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INTERNATIONAL PULSE



MIKE INGHAM VICTORIOUS AS 2014 J/24 NORTH AMERICAN CHAMPION



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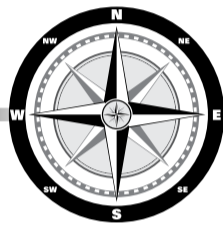
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MIKE INGHAM VICTORIOUS AS 2014 J/24 NORTH AMERICAN CHAMPION



Mike Ingham of the USA sustained a masterful performance at the J/24 North American Championship in Mexico and secured the title for his *Digger* team. Sailing with Tim Healy, Enrique Pirez-Cirera, Marianne Schoke and Max Holzer, Ingham totaled just 14 points in nine races. After dropping an eight as his lowest score, *Digger* was left with near perfect tallies of 1,2,3,1,4,1,1,1. In 10-12 knot breeze on the final day, Ingham notched both bullets, leaving him well ahead of the rest of the fleet. The second through fourth positions were separated by only two points: American Tony Parker's *Bangor Packet* finished second with 31 points, Ian Ilsley's *Jobbitt* of Monaco in third with 32, and Mauricio Santa Cruz's *Bruschetta* of Brazil in fourth with 33.

Ingham is no stranger to sailing in the Riviera Nayarit, having raced now three Copa Mexico's as well as the 2007 J/24 World Championship. "When this regatta was announced, I didn't have to look at my calendar. No matter what else was on it, I wouldn't miss this," Ingham said. He noted that although he has personally sailed with each of his teammates, the entire crew had never raced together before this event. He praised the conditions, saying,



"I've probably sailed 60 days in Mexico, and we've never missed a day of racing, and I've never worn a spray top. I love the 1:00 p.m. starts, with the thermal every day."

Digger jumped out to the initial advantage on day one, when conditions were beautiful as expected for the 37 teams. Under blue skies with warm temperatures, winds began around 8-10 knots when Ingham won the opening



MIKE INGHAM VICTORIOUS AS 2014 J/24 NORTH AMERICAN CHAMPION

race. Breezes increased to 10-12 knots with gusts to 14 in the next battle when Parker helmed *Bangor Packet* to first. Winds returned to around 8 knots in the day's final bout, and Ilsley snatched the bullet.

Day two saw much of the same as the Riviera Nayarit greeted competitors with stunning surroundings. Under clear skies and warm winds starting off around 6-8 knots, Ingham notched his second win of the event. Breezes piped up to 12-14 with gusts to 16 in the next duel, won by sixteen-year-old Braylan Matthew's *Tango Jr.* of Brazil.

Ingham opened up a 10-point advantage going into the final day of competition, leaving the remaining stars to duke out the other podium spots. With its typical sunny skies and warm temperatures, breezes again began around 6-8 knots, and Ingham again won day three's opening race. Winds grew to 10-12 in the next contest when Mexican Joaquin Bargallo earned the bullet.

Thirty-seven teams from Brazil, Germany, Italy, Mexico, Monaco, Peru, Sweden and the United States competed from March 18-21. Photos may be found on the J/24 Class Facebook page, and complete regatta information may be found at <http://j24mex.com/nac2014.copamexico/>.



Mexico Report



The first trimester of 2014 was a very busy one for the Mexico J/24 Class. We had some of the year's most important events taking place at the beginning of the year.

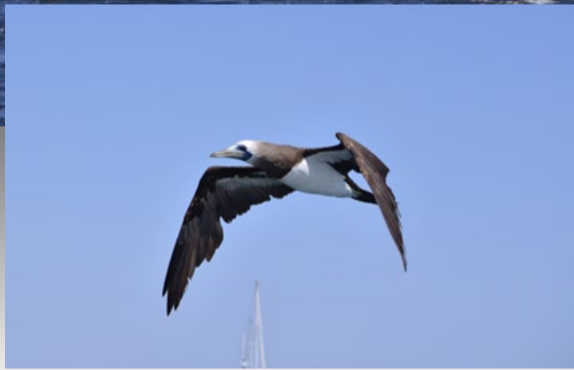
The year started with the Copa La Pena on the weekend of January 11. This regatta was sponsored by Telcel, the cellular phone provider. Winds were from light to moderate, ranging from 7-12 knots. Sailors are always eager to attend this regatta as it is the first one of the year and everyone wants to get back on their boats and sail.

The Scappino Triple Cup in February has been an event in our annual calendar for many years that no one wants to miss. It not only involves J/24 racing, but also golf and horseback riding as well—thus the Triple Cup. Traditionally, it has excellent prizes and a gala dinner that is great fun. This year it was won by Kenneth Porter on board *Comex*, well sailed by Kenneth and his crew! Second place went to Luis Alvarez and his family on *Ta'Lento*, who have been sailing exceptionally well. It is very good

to see them sailing as a family, and they are all great fun. Third place went to Javier Velazquez sailing *Trinquete*. As always, our sponsor had an excellent dinner for the awards ceremony with many raffles and great prizes such as trips, iPads, cell phones and the Scappino line of clothing.

March 1 and 2 was another excellent event at the IZAR Yacht Club. Probably the most beautiful club at Lake Valle de Bravo, they always have a wonderful Paella dinner and wine on Saturday, and everyone loves the dance contest and raffles. This year's attendance was a bit low compared to other editions, as many of the J/24s were being transported to Vallarta for the North American Championship within the framework of Copa Mexico. That of course did not deter everyone from eating, dancing and being merry! Winds are usually 10-15 knots, and this year were not any different with excellent racing conditions (as is customary for this regatta).

Mexico Report



March 15 through the 21 was reserved for the North American Championship at beautiful Banderas Bay, hosted by the La Cruz Yacht Club at La Cruz the Huanacastle on the north side of this huge bay (the second largest in North America). After having shipped all of the boats from Valle de Bravo (which is easier said than done, as it takes about 15 hours to trailer each boat to the venue), Saturday and Sunday were devoted to registration, sail measurement done by Lorne Chapman, and crew weigh-in. Boats with valid measurement certificates were checked by Tim Winger and Chris Howell for certain items, and all were weighed by Kenneth Porter who spent countless hours in the sun aided by Marie Winger.

We were honored to have most of the J/24 Executive Committee in attendance and helping out in some way or another. Our panel of judges was also top notch, with San Diego's Don Becker as Chief Judge aided by Lynne Beal, Francisco Sanchez Jauregui, Elias Gonzalez, and Lorne Chapman. The Race Committee was led by Bruce Green and his able crew who made sure the marks were placed correctly in the very shifty wind conditions.



Conditions were varied with winds starting at 6 and building to 12-14 knots with gusts of up to 18 knots—typical of Vallarta this time of year. Weather in the high 80s/low 90s, warm water, whales swimming among the boats...all in all, the near perfect conditions that we have become accustomed to here and keep us coming back for more!

As always, racing was very close with some of the world's top sailors in attendance, such as Mike Ingham and his multi-national team who took top honors and did some superb sailing! As did Tony Parker, Tim Healy, Chris Snow, Mark Laura—all from the USA. We had four teams from Brazil with four-time World Champion Mauricio Santa Cruz

Mexico Report



among them. Also noteworthy were Ian Ilsey from Monaco and Jeronimo Landauer from Germany (both great sailors), as were the all-girl team from Peru who are excellent sailors.

The top ten places went to:

1st place, Mike Ingham aboard *Digger* with 14 points, USA
2nd place, Tony Parker on *Bangor Packet* with 31 points, USA
3rd place, Ian Ilsey on *Jobbits*, 32 points, Monaco
4th place, Mauricio Santa Cruz on *Bruschetta*, 33 points, Brazil
5th place, Jeronimo Landauer, 47 points, Germany
6th place, Kenneth Porter on *Comex*, 70 points, Mexico
7th place, Jimena Gavino on *Jitana*, 73 points, Peru

8th place, Luis Alvarez on *Ta-Lento*, 77 points, Mexico
9th place, Joaquin Bargallo on *Mexico*, 87 points, Mexico
10th place, Alex Luiz on *Tango/Hard Rock*, 90.5 points, Brazil

This event also handed out two slots for countries for the 2015 Pan Am Games to be held in Canada. The countries, which after meeting all of the necessary requirements, were Mexico and Peru.

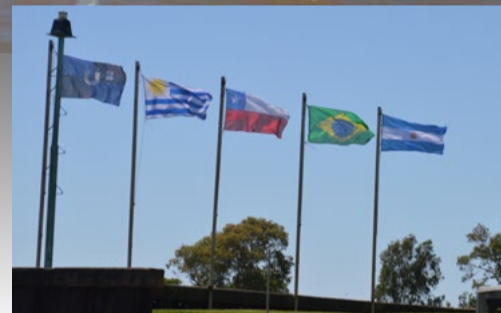
This was the last qualification round for the Mexican teams for the final round of the Central American and Caribbean games, which were sailed the weekend of April 4-6 ultimately won by Kenneth Porter and Jose Luis Perez Morett as substitute.





2013 SOUTH AMERICAN CHAMPIONSHIP IN BUENOS AIRES, ARGENTINA

BY SIEGFRIED SPITZKY



The 28th South American Championship was held from November 19-25. Twenty-three boats at the starting line represented four countries: Argentina (16), Brazil (1), Chile (4) and Uruguay (2). Peru was the only missing country. The organizing club was the Club Universitario Buenos Aires jointly with the Argentine J/24 Class Association. The venue was Río de la Plata, Nunez, Buenos Aires, Capital City.

A complete measurement process was perfectly managed by our International Measurer Alex Finsterbusch assisted by an ample team of helpers.

We had very good sunny weather conditions with varied winds ranging from 6 knots up to 21 on the last day.

The winner was Carrera from Argentina with Matias Pereira (helm), crewed by Juan Ignacio Pereyra, Guillermo Bellinotto, Roberto Bellinotto and Federico Ambrus. Second and third were Vernon Roberts and Matias Seguel from Chile. Fourth was Pedro Garra from Uruguay. Fifth was Nicolas Cubria from Argentina.

The races had very tight racing with electrifying finals. However Carrera had very consistent results and finished the event with ample gap.

Three social parties were offered with plenty of fine food and beverages (wine, beer and sodas) plus souvenirs for all participants, wonderful prizes for the top five boats, excellent regatta management, and comfortable berthing. All club facilities were open to everybody including visitors, plus lots of friendship and joy made this a great event.



2013 SOUTH AMERICAN CHAMPIONSHIP IN BUENOS AIRES, ARGENTINA

Here are some links to videos on You Tube showing action on the water:

Measuring and Practice Race:

<https://www.youtube.com/watch?v=8l4xDByEjPM>

Day 1: <https://www.youtube.com/watch?v=8qHhrffutVw>

Day 1, Short version: https://www.youtube.com/watch?v=NjYJvr_7TKc

Day 2: <https://www.youtube.com/watch?v=zgSHvYB4lrY>

Day 3: <https://www.youtube.com/watch?v=inIDpBjD8q0>


Day 4: <https://www.youtube.com/watch?v=yvag75tbe2k>

More photos and comments in Spanish are at www.j24arg.com.ar.





2013 SOUTH AMERICAN CHAMPIONSHIP IN BUENOS AIRES, ARGENTINA

SUDAMERICANO CLASE J-24																
19 - 20 - 21 - 22 - 23 - 24 y 25 de Noviembre 2013																
RESULTADOS																
PUESTO	Nro. PROA	PAIS	VELA	EMBARCACION	TIMONEL	CLUB	PTOS.	Regata 1	Regata 2	Regata 3	Regata 4	Regata 5	Regata 6	Regata 7	Regata 8	Regata 9
1	7	ARG	5486	CARRERA	PEREIRA MATIAS	YCO	21	7	1	5	2	1	3	(BFD 24)	1	1
2	17	CHI	5465	JOYITA	VERNON ROBERT	CYALGARROBO	31	7	6	(DES 11)	3	5	2	3	2	3
3	8	CHI	5464	VOLVO	SEGUER MATIAS	CNP	37	8	4	1	7	6	(DES 9)	2	3	6
4	22	URU	5044	EXTASIS	GARRA PEDRO	-	40	6	2	3	10	3	(DES 11)	10	4	2
5	20	ARG	5499	RINA	CUBRIA NICOLAS	CNOIivos	50	9	3	2	8	7	5	(DES 12)	5	11
6	19	ARG	5463	CACIQUE	PENDOLA SERGIO	CNOIivos	53	1	5	(SCP 18)	4	10	4	1	14	SCP 14
7	23	ARG	5478	INDIGO	DESPONTIN EZEQUIEL	CNCba	61	10	(DES 15)	8	1	2	7	9	11	13
8	9	ARG	5459	COCOON	MONTES FERNANDO	CUBA	62	5	11	4	(DES 15)	8	8	11	10	5
9	3	ARG	5408	TOMMY HILLFIGER	ROSSI ALEJANDRO	YCA	67	3	(OCS 24)	6	6	11	12	8	6	15
10	12	URU	5447	LUCA	COLL GUSTAVO	YCU	88	13	9	15	16	9	6	4	(DES 17)	16
11	15	ARG	2757	REMACHE	LLOVERAS FEDERICO	CNBARILOCHE	90	12	14	17	5	14	1	16	11	(DES 21)
12	6	ARG	5398	U-2	DOVAL SANTIAGO	CNOIivos	93	(SCP 24)	7	10	11	4	17	DSQ 24	16	4
13	10	CHI	5371	MATCH POINT	SEGUER PATRICIO	CYALGARROBO	101	4	(OCS 24)	14	12	13	18	SCP 11	15	14
14	5	CHI	5480	LA BANCA	DEL CASTILLO RAUL		109	11	(OCS 24)	19	SCP 18	17	19	5	13	7
15	4	ARG	5469	PICANTE	LLANOS GUSTAVO	400 YCC	110	14	8	16	14	(DES 20)	16	7	18	17
16	14	BRA	44	EURUS	SENFET RONALDO		110	(DES 22)	16	7	17	19	SCP 15	19	7	10
17	1	ARG	5424	EVOLUTION	SPITZKY SIEGFRIEDO	CNA	114	16	12	18	SCP 15	12	15	18	8	(DES 18)
18	13	ARG	5243	SAMA	MOYANO JAVIER	CNCba	116	18	10	12	(SCP 24)	15	21	13	19	8
19	16	ARG	5457	CAMBURY	ALVARO ABATE SOARES	CNCba	132	(DES 20)	19	20	18	16	13	15	12	19
20	18	ARG	5468	ZAPHYRUS	FERNANDEZ ALEJANDRO	CNBARILOCHE	135	17	13	13	(SCP 24)	DSQ 24	14	14	20	20
21	2	ARG	5045	MATACO	CUTULI MIGUEL	CUBA	152	21	17	(DES 22)	20	21	20	20	21	12
22	21	ARG	5479	WBANA	JAREN GASTON	CNCba	171	15	20	21	22	22	23	(DES 24)	DNC 24	DNC 24
23	11	ARG	4649	SALVAJE	FIORI NICOLAS	CUBA	174	(DES 23)	18	23	23	23	22	21	22	22



CAMPEONATO CENTRO DE LA REPUBLICA - CÓRDOBA, ARGENTINA, MARCH 1-4, 2014

BY SIEGFRIED SPITZKY

The second edition of the Center of the Republic Championship for the J/24 Class in Córdoba has ended. This is the fifth consecutive year of growth in Fleet J/24 in Córdoba, which by its organization and growth, is one of the most active fleets in Argentina.

The Championship had 26 entries from around the country and abroad. We believe that the basis of development (growth in number of competing boats) is due mainly to fitness of the design for an almost small lake venue with highly populated tourist surroundings plus careful planning and coordination for the yearly activity.

In such environment, it is almost easy to find young helmsmen and enthusiastic crewmembers to be integrated on a new boat, but what we found as very attractive is the format we use for racing here year around. We are convinced this is a very interesting test demonstrating the advantage of racing only with jib, spinnaker and main, plus reduced crew weight to 320k in order to reduce to four crew members (and if possible, include one female at least). This is what we call the Pan American, format which is sensibly heaper and less demanding.

Another essential part to growing enthusiasm within the Fleet members is the careful organization of the social parties after the competition—camaraderie shared moments with well-served tables and music enlivened with images of the most important aspects of the day's racing brings lots of fun to the club and members' activity.

The "Cordoba Way" format has currently an important contributing factor: the enthusiasm and commitment of the emerging Fleet of J/24 Mendoza. They provided new members amounting to an extreme commitment to excellence. The Cordoba Fleet has already begun to work with the Mendoza Fleet to organize the first Championship west of the Republic, which will be held at Potrerillos (Mendoza) from February 13-16, 2015.

We are already working on the organization of the third Center of the Republic Championship, which will be held March 21-24, 2015, where we expect to have 30 J/24 entries and delight participants with a motivating program.

CAMPEONATO CENTRO DE LA REPUBLICA - CÓRDOBA, ARGENTINA, MARCH 1-4, 2014





CAMPEONATO CENTRO DE LA REPUBLICA - CÓRDOBA, ARGENTINA, MARCH 1-4, 2014

Puesto	Nº INSC.	Nro de Vela	Nombre Embarcación
1	2	4683 ARG	Mc Mendieta
2	23	5478 ARG	Indigo
3	8	2753ARG	Jaimanso
4	21	5455 ARG	Bwana
5	31	5499ARG	Rina
6	22		Ojota
7	16	5457 ARG	Cambury
8	6	4106 ARG	Caído del Cielo
9	1	5456 ARG	Carrer
10	11	5168 ARG	Meu Vicio
11	19	5458 ARG	A prueba de balas
12	13	5243 ARG	Sama
13	3	5134 ARG	On Line
14	20		Matanga
15	4	5469 ARG	Picante
16	27		Pura Vida
17	12	4939 ARG	Extra Brut GIRLS
18	18	4878 ARG	U2
19	15	4879 ARG	Kanza
20	30		Bonita
21	9	5199 ARG	Caleuche Rina 2
22	25	5043 ARG	Medio pollo
23	17	5227 ARG	Guapo
24	14		Pinche
25	10		Cacique
26	7	4936 ARG	Maria Maria





CAMPEONATO CENTRO DE LA REPUBLICA - CÓRDOBA, ARGENTINA, MARCH 1-4, 2014



2do. CAMPEONATO CENTRO DE LA REPUBLICA CLASE J24
VILLA CARLOS PAZ, CORDOBA, ARGENTINA, 1-4 DE MARZO DE 2014

Puesto	Nº PROA	Nro de Vela	Nombre Embarcación	3/1/14			3/2/14		3-Mar		Total s/descarte	Descarte	Total c/descarte
				Regata#1	Regata#2	Regata#3	Regata#4	Regata#5	Regata#6	Regata#7			
1	2	4683 ARG	Mac J / Mendieta	12	2	8	4	2	3	1	32	12	20
2	23	5478 ARG	Indigo	10	3	2	7	4	1	3	30	10	20
3	8	2753 ARG	Jaimanso	17	13	6	9	3	2	2	52	17	35
4	21	5479 ARG	Bwana	6	1	3	27	14	14	4	69	27	42
5	31	5499 ARG	Rina	2	5	5	14	13	4	16	59	16	43
6	22	5455 ARG	Ojota	5	10	17	1	6	10	17	66	17	49
7	16	5457 ARG	Cambury	13	6	4	3	19	23	8	76	23	53
8	6	4106 ARG	Caido del Cielo	1	21	10	8	10	7	18	75	21	54
9	1	5456 ARG	Carrer	7	8	11	5	17	12	15	75	17	58
10	11	5168 ARG	Meu Vicio	18	7	9	11	1	15	27	88	27	61
11	19	5458 ARG	A prueba de balas	4	19	13	13	22	6	7	84	22	62
12	13	5243 ARG	Sama	19	4	1	18	16	13	13	84	19	65
13	3	5134 ARG	On Line	8	14	12	15	8	8	27	92	27	65
14	20	5230 ARG	Matanga	15	15	7	6	15	16	11	85	16	69
15	4	5469 ARG	Picante	3	16	15	17	11	26	10	98	26	72
16	27	6487 ARG	Pura Vida	9	12	20	22	5	21	6	95	22	73
17	12	4939 ARG	Extra Brut GIRLS	11	14	23	10	12	19	9	98	23	75
18	18	4878 ARG	U2	16	23	16	2	7	25	19	108	25	83
19	15	4879 ARG	Kanza	27	27	18	16	9	11	12	120	27	93
20	30	5195 ARG	Bonita	26	18	22	17	21	10	10	124	26	98
21	9	5199 ARG	Caleuche Rina 2	21	11	19	19	25	18	21	134	25	109
22	25	5043 ARG	Medio pollo	20	27	19	21	18	20	14	139	27	112
23	17	5227 ARG	Guapo	14	20	25	20	23	22	20	144	25	119
24	14	4676 ARG	Pinche	23	17	24	26	24	19	22	155	26	129
25	10	5095 ARG	Cacique 1	25	24	26	24	20	17	23	159	26	133
26	7	4936 ARG	Maria Maria	24	25	21	25	26	24	24	169	26	143

Hellenic Class Association Updates



With perfect weather conditions, the first act of the 2014 J/24 Hellenic Championship, organized by the National Class Association in conjunction with the Nautical Club of Palaio Faliro from April 4-6, came to a close. Eleven teams from Athens, Crete and Salonico and about 70 sailors gathered at the Saronic Gulf for three intense days of racing. The level of competition was very high among the teams which gave a big fight for their best result in this first step toward the title of the Hellenic Champion 2014. The J/24 Hellenic Championship is divided in two stages, one organized in Athens and one in Crete.

A South-Southwesterly breeze was present at the race course throughout the event, helping the Race Committee to complete 10 races. Specially, on Saturday (the second day of the Championship), the wind intensity reached 25 knots bringing the boats and the crews to their limits. Small damages to sails and equipment were reported on that day, hopefully without any injuries to any of the crew members. The most experienced teams were favored in these difficult conditions, but none of the teams gave up the battle.

The winner of the first act of the 2014 J/24 Hellenic Championship was the HELLENIC POLICE team, skippered by Alexandros Tagaropoulos and her crew Nikos Mavros, Periklis Aidinidis, John Fakas and Dimitris Kokkoris. They dominated the first act of the Hellenic Championship, scoring eight bullets in the 10 scheduled races. The big fight was for second place between EVNIKI and JMANIA. In the end, the team celebrating was Dimitirs Altsiadis' EVNIKI with Vasilis Portosalte at the helm and Vaggelis Mitakis, Manos Smirlis and Sotiris Kartalis completing the crew, who took second place only three points ahead of the third. In third place was Nikos Spiggos' JMANIA with Katerina Kaitatzidou at the helm and Dimitri Kolio, Menelao Reizidi Kosta Tridima and Alex Mihailidi completing the crew. Both teams fought in every single race neck to neck until the finish line.

Hellenic Class Association Updates



The prize-giving ceremony took place in the afternoon at the Nautical Club of Palaio Faliron, and the teams renew their appointment for October in the city of Chania in Crete for the second stage of the Greek Championship. The season for the J/24 Hellenic fleet started a week before the Hellenic Championship with the tune-up regatta organized by the prestigious Yacht Club of Greece and won by Dimitris Altsiadis' EVNIKI. It is after many years that the yacht club of Greece organizes a race for the J/24 Class, demonstrating that the Class is the most active and exciting one-design class in Greece.



2014 South Americans

By Natalia Gaviño Barbieri



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After an excellent performance during the 2014 North American Championship, there isn't a single sailor not excited about the "Southern." From November 8-15, the South American Championship will take place in La Punta, Callao – Peru. About to start spring time, the South Pacific Ocean waits for us with temperatures from 59 to 74 °F and blowing winds from 8 to 15 knots.

Yacht Club Peruano provides the perfect environment for social events after racing, where the participants will be received with excellent food and some "pisquitos."

As expected, there will be boats available for rent, and we welcome those who prefer to bring along their own boat.

This championship opens 02 spots for the XVII Pan American Games in Toronto 2015. That's why we are expecting the attendance of crews from Brazil, Chile, Uruguay, USA and Peru in order to put together a 20 boat fleet.



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Report to the IJCA from the USJCA

Rochester, New York



Greetings from the USJCA! After a particularly brutal winter in the Northeastern USA our thoughts turn towards the coming spring and another season of sailing. Boats are starting to turn up at my yacht club and we are starting to receive inquiries from people searching for crew positions. In late February, some of us scraped the snow and ice off our boats and made the long drive to Miami, Florida for the USJCA Midwinter Championship.

At the Midwinters, Team Helly Hansen driven by John Mollicone with crew Tim Healy, Geoff Becker, Gordon Borges and Collin Leon sailed a dominating series to win the championship. They were hotly pursued by fellow Rochesterian Travis Odenbach who won a tie breaker to beat Luis Olcese of Peru. Thanks to the generous pouring from the friendly bartenders at the Coral Reef Yacht Club, a good time was had by all.

Preparations are well underway for the 2014 J/24 US Nationals in Marion, Massachusetts scheduled for this coming August 22-24 and the 2014 J/24 Worlds in Newport, Rhode Island this coming September. Good, race ready boats are still available for charter on the Worlds web site.

As the 2014 US racing season approaches, and rather than wait until the end of the season to do so, I would like to suggest that the IJCA begin considering making some potential changes to the technical rules.

The Class has already liberalized the use of shock cord for the purpose of holding down sails [Class Rule 7.1.19 (a)] and to "return" the backstay adjuster toward the untensioned position [Class Rule 7.1.10(b)].

Report to the IJCA from the USJCA



The photos above show two other uses for shock cord that I have seen in common use among Class members. The first keeps the slack back stay from entangling the helmsperson, particularly when tacking or gybing the boat. Most commonly, boat owners tie the slack back stay to a pair of bullet blocks or route it behind the stern pushpit. Both these methods transfer the backstay load directly to the pushpit which I consider inefficient as well as unduly hard on the boat.

The second photo shows the use of shock cord to hold the “throwable lifesaving device with sea anchor attached” in a position that is convenient and ready to deploy instantly. Since the rules do not specifically allow this usage, it is technically illegal to use in this manner. It makes sense to me to allow this use of shock cord and I ask the IJCA to consider liberalizing the rule to allow this sort of application.

I would also ask the Technical Committee to begin surveying all Class members regarding the allowing of GPS based compasses. A notable example is the Velocitek Speed Puck which retails in the US for \$339 and is shown below. Perhaps the Technical Committee might form a panel to investigate the wording of a rule that would permit the use of such instrumentation.



The Velocitek Speed Puck

2014 European Championship



Photo courtesy of Magnus Grubb



From August 9-15, the J/24 Audi European Open Championship will be organized (www.ec2014.j24sweden.com). This year's Europeans will take place in Ängelholm, Sweden—a city with long sailing traditions. Ängelholm is located on the west coast of southern Sweden, 100 km north of Malmö and 120 km north of Copenhagen. Originally a spa and bath resort, Ängelholm is particularly known for its excellent sailing waters, its 6 km of public sand beach, and for being the home of the first high school of sailing (1981). The municipality of Ängelholm has approximately 40,000 inhabitants, and the city provides all types of services and facilities for tourism and visitors. The organizer of the 2014 J/24 Audi European Open Championship is Ängelholm-Skalderviken Sailing Club (ÄSSS). ÄSSS was established in 1948, and since the start the club has arranged several International and National regattas. ÄSSS recently held Qualifiers for the ISAF Youth World Championships for several dinghy classes.

The measurement committee of EC2014 will be chaired by Stuart Jardine (GBR) and the international jury by Willii Gohl (GER). The Race Committee will be chaired by International Race Officer Annika Ekman (SWE).

The 2014 J/24 Audi European Championship will—besides great sailing waters and great offshore organization—of course also include great social ashore activities including a daily After Sail, a midweek-party, and a closing event and prize ceremony.

Important Updates

Accommodation

A growing number of boats have already registered (e.g. Mike Ingham's USA 5443 who won the 2014 J/24 North American Championship/Copa Mexico, the 2013 J/24 US National Championship and finished fourth in the J/24 World Championship 2012), and a consequence of this is that the EC2014 recommended accommodation "Sailors Village Klitterbyn" (<http://ec2014.j24sweden.com/accommodations/>) is all booked on August 9; however, there are **still rooms left from August 10**, so please make sure to book as soon as possible if you wish to stay at the "Sailors Village."

Notice of Race and Sailing Instructions

Notice of Race (NOR) is now published on the EC2014 official website (<http://ec2014.j24sweden.com/racing/notice-of-race-nor/>), and Sailing Instructions (SIs) are currently being reviewed by the IJCA and are expected to be accessed after May 9 on <http://ec2014.j24sweden.com/racing/sailing-instructions/>.

We welcome all J/24 sailors to this year's Europeans and hope to see you August 9-15 in Ängelholm, Sweden!

For more information go to <http://ec2014.j24sweden.com/>.



Photo courtesy of Magnus Grubb

Audi
J/24
European Open Championship
Ängelholm Sweden
9-15 August 2014

Borjessons Bil



Audi

event in skåne

part of business region skåne

Nordea

Microsemi
PowerDsine

Råbocka Lodge
KLITTERBYN

Leeman
ENTREPRENAD

WENCOM

LEEMAN
& OLSSON

HISS-CRAFT

hårkompaniet

NORDIC
nowire



Audi
J/24
European Open Championship
Ängelholm Sweden
9-15 August 2014



2014 J/24 WORLD CHAMPIONSHIP SEPTEMBER 19-26, 2014 SAIL NEWPORT SAILING CENTER, NEWPORT, RHODE ISLAND, USA

Newport is proud to be hosting this year's J/24 World Championship. With a rich history of exceptional yachting events, this year's championship will mark the end of another wonderful season here in Newport. Hosted by Sail Newport, Rhode Island's Public Sailing Center, the 2014 J/24 Worlds will be held in the waters in and around Narragansett Bay. Expect sunny skies, cool fall temperatures and great breeze for the five days of racing.

Sail Newport will be playing host to three World Championships this season and is currently undertaking improvements to the facility to not only host those events but also the 2015 Volvo Ocean Race Newport Stopover. New piers are under construction, current docks have been recently refurbished, and the energy at the facility has never been higher. We at Sail Newport look forward to hosting you and your team for this fall's J/24 World Championship and are here for you at any time should you have any questions.

Complete information can be found on the website (<http://www.sailnewport.org/regattas/2014%20J24%20Worlds/2014j24worldchampionship.html>) or by phone (+1.401.846.1983). Best of luck to all!

Submitted by Anderson Reggio





BUDGETS AND PROGRAMS 2014 OF THE ITALIAN CLASS J/24

BY MARCO D'ALOISIO



The many Championships which have engaged all of the Italian fleets J/24 in the winter months are now concluding. The President of the Italian Class J/24, Mariolino Di Fraia, writes a budget about the year that just ended, anticipating the main appointments of the National Trophy 2014. The course that will take the crews of “timeless and versatile monotype will be taken on the race courses which will be more engaging. During the year 2013, despite the political crisis looming with the Italian government financially, the Italian Class J/24 has managed to maintain the same level of last year with signs of improvement in some fleets. The National Championships, which were held in Anzio, posted the highest participation of the last year. Despite the difficult weather conditions, it was enjoyed very much. The high participation of the Italian teams at the Europeans of Monte Carlo has been for me a source of pride to participate at a high level against other countries.”

For this year, the Italian Class J/24 will not be just committed in the National Trophy J/24 (1st Cup from the 31st of January to the 2nd of February at Monte Carlo, Pasquavela from the 17th to the 21st of April at Porto Santo Stefano, Naval Academy Trophy from the 2nd to the 4th of May in Livorno, Anzio SEA AND SAIL from the 13th to the 15th of June, National Championship Open on Lecco’s lake from the 29th of May to the 2nd of June, Italian Cup at Cervia from the 3rd to the 5th of November, and the “Interlaghi of Lecco Trophy” in November), but also in the many Championships that take place throughout the rest of the year (winter, spring and autumn) which are organized in the whole Italy by the individual fleets—events that every year collect an increasing success, both in terms of quantity and quality. In many cases, in fact, you can see by the charts grouped together that the points the boats achieved can prove the high level of participants.



BUDGETS AND PROGRAMS 2014 OF THE ITALIAN CLASS J/24

In 2014, our crews will keep held high the Italian colours also in the most important International events: the YCBG J/24 Italian Sailing Team (Fabrizio Eusebio-steersman, Paolo Luisetti-tailer genoa, Marzio Parimbelli-tailer spi, Daniela Puntel-halyards, and the bowman Giovanni Campi), for example, has just returned from the Copa Mexico 2014 (J/24 North American Championship), where despite the penalty of 8 points, they gained the 12th place, which improves the one obtained in the races of 2012 (13th place), and also the one of the 2010 (35th place). The Italian Class will be definitely present at the J/24 European Open Championship (Sweden, 9th/15th of August) and also at the J/24 World Championship (Newport, RI, USA, 19th/26th of September).

The desire to compete even in the colder months is steadily increasing. Being able to experience more aggressive racing helps improve the levels of our crew. Starting the spring Championships (for example at Carrara–Golfo dei Poeti), they are concluding the winter Championships of Taranto, Sardegna, Romagna, Anzio and Lario, having more opportunity to participate in various events showing a large increase of quality, confirming the great job of the Chiefs fleet.

Success of participation for the manifestation organized in memory of the friends that prematurely died, for example the “Lozzi’s Trophy” (wanted by the sailors of the Class J/24 of Rome to remember the generosity and the passion of the ship owner and steersman of ITA 428 Kasper) and also the Ferdinando Alessandri Trophy (Freddy’s Trophy) which will be held in the beautiful place of Monte Argentario. The Lozzi’s Trophy (that was played in conjunction with the winter Championship of Anzio-Nettuno) was gained by ITA 416 La Superba of the sailing center of the Navy situated in Naples. The crew (Ignazio Bonanno-steersman, Simone Scontrino-tailer, Francesco Linares-due, Alfredo Branciforte-bowman, Massimo Gherarducci-central, and the Responsible Head Offshore of the Navy Procolo Pisano-coordinator), after saying that they were honored to have won this trophy delivered during the prize-giving at the Sailing Club of Rome from the brother Niccolò Lozzi, asked at the President of the Club, Mario Degrenet, that the Trophy Cup remain exposed at the prestigious Club.



BUDGETS AND PROGRAMS 2014 OF THE ITALIAN CLASS J/24

The most important event of the season 2014 is definitely the National Championship Open which will take place at the Bay of Parè di Valmadrera (Lecco) and will be divided in four days of races valid for the award of the title (from the 30th of May to the 2nd of June) and a practice race (29th May at 1.30 p.m.). For anyone interested in participating, our website is already available www.tivanovela.it/nazionalej24, where you can find all the information. We expect a large participation.

To conclude, I wish to renew the thanks to Land Rover, the prestigious car maker that also for the season 2014 has chosen to associate with the Italian Class J/24. "The car brand that has always been an expression of the well-leisure living with elegance and style."

The Sailing Club Tivano, as has explained president Giuseppe De Luca, in these years has encouraged and promoted the organization of many events J/24. In the last summer Championships, and in the winter Championships, we've achieved large results in terms of organization and participation: the fleet J/24 of the Lario is the largest lake area of the North of Italy.

On this basis, the next National Championship has the ambitious goal to be the biggest sporting event J Class ever organized on Lario, and we hope to have among the athletes participating some representatives of all the National and International fleets. The bay of Parè Valmadrera in the basin of Lecco is undoubtedly one of the most suitable of the Lario, thanks to the presence of the wind with thermal origins, Brega and Tivano, that alternate in the day. The lake of Lecco is a basin with a glacial origin, and is included in an area which is rich of natural and cultural attractions, which we hope will be appreciated by athletes.



Japan Report



The Japanese J/24 race season started around the end of February with the Midwinters in Hakata. Eight boats gathered to compete in the two-day regatta. Although the wind was mostly light, the Race Committee did a great job conducting seven races in total. Tokuma Takesue (Gekko) won the regatta, followed by Keiji Kondo (Fox) in second and Tomomi Hatakeyama (Kanto Rengo Osho) in third. This regatta was the debut race for Katsumi Takagi (Stera no ko) who is the son of Yutaka Takagi, who won the Japanese Nationals in 2003. Their team surprised everyone by winning the first race, however they struggled the rest of the races and ended the regatta in sixth place. We are already starting to see the positive effect of the Worlds coming to Japan, since new young teams like them are choosing to sail on the J/24.

The 3rd University/U23 Match Racing Championship was held from March 14-16 using six J/24s. Most of the sailors in the nine teams that entered this championship had no experience in sailing a keel boat (they normally sail 470 or snipe), thus many J/24 sailors volunteered and held a clinic prior to the event. It seems that everyone liked the J/24, and we are hoping to see some of them, if not all, at the next J/24 regatta and hopefully at the Worlds.



BRAZIL TAKES J/24 GOLD AT ODESUR GAMES 2014

Thousands of athletes from across South America participated in the multi-disciplinary South American Games (a.k.a. ODESUR Organizacion Deportiva SuraAmericana). Held every four years (between Olympic Summer Games), there's no shortage of competition that saw 3,700 of the continent's strongest athletes participating—among them were Brazilian gymnast Arthur Zanetti and Venezuelan fencer Rubén Limardo, both current Olympic champions in their disciplines.

The sailing portion of the games were sailed from March 12-17 on the Pacific Ocean off Valparaiso, about one hour west of the track & field and swimming events held in Santiago. The one-design boats included in the event were Lasers, Snipes, Sunfish, Lightnings and J/24s. The best teams from Argentina, Chile, Peru and Brazil fought for the coveted medal positions on the podium. In the end, it was the Brazilian team from Veleiros do Sul in Porto Alegre, Brazil that earned the Gold Medal, led by skipper Samuel Albrecht and with a crew of champion sailors like Georgia Silva (a 2014 Olympic Sailing Team member) and Frederick Sidou and Alexander Rimoli (together they helped the

Soto 40 CREOLE win the 2013 Eduardo Souza Ramos Cup—the de-facto Brazilian/World Championship for Soto 40s).

The J/24 fleet sailed eleven races in winds that varied greatly in strength and direction. On the last day, all races were canceled due to fog and no wind.

The Crioula Brazil team led by Albrecht only won by three points, compiling a scoreline of 1-1-5-4-1-4-2-4-1-2 in 10 races, discarding a fifth for 20 points net. Said Mr. Albrecht, "We were surprised by the result. We aimed to be on the podium, but we were not expecting to win the gold. We knew our potential because of our victory in the Brazilian team qualifiers, but still we were surprised. Our team is to be congratulated! I also wanted to thank all the support we've had from Brazilian team this week!"

The Brazilian Team coach Mr. Samuca also commented on the championship, "The wind conditions, the number of races and boats donated by the organization, everything was perfect. Contestants also had great one-design



BRAZIL TAKES J/24 GOLD AT ODESUR GAMES 2014

level competition; it was great to see all the boats sailing together. Winning was hard, and it shows that the J/24 Class remains strong in South America. It also shows that with training you can get to victory. Brazil sailed very well and were well-represented in the medal count. We had medals in five of six classes." (Lasers-Silver/Bronze, Snipe-Gold, J/24-Gold, Lightning-Bronze)

The other excellent performance of the regatta was the Argentina Sailing Team that took the silver medal. The Mendieta Argentine team led by Pancho Van Avermaete (and crew Rafael De Martis and Geronimo Van Avermaete) had been leading the regatta for a while, but lost the lead in the last two races. The Argentine's record was 5-2-1-2-4-2-1-1-5-5, discarding a fifth for 23 points net.

Taking the bronze medal on the podium was the "hometown favorite," Chile's Vernon Roberts. The Chileans started out slowly, got in a few good races in the middle of the regatta, but couldn't keep their consistency. They scored DSQ-6-4-3-3-1-5-2-3-3, discarding the eighth/DSQ for 30 points net. Rounding out the top five were Peru's Luis Alberto Olcese in fourth and another Chilean team, Matias Seguel, taking fifth. For complete information, visit <http://www.odesur.org/>.

New Rules for the J/24 Class

By Tim Winger, ITC Chair



WHAT WE ARE DOING: We are converting our Rules to the current ISAF format.

WHY WE ARE CONVERTING OUR RULES: To conform. This should help our relations with ISAF, because this is the rules format to which they are accustomed. It should help us better relate to, and communicate with, the industry because this is how almost everyone else's Rules are formatted. It gives our Rules more validity with juries because this is the format to which they are accustomed, and it will be a far better "closed Class Rules."

WHAT IS CHANGING: Closed Class Rules relate to the positive – what you are allowed to do. If it does not say you may, then you may not. Our old Rules said that, but also included a long list of prohibitions, which you will not find in the new format. The list of prohibitions begins to look like if it is not prohibited, it must be OK. The new Rules are written with terms that are defined in the ERS (Equipment Rules of Sailing) and the RRS (Racing Rules of Sailing). Some measurement procedures are modified to conform with the ERS, where it does not cause problems. Some procedures and definitions remain proprietary to the J/24 Class.

Writing these Rules in ISAF format for our Class has been a challenge. We have allowed modification to these boats for many, many years, but in a very limited way. It is what keeps the Class strong and inexpensive, and keeps old boats sailing longer. It is even more one-design, if we control it carefully.

NEW LANGUAGE: There is a lot of new language and new terms. Two of the key terms are **hull datum point** and **mast datum point**. These are primary measurement points on the hull and the mast to which almost everything else is tied. Many sections of the Rules are divided into "For Use While Racing" and "Not For Use While Racing." The "For Racing" was added here for clarity for those who are not used to dealing with this format. The standard is "For Use" and "Not For Use." Why the difference? Most of the required and optional equipment we deal with is "For Use While Racing." But there are a number of items, required and optional, that we may not use while racing, like the motor or GPS with charting capabilities.

ORGANIZATION: Part I (Sections A & B) refer to administration. Part II is the Rules as they affect the boat. Section C refers to how the boat is set up for sailing and covers a lot of the modifications to all parts of the boat. Sections D, E, F and G cover the parts of the boat and the way they would be delivered, repaired or modified that is not easily changeable during set up. Part III is the appendices. This is the area where we can add useful tools that are not direct Rules.

New Rules for the J/24 Class



CHANGES BEYOND THE FORMAT: These are actual Rules changes that would normally go through individual approval process that have been incorporated into this total overhaul. They will be explained and approved individually by the TC and World Council.

Things simply eliminated: Boom tip weight, spinnaker pole weight, storm trysails, twin stays on the forestay.

REASON – *Boom tip weight and spinnaker pole weight are nuisance items. If either comes in under weight, there is just a mad scramble to find lead to bring it up to weight, which does not improve the strength or safety of the item in any way. Instead of boom tip weight, it is specified that a cast boom end fitting (supplied by a licensed builder) must be used. Nobody is using storm trysails or twin stays anymore.*

Companionway hatch covers were specified to be supplied by a licensed builder. New Rules would allow them to be made by anyone to match those supplied by a licensed builder.

GPS was prohibited under the old Rules. In the new Rules, it is allowed as follows: C.7.2(a)(11) A minimum of one fixed compass of magnetic card or digital readout type. Such devices may use any kind of technology to deliver the headings and may be capable of storing and retrieving those headings and using them in calculations to provide other tactical information. Devices with charting capability are not allowed. AND C.7.3(a)(4) Electronic devices to record, measure and calculate speed, distance and water depth. Such devices may incorporate GPS technology, but may not have charting capability.

REASON – *This allows us to use modern equipment that is readily and inexpensively available and in use by most other Classes.*

Shockcord uses are expanded in C.7.3(a)(14) to include “to retain the throwable floatation device in the ready position in the cockpit” and “across the back of the pushpit to keep the slack backstay from falling into the cockpit area.”

REASON – *Keep in mind that only uses of shockcord or elastic cord specifically allowed are legal.*

Backstay and Backstay Bridle – F.7.2(a)(4) “Backstay and backstay bridle of either multi-strand wire or synthetic rope of optional size”

REASON – *to allow inexpensive, lighter ropes that are easier to replace and maintain and run more freely to replace the current wire backstays. This is allowed and supplied from the manufacturer in most newer Classes of this size range.*

Motor – C.5.1(b)(1) One outboard engine of at least 12kg weight. If the engine runs on petrol or propane, it shall carry at least 2 liters of petro or 1kg of propane. If the motor is electric, it must carry one spare, fully charged battery. An electric outboard engine shall be weighed with one battery for the 12kg minimum weight. The outboard engine shall be secured against movement in the event of capsizing.

REASON – *This allows us to use modern equipment that is readily and inexpensively available and in use by most other Classes.*

As of this date, there have been two drafts completed. We are working out the obvious issues before we open discussion within the ITC and then go to the World Council in late spring or early summer. Let’s keep an open mind and discuss these new Rules to get them adjusted to what we want to live with for a long time. We would like a final vote on these rules at the WCM in Germany this October.



Francis Ciccolo

Francesco Genovese Ciccolo passed away Saturday, April 26 at the age of 62 years. A historical figure of the Italian J/24 Class and IJCA, he was an unforgettable Class President for over a decade at the time of the boat's greatest popularity (when the races had more than 150 boats). He was a precise measurer, a member of the IJCA Technical Committee, a friend and a reference point for all the J/24 crews. Despite a serious accident, he always remained close to following the activities of the Class with affection, competence and professionalism. Francis will surely leave a great void in anyone who had the pleasure and honor of knowing him.

Francis was Managing Director of the docks of the Port of Genoa. He was appointed by the IOC in the group of measurers for the Soling Class at the Olympics in Sydney Australia, where, in 2005, a car accident

changed his life. Many are the memories of the past pleasurable moments in his company and the races in which he took part as owner on the J/24 *Rabbit* ITA92 (crew Bolens brothers of Genoa) and then the *Son of Rabbit 2* on which in 1999 (with a then unknown young American at the helm, Tim Healy) won the European Championship in Palermo, touched the world title and finished third in his own Genoa. His visit last year during the Italian Cup Trophy-Menchelli at the Club Nautico Marina di Carrara was very welcome by all the competitors and once again a great lesson for all those present.

Mariolino Fraietta, President of the Italian J/24 Class, and the many friends who have loved and respected Francis are close to his wife Catherine and their children Alexander and Mark.

*Information submitted by Italian Press Association Class J/24
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