

J[®]
24

INTERNATIONAL PULSE

LOOKING AHEAD TO A BETTER 2021

EUROPEAN CHAMPIONSHIP

AT YACHT CLUB PORTO SAN ROCCO, MUGGIA, ITALY

MAY 27-JUNE 2

NORTH AMERICAN CHAMPIONSHIP

AT SAYVILLE YACHT CLUB, BLUE POINT, NEW YORK USA

JUNE 16-20

WORLD CHAMPIONSHIP

AT PARKSTONE YACHT CLUB, POOLE UK

SEPTEMBER 24-OCTOBER 2

Issue 27
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2020

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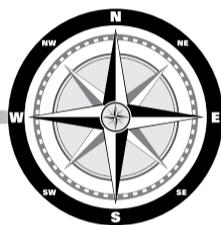
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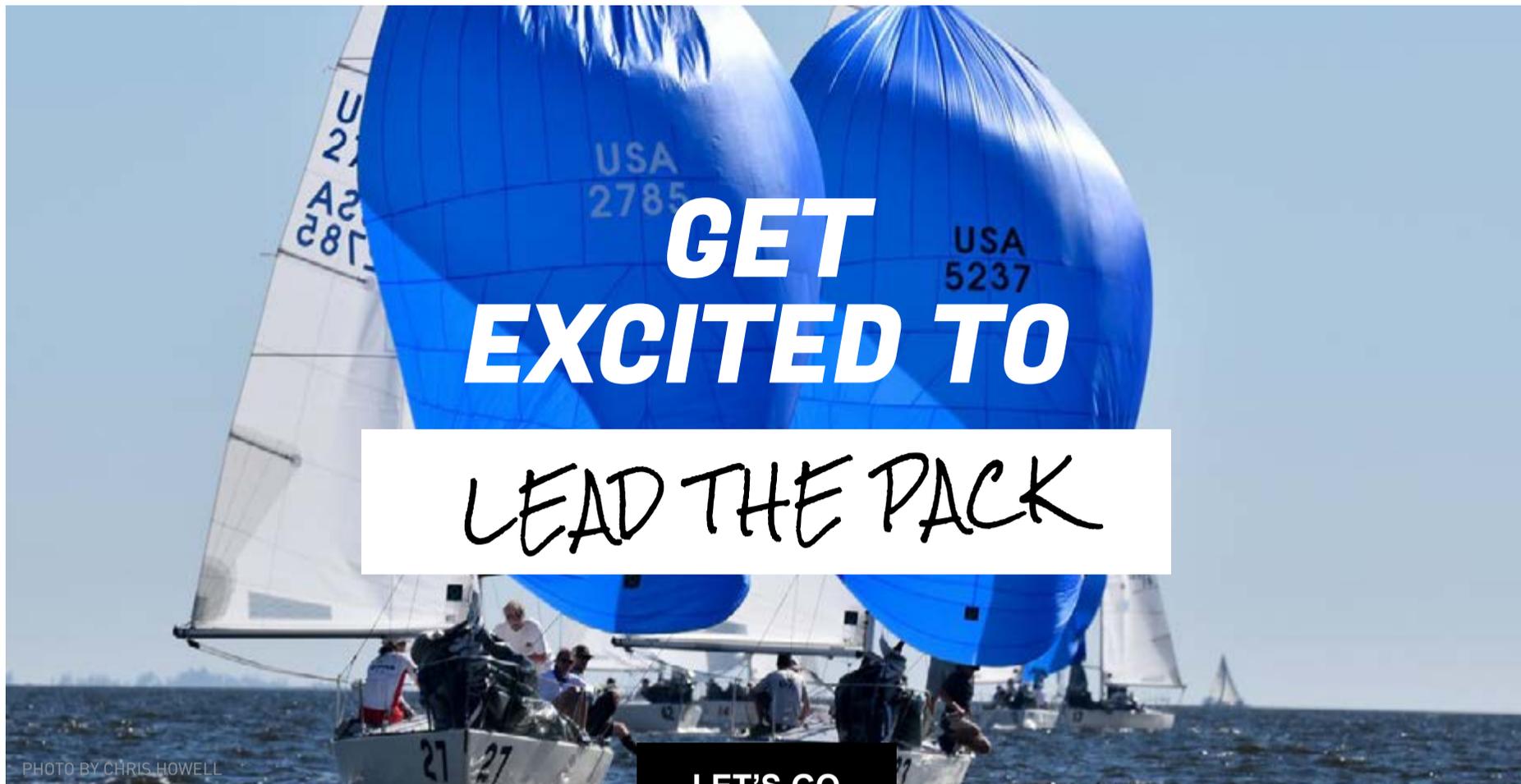


PHOTO BY CHRIS HOWELL

LET'S GO

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ccyc.com/j22worlds2021

By Lorna Graham

UPDATE

Like most other J/24 fleets around the world, the majority of the UK scheduled events for this year, including the National Championship, have been cancelled. As a result, some of our teams have been trying their hand at short-handed sailing with either two or three crew members for local club racing, which has provided for some interesting racing and testing of boat handling.

As the restrictions are now being eased across the UK, we are seeing a return to mixed household racing but with limited crew numbers. The UK Class is keen to start sailing again and has potential class starts at the J Cup, Cowes (3-5 September), the Plym Yacht Club Regatta (5-6 September) and Weymouth Regatta (12-13 September). The UK Class is also looking forward to the Autumn Cup which will be hosted by Saltash Sailing Club on 3 and 4 October 2020, which is the only remaining scheduled event in the calendar.

The regattas will be sailed with a maximum of four crew members, and for those of us who have eaten and/or drunk our way through the last few months, we can breathe easy as there will not be a weigh-in to keep the crews, event organizers and volunteers COVID-19 safe. We hope that the UK teams will be able to attend and support these regattas. Sadly, catering is still restricted, and so the après sail will be limited at the host clubs.

After taking a break during the lockdown, the Organizing Authority for the postponed 2020 World Championship is looking forward to getting back to continuing the planning of the rescheduled World Championship in 2021. A revised Notice of Race will be published in due course. The Organizing Authority is pleased to confirm that the sponsors are still committed to the event next year, and the UK Class, Organizing Authority and Parkstone Yacht Club are looking forward to welcoming you to the UK in 2021.

Teams can find information and updates on the official website of the event at www.j24worlds2020.com.



J24worlds2020.com
10th – 18th September 2020



Looking forward to seeing you
24 September – 2 October 2021
New Dates

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2020 J/24 North American Championship Sayville Yacht Club

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June 16 through June 20, 2021

**The Organizing Committee hopes that you are all staying well and safe.
Please look for the NOR in the coming weeks.**



@photos by Ann-e
Friday, September 07
2018 J/24 US National Championship



HARKEN DERM

SAVING OILY SKIN | SAVING OILY SKIN | SAVING OILY SKIN



By Paola Zanoni

The Italian J/24 Class Restarts with the National Regattas from Marina di Carrara



After changing the 2020 calendar due to COVID-19, the competitive season of the Italian J/24 Class is ready to start again from the Tuscan regatta of Marina di Carrara.

After the long break from competitive activity and the inevitable modification of the 2020 calendar due to the health emergency and the related provisions of the FIV and IJCA for the containment of COVID-19, the Executive Council of the Italian J/24 Class has re-modulated the National regattas scheduled this year.

“The pandemic that the whole world has had and is still facing is certainly affecting our existence. In full respect of what happened, our fleets organized virtual regattas in the lockdown period. Our crews are very keen to confront each other again at sea,” explained the President of the Italian J/24 Class, Fabio Apollonio.

The first J/24 National Regatta of this season will take place on Saturday 19 and Sunday 20 September in Marina di Carrara and will be organized by the local Nautical Club (the event was previously scheduled for March 21 and 22), replacing what the Circolo della Vela Erix was supposed

to organize in September in the waters of Lerici-La Spezia. The second regatta will be on the weekend of 3 and 4 October by the Italian Naval League section of Mandello del Lario.

The Class will then return to Cervia, where the Italian Championship was held last year, for the National Regatta organized by the Amici della Vela Nautical Club on 18 and 19 October.

It is very probable that a Regatta will also be held toward the end of October which is being dealt with by the Fleet of Rome. The Italian Class will communicate the dates and the choice of the competition field as soon as possible. And finally, on 14 and 15 November, the splendid Cagliari waters of Arbatax and the local Nautical Club will host the National Regatta that will close the 2020 season of the J/24 Class.

Unfortunately, despite ourselves, we were forced to cancel the events scheduled for April in Anzio-Nettuno (the Italian Cup organized by the Nettuno Yacht Club) and in Trieste (the Pre-European Regatta of the Porto San Rocco

Italy Report



2019 award ceremony of the fifth stage of the J24 National Circuit in Carrara (1: *La Superba*, 2: *Jamaica*, 3: *Five for Fighting*).



Yacht Club) as well as the Regatta proposed in June on Lake Caldonazzo from the local Nautical Club and the one in the waters of Lerici-La Spezia.

The European J/24 Championship (reconfirmed in Trieste) and the 40th Italian Open Championship which should have been organized respectively from May 28 to June 2 and from April 29 to May 5 by the Yacht Club Porto San Rocco were postponed until next year.

Wishing all our Fleets good weather and good wind. We look forward to seeing you on the racing fields to confirm once again the vitality of our stainless Class.



Replacing Vermiculite Filled Resin IN THE SUMP

By Tim Winger, ITC Chair

THE PROBLEM:

Vermiculite was used as a filler in resin used to fill the aft section of the sump on J/24s throughout the time TPI made the boats for J/Boats. Over time, the vermiculite absorbed water, became spongy and lost its structural integrity. Originally, the entire bilge or sump was filled with vermiculite resin, as was the area between the cabin sole and the bottom of the hull. This practice ended in 1980, after which the vermiculite filled resin was used only in the aft section of the sump to add lateral support to the two keel bolts from which the boat is lifted. This article addresses only the boats with vermiculite filled resin in the aft section of the sump – mostly post 1980.

HOW TO TELL IF YOU HAVE A PROBLEM:

Your keel bolts should be tightened to 70 foot pounds of torque, and should be checked periodically. If the aft two nuts and washers keep sinking deeper into the resin, you've probably got a problem. If you see cracks in the resin, you've probably got a problem. If you can force a screwdriver into the resin just using your hand, you've got a problem. In time, this mixture **will** become a problem.

WHY YOU NEED TO FIX IT:

Your keel depends on the structural integrity of this mixture for proper support. Additionally, water in contact with the stainless steel keel bolts (particularly salt water) in the absence of air can cause a kind of corrosion called crevice corrosion. This can cause failure of the keel bolts by which you lift your boat and may cause it to drop.

WHAT TO DO ABOUT IT:

If you have determined that you have a problem in the sump, you need to dig out this mixture and replace it. Remove the nuts on the keel bolts and the lifting bar, and tape the threads to protect them (the threads do not go all the way down to the bottom of the sump). The good news is, the softer (more water logged) the vermiculite resin, the easier the job will be to remove the old resin. Drill as many large (1/2 in. or larger) holes in the resin as possible, taking care not to go deeper than the filler. Dig out the balance of the resin with a screwdriver or chisel, taking care not

Replacing Vermiculite Filled Resin IN THE SUMP

to damage the fiberglass sides and bottom of the sump. A wet/dry shop vac is a big help. Clean up the leftovers with coarse sandpaper, and finish by using a solvent like acetone or a fiberglass cleaner. Make sure you ventilate the boat while you are using solvents or resins. A strong fan in the forward hatch blowing in, to force air flow out through the companion way, creates pretty good ventilation. A dust mask will not help with fumes. You must use a mask with a charcoal filter if you don't think you can get enough air movement or the fumes still bother you. Allow the area to dry thoroughly.

Clean the keel bolts and examine them for signs of corrosion. If you find significant corrosion, you will need to either find a way to repair the bolts or replace the keel. If the keel bolts are in good shape (as most should be), you are ready to replace the sump filler. The current best solution (the method now accepted by the J/24 Class for this job) is to refill the sump with filled resin, fiberglass and layers of high density foam, finished off with a top plate of quarter inch G-10 fiberglass board. Use the internet to source the high density foam board, or find someone who has done the job and has leftover board to get rid of. You will need to cut the fiberglass cloth to the proper shape with scissors. There should be a layer of fiberglass cloth on the bottom and then between each layer of foam and the G-10. Lay the pieces into the sump dry, topped off with the G-10 to check for fit. Make any adjustments necessary to the shape of these items to ensure a close, but easy fit.

You should use epoxy resin with the **slow** hardener. Use colloidal silica (available from West System and their various dealers) as a filler. The mixture should be thickened, but still pourable and able to flow into all corners. When mixing the colloidal silica, wear a dust mask. You don't want this stuff in your lungs. Before you start pouring, tape over the weep hole between this section of the sump and the one forward of it with a couple of layers of duct tape (on the forward side). Pour enough filled resin into the sump to cover the bottom of the sump. Press in the first layer of fiberglass cloth, making sure it is totally wet. Then press the foam into the resin and pour

again until that piece of foam is covered, and repeat until you are about half an inch (13mm) above the beginning of the threads on the keel bolts, with the G-10 on top. Remove the tape from the keel bolts, put the nuts and washers back on the keel bolts, and tighten slightly to put a little pressure on the mixture as it cures. Add a little more colloidal silica to the leftover resin so it is stiff enough to stand up, and run a fillet around the edge with your finger (gloved) or a mixing stick. When this is cured, remove the nuts and washers, and add a final layer of fiberglass on top of the G-10 and up the sides of the sump. Sand this when it is cured and cover it with a final coat of unfilled resin or epoxy primer.

When the resin is fully cured (in 48 hours), remove the nuts, and add a bead of silicone caulk around the keel bolts to keep water out of any cracks that may develop here in the future. Replace the washers and nuts, and tighten to 70 foot pounds of torque. While you are at it, check the rest of your keel bolts for proper torque. Your original filler in the sump had a depression between the keel bolts to receive the lifting rig; however, this replacement system does not. You can use extra 5/8-inch stainless steel nuts as spacers beneath the lifting bar, if needed. Place the lifting bar on top of the first set of nuts, with the second set of washers and nuts on top of the lifting bar. This will allow room for a galvanized shackle to go under the bar or just put the bar through the eye of the strap and use wing nuts to secure the lifting bar. This is also a good time to inspect your lifting strap for wear. If there are any red threads showing, replace the lifting strap immediately. It doesn't hurt to tape your shackle pin or the lifting bar with vinyl tape to help reduce wear on the strap.

Remove the tape from the weep hole between sump sections. This hole may be covered now. If so, drill a new weep hole so that the aft section will drain into the deep section.

Voila! You're done. Go forth and sail with a light heart, secure in the knowledge that your craft is healthier.

Canada Report

By Katie Coleman Nicoll



It has been a most interesting spring and summer for most parts of Canada. While certain provinces were able to start racing due to very low COVID-19 confirmed cases, other provinces were not. Ontario and Quebec, where 90% of our J/24 members reside, were recording the highest number of confirmed cases in the spring. As we moved into the summer and the cases decreased, both provinces were reluctant to remove restrictions on gatherings of more than “family bubbles.” This meant only single-handed sailing or double-handed if the two persons were from the same family bubble. Some of the Atlantic provinces have restrictions for persons coming and going, requiring a 14-day self-isolation.

As of the beginning of August, many of the sailing clubs have had restrictions lifted so that social-distancing club racing is able to resume. However, there is very limited racing outside of club “bubbles.” Many of our members have not even taken the covers off their boats, and clubhouses remain closed.

It is hoped that the fall will not bring a reoccurrence of the COVID-19 virus, so that we will be able to get out and re-learn how to race and have a pint or two with our sailing buddies. We are thinking positively, but keeping in mind that the health and welfare of our members are of utmost importance. Keep safe and enjoy the pleasure of just getting out on the water to sail.

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Peru Report



SCARAMOUCHE of Luis Olcese



HAWKY of Javier Arribas L.
(Augusto Nicolini at the helm)

The J/24 National Championship in Peru was held on November 30 and December 1, 2019 in the bay of La Punta, Callao, Peru.

Scaramouch by Luis Olcese was crowned National Champion for the fifth consecutive time. In second place was *Hawky* by Javier Arribas, and third was *Wayra* by Percy Castle.

That same day, the crew of Giancarlo Carabelli's *Luca* was also awarded as the Champions of the 2019 Annual Ranking. In second place in the ranking was *Attoc* by Pedro Tomatis (current president of the J/24 Class in Peru), and third *Wayra* by Percy Castle.



ATTOC of Pedro Tomatis



LUCA of Giancarlo Carabelli



WAYRA of Percy Castle

Peru Report



NATIONAL CHAMPIONS:
Luis Olcese and crew of
the *SCARAMOUCH* sailboat



ANNUAL RANKING CHAMPIONS:
Giancarlo Carabelli and crew of
the *LUCA* sailboat

Unfortunately due to the COVID-19 pandemic, we have not managed to have any official regattas so far in 2020.

Decision Making in a Time of Uncertainty

By Quantum Sails' Carter White

In the Spring J/24 newsletter, I wrote about framing what was potentially going to be an odd season in a new paradigm and turning a negative into a positive. That still holds true for most of the world, and our sailing efforts and activities have been pushed to local sailing or cancelled. I have been quite lucky here in Maine, USA where we have had much less impact than many other areas of the world.

Our local fleet has been getting around 10 to 13 boats out each week for our Wednesday night series, which started out with two fleets: short-handed crews and fully-crewed teams sailing on the same course, but scored to reflect their crew sizes. This helped those teams who felt that they needed to social distance more or be able to sail with their "family bubble." Often we had a husband/wife team with one other friend onboard. If you wanted to get out and sail, the fleet was happy to accommodate.

It was not easy. We had hoops to jump through with delayed launch dates, protocol for using RC equipment, meeting state and federal guidelines, and getting to our moored boats. But, like challenges on the racecourse, these obstacles were met head-on by our sailors who were determined to make racing happen. Often we had to make modifications such as limiting the number of people on the launch at once or running races without flags or touching too much of the equipment. And of course, wearing masks the whole time.

I find many of these challenges are embraced by the most successful sailors, as they are the ones willing to make quick confident decisions based on the information at hand. Of course, the information about this pandemic has been a moving target, making things more difficult even for the most confident person. This directly translates to the decision making and problem solving sailors need to use on the racecourse. Decisions need to be made quickly and with accuracy using the best information we can gather.

Last year, I ran a few regattas with the Weatherhawk Windmate WM-200. It worked so well during those events that I brought it on the J/24. I was amazed that our naked-eye assessment of the wind speed could be so inaccurate. The current, waves and wind velocity at

Decision Making in a Time of Uncertainty

different heights are all factors when looking at wind speed and direction on the course. Our eyes don't tell us the complete and accurate story.

All tuning guides are set up relative to wind speed. If you don't know what that wind speed is, then how can you decide what rig or trim settings to use. On our boat, having an accurate wind speed number has allowed us to make rig and trim decisions with speed and precision, so we can focus on other parts of the racing.

The 2019 J/24 Midwinters was the first regatta we raced with our full team using Quantum Sails and the corresponding tuning guide (https://www.quantumsails.com/getattachment/Sails/One-Design/Inshore/J-24/J24_TuningGuide_June2020_V3.pdf.aspx).

It made a huge difference. We finished in second by two points and had the best, worst finish of the top three boats which was a 12th out of 29 boats. We sailed eight races in 4-15 knots, and we averaged 3.25 points per race.

The Quantum tuning guide is specific and has excellent rig settings that we have tried in a variety of wind ranges and conditions. We keep track of our rig turns in a matrix so we know exactly how many turns each setting is from base. Once we have the accurate wind reading, we can adjust the rig and be confident we will have good speed. And you know what they say about speed - it makes the tactician look really good! So, let's all hit the racecourse, gather our information, and make good decisions while having fun on the water.



Calendar

September 5, 2020

2020 KIEL WEEK

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

May 27, 2021

2021 J/24 EUROPEAN CHAMPIONSHIP

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

June 16, 2021

2021 J/24 NORTH AMERICAN CHAMPIONSHIP

Start: June 16, 2021
End: June 20, 2021
Venue: Sayville Yacht Club
Address: Blue Point, NY, United States

September 24, 2021

2021 J/24 WORLD CHAMPIONSHIP

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

March 12, 2022

2022 J/24 WORLD CHAMPIONSHIP

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

August 29, 2022

2022 J/24 EUROPEAN CHAMPIONSHIP

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

July 16, 2023

2023 J/24 WORLD CHAMPIONSHIP

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

August 20, 2023

2023 J/24 EUROPEAN CHAMPIONSHIP –

Start: August 20, 2023
End: August 27, 2023
Venue: Balatonfüred Yacht Club
Address: Lake Balaton, Hungary

September 7, 2023

2023 J/24 NORTH AMERICAN CHAMPIONSHIP – EXACT DATES TO BE ANNOUNCED

Start: September 7, 2023
End: September 11, 2023
Venue: Sandusky Sailing Club
Address: Sandusky, OH, United States



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The IJCA took on the project of scanning ALL the old Class magazines. Go to <http://j24archives.com/> to view the editions dating back to 1978!

