

2.4 Metre International Class Association



Number 1 • April 2005



President's Report	1
Secretary's Report	2
Technical Committee Report	3
Sun and Fun	5
Regatta Reports	7
2006 IFDS WORLD Sailing Championships	12
Reports From NCAs	13



Class Officers and Officials

President: Danny McCoy
Mobile +1 416 436 8718
djcoy@att.net

Vice President: George Barker
+44 796 114 7524
georgebarker@onetel.com

Secretary: Thomas Franklin
Ph +1 305 386 2380
Fax +1 305 388 3656
Mobile +1 305 613 5651
tjfran@bellsouth.net

Treasure: Bo Hedensjö
Ph +46 8 717 8505
Mobile +46 70 863 4438
Bo.Hedensjo@cthab.com

Webmaster: Antero Karjalainen
Ph +358 400 453 318
studio@akarjalainen.net

**Executive Committee Chairman:
Danny McCoy**
Mobile +1 416 436 8718
djcoy@att.net

**Technical Committee Chairman:
Håkan Kellner**
Sweden
Ph +46 2 329 825
Mobile +46 70 724 5622
mkellner@telia.com

Website Address:
<http://www.sailingsource.com/24metre/>

President's Report

Fellow Sailors,

It's been a long winter for some of you and for a few of us, lucky enough to get away; we've had a wonderful break in sunny Florida. The racing and hospitality there was wonderful and I'm sure the stories or shall I say "sailor's lies" will be abundant. Hopefully some will come out to enjoy this great part of the world next year.

I know that most of you are dusting off the remnants of winter and starting to make plans for the upcoming season that only goes for the sailors in the Northern Hemisphere as our Southern Hemisphere friends have enjoyed a very hot summer as you will find out in the NCA reports.

The Executive Committee, Tom and I have spent many hours, in the last few months, working on updating and improving upon our Constitution, Class Rules, etc as you will read about in the Secretary's Report. This is a big step for us to bring us closer to being a truly professional organization. It will be our main topic for the AGM in Elba, so I encourage you to read, discuss and then follow the Secretary's instructions for a vote June 1.





I look forward to meeting up with and commiserating with all of you in the coming months. I will be in Europe in June, then again for August and September. Let's hope the weather is a little better than it was last year.

Danny McCoy

Danny McCoy
President—2.4mR International Class Association

Secretary's Report

Hello Everyone!! As advertised, here is the next installment of what I hope will be a regular occurrence. The website for the International Class continues to grow. I am happy that there has been a lot of cooperation from fellow sailors. This project will continue to grow and develop with the ultimate priority of keeping the site up-to-date. 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. There is much activity at the International level. Major occurrences and developments will be posted at the top of the home page.



The Executive Committee recently held a meeting via teleconference. Items discussed were proposed amendments to our Class Rules, the 2006 venue for the World Championships, and a new Constitution. I am happy to announce that Helsinki, HSK, will be the site for the 2006 2.4mR World Championships. Furthermore, the Executive Committee has approved amendments, to our Class Rules, for 2006. Additionally, the Executive Committee has also approved an initial draft for a new Constitution. Both the Constitution and the proposed 2006 amendments to our Class Rules are posted at the top of the homepage of our website. The idea is that these two documents will be up for discussion and submission for change until 15 May 2005 for the 2006 amendments to our Class Rules, and 1 June 2005 for the Constitution. All NCA Contacts listed, on our website, have been forwarded a copy of these documents via Email. All submissions for change are required from all NCAs by 15 May 2005 for the 2006 amendments to our Class Rules, and 1 June 2005 for the Constitution. Voting on the both documents will be administered by me and take place, via Email, 10 June 2005. I will tabulate all votes which will be ratified at the Annual General Meeting. The purpose for this early work is that both the amendments to the Class Rules and the Constitution must be submitted to ISAF, for approval, by 1 August 2005 which is about six weeks before the Annual General Meeting in Elba.

I have sent repeated request to ALL NCAs about the payment of subscription fees. To date, only Australia, Norway, Sweden, Denmark and Canada have paid their subscription fee. According to paragraph 8.2.a, fees are due, to the ICA, by 1 March of each year. It is important that ALL NCAs pay there subscription as early as possible because the International Class will hold a vote prior to the AGM in Elba to ratify the new Constitution and the 2006 Amendments to the Class Rules as stated above. This early work is necessary due to the fact that all submissions to ISAF shall be received by 1 August of each year for approval. More importantly, if you plan to sail the Worlds in Elba, you must be a member of a National Class Association as stated in paragraph five of the Notice of Race. If you want the voice of your NCA heard, or you want your country represented in the World Championships, **please pay your subscription by 1 June 2005.**



Our ICA Treasurer, Bo Hedensjö, will be on vacation the next few months. In the interim, Stellan Berlin will be the acting ICA Treasurer. Please contact him at Stellan.Berlin@euromail.se to make arrangements to pay your NCA subscription.

Our President, Danny McCoy, will be traveling to Elba, in April, to check on the progress of the organizing committee to ensure that everything is in order for our World Championships. There is some conflict with the dates of the regatta. The International Class has advertised the dates of the event as 18-24 September. However, the Notice of Race lists the regatta as 19-25 September. I have contacted the organizing committee and forwarded their response to the President for action. I will contact the NCA representatives as soon as I learn something more concrete. In the meantime, you may visit the Circolo della Vela Marciana Marina's website at <http://www.cvmm.it/home.html> and click on the 2.4mR World Championship link. There you will find the Notice of Race as well as a list of hotels that you may download.

Finally, I wish to extend my thanks and appreciation to the contributors of this Newsletter: Peter Russell of AUS, Heiko Kroger of GER, and all NCAs that supplied material. I ask that you continue to help me to grow and build this publication into something special. You can do this by submitting me articles, regatta results, stories, or anything that is in good taste. Because our website is so big, new information is often missed. If you have important information about your Sailing Federation or changes to your regatta schedule, please pass it along and I will make sure I get it out. We are a big family with members worldwide and we all like to know what others are doing!!!

The next issue will be in late June or early July.

Sincerely,

Thomas Franklin

Thomas Franklin
Secretary—2.4mR International Class Association

Technical Committee Report

2.4mR Class Rules Amendments 2006 proposed by the Technical Committee

The proposed amendments have been approved by the Executive Committee for sending out for comments from the NCAs.

1. Top of Main sail

The **Upper Leech Point** shall be specified in rule G.2.4 by the distance 500mm from the **Head Point**, and the **Upper Width** shall be inserted in rule G.3.4 with a maximum measurement of 0.19 x E.

Due to what happened in Athens concerning the roach in the top, the TC proposes the above amendments.





By these amendments, we will keep the main sails as they are today. Nobody will probably have to cut their leeches on old sails. By this, the 2.4mR boat will look like a R-yacht even in the future, and the big roaches will not cause extra costs for rebuilding the masts.

2. Rule D6.2

New reading

D.6.2 WATERLINE LENGTH

(a) The waterline length (LWL) shall be measured between the forward “L” mark (See H.4, D.8.2 and D.9.2 (a)) and the aftmost of:

1. the part of the hull at or below the LWL including any fairing strips attached to the hull but excluding the rudder and normal rudder hangings, or
2. The centre of the axis of the rudder stock.

Current reading

D.6.2 WATERLINE LENGTH

(a) The waterline length (LWL) shall be measured between the forward “L” mark (See H.4, D.8.2 and D.9.2 (a)) and aft most of:

1. Where the waterline meets the aft end of the hull, or
2. The centre of the axis of the rudder stock.

Comments: With this amendment, the rule will be more like the 12mR rule, which includes any part of the hull under LWL which is aft of the hull in the LWL plane.

3. Rule D.8.2

New reading

D.8.2 HOLLOWES

(a) There shall be no hollows in the surface of the hull between the LWL plane and the **sheerline** except at the stern within the buttock lines 100mm from the yacht's centreline and below L1.

Should there be any hollows or notches in the stem of the yacht when measuring from points below the LWL plane, they shall be bridged across by a straight line from points on the stem within a vertical distance of 30mm above and below the LWL plane for the purpose of rating.

Current reading

D.8.2 HOLLOWES

(a) There shall be no hollows in the surface of the hull between the LWL plane and the **sheerline** except an area at the stern between the buttock lines 100mm from the yacht centreline and below L1. Should there be any irregular hollows or notches in the stem of the yacht within a vertical distance of 30mm above or below the flotation water line, they shall be bridged across within the limits of said vertical distance. The extent that bridging increases the length for measurements or the waterline length, the increased length shall be used for the purpose of rating or displacement.

Comments: There seems to be a contradiction in the current rule between “there shall be no hollows between the sheerline and the LWL” and “should there be any hollows in the stem within a vertical distance of 30mm above or



below LWL”. Change “floatation water line” to LWL as this is used in all other places in the rule. Delete “displacement” as that is included in the rating.

Håkan Kellner

Håkan Kellner
Chairman—Technical Committee

Sun and Fun

There was a recent training camp held in Miami, Florida. Because of St. Patrick’s Day, the training camp focused more on social skills than on sailing skills. However, there were a few days that we shifted focus towards sailing. I hope you enjoy the photos. If nothing else, they are good fun and great for a laugh.



St. Patrick’s Day at Monty’s



Now you don’t



Now you see me...



Dink Ramsey-32 years...that’s amazing!!



A boat ride to Jimbo's



Marko and the US Coast Guard's Finest



The Motley Crew



Smoked Fish at Jimbo's



A Thirsty Motley Crew



Marko Needing Directions



An Ultra Marlboro After Dinner at Bayside



Los Dos Pepes

Regatta Reports

Australian 2.4 Metre Yacht Championships, Sail Melbourne 2005 by Peter Russell

Congratulations to Michael Leydon – now a four time winner of the Australian 2.4 Metre Yacht Championships. Michael also won through to the final four of the Access Challenge against the best Australian Olympic sailors.

The Melbourne weather provided challenging light and variable conditions in almost total contrast to last year's storms! With five different heat winners, and both Pam and Mick also very competitive with a second place each the racing was close for the small 7 boat fleet. Aaron Hill was impressive in his new boat Stardust – with a bit of luck he could have been the top boat. Kathy and Michael McLean celebrated their anniversary with a win each on the day.



Race 1 – with Peter Russell and Aaron Hill over at the pin Michael Leydon set the pace but was chased hard by both early starters, with seconds gap at the top mark Aaron separated sailing to the wrong finish line leaving Michael to win by 4 seconds from Peter with Aaron dropping to last.

Race 2 –with the wind shifting right Mick Lemon was ahead early, but Aaron Hill and Peter Russell found pressure on the right clearing out with Aaron sailing a great race to win by 4 seconds from Peter despite breaking his tiller at the top mark. Close racing was enjoyed by all boats during the championships; race 2 saw all boats finish in 1.10 minutes.

Race 3 – Michael Leydon and Pam Murray led up the right side but Yngling traffic gave Peter Russell a break coming into the top mark on port with leader Michael carried past the starboard layline, Peter hung onto win by 2 seconds from Michael to finish a close days racing on top. Aaron Hill was not able to fix his tiller and was forced to



retire. Racing was abandoned the next day with winds over 35 knots making the Art Gallery more interesting than Port Philip Bay.

Race 4 – light winds saw the 2.4mR fleet catch the Ynglings at the top mark – faster by 7minutes - IMPRESSIVE PERFORMANCE! Michael Leydon was first just behind Nicky Bethwaite, but Kathy McLean followed by Aaron

Hill found pressure on the left to win, and then Peter Russell went right around Michael with his wind indicator stuck relegating him to fourth in the shortened race. Beijing 2008 practice?



DASH-FOR-CASH

The dash for cash was great fun – not everyone could race access dinghies – but the 2.4mR Class acquitted themselves well with Michael McLean and Aaron Hill sailing well in their heats and Michael Leydon doing exceptionally well winning through to the final four.

Race 5 – freshening winds saw Michael Leydon in phase but Michael McLean picked up a shift on left to record a clear win. A win for both Kathy and Michael McLean on their anniversary!

Race 6 – light and choppy conditions saw Michael Leydon at his best keeping ‘Gunboat’ going for a clear win. Mick Lemon sailed a great race to finish second.

Race 7 – a repeat of race 6 with Michael Leydon again a clear winner.

Race 8 – Kathy McLean suffered a pre-start collision with a 470 and was forced to retire. The wind swung left of the line with a drag race to the mark won by Michael Leydon with Pam Murray following. Michael McLean passed both Peter Russell and Aaron Hill on the run but Michael Leydon recorded his third win of the day with Pam sailing a great race to finish second.

Race 9 – a right shift in freshening winds saw Michael Leydon first at the top mark from Michael McLean with Peter Russell recovering after being caught on the left. Michael McLean and Peter drag raced across the bay leaving Michael Leydon stranded on the right; Peter just failed to catch Michael who recorded his second win for the series.

The second race was abandoned as 30knots swept the bay swamping two Ynglings but providing some memorable rides for the 2.4mR’s. Aaron Hill was clear ahead after benefiting from a right veer followed by Peter Russell and Pam Murray. Michael Leydon surfed down the run closing on the leaders but the expected shorten course was not implemented as the race committee was busy with boat rescues.



Race 10 – in a drifting race for the last day media, Aaron Hill picked up a breeze on the left to win and Michael Leydon recovered for second. Michael McLean and Peter Russell languished at the back in no wind fighting for second place overall. Race 11 was started in no wind but then abandoned with the wind shifting right then left and evaporating.

Well done Michael Leydon – FOUR TIMES NATIONAL CHAMPION

Surrounded by top Aussie sailors Darren Bundock (Tornado), Nicky Bethwaite (Yngling), Krystal Weir (Laser), Elise Rechichi (470) and many others Sail Melbourne is a great opportunity for 2.4 Metre sailors to enjoy being part of the sailing community. Race management under Kevin Wilson was excellent with races starting like clockwork and early decisions being made on no race days. Thanks also to Sam Maffett for onshore support. Click <http://www.sportlibrary.com.au/> for event photos (name = sail, password = Melbourne). Photos by ‘Jeff Crow, Sport the Library’



Series Results for 2.4mR up to Race 10 (1 Drop)

Place	Sail No	Boat Name	Skipper	Total Score	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	37	GUNBOAT	Michael Leydon	16	2	3	1	1	1	2	[4]	2	3	1
2	28	JEELKA	Peter Russell	26	[7]	2	5	3	4	4	3	1	2	2
3	10	GRETEL II	Michael Mclean	28	5	1	3	4	3	1	[6]	3	5	3
4	24	STARDUST	Aaron Hill	33	1	4	4	5	6	3	2	[8]	1	7
5	101	GRETEL	Kathy Mclean	37	3	5	[8]	2	7	5	1	6	4	4
6	12	SOUTHERN CROSS	Pamela Murray	45	6	6	2	6	5	[7]	5	4	6	5
7	18	N/A	Mick Lemon	50	4	7	6	7	2	6	7	5	[7]	6



International Disabled/ Open Midwinters

April 1-3, 2005

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

By Thomas Franklin
USA 103



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. This year's regatta was lost in the shuffle of a Grand Prix Race and an air show full of vintage airplanes. Sailors who had on site accommodations, at the Sailing Center, were awakened by the sound of Indy Cars conducting time trials early Friday and Saturday morning. Since the Grand Prix course was less than 50 yards away (46 meters), most sailors wore ear plugs on shore which we affectionately called carrots since they were orange in color.

Friday's racing started with light and variable winds out of the southeast at 5 knots (2.5 m/s) and adverse current to the northwest. Those that went right gained big as a huge righted came in from the south. Colin Park a local sailor won this race hands down. Minutes before the start of the second race, a thermal from the land built kicking the winds up to about 15 knots (7.7 m/s) which remained steady for the third and final race of the day. At the end of day one, Roger Cleworth of Lithin, Florida, led the event.





Day two, of the series, saw a cold front move through the area during the early morning hours. With winds sustained at nearly 25 knots (13 m/s) and gusts to 40 knots (21 m/s), the Race Committee wisely cancelled racing for the day. Many sailors took advantage of the lay day to take part in the local festivities.



The *Honda Grand Prix of St. Petersburg* took place on a picturesque fourteen-turn 1.8 mile (2.9 km) temporary course framed by the city's waterways and incorporating the runways of Albert Whitted Municipal Airport. Drivers were enthusiastic about the passing opportunities and the potential for quality racing on the St. Petersburg track: ***"I think the combination of street and airport is going to make for a fabulous course. There are a number of places for passing, which all the drivers will like. I think it's a terrific setting, it's exciting and I'm looking forward to it."*** - Dario Franchitti



The race, was the third of 17 events on the 2005 IndyCar® Series schedule, will mark the first-ever IndyCar Series race run on a non-oval track.



Now, back to the regatta.... The third and final day of the series brought winds initially out of the northeast at 15-20 knots (7.7-10 m/s) and strong current flowing towards the northwest. The first race of the day started with a general recall. The restart brought the Z Flag up at the prep signal. With this in mind, the fleet started more conservatively. The race conditions changed dramatically just after the start where the winds dropped to 10-15 knots (5-7.7 m/s) with 30 degree shifts. For the second race of the day, the breeze continued to fluctuate dropping to as much as 4 knots (2 m/s) with puffs to well over 13 knots (6+ m/s). The final race of the day was started under the Black Flag because more than half the fleet was initially OCS on the previous start. The current was stronger than most anticipated. The final day was won by Marko Dahlberg of Finland.

This regatta also included the two-person Martin 16 and the Sonar. Complete regatta results are found at http://www.spyc.org/club/scripts/view/view_insert.asp?grp=0&pg=section&IID=23817&NS=REGP&APP=106 . This was an important event for US Disabled Sailors as it was the final in a series of qualifiers to name the 2005 US Disabled Sailing Team. The 2005 US Team Members are Nick Scandone, Roger Cleworth, and Thomas Franklin.



International Disabled/ Open Midwinters' Results

Place	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1	USA 10	Colin Park	1	-9	1	4	3	3	12
2	FIN 1	Marko Dahlberg	-11	3	6	1	2	5	17
3	USA 109	Roger Cleworth	5	1	2	(13\OCS)	4	6	18
4	USA 114	Nick Scandone	2	7	5	(13\OCS)	5	1	20
5	USA 119	Stephen A Van Dyke	4	2	8	3	6	-9	23
6	USA 132	Mark Bryant	6	(13\DNF)	4	2	1	13\DNC	26
7	PUR 379	Julio Reguero	-12	6	3	6	10	4	29
8	CAN 39	Bruce Millar	10	10	-11	5	8	2	35
9	CAN 1	Danny McCoy	8	5	9	(13\OCS)	7	7	36
10	USA 116	Jerry Thompson	3	4	10	(13\OCS)	11	10	38
11	USA 103	Thomas Franklin	9	8	7	(13\OCS)	9	8	41
12	CAN 99	Paul Tingley	7	11	-12	7	12	11	48

2006 IFDS World Sailing Championships



The following information has been reprinted from the event website: www.2006ifdsworlds.com.au

Welcome to the 2006 IFDS World Sailing Championships Website

MESSAGE FROM THE PRESIDENT OF IFDS

We are thrilled that this event is returning to Australia for the first time since the 2000 Paralympic Games in Sydney. The friendship, hospitality, and beautiful sailing conditions offered by the Royal Perth Yacht Club promise to make this a memorable event. Heading towards the 2008 Paralympic Games in China, Perth makes the ideal spot for the first country selection event for those Games.

It is with a mixture of great fondness and sadness that we remember the inspiration behind this outstanding venue. Noel Robbins, a true friend and inspiration to sailors world-wide, will certainly be watching over this event with pride. Coming so soon after winning a gold medal in the 3-person event in Sydney, Noel's death was a tragic loss to the sailing community. His vision lives on in this event - and in the success of sailors with disabilities throughout the world.

On behalf of IFDS and the many sailors planning to travel to Australia to compete, our sincere thanks for the long efforts of the Royal Perth Yacht Club. We look forward to making new friends, remembering old comrades, and having some great sailboat racing.

Serge Jorgensen
President - IFDS



2006 IFDS WORLD SAILING CHAMPIONSHIPS PROGRAM

The Regatta will consist of 10 races with a minimum of 7 races required to complete the series.

The Draft program for the event is as follows:

Wednesday 18 January

Registration, Measuring & Classification
Sailors Conference

Thursday 19 January

Registration, Measuring & Classification
Invitation Race
IFDS Meeting
Twilight Race Party & Opening Ceremony

Friday 20 January

Race Day

Saturday 21 January

Race Day

Sunday 22 January

Race Day am only (Spare)

Monday 23 January

Race Day
Australia Day Skyshow as seen from Royal Perth Yacht Club

Tuesday 24 January

Race Day

Wednesday 25 January

Race Day

Thursday 26 January

Lay Day – Australia Day Public Holiday with social function at RPYC and Skyshow in the evening.

Friday 27 January

Race Day
Closing Ceremony, Presentations & Closing Function

Reports From NCAs

Australian 2.4 Metre Yacht Association

Allan Jones Receives Order of Australia Medal for Services to Sailors With Disabilities

In conjunction with NSW Department of Community Services, Jones has also set up sailing events for children from local primary school special classes, for young people from respite care groups, and through the DOCs Early Intervention Program. These events are run from Rowland Reserve, near Newport.

Sailability NSW President Neil Anderson commended Jones for his work by saying, “Allan has worked tirelessly to spread the enjoyment of sailing to a wide range of Australians with disabilities. Not only has he performed outstanding service for his own branch, but as registrar of Sailability NSW, he has shared his knowledge and experience across the entire NSW organization. His achievements extend beyond Australia to Greece and India where he has introduced the Sailability concept. This honor is well-deserved and a real boost for the Sailability movement.”



For his part, Allan Jones paid tribute to his wife Janice, who has shared much of the responsibility and the heavy work-load. “Without Jan, I would not have been able to achieve so much. And the same applies to our hard-working volunteers at Sailability Pittwater, our friends at the Yacht Clubs who have so kindly hosted events and my colleagues on the state committee.”

Congratulations Allan!!

A Changing of the Guard

Kathy and Michael McLean have handed over administration of the Association to the ACT Fleet. Peter Russell is Secretary and Peter Thompson is treasurer. “We have been busy with Association set-up – a new website is the next priority,” states Peter Russell. Peter welcomes any 2.4mR news. “I will try and keep the communication flowing.”

Czech Republic National 2.4mR Class Association



The Czech Republic National 2.4mR Class Association is a growing 2.4mR Class!! They are hosting their first International Championships 25-28 August. The event is appointed for classes of Cabin boats (Kaj), Café 24 (Caf), and the 2.4mR. There is no pre-registration, and there is sponsorship by YC Černá covering all fees of the 2.4mR Class. The Notice of Race is available on the International 2.4mR Class Association's website at

<http://www.sailingsource.com/24metre/files/calendar.htm>

Závody 2004:

Kolding Regata(Dánsko)

- 11: Alex Sadílek
- 13: Bedřich Dráždil

Open Mistrovství ČR(Brno)

- 1: Alex Sadílek
- 2: Daniel Bína
- 3: Bedřich Dráždil
- 4: Tomáš Balcar



Honour Cup(Lipno)

- 1: Daniel Bína
- 2: Ole Norin
- 3: Bedřich Dráždil
- 4: Martin Dráždil

Poslední Vítr(Brno)

- 1: Daniel Bína
- 2: Martin Vašík
- 3: Martin Dráždil
- 4: Bedřich Dráždil
- 5: Miroslav Baran

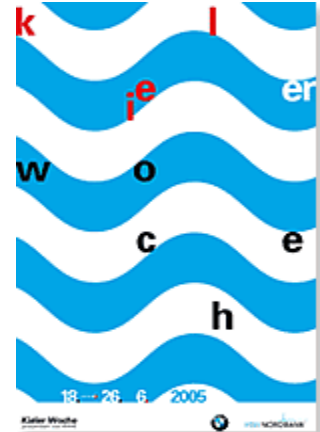




German National 2.4mR Class Association

The 2.4mR will be part of Kieler Woche 2005. The regatta is scheduled for 18-26 June. Since the integration, of the 2.4mR into this event, our fleet size has always been below the minimum number of 25 boats required to be accepted as a Class. Our future participation beyond 2005 is at risk!! There are really only two opportunities for Olympic Classes and Paralympic Classes to share the same venue—the Miami Olympic Classes Regatta and Kieler Woche. Kieler Woche, because of its camaraderie and close interaction, allows Paralympic 2.4mR sailors the possibility to showcase themselves as legitimate athletes on a world stage and demonstrate that Paralympic sailors deserve the same respect and opportunities as the Olympic sailors.

All Paralympic sailors and those aspiring to be one are invited to accept the challenge and share the responsibility to show that Paralympic and Olympic sailors are equals by participating in Kieler Woche 2005. Our future and growth depends upon it. The event website is <http://www.kieler-woche.de/eng/englishdefault.htm>



A Message from Heiko Kroeger

Dear Sailors,

I would like to invite you to a really new dimension of 2.4mR racing. This year we will run the first City Cup Germany (CCG).

Act 1 Contains 3 Series:

1. 9–10 April 2005 Ruhr-Cup Essen/ Baldeneysee <http://www.wsb1919.de>
2. 6–8 May 2005 Berlin-CupBerlin/ Mueggelsee <http://www.ycbg.de/reg05/2.4mR/index.htm>
3. 25–29 May 2005 Int. German Championships Ramsberg/ Brombachsee <http://www.gunnet.de/wab>

The best eight sailors, from these three series, will be invited for Act 2 in Kiel. If you compete in all three regattas, you can discard the worst regatta. If you compete in two regattas, all races will count for the ranking.

Act 2 Contains Combination Fleet Racing and Match Racing:

20–21 August 2005 Kiel / Strande

There will be four fleet races on Saturday, 20 August and a match race final on Sunday, 21 August. All invited sailors will get a starting fee and free social events. All competitors will receive valuable prizes. At the moment, we are working on these prizes so I will tell you in a few days what you can expect.

For the first 5 entries from Scandinavia and Great Britain, the CCG the Stena-Line will give free ferry tickets for their ferry lines.

For more information, please contact me at heikosail@web.de

Best Regards,
Heiko