

J[®] 24

INTERNATIONAL PULSE

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J24worlds2020.com
24 September – 2 October 2021



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Notice of Race coming in due

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A FAMILY FRIENDLY SAILING CLUB LOCATED IN THE BEAUTIFUL SETTING OF POOLE HARBOUR

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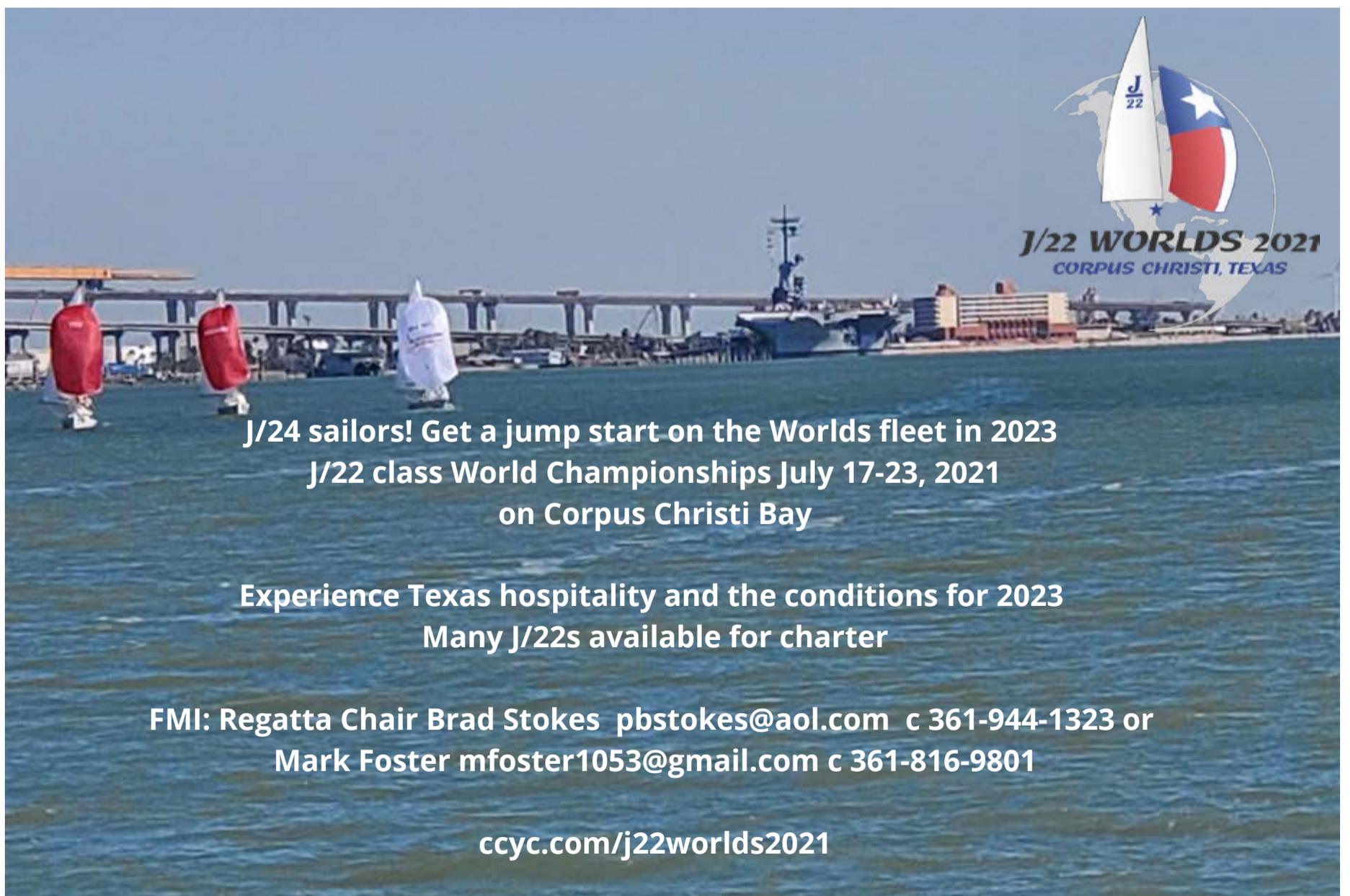
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**J/24 sailors! Get a jump start on the Worlds fleet in 2023
J/22 class World Championships July 17-23, 2021
on Corpus Christi Bay**

**Experience Texas hospitality and the conditions for 2023
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[cyc.com/j22worlds2021](https://www.cyc.com/j22worlds2021)

With the planning of the rescheduled 2020 J/24 Worlds in full swing for September 2021, David Lush of Parkstone Yacht Club looks back on the previous J/24 World Championship held at Parkstone Yacht Club in 1984.

The J/24 fleet are slowly building up to the J/24 Worlds, a momentous occasion for our new clubhouse, and slightly strange for me as I was also on the organising committee as Class Captain the last time it was here in 1984. Only 37 years ago, so apart from a few grey hairs (well a lot in my case) what has changed?

To quote the International J report written in Spring 1985, 'Fifty-one boats representing 16 countries gathered at Poole Bay, Dorset, England to compete in the 1984 J/24 World Championship. Warm British hospitality, combined with their penchant for flawless organization, produced an event which will be hard to equal in the future.'

In pre-marina days, we welcomed the fleet to launch and meet their charter boats at Cobb's Quay. The fleet was then kept alongside Poole Quay, and the socials were in our old clubhouse and a marquee. It was cramped and fun. I lent my garage to some young lads from the States to work on their rudder—a youthful and polite Ken Read. An equally young Ed Baird kept everyone amused by refusing to wait for the lifting bridge, and he and his young team physically manhandled the mast every time they went out to practice, whilst motoring the boat. A picture of them doing it made the yachting press!

The Brazilian team in *Linha d'Agua* discovered that you could count a 15 hp motor as weighed equipment so

spent the week planing a J/24 under motor, with four guys on the bow and the helm grinning from ear to ear. The Japanese had started building J/24s and sent several teams, but they couldn't ship the boats in time so they chartered from our local fleet. One was in a rather tatty state, so they refused to accept it. From that point on, whenever the Japanese team (based in the Haven Hotel) thought something in the UK was terrible, they said 'no Jelemy Fellet', their English for no thank you. I refuse to translate, but members in the know will understand.

It was a windy regatta, no RIBs, and no hand-held radios and only a couple of sinkings in the previous week's UK Nationals. UK-built J/24s had big rear hatches and a flimsy GRP fore hatch held closed by a tiny sash window device,

and a rather fat broach prone rudder, so early boats gained a reputation for sinking, and several of those were in Poole over the years. The racing was very different with all J/24 regattas sailing longer Olympic triangles, so blasting reaches separated the fleet, and every regatta had a long-distance race for double points. Visitors experienced a course from Old Harry to the Needles Fairway, and in or out at Hengistbury Head; a later Nationals held in Cowes included a 'Round the Island the wrong way race' as a long distance race with a cut off of 22:00!

Dave Curtis from the States won, and like other J/24 Worlds winners such as Ken Read, Ed Baird and John Kolius, went on to an exceptional professional sailing career. Notable local claims to fame included 'two local nippers' on Olympic gold medalist Helmer Pederson's Hong Kong team, Richard Lott, and Barny Sandeman (thanks to the Bournemouth Echo for the phrase) on my old boat *HiJack*. Barney reckoned that Helmer managed a cigarette on every leg of the course. Kim 'X boat' Slater was 11th,

Crispin Read Wilson and Mike Stone were 13th, a young David Bedford 21st in *Jollyboat*, with Nigel Yeoman's *Jest* being the top Japanese boat and the Montgomery's J/24 as the top Australian boat, despite being dropped from its trailer during measurement.

In the last couple of years, several members (including David and Jenny Pipe and Bryan Drake) have already been helping at World and European J/24 regattas, either on the race teams or as measurers, so the organising committee is confident that our regatta will, of course, be World class. Watch this space!



2021 Good Samaritan Hospital J/24 North American Championship

Sayville Yacht Club, Blue Point, New York
June 16-20, 2021



2021 J/24
North American Championship
Sayville Yacht Club



Photo courtesy of Chris Howell

By Joseph Buonasera, jbuona29@gmail.com

The Organizing Authority of the Good Samaritan Hospital J/24 North American Championship is excited that the calendar has changed from 2020 to 2021. This means that we are only a few months away from the first gun of the regatta. It feels like Deja Vu all over again.

We all know that COVID-19 is still with us, but a year later vaccines are being administered, testing is becoming more available and we have learned how to reduce the chances of transmission. Building upon the practices of events like the J/24 Midwinter Championship, the GSH J/24 NAC will adjust to make it as safe of an event as possible for all who compete and our volunteers.

New York State has begun to see a reduction in the infection rate. Rules and regulations are subject to change daily, if not almost hourly. This will lead to the opening of events of larger numbers by March and through June.

While this regatta will be different than we have grown accustomed to in the past, it is important that we do not lose sight of the real reason to gather our J/24 Class together. That reason is the racing. COVID-19 rules and regulations are here to stay for some time, but so is the J/24 Class.

In order for the GSH J/24 NAC to happen, we will need to work together, and we will need skippers to register their boats and crews. The OA has made arrangements with the Clarion Hotel Ronkonkoma for a large block of rooms at an excellent rate to help teams find safe and clean lodging. The OA is in the process of coming up with logistical plans to keep crews from prolonged exposure to one another. The OA is confident that we can host a safe and successful regatta.

Please join us by registering at <https://yachtscoring.com/emenu.cfm?eid=13168>.



June 16 –20, 2021

Registration is open on [Yachtscoring.com](https://www.yachtscoring.com)

Join District 3's active fleet and Race on the Great South Bay of Long Island, NY

Together We Can Do This!



Looking for Vendors for Your J/24?

www.j24class.org/useful-links/

Fine-Tuning Your J/24 Setup: Mast Butt Position

By Carter White

Photo source @TheRiggingCo Twitter

If you've read a tuning guide lately or remember setting up your J/24 at the beginning of the season, you know the importance of mast butt position. The mast butt sits on the aluminum plate in the V-berth of the boat; it's the bottom of the mast. Your rig's base setting (typically 20 on the uppers and 15 on the lowers) creates a pre-bend of between 2"-2.5", depending on the brand of sail. Refer to the Quantum Tuning Guide here ([J/24 Sails – One-Design Sails and Accessories - Quantum Sails](#)) for the full instructions on how to find this position.

Proper mast butt position is important for a few reasons. It allows you to achieve the proper bend in the mast so that the mainsail flies at its optimum designed shape. Proper mast butt position also allows for proper headstay sag, meaning your genoa can fly with its best performing sail shape. Lastly, setting up the mast correctly will give you the proper range of adjustment in the mainsail for different conditions.

Some top boats use adjustable turnbuckles that can help move the mast butt position. This tool can move the mast butt after the rig has been tuned and shrouds are tight. It can move the mast fore and aft and is legal to do so any time before the preparatory signal (4-minute horn and P, I, or Z flag) of the start. Note that Class Rules state that the mast butt must be fixed at the heel (butt) by screws or pins to the mast beam (aluminum plate). See Class Rule C.9.4b1 for complete description.

So why different mast butt positions for different conditions? No single mainsail can be designed for

optimal shape from 0-40 knots without adjustment. The adjustments we can make to change the mainsail shape are main cunningham, outhaul, vang, mainsheet, rig tension, backstay and mast butt. Some boats have the addition of mast partners (mast position at the deck) as well, but the J/24 needs the mast in the furthest aft position at the deck to create as much rake as possible. Since that position is fixed, the mast butt position is even more important. Once you have mastered your base condition and feel good about your mast butt position in 6-13 knots, experiment in more extreme conditions in both light and heavy air.

Light Wind

In light wind (0-4 knots), the mainsail should be fairly flat with a decent amount of twist to create flow over the mainsail without the wind stalling. You can check your trim by looking up at the sail, making sure the top two telltales are flying most of the time, and making sure your sail looks flatter than it does at your base settings. It helps to have decent headstay sag to power up the genoa and move it away from the slot (distance between the genoa leech and mainsail) to create flow.

In these conditions, the other controls should be as follows: no mainsail cunningham, no vang, no backstay tension, lighter than normal mainsheet tension, looser genoa halyard (a scallop or two) and mast butt in farthest aft position. The farthest aft mast butt position may be your normal position if you are racing with fairly new sails, or it may be a bit farther back with slightly older and deeper sails. How do you measure this to see if you are

in the right spot? The best way is to test on the water. At the dock, first tune your rig for the light air setting with 18 upper tension and 12 lower tension and check the pre-bend. As long as you have your 2"-2.5" bend in the mast, you should be good to go. You can also check with the headstay tension. Using a Loos gauge, see if you can fit three fingers between the end of the gauge and the headstay when you pull the gauge to the black line. If your mast appears too straight or your headstay is too tight, move your mast butt aft to induce bend and headstay sag.

Heavy Wind

In heavy wind (16+ knots), flatten the mainsail with backstay, vang, outhaul and cunningham. In these conditions, the backstay has the largest impact on sail shape, by inducing bend in the mast, flattening the sail and depowering the mainsail. However, if your mast is set up with too much pre-bend before you start pulling on backstay tension, you will over-bend the mast and flatten the mainsail too much, causing the mainsail to invert. An inverted mainsail looks flat but luffs a lot because there is no shape, so the wind can't create lift. In heavy winds, move the mast butt forward to keep the mast straighter and avoid inverting the sail.

For more on proper sail trim, check out the downloadable Quantum Sails [Trim Guides](#).

How Far Should I Move the Mast Butt?

A little movement goes a long way. The boat I sail on currently has three positions: aft, middle and forward. The distance from aft to forward is roughly 1/2", so each position is about 1/4".

What may sound complicated is really not. Once you have your positions worked out, adjusting the mast butt becomes easy and automatic. Here's how we made the process repeatable on our boat.

1. Add a piece of sturdy but thin Mylar to the mast beam so that the mast butt moves fore and aft quickly and easily when adjusting. The Mylar also covers the many holes in the mast beam drilled by previous owners. Now we have just three holes showing and three lines that are marked aft, front and middle.
2. Our tuning matrix (the chart that shows how many turns it takes to get from one tension setting to another) shows exactly when we need to move the mast butt. No more guessing.

On our boat, we have found a mast butt in the aft position between 0-16 knots correlates to the four bottom steps in the rig tune on Quantum Sails Tuning Guide. We then move to our middle position at 16-19 knots and finally our forward-most setting for 19+ knots.

If you're going to adjust your mast butt, make sure you're matching with your tension settings. For example, if we were to move from our 12-16 knot setup to our 16-19 knot setup, it would take a different set of turns on the turnbuckles to get there, whether we move the mast butt or not.

Here is our current tuning matrix. Note the turns and mast butt position changes will not be the same for your boat, since every boat is a little different due to different types of turnbuckles and slightly different measurements for mast and headstay length.

Wind	Upper Turns/Tension	Lower Turns/Tension	Backstay Turns	Mast Butt position
0 - 5 knots	-1/2 turn off from base/18	-1/2 turn off from base/12	No adjustment	Aft
4 - 8 knots, Base	Base/20	Base/15	Base/bridle 8" - 12" from joint	Aft
8 - 13 knots	1 1/2 turns on from base/24	1/2 turn on from base/21	6 half turns on from base per side	Aft
12 - 16 knots	+1 turn/27	+1/2 turn/24	+8 half turns on per side	Aft
16 - 19 knots	+1 turn/29	+2 turns/29	+4 half turns on per side	Middle +1/4"
19+ knots	+1 turn/30	+1 1/2 turns/31	+4 half turns on per side	Forward +1/4"



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Photo Credit: Chris Howell

IJCA Technical Report

By Michael Peters, International Technical Chair, michaelpeters1501@googlemail.com



Welcome New International Technical Committee Chair Michael Peters

Michael joined the J/24 family in 1986 as a crew member on the boat *Vitesse* (GER 5467). He has participated in seven Worlds, 12 Europeans and several National Championships. He has guested on several other boats if someone was needed. In the Primo Cup with Ian and Chris on *Riccio*, we finished second after Greece.

Best place in:

- Worlds 16th place
- Europeans third place
- three times German champion
- three times Kiel Week winner
- one Dutch Champion

Since 2013/Monaco, Michael has been responsible for the measurement in Europe, having taken this position over from Stuart Jardine. He's done inspections at three Worlds under Tim Winger, and since September 2020 has taken the position as ITC Chair.

Sad Occasion for the German J/24 Class
In mid-January 2021, a major fire in a warehouse in Hamburg caused the boat *Vitesse* (GER 5467) from J/24 owner Manfred König to be destroyed. Manfred is one of the founding members of the German J/24 Class. Fortunately, no people were harmed, and yet the loss of the boat is very tragic.



Manfred and Crew



We all hope to see Manfred and his crew on a new *Vitesse* this year and the next coming years. All the best from the international J/24 Class and the Technical Committee.



Fire in Warehouse



Part of the warehouse after the fire



Not much left from the trailer

Canada Report

By Katie Nicoll

J[®]
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All was quiet when I wandered down to the yacht club to check on our boat. With a stay-at-home edict ordered by the province of Ontario, the club was not open. There were no human footprints around the yard, but someone had been there! In fact, it looked like a whole gaggle had been there – millions of geese footprints were all around the boats. I finally found some of the culprits swimming around the basin enjoying the lovely sunshine. Definitely a different scene than what we usually see.

Although Ontario has been “shut down” since December 26, other parts of Canada (the west and east coast) have far less restrictions, and there has even been skiing outside of Ontario.

The future is uncertain with no regattas posting Notices of Race yet. Time will tell how “normal” we become as the months progress toward summer. Stay well and stay safe!

Calendar

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

August 6, 2021

2021 J/24 SWEDISH NATIONAL CHAMPIONSHIP

Start: August 6, 2021
End: August 8, 2021
Venue: Lagunen
Address: Malmoe, Sweden

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 6, 2023

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

Start: September 6, 2023
End: September 10, 2023
Venue: Sandusky Sailing Club
Address: Sandusky, OH, United States





J/24

Archives

All J/24 Magazines Now Archived Online

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!

