

# *2.4 Metre International Class Association*



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## Secretary's Report

Hello Everyone!! Back by popular demand, here is the next installment and probably sooner than most of you expected. I will continue to act as a strong link between the individual National Class Associations and the International Class. Communication is vital to the future growth and development of our Class. The strength of our Class is only as strong as its membership. I will also continue to oversee the website and work with our webmaster to ensure that the website is up-to-date and that new information is quickly posted. I ask that all National Class Association Contacts send this Newsletter to its' members as I do not have everyone's Email address. One thing that I would like to ask is that you go to the website and click on "Email Directory." Please submit your information as requested. This will allow you to automatically receive this Newsletter and allow other Class members to contact you.



I would like to bring you up-to-date with what has happened since the AGM in Helsinki. The Executive Committee held its first meeting since the AGM. The meeting minutes are available on the ICA website. The Race Management Committee that I am leading has completed its work to update the Race Management Manual. The updated manual was approved by the Executive Committee at its October meeting and was sent out to all member NCAs for comment. This comment period ends December 1, 2006. The





Race Management Committee has also created a NOR and SI template that will be used for all World Championships beginning in 2007 and beyond. These templates have been sent to the Organizing Authority for the 2007 World Championships. I wish to thank Peter Wilson of the United States for his significant contributions to the work of this Committee. His knowledge and experience was a tremendous asset to the work of Race Management Committee.

The Organizing Committee is very busy and working hard to deliver a great World Championships for 2007. There is a progress report from the Organizing Authority for the 2007 World Championships that you can read in the section of this Newsletter entitled "Reports From NCAs."

The One Design Committee is up and functioning and recently held a meeting that was very productive. Due to work commitments, there was some restructuring of this Committee. Rikard Bjurström of Finland has replaced Peter Russell of Australia as a Committee Member. Chairing the One Design Committee is Per Lindell of Sweden.

Finally, I wish to thank all the people who made contributions to this Newsletter for without you, there would be no Newsletter. I specifically would like to thank Peter Braun of Denmark, Peter Lewin the Secretary of the British NCA as well as Sailing Anarchy.

*Thomas Franklin*

Thomas Franklin  
Secretary—2.4mR International Class Association

## Summer Sailing in the Winter

**ICIS** International Club of physically disabled and able bodied sailors, "Sailing People"  
Club Internacional de navegantes físicamente discapacitados y non discapacitados, el  
"Sailing People"

Yearly fee to the "Federacion Insular de Vela" has been negotiated by us to **20 euro**.

This fee is obligatory and is paid for the membership here and includes the license for sailing in Spanish waters, keeping of the boats in the barradero and using the Club facilities. This is half price compared to what others pay. We have argued that we probably do not come back for much more sailing any year. This fee includes insurance, shower at the club, etc.

Another yearly fee is **20 euros** to the ICIS club. This is for insurance, maintenance of the crane and the dinghy as well as maintenance of our platform, payment for registration of ICIS, stamps, etc. for ICIS.

On a daily basis, the boats will cost some **30 euros** per time (or per day they are being used). This should cover the depreciation of boats and sails, the insurance fee for 3<sup>rd</sup> party responsibility (288 euro per year), etc. The weekly fee is set at **150 euros** per week.





We hope to be able to buy back to the ICIS club from Peter Norlin, Skota Hem, and Björndahl the boats we are using today. These persons have kindly been lending us the boats for free use so far. To be able to do this we might have to hope for donations to the club.

We are proud of being able to offer to you sailing with 2.4mRs here in protected Spanish waters at a relatively low cost! This includes the use of our small Zodiac dinghy with a 30 HP engine.

For further information including boat booking you may contact the persons below or visit <http://www.icisailing.org/index.htm>

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**Ernst B. Torp**

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**Welcome**  
**Ernst B. Torp**  
**President, ICIS**





## ISAF Rolex World Sailor of the Year Awards 2006

ISAF, Thursday, October 26, 2006



*On 28 September 2006, ISAF announced the sailors short listed for the ISAF Rolex World Sailor of the Year Awards 2006 - the pinnacle award of recognition in the sport of sailing. View the eleven nominees for the 2006 Awards in action in ISAF's photo gallery.*

All the sailors short listed for the ISAF Rolex World Sailor of the Year Awards 2006 have exhibited 'outstanding achievement' during the period of nomination, 1 September 2005 to 31 August 2006, and cover a broad spectrum of accomplishment within the sport. On the short list of sailors, includes are very own **Helena Lucas, GBR 75**.



Helena LUCAS (GBR) uniquely illustrates the accessibility of sailing demonstrating outstanding performance during the nomination period in both Paralympic and Olympic disciplines.

LUCAS sailed a 2.4mR for the first time in 2004 and quickly proved her ability to adapt to new challenges and new techniques. She kicked off the 2006 nomination period with an outstanding bronze medal at the 2.4mR World Championship, an event open to able bodied and disabled sailors. She followed this up with a silver medal at the Alcoa IFDS World Disabled Sailing Championships in January 2006 and another silver in Hyères.

Whilst the lure of Olympic competition is always close to her heart and her sights are firmly set on the 2008 Paralympic Sailing Competition, LUCAS also thrives on competing in Open fleets.

When LUCAS was asked to stand in for new mother and double Olympic gold medallist Shirley ROBERTSON in the Yngling at the 2006 Qingdao International Regatta she jumped at the chance. LUCAS' thirst for learning and genuine talent brought her to the podium yet again with a silver medal in her first event sailing the Yngling. Recent accomplishments include:

*3rd – 2.4mR World Championship, Elba, ITA – Sep 2005 (2nd disabled)  
2nd – Alcoa IFDS World Disabled Sailing Championships, 2.4mR, Perth, AUS – Jan 2006  
2nd – Semaine Olympique Française, 2.4mR, Hyères, FRA – May 2006  
6th – Kiel Week, 2.4mR, Kiel, GER – Jun 2006  
11th – 2.4mR World Championship, Helsinki, FIN – Aug 2006 (3rd disabled)  
2nd – Qingdao International Regatta Yngling, Qingdao, CHN – ISAF Grade 2 – Aug 2006*

### Other short listed nominees include:

#### Female

Mónica AZÓN CANALDA, Sandra AZÓN CANALDA and Graciela PISONERO CASTRO (ESP)  
Dee CAFFARI (GBR)  
Dorte JENSEN (DEN)  
Daída MORENO (ESP)  
Paige RAILEY (USA)



### **Male**

Peter GILMOUR (AUS)  
Sébastien JOSSE (FRA)  
Yves PARLIER (FRA)  
Bruno PEYRON (FRA)  
Mike SANDERSON (NZL)

The ISAF Rolex World Sailor of the Year Awards is taking place during the ISAF Annual Conference where the winners will be announced at the ISAF Rolex World Sailor of the Year Awards Dinner and Presentation on 7 November 2006 at the Wanhassaatama, a historic warehouse in the heart of Helsinki, Finland.

Each winner will be presented with the coveted ISAF Rolex World Sailor of the Year Award Trophy and a Rolex timepiece at a ceremony that will honour the achievements of all of the nominees. This gala occasion will be attended by the nominees and eminent guests from the sailing world, and the renowned sailor, yachting journalist and Rolex Ambassador Gary JOBSON will act as Master of Ceremonies for the evening.

## **Regatta Reports**

### **Hugh Fletcher Memorial Regatta**

The 3<sup>rd</sup> Annual Hugh Fletcher Memorial Regatta was held at Noroton Yacht Club September 9-10. This open 2.4 event honors the memory of Hugh Fletcher, a disabled sailor from Stamford, Connecticut who raced 2.4 meters, radio control CR19's, and other boats in his lifetime. Hugh's 2.4 meter, now named "Fletch", was donated after his death to the New England Competitive Sailing Center (a regatta co-host), and sailed in this year's event by Charlie Rosenfeld of Woodstock, Vermont.

While many of the sailors had been hoping to sail new boats returning by container from Helsinki, with the anniversary of 9/11, extra precautions by our Department of Homeland Security delayed the container and kept it in Port Elizabeth. Fortunately, there were some extra older boats at Noroton and the Canadians brought down a few from Toronto, so we had enough boats to go around.

Nick Scandone ran away with victory winning 5 of the 8 races. Conditions were his favorite, 4-8 knots (2-4 m/s) and shifty. On Saturday, 5 races were sailed in a 4-6 knot (2-3 m/s) southwest breeze, and due to the full moon, there was the added element of a strong current. After the first day of sailing, Nick was leading with 8 low points, Bruce Millar from Vancouver was second with 11, and Peter Wilson, of the host club, stood 3<sup>rd</sup> with 14 points.

On Sunday, a weak cold front passage the night before provided northerly winds of 5-8 knots (2.5-4 m/s), full of big shifts. Race committee chairman Peter Galloway and his team did a great job of keeping the starts and courses square, while Nick won all three races. Peter Wilson and Bruce Millar battled for second place, with Peter just edging him by a point.

It was a great event, with competitors from Vermont, Colorado, California, New Orleans, Canada, and the US.



## Hugh Fletcher Memorial Regatta

### Final Results after 8 races (1 Discard) (11 entries)

Place	Sail #	Skipper	Score	R1	R2	R3	R4	R5	R6	R7	R8
1	USA 120	NICK SCANDONE	9	[2]	2	1	1	1	1	1	1
2	USA 77	PETER WILSON	22	1	4	4	3	2	4	4	[5]
3	CAN39	BRUCE MILLAR	23	3	1	1	2	4	6	[7]	6
4	USA 119	MIKE PICKNEY	25	4	3	5	[7]	3	5	3	2
5	CAN 96	JERRY WENDT	33	7	[8]	3	5	7	3	5	3
6	CAN 54	GLEN MCKAY	38	[8]	5	8	4	6	2	6	7
7	CAN 3	DARRELL SOLDERMANN	38	[8]	5	8	4	6	2	6	7
8	USA 137	MARK LEBLANC	51	5	7	7	[9]	8	8	8	8
9	USA 133	TOM SERGO	61	9	9	[10]	8	9	7	10	9
10	USA 118	BRITT HALL	67	10	10	6	11	10	11	9	[12]
11	USA 771	CHARLIE ROSENFELD	77	12	11	[13]	12	11	9	11	11
12	USA 128	CATHY HOYT	82	11	12	11	14	14	12	12	10
13	USA 122	FORREST DOUGLAS	86	[13]	13	12	10	12	13	13	13

## International 2.4 metre Keelboat Regatta

*May 27-29, 2006*

*Sailed off the waters of Poole, England*

*Submitted By Peter Lewin*

*Photos by Toney Hearn*

The May Bank holiday weekend of May 27-29, 2006 saw 13 International 2.4 metres gather at Poole to take part in the bi-annual keelboat regatta. The program was for three races on both Saturday and Sunday and then two on the Monday. Saturday started with lots of wind with 7 boats facing a nasty short chop that led to gear failures and swamping. The failures continued throughout the weekend but all were minor with shrouds backstays and pumps all found wanting. Everyone quickly repaired their boats and with the







race course so near the marina were often able to make it back for the next race. However, by race three, only four ventured out with just three completing the race. Megan Pascoe soon set her stamp on the proceedings with 2 firsts with father Martin Pascoe taking the other race. Newcomer to the fleet, Richard Cornah, made a great debut with a 2<sup>nd</sup> and 3<sup>rd</sup> in the first two races.

The second day looked far more promising where at first light, scenes of frantic boat fixing could be seen taking place along the pontoon. The wind soon filled in as 13 boats took to the water. Generally the conditions were much better, but some of us still suffered failures from points weakened the previous day. The first race showed our bright anticipation for a good days racing with a general recall as most of the fleet arrived several seconds too early crammed together at the committee boat end. The black flag was raised and this created the desired effect with a clean start with some changing of order where Megan again found first place. The second race also took place under the black flag with all boats being cautious, but with a definite split with three boats being bolder than the rest. Gaps were narrowed throughout the laps but as always the best way to win was to lead at the start and Megan Pascoe took her 4<sup>th</sup> race of the series. The last race of the day did not see the black flag; hence, the rush for the line was back on where this time only two boats were deemed to be over and we continued with just an individual recall. Not to be put off, Megan again showed that younger bodies and determination will win thro.



The third day was once again a windy one, but saw 12 boats on the line to face even stronger gusts and a more ferocious chop. Newcomer to the fleet Richard Cornah blasted through the atrocious conditions to score two bullets in races that saw many changes of fortune. The Northerly set of the wind meant that the tidal influence near the windward mark was very pronounced with it set so near the main channel and despite the beating that wind and waves were

handing out the top end of the fleet were still able to think there tactics through. The last race saw a much-diminished fleet but a no less determined one. An over optimistic port/ starboard incident saw George Barker struggling to perform penalty turns with his boat bouncing violently bouncing up and down and unable to accelerate enough to ease the forces of the jibe.

Podium Finishers:

- 1<sup>st</sup>: Megan Pascoe, Weir Wood SC
- 2<sup>nd</sup>: Richard Cornah, West Kirby SC
- 3<sup>rd</sup>: Allan Smith, Rutland SC





## UK National Championships

*August 23-25, 2006*

*Sailed off the waters of Rutland Sailing Club*

*Submitted By Peter Lewin*

*Photos by Toney Hearn*

This years UK Nationals for the 2.4 Metre Class saw two firsts—the first time the fleet had broken the 20 boat barrier with 21 boats attending and the first time the event has been won by a female. The extra boats were mainly from a new fleet that has formed at Frensham Pond SC. The three day event saw varied conditions with starts in moderate, fresh and near calm conditions. However, the series of 8 races was completed.



The 1<sup>st</sup> race saw a reasonable breeze, but one that kept swinging and a swing just before the start meant that some opted for a port hand flier that worked much to their advantage in the initial stages. There was some changes of position in the front of the fleet but as the race progressed into the third round it had become processional with Megan Pascoe taking the first of 4 number one slots. Race 2 had a similarly biased line but the early arrival of starboard tackers shut out those hoping for a port flyer. The order set by the 2<sup>nd</sup> mark rounding was to be maintained in the top quarter of the fleet with much changing of positions lower down.

Day 2 saw an increase in wind with an average of 15 knots (7.5 m/s) with the wind raising a chop and this being added to by the wake of the milling boats before the start. It was essential to keep enough way on to penetrate the confused water. This led to a general recall and the subsequent starts were under Black flag. This had the desired effect for the start but produced some collisions before the gun as boats tried to find space. Those finding clear air were able to maintain speed across the line and were assured of high finishing places. The other three races of the day were in similar conditions. An exhausted fleet returned to the shore to effect repairs to both bodies and boats.





Day 3 was a total contrast with a postponement to allow the meager wind to fill. With large dead patches on the course, it was something of a lottery. However, once again, Megan Pascoe managed to anticipate where the wind would fill first and took a commanding lead that was not to be challenged. George Barker, who was Megan's only real worry points wise, had bad fortune recording a 14<sup>th</sup> after being becalmed at one point. The second race of the day was in steadier conditions where Bruce Hill from Frensham Pond became the one to catch. Bruce maintained his lead with Megan getting close but unable to catch.

Results: Top 3 Finishers

1<sup>st</sup>—Megan Pascoe, (11 points), Weir Wood SC

2<sup>nd</sup>—George Barker, (21 points), Oxford SC

3<sup>rd</sup>—Richard Smallwood (36 points), Frensham Pond SC

## US 2.4mR Paralympic Class Pre-Trials

Reprinted from the pages of Sailing Anarchy at <http://www.sailinganarchy.com/>

By David Trude

I arrived in Rhode Island on October the 4<sup>th</sup>, a Wednesday afternoon. I grabbed my baggage, rental car and made my way to BJ Porters house. That actually may sound easy but from a wheeling point of view it is quite a task. I traveled alone for this regatta, which in retrospect I will not do again. We will visit that later. I had been in touch with BJ for several weeks prior to my arrival as he lives near the regatta venue and he offered his assistance. Let us go back further. I had posted on the forums that I was coming out and was wondering if there was anyone who wanted to open their house up to me for free or a fee. Several Newport anarchists responded and after consideration I decided to take BobC's offer. One of the other competitors in the Scud



18 class took up with JeffR. So it was cool that other competitors were watching and took use of the offers. As it turns out, Bob's house is almost 100% accessible. I shipped out a 6' folding ramp and BJ set it up, with a little work. I have no idea what I would have done without BJ's help (hence the future need to have a traveling companion). So as I said, I made my way to BJ's house where after years of chatting on the forums and phones, we



finally meet face to face. BJ cooked a steak dinner and I ate with his family. I must say that BJ has a nice view from his porch. After a long day, I finally made it to Bob's house and was ready for the sack.



Thursday was a do nothing day mostly. I went to the store, made my way to Sail Newport to find my boat. Nick Scandone was there with his support crew (Clarence) working on his boat. There I sat all alone wondering what to do. It was late afternoon so I just took mental note of the boats condition and went back home.

Friday back at Sail Newport there was Nick and Clarence working on his 2 boats and my boat waiting for me. I finally figured out what to do (remember I am alone and cannot stand up). For some reason there was a dock on the pier. So I surmised that if I can get some help moving my boat over next to the dock, I can get on the dock and pull my wheelchair up on the dock get back in my chair I can

then get next to my boat and get in it to do some rigging...always easier said than done. Well this time it was not, so with the help of some sailors in the area they moved my boat to the dock and even stepped the mast. So I hiked my bottom on the dock, lifted my wheelchair (only 17lbs) on the dock, and blah blah blah I was finally in my boat for the first time. The boat is new to me, but it is a used boat. It should have had a seat and hand-steering but they were missing. Oh boy no hand steering, so I just pattered with the rest of the boat hooking up what I could, running halyards and oh boy the main halyard tail is up the mast (internally). My helpers had to untie some lines to step the mast and it must have got sucked in the mast. So I finished what I could and went to the hardware store to get some acetone to wipe the hull clean. While in the hardware store some one side swipes my rental car and leaves a big white streak down the passenger side. Good thing I paid for the extra rental insurance.

Saturday help arrives in the form of Marko Dahlberg, who is going to be coaching the US 2.4 sailors and is also who I bought the boat from. Marko rigs the hand steering and Nick who has two boats, but can only sail one, loans me a seat. We pull the rig and Betsy Alison helps fish the halyard out. Step the mast and things are looking up. Sunday we splash the boats around noon and a short sail is taken.



Monday and Tuesday were good sailing days. Nick, Roger Cleworth from Florida and I go speed testing with Marko in a RIB watching and giving us pointers on trim. We sail for long distances, almost all the way out of the bay it seems. We are getting soaked. Thank God for the Gul gear donated to me, with out it I do not think I would have lasted. It was cold and wet. The Barz goggles did a great job keeping my eye dry too.





By Wednesday the whole group of 2.4 competitors were here and sailing. We were out doing some windward-leeward courses in the harbor using a channel marker and a cable marker. While retracting my whisker pole the bungee retractor line snaps and I have to go back to the dock for repairs. Chuck Simmons was working on Nick's second boat (Clarence went home) and gave me a few pointers in running the retractor. Luckily the bungee did not break, only the knot holding it to the pole slipped; however, I still have to remove the gooseneck fitting and use one of Nick's spare shrouds to fish the bungee back through the boom. I finally finish and rig the boat when the others are coming in after a long afternoon of practice

starts and short races. I go out for a test anyway to make sure it all holds. It does. It felt good to work on a boat again even if I am in a wheelchair.

Thursday is Haul the boat day, get weighted in, finish registering, wipe the hull, hang out and finally splash the boat in the late afternoon. Those teams with support crews or sailors with use of their legs wait until the morning of the regatta day to put their boats in. Hence, the need to have a support person or team. John Ruf from Wisconsin arrived in a 40' trailer pulled by a truck that was almost a semi rig. 2.4 came out, 2 RIBs and 3 support team members. I was floored. Almost everyone in a wheelchair had someone to help them. John's support was impressive where in between races they would change his entire set of sails. One day, one of the boats towed his boat out and he rode in the other one while everyone else had to sail 40 minutes to the course.



Later on I found out that the team that helped him was from New Jersey and they were bringing some E Scows from Wisconsin back to some lake. They decided to help John out.



Friday, race day 1 and the weather gets colder, at least in the morning. 10am dock start 40 minute sail to the course and wait, wait, wait. 4 hours of waiting, and racing finally got started just after 2pm. Race 1 John Ruf and I are over early. I knew John was but I did not think I was, so I continued. Even with an over early I got a crappy start. John was above me and Roger was below me, both going faster. I finally tacked away and hit a shift on the right and was 2nd at the top mark. The umpires called me and John over and we had to drop out otherwise we would not be able to use the race as a throw out. Bruce Millar (CAN) was 1<sup>st</sup>, Tom Brown 2<sup>nd</sup> and Mark Le Blanc 3<sup>rd</sup>. Race 2 the wind was increasing and it was late afternoon and getting colder. I don't recall much from this race other than it was a long day.



John Ruf won, Bruce Millar 2<sup>nd</sup> and Tom Brown 3<sup>rd</sup>.

Saturday saw the same cold morning and there was a shore side postponement. We left the dock at 11am and were racing shortly after noontime. The wind was up early and it was obvious to me that time in the boat was my Achilles heel. Getting better starts I was able to be near the top of the fleet at the weather mark but seemed to fade as the race continued. Tom Brown went on to win every race for the rest of the regatta and Bruce Millar virtually 2<sup>nd</sup> or 3<sup>rd</sup>.

Sunday saw lighter air at the start of the racing; however it continued to build. In the last race, I actually thought I would redeem myself. Getting a good start and rounding the top pack in the top 5. The next beat saw a right shift and I was slightly to the left, oh well.

One thing I am impressed with about this boat is how it lends itself to everyone, whether you are strong, weak, disabled or not. Sitting next to Nick Scandone who has ALS and has arms that are witheringly small compared to mine, he smoked me all weekend. This also told me that more time in the boat is needed, but it also says that many different types of people can race this boat on equal footing.

There were sailors from 10 US states, 3 Canadian Provinces and 57 volunteers and the regatta. Next race will be the Americas in St. Pete FL after Thanksgiving.

## 2.4mR Paralympic Class Pre-Trials

### Final Results

Pos	Sail No.	Name	R1	R2	R3	R4	R5	R6	R7	Total Points
1	USA 112	Tom Brown	2	[3]	1	1	1	1	1	7.00
2	CAN 39	Bruce Millar	1	2	3	3	2	[6]	3	14.00
3	USA 114	Nick Scandone	[8]	6	2	2	3	5	2	20.00
4	CAN 99	Paul Tingley	4	4	4	[5]	5	4	5	26.00
5	USA 109	Roger Cleworth	5	7	6	4	[8]	2	4	28.00
6	USA 137	Mark Le Blanc	3	[9]	5	6	7	7	7	35.00
7	USA 88	John Ruf	[13/OCS]	1	8	7	4	3	13/OCS	36.00
8	USA 139	David Trude	[13/OCS]	5	7	8	6	8	6	40.00
9	USA 138	Rayburn McKay	6	8	10	9	9	[11]	9	51.00
10	USA 122	Charles Rosenfield	7	[10]	9	10	10	9	8	53.00
11	CAN 66	Alan Humphreys	[13/DNC]	13/DNC	13/RAF	13/RAF	13/DNS	10	13/OCS	75.00
12	USA 32	Mark Bryant	[13/DNC]	13/DNC	13/DNC	13/DNC	11	13/DNC	13/DNC	76.00



**13–15 October 2006**

**2.4mR**

**Final Overall Results**

**Sailed:6, Discards:1, To count:5, Entries:13**

Rank	Nat	SailNo	Name	Surname	R1	R2	R3	R4	R5	R6	Total	Net
1	FRA	1	Seguin	Damien	2.0	(3.0)	1.0	2.0	1.0	1.0	10.0	7.0
2	NED	12	Thierry	Schmitter	1.0	1.0	2.0	3.0	(5.0)	2.0	14.0	9.0
3	GBR	75	Helena	Lucas	4.0	2.0	(6.0)	1.0	2.0	3.0	18.0	12.0
4	GBR	60	Megan	Pascoe	3.0	4.0	3.0	6.0	(8.0)	5.0	29.0	21.0
5	NOR	102	Bjornar	Erikstad	(5.0)	5.0	5.0	5.0	3.0	4.0	27.0	22.0
6	NED	111	André	Rademaker	(10.0)	8.0	4.0	4.0	6.0	7.0	39.0	29.0
7	GBR	63	Steve	Bullmore	6.0	6.0	7.0	7.0	4.0	(DNF)	44.0	30.0
8	GBR	81	Martin	Whittingham-Jones	7.0	(9.0)	8.0	8.0	7.0	6.0	45.0	36.0
9	FRA	13	Tourneux	Hervé	8.0	(11.0)	9.0	11.0	10.0	8.0	57.0	46.0
10	GBR	57	Tony	Prior	11.0	12.0	(13.0)	9.0	9.0	9.0	63.0	50.0
11	ESP	2	Emilio	Fernández	9.0	7.0	10.0	13.0	12.0	(DNF)	65.0	51.0
12	FRA	15	loiseau	Jean-Claude	(13.0)	10.0	12.0	12.0	11.0	10.0	68.0	55.0
13	ESP	1	Nuria	Cueva	12.0	(13.0)	11.0	10.0	13.0	11.0	70.0	57.0





## Reports From NCAs

### Danish National 2.4mR Class Association

Website: <http://www.24meter.dk/>



## Hello all fellow 2.4 freaks

I have been given this opportunity to lift a corner of the veil on what's going on in terms of organizing the 2007 2.4mR World Championships.

In the early spring 2006 we formed a “mean lean” team of 4 people, who had the task to set up the frames for the further work and to find the rest of the team.

The result was a (very long) list of items, activities, etc. that should be dealt with—before as well as during the event. The activities were, based in coherence, divided into groups and on basis of this we decided on an organizational structure; a structure that supports differences in workload, timing, etc.

In this work, we leaned towards our Swedish friends and made re-use of their experience from the 2004 event in Gävle – thank you for your cooperation.

From this, we made up a list of 12 ‘jobs’ that had to be filled. By early autumn, we had the jobs filled meaning that today we are up and running with an organization having 12 people responsible for the following areas:

- Official events (opening, regatta dinner, prize giving/closing)
- Unofficial events (after-sailing ...)
- Authorities and permissions (police, fire brigade, the harbor ...)
- Shore facilities (tents, parking, toilets ...)
- Off-shore facilities (cranes, mooring, ‘tenders’ ...)
- Measurement (facilities, gear, IM ...)
- Regatta completion (Course-crew, jury, security ...)
- Equipment (Marks, boats, flags ...)
- Race-office (Staff, offices, IT ...)
- Food & Beverage (Brunch, lunch-bags, daily cafeteria)
- Public relations (Sponsors, Website, media ...)
- Finance (Budget control, accounting, cash dispenser ...)

All but two are local people members of the organizing club and have experience in carrying out this kind of tasks together.

The organization is headed by Bjørn Nitschke. Bjørn has experience from large events, among them a European Championship for the Snipe class held in Kolding.



We were working on a NOR and SI, but we had to wait for the new templates from our ICA. We still look forward to receive the new edition of the Race Management Manual in its final form.

One of the findings done in this set of activities is that ISAF actually requires an international class measurer present at a world championship for an “ISAF international class” (being the status that the 2.4mR class has). Therefore, we in cooperation with the ICA are working to find a solution for that which will not drain our budget for the ‘extras.’ As a matter of fact, this has always been a requirement from ISAF, but not always acted in accordance with.

During this phase we have, of course, created a budget for the event. The budget is structured in a way that allows us to open a ‘new layer’ of activities when we find funding for it, meaning that it is decided which activities has which priority in terms of allocating funds. If we find funding for it all we will be able to host an event with not only the necessary stuff but also with a lot of ‘extras.’

When speaking of funding and parallel to the above activities, we have been working on sponsor activities. In Denmark, the Royal Danish Yacht Club is widely known for its ability to attract sponsors for their events (Danish Open and Women’s WC in match race 2007, Int. Moth WC 2006 ...). As I am a member of this club, I thought that nothing would be more logical than establishing cooperation with them regarding all the needed activities to attract the needed sponsors.

So as said so done; a formal and very fruitful 3-party cooperation between Kolding Sejlklub, Danish 2.4mR Association and Royal Danish Yacht Club has been formed. The outcome so far is that we have a complete set of presentations with clear cut messages ready for attracting sponsors as well as making agreements with them and we are drawing up a list of (in Danish measurements) large companies that we will try to attract main or co-sponsors and the contact phase has started.

As you probably all know, the official event website is found at [www.24worlds07.org](http://www.24worlds07.org) – and yes, there hasn’t been much activity during the autumn (even though a few sailors have e-mailed some of the organization committee members stated there). Our time schedule has a major milestone in early January, where we all meet to report on our tasks and progress. From then on there should be a substantial increase in information available.

We look forward to seeing you all in Kolding – until then, take care.

On behalf of the organizing committee

*Peter Braun*

Peter Braun  
Chairman of the Danish 2.4 NCA



## German National 2.4mR Class Association

Website: <http://www.2punkt4.de/>

### IMPORTANT NEWS FOR ALL COMPETITORS

#### **Exchange of KIEL WEEK 2007 Race Schedule**

From June 16<sup>th</sup> to June 24<sup>th</sup>, 2007 KIEL WEEK will celebrate its 125<sup>th</sup> anniversary. In this year the two parts of KIEL WEEK will be exchanged: from June 16<sup>th</sup> to June 20<sup>th</sup>, 2007 the races for the Olympic Classes will take place on Kiel Fjord, followed by the races of the International Classes in the second half of the week from June 21<sup>st</sup> until June 24<sup>th</sup>, 2007.

“This decision was made in favour of all participating competitors representing more than 50 nations” commented the KIEL WEEK Organising Committee (Jobst Richter, Thomas Ross, Sven Christensen) in co-operation with the City of Kiel and the four German Yacht Clubs integrated in the organisation. Reason for this rather vital but only once “swap” within the time schedule is the closeness with the ISAF Olympic Classes Worlds 2007, which will take place from July 2<sup>nd</sup> until July 13<sup>th</sup>, 2007 in Cascais, Portugal.

Similar support comes from the International Sailing Federation ISAF, the governing body of the sport of sailing. Secretary General, Mr. Arve Sundheim, commented: “We appreciate the flexibility, fair-play and cooperation of Kiel Yacht Club to advance the races for the Olympic Classes to the first half of KIEL WEEK 2007, thus enabling the top teams world-wide to participate in both major regattas. Consequently, the KIEL WEEK 2007 for the Olympic Classes will end on June 20<sup>th</sup>, 2007, and the first race of the ISAF Worlds in Cascais is scheduled for July 2<sup>nd</sup>, 2007.

Kiel Yacht Club and ISAF will arrange transport of boat material from Kiel to Cascais. Jobst Richter found already sponsors and partners who may assist in solving logistic problems, thus helping all competitors of the Olympic Classes as much as possible.

Further information: [www.kieler-woche.de](http://www.kieler-woche.de)

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