to have strong participation in all districts. A successful 2004 North Americans was hosted by our Western (Pacific) Fleet, while our Atlantic Fleet prepare for the Canadian National Championships on August 6th in Halifax, Nova Scotia.

The **Western District** governed by Rob Bassett has run team racing events for three years, and drawn teams from District 19 - the US Pacific Northwest, but had to take a break this year because of drain the North Americans put on our organizing resources. The West is an active participant in the Pacific Northwest Championship based on the combined scores of three events in Seattle, the Gorge and Vancouver. The West also has a "Ski to Sea" every February - one day ski racing

at Whistler with team scoring by boat followed by a day of J/24 racing, with the winner based on combined points.

The **Ontario Fleet** organizers, lead by Todd Irving, are scoring their series with a touch of the Tour de France. Leader types earn the right to fly stern colored flags.

The **Quebec Fleet** under the new leadership of Erin Harris is building more participation from the thousands of small lakes in Quebec (the fleet is very spread out). One fleet in particular on Lake Mont Tremblant is water "locked," once they are in for the season. All boats are wet-sailed. With the help of Barbie and Mike Staniforth, the fleet enjoys "Rabbit starts", behind their boat "Jack Rabbit".

We are pleased to have one of our own "neighborhood J/24 boys" at the Olympics this summer. **Mike Wolfs** spent his youth sailing Lasers and the Flying Dutchman at Port Credit Yacht Club. He continued to tune his skills in the local J/24 Fleet, and will be sailing a Star in the Olympics.

Due to the relatively short sailing season in Canada, many of our districts resort to winter social events like Pub Nights, Ski Days and Remote Control Sail Boat Racing. The annual curling party in Vancouver helps fill in November.

FRA-JCA

Report from France

Pierre-Emmanuel Aubert

2004 is a transition year in France. Many competitors are waiting for the 2005 European Championship to come back to our class. In the south of France, Just un J of Mr Tixidre won Winter training in the

Championship to be held 1-8 July 2005 at the Yacht Club du Crouesty Arzon.

Spi Ouest France—2004 April 8-12th

To launch the season, Spi Ouest France is the French great event. Only 500 boats could race and nearly 80 boats sent their inscription too late ... As every year J/24 fleet is at the best place in the central old harbour. To be in the central place of La Trinité sur mer is certainly a choice to facility.

Stuart and Adrian Jardine sailing Stouche won by a narrow margin over second place David Ellis on Hitch Hiker's. The prize for first was the weight of the heaviest member of the crew in oysters and wine.



Jardines sharing the wealth

ORC club Sport boat against Melges 24, Bénéteau 25. Another J24, Vent de folie, of Christian Vila, was second in HN Méditerranée classment. Some competitors as Class J are training in La Trinité in IRC 1 Is it the future of our class? We are expecting many people to join us, continue growing, and race as a One-Design Class.

A special task force is now in place to prepare for the 2005 European



Penny Aubert, French National Champion on J/24



Mathieu Lefèvre

Jiffy

That evening, the Jardines invited all teams who were present to a nice oyster party with Stouche oysters and wine. Dinner was followed by a football game matching the French children against us, old sailors! The children won.

The French Multi-Oceanic sailor, Florence Arthaud, came to spend time with all participants. The J/24 fleet is always very international, and next year we expect to have - as 10 years ago - teams from Germany, Holland, Ireland, Italy and Monaco.

A Man, A Woman and A Boat—2004 April 24-25th

Fifteen days after Spi Ouest, the FRA-JCA organized a duo cup in the Morbihan Gulf and Quiberon Bay. It is a fantastic race that allows competitors to sail into the Morbihan Gulf. Unfortunately, for many it was impossible to return because of the strong current and lack of wind. The FRA-JCA Annual General Meeting began late in the evening, because we were waiting for the last boats. The next day was with light wind and the last race was won by Nathalie Janod. She and her husband Etienne won the special award as other teams were only guys.

- 1 Julia - P Aubert
- 2 Hors J - N Janod
- 3 El Nino - M Doucy
- 4 Jiffy - A De Genouillac
- 5 Boléro - P Ravel

J/24 French Nationals—2004 May 8-9th

Eight boats were present for 2004 French J/24 Nationals. The Yacht Club du Croesty Arzon Race Committee and Jury organized a perfect regatta, aided by YCCA secretary, Annie Trenit-Cordelle. Races began with a windy first day, between 24 to 30 knots!

Penny Aubert, sailing with Stéphane Venel onboard Julia won the Championship. A special award was presented to Hors J, helmed by Nathalie Janod for racing with a light team of three. Mathieu Lefèvre was the exclusive photographer for the event. His target was simple; to offer the best photo for each boat at the prize giving. He was chauffeured on the water by James Reutin, driving the YCCA fast security boat.



Mathieu Lefèvre

Jiffy

Results of National J24 2004 - Le Croesty Arzon

- 1 Julia - Penny AUBERT
- 2 Anthologie - Luc NADAL
- 3 Jiffy - Arnaud DE GENOUILLAC
- 4 Hors J - Nathalie JANOD
- 5 El Nino - Mathieu DOUCY
- 6 Class J - Ludovic DAUDOIS
- 7 Bolero-Groupamaris - Philippe RAVEL
- 8 Jam - Xavier BOURRUT-LACOUTURE

(All photos are from Mathieu Lefèvre, and copyrights are J24 French Class)



El Nino

National Reports

GBR-JCA

Report from the UK

Mark Jardine

Hot racing for the UK J/24 Class

Competition for places at next year's World Championships in Weymouth has taken the quality of this season's racing in the UK J/24 class to a new high. With half the domestic events completed, the travelling UK fleet has enjoyed superb fleet racing in Falmouth and Poole – with thirty plus boats – and in Bridlington, where a maximum 16 visitors joined the eight local boats for a six race weekend. With fourteen places up for grabs, twenty-five boats have so far hit the road in search of Worlds qualifying points.

An average of around tenth place in this high points, four to events count, series would give the 125 or so points that will probably be required to qualify. So who's making the running thus far?

All but nailed-on!

Certain qualifiers are the current top three: Al Clarke, David Ellis and Gavin Watson. With 114 points in the bag, Al and David are all but there already. Gavin is not far behind on 109. Former National Champion David and his HitchHiker team have found real consistency this year, with a win and two solid performances in the three events, a strong showing at the Europeans in Sweden could see them as the first boat to secure their place. Al and Gavin have both had the added pressure of sailing with their former helms, Bob Turner from Headcase and Nick Hirst of Roger Rabbit, who have stood aside to let them steer. Consistently excellent results so far speak for themselves.

On a maximum 80 points from two events is returning prodigal, and another former National Champion, Ian Southworth and his crew on Hedgehog. Ian won the Southern Areas on count back from Gavin Watson and the Northerns with a race to spare. Hedgehog's programme, like those of Headcase and Chaotic, includes a trip to the US for this year's Worlds. Not far behind, with 74 points from two events, is current National Champion, Mark Jardine. Overcoming some early nerves (he is, after all, sailing Dad's boat for the first time) Jardine Jr looks another shoo-in.

No room for complacency

Averaging the magical 30 points or more per event, come a clutch of seven helms: Michael Wright's early form – third at the Spring Cup – seems to have tailed off a little,

whilst fellow Bridlington helm, Ben Williamson, has found an upward curve. Ben clearly enjoys pressure, picking up 5th place at the Northern Area Championships whilst leading the Bridlington team in organising an excellent event, on and off the water.

Rob Libby continues to rack up the points in Jooler, showing the form that took him to 6th place in the unofficial rankings last season. Fellow West Countryman Peter Woolf seems to be surprising himself with a consistent run. Woolf has one more event, the Nationals, before he leaves the country for a year. If he can stay on the pace, he should have enough points by then to be assured of a place.

Last year's Nationals winning boat, now wearing the Prada-grey "Howden" colours, continues to be fast, in the hands of Tom Reed. And on 63 points from two events, Duncan Peace in Reloaded and Tony Edwards in RSJ have identical records. Tony is another who is making a welcome return to the J/24 travelling circuit, after two seasons away. Duncan meanwhile will be looking to improve on this form at the remaining events.

Also with two events, but on 59 points, are a clutch of three helms. Adrian Bennett, sailing Ju Ju, has been consistency itself. Nick Phillips on Chaotic and Duncan McCarthy in Madeleine have the advantage of counting a seventh and eight place, which could prove crucial in the final shake-down.

Needing to find something extra

Jon Powell on board Peggy and Ronnie Ball sailing Jam Too are the two helms from the remaining nine who have picked up a top ten finish. With the trip to Sweden to come, Jon could be in a stronger position by the time of the Nationals in Plymouth.

Mike Street (Jacobite), Mark Baskerville (Legend) and Jim Anderson – a J/24 man since the class began, with his crew on Boomerang – have travelled to all three events so far, without quite hitting the form that they need. Both Mike and Jim have picked up good results in individual races, but not found the consistency for a top ten event finish.

Well capable of that kind of form are Matt Trebilcock (Juggs) John Darbyshire (Johnny Bravo) and Plymouth fleet captain Neil Trathen (Jeeves). With three domestic events to go, will they make a challenge? And no doubt claiming merely to be seeking more "skills osmosis" (just to prove I read the class

year book) are Steve Vyse and the Juvenile Delinquent team – Keep travelling, boys. One day....

Local Fleets

Of course, Worlds qualification is only half the story of this series and less than half the story of the J-24's success in the UK, which is built on five strong fleets, with their programmes of weekend and evening racing. A further 25 crews have tested themselves at their club's open event, adding to the strength in depth and quality, picking up excellent race finishes and some solid series performances. Not everyone wants the hassle of trailing their boat all over the country, and as the J/24 Class very well knows, it's often the club sailors who give up their time to make the Open events run smoothly.

And finally—will he, won't he?

"He feels that hosting the Worlds means he won't be able to compete effectively". "He's handing the reins over to Mark".

"At 72 he feels he may just be too old when Weymouth comes around".

That's the good news.

The bad news is that, with one event sailed, five times National Champion, Former European Champion and bona fide sailing legend, Stuart Jardine has 39 points on the board. He's taking Reloaded to the Europeans and he's got another boat lined up for the Nationals. And, of course, if Mark picks up two more good results, then who's to say that Stouché won't be available for next season's final qualifier? And he's not going to sail at Weymouth? Yeah, right.

We'll update the results table after the Europeans. There's a great summer of J/24 sailing ahead, with Club sailing, Floral Cup, Falmouth Week and so on. Whether challenging for a Worlds place or not, the attraction of close, fair racing in big fleets is proving irresistible to anyone with access to a J/24 and a half decent trailer. Here's to the next part of an excellent season's sailing, in the best one-design keelboat in the World!

GBR-JCA

Racing Report from the UK

Stuart Jardine

Spi-Ouest Regatta (8-12 April)

The 26th Spi Ouest-France Regatta was held over the Easter bank holiday weekend from La Trinite-sur-Mer, southern Brittany and is for many the first serious racing event of the year with the top limit of 500 boats competing in



Spi Ouest Winners (L-R) Stuart Jardine, Stuart Paton, Ado Jardine, Karl Thorne and Mark Baskerville

21 divisions from numerous nations. Racing takes part on three Windward/Leeward Courses with approximately 170 boats on each course and 60 boats on each start. The only UK successes were in the J/24 Fleet with the Jardine twins first and David Ellis second.

Several boats travelled from the UK including 3 J/24's; Boomerang, Stouche and Hitch-Hiker. Stouche was returning as the defending champion but there was some hot competition amongst all the British boats and a number of the top French J/24's keen for the prize: your heaviest crew members' weight in fresh Oysters!

The first day saw perfect conditions for a couple of windward-leeward races with beautiful sunshine and a good breeze. The British contingent were quickly able to ascertain their dominance with Stuart Jardine, helming Stouche, winning the first race ahead of David Ellis in Hitch-Hiker and Jim Anderson in Boomerang. The second race looked to be going the same way for Stouche but for a pretty dramatic spinnaker dunking at the leeward mark – obviously looking to trawl for Oysters rather than win them! The race finished Hitch-Hiker 1st, Julia (helmed by Penny Aubert) 2nd and Stouche 3rd.

The Saturday saw more of a consolidation at the top of the leader board with Stouche, Hitch-Hiker, Boomerang and Julia all finishing in the top 4 places for both races.

However, Sunday saw more determination in people's faces as the top 4 boats could all see the regatta as theirs if they could post a good day. The first race was sent around the cans in the beautiful Quiberon bay and the top three positions were changing every leg with Penny Aubert helming Julia managing to gain the inside position over Stouche at the final mark at the exact point that the wind decided to turn off for 5 minutes! The second race was won again quite convincingly by Julia crewed by two 21 year old Columbian twin sisters, preparing for Olympic selection in the Yngling Class, organizing the tactical side of Julia's strategy.

This left Stouche, Hitch-Hiker and Julia all equal on points going into Monday's last day and last race. The race was

again held in fantastic conditions with a good breeze and strong sunshine. The lead was taken early by Penny Aubert closely followed by Hitch-Hiker with Stouche initially buried under the 70-boat start line. However, after some solid working of the wind shifts up the first beat, Stouche managed to crawl back into contention and kept on clawing back places through the downwind leg to gain the lead half way up the second beat. The rest of

the race was consolidation and sensible covering by Stouche enabled her to keep the lead and win the regatta with Hitch-Hiker 2nd and Julia 3rd.

Overall, a fantastic time was had by all, super racing to get into shape for the season and the French hospitality, food and wine is always well received by the travelling Brits. Culminating in a great Oyster party at Penny Aubert's home for the J/24 sailors.

Overall Results:

- 1st Stouche, Stuart Jardine 11 pts
- 2nd Hitch-Hiker, David Ellis 12 pts
- 3rd Julia, Penny Aubert 15 pts
- 4th Boomerang, Jim Anderson 25 pts
- 5th Groupamaris, Cedric Ravel 29 pts
- 6th Hors J, N Janod 31 pts

J/24 Spring Cup at Falmouth (1-3 May)

Day 1: A large travelling contingent made the trip down to the West Country to join the large local fleet to take part in the Spring Championships. For many, this was the first J/24 outing of the season and a great test with 30 boats on the start line.

On Friday night everyone gathered in the Royal Cornwall Yacht Club to savor the great atmosphere the club has and catch up with friends to discuss the season ahead and banish the memories of winter.



2003 UK National Champion

National Reports

Things didn't look that promising this morning with a mist and no real wind to speak of. Luckily the wind decided to fill in with an 8 knot Easterly allowing racing to go ahead. The fleet was obviously eager to get out racing and it took three attempts and the unfurling of the black flag to get away. The left hand side of the first beat saw the biggest gains with Adrian Bennett in Ju-Ju taking the lead and never giving it up. Gavin Watson in Roger Rabbit also took the favoured side to hold second for most of the race until he was just pipped on the finish line by Al Clarke in Headcase.

Race two saw again saw an over-eager fleet with three starts taking 13 teams out with the black flag rule. I would update you with the race but unfortunately we were one of the teams...

The evening festivities included a great barbeque at the Royal Cornwall Yacht Club.

Day 2: The forecast though was not optimistic with a 5 knot easterly being all that was on offer. The first race was set off first time though. After a poor start Peter Woolf in St. James lead at the windward mark by taking tacking out right to clear air and then powering over the fleet. Gavin Watson helming Roger Rabbit showed some excellent light wind technique to take the lead down the run as the wind became lighter and lighter. The race committee, seeing the deteriorating conditions wisely shortened course to give Roger Rabbit from the strong local fleet the win.

The second race was set off in almost drifting

conditions with an ominous fog bank lurking on the horizon. The fleet then sat 100 yards up the beat so the race committee sensibly decided to call it a day.

Day 3: The final day saw the conditions that the race organisers and competitors had all been craving. The very good race team were determined to get two races in to ensure a fair series.

Race four was held in a gusty 10-15 knot wind with the windward mark placed close to the Falmouth shoreline. Gavin Watson in Roger Rabbit continued his form to take his second win on the trot to look in a commanding position for the overall title going into the last race. Al Clarke in Headcase took second with the consistent David Ellis steering Hitch Hiker to third.

This left everything to play for going into the last race. No teams had managed a completely consistent series with black flag disqualifications looming over a number of teams from race two and up and down results for many others.

The breeze continued to build and around half the crews decided to change down to the jib. The increase breeze saw the gusts and shifts become more and more ferocious and place changing was happening all over the race course.

Going round the last leeward mark Headcase lead with Nick Phillips in Chaotic second and Stouche third, but the tricky conditions had far more to say on the short final beat. Hitch

Hiker latched onto a great shift to power into the lead with Michael Wright in Flot hot on his heels. These two took first and second respectively, with Stouche holding third.

Once ashore, everyone was trying to work out just who had won the event. Roger Rabbit had been looking commanding going into the final race but their discard was the OCS from race two. David Ellis had grabbed a win in race five to keep a very consistent counting series. A quick ask around the dock confirmed Roger Rabbit had struggled in the last race to finish twentieth, which dropped them to sixth overall. Headcase hung onto second overall despite dropping to eighth on the final beat of the final race with Michael Wright taking third.

These placing's now go on the board as the first qualifying event for the 2005 World Championships selection. With such tight racing qualifying is no certainty even for the established top teams. The results show just how competitive the fleet has become in 2004. Also, with only one protest all weekend, the sportsmanship shown throughout the fleet was exceptional.

The weekend was a great success, despite the difficult conditions of the first two days. The Royal Cornwall Yacht Club made everyone feel extremely welcome, providing excellent racing on challenging courses and a superb barbeque for competitors on the Saturday night. Many thanks also to the event sponsors, especially Tribute Cornish Ale from the St Austell Brewery, for their tasty daily prizes!

HUN-JCA

Report from Hungary

Peter Lang

HUN-JCA History

- The first boat came to Hungary in 1996.
- In 1998 we established the class with six boats. Pres. Gabor Kadar
- The class has own race schedule and National Championship.

- 1999 Genova Worlds 2 Hungarian boats
- 2002 New pres. Peter Lang
- 2003 Porto Rotondo Euro 1 Hungarian boat
- 2003 Mendemblik Words 1 Hungarian boat
- 2004 Malm_ Euro 2 Hungarian boats
- 12 Boat fleet by 2004

Location : Lake Balaton

Lake Balaton was formed mainly by tectonic forces 12,000-20,000 years ago. Prior to the opening of Sio-canal in 1863, its water level was 3 m higher and its surface was about twice larger than at the present. With its sur-



Long distance race on lake Balaton



Winter sailing on lake Balaton

face area of 593 km², Lake Balaton is the largest lake in Central Europe, but its mean depth is only 3.2 m.

The main inflow, the Zala River, empties into the south-western end of the lake, while the Sio-canal drains the water from the eastern basin into the River Danube.

The lake is covered by ice in winter. In summer the average water temperature is 23deg C. The strong waves swirl up much sediment, rendering the transparency low.

The major ions of the water are Ca²⁺, Mg²⁺

and HCO₃⁻. The pH is 8.4, rising to higher values during intensive primary production. Oxygen deficiency is formed only temporarily in the western part of the lake in calm summer periods with algal blooms.

The distribution of microphytes is restricted by strong waves to a relatively narrow belt. Only 3 percent of the lake surface is covered by reeds, and even less by submerged microphytes. The major primary producers are phytoplankton. Zooplankton is not abundant. Zoo benthos represents an important food for the fish. The annual commercial fish catch is 1200 tons.

The southern shore of the lake consists of sandy beach, while on the northern shore there are mountains of volcanic origin with old ruins on their tops and vineyards on their slopes. The picturesque landscape and the water ideal for swimming and other water sports attract 2 million tourists annually.

The goal of the HUN-JCA is to increase our membership to twenty boats, and participate in J/24 events throughout Europe. This will give us the opportunity to someday host the J/24 European Championship.



2003 HUN National Champion



Zsanna and Peter Lang

National Reports

IRL-JCA

Report from Ireland

Michael Clarke

Another Happy Year for Ireland's J/24s

The past year, May to June, was again a very good one for Ireland's J/24s, with more sailors in more boats, enjoying the superb team sport of J/24 sailing, with a spread of championship successes, at more J/24 events, now six each season, at coastal and inland venues, and in boats ranging from Europe's first and original J/24 to brand new Italian boats. This article mentions some of the ideas, principles and practice behind the success of J/24 sailing in Ireland. None are new ideas and many will be familiar and well practised among similar J/24 fleets all around the World.

Champions and Championships in 2003

In May 2003, inland on Lough Erne, Diarmuid O'Donovan became 24th Irish National J/24 Champion at the helm of *Virjin* on the *Ridiculous*, a 1980s Italian built boat. In June, also from Lough Erne YC, Michael McCaldin took the Northern Championship in a brand new Italian J/24, *Murder Picture*, again inland at Lough Neagh SC on the largest lake in these islands. July's Western J/24 Championship, an experimental event on the Atlantic coast's Galway Bay, saw Andrew



Diarmuid O'Donovan, 2003 Irish National Champion

Algeo and Ben Cooke, Royal St George YC, take top place in *Scandal*, a 1980s Rogers J/24. It is rare to win two Irish J/24 championships in one season but *Scandal's* crew went on to do just that at Lough Ree YC, on a lake in the very centre of the island, by winning August's Midland Trophy, an elegant representation of a J/24 fashioned from a shape-

ly fragment of black oak, many thousand years old, and found in a local peat bog.

There was a wee bit of a riot in the bar that Saturday evening, when J/24 crews realised that this Midland event was to be the last in 2003. We want more, they roared, waving pints at their cowering President. Swiftly Frank Heath and Andrew Algeo came to the rescue with a promise of an extra and sixth event in early October to close the season. Despite short notice, 95 sailors in 19 boats took part, with 10 travelling from across Ireland to Dublin Bay for this new Autumn Trophy event, hosted by Royal St George YC. The winner, Bryan Maguire in *Cries of Passion*, Royal Irish YC. He got another magnificent new Irish J/24 trophy, this one a full rig, detailed model of a J/24 in a tall glass case.

Old Westerly Boats

Another Autumn Trophy hero was Ron Finegan and his Carlingford crew, second overall in *Just 4 One*, one of our old Westerly built boats. Half of Ireland's J/24s are Westerly built, including *Juno*, Sail 4001, first out of that British mould in 1979. All are over 20 years old, sturdy but heavy in the wrong places, cheap to buy but often needing refurbishment, yet still giving great sport, especially in local Club sailing. Every Irish event has a



Scandal on the starting line

special prize for Westerly boats. Other Westerly winners across the year included the Harrison Family's Jay and Robin Eagleson's Luder Too, both from Lough Neagh SC, Andrew Mannion's Jiffy from Lough Ree YC, and James Byrne's JAB from Dundalk & Carlingford SC. These prizes have helped to maintain Westerly owners' enthusiasm for attending J/24 events. Showing fun for all at Irish J/24 events, worth a mention are three women who helmed races in turn in Jeriatrix, Judie Anderson, Michelle Doherty and Edwina Ternan. They were 15th among 20 at the 2004 Northern Championship, but fourth among the nine Westerly boats, and they beat each of their four Lough Erne YC club mates in at least one race.

Champion of Championships 2004

One-design racing's important needs are numbers together, always, often, and at various venues. So, to encourage event attendance, our new 2004 idea is a set of Champion of Championships prizes, awarded on results across the season's six events,



Close finish Just4One

excepting the worst event result. They will reward participation and achievement. After four events, we see crews keen to accumulate points and reluctant to miss any event. June's Northern Championship at Lough Neagh SC had a record 20 boats compared to just 9 a few years ago, when this event first used that venue. Scandal's team again won two Championships in 2004, April's Midland and June's Northern event, and Desmond Fortune, Royal St George YC, in Hard on Port won May's Eastern Championship. The Western Championship, on Lough Erne in late May, was won by Tim and Shirley Sheard from Lough Neagh SC, in Jay Kay. She was the original J/24 in Europe, built in the US by TPI and sent to Britain as plug for the Westerly mould. Over a quarter century later, she is in splendid shape, with many successes in Ireland and still proudly showing her sail number USA - 191

Next is our big Silver Anniversary 25th Irish National J/24 Championship a three day event in August. It's results will count more in the Champion of Championships rankings than results from the other five, which are weekend events with up to eight windward - leeward races. A similar ranking will select for Irish places at the 2005 World event.

Recognition and Reward

Irish J/24 weekend events attract about 20 boats. We hope for 30 at the Silver Anniversary event. Typically, half each fleet will have a top 20% result in at least one race, say first to fourth in 20 boats. As well as prizes for first, second and third overall, there are the

Westerly prize and race prizes equal in number to races planned, these for boats with a top race place. No boat gets more than one prize. Thus they spread to maximise reward for every achievement. A crew that wins an Irish Championship will be first among a substantial number, not first in a small and lonely elite. It is also worthwhile to be one of that number since effort

achievement are recognised and rewarded down through the fleet. The last boat can be as happy to be there as the first. All are extra keen to be at the next J/24 championship. Also encouraged are new J/24 owners. In the winter of 2002, International J/24, Vol. 45, reported over 50 J/24s in Ireland. There are now 64, an increase of about 20% comprising almost half brand new Italian boats and others from Britain, Holland and Italy. Within Ireland there are new owners and old boats refur-

bished. About 40 boats with 30 travelling will be at least one of the six events. Other J/24s are in remote places, under repair, just cruising, or have novice owners.



Europe's first J/24 (USA-191) JayKay

Historical Conclusion

Ireland's earliest mention of sailing sport was by a Gaelic poet in 1580 praising a forest of masts at the Maguire's castle on the shores of Lough Erne with their sporting young men and maidens. Fifty years later the Maguire dynasty was replaced. Settlers came from Scotland including various Johnstons, including ancestors of the J/24 Johnstones. For years the two most common surnames registered in that part of North West Ireland were Johnston and Maguire. So it is quite entirely appropriate that 400 years later the Irishman sailing for Ireland at this September's World J/24 Championship is one Bill Maguire, under sail number IRL - 4349, and he in a boat created by one Rod Johnstone. Best wishes to Johnstone and Maguire from Lough Erne's ten J/24s.

More at www.j24ireland.com



Michael Clarke on his Westerly

National Reports

SWE-JCA

Report from Sweden

Monica Persson

Swedish Open 2004, Malmö

The Swedish Open 2004 was a fun event and a wonderful start of our season, although it might have been a little early in the season for some crews. It was sailed on the 7th-9th of May in Malmö, the same waters where the Europeans 2004 took place on the 22nd-30th of July.

The crew on board SWE - 5330 Sailing Planet sailed well and became our Swedish Champion 2004. It was our Swedish chair(wo)man Marianne Schöke-Hölzer with helmsman and sail maker Henrik Edman, Max Hölzer, Peter Rosenkvist and Hanna Rydlöf who now can call them selves "Swedish Camps".

Second was the 2002 and 2003 National Champion, Per-Håkan Persson on SWE - 4896, Front Runner, and third was Petter and Harald Vedin (see The Future of Our Class on page 28), on SWE - 29, Dolly Blixt. We had three days of beautiful, windy sailing conditions. We want to send all our thanks for a wonderful regatta crew organizing this event.



Gret Nilsson



Gret Nilsson

URU-JCA

Report from Uruguay

Gustavo Coll

The Uruguayan fleet has grown to twelve boats with two more boats brought in from Argentina. There is a growing interest regarding this class because it is made up of the very best sailors of the country.

Uruguayan crew skippered by Santiago Silvera, was second at the 2003 South American Championship held in Rio de Janeiro, Brazil.

2004 World's Trials - Santiago Silvera won the trials held between March and April in Montevideo, Uruguay, organised by the Yacht Club Uruguayo. He won five out of nine races for a total score of 11 points. Second was Roberto Fabini with 17 points, and Gustavo Coll was third with 21 points. The Uruguayan representatives will be the crews skippered by Silvera and Coll because Fabini will not be able to attend the event. There was a very

close competition for the second place that was not clear until the very last race.

Uruguayan Match Race Championship - The Yacht Club Uruguayo will organise this event in late June with the International Judges Nelson Ilha and Boris Ostergren from Brazil.

USA-JCA

2004 Easter Regatta

Roger Dougal

The wind blew incessantly at 12 to 18 knots for four days...starting the day after Easter Regatta concluded. During the regatta, however, the wind was utterly unreliable. Fortunately that didn't stop the 37 boatloads of competitors from having a blast anyway.

Although the more frequent ER competitors, those who come to South Carolina year after year, consider the Thursday night Whisky Sour Hour as the best opportunity for serious partying (because, for one thing, racing doesn't start until noon on Friday, whereas on

Saturday and Sunday it starts way too early to begin the day with a hangover) it was actually on Friday night that the crowd managed to drain eight kegs of golden fluid. This led to more than a few people having a hard time firing up their crew on Saturday AM. But before we get that far into the weekend, let's rewind to the Thursday launching process.

As some of you will recall (maybe even some of those who were strongly fascinated by the beer wagon on Friday) Lake Murray is in the second year of a thirteen foot drawdown dur-

ing construction of a new dam. So once again the Columbia Sailing Club was mostly dockless. But great progress was made since last year so that for this year's regatta the club actually had a new and fully functional launching ramp. And the company that supplies our launching crane also bought a new inventory of equipment so this year the crane was NOT the behemoth that we used last year and not a single J/24 went flying over the trees on the way to the water. I know that some folks were desperately disappointed to



Mark Alexander

his Classic light-air-high-performance races to take the bullet, and was followed across the line by local Columbia boats Ruffian (flying an I flag) and Tutaknaut (which, in the light stuff, decided the answer was definitely naut.) The next race fired off shortly thereafter, but fell flat as the fleet approached the leeward gate on the first run which turned into a 1/4 knot drifting beat before anyone gained the gate marks. To the dismay of a very few and the rejoicing of a great many the RC abandoned the race. Yet another drift-and-wait event ensued, accompanied by the usual inter-boat banter, Easter candy showers, and occasional climb-the-mast high dives from the younger competitors. After an hour or more some competitors started feeling the attraction of the beer wagon (I don't know why that keeps happening), but RC called everyone back on the promise of renewed wind coming down the lake from the northwest. Eventually the best wind of the weekend showed up and led to good racing after the 4 pm start. Mike Ingham found his way back to the top of the fleet and was once again followed across the finish line by Scott Griffin. Ted Winston was in hot pursuit to round out the top three. The fleet was sent to the docks immediately after finishing.

Dinner on Saturday evening was the tradition-

miss that spectacle this year, but it seems that actual boat owners were quite relieved by the new arrangement.

Since the club is spending a huge sum (for us, anyway) on new sailing facilities during the drawdown it appears that our prospects for a new clubhouse are receding into the future faster than we can scramble after them. So in the interim, the club refurbished the men's and ladies rooms. New flooring and paint was a big surprise to all of the long-time competitors, even if the number of necessary facilities did not increase at all. More significantly, the size of the 'canteen' was doubled so it was able to hold a larger stock of the sailors' favorite beverages, which was a fact that everyone immediately noticed. Or maybe it was Lindsey and Merrit (the bar maids) that everyone was noticing, I'm not sure.

Racing started on Friday with 170 sailors, 37 boats, 20 race committee folks, 6 judges, 5 knots of fizzling breeze, and a 4 leg windward leeward course. The last number might be the only number that was arguably bigger than it ought to be. By the time boats crossed the downwind finish line the northwesterly breeze had fizzled to a few knots. The winning lanes seemed to be on the left side of the course, certainly so on the second beat as the wind shifted left about 20 degrees. Mike Ingham unCramped his Brain to take a bullet in that race, followed hard on his (Tar)heels by Scott Griffin and then Brian Smith driving Stirred Not Shaken.

Competitors then floated for an hour waiting for a new breeze. Slowly the center of gravity of the fleet drifted northwards, generally away from the race committee boat and generally towards the beer wagon. Eventually the RC realized that they were the only boat left on the lake and they wisely surrendered under the Abandonment flag.

Boats were secured on the docks at

Windward Point YC (which once again this year generously provided docking facilities for competitors), the beer wagon was turned on at 3:45, and no fewer than 8 kegs were emptied before the taps were turned off at 10:00. In between, the social committee pulled off a great dinner of London broil, baked potato, salad and desert. Soon after dinner the park-



Team Tarheel

ing lot turned a bit raucous as the party moved closer to the beer wagon. Eventually the party ended up either inside the taps or swimming in the beer kegs, I can't remember which.

On Saturday, winds were much less strong (if you can imagine that) and from a direction completely opposite of that predicted by the weather services (if you can imagine that), which led to some trying racing conditions. The first race on Saturday fired off after a 2-hour no-breeze delay and was sailed in patchy 4-knot conditions, finally ending in somewhat less. James Howard sailed one of

al Shealy's Barbeque. Despite live music by Buddy Ray and Frank Smoak, and a few door prizes thanks to North Sails, the party was much more subdued this evening. Speculation has it that hangovers remaining from Friday evening drove the crowds home. Or maybe everyone just wanted to be sure to get up early for the Sunday morning Easter Sunrise Service, which turned out to be better attended than many in recent history.

Maybe some competitors felt compelled to pray for wind, maybe some felt contrite over their Friday drinking, or maybe it was just the

National Reports

excellent service led by Dave Mears. Or maybe it was because the lake was socked in by fog and there wasn't anywhere to go anyway. In any event, the service was well-attended and was immediately followed by a postponement ashore for about 45 minutes until the fog began to break.

Just enough wind arrived to get the one Sunday race started, but it faded on the second beat, leaving the fleet moving but slowly towards the finish. Mike Ingham scored his third and final bullet of the weekend in that race, followed by Ted Winston whose Passage East was consistently near the top. Brian Smith drove Ken Gray's Stirred Not Shaken to his second third-place finish but this one was spoiled by an I-flag on the backstay.

As in any large regatta consistency was the name of the game. Mike Ingham's unfortunate 19th place finish in Race 2 knocked him off of the first-place pedestal, despite his three solid victories in the other races. Scott Griffin, sailing Peter Bream's brand new Tarheel boat, snatched first place with finishes of 2, 9, 2, 5. And Steve Wood's Tasmanian Devil took third with finishes of 4, 10, 6, 11. Rounding out the trophy boats were 4th place Ted Winston (Passage East), 5th place Mike Viraldi (Quick), and 6th Daniel Borrer (alas, perhaps the last race ever for J-Lo, which we understand departed from the hitch on the way home. We knew the wind was bad this year, but we've never before had a boat commit suicide because of it.)

Whether at the top of the fleet or at the bottom, all of the sailors were taught a thing or two by the fickle winds, which we swear will NOT return next year. And next year the new docks will be in place, the lake will again be full, the crane will be small, and the winds will blow.

2004 Easter Regatta Final Results

PL	Name	Sail	Boat Name	1	2	3	4	Total
1	Griffin	5287	Team Tarheel	2	9	2	5	18
2	Ingham	2918	Brain Cramp	1	19	1	1	22
3	Wood	3969	Tasmanian Devil	4	10	6	11	31
4	Winston	2991	Passage East	6	28	3	2	39
5	Viraldi	4049	Quick	7	8	14	10	39
6	Borrer	1208	J-Lo	12	16	5	9	42
7	Lopez	3290	Elvis	9	12	8	14	43
8	Farmer	5206	Party Reptile	19	15	7	8	49
9	Howard	3004	Classic	8	1	4	38	51
10	Siewert	2917	Long Shot	14	6	10	24	54
11	Smith	4466	Stirred Not Shaken	3	30	12	10	55
12	Elliott	1922	Matador	11	5	27	15	58
13	Kerst	4909	Instant Karma	18	11	21	12	62
14	Dougal	4094	Tutaknaut	27	3	31	4	65
15	Decker	153	Dixie Chicken	10	24	11	21	66
16	Jordan	5173	Dirty White Boat	13	29	13	13	68
17	Noviski	5277	40 Oz to Freedom	23	33	9	7	72
18	Tilly	2215	SeaPlane	22	31	18	6	77
19	Merchant	2598	Witch Way	5	23	23	29	80
20	Ethington	2217	Pigs in Hiding	15	32	17	16	80
21	Zangerele	3757	USA 3757	31	7	24	20	82
22	Shelton	2849	Ship of Fools	17	13	19	38	87
23	Gotwalt	2739	Dimarian	26	4	34	26	90
24	Collins	5183	USA5183	21	21	30	18	90
25	Milling	2115	Ruffian	28	9	38	17	92
26	Rathbun	4242	Mobile Home	16	22	20	38	96
27	Solomon	4112	Shockwave	24	33	16	23	96
28	Winger	3735	Maggie	30	27	15	27	99
29	Brennan	2920	Good Grief	32	17	29	25	103
30	Hanckel	1572	Uno	20	35	26	28	109
31	Gundlach	3951	Ruckus	34	25	33	22	114
32	Miller	4411	Wild Turkey	37	26	22	32	117
33	Bushardt	1729	Gray Fox	33	20	35	30	118
34	Whitley	1	Wild Card	25	34	28	33	120
35	Stewart	4026	Breeze	36	18	32	38	124
36	Sellers	2146	Voodoo	35	38	25	31	129
37	Lovin	4284	Wild Tangent	29	38	38	38	143

USA-JCA

2004 U.S. National Championship

Eric Faust

The first race of the 2004 Levitra U.S. J/24 National Championship began on Wednesday, April 21. Although the on-the-water racing wouldn't start until Friday, on Wednesday the race was to get the boat put together, the crew weighed and the sails measured so that everyone could go about the important task of enjoying themselves. This really wasn't hard to do because the regatta was great - start to finish!

Fortunately for those involved in this informal pre-regatta race, the event hosts from Fleet 8, led by David Malkin, had everything under

control. As hosts of the annual East Coast Championship these folks know how to handle large groups of sailors, and for them dealing with 74 J/24 teams (although a challenge) was not a big deal. The affable Angelo Buscemi spearheaded the measurement and he had wisely commandeered Reid Stava and Tim Winger from the U.S. Technical committee to assist in the process. Needless to say, sails were measured in expert fashion allowing for a stress free registration day.

On Thursday, when the majority of the boats registered and launched, a warm south breeze

enticed many of the teams to get out on the water for a tune-up sail before the opening ceremonies at the Severn Sailing Association. The anticipation level was high. 74 boats at the National Championship was the largest turnout in several years, and a look at the scratch sheet showed that most all of the big names were in attendance. The forecast was for temperatures in the 80s and south wind for the first day of racing, and after dinner most teams opted to rest up for the start of the regatta.

On Friday, the Race Committee led the swarm

All photos by Walter Cooper



of J/24s out to the sailing area smack in the middle of the bay where, once the wind settled in, they managed to fire off the first race in a 5-8 knot southeast wind. Starting with 74 boats on the line is always tricky and added to the mix this day was an upwind current that made staying on the proper side of the line somewhat challenging. Principal Race Officer, Sandy Grosvenor, not only did a great job of setting a mid-line starting boat, but also did a great job of calling the starting line. The fleet got away on the second attempt but about 12 boats were called over early. Tim Healy pounced on the huge left shift that had rolled through during the starting sequence and was able to lead the rest of the fleet around every mark. Tim went on to win the race (his only bullet of the regatta) followed by local Tony Parker in second and Aidan Glackin of Centerport, New York in third.

Race two was sailed in similar 5-8 knot conditions, and Britt Hughes (this time taking advantage of a large right shift on the first leg) sailed a nice race to take the bullet. Local sailor David Bonney took second, and Scott Harrison from Darien, CT edged out Tim Healy for third sailing Tim's used up old boat. As with any regatta consistent sailing is critical to good results, and with no throw-outs in the scoring system this was especially critical at the U.S. Nationals. Tony Parker learned this lesson early, following up his second place finish with a 50th place finish in the second race.

By the start of race three, the wind had lightened up at the same time as the current had increased. This made starting extremely difficult and was the cause of two general recalls; the last of which was under the Z Flag where no less than 30 boats were called over and received a 20% penalty before the race even began. The fleet started on the next attempt,

this time under a black flag, and Tony Parker (reveling in his inconsistency) again put a good race together to finish first. Mike Ingham moved through the fleet to take second and Scott Harrison (carrying a 20% penalty) again crossed the line in third.

At the end of the day, as the everyone gorged on chili and beer, it looked like the regatta was to be a two boat race between Tim Healy with 17 points, and Doug Clark from Kings Point, New York with 23 points. Clark, with finishes



of 4, 9 and 10 on the day, was the only sailor in the regatta to manage three top-ten finishes in the challenging conditions. In the regatta tent, the daily video produced by T2P.TV played in the big screen TV so everyone could relive the action.

On Saturday morning the sailors were greeted to more warm sunny weather. The wind had shifted to the north and the presence of a PHRF regatta further down the bay pushed the J/24 course closer to shore. This caused the weather mark to be placed in the middle of the ship channel, and with the current, calling the layline to the weather mark would prove difficult. The new wind direction also meant that starting would be a little easier as the current this day would be pushing the boats behind the line instead of over it.

Winds were light at the start of race four and finding a clear lane off the start was important. In search of clear air, half the fleet peeled off to the right while the other moved up the left. At the top of the leg a giant left shift, coupled with a current advantage, allowed the boats on the left to cross well ahead of those who played the right side. Annapolis sailors Alec Cutler and John White took full advantage of this shift to finish first and second respectively followed by Mark May in third. Regatta leader, Tim Healy, who played the right on the first beat, sailed his worst race of the series finishing 22nd. Doug Clark had finished in 17th for the race to pull within one point of Healy for the overall lead. Things seemed to be heating up in the standings!

For race five, the wind had increased to 8-10 knots. The current had also increased and getting around the marks cleanly (especially

the weather mark) in the large fleet paid big dividends. Will Welles from South Freeport, Maine sailed a great race, moving through the fleet to finish first just in front of Britt Hughes aboard Shogun. Rounding out the top pack was Tony Parker in third, Canadian Jeremy Lucas in fourth and Tim Healy in fifth. Doug Clark's team had trouble getting around the



first weather mark and could not recover, finishing in 37th place and giving Healy a nice cushion in the standings.

It may have been their poor finish in the previous race or the knowledge that the party was starting up back on shore, but Doug Clark, with Max Skelley trimming, sailed to a convincing victory in the final race on Saturday. They started cleanly near the middle of the line and banged the left side allowing his team to sail in less current on the upwind leg. By the first leeward mark Clark had opened up a 400-yard lead over second place that he was able to hold to the finish. Local sailor, Paul van Ravensway, edged out Stu Challoner for second and third respectively. The rest of the fleet was extremely bunched up as the wind had compressed the fleet at the last leeward mark with most of the pack trying to get to the typically favored left side for the final weather leg. It was the right, however, that paid big on this leg as the wind filled hard from that side of the course. There were big gains and big losses to be had. Tim Healy managed to avoid disaster by sailing another consistent race to finish in seventh place. At the end of the second day, Healy held a commanding 27 point lead over his nearest competitor. Tied for second were Doug Clark and Stuart Challoner, who had avoided the big mistakes and quietly moved up the standings. In similar fashion, Scott Nixon had moved past Tony Parker into fourth place overall with just one race remaining to be sailed on Sunday.

Back at the club the leaders studied the scores and calculated all the "what ifs." The rest of the fleet was just happy to have survived the day and now looked forward to the barbeque supper with all the fixings. Daily videos were again played to the pleasure of the crowd. Yes, there was beer too as well as a great blues/funk band that kept the party hopping until late into the night. It's here that I should probably describe the beauty of the beer trailer. If you enjoy drinking beer, this may interest you. If not, feel free to skip to the next paragraph. The beer trailer was set up outside

the regatta tent and basically poured three different kinds of beer non-stop throughout the entire event. From the minute you pulled in the club with your boat to the time the trophies were awarded, you could grab a cup and pour yourself a cold brew. No beer tickets, no waiting in line, just free-flowing beer. Needless to say, the beer trailer got a work out during the Saturday night party.

Sunday's forecast was for wind as a cold front was to move through the area, and this time the weatherman actually got it right. Rigging the boats and looking out across the bay it looked like it would be a hard day on the water. Winds were at 15 knots and temperatures were in the upper 50s. However, as the sun burned off some clouds, the winds died to a pleasant 10-12 knots for the start of the final race. It was chilly, but crews were working hard enough to not be cold.

The fleet got away on the first attempt with several boats near the middle called over early. Tim Healy's job was clear: don't make any bad mistakes and stay in the top 27 boats in the race. At the start, Tim's conservative tactics looked to get him in some trouble.

Buried at the start, Healy had to tack right for clear air before finding a lane and a right shift near the middle of the leg. This was enough to get him around the weather mark in the top-ten, and then turn on the autopilot. But once again, the left was the place to be. The final shift on the first leg came in hard from the left, bringing Mike Ingham and Paul van Ravensway across with it. Those two never looked back and finished a strong first and second in the race. Further back, the real action was taking place. With boats tied for second and two more only a few points behind, the battle was on. Doug Clark was having trouble and found himself deep in the back of the fleet. Stuart Challoner and Tony Parker were each in the 20s trying to make a move to break into the lead pack. Neither of them did. Meanwhile Scott Nixon, aboard Larry Flinn's boat, hit the left side of the course on the final leg, catching a great shift and finished the race in eighth place just behind Tim Healy. This was enough to move Nixon's team into second place overall while Stu Challoner's 23rd was enough to hold off Tony Parker for third overall. It was a great finale to a great regatta. But the day belonged to Tim Healy's team who sailed consistently throughout the event to win the regatta by an amazing 37 points. Congratulations to Tim Healy, Dave Crocker, Nick von der Wense, Nick Judson and Gordon Borges on a fine regatta.

The prospect of hauling 74 boats, moving trailers and dropping masts seems like a daunting one. But the Fleet 8 folks again rose to the occasion. The regatta volunteers choreographed things beautifully and boats were hauled and loaded in record time. Again, the beer flowed freely and folks feasted on the remainder of the regatta food during the trophy presentation after watching the video of the final day's racing. It was a great end to a great regatta. Thanks to everyone in Annapolis Fleet 8 for all their work in providing our Class with an outstanding National Championship!



2004 U.S. J/24 National Championship Results

Pos	Skipper	1	2	3	4	5	6	7	Total
1	Tim Healy	1	4	12	22	5	7	5	56
2	Larry Flinn	8	34	5	15	17	6	8	93
3	Stu Challoner	6	10	22	19	18	3	23	101
4	Tony Parker	2	50	1	21	3	9	18	104
5	Will Welles	9	32	20	5	1	32	6	105
6	Mike Ingham	55	16	2	13	21	11	1	119
7	Doug Clark	4	9	10	17	37	1	42	120
8	Britt Hughes	29	1	36	27	2	21	10	126
9	Jeremy Lucas	14	39	6	31	4	22	27	143
10	Peter Bream	20	11	41/ZFP	4	32	23	14	145
11	Frank Keesling	13	19	28/ZFP	37	26	15	11	149
12	Aidan Glackin	3	25	38	40	11	10	38	165
13	Mark Swanson	12	45	9	24	42	28	17	177
14	John White	54	8	16	2	55	19	26	180
15	Chris Zaleski	7	29	43/20%	35	28	18	20	180
16	Mike Hobson	35	14	18	9	52	46	9	183
17	Mark May	10	67	24	3	23	27	32	186
18	Scott Harrison	43	3	18/ZFP	25	41	40	16	186
19	Robby Brown	17	54	11	47	25	29	4	187
20	John Wilsey	15	23	49	38	24	5	43	197
21	Rossi Milev	5	59	75/DSQ	14	7	16	22	198
22	Peter Rich	11	28	40/ZFP	56	16	35	13	199
23	Alec Cutler	69	48	21	1	6	4	54	203
24	Paul van Ravensway	19	66	38/ZFP	36	42/20%	2	2	205
25	Thomas Barbeau	26	30	69/ZFP	18	8	26	33	210
26	Tom Doran	16	62	42/ZFP	33	9	17	34	213
27	Pat Fitzgerald	18	55	30/ZFP	11	35	13	57	219
28	Jerry Daniel	48	7	50	6	64/20%	20	28	223
29	Fred Wiedeke	22	12	33	30	53	43	31	224
30	David Bonney	25	2	48	57	22	25	51	230
31	Mike Tilgemeyer	24	15	32	45	30	30	59	235
32	Al Constants	21	22	49/ZFP	60	43	8	37	240
33	David Malkin	27	47	7	43	63/40%	39	15	241
34	John Fenton	44	31	44	38/20%	19	55	19	250
35	Mike Milner	34	18	29/ZFP	16	36	45	DNF	253
36	Michael McGuckin	30	35	46	26	63	48	12	260
37	Gray/Van Zee	74	63	17	48	10	24	25	261
38	Moise Solomon	71	51	75/ZFP	7	15	41	3	263
39	Todd Irving	23	38	45/ZFP	39	29	51	40	265
40	Paul Scalisi	45	44	68/20%	10	14	50	41	272
41	Vince Kalish	57	13	44/ZFP	34	60	37	29	274
42	Josh Kerst	28	43	43	42	39	59	21	275
43	Bill Maguire	32	21	42	70	45	38	30	278
44	Dan Busch	51	26	34/ZFP	20	57	49	45	282
45	Fraito Lugo	61	5	50/ZFP	46	46	12	DNF	295
46	Wendell Gundlach	47	24	45	49	72	33	36	306
47	Mike Veraldi	39	37	19/ZFP	63	31	71/20%	52	312
48	Art Olsen	58	52	67/ZFP	61	38	31	7	314
49	Wataru Sakamoto	72	17	DSQ	54	13	49/20%	35	315
50	Bob Mathews	37	57	54/ZFP	8	47	67	47	317
51	Lee Buress	40	42	75/ZFP	41	20	57	55	330
52	Berlin/Housley	59	46	61	74	12	63	24	339
53	Martin Gallagher	56	20	56/ZFP	29	64	73	46	344
54	Harry Benson	49	6	75/ZFP	59	56	42	60	347
55	Scott Weakley	31	41	51	32	65	54	DSQ	349
56	Mark Toso	33	OCS	8	58	40	72	67	353
57	John Brennan	41	36	DSQ	64	34	66	39	355

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The adrenaline is up.



Photo: Tim Wilkes

There are times when you shouldn't worry about how fast your sails are.

2004

- #1 US Nationals
- #1 Italian Nationals
- #1 Japanese Nationals
- #1 Midwinters
- #1 SCYA Midwinters
- #1 NOOD Chicago
- #1 Primo Cup
- #1 Trofeo Accademia Navale
- #1 Pasquavela all'Argentario
- #1 Newport Memorial Day
- #1 Easter Regatta, Lake Murray

2003

- #1 Worlds
- #1 Europeans
- #1 US Nationals
- #1 Canadian Nationals
- #1 Italian Nationals
- #1 North Americans
- #1 Midwinters
- #1 PanAm Games
- #1 25th Anniversary Regatta
- #1 NOOD Chicago
- #1 NOOD San Diego
- #1 NOOD St. Pete
- #1 East Coast Champs
- #1 Western Regionals
- #1 Southwest Regionals
- #1 Newport Memorial Day

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