

2.4 Metre International Class Association



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Secretary's Report

Hello Everyone!! Back by popular demand, here is the next installment. 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. The website for the International Class continues to grow with the ultimate priority of keeping the site up-to-date. If you are a supplier of 2.4mR equipment, an NCA Contact, or a Class Official and your contact information changes, please send me your updated information. I wish to thank our webmaster, Antero Karjalainen of Finland, for his commitment to this project. If you have not been to the website recently, I encourage you to do so at least once a month. There is much activity at the International level. Major occurrences and developments will be posted at the top of the homepage.





The 2007 2.4mR National Class Association subscriptions are due 1 March 2007. Your NCA voice within the Class is important and can be represented at the Annual General Meeting, but only if your NCA is a member of the International 2.4mR Class Association. As a member National 2.4mR Class Association, you have the right to nominate officers, propose changes to the Class Rules as well as proposing amendments to the Class Constitution. I send out requests and agendas a few months before the Annual Meeting. This is where your voice as a member National 2.4mR Class Association begins to be heard. I can only send an agenda and agenda related items to those National 2.4mR Class Associations whose dues are current. Please contact our Treasurer, Bo Hedensjö, at Bo.Hedensjo@cthab.com if you are not sure how much to pay.

Now, I would like to bring you up-to-date with what has happened since the last Newsletter.

For those of you that have not been informed, **the Internet address for the ICA website has changed to <http://www.inter24metre.org/>**. Also, there is now a functional forum for you to utilize. In a few days, there will be two (2) new postings at the top of the homepage that are very important and effect all sailors, builders, and owners of the 2.4mR. The information in these messages pertain to building material, updating fundamental measurement certificates to reflect a boat weight of 254 kg, and a request of NCAs to tank test a limited number of Norlin Mk IIIs in their fleet.

The Race Management Committee has completed its work with the Race Management Manual and thanks all member NCAs for the comments received. I wish to thank Peter Wilson (USA) for taking the lead on this project and sorting through all the NCA comments. Because of his knowledge and experience as a judge as well as the input received from member NCAs, the ICA now has a stronger guideline to better manage a World or Continental Championship.

Recently, an Internet vote was sent out to all member NCAs asking to vote on revenue streams and starting a hull numbering process. *The voting period ends 28 February 2007.* There seems to be a little confusion, so I would like to take a few moments to clear up any misunderstandings. The Internet vote is on the principles of adding revenue streams and starting a hull numbering process ONLY. Any associated Rule changes ARE NOT being voted upon at this time. Any amendments will be brought forth for discussion and vote at the 2007 AGM held in Kolding, Denmark.

You may be asking yourself, "Why the need?" As far as the added revenue goes, it was decided at the 2006 AGM that this would be investigated by the EC. To simply put things, NCA subscriptions are no longer enough to meet increased expenses. The need to find additional monies is important because the Class is having expenses that it has never had in the past and NCA subscriptions by itself is not enough. For example, The Class is sending a representative to the Annual ISAF Conference to conduct ICA business, sending an EC member to two (2) Worlds venues per year to make sure things are organized well, and now the Class has two (2) International Measurers that must go through training and certification. The EC looked very hard to find the best way that would have the smallest effect on sailors.

Now, you may be asking, "Why hull numbering now after being adopted as an International Class back in 1993?" "The basic approach is to embed the ISAF plaque number into the hull to prevent switching ISAF plaques (which has happened in the past), and helps assure that the boat can be identified should the ISAF plaque wear down or come off." There has not been any method developed stating how hull numbering is to be performed or where the actual placement should occur. The intent of the Internet vote is TO DECIDE whether to start a process of hull numbering or not. Also, there are concerns that, "[Hull numbering] seems to take no notice of wooden boats and designs that have the rudder stock emerging above deck level and hence not requiring a hatch." Again, let me stress that the Class is ONLY VOTING ON THE PRINCIPLE OF HULL NUMBERING. If the process is approved, the details can then be worked out and any amendments required, to the Class Rules, will be brought forth for discussion and vote at the 2007 AGM.



The Organizing Authority for the 2007 World Championships is very busy and working hard to produce a memorable Championship. The NOR has been finalized and is available at <http://www.24worlds07.org/>.

The One Design Committee is moving forward with its work. A letter and background information has been sent to ISAF. The Committee is awaiting a response. Recently, a member of the One Design Committee met with IFDS to discuss the future of the 2.4mR in the Paralympics, the concerns and expectations of IFDS as well as what needs to be done to ensure the 2.4mR's longevity in the Paralympic regatta. A formal answer was requested and is expected no later than 28 February 2007.

NEWSFLASH: The Gran Canaries cannot be accepted as the venue for the 2008 World Championships. The reason is the host club cannot meet the timeline of February or March as decided by the World Council, at the 2006 AGM. As a consequence, the Executive Committee has opened the bidding process to host the 2008 World Championships. Please contact the ICA Secretary if you are interested in hosting this event.

Finally, I wish to thank all the people and organizations who made contributions to this Newsletter as well as the inventor of the process known as "copy and paste" for without all of you, there would be no Newsletter.

Thomas Franklin

Thomas Franklin
Secretary—2.4mR International Class Association

Technical Committee Report

2006 Annual ISAF Conference in Helsinki, Finland

I attended the International Classes Committee and Racing Rules Committee meetings on November 4–11, 2006. The 2007 proposed amendments were not on the agenda at the ISAF meeting at all. ISAF has changed their system about rule submissions where they are now handled year round. This makes it possible to have a rule change in force the whole year. However, they told me it is not recommended to make many rule changes in one year because it stresses the sailors a lot and can create problems because one does not always know if a boat was built under the new rule or the old rule. ISAF had not handled our submissions yet, but promised to inform the Class immediately when they have been accepted.

Håkan Kellner and Stefan Ryott have been appointed International Measurers for the 2.4mR Class. That was done during the week long ISAF meeting. Jeus Hannemann, of Germany applied to be an IM for the 2.4mR Class, but was not on the approved list for November 2006. The best part of the meeting was the Rolex dinner where Helena Lucas was a nominee for best woman sailor. She was not elected, but made good PR for our Class.



The Olympic Classes are going to change their point scoring system so that the last race is compulsory and cannot be discarded. I believe this is something for our Class to consider too because it keeps up the interest to the last race



and prevents tactical sailing in order to take one boat out. This is true because you need to have a good result in the last race and cannot ruin your own sailing. In Finland next summer, we are going to test this and I think we should recommend it as a scoring system for a World or Continental Championship.

Rikard Bjurström

Rikard Bjurström

Technical Committee Member

A New Star Rising

by Hasse Malmsten

In Långedrag at the Swedish west coast we have followed the progress of Peter Anderson (SWE364) the last 5 years. He joined us in 2001 when he bought his 2.4mR, a Stradivari built in 1998. Since then, he has been with us sailing regularly on evening races and from the start he has sailed both national and international regattas. At his first appearance at the 2001 World Championships in Tönsberg, Norway 2001, he was number 56. From then on, he has developed his skills in sailing the Stradivari and step by step optimized the boat to suit his likes and demands.

Locally he has become more and more difficult to beat for every season of sailing and winter of working with his boat. At major regattas, he has been climbing year after year. This year must be considered his breakthrough as he has won just about every race locally and was No.1 at the pre World Championships and number at the World Championships in Finland.



Peter Anderson

The reason why I want to highlight Peter's achievements is the way he has gone about it. In a very analytic way he has pinned the areas to improve, and then without any big gestures he has done the work needed. In doing so, he has also shown us that determination and some hard work still can bring you pretty far.

Here is an interview made after winning the local club championship 28th of October this autumn.

How good a sailor are you?

It's always a bit of luck involved but I have become a pretty consistent performer these days. I am also very pleased with my boat.



What were the decisive factors during the season?

I like heavy conditions like at the district championship. I have very good boat speed. The work I have put into my boat to make it stiff and rigid is paying off. A rigid boat is both faster and easier to steer as the response is notably more distinct than in a “rubber boat”.

What sails have you been using?

It's been a mixture. I used Faber + Munker, both main and jib in the beginning of the season. In the middle of the season, I kept the F+B main but went for North jibs. Now at the end of the season, I have got the new design from our local UK loft. They have become very competitive and I will use them from now on.



What about your light/heavy wind performance?

Well, as you know, I first got good in the heavier stuff, but this season I have improved the light weather performance to. I feel the modification to my rudder and skeg has made the boat easier to steer. The sails I have been using this year are also better in the lighter conditions.

And your plans for next season?

The local scene is always most important, beating your peers gives maximum satisfaction. We have both our National Championship and the World Championships in our vicinity, so I will be there of course, but the Swedish ranking means a lot of expensive travelling so I won't attend all of the regattas there.

Rumours say you are planning to go two boat?

I was thinking I should buy a used Norlin and dig into but the OD question has to get settled before I make any decisions. I still have some things to fix on my Stradivari like a halyard lock for the main and check out the structure for wear.

Any advice to your peers in the class?

Become as one with your boat. There are no short cuts, hours in the boat both on the water and in the shed makes the difference. When trying new trim do big changes so you can read the result clearly. Sight lines on deck are really helpful.

Thank you Peter for taking your time.



Regatta Reports

America's Regatta

November 34–December 3, 2006

Sailed on the waters of Tampa Bay located off St. Petersburg, Florida USA



St. Petersburg, Florida is on the east coast of a peninsula located on the west coast. It is a venue where the current is very strong and must be accounted for in one's race strategy.

America's Regatta Results

Place	Sail No.	Skipper	R1	R2	R3	R4	R5	Total
1	CAN39	B. Millar	1	2	1	3	(4)	7
2	SWE379	S. Berlin	2	1	2	(6)	3	8
3	CAN99	P. Tingley	3	(4)	3	4	1	11
4	USA114	N. Scandone	7	(10)	5	1	2	15
5	USA88	J. Ruf	(6)	3	6	5	6	20
6	USA116	J. Thompson	4	(8)	8	2	8	22
7	USA139	D. Trude	5	(11)	4	11	10	30
8	USA109	R. Cleworth	10	6	(14/OCS)	12	5	33
9	USA32	M. Bryant	11	5	7	10	(14/DNF)	33
10	USA66	C. Horrocks	(9)	9	9	8	7	33
11	USA137	M. LeBlanc	8	7	(10)	9	9	33
12	CAN66	A. Humphries	(14/DNF)	14/DNF	14/DNF	7	11	46
13	CAN1	D. McCoy	(14/DNC)	14/DNC	14/DNC	14/DNC	14/DNC	56



Miami Olympic Classes Regatta

21–27 January 2007

Sailed on the waters of Biscayne Bay located off Miami, Florida USA

Reprinted From US SAILING'S PRESS RELEASES

It was crowded on Biscayne Bay when 855 athletes from 49 countries began competition at US SAILING's 2007 Rolex Miami OCR, an annual event now in its 18th year. The turnout has broken the attendance record once held by the event's 1996 running, which preceded the Olympic Games in Atlanta and saw an overwhelming surge in American entrants. This time around; however, the scales have been tipped by a three-quarters majority of sailors hailing from foreign countries—all of them Olympic and Paralympic hopefuls charting their courses to Beijing, China in 2008. While the U.S. has 170 boats entered, Canada is the second-largest contingent with 70 boats. Great Britain and Germany follow with 39 and 25, respectively.



photograph courtesy of Dan Nerney/US SAILING

“All of the top world players are here in every class,” said US SAILING Head Coach Gary Bodie. “There is no class more stacked than another; we're on the exact same footing as the world's other major Olympic classes regattas such as Olympic Sailing Week in Hyeres, France; the Holland Regatta in Medemblik; and Kiel Week in Germany.”

The Rolex Miami OCR, an International Sailing Federation (ISAF) Grade-One ranking event, was raced in all events selected for the next Olympic Games: 49er, 470 (Men & Women), Finn, Laser, Laser Radial, Neil Pryde RS:X (Men & Women), Star, Tornado, and Yngling. In addition, racing was held for all the classes selected for the 2008 Paralympic Games: 2.4mR, SKUD-18, and Sonar.

Because the Rolex Miami OCR is a qualifying event for the US Sailing Team and US Disabled Sailing Team, American sailors are perhaps more prepared than any who have traveled the greater distances to get here. “Actually, we've all been training and competing around the world over the past year,” said Zach Railey (Clearwater, Fla.), the number-one ranked Finn sailor on the US Sailing Team. “This is a great opportunity for the U.S. sailors to test themselves against the best in the world on their home waters. That's really important.” Obtaining a top-three U.S. ranking in an Olympic or Paralympic class wins American sailors the distinguished honor of making the USA's national team in addition to giving them that extra competitive edge. “This regatta gives you a chance to look at the competition two years before the Olympics,” said 2.4mR sailor Roger Cleworth (Lithia, Fla.), “and figure out their strengths and weaknesses and adjust what you have to do accordingly.”

Scheduled were five days of fleet racing through Friday, January 26, and one day of medal racing (for Olympic classes only) on Saturday, January 27. Saturday's medal races followed the new Olympic format, lining up the top 10 teams in each class on the starting line on the final day of racing.



Day 1

Perfect conditions welcomed more than 855 elite sailors from 49 countries on the first day of racing at US SAILING's 2007 Rolex Miami OCR. A steady southeasterly breeze and blue skies offered competitors a taste of what makes Biscayne Bay an ideal venue for this world-class event in its 18th year. The regatta is the only International Sailing Federation (ISAF) Grade-One regatta in the United States for Olympic and Paralympic hopefuls.

2.4 mR Provisional Results (25 boats) – 2 races

1. Megan Pascoe (GBR), 3-1, 4
2. Stellan Berlin (SWE), 1-5, 6
3. Jim Gluek (Pewaukee, Wis., USA), 2-4, 6

Day 2

Like a bratty sister of yesterday's perfect conditions, light air slipped in this morning to tease the 855 sailors from 49 countries who were anxious to start their second day of racing at US SAILING's 2007 Rolex Miami OCR. The nuisance imposed by the "postponement ashore" for 14 one-design classes was understandable, since for many, this regatta – in its 18th year and sailed on Biscayne Bay – plays a critical role in fulfilling Olympic and Paralympic dreams. As the only International Sailing Federation (ISAF) Grade-One regatta in the United States for Olympic and Paralympic hopefuls, the Rolex Miami OCR helps determine national and world rankings and, for some countries, the actual teams that will attend the 2008 Games in China.



photograph courtesy of Dan Nerney/US SAILING

By early afternoon, most classes had been sent out or put on standby to go racing, but the Tornados, with a circle several miles down the bay, were told to stay put. Their cancelled racing left yesterday's standings intact, with Australia's four-time Tornado world champion and two-time ISAF World Champion Darren Bundock and crew Glenn Ashby leading the 43-boat fleet.

PASCOE and her 2.4 Metre compatriot and world silver medalist Helena LUCAS occupy the top two positions in the 2.4 Metre results table, with LUCAS describing Tuesday as *'tricky – a real head out of the boat day'*.

2.4 mR Provisional Results (25 boats) – 4 races

1. Megan Pascoe (GBR), 3-1-2-7, 13
2. Helena Lucas (GBR), 5-7-5-2, 19
3. Stellan Berlin (SWE), 1-5-9-6, 21

Day 3

The wind remained light for a second consecutive day at US SAILING's Rolex Miami OCR, but for the 855 sailors from 49 countries competing here, it replicated the conditions expected in Qingdao, China for



the 2008 Olympic and Paralympic Regattas. In fact, this event – the largest in its 18 years of blanketing Biscayne Bay and area clubs with elite sailors and their finely-tuned boats – also replicates the sailing format that will be followed at the Games: fleet racing held over multiple days and a final medal race on Saturday for the top 10 sailors in each class.

“The number of racing participants here is about twice as many as will have the honor of representing their countries at the Games two years from now,” said Dean Brenner, chairman of US SAILING’s Olympic Sailing Committee, “so that would be the only big difference. Sailors are definitely dealing with quantity, but it’s really the quality of the competition that makes this one of the most important regattas on the world circuit.”

Impressive Show in Disabled Sailing Fleets

Paralympic sailing at this event is at its finest ever, with the fleets having grown significantly over the years and, like the Olympic classes, hosting top talent from around the world. “The coaching is getting better, the technical equipment is getting better, and the Paralympic sailors are preparing better,” said Danny McCoy, the International Class President of the singlehanded 2.4mR Class, which has 25 boats competing here. The 2.4mRs turn heads, because the entire body of the skipper “disappears” below the eight-inch freeboard and only his head is showing above the combing. “It looks like the 12-Meter class boats of America’s Cup fame, but one-fifth the size (14 feet long) and the steering is by hand (using a tiller) or by the feet (using pedals).”



photograph courtesy of Dan Nerney/US SAILING

After today’s three races, Sweden’s Stellan Berlin was tied in points with Great Britain’s Megan Pascoe, followed by Great Britain’s Helena Lucas in third. Berlin, a world champion, is not disabled, but McCoy explained that organizers did not prohibit able-bodied participants because the class typically does not, which is why up to 120 of them will show up at world championships. “It’s the only class in the world that embraces everyone – women children, old, young, disabled, able-bodied – and can be sailed easily by all of them,” said McCoy.

2.4 mR Provisional Results (25 boats) – 7 races

1. Stellan Berlin (SWE), 1-5-[9]-6-7-1-1, 21
2. Megan Pascoe (GBR), 3-1-2-7-2-6-[8], 21
3. Helena Lucas (GBR), 5-[7]-5-2-1-7-6, 26

Day 4

Mother Nature threw a nasty curveball at 855 competitors from 49 countries competing today at US SAILING’s 2007 Rolex Miami OCR. In addition to the usual need for tactics and boat speed, a certain level of toughness was required, as sailors battled a wide range of elements on Biscayne Bay. Even for elite sailors who train full-time in their pursuit of Olympic medals, today’s conditions tested their survival skills.

Racers left the dock in a warm, light southwesterly breeze under five knots and returned several hours later in a cold, rainy, northwesterly wind. A frontal passage that passed through the course during midday caused the drastic change in conditions, whipping up strong winds that filled from the southwest. The



remainder of the day exhibited squally conditions, gusts up to 25 knots out of the north and intermittent rain. "We had four seasons in one day," said Sven Coster, a 470 sailor from The Netherlands. "It was awesome racing."

The RS:X will make its debut in the windsurfing event at the 2008 Olympic Games in Qingdao, China, replacing the Mistral. The first Men's windsurfing event debuted at the 1984 Olympic Games in Los Angeles, Calif., utilizing the Lechner II-brand board; the Women's event was introduced in 1992. The RS:X is a cross-over board that combines qualities of the traditional race board for sub-planing conditions with exciting racing in planing conditions from 8 to 12 knots. The sheer speed of the boards makes it look as if they are flying over the water, barely touching. Because they stand while sailing, board sailors depend on their upper body strength and athleticism to support and control their rigs.

2.4 mR Provisional Results (25 boats) – 10 races

1. Stellan Berlin (SWE), 1-5-[9]-7-7-1-1-2-5-2, 31
2. Megan Pascoe (GBR), 3-1-2-[8]-2-6-8-6-1-5, 34
3. Helena Lucas (GBR), 5-[7]-5-3-1-7-6-7-2-7, 43

Day 5

It's down to the wire now at US SAILING's 2007 Rolex Miami OCR, where 855 competitors from 49 countries have completed the five-day fleet racing portion of the competition, and the top ten from the overall standings in each of 11 Olympic classes are preparing for tomorrow's finals. Following the new Olympic format, the finals will consist of only one "medal" race for each class, fired off in rapid succession. Two race circles – pared down from the eight used in fleet racing – will be utilized simultaneously to accommodate the races, which will take approximately a half-hour to complete. Points for finish positions in the medal race will be doubled before they are added to overall scores for the series. "Because the scores, in effect, count as two races in a sailor's series, the pressure is really on," said US Sailing Team Head Coach Gary Bodie. "In addition, the medal race must be counted and cannot be discarded."

Megan PASCOE (GBR) and Helena LUCAS (GBR) secured silver and bronze medals respectively in the 2.4 Metre Paralympic class, behind able-bodied sailor and four-time Open World Champion Stellan BERLIN (SWE). For 20 year old PASCOE, it was her best result to date, and 'a brilliant way to start the year'.

Miami Olympic Classes Regatta Final 2.4mR Results


Pos	Sail	Skipper	1	2	3	4	5	6	7	8	9	10	11	12	13	Total Points
1	SWE 379	Berlin, Stellan	1	5	[9]	7	7	1	1	2	5	2	2	2	4	39
2	GBR 60	Pascoe, Megan	3	1	2	8	2	6	8	6	1	5	[13]	4	5	51
3	GBR 75	Lucas, Helena	5	7	5	3	1	7	6	7	2	7	5	[10]	6	61
4	CAN 8	Leibel, Allan	4	3	10	[13]	5	8	3	4	8	4	7	1	9	66
5	NOR 102	Erikstad, Bjornar	[26/OCS]	2	26/OCS	2	3	10	2	1	3	1	1	26/DNF	1	78
6	CAN 99	Tingley, Paul	7	9	1	11	9	2	7	11	[14]	9	11	7	2	86
7	CAN 39	Millar, Bruce	11	[18]	3	1	11	3	5	15	12	3	3	13	10	90
8	USA 116	Malm, James	[26/DNF]	6	16	12	4	4	12	5	6	14	6	3	3	91
9	USA 88	Ruf, John	8	8	13	[19]	8	13	4	8	4	6	12	5	7	96
10	USA 114	Scandone, Nick	9	10	8	9	6	17	14	3	7	[26/DNS]	4	12	17	116
11	USA 66	Gluek, Jim	2	4	6	14	10	[16]	15	9	10	8	14	16	13	121
12	USA 109	Cleworth, Roger	[26/OCS]	14	14	4	12	12	9	14	15	10	15	6	11	136
13	CAN 96	Wendt, Jerry	6	12	7	6	13	18	[26/DNF]	19	17	12	9	9	8	136
14	PUR 1	Reguero, Julio	14	15	4	15	[16]	14	11	10	9	15	8	8	15	138
15	USA 137	LeBlanc, Mark	10	11.2/MAN	11	5	17	11	13	12	11	11	[18]	14	16	142.2
16	USA 15	Rosenfield, Charles	13	16	15	17	[18]	5	10	17	13	13	10	11	12	152
17	USA 139	Trude, David	12	11	12	10	14	15	16	13	[26/DNF]	16	16	18	14	167
18	CAN 3	Suderman, Darrell	16	13	[18]	16	15	9	17	18	16	17	17	15	18	187
19	CAN 9	Millar, David	15	17	19	18	19	19	19	[26/RAF]	26/DNS	26/DNS	19	17	19	233
20	GBR 63	Phillips, Paul	[26/DNF]	20	21	22	21	21	20	26/RAF	26/DNS	26/DNS	20	19	20	262
21	USA 14	LeRoy, Carwile	17	19	20	20	[26/DNS]	26/DNS	26/DNS	16	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	274
22	CAN 66	Humphreys, Alan	[26/DNF]	26/DSQ	17	21	20	20	18	26/DNF	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	278
23T	BRA 1	Neubauer, Lois	[26/DNC]	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	312.00T
23T	USA 117	Humble, Dave	[26/DNC]	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	312.00T
23T	USA 138	McKay, Rayburn	[26/DNC]	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	26/DNS	312.00T



Reports From NCAs

Australian National 2.4mR Class Association

Australian 2.4 Metre Yacht Sailing Calendar 2007

January 2007		
15-20	Sail Melbourne	Sandringham Yacht Club, Melbourne
26	<i>Australia Day Regatta</i>	Canberra Yacht Club, Canberra
February 2007		
March 2007		
17-18	Metung Regatta	Metung Yacht Club, Metung
April 2007		
6-8	Australian 2.4mR Championships	Royal Yacht Club Tasmania with the Derwent Sailing Squadron, Hobart
May 2007		
June 2007		
9-10	Pittwater Regatta	Sailability NSW Pittwater Inc Royal Prince Alfred Yacht Club, Sydney
July 2007		
August 2007		
6-11	World 2.4mR Championships	Kolding Sejlklub, Denmark
		
September 2007		
7-15	IFDS World Sailing Championships	Rochester Yacht Club, USA
October 2007		
November 2007		
24-25	Canberra Regatta	Canberra Yacht Club, Canberra
December 2007		
15-18	Sydney International Regatta	Royal Sydney Yacht Squadron, Sydney

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 16th to June 24th, 2007 KIEL WEEK will celebrate its 125th anniversary. In this year the two parts of KIEL WEEK will be exchanged: from June 16th to June 20th, 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 21st until June 24th, 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 2nd until July 13th, 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 20th, 2007, and the first race of the ISAF Worlds in Cascais is scheduled for July 2nd, 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

Email: reneschwall@web.de



International Paralympic Training Camp

“A good beginning is more than half of the whole.” Aristotle

Following the intention given by Aristotle’s proverb we, the Yacht Club Berlin-Gruenau, invite you to participate in the “International Paralympic Training Camp” held from April 30 to May 03, 2007 at Berlin-Mueggelsee.

International experienced coaches will support you during these days. Use this unique opportunity to compete with the successful crews of the Paralympic Sonar and 2.4mR fleets during this training camp at Berlin-Mueggelsee.

For more information please visit: www.paralympic-sailing-berlin.net

All the best,
Peter Muentner