

2.4 Metre International Class Association



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President's Report

Visit of 2005 World Championship Venue

I arrived in Elba September 23rd having been picked up and escorted courtesy of Elena Polo D'Ambrosio. I managed to have a couple of days in Pisa and Corscina prior to my arrival in Elba to check hotels, train schedules and to see a few sights. We easily found our way from Pisa to the ferry at Piambino, where we set off on Moby Line ferries to Portoferrio on Elba.

Elba is a beautiful Island, filled with history and Marciana Marina is one of the most picturesque villages of the island. On one side you have the old harbor, in the back the granite massif of Monte Capanne Mountain and on the other side the small touristical harbor protected by the ancient Pisan Tower. The town has approximately 2000 people is famous for its tourist value and services. The harbor is dominated by the fortified Pisan Tower (16th century) that became, since then, the defense and the emblem of the town.

The passage takes about an hour. Arriving mid afternoon we drove to Marciana Marina along a very twisty, very scenic road. We easily found our way to the harbor and to the Yacht Club. The Circolo Della Vela Marciana Marina, (CVMM), is on the harbor road facing the gulf and has approximately 650 members.

The timing for the worlds is great. Marciana Marina is still busy, especially at night but without the extreme hustle and bustle of the crowds.







We met, Piero Canovai, President of CVMM, Ermanno Volonte, Director of Sport and Gulianno Villani, Secretary/Treasurer, immediately upon our arrival. As we sat and got acquainted, it became clear to me that this was a club that really wanted to hold the worlds here in Marciana Marina and were determined to make sure that the International Class would be happy with their arrangements. After our meeting, we toured the different areas at the marina that would be in use for the worlds.

The CVMM has a small club house but the facilities around it are perfect for accommodating the numbers of sailors, there guests and families for the duration of the regatta.

- The Pavilion which is to the right of the club house (looking out to sea) will be the nerve center of the regatta. This area will be completely covered for the event and will be the center for all activities, measurement, briefings, entertainment and dinners etc. The pavilion is very large and can easily handle several hundred people with all the necessities such as tables, chairs, stage, catering facilities etc. (below affords you a small view of a part of it).



- The loading area is across the jetty from the club house. There is a small roadway to get to it, but once there, it is very large and will easily handle 100 + boats plus containers and trailers. Once boats have been off loaded, all the containers and trailers will be moved to another site for storage about 1 km away. There are several cranes available with manpower to run them. Water and electricity for cleaning etc is all right there.



- Hotel space and restaurants are abundant with many in easy walking distance to the club. The organizing committee will be actively working to secure a hotel sponsor in the upcoming months. Hotel rooms for our disabled sailors are somewhat limited so some of you may have to double up and or share restrooms. There is a wide variety of accommodation available so it should be easy to find something to suit your needs. Parking for RV's and campers will be approx. 500 meters away and will have electric and toilet facilities set up. It's a slight uphill walk but once there it's quite a large, open area.



- Across the street from the Yacht Club are the docks and a small open air bar run by the CVMM. The docks are all floating and are a good height for mooring and for getting in and out of the 2.4 for all our sailors. The club is adding one more floating dock in the spring so all together with existing docks this will give approximately 400 meters of mooring space. There is also plenty of additional room for coach boats.
- Having run many regattas in the past, at various international levels, not just at their club, but in addition with the other clubs on the island, the race committee is very experienced.
- On the subject of International Jurors and Judges, they are aware of the requirements but also would like to know if there is someone that we would like to include with 2.4mR experience. There are measurers in or near Elba to fill that responsibility.



- The CVMM is also affiliated with a boating club that has quite a few owners with large hard bottom RIBS and they have accepted an invitation to be a part of the 2005 Worlds Team. The boats will be equipped with pumps etc for any difficulties that arise out on the water.
- CVMM will have a very large spectator boat available for all guests, dignitaries, families and town's people who would like to see the races first hand.



- The website will be setup by and monitored by the clubs webmaster with Elena assisting.
- The CVMM members have stepped forward to embrace this opportunity to hold this regatta and many of the immediate businesses in Maciana Marina will be a part of the program. Volunteers will be there.
- Transportation is always an important detail especially when people are coming from such far distances. Flights to Pisa are relatively cheap with Ryan Air with in Europe and connections for Pisa can be had at all major airports. Trains from Pisa to Piambino are very easy to get to from the airport, a short taxi ride, with a very pleasant journey south (about 1 ½ - 2 hours) where you will board a Moby Line ferry for your passage to Portoferraio on Elba. At this point, sailors who are traveling via this mode will be picked up and taken to Marciana Marina by courtesy vehicles. The organizing committee will be setting up shuttles for sailors who require special transport from the airport.



- Elba does have an airport where several airline companies, Seagle Air, Air Alps, Intersky and Skywork Air fly in mainly from Germany. So for those individuals that are having their boats shipped this is another very good way to get to Elba. The best way to get info on schedules and prices is to go to www.elbalink.it. Again the organizing committee will have a shuttle service set up for anybody arriving this way.
- Transportation by vehicle may be a little longer but it is certainly worth the journey. There will be detailed instructions on how to get to Marciana Marina on the website with ferry schedules etc. CVMM will be actively trying to get preferred rates with Moby Line as they may be one of their sponsors. Ferry prices are approx. 11Euro/Metre at the high season rate but will be less during the course of the worlds.
- The sailors that require assistance will have to travel on the ferry “Moby Lally” as this is the only one with a lift to the topside but because the trip (1 hour) is short you can remain in your vehicle.
- CVMM has also a very good connection to the media. There will be continual updates sent via press releases to all sailing magazines etc and there will be reports in the local papers.

My trip to Marciana Marina was very interesting and informative. The CVMM appreciated the visit and they are looking forward to having a great regatta. Enthusiasm is contagious and it is definitely present in Maciana Marina. The club has been very successful at running big regattas and this one they are determined to make the best one yet. They're well set up to handle the worlds on space and an equipment stand point. The experience of Piero, Ermanno and Gulianno, their willingness to work with the ICA, the participation from the other 8 clubs on the Isola d'Elba has given me the confidence that we will have a very successful, enjoyable and very entertaining regatta. As a result of our new participatory role I've been asked to come to an event in April where there will be approximately 600–700 boats including maybe 25 2.4mR's (to which I would encourage some of us to attend if possible) to speak to some of their sponsors. I believe that future liaisons with organizing committees and the 2.4mR ICA as a result of our step forward at this event will play a big part in getting more venues to sail at.

Danny McCoy

Danny McCoy
President—2.4mR International Class Association

Secretary's Report

Hello Everyone!! For those of you that do not know, I was recently appointed at the AGM in Gävle, Sweden. Since August, I have taken the proverbial bull by the horns. What is immediately noticeable is this Newsletter. This will be a quarterly occurrence with issues in March, June, September, and December. Since this is first published issue, I ask that you 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!!!





Another project of mine that has been recently completed is redoing our International Class Association website at <http://www.sailingsource.com/24metre/>. It has a brand new look with an easy navigation menu. In addition, our President wanted to have an all inclusive website with an archived history of our Class as well as a location where anyone could go to learn anything and everything about our Class. This has been accomplished. 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 is an ongoing project that will evolve and develop over time. If there is something that you would like to contribute to the website, please forward it to me.

In addition to the activities of our officers, our Executive and Technical Committees have been very busy as well. The Executive Committee has recently developed and adopted hosting guidelines and an application process that will be used for all World Championships and Continental Championships beginning in 2005. These documents are available for viewing on our website. Over the next several months, the Executive Committee will be revising the Class Constitution and the Race Management Manual. Håkan Kellner, Chairman of our Technical Committee, recently attend the 2004 ISAF Conference in Denmark where issues regarding our Class were discussed. Please read his report below.

My biggest project is to act as a stronger 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 ask that all National Class Association Contacts forward this Newsletter to its' members as I do not have everyone's Email address.

Sincerely,

Thomas Franklin

Thomas Franklin
Secretary—2.4mR International Class Association

Technical Committee Report

Håkan Kellner, Chairman of our Technical Committee attended the 2004 ISAF Conference's Keel Boat Committee meeting on November 6, 2004 in Copenhagen, Denmark. Below is his report.

I am satisfied with the meeting in the Keel Boat Committee. It was necessary to be present at the meeting to explain the purpose with the submitted amendments, especially Rule C.8(b). This rule was subjected to quite a discussion, and many alternative wordings were proposed, but when I had explained the signification of the Rule, it was found that it could not have been expressed better than according to our suggestion. The ISAF Technical Committee had suggested a new wording of Rule F.4.2(a), which I and Rikard Bjurström had approved before hand, and that was taken.





The amended Rules will consequently be:

C.8.4(b) USE

Whilst racing the mast is not permitted to be adjusted in an athwartships plane to windward of a plane perpendicular to the deck. The shrouds of boats with adjustable shrouds must be able to be tightened to their upward limit on both sides at the same time.

C.9.1 LIMITATIONS

(a) Not more than 2 main sails and 3 jibs shall be used during an event of the status National Championship or higher and of less than 8 consecutive days, except when a **sail** has been lost or damaged beyond repair.

D.3.1 MATERIALS

(a) The **hull**, excluding fittings, breakwater and corrector weights, shall be built from wood and/or Glass Reinforced Plastic.

E.4.3 DIMENSIONS

(a) Any part of the **rudder**, measured athwartships shall not exceed 38mm when the rudder extends beyond the aft end of the water line.

F.4.2 CONSTRUCTION

(a) The **spar** including any groove or track shall be of the same material.

G.3.4 DIMENSIONS

Half width	0.68 x E
Three-quarter width	0.41 x E
Top width	72mm
Batten pocket length:	
Uppermost batten	
Outside length	480mm
Lowermost and intermediate battens	
Outside length	680mm

Comments:

After what happened at the Paralympics Games, in Athens, it should have been wise to insert a new measurement of the main sail, **Upper Width**, is the shortest distance between the **upper leech point** and the **luff**. The upper leech point has to be defined. Since the 2005 submissions had to be sent to ISAF in August, it was not possible to include this definition in this year's submissions. Unfortunately, the increased length of the top batten will make it possible to a further big roach.

Håkan Kellner

Håkan Kellner
Chairman—Technical Committee