



J₂₄

Magazine

Spring/Summer 2005



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Michael Whitfield's J/24, TMC Racing, powers toward the line at the San Francisco J/Fest regatta. Photo: Glennon Stratton. www.gtsphotos.com

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USJCA President's Report – Jim Farmer

I recently read an article in one of the daily sailing publications about one-design sailing and the classes that make up the Top-10 list. The J/24 continues to hold a spot in the top ten. While it would be very difficult to round up as many J/24s as there are Optis and Lasers, we're still one of the most popular one-design boats.

What makes us so successful? Well, a great boat that's fun to sail and virtually bulletproof is certainly a strong point, but through the years, all of our great volunteers have been a major factor also. We rely on many volunteers to make our Class run smoothly, from the Executive Committee all the way to fleet captains. And just as important are the countless measurers and regatta staff; and you know the rest.

Over the past few months, several of our District Governors have retired and new volunteers have taken their places. I would like to recognize those Governors and ask all of you to give them a big "Thanks" when you see them at the next regatta.

First, in District 4, Paul Scalisi has stepped down, but will remain as Governor at Large through this year. Dan Busch has taken Paul's place as the new Governor there.

We have two new governors in California. In District 21 in the southern part, Chris Snow has retired. He has done a great job over the past few years and I am sure that we will continue to see Chris be successful on the course. Doug Hosford has taken Chris' place. In District 20, in the San Francisco area, Wayne Clough has stepped down and was replaced by Brian Mullen. You may remember that Wayne was the

Class Executive Director a few years ago and then has served as Governor. We appreciate both of you in California.

Lastly, the Governor of Maryland, Tim Winger, has retired as District 6 governor. Tim has been a governor for as long as I can remember and also served for quite a few years as Governor at Large. He has also been on the Tech Committee and will continue to serve there. If any of you have ever been to a major national regatta or a world championship in the last 10 years or so, then I am sure that you have seen Tim Winger there. There is no telling how many boats or sails he has measured. Tim has always kept up with the business of our Class and has been a major factor in our success. We could not have made it without volunteers like him.

Another thing that has helped our Class thrive is a strong commitment to one-design standards. This year, new rules took effect on March 1st. Please check them out on the IJCA website. While several are the typical "house-keeping" rules, there are some that you need to pay special attention to. For instance, the battery is now an optional item and does not have to be carried, but you must maintain the same sailing weight. Also, the life ring must be attached to the pushpit or the transom while racing. Items that are carried on the boat and are not part of the required or optional equipment can be stowed on the cabin sole while racing. Before this rule, anything other than unbagged sails was not permitted there and some boats have actually been DSQ'd for having a foul weather jacket on the floor. Now the personal items that



Jim Farmer at the helm of the Party Reptile.

are not on any weight list will be permitted to be on the sole.

These are just a few of the new rules so be sure and read all of these and the rest completely. Make sure you understand them so they will not become an issue later.

Last, I would like to send a big thanks to my wife, Laura, for her continued support. As I am writing this article, she is resting comfortably (hopefully!) on the maternity floor of the hospital in Augusta. She delivered our 4th child earlier today, another girl. Both mother and daughter are doing great and now we should have plenty of crew for the future.

Thanks for your continued support of the Class and best of luck for your 2005 sailing season.

Best regards,

*Jim Farmer – USJCA President
USA 5206, Party Reptile*

Executive Director's Report – Eric Faust

What a great year for J/24 sailing. We kicked off the season with 45 boats at the Midwinters in Tampa, Florida in February. If you missed that regatta, you should definitely make plans to get down there next year. It's an easy regatta to participate in, with plenty of room and friendly people.

By the time you read this, the U.S. Nationals in Seattle will be complete, and it

looks like they should have a good turnout. A strong turnout for this west coast event shows that our Class is strong on both coasts, and everywhere in between too. Come to think of it, in a couple weeks, I'll be heading to the exact center of the country to sail the SW Regionals in Kansas. We truly are a nationwide Class.

Coming up in September we have the

North Americans in Marblehead, MA. The folks up there in Fleets 28, 43 and 95 have put a ton of work into this event. They have three clubs teaming up to host as well, so don't miss your chance to compete.

As always, I'm here to help the members. If you have any questions or problems, don't hesitate to contact me. Have a great summer, and I'll see you on the water soon.

AN INVESTMENT IN PERFORMANCE



Flying Squirrel Places 3rd in J-24 Worlds

Photo by Tim Wilkes

J-24

Mid-Winters	2005	1st
East Coast Championships	2004	1st
North Americans	2004	1st
Worlds	2004	3rd
UK Nationals	2004	1st
Irish Nationals	2004	1st
Garden State Parkwy Series	2004	1st



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Spinnaker Pole Height for Downwind Speed

By Andrew Kerr

One of the many aspects of good downwind speed is attaining the correct height for the spinnaker pole in the wide variety of wind and sea conditions that your team might encounter over the course of a race or series.

In my role as a coach I spend quite a lot of time watching teams sail from outside of the boat and very often I am video taping them or taking pictures for later review and critique. This perspective is a unique one and has helped with a lot of the sail shape visualizations that are more difficult to see when actually on board.

Every photograph of a boat with a spinnaker up reveals something about pole height and the shape of the sail. A casual flip through a sailing magazine can illustrate all the differences and pluses and minuses of spinnaker shapes. As a coach, I emphasize that teams promote an ongoing dialogue about sail trim – pole height being one of the many topics involved in this.

Let's look at the different conditions that your team will encounter and what to look

for with pole height and the overall spinnaker shape that it creates.

General shape- what to look for.

The old maxim "get the clews even" is not very effective, as spinnakers are designed differently. If one were to abide by this, the spinnaker clews would be raised far too high as the breeze increases, causing the head of the spinnaker to blow out flat and the sail to lose a lot of directional power and stability.

Instead, what you are looking for is for the sail to be breaking near the center panel area of the luff and for the center seam of the spinnaker to be vertical. There are definite exceptions to this, which we note later in this article.

Cunningham analogy:

Adjusting pole height can be compared somewhat to adjusting the cunningham on the mainsail – as it helps controls the position of the draft of the sail as well as luff tension and how open or closed the leech is. If the pole is too low the luff will be too tight and the draft too far forward on the sail, like having the cunningham too tight. If

the pole is too high the luff will be too loose and the draft too far back, like having insufficient cunningham.

Recognizing when the pole is too high:

If the pole is too high you will notice the sail will curl on the lower portion of the luff and the center seam will not be vertical. The high pole causes the luff of the sail to be too loose, which in turn makes the luff collapse down low as the clew of the sail is lower and the draft is too far aft in the sail. If the pole is too high the sail will tend to be very unstable and the top of the sail will be blown out flat.

Recognizing when the pole is too low:

If the pole is too low you will notice the upper part of the sail on the luff will curl first. This is because the tack of the sail is being forced too low and the clew is riding too high causing the sail to luff up high. The advice is to adjust the pole height until the curl is in the middle part of the luff and to be ready to adjust it in any subsequent lull or puff.

To keep your team on the same page and communicating, the mast person can periodically ask, "What do you think of pole height?" This helps keep the productive boat speed communication open and ongoing. With the mast person making the topping lift adjustment it is good for that person to anticipate the needs of the trimmer by keeping an eye on the sail and critiquing the curl on the luff and center seam.

The mast person has a multitude of tasks downwind: adjusting pole height, critiquing vang tension and adjusting the vang, shifting his weight to steer the boat, looking for the mark, helping look for breeze and also keeping an eye on the compass for shifts that they can relay to the tactician.

The bow person has a pretty good view of the sail too, and thus can anticipate making pole height adjustments on the inboard end by using the top mast ring or the lower mast ring.

A great thing to have are preset marks on your topping lift for light, medium and heavy air so that you have instant reference points and general fast settings that you



Photo: Walter Cooper

The boat on the left could probably raise its pole to close the leech of the sail. The boat on the right shows a better pole height for medium air.

can reproduce quickly. These are particularly helpful when you have a new crew or new mast person and can help him get up to speed faster.

If you do have a new bow person or mast person (or both) then a great thing to do is to have them practice setting the pole at the dock. Have them practice going to the different settings on both the topping lift and the inboard end. After 20 pole sets, the technique will improve and the topping lift adjustment will become smoother. It's time well spent.

Keep an open mind at all times – it's easy to fall in to the trap of, "This is how we do it." Typically you find you don't get any faster that way, and very often a team gets slower.

When on a run, try to keep the inboard and outboard end even:

On some types of boats this does not apply. Some classes like the outboard end of the pole higher than the inboard end, as it creates a faster shape.

On the J/24 and boats similar to it, we try to keep the inboard and outboard ends fairly even for maximum projection of the pole length. In light to medium air, the inboard end of the pole is on the lower mast ring and as the wind increases we put the pole on the upper mast ring. Let's look at pole height in a variety of conditions:

Pole height in Light air:

Typically the advice is to lower the outboard end of the pole (and the inboard end) to help pull the boat forward in the sail. This also creates more stability in the luff as well as opens the leech of the sail – by virtue of raising the clew. We are essentially changing the shape from a symmetric spinnaker to that of an asymmetric one.

This helps widen the slot between the mainsail and spinnaker and also accommodates the higher angle you will be sailing in order to develop apparent wind across the sails. In very light air (and particularly if there is chop) it will be beneficial to have the sail curl higher on the shoulder (above the mid panel in the upper area of the luff.) As the breeze increases, the pole can be raised for more projection, but keep an eye on the shoulder of the sail and where it is curling so as to not over do it.

If there are significant velocity differentials with puffs and lulls, make sure the sail has loaded up sufficiently before raising the pole so as not too disrupt air flow. As the wind fades, lower the pole as you heat up to a higher angle to maintain speed.

In these conditions it is super important for the trimmer to be feeling the pressure on the spinnaker sheet and critiquing the position of the curl on the luff of the sail, as small adjustments can bring large performance gains over teams who are not conscious of these necessary adjustments.

Running – Medium Air and Flat Water:

This is when you are looking for the classic spinnaker shape – center seam vertical – a vertical profile on the luff of the

sail (best visualized by watching boats sail from outside the boat and looking at pictures) and the sail curling in the middle panel. Try to have the inboard and outboard ends of the pole even as well for maximum sail projection.

It is really good to have the bow person calling out the puffs and lulls so that you can anticipate pole height adjustments, slightly lowering the pole in lulls and raising it slightly for more projection in the puffs.



A level pole will help maximize the sail's projected area while running in medium air.

Photo: Walter Cooper

Running – Medium Air with Chop or in Swells:

These are difficult conditions! What can help here is to lower the pole a little to pull the draft forward and create a slightly more stable and forgiving shape. In this instance, you can try a slightly higher curl on the luff of the sail than in flat water. Really hammer down on the foreguy and windward twing to stabilize the pole for minimum wasted energy and bounce.

Having the pole a little further forward also helps maintain air flow attachment to the sail and helps accommodate the widely changing apparent wind speeds and angles – a whole other article unto itself!

Running – Very Heavy Air:

We can use the cunningham analogy here – lower the pole a foot or so from the norm (with the curl on the luff above the mid panel toward the upper area.) This will depower the sail by virtue of tightening the luff, pulling the draft forward and opening the leech by virtue of raising the clew of the sail. This will give the sail more stability and the helm a lot more control and a wider steering groove.

This was perfectly illustrated by team *Alinghi* in the America's cup final. When *Team New Zealand* suffered breakdowns in the windier races, *Alinghi* set the spinnaker with the outboard end of the pole lowered for better stability and sailed con-

servative sensible downwind legs under perfect control.

Reaching:

On reaches, we can also make a good analogy between the pole height and the mainsail cunningham adjustment. Typically, we want to lower the outboard end of the pole (and the inboard end if possible to the lower ring) in order to tighten the luff of the sail, pull the draft forward for a larger steering groove and open the leech to create more of an asymmetric, reaching oriented sail. The more open leech and wider slot enables the mainsail to be eased more (without luffing) for more forward power. The lowered outboard end applies for reaching in light air, medium air with chop and heavy air (for depowering).

A case can be made for raising the pole from the very lowest mode on the setting to help increase pointing ability in medium air and flat water by virtue of moving the draft aft and closing the leech on the sail. This does, however, depend on the cut of the spinnaker and doesn't work well on running (broad shouldered) sails but can work on flatter cut shapes with narrower shoulders.

Make sure your leeward twing is long enough to allow the spinnaker sheet to go all the way outboard so the slot is as open as possible. If the twing is too short,

the spinnaker sheet will close off the slot and drag the boat sideways, forcing the mainsail to be overtrimmed to avoid luffing in the backwind from the spinnaker.

The Twings:

When running, the general consensus is to keep the windward twing on at about lifeline level and to keep the foreguy tight to minimize pole bounce and a subsequent loss in sail stability. The mast person has to be ready to ease the foreguy just prior to the jibe to help the bow person get the pole off the mast, so it is a good idea him to have that control line close at hand.

When I am trimming the spinnaker, I personally like the windward twing all the way down to deck level so the pole has absolutely no give or bounce potential – particularly in chop or swells. The trade off to this approach is it makes the guy harder to adjust, but in my opinion it is a worthwhile trade off. Having the windward twing down all the way to deck level when running is a little easier to work with when you lead the spinnaker sheets out board of the stanchions. This is another personal preference, as I feel it helps spread open the leech of the spinnaker a little more.

In heavy air while running downwind we use the leeward twing like a gas pedal, with a big puff coming we pull it all the way down to choke the spinnaker down and reduce its oscillating tendency. In the subsequent lull, we ease it all the way off to achieve the maximum projected sail area.

Conclusion:

Spinnaker pole height adjustment is another dynamic speed control that is worth reviewing as a team, both on land (looking at photographs and videotape) and through constant observation on the water.

If you are building your team or regularly have new crew onboard, it really helps to show them what to look for on the sail so that they can anticipate adjustments without prompting. Keep and encourage the communication dialogue to be open and ongoing.

Cross training really helps – have your mast person trim the spinnaker and your trimmer do the mast position so they can see different perspectives.

These adjustments will help your team make gains in the various downwind wind and sea conditions that you will encounter on the race course.



A loose leeward twing helps open the leech of the spinnaker when reaching in heavy air.

Texas Women Win the Adam's Cup



Team 4 Texas, winners of the 2004 U.S. Women's Sailing Championship. From L-R: Kerri Cunningham, Kathy Irwin, Nataleigh and Wendy Vann.

By *Kathy Irwin*

The Adams Cup

If you are not familiar with US SAILING ladder events, the Adams Cup is a multi-level elimination series for women that starts at the yacht club level. Teams qualify to go on to quarter and semi-finals, and then to the finals where winners from each of the 11 areas of US SAILING are represented. Races are held in borrowed boats that are provided by the club that has bid to host the finals. This year the chosen boat was the J/24 with small jibs and crews of four. Rigs are tuned by the host club and competitors are not allowed to change the tuning during the event. Competitors change boats between each race so that no one will have an unfair advantage sailing a faster, slower or better rigged boat. In Hawaii, US SAILING provided matched sets of sails for the 11 borrowed J/24s so that

we would not have to relearn how to set sails from different sailmakers. Our challenge would be adapting to sailing 11 differently rigged boats in 11 races.

Background

I started competing in Adams Cup competitions when a friend talked me into helm-ing a Shields. To my surprise, we defeated Glenn Lattimore (who had won the Adams trophy in 1956) and qualified to go to the finals. With tides and current to deal with in Monterrey Bay as well as other teams experienced on Shields and round-robin competition, we finished 8th out of the 8. This was my first exposure to team sports, and early on I didn't know how to develop the team. Over the years, I have learned a lot about team building.

I took a team to the finals 5 more times: in J/24s in Port Townsend, Washington, we fin-

ished 7th out of 8. Sailing Cal 20s on Lake Ray Hubbard, Texas we were 6th out of 8 and sailing Shields at Larchmont YC we slid back to 8th out of 8 and were given a "prize for last place." I then took a break from Adams competitions until 1990 when the finals were held in Houston on Galveston Bay in J22s. I realized, while at the local level I was competitive, without a second set of "skipper eyes" on the boat with me, I needed help – to help deal with changing boats, setting sails, tactical decisions, tides and currents, and coordinating the team.

So, why try again in 2004? The idea started in 2001 when The Adams Cup finals were scheduled to be on Lake Ray Hubbard in Texas. Arrival day was the fateful Sept. 11. Some teams were unable to get to Texas after the terrorist attacks, and no official contest was held. A small regatta was held for those teams that did make it. I sailed with the team from Hawaii and they stayed at our home and encouraged Dave and I to visit Hawaii. In 2003, we took them up on their offer and saw that Kaneohe Bay, where the championships were to be held – looked like a lake, with land on 3 sides and the 4th protected by a reef. That meant I would not have to learn to sail in offshore conditions with tidal and current issues, but would have relatively flat water with little or no current, resembling lake conditions in Texas or Lake Dillon, Colorado, where I sail in the summer.

The Crew

I knew that I needed to have experienced J/24 sailors as I wouldn't have time (or pa-



US SAILING provided identical sails for the J/24s in the 2004 Adam's Cup.

(Continued on page 25.)

Skelley Wins 2005 Midwinters

Forty-five boats returned to Tampa for the 2005 J/24 Midwinter Championship, the inaugural event held on February 24-27 in the new clubhouse of the Davis Island Yacht Club. Last year's event (although very well done) was run out of a double-wide mobile home and a tent in the shadow of the mas-

a bullet in the short, three-leg first race followed by Anthony Kotoun, sailing for the Virgin Islands. Race two saw Texas sailor, Bob Harden, cash in on the right corner for the win with Brazil's Pan-Am silver medalist, Mauricio Santa Cruz close behind. Skelley, with local gurus Doug Fisher and

Jeff Linton on board, was a bit inconsistent, taking an eighth in the second race. But the team quickly rebounded with another bullet in race three. Kotoun had his boat going very fast, but maybe a little too fast, as he was over the line early in the third race. However, due to a procedural error in calling the team back to the line, Kotoun was subsequently given redress for the third race, but racked up 12.33

points in the process.

The highlight of the day (or lowlight, depending on where you sat) was at the start of the day's final race when the Japanese boat, helmed by Hiroko Yamaguchi, sailed too close to the transom of the committee boat and managed to stab a large fishing outrigger through the mainsail. This unique maneuver succeeded in both dismembering the outrigger from the committee boat, and puncturing a sail, putting the Japanese out of the race. Meanwhile, Kotoun closed out a good day of sailing with a win in race four. At the end of the day, this put Kotoun in third place overall behind Skelley and Santa Cruz who were tied for the lead with 21 points each.

Day two was another beautiful day in Florida. Unfortunately, this was a better day to be at the beach than on the water sailing. Despite the light winds, the fleet got off a good race in the morning in a 5-knot easterly. Again it was Skelley taking the bullet by a comfortable margin, giving him a small

lead over Kotoun who took second in the race. The wind slowly died as a cold front moved through the area and the RC was forced to abandon the next race. After looking around the bay for more breeze, they sent the teams to shore to prepare for the evening's pub crawl through Tampa's historic Ybor City district.

With the cold front having finally pushed through during the night, day three brought cooler temperatures and shifty north winds, and the RC set a short course with the weather mark fairly close to shore. As with most cold fronts, the wind was strongest in the morning (about 10-15 mph) and slowly decreased as the day progressed. But there was plenty of breeze to allow for four races on the day. With strong lines of pressure pushing in from the sides of the course, having consistent finishes in the 45-boat fleet would prove to be challenging. Although it was unknown at the time, this would be the final day of racing due to a weather system in the Gulf that would force a cancellation on day four.

In the first race, the right side came in big on the first leg. Kotoun crossed the finish line first, but suffered a 20% Z flag penalty.



45 boats line up for a start on day 3 of the 2005 Midwinters.

sive concrete foundation of the forthcoming structure. So this year, with the new building now complete, everyone knew that the Tampa fleet's hospitality would really shine.

The new building is very nice, but definitely made for sailors with a huge bar, on-site camping and incredibly affordable food from the kitchen. Put that together with a team of experienced regatta hosts (headed by District 10 Governor, Jeffrey Siewert) and you have the makings of a great event.

As expected, the measurement went smoothly and all 45 teams soon had their sails measured and their boats in the water ready for racing. As boats were lifted to be launched, U.S. Technical Committee Chairman, Reid Stava, who was escaping some upstate New York snow storms, took the opportunity to measure everyone's keel. With the technical and logistical issues out of the way, food and beer were next on the agenda and the sailors were treated to plenty of both that evening during the opening ceremonies.

Day one of racing was picture perfect. Warm temperatures in the 70s and 10-15 mph southeast winds allowed the RC to pull off four great races. Max Skelley's team jumped out to an early lead in the regatta by taking



Anthony Kotoun on bow 22 leads the pack at the weather mark.

Despite the penalty he was now leading the regatta, as Skelley took a 13th in the race. In the next two races, Skelley took a first and a second to move into the lead once again, nine points ahead of Kotoun. But a lead of that size is difficult to defend in shifty conditions, especially when your competition jumps out and wins the final race. Kotoun finished in first capping off a great regatta. Now, all Skelley had to do was finish in 10th

place or better to hold on for the overall regatta victory. In the end Skelley did just that, and his 10th place finish in a dying breeze was good enough to close the day with a slim, 1/3rd point lead.

After a long day on the water it was time to get down to the serious business. Back on shore, all the competitors enjoyed a great regatta banquet in the clubhouse followed

by a Pusser's Rum party. Reports have it that the festivities lasted well into the night.

As mentioned previously, the regatta's final day was not a great one for sailing. A low pressure system associated with the passing cold front had built up energy over the Gulf and was moving back toward land, bringing heavy rains. Seeing a slight break in the weather, the RC sent the fleet out, but the conditions soon deteriorated and forced

a cancellation. The regatta was over and Skelley had won the regatta by the slimmest of margins.

A huge thanks goes out to all the folks who helped put on a great event. The 2006 Midwinters are back at the Davis Island Yacht Club once again. If you missed it this year, start planning now so you won't miss out on the great racing, great food and great hospitality again.

2005 J/24 Midwinter Championship Final Results

Davis Island Yacht Club - February 24-27, 2005

Pl	Skipper	Boat	1	2	3	4	5	6	7	8	9	Total
1.	Skelley	Flying Squirrel	1	8	1	11	1	13	1	2	10	48
2.	Kotoun	Bomba Charger	2	7	12.33*1	1	2	10ZFP	4	9	1	48.33
3.	Snow	Blind Squirrel	6	12	3	3	6	4	3	13	20	70
4.	Zaleski/Zaleski	Twinz	7	5	5	4	8	15	7	7	17	75
5.	Mollicone	Pipe Dream	8	3	11	15SCP	3	2	18	1	21	82
6.	Moore	no name	11	4	2	12	20	11	2	12	9	83
7.	Brown	Preparation J	20	10	12	14	7	6	9	14	7	99
8.	B. Harden	Mr. Happy	12	1	46DSQ	8	13	3	11	4	3	101
9.	Milev	Clean Air	4	9	13	22SCP	14	9	12	8	12	103
10.	Santa Cruz	Bruschetta	10	2	7	2	46DSQ	18	10	3	11	109
11.	W. Welles	none	3	13	10	16	12	5	27	44ZFP	2	132
12.	Borrer	Jesus Lizard	21	20	18	30	5	17	5	11	5	132
13.	Keesling	The Dumpster	9	19	21	9	4	16	23	17	16	134
14.	Ingham	Brain Cramp	24ZFP	17	6	5	16	32	17	5	13	135
15.	Hatakeyama	Gekko	5	22	4	46DNF	10	12	13	20	4	136
16.	Daniel	Jerryco	22	25SCP	17	18	9	7	6	25	22	151
17.	Bonney/Rich	Tribal Pleasures	18	21	14	7	24	21	24	15	31	175
18.	Bream	Team Tarheel	13	11	18SCP	10	18	46DSQ	8	28	30	182
19.	Siewert	Control Freak	26	15	29	22	15	23	14	24	14	182
20.	Jako	Taz	24	27	15	27	11	29	22	23	15	193
21.	R. Harden	Thanks Mom	16	6	8	15	42ZFP	34ZFP	30	38	8	197
22.	Farmer	Party Reptile	23ZFP	30	19	23	37	10	15	34	18	209
23.	Dyer	Rum Line	26ZFP	25	16	25	22	19	16	37	24	210
24.	Vowels	Red Eye Express	19	14	20	17	35	20	25	26	35	211
25.	Gray	Stirred Not Shaken	25	39	28	37	28	22	21	6	6	212
26.	German/Ruark	Mad Cow	28	23	24	19	40	27	33	16	26	236
27.	Twomey	Mischief	23	38SCP	22	20	30	30	19	18	36	236
28.	Malone	A-UNIT	30	26	25	26	26	34	32	22	37	258
29.	Fertile	Nautical Disaster	31	18	46DNF	46DNC	25	8	34	19	37ZFP	264
30.	Roland	HoSobad	32	31	35	37ZFP	31	43	31	10	23	273
31.	Denman	Airdoodle	39	32	32	33	23	41	20	21	34	275
32.	Connell	Polar Express	38	35	31	38	36	24	29	27	19	277
33.	Saks	After Shock	27	46*2	26	21	19	38	26	43	33	279
34.	S. Wells	Haley's Comet	36	24	27	24	38	28	39	41	29	286
35.	Lindsey	Sight Seeing	29	40	40	32	27	35	38	30	39	310
36.	Lovin	Wild Tangent	45	43	39	39	17	26	41	36	25	311
37.	Anderson	none	33	46DNF	46DNF	46DNC	41	14	35	29	27	317
38.	Brennan	Good Grief	42	33	36	35	32	40	28	39	42	327
39.	Chapman	Hot Air	35	42	34	34	29	37	43	33	43	330
40.	Snyder	Severance Check	43	44	41	41	21	39	37	31	40	337
41.	Rathburn	Mobile Home	44	37	38	40	42	33	40	32	32	338
42.	Reitano	Blue Print	34	36	30	46DNC	39	45ZFP	36	44	38	348
43.	Ruman	Breezin	41	41	42	29	34	42	44	42	45	360
44.	Motter	No Problem	46ZFP	34	37	36	43	44	42	45	41	368
45.	Collins	USA 5183	46*3	46SCP	42SCP	31	46ZFP	31	45	40	44	371

*1 = RDG+ZFP, *2 = ZFP+SCP, *3 = ZFP+ZFP

Modernizing the V-berth

By Tim Winger – U.S. Technical Committee

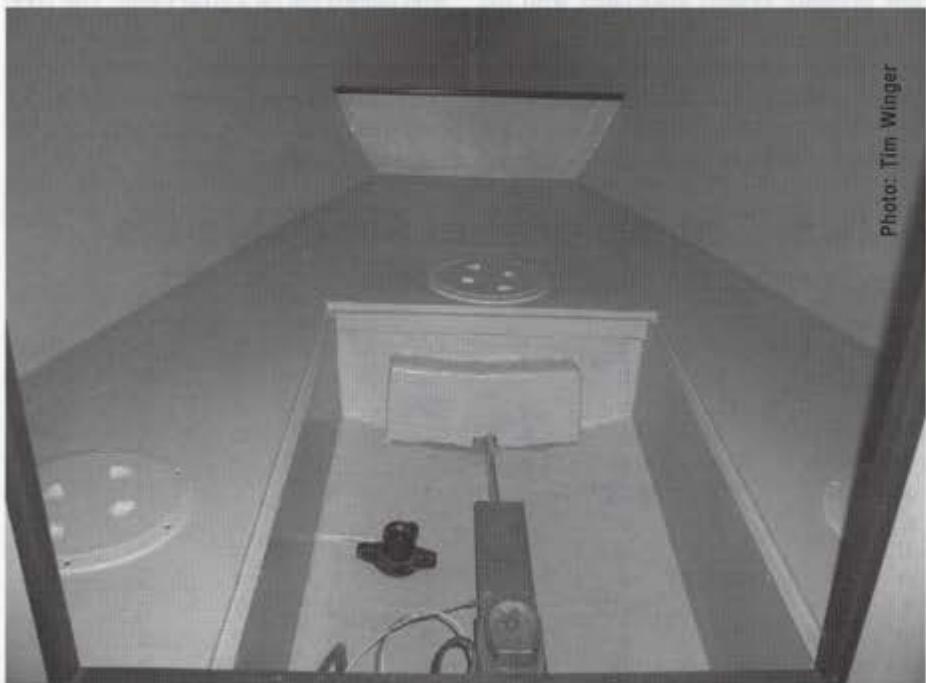


Photo: Tim Winger

A clean, more modern look for your v-berth also creates positive floatation for your boat.

Background – Some years back, J-Boats Italy introduced a new hull liner that effectively sealed in the v-berth area and the lazarettes. This alteration reduced 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/24s in the U.S., 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 three panels, a little fiberglass work, three inspection ports and lots of sealant. The conversion as described here, adds about 325 kg. (715 lb.) of buoyancy.

Getting Started — Some boats have three bunk boards in the v-berth, while others 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 half bulkhead, and fill in the area forward of the half bulkhead with a new piece of plywood. Remove the bunk boards and 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. Caulk

any holes in bulkheads through which wires run.

In the “mini – v” area all the way forward, mark a level line around the hull, approximately 13mm (half an inch) below the top of the forward most bulkhead. Rough sand this area as above to receive a closure board sealed to the hull and forward bulkhead. Epoxy some small wooden cleats around the hull and bulkhead, below the line, to support a plywood panel. Make a pattern of pieces of cardboard taped together to rest on top of the cleats, closing off the space below. Use the pattern to cut a panel out of quarter inch (6mm) plywood to fit the space as tightly as possible.

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.



Photo: Tim Winger

The edges are ground back to bare fiberglass and wood in preparation for sealing the new air tanks.



Photo: Tim Winger

A cardboard template is created to pattern the new interior side panels. Note the inspection port is installed before the side panel.

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 Kwick 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 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. Use the same process to seal in the "mini-v", up front. Make sure the forward hatch is open, and you may even want to use a fan in the

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.

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")

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 or openings in your floatation tanks and sand the fiberglass smooth. Rough up the G-10 with 150 grit sandpaper and paint the whole thing to match the rest of the interior. Call your measurer to get reweighed. My boat, Magpie, 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.

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

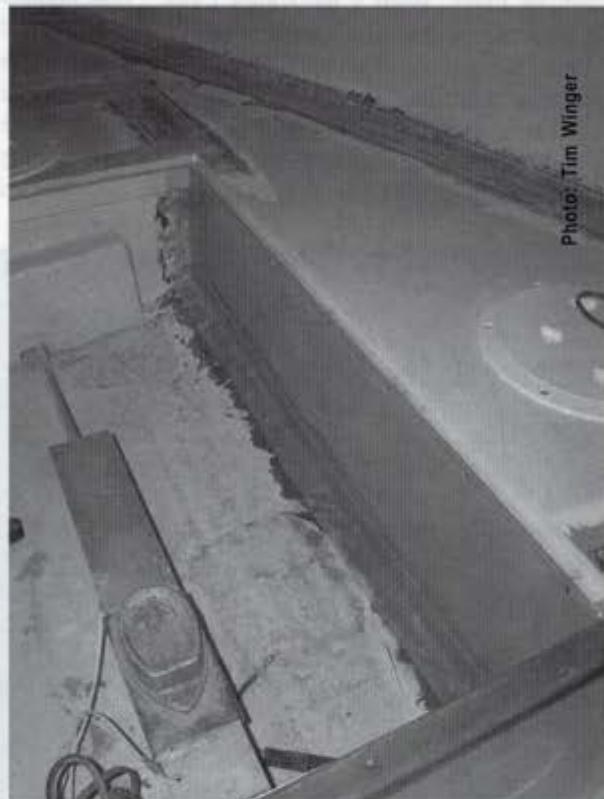


Photo: Tim Winger

The completed side panel is installed and ready for painting.

Ingham Wins 2005 Easter Regatta

By Chuck Allen & Nancy Zangerle

For many northerners, the Annual J/24 Easter Regatta at Columbia Sailing Club is the first opportunity of the season to break the boats out of winter storage and get on the water. For Mike Ingham and his crew, the trip to Columbia, SC was especially sweet.

Lake Murray was back to nearly its full depth. No more pictures of J/24s flying over the treetops, as in recent years. The club has undertaken many improvements in the back basin, including new docks and lighting. Fortunately for the 40 teams racing, nothing has changed in the warm hospitality offered by the members of Columbia Sailing Club.

Always seeking to enhance the regatta, the wonderful ladies at the registration table showed up early Thursday afternoon for crew weigh-in. This provided much relief (or concern) to the crews who were becoming dehydrated waiting to weigh-in. The club also had the launch crane arrive earlier than in past years – allowing all the crews to enjoy the Thursday night Welcoming Party. With a becalmed Lake Murray as a backdrop, the crews enjoyed Margaritas and marvelous hors d'oeuvres provided by the club members.

With all boats afloat by Friday at 11:00 a.m., the crowd was ready for racing, but the breeze wasn't. The RC saw fit to post-

pone on shore until about 2:00 p.m. when the breeze filled in from the southwest at a brisk 6 knots. With the left-end heavily favored, some boats began to stack up. Getting launched immediately were Mike Ingham on Brain Cramp and Robby Brown on Preparation J. Both boats led the way around the four-legger, with the breeze shutting down on the last downwind. Robby Brown won with Scott Nixon making a nice comeback to finish second. Ingham finished third. With the breeze dying, there would only be one race for Day 1. To everyone's delight, the Budweiser trailer had pulled in and set up camp for the weekend. Consequently, everyone quickly forgot about light air sailing as the beer flowed, the club dished up some excellent low-country cooking and the band got the crowd to put on their

dancing shoes.

Saturday looked promising with the wind filling in from the east, known to locals down here as "the damn smokestacks" direction. The race committee did a wonderful job in pulling off four great races,



Nancy Zangerle, of Cleveland, Ohio, is a regular at the annual Easter Regatta.



John Denman's Airodoodle from Beverly, MA gets ready for the next race.

one after the other. In the first race, Ingham picked up where he left off by leading the pack again with Nixon on his heels. The two boats never looked back, finishing one and two with Team Tarheel close behind. The second race of the day saw a new player, Dan Borrer on Jesus Lizard, entering the fray at the top of the fleet. Robby Brown stayed in contention with a win followed by Borrer and Duffy Anderson on Dirty White Boat. Race Three saw Borrer and Brown swapping positions followed by James Howard aboard Classic. The start of the fourth race disguised the signs of the breeze dying. Borrer, once again, got launched winning the five-legger with ease. "Captain Consistent", Mike Ingham, would coast into second with Nixon on his heels to nab a third. Only 11 boats would finish inside the time limit, causing the remainder of the fleet to be scored as TLE. (number of finishers plus two.) The RC gets much credit for pulling four races in one day on Lake Murray.

The competitors broke out the motors and retreated to shore, where they were treated to the traditional southern barbecue, beer and college basketball.

Easter Sunday morning brought disgusting weather – cold, wet and snotty. The club stoked a fire in the fireplace and the competitors sought refuge from the cold and wet – or perhaps some diving intervention, with the annual Sunday Easter service. With two races schedule before haulout, Ingham found himself with a one-point lead over Nixon and three over Borrer. In the first Sunday race, Ingham turned on the jets and had a three-length lead at the top mark. Mike never looked back as he crossed the line with a significant lead over the rest of the fleet. Classic would finish second, with Nancy Zangerle aboard

Ghetto-Booty (that's right) taking a third. The last race would see a huge lefty kick in at the start. Ingham claimed the pin end and rounded the top mark in the lead with Borrer, Team Tarheel and Robby Brown all in the mix. Team Tarheel, Borrer and Robby Brown finished one-two-three, with Ingham in a comfortable fourth. Mike Ingham and the crew of Brain Cramp were the 2005 Easter Regatta Champs, followed by Dan Borrer, Scott Nixon, Robby Brown and Hobie Cadieux.

The huge crane was set-up and ready to go as the fleet sailed in, hauling forty boats in record time. The awards were handed out overlooking the beautiful lake. The hospitality of Columbia Sailing Club continued till the last boat pulled out of the parking lot.

2004 Southeast Regional Championship

By Kat Robinson-Malone

The J/24 Southeast Regional Championship was held on December 4th and 5th at St. Petersburg Yacht Club. Twenty-two boats with ports of call ranging from Dillon Colorado to Chicago Illinois competed with local contenders in the capricious conditions of Tampa Bay. The World Qualifying Event for District 8 and 10, hosted by Fleet 169 and the SPYC, consisted of six completed races, one abandoned race, and in typical J/24 fashion, numerous starts.

On Saturday, December 4th, the conditions ranged from 3 knots at the beginning of the day to nearly 15 knots for the last race. "The conditions were a good test for all around J/24 sailing. The other part of the racing that was challenging was all the starts and the flags, and to come out successful as we did, was a joy," stated Robby Brown, skipper of USA 799. At the end of the day, USA 799, skippered by DIYC and Fleet 86 member Robbie Brown, finished in first position with a fifth, a first, and a second. Team Tarheel, skippered by Fleet 55 member Peter Bream, finished in second place with a first, a fourth, and a fifth, the latter, a result of a Z flag penalty. Fat Lady, skippered by Fleet 169 and SPYC member, David Mendelblatt, was positioned in third place with a second, an eighteenth, and a third.

On Sunday, the winds were lighter, and the conditions consistently challenged the skippers, crews, and race committee. Paul Abdullah, trimmer for Team Tarheel, commented, "we had little bit of everything in the racing which gave everybody an opportunity to perform. The Race committee was terrific, and there is no better place to sail than SPYC. It was an excellent weekend, and our team performed better than ever before." Team Tarheel's performance resulted in a first, a second, and a first for the last day of

2005 Easter Regatta Results

March 25-27 - Columbia, South Carolina

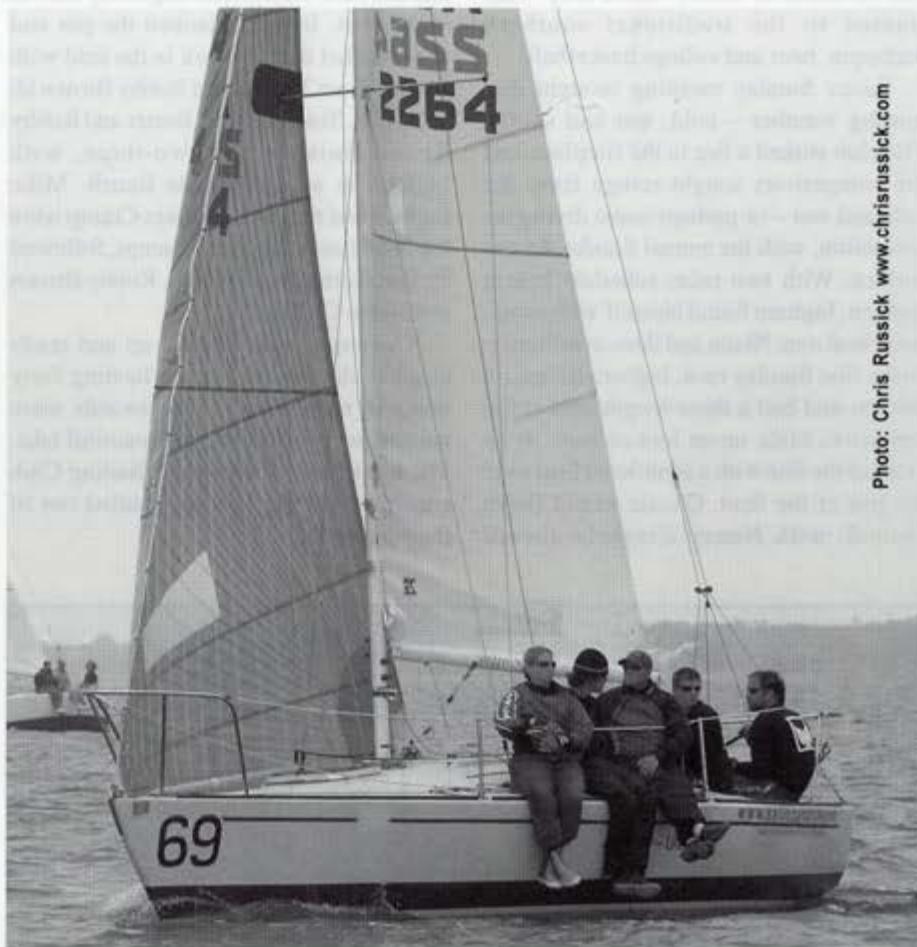
Pl.	Name	Boat	1	2	3	4	5	6	7	Tot
1.	Ingham	Brain Cramp	3	1	8	4	2	1	4	23
2.	Borrer	Jesus Lizard	8	8	2	1	1	4	2	26
3.	Nixon	Team Fusion	2	2	7	5	3	6	6	31
4.	Brown	Preparation J	1	23	1	2	4	5	3	39
5.	Cadieux	D. Squirrel	4	7	5	14	13	12	5	60
6.	Griffin	Team Tarheel	28	3	4	8	13	7	1	64
7.	Howard	Classic	30	4	14	3	10	2	7	70
8.	Zangerle	Ghetto-Booty	7	27	6	7	13	3	21	91
9.	Denman	Airodoodle	11	22	18	11	6	8	16	92
10.	Farmer	Party Reptile	21	10	19	6	5	10	24	95
11.	Shelton	Ship of Fools	16	14	15	15	13	24	9	106
12.	Motter	No Problem	12	5	12	25	11	21	25	111
13.	Collins	USA5183	15	15	17	17	13	19	26	122
14.	Elliott	Matador	32	11	9	27	9	13	23	124
15.	Anderson	Dirty White Boat	25	DSQ	3	35	7	9	8	125
16.	Burmatnov	Mammals Crew	13	6	26	21	13	17	29	125
17.	Bushardt	Gray Fox	14	12	23	18	13	23	15	125
18.	Dougal	Tutaknaut	23	17	25	23	13	15	12	128
19.	Crawford/Waters	(no name)	5	OCS	21	26	8	20	11	129
20.	Brennan	Blind Squirrel	20	24	20	9	13	16	14	134
21.	Kerst	Instant Karma	6	25	33	34	13	11	13	135
22.	Miller	Wild Turkey	18	20	16	19	13	32	17	135
23.	Tilly	SeaPlane	26	9	37	24	13	29	10	148
24.	Sellers	Voodoo	24	13	11	32	13	28	27	148
25.	Webb	Homer J	17	26	10	30	13	25	22	150
26.	Rathbun	Mobile Home	9	18	28	12	13	DNS	DNS	156
27.	Hamilton	Short Bus	10	35	35	13	13	22	30	158
28.	McCullough	Moofasta	35	16	24	16	13	14	28	160
29.	Zonjee	Footloose	34	19	32	33	13	18	18	167
30.	Flynn	Hope for Kids	31	34	13	10	13	30	31	170
31.	Milling	Lou's Crew	19	28	34	29	13	27	20	170
32.	Whitley	Wild Card	33	29	29	22	13	26	33	185
33.	Hope	Thin Ice	29	30	22	28	13	33	32	187
34.	Medlin	Bash	DNS	21	30	37	13	31	19	189
35.	Joy	Joy Ride	27	31	27	20	13	DNS	DNS	201
36.	Drake	AMF	22	33	36	36	13	DNS	DNS	216
37.	Stewart	Breeze	36	32	31	31	13	DNS	DNS	219

Southeast Regional Champs in St. Pete (cont'd)

racing. USA 799 placed third, fourth, and tenth. Jiz placed second, third, and sixth. With six races being held, the competitors were allowed to discard their worst score, with Team Tarheel dropping a potentially deadly Z flag score and Jiz dropping a DSQ.

After the boats were all docked and stocked, the crews headed to the SPYC Regatta Room for the awards. Skipper David Mendelblatt, Fat Lady, placed in the fifth position with a nice recovery after an emergency trip to the dock to retrieve another headsail. Skipper Brian Malone, A -Unit, placed in the fourth position aided with an impressive first place finish in the second race on Sunday. Jiz, skippered by Dan Borrer, finished in third place after throwing out a DSQ. In second place, USA 799, skippered by Robby Brown, proved consistency results in pickle dishes. Rounding out the top five, Peter Bream, Team Tarheel, finished in first place, and the skipper earned a berth at the 2005 J-24 World Championships in Weymouth, England. World Qualifying skipper Peter Bream commented, "We renamed the boat Team Tarheel to emphasize the team concept since we have been racing for five years. It was a team victory. All I do is drive, Paul trims, and Scott makes some awesome calls."

"The Regatta was very successful, and the level of competition was very high, which showed through the wide range of wind conditions," stated Jim Lindsay, Fleet 169 captain and SE Regionals Regatta Chairman. This sentiment was expressed by many competitors, and as the boats and crews exited SPYC and the St. Petersburg Sailing Squadron, most were taking the lessons learned at the Regionals in stead as they prepare for their next one-design competition at the St. Petersburg NOODs in February. Dan Borrer, skipper of Jiz summed up the experience by stating, "the top Florida sailors are getting very good on the world and the national levels; and it is very nice to see the local fleets improving as well. We look forward to the improving competition."



A-Unit keeping it flat while sailing in Tampa Bay.

2004 J/24 Southeast Regional Championship

December 4-5, 2004 - St. Petersburg, Florida

Pl	Name	Boat Name	1	2	3	4	5	6	Tot
1	Peter Bream	Team Tarheel	1	4	(5)ZFP	1	2	1	9
2	Robby Brown	Preparation J	5	1	2	3	4	(10)	15
3	Daniel Borrer	Jiz	(DSQ)	3	4	2	3	6	18
4	Brian Malone	A-Unit	(13)	6	6	4	1	9	26
5	David Mendelblatt	Fat Lady	2	18	3	(DNF)	6	2	31
6	Brain Twomey	Mischief	7	7	13)ZFP	5	5	(16)	37
7	Kyle Vowels	Red Eye Express	3	11	(14)	7	14	5	40
8	Rob Whetmore	Haley's Comet	10	12	(18)	9	9	4	44
9	John Denman	Airodoodle	4	17	(23)*1	8	11	8	48
10	David German	Mad Cow	9	10	12)ZFP	11	(13)	7	49
11	Jeffrey Siewert	Control Freak	8	13	5	14	10	(15)	50
12	Mike Sudofsky	Gizmo	(21)	8	15	6	8	13	50
13	Mark Johnson	Dirty White	16	9	20)ZFP	(DSQ)	7	3	55
14	Scott Snyder	Severance Check	11	5	11)ZFP	17	(21)	19	63
15	Robert Ramsay	Avalanche	(19)	19	10	13	12	11	65
16	Tim Monahan	Chicken	15	2	(21)*2	15	17	18	67
17	Lon Ethington	Pig's In Hiding	14	16	11	10	18	(20)	69
18	Jim Lindsay	Sight Seeing	20	(21)	12	12	16	17	77
19	Rob Whitley	Wild Card	12	22	(ZFP)	18	20	12	84
20	John Brennan	Good Grief	18	15	(22)	19	19	14	85
21	Tim Rathburn	Mobile Mobile	6	14	20	(DNS)	DNS	DNS	86
22	Tim Ruman	Breezin	17	20	(21)	16	15	21	89

Now Anybody Can Get Involved in Sailboat Racing

If you're new to racing or have crew that you'd like to get up to speed about what's going on around the course, this book may be helpful. Because to the uninitiated, sailboat racing can appear both complicated and intimidating.

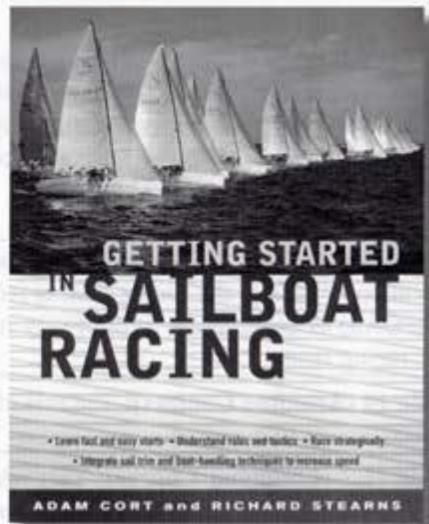
Luckily, for those who have been toying with the idea of getting into the mix, there is now the book *Getting Started in Sailboat Racing*, published by International Marine/McGraw-Hill, which takes the mystery out of the sport so anybody can get out on the race course.

Written with the beginner in mind, the book breaks the sport down into easy-to-understand chapters that reflect the makeup of a typical race. There's a chapter on starting, followed by chapters on the windward leg, mark rounding, downwind legs and finishing. Chapters on the rules, boat speed and weather round out the subject. Dozens of diagrams and photographs help illustrate everything from boat handling to tactics.

"Our goal was to make the sport accessible to sailors who are interested in trying racing but aren't sure how to get started," said Richard Stearns, a veteran sailmaker, boatbuilder, national champion in the Tartan Ten class, and the main trimmer for the *Heart of America* America's Cup campaign. "We've covered everything a sailor needs to be both safe and competitive on the race course. Once you get comfortable with racing you can move on to things like higher-level tactics and wringing out that last fraction of a knot of boat speed."

Entertaining as well as informative, the book uses anecdotes and case studies to breathe life into the basic theory of the sport. It also makes a point of reminding sailors not to take themselves too seriously, emphasizing that, when all is said and done, sailboat racing is about having a good time out on the water.

"Despite the fact that they are among the most beautiful things created by



man...sailboats can turn the nicest people into ogres, which is too bad," they write. "Whatever you do, don't ever let sailing ruin your day. Life is too short. The simple fact that you're getting to play the game is pretty cool."



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Overview of the Significant Rule Changes in the 2005-2008 Racing Rules of Sailing

The following is a list of the significant changes in the 2005-2008 edition of The Racing Rules of Sailing (RRS). These are changes from the 2001-2004 edition of the RRS. NOTE: These brief summaries are not intended to be actual representations of the rules; nor is this a complete list of all the changes in the 2005-2008 RRS.

Portions of this document are excerpted from Dave Perry's 'Understanding the Racing Rules of Sailing Through 2008' available from US SAILING by calling 1-800-US-SAIL-1 or ordering on-line from www.ussailing.org.

Preamble to Part 2 (When Boats Meet): The preamble now clarifies that when a racing boat meets a boat having no intention of racing, the racing boat is required to comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules, or risk disqualification. However only the race or protest committee can protest the racing boat.

Rule 14 (Avoiding Contact): The rule clarifies that a right-of-way boat that breaks rule 14 can be penalized when the contact causes injury to a person.

Rule 16.2 (Changing Course): This rule now applies only when P is keeping clear by passing astern of S. If P is crossing ahead of S (upwind or downwind), S may change course and make P "immediately" change course to continue keeping clear provided P can do so in a "seamanlike" way.

Rule 19.1 (Room to Tack at an Obstruction): Now, a boat that hails for room to tack when it does not need to make a substantial course change to safely avoid the obstruction breaks rule 19.1. The boat being hailed must still respond to the hail, but she can now protest under rule 19.1 when she thinks the hail was unfounded.

Rule 25 (Notice of Race, Sailing Instructions and Signals): Now it is mandatory that the notice of race, as well as the sailing instructions, be made available to each boat before a race.

Rule 30.1 (Round-an-End Rule) as well as rule 26 (Starting Races) and Race Signals mean that the I flag, when used, is flown as a preparatory signal (i.e. it cannot be flown before a preparatory signal). The same is true for the Z flag (rule 30.2, 20% Penalty Rule) and the black flag (rule 30.3, Black Flag Rule).

Rule 30.3 (Black Flag Rule): Now if the race committee intends to disqualify a boat for breaking rule 30.3 and there is a general recall, the race committee must display her sail number *before* the next warning signal for that race. The same is true if the race is abandoned after the starting signal.

Rule 31.2 (Touching a Mark): Once a boat that has touched a mark has done one turn that includes a tack and a gybe (in either order), it may continue in the race; i.e., it does not need to do a complete 360 degree turn.

Rule 32.2 (Shortening or Abandoning After the Start): Now the race committee can shorten a race at a gate (the finishing line is between the gate marks), or at a line boats are required to cross at the end of each lap.

Rule 33(a)(2) (Changing the Next Leg of the Course): Now instead of displaying the new compass bearing when changing a mark, the race committee may use a green triangular flag or board for a change to starboard, or a red rectangular flag or board for a change to port (think of channel marker shapes and colors).

Rule 40.2 (Personal Buoyancy; Harness): As of January 1, 2006, trapeze and hiking harnesses must have a device that allows competitors to quickly release themselves from the boat at any time while in use.

Rule 41 (Outside Help): Rule 41 now "legalizes" many things that were common occurrences in the past, such as listening to a weather radio during a race or having the race committee hail your sail number 30 seconds before the starting signal when the "Round-an-End" rule was in effect, or someone remind you which way to round a mark or point out seaweed on your rudder during a race.

Rule 42 (Propulsion): "Sculling" has been redefined to include repeated "forceful" movement of the helm, regardless of its effect. Furthermore, any repeated helm movement that propels the boat forward is also "sculling." "Sculling" is now permitted when a boat is above close-hauled and has little steerageway and is trying to turn back down to close-hauled.

Rule 44 (Penalties for Breaking Rules of Part 2): A boat no longer needs to do a complete 720 degree turn to take a penalty for possibly breaking a rule. Once a boat has done two turns in the same direction, that includes two tacks and two gybes, it may continue in the race; this is now called a Two-Turns Penalty (rule 44.2). Note that a boat that may have broken a rule and in the incident has caused injury (to anyone, including her own crew) must now retire from the race; she is not entitled to do a Two-Turns Penalty (rule 44.1).

Rule 60 (Right to Protest; Right to Request Redress or Rule 69 Action): Rules 60.2 and 60.3 state that the race or protest committee cannot protest a boat based on information learned in a request for redress, though the protest committee can always protest a boat if it learns (in any way) that a boat was involved in an incident that may have resulted in injury or serious damage.

Rule 61.1(a)(3) (Protest Requirements): In an incident in which it is obvious to the boats involved that there was damage or injury, the boats involved do not need to say "Protest" or fly a protest flag to protest; they simply have to inform the other of their intent to protest within the time limit for lodging a protest.

Rule 62.1(a) (Redress): The actions or omissions of the organizing authority can now be the subject of a redress request.

Rule 63.7 (Conflict between Rules): this new rule instructs protest committees to resolve a conflict between a notice of race and a sailing instruction in the way which provides the fairest result for all boats affected.

Rule 69.1(b)(2) (Allegations of Gross Misconduct; Action by a Protest Committee): If the protest committee decides to remove the boat from a race or races, it "disqualifies" the boat; and furthermore a disqualification under this rule is now non-discardable.

Rule 75.3 (a US prescription to rule 75, Entering a Race): The organizing authority can no longer require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event (commonly referred to as an 'indemnification' or 'hold harmless' agreement).

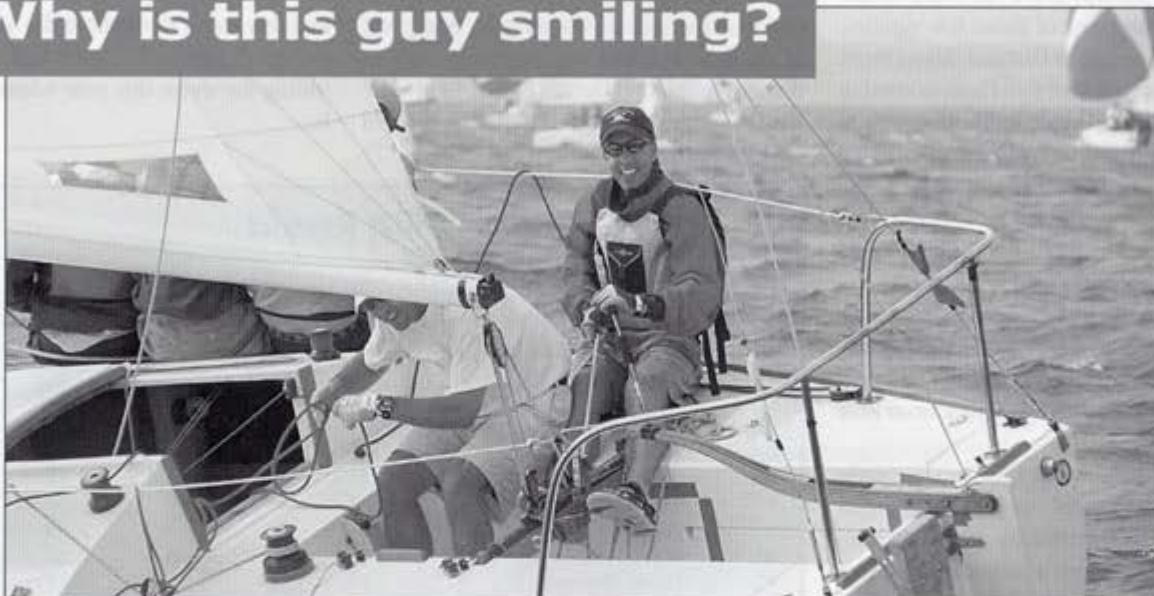
Rule 86 (Changes to the Racing Rules): Note that rule 42 (Propulsion) cannot be changed by prescriptions or by sailing instructions (rule 86.1(a) and 86.1(b)); but it still can be changed by class rules (86.1(c)).

Rule 88.2(a) (Notice of Race; Appointment of Race Officials): Rule 88.2(a) now clarifies that the notice of race may be changed provided adequate notice is given.

Rule 89.3 (Scoring): Now the default scoring system is the Low Point System.

Appendix F (Appeals Procedures): All appeals of protest committee decisions in the U.S. are now to be sent directly to US SAILING, which in turn will forward them to the appropriate association appeals committee.

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2004 Great Racing Regatta

October 2-3, 2004 - Lake Geneva Yacht Club

After 17 great years of racing J/24's in Lake Geneva, this was the final Great Racing Regatta. Steve and MaryJane Schalk did an incredible job putting the event together. From the incredible pig roast Saturday night, awesome raffle with tons of great prizes from all the sponsors, Free Becks Beer, and the trophy's were beautiful. The conditions were perfect for racing. Temperature in the 70's on Saturday with the winds W-NW 12-18. Sunday temps were in the 60's and winds W-SW 20-28. It doesn't get any better than this.

Lake Geneva served up a zesty mix of conditions for the final J-24 Great Racing Regatta. Sailing with regatta organizer, Tim Oelschlager I had a good seat to take in all the action.

Day one was a beautiful fall sailing day offering shifty conditions with winds coming out of the West Northwest. The observatory on the North side of the lake served as a backdrop for the few righties that came off that shore. It seemed all of the action was coming out of the left.

After peeling out and jibing around to start the first race we found ourselves climbing up underneath one of these huge lefties and milking it all the way to the starboard layline where we found one of those few righties. Somehow we rounded first and stayed there, with Tom Kane on Red Eye Express coming in 2nd, and Dave Bennett on Hellfire in 3rd.

The next race served up some more of the same and we were able to stay close to the front again throughout the race. Boats were all over the map with some of the back of the pack near the front and vice versa. We thought we really had things figured out after finishing 1st in the second race and taking an increasing lead on Ted Hatch on Salted who came in 2nd, with Doug Kracht on Fear and Loathing in 3rd.

The third and final race for the day taught us a lesson as we tried our luck on the right side only to be sorrowfully denied any access to a shift. It's been a long time since I've covered that much distance on a beat and frankly it's not something I ever want to repeat. As regatta leaders we rounded the first mark 20 out of 23 boats.

Let's just say morale dropped slightly. We hung in there and as we rounded the last mark figured we were about 18th. Sailing up the last beat we found ourselves under another big lefty while others were further out

there, we had an angle straight at the finish and started to make up for all the extra distance we'd sailed earlier in the race. One by one boats started falling into us as we curled up under the shift. A righty came in that we dared not capitalize on completely but we had recovered a lot finishing 9th and maintaining our lead for the day. John Gjerde on the world Famous OZ {don't mess with them} had an incredible race taking the gun, with Mark Johnson on In Random Order in 2nd, and Doug Kracht on Fear and Loathing in 3rd.

Day 2 brought breeze. Cold and windy, we left the dock rigged with the big jib and by the time we reached the starting line the Southwesterly had convinced us less is more. With a narrow margin for the lead over Ted Hatch on Salted we definitely wanted to stay in the same zip code off the starting line. They were very fast as we worked our way out to the port side of the course. Half way to the top, Scott Erdmann sailing 007 looked good on the right but faded hard as the lefty that would be there all day filled off the south shore.

For race one it was Salted who escaped and won the race capitalizing on being one of the first boats into that southerly shift on the first beat. John Gjerde on the World Famous OZ was second, and we finished 3rd On Gotcha.

Coming into the final race we were tied with Ted Hatch On Salted and we knew it was a race to the left. Tim executed a fabulous lee-bow start driving Salted off to the right initially only to see a nice righty fill evening the score. The southerly was there just like clockwork however allowing us to tack and cross everyone leading at the first mark. Up the second beat we maintained a loose cover, leading out to the left again and extending slightly to about a twenty second lead. Around the last windward mark we set and jibed to the inside catching a huge westerly that got us planing. It is always a great thing when 24's start to pop up.

We extended our lead and later spent it and nearly being blown away as the wind built as we headed up our last beat. Thankfully for Tim and the rest of our crew we managed to hold on taking 1st as Salted took a close second closing the book on the regatta with Tom Kane on Red Eye Express in 3rd.

There were mixed feelings as we left the regatta that day knowing that this may have been the last Fall Great Racing Regatta J-24 regatta at Lake Geneva but it was great to see Tim who has put so much into the District and this event throughout the years go out on top. Congrats to Tim, I look forward to sailing the event this year wherever it may be.

Final Results

PL	Name	1	2	3	4	5	Tot
1.	Tim Oelschlager	1	1	9	3	1	15
2.	Ted Hatch	5	2	6	1	2	16
3.	Gjerde/Turnquist	7	8	1	2	6	24
4.	Tom Kane	2	10	16	5	3	36
5.	Mack/Boemer	4	5	10	10	7	36
6.	Kathy Lundeen	8	4	7	15	4	38
7.	Kevin Rietema	12	11	5	6	5	39
8.	Doug Fracht	14	3	3	12	11	43
9.	Tom Law	13	12	11	7	10	53
10.	Jim Hemmen	9	6	15	13	12	55
11.	Mark Johnson	22	16	2	4	15	59
12.	David Bennett	3	19	4	14	19	59
13.	Shawn Casey	15	15	14	8	8	60
14.	Steve Schalk	6	17	18	9	13	63
15.	Scott Erdmann	21	7	19	11	9	67
16.	John Heaton	10	9	13	19	17	68
17.	Chris Marske	16	18	8	16	14	72
18.	Mark Mickelson	11	20	12	20	20	83
19.	Steve Sorensen	18	14	17	17	18	84
20.	Lee Petersen	19	22	22	18	16	97
21.	Tim Rathbun	20	13	20	DNC	DNC	99
22.	Joel Carrell	17	21	21	DNC	DNC	105

District 4

By District Governor, Dan Busch

This year will be another great season in District 4; the Parkway Series regattas are more evenly distributed throughout the season than in the past, with at least one event every month from May through October. The season gets kick started with Richmond County Yacht Club hosting the Northeast Regionals on May 14th and 15th. I hope everyone will support this event so we get a great turn-out. We are trying something different for this year's Sandy Hook Bay Championship. We have changed the regatta to 7/23 & 7/24 to fill the July void in the schedule. In order to help boats who have to travel for the event and to get the best racing conditions we are going to have twilight racing on Saturday with first race starting late in the afternoon. And finally District 4 will be submitting a proposal to host the 2008 U.S. Nationals.

See you on the water.



Tight mark roundings are the norm for the Garden State Parkway Series.

2005 J/24 Garden State Parkway Circuit

(District 4 Championship Series)

Notice Of Circuit

Invitation: You are cordially invited to participate in the United States J/24 Class Association (USJCA) District 4 2005 Garden State Parkway Circuit to be held from May, 2005 through October, 2005. USJCA District 4 and the Fleets therein with their local affiliated Yacht Clubs are the organizers and hosts, respectively.

Rules: This series of regattas will be governed by the prevailing Racing Rules of Sailing (RRS) as published by the International Sailing Federation (ISAF), the prescriptions of US SAILING, the prevailing Class Rules of the International J/24 Class Association (IJCA) and this Notice, except as any of these is altered by the Notice of Regatta or the Sailing Instructions for each regatta. The regattas are classified as Category A events per Appendix G of the RRS. The Juries will have final authority on all matters within their jurisdiction. A committee consisting of USJCA District 4 Fleet Captains of record and chaired by the USJCA District 4 Gover-

nor will resolve all matters not within the jurisdiction of individual Juries (e.g. circuit scoring).

Eligibility: The 2005 J/24 Garden State Parkway Circuit is open to all J/24 yachts as defined by the IJCA. Competitors must meet all J/24 Class ownership, valid measurement and current membership requirements in order to become participants.

Schedule: Seven scheduled regattas comprise the 2005 J/24 Garden State Parkway Circuit. <http://parkwayseries.com/>

Racing: 5 races minimum will be scheduled for each regatta of the 2005 J/24 Garden State Parkway Circuit. A minimum of three races must be sailed for a regatta to be considered a qualifier for the circuit. Racing will take place on Windward/Leeward courses or variations thereof. Offset weather marks and leeward gates may be used. VHF radio hails may be attempted for yachts failing to comply with RRS rules 29.1, 29.2, 30.1 or 30.3.

Scoring: Is based on the Low Point scoring system. Four races are required for qualification. A yacht's final score shall be the total of her four best regattas. The yacht with the lowest total shall be declared the Parkway Circuit winner.

Prizes: Awards will be presented to the final overall top three circuit crews. The number of awards presented at each individual regatta will be determined by the local hosting fleet but will not be less than 3.

Entry: There is no separate entry form or fee for the 2005 J/24 Garden State Parkway Circuit.

District 7

2004 District 7 Pennant Series

On the following page are the final standing in the 2004 District # 7 Pennant Series counting the best 3 of 4 district events (JDaze, Great Lakes, Districts, Changing of the Colors.)

Our overall attendance was up at the local events and this year we had 14 boats complete 3 of 4 regattas. Thank you to all the skippers and crew for attending the local events! That is what makes it more fun. This year the district started to new awards based on level of maturity (ie: age). Age division winners are shown below the final results.



Despite the weather forecast, the conditions turned out to be fantastic at this year's Pink Moon Regatta in Havre de Grace.

2005 Pink Moon Regatta
District 6 Championships
Havre de Grace Yacht Club April 23 -24, 2005

Pl	Helm	Boat	1	2	3	4	5	6	Tot
1.	Chris Crockett	Crockadero	1	4	1	3	1	8	18
2.	Jerry Daniel	Jerryco	3	3	3	6	2	6	23
3.	Patrick Frisch	Zia	2	1	2	10	8	3	26
4.	Michael McGuckin	Screaming Java	4	7	4	2	7	4	28
5.	Scott Kulp	Fat Boyz	5	2	11	7	4	2	31
6.	Chuck Sheets	Bad Habit	6	6	5	11	3	1	32
7.	Tom Schwartz	Just Right	9	5	6	1	11	10	42
8.	Glenn Leach	Mojo	8	11	7	4	6	7	43
9.	Tim Winger	Magpie	7	9	10	8	9	5	48
10.	John Surguy	Vanishing Act	10	10	9	9	5	9	52
11.	John Fenton	No Vacancy	11	8	8	5	10	11	53

Pennant Series Results

Skipper	JDaze	GL	Dist	COC	Tot
1. Kirk Reynolds	5	1	(x)	1	7
2. Tom Doran	(6)	3	4	2	9
3. Dan Peck	8	6	6	(x)	20
4. Todd Salzman	7	11	9	(x)	27
5. Alfie Merchant	(x)	4	12	20	36
6. Matt Johnson	11	16	11	(53)	38
7. Rodger Voss	17	12	10	(32)	39
8. Charlie Krylo	18	17	5	(25)	40
9. Howard Skinner	23	9	14	(x)	46
10. Russ Cook	20	15	18	(42)	53
11. Lambert Lai	(24)	13	17	24	54
12. Tom Reas	16	19	20	(41)	55
13. David Raham	(x)	6	13	36	55
14. Ed Gardner	12	(x)	7	38	97

Grand Master (age 65+) - 1. Russ Cook
Master (age 55-65) 1. Charlie Krylo, 2. Lambert Lai

2005 Beasley Cup

Houston Yacht Club
Texas Circuit Regatta #1 - March 19-20, 2005

Pos	Skipper	1	2	3	4	5	6	Total
1.	Bryan Dyer	1	2	5	1	6	6	21
2.	Bill Worsham	12	10	3	3	1	3	32
3.	Martin Hameka	9	3	2	4	20%	8	34
4.	Bob Harden	15	11	1	2	7	1	37
5.	Roger Harden	13	4	7	7	2	4	37
6.	Doug Weakly	8	6	4	8	4	8	38
7.	Mark W. Smith	16	1	10	11	3	15	56
8.	Schoen Fitzgerald	6	12	8	10	5	19	60
9.	Tony Slowik	17	8	9	5	16	9	64
10.	Ken Davis	7	7	20	14	11	11	70
11.	Kelly Holmes-Moon	5	13	12	DSQ	12	7	78
12.	Scott Snyder	14	5	16	9	22	13	79
13.	Sea Scout Ship 150	2	23	13	17	17	12	84
14.	Corey Harding	20	9	14	13	15	14	85
15.	David Gamble	3	17	17	19	13	18	87
16.	Tom Kane	21	24	6	6	14	16	87
17.	David Boardway	10	18	15	15	25	10	93
18.	Charles Singstad	4	14	11	OCS	9	DNF	96
19.	Guillermo Amtmann	22	19	22	21	19	5	108
20.	Sea Scout Ship 150 II	19	21	21	16	18	17	112
21.	Xavier Varela	18	16	19	18	23	23	117
22.	Steve Press	25	15	23	20	10	26	119
23.	Pete Pitzer	24	20	18	12	20	27	121
24.	Marc Holdaway	11	22	24	OCS	26	22	134
25.	Roger Brandt	23	26	25	DNF	20%	20	152
26.	Tonia E Sanchez	27	25	26	22	28	25	153
27.	Bridgett David	26	DNS	DNS	DNS	21	24	158
28.	Shelton Alsup	28	27	DNF	DNS	27	21	161

District 15

Report by Tim Oelschlager

Spring is here and it's time to go J/24 racing. Our first regatta of the season is coming up this May 21-22. It's the District 15 Championship Regatta in Muskegon, MI. Muskegon is an awesome place to sail with a top-notch race committee, great launching and haulout facilities. An incredible feedbag is planned for Saturday night. These kids really know how to put on a great event. They promise temps in the upper 70's with plenty of sun and wind.

It's looking like there should be a great turnout this year, so plan on making the Dist. 15 Championship in Muskegon MI. Contact Randy Rietema if you have any questions or need any help finding a hotel or anything else at rlrietema@yahoo.com. Look up muskegonyachtclub.org and go to racing to find the official notice of race and registration form. Hope to see you in Muskegon it will be a lot of fun.

The Great Lakes Championship Regatta will be in Wilmette IL. On July 23-24 Greg Mack will be doing an awesome job hosting the Great Lakes Championship. You may contact Greg at

Photo: Bruce Huckaba



Bryan Dyer on his way to winning the 28-boat Beasley Cup, the first regatta of this year's Texas Circuit.

USJCA District Reports

gmd1_2000@yahoo.com or 312-388-4442 if you have any questions or would like more info on the Great Lakes Championship Regatta.

There are many other regatta's planned for this season, The Lake Carlyle Regatta, The Mark Madness Regatta on Lake Charlevoix, The Noods in Chicago, J-fest in Chicago, Sheridan Shore Race weekend in Wilmette, The Milwaukee Grand Prix, The Whale of a Sail Regatta, and of course U-Gotta-Regatta in Wayzata, in October this year- It will be replacing the fall Lake Geneva Regatta this season.

Be sure to check out our District 15 website j24usa.com. It will have postings with other Regatta's, notices, calendar, more details etc... It is also a great forum for us to communicate what's going on in Dist. 15. It's easy to sign up no spam {that's my job.} The more folks that we have the better the site will be. And if you have any questions, ideas or suggestions please post them.

Looking forward to seeing everyone in Muskegon.

District 20 J/Fest Regatta

Encinal Yacht Club - April 1-3, 2005

Pl	Helm	Boat	1	2	3	4	5	Pts
1.	Michael Whitfield	TMC Racing	1	1	4	3	1	10
2.	Jim Yares	Running With Scissors	3	2	6	2	2	15
3.	Brian Mullen	Blue J	9	3	1	1	3	17
4.	Ned Walker	Casual Contact	4	4	5	5	4	22
5.	Jonathan Hagerman	SouLatitude	5	6	2	6	5	24
6.	Hartman Wells	SFPF	2	7	3	13	6	31
7.	Rich Jepsen	Rail To Rail	6	5	12	4	8	35
8.	Pancho Blanco	Nice Shot	7	8	8	7	7	37
9.	Don Taylor	On Belay	10	11	7	8	10	46
10.	Dawn Chesney	Dire Straits	11	9	9	9	9	47
11.	Chet Chauhan	Nixon Was Cool	8	10	12	10	11	51
12.	Wally Whittier	Formerly Fred	12	13	10	13	12	60
13.	Terry Dewane	Figa	14	14	12	14	14	68

Photos from the San Francisco J/Fest
courtesy of Glennon Stratton. 213.494.2778

www.gtsphotos.com





The winning team enduring the elements of Kanoeha Bay in Hawaii.

tience) to train crew. Wendy Vann trims for me on my J22, likes to travel and is an experienced J/24 sailor. Kerri Cunningham calls herself "Texas best foredecker", likes Hawaii (and has been there many times), said "yes" to racing on a J/24. But the critical part of a team is the tactician. I asked Nancy Flynn (my tactician in 1990 and also J/24 helmsperson) to go —she said "yes" to Hawaii.

Qualification

The Area F eliminations were at Fort Worth Boat Club in July. I flew in from Colorado, Nancy came up from Houston, Kerri drove from Heath and Wendy lives in Fort Worth. We went out for a short practice the afternoon before the races began. After being over early in the first race, we came back to win that race and the 3 others in the 4-boat round robin series. We had qualified to go to Hawaii!!

Preparation

There is not much racing in Texas during the summer, so Nancy, Kerri and Wendy flew to Colorado to sail in the Dillon Open Regatta. We sailed on my J22 for team building as the J/24 fleet would be sailing with 150's and 880# of crew—not the situation we would find in Hawaii. Family and work obligations prevented Nancy from going with us. I had many volunteers to "go to Hawaii". However, I knew that I needed a tactician and experienced J/24 sailor to fill in. I asked Nataleigh Vann (Wendy's daughter and a competitive junior sailor) if she could arrange to miss col-

lege classes for a week to be our tactician and spinnaker flyer. She quickly said "YES"!!

In September we raced in J/24 circuit at RCYC, using the 150 but only 4 crew. In a local regatta, we sailed against the IC24s, using only a working jib (similar to the J/24—lighter and with a smaller sail plan). This helped us tune and gave us some confidence in our boat speed. Both weekends the winds were light and the lake flat, with only one day of winds around 10-15. I was afraid that we were lacking heavy air practice conditions as our Hawaiian friends had bragged about the awesome trade winds that are their normal sailing conditions. But we were going to Hawaii to do our best. Rush Creek paid the entry fee, friends donated airline miles to help with travel expenses and the teams were provided with housing in Hawaiian homes and our Hawaiian friends had asked to take care of the "Texans."

Racing in Hawaii

The racing conditions Kanoeha Bay were like lake sailing, with flat (and beautiful) water. Our light air lake sailing experience paid off. Later in the week we saw heavier winds, though not the promised "heavy trade winds" and our boat handling experience paid off (with our older age came more experience even though Nataleigh didn't mind telling us to move faster).

On the first day, after a shore side postponement, (No one complains about postponements because you lounge in the pool

and look out over a beautiful bay and a spectacular mountain range) the winds filled and 3 races were run, with the wind continuing to shift throughout the day. We won the first race and had mediocre finishes for the second two to end up in 5th at the end of the day.

The second day started with another shore side postponement. The first race of the day, we sailed to a solid second place, but the first place boat gave us the opportunity to pass her close to the finish line to take *another first place*. A third place in the final race of the day moved us to 2nd place overall.

Thursday morning brought another postponement. The race committee managed to get two races off before the winds were unable to settle into a sailable position. Crapshoot racing gave us a 5th and 3rd and we dropped to third place.

Well, third place would be OK. We all joked that is wouldn't hurt our feelings not to sail the last day. But the weather for the last day looked the most promising of all the days. We were encouraged by Dave's observation that we hadn't sailed the "fast" boats and the current leaders hadn't sailed the "slow" boats. And the teenager, Nataleigh set the tone while we were sailing out with the comment, "I'd rather sail today and risk third than not have the opportunity to sail and win first."



Light air was a challenge using only small jibs.

On the final day of racing, the winds increased and filled out of the expected trade wind direction. The racing started on time! The first race (8th of the regatta) found 4 boats, including two top contenders OCS (with a little help from Texas). Only two restarted, Area G didn't and it cost her the regatta. We knew she had not when we crossed the finish line with her and there was only one horn. Another competitor verified she had been over and did not return. At the end of the 9th race, we were tied for second with Area C



USJCA Vice-President, Nancy Zangerle, representing the Edgewater Yacht Club in Cleveland.

(2003 winner). At the beginning of race 10 (and final race), Area C collided with the boat in overall first place. She did a 720 but the time cost her several crucial places. Area G won the last 2 races, but her earlier OCS score of 12 points cost her any trophy.

Sailing in, we knew we had a trophy. We just didn't fully realize which one. Figuring final scores is difficult since between races you're preoccupied with changing boats and not with the order of finishes. We had only accumulated a total of 8 points on the last day and we figured 2nd was ours. No one knew exactly how many points we had put between us and Area A, the lead boat. Area A started the last day 4 points ahead of us and finished 3 points behind us for a third place, losing a tie breaker for 2nd. She simply could not compete once the wind filled.

When the sailing was done, Nataleigh was below totaling up the points and told the us we'd won, but we didn't believe her—she was right. As we were putting the boat away, several of the officials confirmed our suspicions we had won though Kerri continued to deny it as she'd promised to wear a dress if we won. Loyal to her word, she wore a dress. Twice!

We had our moments of glory, and our moments of horror. We had an incident at one start and had to read the SIs (sitting on

the rail) to see if we had to do a penalty turn or risk throwing the race (in some of the earlier competitions 720s were not allowed), we ripped our chute and repaired it sitting on the rail going up wind, we wrapped lines into snarls, Nataleigh fell into the cabin on her back at a mark rounding, Kerri gouged her side on a funky gooseneck fitting, and every once in awhile, we umm....got testy with each other (and Dave said he could hear some of our discussions from his spectator boat). There is nothing like learning how to work as a team when you are changing boats and equipment each race. And we managed to remain friends, both on the boat and on shore.

But the big reward came as we were presented with the perpetual trophy that will be displayed at Rush Creek YC for the next year. The Cup might be in a showcase back at our home club, but this win was for Texas!

Wrap-up

The Hawaiian team did an outstanding job putting that many boats together as well as hosting a wonderful regatta (and competing as well). Our hosts provided a great deal of support and made us feel welcome in there home. They hosted a welcome dinner the night we arrived, greeting us with beautiful leis. They really made us feel at home.

No crew is complete without ground

support. My husband Dave accompanied us as our "boat boy". He managed to glorify this title to the nth. Job description included financier, chauffeur, humorist (that would mean he didn't laugh at us), inspirer, coach, keeper of statically pertinent information, bartender (he met us each day with pina coladas), husband, borrowed father, and friend. Let's face it, he put up with 3 women for 3 weeks and one female teenager for 1 week. He was on the water for each race, celebrating our victories with the "Davy dance".

Experience

Experience has taught me that, with a good crew and a good tactician, I can concentrate on driving and maintaining boatspeed – the crew should be able to work out mechanical decisions and sort out crew work when changing boats.

We were the underdogs, the unknown team. "Where did you guys come from?" Most of the other competitors had been to the finals recently. This was my team's first time to the finals. They have all raced in local and Area level elimination series. Wendy and Nataleigh have raced in an in-



No caption required.

national match racing series in Fort Worth and the Rolex International Women's Keelboat Championship in Annapolis. (Kerri said this would be her first and last trip: "How can I top first place?")

I would like to encourage more women use this as a means to get involved with racing different boats without having to own them. Or to sail in different locations without the logistics of hauling boat and sails. Feel free to contact me if you have questions about participating or having your yacht club host qualifying events or even the finals.

U.S. J/24 Class Association

2005 MEMBERSHIP APPLICATION FORM

All J/24 owners, co-owners, and helmspersons must be Class Association members to participate in J/24 fleet racing.

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

TEL (H) _____ (B) _____

E-MAIL ADDRESS (*Important news only. No spam*) _____

SAIL# _____ BOAT NAME _____ FLEET# _____ DISTRICT# _____

Choose your membership level.

All memberships are for the calendar year and expire on December 31, 2005.

Full Member (\$60.00): Includes membership card, transom sticker, window decal, subscription to the U.S. Class magazine, and eligibility to participate in J/24 racing at all levels. (\$60) _____

Associate Member (\$30.00): Includes subscription to the U.S. J/24 Class magazine. No helming privileges. (\$30) _____

Junior Member (\$30.00): For members not older than 19 on December 31, 2005. Includes all benefits of full membership. (\$30) _____

Premium Level Memberships:

Premium memberships include Full Member privileges and a J/24 embroidered apparel item.

Contributing Member (\$100.00): Includes Optimum or Scrunchie hat. (\$100) _____
Pick one: Optimum Hat / Scrunchie Color: Navy / White

Supporting Member (\$150.00): Includes OuterBanks Polo shirt. (\$150) _____
Size: (Small - XXXL) _____ Color: Navy / White

Sustaining Member (\$200.00): Includes Explorer Vest or Microfibre Windshirt. (\$200) _____
Pick one: Explorer Vest / Microfibre Windshirt Size: (Small - XXXL) _____

Platinum Member (\$300.00): Includes Waterproof Jacket and Extreme Condition Hat. (\$300) _____
Jacket Size: (Small - XXXL) _____ Jacket Color: Yellow / Khaki / Gray
Hat Color: Navy / White

2005 J/24 Wall Calendars

Send _____ 2005 wall calendar(s) at \$15 each. _____

5 or more calendars only \$10 each! _____ calendars x \$10 = _____

Mail to: U.S. J/24 Class Association
7793 Burnet Rd. #15
Austin TX 78757
Total _____

Make Checks Payable to: "U.S. J/24 Class Association"

2005 J/24 North American Championship

September 19-24, 2005
Marblehead, Massachusetts



The Corinthian Yacht Club in Marblehead, Massachusetts.

1. Invitation

1.1. The Corinthian Yacht Club and the United States J/24 Class Association, Fleets 28, 43 and 95/District 1 invite J/24 sailors to the 2005 J/24 North American Championship, to be sailed on the waters of the Atlantic Ocean off of Marblehead, Massachusetts.

2. Organizing Authority

2.1. The organizing authority for this regatta will be the Corinthian Yacht Club, and the United States J/24 Class Association Fleet 28, 43 & 95/District 1 in conjunction with the International J/24 Class Association.

3. Venue

3.1. The Corinthian Yacht Club, One Nahant Street, Marblehead, Massachusetts will be the host club and headquarters for the event. Regatta dates are September 19th through September 24th, 2005.

3.2. The Regatta Organizing Committee is comprised of members of the Fleets 28, 43 & 95/District 1 and the Corinthian Yacht Club. The Corinthian Yacht Club is less than 20 miles from downtown Boston and located close to the many attractions in Boston and the New England area, making it an ideal venue for the racers and families.

4. Rules

4.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2005-2008 (RRS). The Prescriptions of US SAILING will apply.

4.2. The Organizing Authority will appoint an International Jury in accordance with RRS Appendix N and IJCA Class Rules. Deci-

sions of the International Jury will be final in accordance with rule 70.4.

5. Advertising

5.1. This regatta is classified as a Category C event per ISAF Regulation 20 as of September 2005 as amended by the IJCA Class Rules.

6. Eligibility

6.1. The Regatta is open to all boats of the J/24 class as defined by the IJCA Rules. ISAF Eligibility Code Regulation 19 is required of all competitors. Competitors must meet all ownership, class membership and boat measurement requirements and must have paid all event fees before beginning official competition.

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

7. Entry and Fees

7.1. The Organizing Authority must be in receipt of the completed Registration Form and payment of the Entry Fee of \$300.00 (US) by August 31, 2005. After that date, a late fee of \$50.00 (US) will apply for entries received up to September 19, 2005. Any entry received after September 19, 2005 must pay a \$100.00 (US) late fee in addition to the Entry Fee.

7.2. Checks must be made payable to "J/24 Fleet 28". Entry forms and payments are to be mailed to:

Pip Earl

2005 J/24 North American Championship 2005

12 Netherton Avenue
Beverly, Massachusetts 01915 USA

7.3. Entry Fee includes launching, rafting/docking, trailer storage, night security, racing, haul-out, and social activities for participants. Additional tickets for non-racing participants will be made available at the registration desk.

8. Schedule

8.1. A maximum of eleven races are scheduled. Up to three races per day may be sailed.

Mon, Sept 19: 1200 – 1800 Registration & Measurement.

Tues, Sept 20: 0900 – 2000 Registration & Measurement.

Wed, Sept 21: 0800 – 1000 Crew weigh-in only. 1230 First warning signal, additional races follow.

Thurs, Sept 22: 1000 First warning signal, additional races follow. 1830 Regatta banquet – EYC.

Fri., Sept 23: 1000 First warning signal, additional races follow.

Sat., Sept 24: 1000 First warning signal, additional races follow. 1600 Awards and Refreshments — CYC.

9. Racing

9.1. Racing will take place on the waters of the Atlantic Ocean off of Marblehead, Massachusetts on Windward/Leeward courses as described in the Sailing Instructions.

10. Communications

10.1. It is the intent of the Organizing Authority and the Race Committee to use marine VHF radios, course boards and signal flags to communicate with the fleet when on open waters.

11. Scoring

11.1. Eleven (11) races are scheduled of which three (3) must be completed to constitute a valid championship.

11.2. When six (6) or more races have been completed a boat's series score will be the total of her race scores, excluding her worst score. This modifies RRS Appendix A2.

11.3. The Scoring Penalty, rule 44.3, will apply, amended such that International Code Flag I may be used as a yellow flag.

12. Prizes

12.1. Prizes will be awarded to the skippers and crews of the top 10% of boats entered. Daily awards will also be presented. J/24 Class perpetual trophies will be presented as appropriate.

12.2. It is the intent of the organizers to award a J/24 North American Masters Trophy to the top finisher whose skipper is over 55 and the average crew age is over 39.

12.3. The top finishing helmsperson will be awarded a berth to the 2006 J/24 World Championship in Australia.

13. Registration, Inspection and Measurement

13.1. All participants are required to present at registration: (1) a current Measurement Certificate, certified by their respective J/24 National Class Association, and (2) proof of a valid insurance policy for boat damage and 3rd party liability coverage in the minimum amount of \$300,000 (US).

13.2. All crews shall weigh in at registration.

13.3. Inspection and measurement will be carried out on each boat before its registration is complete, following instructions to be provided at registration. Boats without valid Measurement Certificates may be measured by prior appointment only. All sails must be presented for inspection. Sails without a valid measurement stamp will be measured. At the sole discretion of the organizing authority a random inspection may be performed on registered boats at any time during the regatta to ensure that they comply with J/24 Class Rules. Information about the details of the regatta will be available on the regatta website – www.j24northamericans2005.org as it becomes available.

14. Launching and Mooring

14.1. All boats may launch using the hoists at the Corinthian Yacht Club (CYC), the Eastern Yacht Club (EYC) or the Boston Yacht Club (BYC) or arrive by water. Participants must follow directions of the CYC/EYC/BYC dock masters. All boats must be afloat before 2000 hours on Tuesday, September 20, 2005.

14.2. Once a boat is launched, it may not be hauled out before the end of the series without prior written permission from the Jury. Rudders shall remain affixed. Careening and dive cleaning using underwater breathing apparatus shall not be permitted from the launch deadline until the conclusion of all scheduled races. Plastic pools (or their equivalent) shall not be used during the regatta.

14.3. All participating boats shall be assigned moorings by the CYC/EYC/BYC. Detailed staging, launch, mooring/rafting, and haul-out instructions will be provided to participants at check-in.

14.4. All boats shall have proper equipment for rafting, including spring lines and fenders (how many) of 6" minimum diameter.

15. Charter

15.1. A limited number of boats may be available for charter from their owners. The organizing authority will provide assistance on a best efforts basis to connect those wishing to charter and owners willing to charter. Assistance can be arranged by contacting this person designated for charter boats listed on the regatta website www.j24northamericans2005.org.

16. Sailing Instructions

16.1. Sailing Instructions will be available at registration and on the event website at www.j24northamericans2005.org by September 19, 2005.

17. Environmental Behavior

17.1. Competitors are prohibited from discharging any refuse overboard, including but not limited to cans, bottles and plastic. The Jury and Race Committee intend to protest infractions. The penalty for breaking this rule will be disqualification from the race in progress, or the nearest race sailed if a violation occurs before or after racing.

18. Contact

18.1. Additional information contact: Pip Earl - H 978-921-4751 B) 800-653-2726 x328. info@J24northamericans2005.org. www.j24northamericans2005.org.

2005 J/24 East Coast Championships

November 3 - 6, 2005 Annapolis, MD

Notice of Race



1. Rules

1.1 This regatta will be governed by the "rules" as defined by the 2005-2008 International Sailing Federation Racing Rules of Sailing including the prescriptions of US Sailing (RRS) except as any of these are modified by this Notice of Race or the Sailing Instructions.

1.2 RRS 63.7 is replaced by: "If there is a conflict between a rule in the Notice of Race and a rule in the Sailing Instructions, the rule in the Sailing Instructions and any amendments thereto, shall take precedence.".

2. Organizing Authority

2.1 The organizing authority for this regatta will be J24 Fleet 8 and Severn Sailing Association.

3. Advertising

3.1 This regatta is designated a Category C event under RRS Appendix 1 as modified by IJCA Class Rule 2.6.1.

3.2 All boats may be required to display a sticker and bow numbers on the forward 25% of each side of the hull for the duration of the event. The stickers will be provided by the Organizing Authority at registration.

4. Eligibility

4.1 The Regatta is open to any J/24 as defined by the IJCA Rules.

4.2 All boats and competitors must meet all ownership, class membership and measurement requirements as set forth in the IJCA Rules.

4.3 All boats must have submitted an entry, paid the entry fee

and completed the registration process by 0830 hours on Friday, November 4, 2005.

4.4 Marine liability insurance (property and injury) covering the person in charge of each boat as defined in RRS 46 is required.

4.5 There will be a 90 boat limit for this regatta. All entries will be accepted on a first come, first served basis.

5. Entry and Fees

5.1 Entries shall be submitted on an official entry form with the entry fee by the close of registration.

5.2 Entries and fees may be submitted online or at registration.

5.3 Online entries and fees shall be submitted no later than October 28th, 2005 at www.J24Fleet8.org/ECC2005.

5.4 The entry fee shall be \$175 if submitted online or \$225 if submitted at registration.

5.5 The entry fee includes boat launching and haul out, boat docking/rafting and trailer storage during the regatta, racing, and social activities for 5 competitors. Additional social packages can be purchased online or at registration for \$30.5.1

6. Registration

6.1 A representative of each boat must report to the registration desk, which will be located on the second floor of the Severn Sailing Association Clubhouse, to check in and pick up its registration package.

6.2 All boats shall present a valid J24 Measurement Certificate (including Part C: Inventory of Required and Optional Equipment), proof of current marine liability insurance coverage, and proof of IJCA membership for the owner and helmsman.

6.3 A boat may sail with different crew on different days if all crew and the days on which they will compete are declared at registration. Crew changes that were not declared at registration may not be made during the regatta without the advance written approval of the Jury. Crew changes will only be approved by the Jury in exceptional circumstances. This changes IJCA Class Rule 5.1

6.4 All boats shall submit a completed Crew Declaration And Weigh-in form and a Competitor Liability Waiver form. These forms will be provided by the Organizing Authority in the registration package.

7. Measurement

7.1 All crews shall be weighed during registration, except that crew substitutions declared at registration and crew substitutions approved by the Jury may be weighed during the designated Substitute Crew Weigh-In period on the first day that they will compete. Crew substitutions declared at registration and crew substitutions approved by the Jury need no further authorization from the Race Committee. This changes IJCA Class Rule 5.1

7.2 Boat measurement services will not be provided as part of the regatta by the Organizing Authority. Boats requiring measurement to obtain or modify a Measurement Certificate must make advance arrangements with the Annapolis IJCA Measurer, Angelo Buscemi (202) 494-3639, AJBuscemi@aol.com. Advance arrangements MUST be made prior to Friday, October 21, 2005.

7.3 Inspections may be made during the regatta (on or off the water) for compliance with the IJCA rules.

8. Launching, Rafting and Hauling

8.1 Launching and hauling for the regatta is complimentary at designated locations from Wednesday, November 2nd through Sunday, November 6th. Participants will be assigned launch locations prior to registration.

8.2 Boats cannot be stored before or after the dates listed in NOR 8.1 without prior special arrangement.

8.3 All boats shall be afloat before 0900 hours on Friday, November 4th and shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Jury.

8.4 Hauling of boats at completion of the regatta shall be done in ascending order of bow number. The Organizing Authority will attempt to assign bow numbers by the distance the boat has to travel immediately following completion of the regatta. Boats that register after October 28th may not receive haul-out priority. Local boats will haul after all traveling boats have been hauled.

9. Schedule of Events

9.1 Seven races are scheduled.

9.2 A Skipper's meeting will be held at Severn Sailing Association at 0900 hours on Friday, November 4th, 2005.

9.3 The warning signal for the first race on Friday will be made at 1100 hours. The warning signal for the first race on Saturday and Sunday will be made at 1000 hours.

9.4 No race will be started after 1330 hours on Sunday, November 6th, 2005.

Thurs, Nov. 3: 1500-2000 - Registration and Weigh-In.

Fri, Nov. 4: 0730-0830 - Registration and Weigh-In. 0900 - Skipper's meeting. 1100 - Warning Signal for 1st Race.

Sat, Nov. 5: 1000 - Warning Signal.

Sun, Nov. 6: 1000 - Warning Signal. After Racing Refreshments and Awards

10. Sailing Instructions

10.1 Sailing Instructions will be available at registration and posted on the event website at www.J24Fleet8.org/ECC2005 by October 28th, 2005.

11. Courses

11.1 Racing will take place on the Chesapeake Bay near the mouth of the Severn River.

11.2 The courses will be windward/leeward courses using inflatable drop marks.

11.3 Gates and offset marks may be used.

12. Scoring

12.1 The Low Point scoring system described in RRS Appendix A will be used except that each yacht's total score shall be the sum of her scores for all races. This changes RRS Appendix A2.

12.2 RRS 44 will be changed to allow scoring penalties to be taken prior to a protest hearing.

12.3 Seven races are scheduled. One race shall constitute a regatta.

13. Arbitration

13.1 Arbitration will be in effect for protests involving rules of part 2.

14. Prizes

14.1 Prizes will be awarded to the skippers and crew of the top 10 boats overall.

15. Chartered Or Loaned Boats

15.1 In accordance with RRS Appendix G3, a chartered or loaned boat may carry a sail number other than her hull number. This changes IJCA rule 2.5.2.

16. Prohibited Actions

16.1 A boat shall receive no outside assistance, except as provided for in RRS 41, after leaving her mooring for the first race of each day until she returns to her mooring. This changes the preamble to Part 4 of the RRS.

16.2 Careening by any means for the purpose of cleaning or inspecting the hull is prohibited during the regatta. Underwater breathing apparatus, plastic pools or their equivalent shall not be used during the regatta. The hull may be cleaned at any time by swimming or keelhauling using ropes or cloth.

17. Media Rights

17.1 Competitors give absolute right and permission to the IJCA, the US J24 Class Association, Annapolis J/24 Fleet 8, Severn Sailing Association and the event sponsors to use, publish, broadcast or otherwise distribute for promotional, advertising or any other purpose, any images and sound recorded during the event of persons and boats free of any charge.

18. Contact

18.1 Requests for information may be directed to the Event Chairman: David Bonney: WDB@arinc.com

2005

USJCA

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2005 U.S. J/24 Racing Calendar

See www.j24class.org/usa for more details.

5/14 - 5/15. NE Regionals. Staten Island. NY. scalisip@mskcc.org. (718) 356-2069. www.rcyachtclub.org/j24northeast.htm

5/18 - 5/22. U.S. Nationals. Seattle. WA. sanderic3421@yahoo.com. (206) 283-5175. www.j24nationals.org/

5/21 - 5/22. J-24 Spring Regatta. Muskegon. MI. Sailingson@AOL.com. (616) 745-3712. www.muskegonyachtclub.org/

5/28 - 5/29. SW Regional Champs/Amber Waves Regatta. Wichita. KS. schoen@fitzgeraldaccounting.com. (316) 685-9225.

5/28 - 5/29. Raritan Bay Championship. Perth Amboy. NJ. dwbusch@maserconsulting.com. (732) 530-8977. www.ryc.org/

6/3 - 6/5. NOOD Regatta. Detroit. MI. usa1925@yahoo.com. (248) 375-6604. www.sailingworld.com/sw_nood.jsp

6/4 - 6/5. Black Seal Cup. Hampton Roads. VA. bomar@widomaker.com. (757) 810-4518. -

6/11 - 6/12. District 7 Pennant Series. Oswego. NY. tdoran1@twcny.rr.com. 315-342-3502. www.j24d7.org/

6/17 - 6/19. Chicago NOOD. Chicago. IL. www.sailingworld.com/sw_nood.jsp

6/18 - 6/19. 2005 Mid-Sound Regatta. Huntington. NY. jjsarch@aol.com. 631-673-8078. www.j24fleet106.com/

6/18 - 6/19. Dead Crab Regatta. Cape May. NJ. dwbusch@maserconsulting.com. (732) 530-8977. www.cyccm.com/

6/24 - 6/26. Toronto NOOD. Toronto. ON. www.sailingworld.com/sw_nood.jsp

6/24 - 6/26. Ullman Sails Long Beach Race Week. Long Beach. CA. raceoffice@lbyc.org. (562) 493-517. www.lbrw.org/

6/25 - 6/26. Texas Circuit. Corpus Christi. TX. ennelson@us.ibm.com. (512) 838-0100. home.austin.rr.com/j24district14/

7/7 - 7/10. Summer Regatta. St. George's. info@grenadayachtclub.com. 1-473-4406826. www.grenadayachtclub.com/

7/23 - 7/24. Great Lakes Championship. Wilmette. IL. gmd1_2000@yahoo.com. 312-388-4442. www.j24usa.com/

7/23 - 7/24. Sandy Hook Bay Champs. Atlantic Highlands. NJ. dwbusch@maserconsulting.com. (732) 530-8977. ahyc.net/

7/28 - 7/31. Marblehead NOOD. Marblehead. MA - -. www.sailingworld.com/sw_nood.jsp

8/4 - 8/5. District 18 Champs. Dillon. CO. snydersail@hotmail.com. (303) 638-7502. www.dillonopen.com/

8/5 - 8/7. Dillon Open. Dillon. CO. snydersail@hotmail.com. (303) 638-7502. www.dillonopen.com/

8/5 - 8/7. Buzzards Bay Regatta. Dartmouth. MA. info@buzzardsbayregatta.com. . www.buzzardsbayregatta.com/

8/5 - 8/7. Heart Cup Regatta. Ocean City. NJ. dwbusch@maserconsulting.com. (732) 530-8977. www.ocyc.org/

8/27 - 8/28. District 12 Championship. Autumn Denial. Detroit. MI. usa1925@yahoo.com. 586-375-6604.

9/8 - 9/16. World Championship. Weymouth. . robert@meadows24.freeserve.co.uk. (44 0) 1305 786863. www.wpsa.org.uk/

9/10 - 9/11. Larchmont NOOD. Larchmont . NY. www.sailingworld.com/sw_nood.jsp

9/10 - 9/11. Toms River Regatta. Toms River. NJ. dwbusch@maserconsulting.com. (732) 530-8977. www.tryc.com/

9/10 - 9/11. Downeast Regatta. Falmouth. ME. info@j24fleet43.org. (207) 865-3636. www.j24fleet43.org/

9/19 - 9/24. North Americans. Marblehead. MA. mtoso@trinethhealth.com. (978) 468-2876. www.j24northamericans2005.org/

9/23 - 9/25. Houston NOOD. Shore Acres. TX. www.sailingworld.com/sw_nood.jsp

10/6 - 10/9. 2005 Canadian Nationals. West Vancouver. BC. can2768@hotmail.com. 604-904-7622. www.j24canadians.com/

10/8 - 10/9. Noroton YC Columbus DayRegatta. Darien. CT. chipandjan@aol.com. (203) 655-1490. www.norotonyc.org/

10/22 - 10/23. District 10 Champs. Jacksonville. FL. tvmorahan@comcast.net. 904-388-6012. www.thefloridayachtclub.org/

10/22 - 10/23. Texas Circuit. Oak Point. TX. ennelson@us.ibm.com. (512) 838-0100. home.austin.rr.com/j24district14/

10/22 - 10/23. Metedeconk River Regatta. Brick. NJ. dwbusch@maserconsulting.com. (732) 530-8977. www.metedeconkriverc.org/

10/29 - 10/30. Goblin Regatta. Santa Barbara. CA. evanjc@yahoo.com. (805) 964-0604. www.sailsbsc.org/

11/4 - 11/6. East Coast Championship. Annapolis. MD. ajbuscemi@aol.com. (202) 494-3639. www.j24fleet8.org/

11/19 - 11/20. King's Day Regatta. Jacksonville. FL. tvmorahan@comcast.net. 904-388-6012. www.thefloridayachtclub.org/

11/19 - 11/20. Texas Circuit. Austin. TX. ennelson@us.ibm.com. (512) 838-0100. home.austin.rr.com/j24district14/

Qualifying for the 2006 J/24 World Championship

Event: 2006 J/24 World Championship

Date: January 13-20

Location: Melbourne, Australia

Based on an expected 2005 membership total of at least 1000 full members, the USJCA will earn eight berths to the 2006 J/24 World Championship. As approved at the annual meeting of the USJCA Board of Governors, the following will serve as qualifiers for the 2006 Worlds subject to the complete qualification rules found on the USJCA website at www.j24class.org/usa. Note that due to the timing of the 2006 Worlds, the berth that is typically allocated at the Midwinter Championship held in the same year as the Worlds will now be distributed at the 2005 National Championship.

2 Berths - 2005 U.S. National Championship

1 Berth - Southwest Regional Championship

1 Berth - Southeast Regional Championship

1 Berth - Western Regional Championship

1 Berth - Great Lakes Championship

1 Berth - Northeast Regional Championship

1 Berth - U.S. Class President

Rules Regarding U.S. Qualifying Events for J/24 World Championships

Definitions:

Event – A regatta, series or other such competition.

Eligible helmsperson – A paid Class Member who has met all the requirements of registration in an event. In accordance with IJCA Regatta Standard P.3, an eligible helmsperson must be a registered Class Member in the District, Region, or country in which the event is held. A previously qualified helmsperson that meets the other criteria of being eligible, is considered an eligible helmsperson.

Rules:

1. For events that are used to allocate an available Worlds berth, the winner (helmsperson) of the event, as determined by the final scoring, will be awarded a berth to the J/24 World Championship.

2. *Pass-down Rule* - If the winner is unable or unwilling to attend the Worlds or has previously qualified for the Worlds, the berth will be passed down to the next eligible helmsperson as determined by the final results. This pass-down will continue among the top 10% or top 3 (whichever is greater) eligible helmspersons until the berth is filled. 10% is figured by dividing by 10 and rounding down.

3. Once a helmsperson earns a Worlds berth, that person will be considered *previously qualified* at subsequent qualifying events for that Worlds.

4. In the event that more than one berth is being awarded at a single event, the berths shall be allocated in the following order: District berths first, followed the Regional berths, followed by the National berths, followed by the Continental berths.

5. *Distribution of Unfilled Berths* - In the event that a berth is unable to be filled using the rules stated above, that berth would be distributed based on petitions submitted to the U.S. Executive Committee and voted upon by that group.

6. *Dispute Resolution* - Any dispute or challenge arising from the above stated rules will be resolved by a vote of the Board of Governors and the U.S. Executive Committee of record whose decision in such matters will be final. Challenges of this nature will only be accepted for consideration if submitted in writing to the USJCA Executive Director of record within ten (10) days after the completion of the event in question.



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Midwinter Champion (USA) • 1998
Annapolis NOOD Champion (USA) • 2001 • 2000 • 1999
St. Pete NOOD Champion (USA) • 2001 • 2000
Detroit NOOD Champion (USA) • 2001 • 1998
Layline Southern Circuit Champion (USA) • 2001 • 2000
Ontario Champion (CAN) • 2001
Ontario World Qualifier (CAN) • 2001
European Champion (Germany) • 2000
Hamburg Champion (Germany) • 2000
North European Champion (Holland) • 2000
Dutch Champion (Holland) • 2000
Greek National Champion (Greece) • 2001

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