

**J<sup>®</sup>**  
**24**

**INTERNATIONAL PULSE**

# **WORLD SAILING INTRODUCES MEASURES TO DEAL WITH THE EFFECTS OF COVID-19**



**World Sailing**

**Guidance for Event Organizers for the Protection  
of the Health of Sailing Communities PDF**

**Issue 26  
June  
2020**

Photo courtesy of Chris Howell

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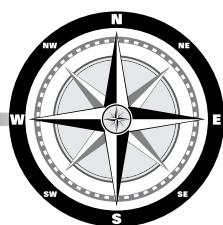
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PHOTO BY CHRIS HOWELL

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# WORLD CHAMPIONSHIP UPDATE

By Lorna Graham



Like the rest of the world, the UK J/24 fleet was looking forward to this year's season and hosting the 2020 World Championship in September. However, as we are all aware, the ongoing COVID-19 situation has resulted in events being cancelled and postponed. The UK J/24 fleet is yet to sail together this year, and we are keeping our fingers crossed that we might get out on the water at some point in 2020 to catch up with all of our friends.

The National Committee is keeping a close eye on the situation and exploring opportunities to get the fleet on the water this year if possible, albeit in potentially different circumstances and complying with the 'new normal.'

The 2020 World Championship has been a sad casualty, and we see the event postponed. The event is now to

be held between 24 September and 2 October 2021. A revised Notice of Race will be published in due course. The UK Class, the Organising Authority and Parkstone Yacht Club are pleased to still have the opportunity to host the World Championship. Our sponsors are still on board, and plans are progressing to put on a successful event next year.

The UK fleet are therefore focusing on next year and look forward to welcoming you to the UK in 2021.

Teams can find information and updates on the official website of the event: [www.j24worlds2020.com](http://www.j24worlds2020.com)





J24worlds2020.com  
10<sup>th</sup> – 18<sup>th</sup> September 2020



24  
Looking forward to seeing you  
September – 2 October 2021  
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PARKSTONE YACHT CLUB



A FAMILY FRIENDLY SAILING CLUB LOCATED IN THE BEAUTIFUL SETTING OF POOLE HARBOUR





# 2020 J/24 NORTH AMERICAN CHAMPIONSHIP UPDATE



**2020 J/24 North American Championship**  
Sayville Yacht Club, Great South Bay, NY

The Good Samaritan Hospital 2020 J/24 North American Championship was rescheduled in an announcement made by the organizing committee on March 12, 2020. The regatta's new dates are August 11-16, 2020. While most plans that were already in place have remained in place, there was much work to do so that sponsors, suppliers, competitors and volunteers all knew what was happening and how the event was going to move forward to the new date. All registrations for the May dates have been given the opportunity to withdraw at full refund until June 30. Any withdrawals after June 30 will be returned less a \$75.00 service fee.

The organizing committee is also monitoring the state and local directives to help plan for a safe and compliant event. The Sayville Yacht Club has assembled an infectious

disease committee, and they are looking at all the directives and data and will be providing direction that we will follow to ensure safety and health to all. We can all imagine that regattas will all be making changes to the way they are run and they way social events attached to them are attended. As these plans are developed, we will, through the regatta website and the J/24 Class emails, provide any changes that are made.

Registration remains open for any J/24 crews who are now considering competing. Registration is available at <https://yachtscoring.com/emenu.cfm?eid=6054>. Since so many other events have been cancelled, this may be your only opportunity to attend a large event this summer before the US Nationals in September.



## PRELIMINARY PROPOSAL FOR CHANGES TO MEASUREMENT AND INSPECTION

### ***YOUR INPUT NEEDED***

*The World Council of the International J/24 Class (IJCA) has asked the International Technical Committee (ITC) to explore some ways to reduce the expensive and burdensome inspection process at international events. Goals are to reduce inspection time for the competitors and to reduce inspection cost for the Organizing Authority (OA). To that end, we offer the following suggestions:*

#### **IN HOUSE CERTIFICATION (IHC) FOR SAILS**

IHC is a program within World Sailing that allows sails to be measured for certification before delivery to the customer/competitor. The J/24 Class currently only certifies sails at events, which means laying out every sail for use by every competitor (four per boat) on a large template and checking all the measurements specified in the Class Rules. This requires significant time, 3–4 people who are trained to check the measurements, a large space in which to lay out the templates with

room for the measurers to work around it and sail templates that need to be shipped to each event and maintained. The shipping and maintenance of the templates is an expense to the IJCA. The space and the measurers are an expense to the OA which is transferred to the competitors in the form of higher entry fees for the event. With IHC, sails would still have to be presented at the event to check certification marks and to register royalty tag numbers for use in the event. They would not have to be rolled out and measured. This would dramatically reduce the time, space and personnel requirements that we now have for international events. The cost of certification would be transferred to the sailmakers and passed on to their customers in the form of higher prices for sails. Sailmakers are generally not in favor of this transfer of certification responsibility since it is a significant expense and brings World Sailing into their business. Only the larger sailmakers can afford to go through the process with World Sailing. Independent, smaller lofts would have to find a Class measurer to certify the sails before delivery to their customers. An added benefit



# IJCA Technical Report

By Tim Winger, International Technical Chair, timwingr@gmail.com



would be that all sails used in competition would now be certified rather than just the ones that have been to a major event. The additional cost per sail has been estimated at no more than \$50 US, and most Classes that use IHC see something more like \$20-\$30 US. There would likely be a few suits of sails spot checked at each event to make sure each IHC supplier is in compliance.

## **TIME LIMITS ON MEASUREMENT CERTIFICATES (MC)**

**(MC)** – Currently there is no time limit on Measurement Certificates (MCs). Most older MCs have been technically voided by work done on the boat that was unreported. Boats can go out of compliance with the Class Rules when the Rules change. There is also incidental wear (spreaders and mast bands) and intentional wear (wet-sanding underwater surfaces). It is highly unlikely that a 10-year-old MC is still valid. At event inspection, we see boats that obviously need lots of corrector weights but carry none. Competitors get new keel and rudder work done for big regattas, but do not get a fresh MC before coming to the regatta. Boats in compliance with Class Rules ease through event inspection, while boats out of compliance slow down the inspection

process for everyone. Time limits on MCs would require remeasuring in order to enter boats into regattas. Most of the ITC feel that a five-year-limit would be more realistic, but that 10 years would be a good first step. It would also be a good idea to require a new MC at change of ownership and eliminate the transfer certificate. It is the responsibility of the boat owner to maintain the boat in compliance with Class Rules. The transfer of the MC to a new owner relies on the former owner's compliance when they no longer bear any responsibility for compliance. All of this is an inconvenience to boat owners, but it is all part of keeping the one-design integrity which is the backbone of the J/24 Class. The question is, how much do you care if you are racing against boats 50 kilos lighter with sails and keels that are out of compliance?

This is going out to the Class membership in order to get some response to these ideas before they are turned into Rules proposals. Please respond to your National Class Association or directly to any member of the ITC with your response. We really need to hear from you. Thank you!



# Italy Report

By Paola Zanoni



## COVID-19 CHANGES THE 2020 RACING SEASON OF THE ITALIAN J/24 CLASS

Considering the emergency situation in place in our country, the succession of measures and provisions for the protection of collective health for the containment throughout the national territory of the spread of the COVID-19 virus, and also following the decision taken by the Italian Sailing Federation and by the IJCA, the Board of Directors of the Italian J/24 Class has decided to modify the 2020 racing calendar, pending the possibility of establishing new dates for racing. In a letter of the President of the Italian Class J/24, Fabio Apollonio said, "The Board of Directors is evaluating the possible options to recover, as far as possible, the other regattas that have not been carried out. The updated calendar will be published as soon as possible. The Board of Directors wishes everyone a good time."

## A NEW J/24 FLEET IS BORN: THE ITALIAN CLASS WELCOMES AGROPOLI

Not even the health emergency stops the active Italian J/24 Class, which at this moment, while paying the utmost attention to the serious situation in the country and forced to change its competitive calendar, looks to the future with positivity. Among the decisions recently taken by the Board of Directors, always in constant connection, the constitution of the new Agropoli fleet with its fleet leader Peppe Manganelli stands out. Manganelli, owner of ITA 466 *Biagio* (in memory of his son who died prematurely last summer), is very satisfied to have succeeded (though in such a delicate moment for everyone) in achieving what has been desired for some time. He said, "Establishing the J/24 fleet of Agropoli was my dream and that of my son and helmsman, a great sailing enthusiast in love with his J/24 and his performances. For now, we are six

J/24s, all characterized by great enthusiasm, but we are sure that in a short time we will be able to grow and above all bring many young people like him to sailing. Talking about regattas and crews in a period like this may seem anachronistic, but it is a way to continue carrying



out Biagio's projects and to remind young people of the importance of always looking ahead, despite adversity. In the projects of all the owners who make up our Fleet, there will be many regattas and initiatives that, as soon as the situation permits, we will advertise with great pleasure, inviting all J/24 crews to come and visit us."

We have news also from the Garda Fleet, which, after having involved the owners of Lake Caldonazzo and changed its name to the Garda-Caldonazzo Fleet, has appointed its new Fleet Leader Dario Cattarozzi, owner of the J/24 *J Jam* of AVTrentina. He said, "On our Caldonazzo lake, the presence of the first J/24s began in 2002 with a

# Italy Report



couple of boats. Over the years, the number has increased to seven boats today. Consequently, from the organization of local regattas, we managed to bring a test of the National Circuit on Lake Caldonazzo: the Autopergine Trophy. Some of our crews participate constantly in national and international regattas in the Italian territory, including the World Championship held in Riva del Garda, with a World Champion title (Giuliano Cattarozzi on *Kaster*) with an American crew."

Waiting to resume normal activity, on the water and on land, and to communicate the new 2020 competitive calendar, the Executive Board of the Italian J/24 Class wishes everyone a good time, with a great desire to start again.

## **JACOPO OGNIBENE OF THE J/24 ROMAGNA FLEET WINS THE #J/24CLASSATHOME TROPHY**

The #J/24classathome Trophy, involving a Virtual Sailing Championship conceived by two representatives of the J/24 Romagna Fleet—Lorenzo Errani and Bunny-Roberto Valzania—was successfully concluded after three days of hard-fought regattas in perfect J/24 style. About 20 J/24 crews participated strictly from home and, obviously, not with their own boat but with a mobile phone, a tablet or a laptop. "After weeks of forced rest, the #J/24classathome Trophy brought 20 J/24 Class owners back into the water, at least virtually, who returned to battle in tight challenges and complicated turning points in the waters of Sidney, Cagliari, Porto Cervo, Marseille," explained Bunny. After the

practice race on Friday evening, which was attended by 15 crews including a couple who "arrived" from the Fleet of Rome and which was won by a Roman guest *Enjoy2*, it was the turn of the challenges real. As per the announcement (yes, we had done that too), on Saturday afternoon at 3pm, two qualifying groups were played which selected the 10 best helmsmen for the final on Sunday. As in the best tradition, a misunderstanding of the Committee then forced the same to reinsert an excluded player, and a final at 11 took place.

The qualifications seemed to indicate two favorites: Fabio de Rossi (former historian of Valhalla) and Luca Silvestri (owner of *Enjoy2*). Two "foreigners" from other fleets. And instead, it was the Fleet of Romagna that established itself in the waters of the house bringing three helmsmen from Romagna to the top of the final classification. To tick it was Jacopo Ognibene, who imposed himself thanks to his regularity (2,5,5,2,1,2 the results net of the difference) for a single point over Filippo Lelli Mani. A trio with equal points saw Federico Bressan prevail. A fight spiced up with the usual swearing and protests at the halfway point, commented in live chat by the voice of Fabrizio Bentini, bowman of our Fleet Leader Max Frigerio, who, even if excluded from the finals, warmed the hearts with their sarcastic comments. It was a fun day that brought back a little carefree in these heavy moments. Finally... a fleet regatta for everyone (including those excluded from the finals) to witness enthusiastic participation. We had a lot of fun. The enthusiasm of the participants was



# Italy Report



palpable. Competitors were able to follow the races live with comments and conference call communications on the free JITSI platform (<https://meet.jit.si/J/24Romagna>), while the large audience followed our races from the Virtual Regatta Inshore platform, entering in “personalized race” and in our Trophy. Given the interest aroused, we are thinking of repeating the initiative. We have already heard from Tano Soriano (Capo Flotta J/24 *Puglia*) and Marco Frullio (Capo Flotta J/24 *Sardegna*), inviting them to participate. I hope we will be able to continue to manage a much greater influx with the same enthusiasm and the same organization. Anyone interested can contact Fleet manager, Massimo Frigerio.

Winner Jacopo Ognibene said, “Thanks for the hard preparatory work, my mental coach, the dietitian cambusiera, the athletic trainer, the rigger, the shore team and the cats for not walking on the keyboard on the decisive day. I dedicate my futile and undeserved victory to all those who are fighting on the front line against the coronavirus pandemic and to the sailors of the J/24 Romagna fleet for how they know how to be together on land and at sea! Three more URRAH for @bunny and for @Lorenzo Errani for organizing and managing the whole bang!” Beppe Olmeti commented, “Fantastic to have a ranking to read on Sunday evening. I MISSED YOU!”

## **GREAT SUCCESS FOR THE II #J/24CLASSATHOME TROPHY: VICTORY FOR CAMILLO DI FRAIA**

After the success of the first edition held on the last weekend of March and won by Jacopo Ognibene, the initiative born of Lorenzo Errani and Roberto (Bunny) Valzania, representatives of the volcanic J/24 Fleet of Romagna, also continued: a Virtual Sailing Championship which, after hard-fought and fierce races in perfect J/24 style, but rigorously played at home and, of course, not with your J/24 but with a mobile phone, tablet or laptop, awards the #J/24classathome Trophy.

“This intense second virtual sailing weekend for the J/24 Class saw 45 boats representing all Italian fleets ‘get on the water.’ It was almost an Italian championship that saw the participation of representatives of the Fleets Sardinia, Anzio, Puglia, Golfo dei Poeti, Trieste, Garda-Caldonazzo and the inevitable hostess, the Romagna Fleet, who governed the event with a reinforced Committee to meet the increased organizational needs,” explained Roberto (Bunny) Valzania. This time, in fact, Isaac Lami and Federico Lelli Mami took sides alongside me and Lorenzo Errani to command and coordinate the four fleets in which it was necessary to divide the 45 registered ‘crews.’ We had large and high quality participation from Francesco (Ciccio) Picaro from *La Superba* to Marco Frullio, owner and helmsman of *Aria*; from Tano Soriano and his *Jebedee* to the family Di Fraia with *Botta Dritta*, with Mariolino who sold the overturns his son Camillo. The Saturday races, divided into four fleets, included qualifying for the Gold and Silver fleets. The first three of each fleet entered

# Italy Report



the Gold final, the second three entered the Silver final. Saturday's regattas had already revealed what happened in Sunday's finals. In fact, if in the silver final it was Ciccio Picaro to win first place, in the Gold final it was a fight to the last edge between Marco Frulio, Federico Bressan (helmsman of the J/24 of the Romagna Kismet fleet) and Camillo di Fraia. And it was the latter to check it with his *Botta Dritta*, which impressed with its regularity (3-1-3-2-2-1-2). *Aria*, on the other hand, despite his three first places (2-9-1-9-1-4-1), was forced to fight for second place until the last race against ITAFB84 (the latter penalized by an internet blackout which led to the disqualification). We remember the fair play of *Enjoy* led by Luca Silvetri who first reported to the Committee an error in the score that had initially attributed him the third place. Technically it was a domain of the Sardinian fleet that left Romagna only the lowest step of the podium. But what should be remembered is the atmosphere of brotherhood that united the players in a weekend that gave birth to new acquaintances and strengthened long-distance friendships like those of our J/24 Fleet. But above all, as stated by the winner Camillo Di Fraia, "beyond the satisfaction for the victory against such good opponents, it has made us want to return to the sea to really confront us on the race course with the J/24, against all these friends that I did not know before, in order to express, at the sound of the wind, all the theoretical skills that this game transmits to us. And maybe do it with dad Mariolino". It is not known whether

as an ally or as an opponent (editor's note). "Thanks, finally, for the impeccable organization and for a very fun event that allowed us to think of lighter things than we are experiencing and to detach the mind from this dramatic situation for a few hours. Managing 50 people remotely was very demanding, but it was a wonderful experience that brought people who were otherwise closed in their silence into contact. Really nice. A hug to everyone, hoping to see you again on the race courses, the real ones!"





# USA Report

From Molly White,  
J/24 US Class Governors & Executive Committee



Crew of *Wind Monkey*, representing the US and England

*In a time where our social interactions are limited and sailing even more so, many of us find ourselves planning for the future when life returns to the “new normal.” Although most regattas have been postponed or even canceled for the time being, we will sail again! In preparation, here is a list of some of our J/24 Governors and Executive Committee’s favorite US regattas:*

**REGATTA: MIDWINTER CHAMPIONSHIP**

**DATE:** February/March, location rotates every three years

**LOCATION:** Melbourne, Miami & Davis Island, Florida

**WHY IS IT YOUR FAVORITE?**

*“Always a great amount of hospitality.”*

*“Midwinters is getting to be an International event. Also, we get a lot of people traveling for this event from Seattle and Texas.”*



The Famous Barber Chair

**REGATTA: EASTER REGATTA**

**DATE:** Spring

**LOCATION:** Columbia Sailing Club in Columbia, South Carolina

**WHY IS IT YOUR FAVORITE?**

*“Billy Ray’s Barn and the Beer Slide.”*

# USA Report



Surfin' the waves in Corpus

## REGATTA: SURFIN' SAFARI REGATTA

**DATE:** June

**LOCATION:** Corpus Christi, Texas

### WHY IS IT YOUR FAVORITE?

*"For those of us that are racing on lakes the majority of the year, going down to Corpus Christi is a great opportunity to get some 'beach life' and a seriously different type of sailing. Typically plenty of breeze. Serious roller waves on the water (hence why it is called Surfin' Safari) as this is the only place where we can surf the J/24 on the waves."*

*The hospitality at CCYC is wonderful and is right beachfront, downtown. They are serving us drinks while we are enjoying the pool after a day of racing.*

*At night, we have some typical bars and restaurants we like to frequent. The weather is typically just right with a breeze and 80+ degrees. It's worth the trip, every time!"*

### Host of 2023 Worlds



Second Chance and Powder Whore downwind at the Downeast.

## REGATTA: DOWNEAST REGATTA

**DATE:** September, Weekend after Labor Day

**LOCATION:** Falmouth, Maine

**WHY IS IT YOUR FAVORITE?** *"Sailing & Lobster!"*



Enjoying the foliage on Lake George

## REGATTA: CHANGING OF THE COLORS

**DATE:** Last weekend of September

**LOCATION:** Lake George, New York

### WHY IS IT YOUR FAVORITE?

*"Lake George is a lake surrounded by mountains covered in leaves changing for the season. As far as weather, it can be beautiful or blowing 'dog off a chain.' They put on a great event on and off the water with affordable accommodations close by."*

### Host of 2022 US Nationals



Boreas-1st U25 Team

## REGATTA: J/24 WORLDS

**DATE:** July 16-23, 2023 (when next held in North America)

**LOCATION:** Corpus Christi, Texas

### WHY IS IT YOUR FAVORITE?

*"Sailing is one of the few sports in the world where you can be a complete amateur and race against some of the best in the world."*

For more information on US J/24 events, visit our calendar <http://j24usa.com/events/calendar/>



# Sweden Report

By Monica Persson

## J/24 IN OUR HEARTS AND FRIENDS FOR LIFE!

Photo courtesy of Stina Cederhag

We really hope that everyone is well and healthy in these strange times we are experiencing during the pandemic. Here in Sweden, we are lucky and grateful to be able and allowed to go sailing as long as we follow the precautions and recommendations. Hold on, hold out and keep physical good distances when you are sailing. And do keep smiling and being those social and nice sailors you are by keeping contact with our J/24 family in Sweden and around the world. Take this time to learn from each other, exercise, practice sailing and maintain and polish that little extra on your J/24s.

Spring is here in Sweden. Spring has started with beautiful weather in South Sweden, and the sun has been with us a lot during these weeks. Some teams have already been training and local club sail racing. Really joyful to see the eager team of Per-Hakan Persson, Peter Nielsen, Hans Thulin, Stina Cederhag and Per Andersson winning this 'Thursday sailing' at the local club here in Malmoe. I heard it was a fun evening race with strong wind, current and competition at this 'Little World Championship.' The J/24 *Airborne* with helmsman Per-Hakan was in front of all the other, even Olympic Gold medalists and World Champions in other boat types. Well sailed, as always! Congratulations on a great start to the J/24 season of 2020 with a convincing win! Keep it up!



Photo courtesy of David Cooper



# Sweden Report



Photo courtesy of Patrick Paddy Andersson

Last year was very intense with our 'J/24 Tour 2019' actually taking many of our Swedish J/24 sailors all around the world's J/24 events. We participated at Kiel Week, J/24 UK Nationals, our own J/24 Swedish Open at Falsterbokanalen and the J/24 Worlds in Miami! Sail racing in the J/24 fleet is always very competitive, but the excitement at our J/24 Swedish Open 2019 was as close as it gets with the top three teams ending up on the same final score having to separate the winner by counting firsts. We really enjoyed having you all here and would like to show our gratitude again by sharing these joyful memories from the fun regatta dinner.

**THANKS A LOT** for such a fantastic weekend with all you lovely J/24 sailors! We got a really fun weekend, and it is YOU who make it so much fun! Well sailed all of you! And thanks for your smiling faces and lovely J/24 dance moves! We are very grateful for the J/24 fleet who gathered here in Sweden. You always keep the competition on the race course very high and exciting, and make fantastic fun on shore! We were 18 teams from four countries. Very happy to see the mix of the fleet with so many young teams, female, male and mixed teams challenging the more experienced J/24 sailors – You Rock! Three days of sail racing at our J/24 Swedish Open 2019 finished with the top three on the same score of 15 points, where we had to count how many firsts to settle the final winner. Exciting fun and friendly J/24 sail racing!

**A SPECIAL THANK YOU** is directed to Per-Håkan Persson (my brother) who put in loads of extra effort to support others in preparing boats and teams for the competition. You are a J/24 star!



Photo courtesy of Monica Persson



# Sweden Report



Photos courtesy of Monica Persson

**RESULTS:** <https://falsterbokanalen.se/j24-swedish-open-2019>

It was a wonderful weekend with a lot of sailing and smiling faces. We sailed in the bay north of Falsterbokanalen. At FBK, everything was gathered within 50 metres of the FBK boats, the after sail, the regatta dinner club house. Once again, we feel it is a very friendly and cozy venue. We would like to thank our host Falsterbokanalens BK who made the regatta possible with their friendly hospitality, service-minded organization and great sailing conditions. From the bottom of our hearts, we would also like to thank ALL officials and competitors at our J/24 Swedish Open 2019 for coming to Falsterbokanalen and Sweden, making good competition, having fun and loading 'Vitamin SEA' together with us!

**THANK YOU ALL!** And congratulation to the now even greater J/24 Family :-)

We are so much looking forward to meeting you all wonderful J/24 sailors soon again... We will keep you posted and let's take the opportunities we can get due to the pandemic to get us sailing. This summer's high here in Sweden is on the 7<sup>th</sup>-9<sup>th</sup> of August when our J/24 Swedish Open 2020 will be sailed at Lagunen in Malmoe. Save the dates! Bear with us, more information soon. Take care of yourselves, stay safe and healthy - **SEA YOU!**

J/24 in our hearts and friends for life!  
Your friends at the Swedish J/24 Class Association  
[www.j24sweden.se](http://www.j24sweden.se)





# Canada Report

By Katie Coleman Nicoll



All is quiet on the shores of Atlantic and Pacific Canada, as well as the Great Lakes and other bodies of water upon which Canadians spend a majority of their time.

Atlantic Canada and the Canadian West Coast have been quicker to ease restrictions, as the Covid-19 outbreak has not hit these areas as strongly as Ontario and Quebec.

In Ontario, most parks remain closed. Many of our yacht and sailing clubs reside in these same parks, so access to the clubhouse, grounds and boats is prohibited. Some easing of restrictions is being planned, however these will be measured and always subject to change. As of May 6, the provincial government in Ontario announced that boat yards and marinas can open to prepare boats for the upcoming season (clubhouses remain closed) subject to social distancing rules. Boats can be launched however may NOT leave the dock. We are all pretty much in the same boat right now around the world...

This creates more than a few headaches for organizers and competitors alike. The list of cancelled and postponed

events continues to grow by the day. All events at Portsmouth Harbour (home of CORK, many youth regattas and site of the 2021 J/24 North American Championship) has been closed by the city of Kingston until August 31, 2020. Many regattas are scrambling to move their events to the fall. The J/24 Class is still on hold, however, it is looking more likely by the day that the Canadian Championship may be cancelled for this year.

The good news is that predicted high water levels, which devastated many sailors' seasons for the past two summers on the Great Lakes and their tributaries, will be lower this summer. Small consolation considering we cannot go sailing for other reasons...

Many sailors have resorted to online racing, and Oakcliff Sailing Centre has run a series of umpire online interactive training videos. The two Daves (Perry and Dellenbaugh) are running online seminars and coaching to keep busy and encourage sailors to keep their minds active.





## SAIL CANADA SAILOR OF THE MONTH

*Sail Canada's Sailor of the Month award acknowledges sailing achievements by Canadians involved or associated with the sport in all its forms. Here is the latest recipient:*

It's been no secret that we have been thrown into a tumultuous ride. Stopping regular life as we knew it and being forced to stay home put a huge wrench into society and plans that have been made over the years. While sailing regattas started getting cancelled, courses getting postponed, and boat parks being closed, there was not much left to do. For Katie Coleman, she saw this time as an opportunity to help sailors brush up on basic skills, enhance knowledge, and keep the sport at the forefront of our brains.

This National Judge and Umpire has been hosting a series of Zoom meetings with sailing Judges from different parts of the country. The idea of these meetings is to keep skills sharp while sharing thoughts and experiences.

Explains Coleman, "We review scenarios, practice how to find facts, review the difference between facts and conclusions, take a look at some of the World Sailing Case

Studies and invite some of the attendees to present scenarios or protests where the facts were hard to determine."

She also has been hosting webinars with the Port Credit YC Junior Sailors on 'How to properly fill out a Protest Form and prepare for a hearing' and 'Reviewing the Rules of the Road'.

"I had received several emails from judges wondering if we were going to hold any courses or round table discussions this spring, which of course would be doubtful with self-isolation" noted Coleman.

"Later that week I received an invitation to attend a webinar on Zoom and afterwards felt confident enough that I could do one – so I sent out an email to 30 judges that evening. By the morning I had received replies from 90% of them that they were keen to attend – four days later, we had our first meeting."

Although these aren't the conditions we were hoping for, we are lucky enough to have the resources to stay in contact and keep learning from afar!

Congratulations to the Helly Hansen Sailor of the Month – **KATIE COLEMAN**



# Mexico Report

By Leopoldo Farias



Hello fellow J/24 sailors! We are all going through some exceedingly difficult times with the COVID 19 pandemic, but I am sure we will all meet on the water very soon. Meanwhile, please stay safe and follow the instructions from your local health authorities.

In Mexico, we were able to sail two of our big regattas at the start of the year—the Copa Scappino and the Copa Marinazul—before our authorities shut us down. Both were won by Luis Alvarez and his family, who are a great example to our sport as the whole family makes up the crew. They are extremely competitive besides being wonderful people!





# Mexico Report



**Kenneth Porter and his dog sailing his Laser.**

Our Port Captain, who is part of our Mexican Navy, closed our lake for a few weeks but it has now reopened with the restriction of only one person per boat; all vessels except for motorboats (just as well!) were allowed. Many of our J/24 sailors own Lasers and took advantage of this opportunity to organize “rabbit races” where short races are run on a short racecourse. These are a lot of fun, and as many as 20 boats took advantage of this. As well as the kids on their Optis.

Valle de Bravo is very gifted in that there is a wide array of activities that can take place and still comply with social distancing: mountain bikes, trekking, RAZR-s, jogging, kayaks, paddle boards and many more. Of course, sailing, as long as you are doing it solo!

We hope to be out on the water very, very soon. Meanwhile stay safe! See you soon...





# Go Cruising!

by Laurie Parlee



A calm morning at anchor at the Barred Islands.

Photo by Laurie Parlee

**I**t is when just the right amount of sunlight falls on the moorings that they become two – their second image distorts with quiet tidal movement – and you find yourself wondering how you could possibly go one single day without watching the sun set and rise, that cruising becomes essential to your being.

In February, Parker flew to Florida to join Hale Walcott, Tommy Thompkins, Kip Hamblet, and Skipper Scott Ferguson on *White Out* to compete in the Midwinters. Afterward, ever since I picked him up at the airport, we've had a touch of "sailing fever" in the house . . . and you know what that's like. It's not life-threatening; it just encourages things like Fleet 43 potluck suppers, sailing videos kicking around, sail orders and, for me, looking through my slides and sketches. And even though I love to race, the cruising memories from this summer seem more vivid on these snowy days.

Voices drifted out to sea from our raft of four J/24s, two J/29s, and a Dark Harbor

17. Hours before, we had tied for a disappointing third at the District 1 Championship held at Northeast Harbor, and now *Airplay*, *Avalanche*, *Cinder*, *Bitter-Sweet*, *Apex*, *Haymaker*, and *Seafarer* were off for a well-deserved vacation. Something happens when the new "snap, crackle, pop" North's are set (carefully) in the truck, homeward bound without us. And the old Horizons go up without a sound. We place the kerosene lamp and swing stove in their gimbal mounts, load on a (very heavy) block of ice, tie-on the dinghy, and the world's a different place, at a different pace.

Down East has a nice rural feel to it. It's working water. Fishermen. Old trucks in driveways. Black tarred paper on boatyard shacks. The official cruise began in Somes Sound, where the cliffs – seemingly straight and tall – fall into the water, which is deep right to the shore. We took time to row around and stare and convince ourselves we had a whole week without phones and deadlines and cars. We gathered together for gin and tonics

and birthday cake. "Happy Birthday to you," was accompanied by sparklers in the darkness. It was a nice beginning to a perfect week.

After a morning hike and (very brief) swim, our cruising fleet dwindled down to *Avalanche*, *Apex*, and, yours truly, *Airplay*. We had the common goals of: no immediate destination, no time frame, and no "w" or "r" (work or race) conversations. As we made our way to Swans Island, we got "into them" as they say – into the mackerel. We also got "into the rain," so out came the boom tent, an old Friendship Sloop Main designed by Parker to cover the 24 cockpit perfectly. That night, sitting under the boom tent, I discovered something my brother had been telling me for years was true – fish really do taste better when you catch them yourself. It became a daily event for us to cook fresh mackerel on the grill, with a side of mussels or clams as an appetizer. "Delectable!" or "Wicked good!", whichever you prefer.

The fog that rolled in with the rain hung in there throughout most of the





"Here's to cruising!" say (from left) Amy Linberg, John Tarling, Parker Hadlock, Michael Harding and Iwona Kjaer as they dine off the boat at the Barred Islands.

week's mornings, challenging our navigating to important places like Stonington, where we desperately needed ice cream. It was also a good place to refuel our tanks (for no-wind times) and stock up on food and ice.

Isle au Haut was my favorite spot. We climbed into the dinghies and headed for shore to climb Mt. Champlain just before the stars settled in. A power boat from the island came by later to invite us to a party at a lobster fisherman's shop, and we

were off in the direction of the music. The place was small and the speakers large. We were honored to be invited – our social night of the week!

Days were easily filled with poking around islands, rowing, hiking, reading,



Photos by Laurie Parlee



Left: Iwona Kjaer, John Taarling, and Michael Harding reach the top of Mount Champlain, Isle au Haut. Right: Our first night of official cruising, at Somes Sound; from left, Seafarer, Airplay, Cinder, Haymaker and Bittersweet (Avalanche and Apex are still fishing?).



swimming, collecting mussels, plotting courses, picking our way through the fog. And most of all, just being there, on the water, with the changing weather and with friends. It seems like there is a time when you finally forget about anything else going on in the world and begin to live in tune with your boat and your thoughts, and your worries are reduced to the weather and where the rocks (\*\*\*) are. We felt it on our next to last night. The best sailing day of the week was behind us - strong winds, reaching and beating to Tenants Harbor. The temperature was dropping as the sun lowered. We decided the East Wind Inn was calling to us. We had been in our own world for a week and now we were sunk into restaurant chairs, candlelight on our ruddy faces, people waiting on us with our salty hair and wrinkled clothes, and we had wide smiles. We would be on our way tomorrow, but would carry the week around in our minds for many winters to come.

P.S. Don't let anyone tell you that your J/24 is just "a racing machine". Go cruising. You'll love it.



Photo by Laurie Parlee

Spencer and Cindy Drake head for home (So. Freeport, ME) on Cinder after a week's cruise Downeast.



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# GO CRUISING! Part 2

By Finn Hadlock, USA



"It is when just the right amount of sunlight falls on the moorings that they become two – their second image distorts with quiet tidal movement – and you find yourself wondering how you could possibly go one single day without watching the sun set and rise, that cruising becomes essential to your being." – Laurie Parlee Hadlock, International J/24 Magazine Vol 20, Spring 1988.

When you dig through the J/24 archives, you find a lot of hidden gems, like the foul weather gear with mail-in order forms, articles about new Rules changes, and of course the latest results. In between these, in the International J/24 Magazine Vol 20, Spring 1988, there is an article called GO CRUISING, which depicts a group of J/24 sailors cruising the coast of Maine in between regattas.

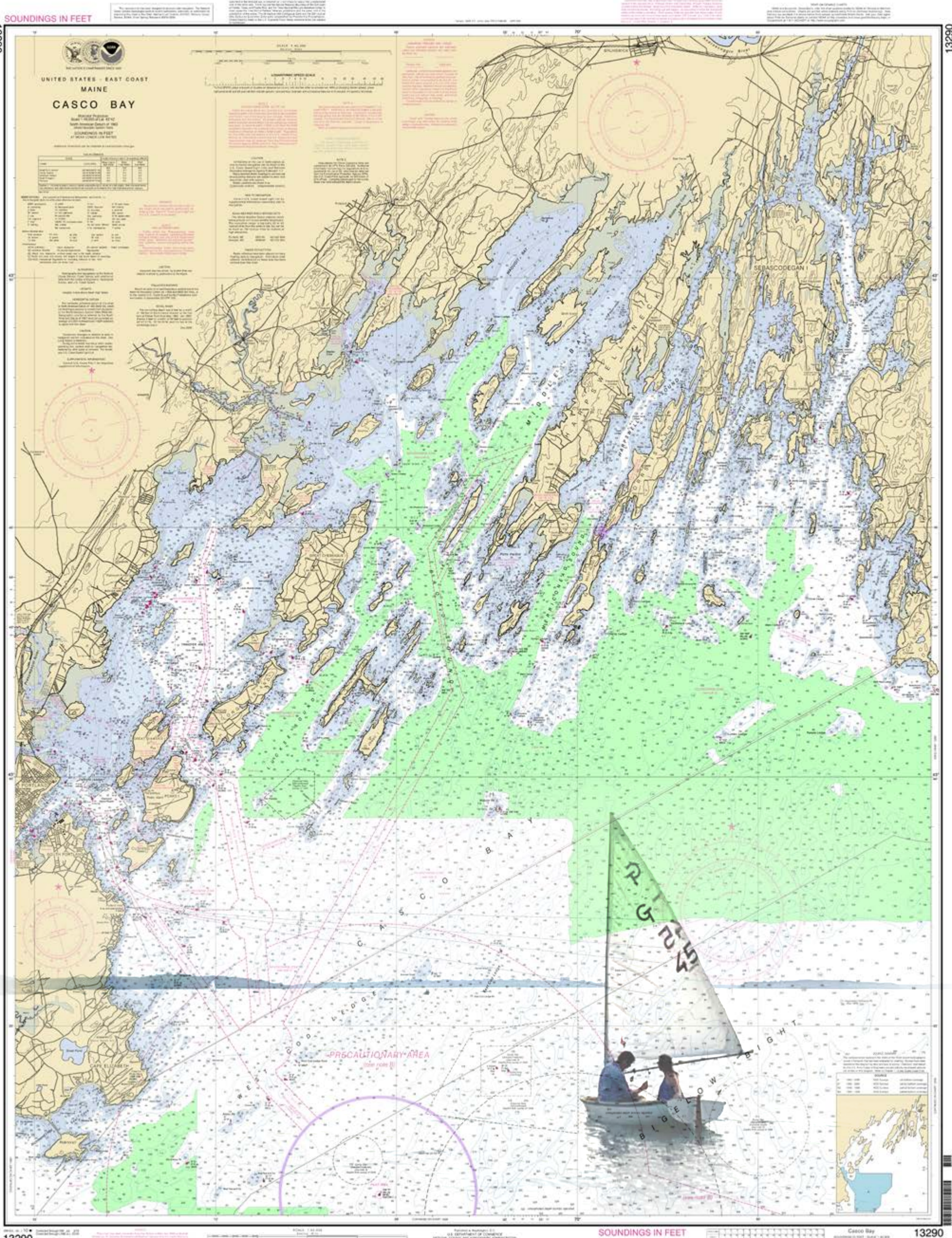
Over 30 years later, Tara and I find ourselves cruising Maine on our J/24, rafting up with friends and cooking ashore islands like Little Chebeague. A Thursday Independence Day allows for a nice long weekend on Casco Bay. Our weekend begins on Thursday morning with list-making and packing at our apartment in Portland. We make a dash to Freeport, with a grocery stop along the way to load up the family Grub Tub dinghy and cushions, which my mom and dad kindly allow me to store in their barn. Still in my racing J/24 mindset, I cringe a little as two big blocks of ice and a watermelon get loaded down below along with food, clothes and sails for the Grub Tub. We head out from PYC, chicken salad sandwich in hand, with the rarely used small jib guiding us through the harbor.





Before long, Katie Drake and her J/24, *Angry Squirrel*, have rafted up along with other Fleet 43 sailors from *Rabble Rouser*, *Boreas* and *Epic Flight*. As everyone unwinds from the work week, discussions turn to upcoming races, what to pack cruising and who is sailing the Grub Tub next around the cove. After motoring around the island a ways to get a better view of the fireworks, we load five people at a time into the dinghy, and then load on gear until the freeboard is barely out of the water and I have a just enough space to row ashore.









While waiting for the seabreeze to fill in on Friday, Tara and I motored over to Whaleboat Island and went for a quick hike. The most important part of cruising in Maine is to take what the weather gives you. No wind? Go for a hike. Fog? Get the dinghy and row between islands. Luckily for us, the seabreeze eventually did come in and we got to sail around Casco Bay. After a failed cell phone conversation with *Angry Squirrel*, I got a text to turn to 68 on the VHF. We bombed into the harbor at the Goslings and picked up a mooring near them. With the afternoon breeze picking up, it was time to rig the Grub Tub again and check out the rest of the boats in the harbor. Another perfect day cruising in Maine ends with a cocktail on deck and a text to mom to let her know what harbor we are hunkering down in.

P.S. Don't let anyone tell you that your J/24 is just "a racing machine." Go cruising. You'll love it.

Dedicated to Laurie Parlee Hadlock, 1958-2020

Bow Woman, Cruising Expert, and Kick A\*\* Mom





# What is Old is new Again

By Quantum Sails' Carter White

***We've been given the opportunity to rethink and reevaluate many aspects of our lives lately, including the way we spend our time. My hope is that this time will bring a focus on what a great sport we have in sailing. After 42 years of J/24 sailing, I know that we as a Class Association and J/24 owners have something special within our fleet. While we are on pause for travel and international and national Championships, we must refocus our efforts and energy into local sailing. Hopefully this reflection can bring some inspiration for the coming months of J/24 sailing for you, your team and your family.***

A few years ago, when local Maine J/24 legend and old salt George Tonini passed away, my memories of him got me thinking about the way we were. The "we" I am talking about is sailboat racing and the history of the late 1960s and 1970s. Many years and sailing eras have passed, which have transformed our sport to a state that is far from what could be called the golden era of sailing. Through it all, George Tonini kept the old traditions strong.

George was born in Trieste, Italy, joined the Italian navy, and eventually assisted the US Navy in a few operations.

A true sailor, he traveled the world by ship and was at one point stationed on Great Diamond Island in Casco Bay, Maine. George, like many others, fell in love with the beauty and way of life that Casco Bay provides. Deciding to call Casco Bay home, George soon looked for an avenue to enjoy the waters. A class of Ensign sailboats from Handy Boat and Portland Yacht Club was forming, and George gladly joined. Competing at sailing became a passion that he would pursue for more than 50 years. In the 1980s, the Ensign Class was waning in popularity, and George bought a J/24, hull number 1031, which, as legend states, he requested since the number represented a fun and interesting holiday-turned-theme for the boat. George named the boat *Trick or Treat*, had it painted bright orange, and raced it for 20-plus years until he was 80 years old. I can still vividly remember his numerous spinnakers with black cats and witches on broomsticks leading the pack of a very competitive fleet of boats. What fun!

George's story reminds me that the post WWII era in the United States, which created an economic and social atmosphere that led to a flourishing of small boat racing, has yet to be equaled. A variety of boats that included the Lightning, Scow, Snipe, Ensign, Flying Dutchman, Blue Jay, Thistle, Star and many more were affordable for the average middle class working American. If you couldn't afford such a boat, you built it with your own sweat equity and materials. In the 70s, many of these aging boat owners could afford to purchase slightly larger boats in the 25- to 35-foot range, and the offshore racing era began. These individuals participated in this sport at a grassroots level





that we haven't seen in over 30 years. Leisure time with the family was spent racing, sometimes with three generations onboard. Now many parents are spectators watching Opti regattas or soccer games.

The J/24 is the best boat to get new blood into this sport and to create a movement that will grow our sport. The boat is relatively inexpensive due to its high production volume over time and the many used boats on the market. Putting some sweat equity into a good boat can turn it into a great boat. The size of the boat is perfect for introducing new people to both the boat and to sailing. I grew up racing with my father on his J/24. We raced against *Trick or Treat* and spent many days taking in the sounds, sights and smells of Casco Bay. I smile when I remember George's heavy Italian accent yelling some classic sailing wisdom as he raced by. I was recently reviewing race results from years ago and noticed that George won the Portland Yacht Club Lightship Race when he was 80; it was his last race on *Trick or Treat*. Fittingly, the Lightship Race is one of Portland Yacht Club's most treasured competitions. The race is roughly 22 nautical miles, from Clapboard Island to a government buoy that used to be the location of the Portland Pilot ship. Often the race is a long perfect windward/leeward course with large swells and great surfing conditions, and George's last race day was no exception.

Here is a firsthand account of the race from crew member and past J/24 owner and District Governor William Newberry: "I had the privilege of being aboard *Trick or Treat* when we won the Lightship Race and the Moore Trophy. George was extremely proud of that accomplishment. It was a cold and foggy day with a steady southerly breeze. There had been a storm the day before, and we were confronted by sizable rollers. With no Loran or GPS on board, we also had to worry about navigation. I remember George saying, 'The first one to spot the mark gets a shot of rum,' as only George could say it. It wasn't difficult because he had put us right on the layline. We rounded the mark, popped the chute and surfed for 12 miles. The whole time George was directing us to

pump the sails and shift our weight. We never had time for the rum at the rounding, but we all enjoyed a shot as we sailed in from the finish line, knowing we had done well."

George never had the latest and greatest sailing gadgets. He kept his boats and equipment for years, getting the most out of them. He embodied the hardworking, grassroots efforts of the 60s and 70s that made sailboat racing a sport everyone could enjoy. The Tonini name and spirit is now forever remembered by the J/24 Fleet 43 Tonini Trophy, awarded to the best performing J/24 from Casco Bay's Fleet 43 throughout a season of racing.

George, I hope your memory inspires us to look at sailboat racing in a way we haven't in a few years. Let's use our boats as much as we can, enjoy the time on the water and encourage others to purchase a boat and join in the fun. Whether racing or just out cruising around the bay, the J/24 is the perfect boat to "social distance" during this difficult time. Let's not be scared of the unknown, but instead use our passion to fuel our lives on the water.

We should take this opportunity to adapt, innovate, and not just complain or lament for better times. Like you, I have ideas that are outside the box of traditional racing and cruising that we can all try to implement in the near future. This is a great time to try something new! There will be little pressure for perfection and great enthusiasm for just doing something, anything.

Most of my ideas are tied to older memories, when J/24s were cruised and raced by whoever showed up on the dock, slept in at regattas and anchored in coves. Why not have a J/24 double-handed race that has two legs with a sleepover at an island between legs? Add a social distancing anchoring and star gazing party at the stopover?

What are your ideas? Now is the time to make them happen. I will start a thread on the J/24 Facebook page so you can post your ideas. I will also add more of mine, so keep an eye out in the days following publication of this article.



# Calendar

## **August 11, 2020**

### **2020 J/24 NORTH AMERICAN CHAMPIONSHIP**

Start: August 11, 2020  
End: August 16, 2020  
Venue: Sayville Yacht Club  
Address: Blue Point, NY, United States

## **September 5, 2020**

### **2020 KIEL WEEK**

Start: September 5, 2020  
End: September 13, 2020  
Address: Germany

## **May 27, 2021**

### **2021 J/24 EUROPEAN CHAMPIONSHIP**

Start: May 27, 2021  
End: June 2, 2021  
Venue: Yacht Club Porto San Rocco  
Address: Muggia, Italy

## **September 24, 2021**

### **2021 J/24 WORLD CHAMPIONSHIP**

Start: September 24, 2021  
End: October 2, 2021  
Venue: Parkstone Yacht Club, Poole UK

## **March 12, 2022**

### **2022 J/24 WORLD CHAMPIONSHIP**

Start: March 12, 2022  
End: March 19, 2022  
Venue: Lake Potrerillos  
Address: Mendoza, Argentina

## **August 29, 2022**

### **2022 J/24 EUROPEAN CHAMPIONSHIP**

Start: August 29, 2022  
End: September 3, 2022  
Venue: Howth Yacht Club  
Address: Howth, Ireland

## **September 7, 2022**

### **2022 J/24 NORTH AMERICAN CHAMPIONSHIP**

Start: September 7, 2022  
End: September 11, 2022  
Venue: Sandusky Sailing Club  
Address: Sandusky, OH, United States

## **July 16, 2023**

### **2023 J/24 WORLD CHAMPIONSHIP**

Start: July 16, 2023  
End: July 23, 2023  
Venue: Corpus Christi Yacht Club  
Address: Corpus Christi, TX, United States

## **August 20, 2023**

### **2023 J/24 EUROPEAN CHAMPIONSHIP DATES TO BE ANNOUNCED**

Venue: Balatonfüred Yacht Club  
Address: Lake Balaton





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