

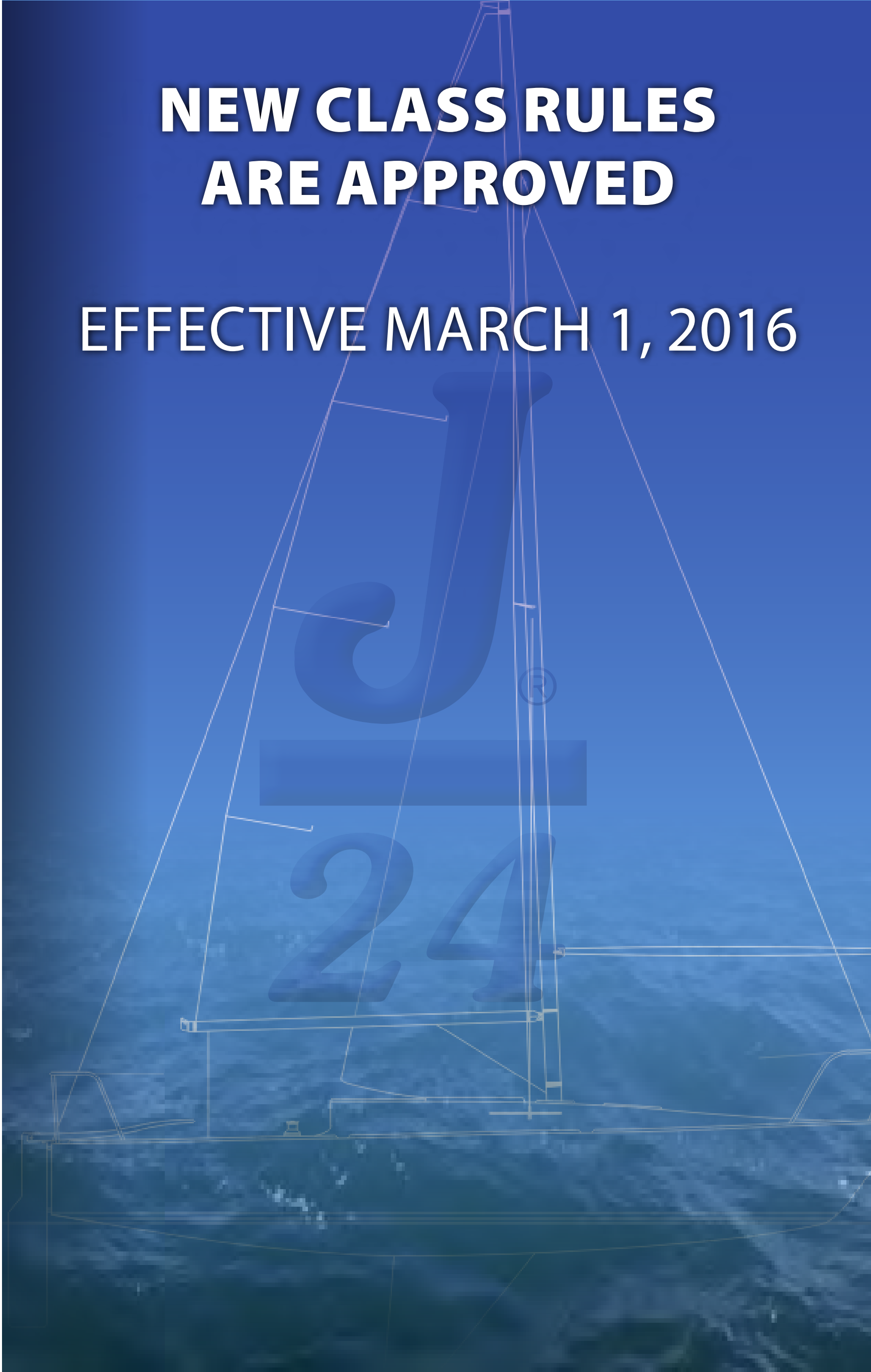


INTERNATIONAL PULSE

Issue 9
February
2016

NEW CLASS RULES ARE APPROVED

EFFECTIVE MARCH 1, 2016



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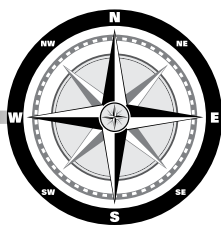
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IJCA Technical Report: New Rules Are Approved!

By Tim Winger, International Technical Committee Chair

EFFECTIVE MARCH 1, 2016



World Sailing (formerly ISAF) has approved the new J/24 Class Rules. They have been published on their website and on the International J/24 Class website at <http://www.j24class.org/rules-regulations/class-rules/>. The official Rules are on the IJCA website along with an annotated, unofficial version that also included some corrections that we are currently working through with World Sailing. The corrections are mostly format issues – spacing, punctuation and **bold**. So here are some basics on the new Rules:

The new Class Rules are closed Rules, meaning that if the Rules do not specifically say that you may do something/change something/add something, then you shall not. The old Rules were also supposed to be this way, but over the years the way they were written and enforced became more of a mix of “if it doesn’t say you can, you can’t” and “if it doesn’t say you can’t, you can.” This is one of the major things we wanted to straighten out by going to the new Rules format. This will likely come around to bite us in the hind end a time or two by not allowing some things that have been common practice, but we will perhaps have to make some temporary allowances until they are fixed with the next changes. We have tried to envision everything, but I’m sure we have missed a few.

The other reason to go to this new format is that it is the standard World Sailing international Rules format. This should make working with World Sailing and the community of international race officials smoother. With the old Rules, we ran risks of interpretation. The intention of the new Rules was to try not to change anything except a few small items that were approved individually by the Class.

In the new Rules, you will find a lot of words in bold type face. These words have the meaning that they are given in the definitions in the Equipment Rules of Sailing (ERS). This is a document that you may wish to download from the World Sailing website because World Sailing likes to use these terms without any elaboration or further definition in the Rules. These definitions have a great deal to do with the interpretation of our Rules. **Boat weight** is the weight of the **boat**. **Boat** is the equipment used by the **crew** to take part in a race. It includes **hull, hull appendages, ballast, rig, sails, fittings, corrector weights** and all

other items of equipment except consumables, **personal equipment** and **portable equipment**. You have got a lot of definitions to consider right there.

The general format of the new Rules is as follows: **SECTIONS A & B** concern Class administration.

SECTION C concerns how the boat is raced, position of the mast, number of sails on board, personal equipment, portable equipment, cleaning and polishing—all things that may be done without effecting the Measurement Certificate. A few things that have been on the Measurement Certificate will drop off (like mast position and forestay length) because they can change every time you set the boat up. They still have to meet the same requirements as before, but you will not need a new Measurement Certificate every time you set up the boat.

SECTION D is about the hull. It tells about what the requirements are in a delivered hull and what you may change. Everything you change in this section requires a new Measurement Certificate.

SECTION E is about the hull appendages—keel and rudder—similar to D above.

SECTION F is the rig—mast, boom, spin pole, standing rigging and running rigging.

SECTION G is about sails.

SECTION H is the related drawings and diagrams.

SECTION J (no SECTION I) includes some new Rules that can be turned on in the Sailing Instructions, like jib only for Pan Am Games and frostbiting, a lower crew weight option, crew substitution and spare spinnaker. Remember that the Sailing Instructions must be approved by the Class for all international events, so these things will not be sneaking in at the whim of an Organizing Authority. There is also a Rule in this section that turns off the limitations on crew substitution and weight and number of sails for handicap events.

That’s about the gist of it. You should read the Rules a few times before March 1 and take a look at the ERS as well if you want to fully understand them. Before you make any changes to the boat, fully digest the sections of the Class Rules and the ERS that apply to what you are planning to do.

Fair sailing to all!

The Substance Changes in the New 2016 Class Rules

EFFECTIVE MARCH 1, 2016

These are the changes that were voted in at the World Council Meeting of 2014 in Germany:

C.2.2(c) While seated on the deck, **crew** shall have their torsos inboard of the lifelines and the **sheerline** at all times. Legs may be outboard of the **sheerline**.

This Rule is an extension of RRS 49 which prohibits torsos outside the lifelines. World Sailing judges' interpretation of this Rule is pretty much in line with what our new Class Rule says. We just make it much clearer in this Rule.

C.5.1(b)(1) One outboard engine/motor of 12kg minimum weight empty of fuel. The engine/motor shall be stowed under a quarter berth or aft of the sill of the main companionway. Both the engine/motor and its fuel tank/battery shall be secured against movement in the event of capsize. Electric motors shall be weighed with a single battery if the battery is mounted on the motor during use.

This Rule allows the use of gasoline, propane or electric engines/motors. The weight requirement is less than what it used to be, but the engine/motor must be weighed without fuel.

C.7.2(a)(9) A minimum of one fixed (if the mount for the device is fixed to the **mast** or **hull**, it satisfies this requirement) device to deliver either a magnetic compass heading or course over the ground. This device shall not include charting capability. This Rule now allows for GPS-driven compasses (course over the ground). World Sailing does not want us to specify technology, only the functions that we will allow.

C.7.2(a)(7) The vertical companionway hatch board shall be originally supplied by a licensed builder but may be replaced with one of the same design and material from any source. The old Rule restricted the hatch board or its replacement to be supplied only by a licensed builder.

C.7.3(a)(4) Electronic devices to record, measure and calculate speed or speed over the ground, distance, water depth, distance to a fixed point or line and time. Such devices shall not have charting capabilities.

These are the functions we will allow in electronic equipment. Technology is not specified, so equipment like the Velocitek ProStart and many other devices like it are now allowed.

C.7.3(a)(11) Elastic (shock) cord may only be used for the following purposes:

- To hold down **sails**
- To retain the throwable lifesaving device in the ready position in the cockpit
- To return the **backstay** adjuster toward the un-tensioned position
- Across the back of the pushpit to keep the slack **backstay** from falling into the cockpit area.
- As a single length wrapped around the **mast** and/or across the cabin top behind the **mast** for the purpose of retaining rope tails.

This expands the uses for which shock cord is allowed.

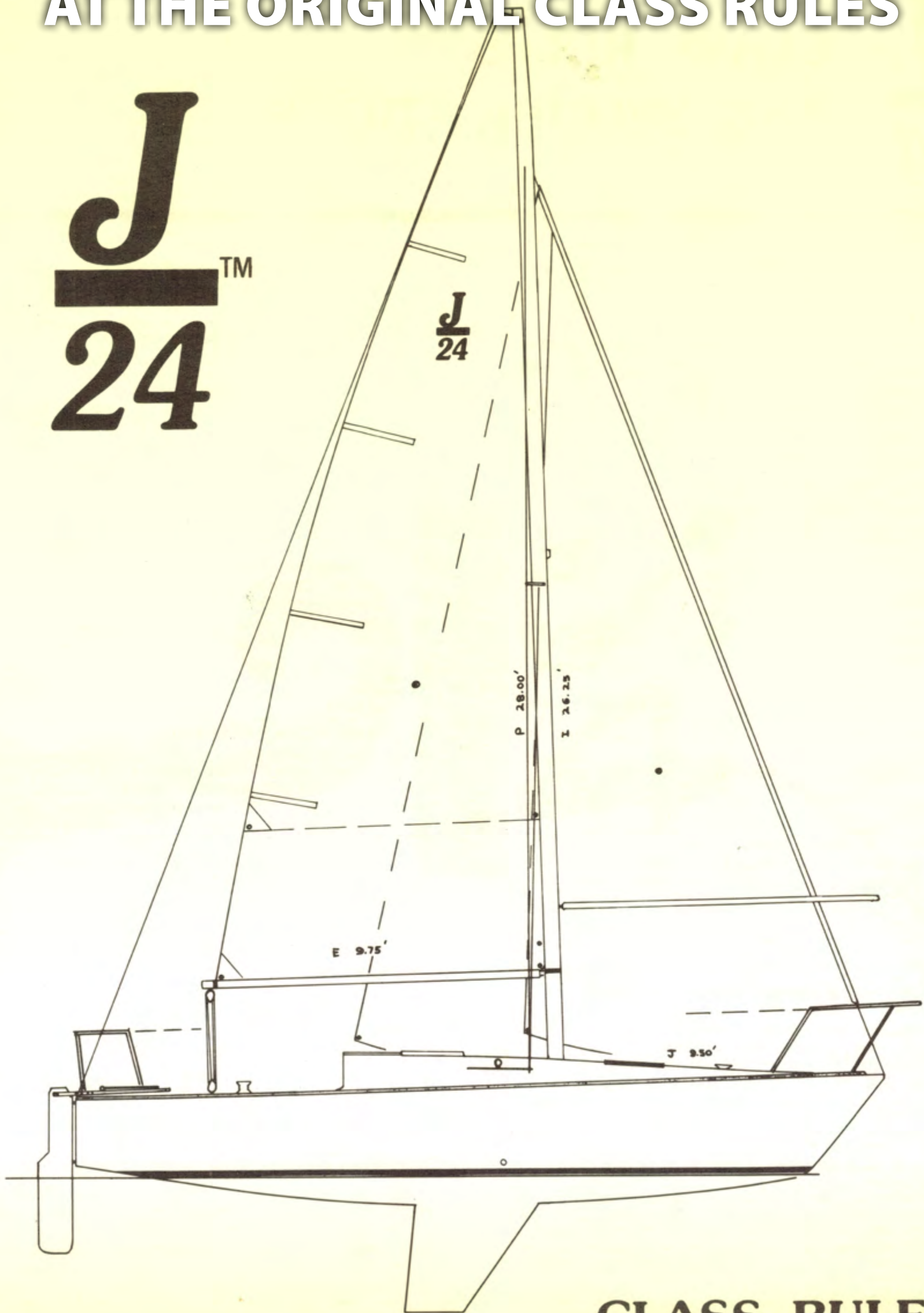
F.5 SPINNAKER POLE There is no longer a weight requirement on the spinnaker pole.

F.6.3(b)(1) Forestay rigging links and/or rigging screw (turnbuckle). This allows a rigging screw or turnbuckle on the forestay. The forestay length requirements have not changed. This only allows the forestay to be adjustable between 8595 mm and 8670 mm.



TAKING A LOOK BACK AT THE ORIGINAL CLASS RULES

JTM
24



CLASS RULES

APRIL 1978

J/24

CLASS RULES AND SPECIFICATIONS

The following rules were adopted by the Executive Committee of the J/24 Class Association on April 12, 1978 to take effect immediately.

I. INTENT

The J/24 sloop was created to be a one-design sailboat which would fulfill the many recreational needs of a sailing family. These needs include weekend cruising, round-the-buoys club racing, daysailing, offshore racing, and instruction. Class rules and specifications are designed to preserve these design characteristics. Ease of handling, low cost of ownership, safety, strict one-design rules, and comfort are all important. And, when competing as a one-design class, the intent is that all boats will be essentially equal and that racing will be a test of sailing ability. It is therefore declared that any effort on the part of anyone to alter the boat or its rigging, except as is specifically authorized by these rules, which would result, or in the opinion of a protest committee, is designed or likely to result in such boat or its helmsman or both obtaining an advantage over his or her competitors, is a breach of these rules not only in spirit but in substance, and such boat shall, for racing purposes, be deemed not to be a J/24.

II. GENERAL

- 1.0 The official language of the J/24 Class is English and in the event of dispute over interpretation, the English text shall prevail.
- 2.0 All J/24 Class yachts must be built by J Boats, Inc., or a builder approved by them.
- 3.0 Neither the J/24 Class Association, J Boats, Inc., or the builder accept legal responsibility in respect to these rules or any claim arising therefrom.

III. REGISTRATION

- 1.0 No yacht shall be allowed to race in the Class unless it has an Official Measurement Certificate on file with the J/24 Class Association. Application for the Certificate and membership registration shall be the responsibility of the owner(s).
This requirement may be waived by a Regatta Committee if (a) the yacht was acquired within the previous 30 days, (b) the US\$10 annual Active Membership fee (per owner) is collected by the Regatta Committee for forwarding to the Class Association, and (c) a copy of the completed Measurement Certificate (less section E) is presented and also forwarded to the Association with the fees.
- 2.0 No boat may compete using a Voluntary Revalidation of Base Weight (section B) prior to acceptance by the Chief Measurer of the J/24 Class and prior to completion of registration with the Association.
- 3.0 The owner shall complete the measurement form, which is delivered with new boats, and shall certify thereon that the boat complies with these Class Rules.
- 4.0 A copy of the Measurement Certificate, when completed by the owner, shall be sent to the J/24 Class Association together with the US\$10 annual membership fee required by the Association. On receipt of these, the yacht will be entered on the official Class Register and a membership card will be returned to the owner(s).
- 5.0 Change of ownership or the addition of co-owners invalidates the certificate but re-registration may be effected by returning the old certificate to the Association, together with an application in writing containing the name, address, and telephone number of the new owner(s) and registration fees for each new member (or co-owner). The J/24 Class Association shall issue a new certificate and membership card(s) to the owner(s) and the Class register shall be amended accordingly.
- 6.0 Notwithstanding anything contained in these rules, the J/24 Class Association shall have the power to refuse or withdraw the certificate of any boat.

IV. MEASUREMENT

- 1.0 These Class Rules, however complete, can not anticipate every possible situation which may arise. It should be assumed that anything which is not specifically permitted, is specifically prohibited until a ruling by the Chief Measurer has been obtained.
- 2.0 Where there is any question of the permissibility of any proposed detail of design, construction, or rigging, a specific request is to be made to the Chief Measurer for a ruling.
When a request for such a ruling has been made, the Chief Measurer shall approve or disapprove of the proposal within 90 days.
Such rulings, once made, become part of the Class Rules and may be changed or repealed at a later date only in accordance with the Class Constitution articles covering changes to these Rules.
In making such rulings, the Chief Measurer is to follow the intent of the existing rules, and is not to be concerned with the literal construal of the wording of the existing rules. The Chief Measurer is to follow the basic philosophy that the J/24 is intended to be a one design class in which no difference in design, equipment or construction which affect boat speed are to be permitted.
Requests for rulings shall be submitted to the Chief Measurer of the J/24 Class Association, Box 429, Newport, R.I. 02840.
- 3.0 Templates used for official measurement or re-measurement shall be issued by the J/24 Class Association.
- 4.0 Only an official measurer recognized by the Class shall weigh the basic boat and sign the declaration of weight on the measurement certificate. Payment for the measurer's services is the responsibility of the owner.
- 5.0 A measurer shall not weigh his/her own boat.
- 6.0 It is the responsibility of the owner to see that the boat, its spars, sails and equipment is correctly measured and to ensure that they thereafter comply with the current Class rules.
- 7.0 All certified boats shall be liable to re-measurement at the discretion of the J/24 Class Association or Race Committee, but only by an official measurer.
Any boat re-measured at a class meeting and found not to comply with the class rules may be disqualified.
- 8.0 A certificate shall be invalidated by structural alteration, replacement of components, or repair of the boat and the boat shall be re-measured in respect to the affected parts by an official measurer.

V. ALTERATIONS

Nothing on the Standard Boat as delivered from the Builder can be changed, modified, removed, replaced, relocated, or be added to except items listed below:

- 1.0 Roller furling systems to facilitate sail handling.
- 2.0 Jib luff groove systems such as the Headfoil II, Twinstay, Gemini, etc. with a fore and aft dimension not exceeding 1½ inches.
- 3.0 Length or source of wood tiller and hiking stick.
- 4.0 Location and type of blocks or cleats for halyards, headsail sheets, backstay, cunningham, outhaul, spinnaker pole lift and downhaul, and reefing gear. (Mast sheaves may not be changed.)
- 5.0 The addition of one headsail halyard in the sheave provided.
- 6.0 The addition of two cabin top halyard winches with a drum diameter not to exceed 2.63 inches or power ratio to exceed 8:1.
- 7.0 Installation of a transom outboard bracket and use of an outboard not weighing less than 30 pounds, or 3.5 h.p.
- 8.0 Use of the following instruments: Mechanical masthead wind indicator with light, fathometer, knotmeter, log, RDF, hand held bearing compasses, VHF or other radio. All must operate from a maximum of two 12 volt wet cell batteries.

TAKING A LOOK BACK AT THE ORIGINAL CLASS RULES

- 9.0 Required, recommended, or preferred safety equipment or pumps.
- 10.0 A back up or second spinnaker pole eye.
- 11.0 Barber haul or twing devices for spinnaker or jib sheets.
- 12.0 Additions to personalize the interior.
- 13.0 Installation of deck prisms or ventilator ports which must be watertight when sealed shut.
- 14.0 A snap shackle attached to the lower end of the vang tackle to permit use of the vang as a preventer when attached to a deck eye.
- 15.0 Use of a four power, double or single ended rope, backstay adjuster which leads forward to be cleated near the helmsman.

VI. PROHIBITIONS

Specific items or practices disallowed are:

- 1.0 Mast, boom, spinnaker poles, or rudders other than standard factory supplied.
- 2.0 Reshaping of keel, rudder, or hull profiles and contours.
- 3.0 Electronics on the mast other than a single running/anchor light, a single masthead light to illuminate a wind indicator, an anti-collision strobe light, and a radio antenna.
- 4.0 Mast bending devices such as jack stays, mechanical rams, or jib luff wires tensioned in such a manner as to take strain from the headstay. (Only mast blocks and backstay tackle may be used.)
- 5.0 Changes to the design or size of standing rigging, halyards, or pole lift.
- 6.0 Use of quick throw devices, tracks, or levers on shrouds.
- 7.0 Thrudeck spinnaker launchers.
- 8.0 Running backstays or arrangements to duplicate such.
- 9.0 Use of a boom vang other than the four power manufacturer supplied type with a self contained cleating system.
- 10.0 More than two sheet winches with a power ratio exceeding 30:1. Self-tailing winches are permitted.
- 11.0 Coring, drilling out, rebuilding, replacing materials, grinding, or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
- 12.0 Hydraulics or other than standard equivalents of Dacron/polyester rope tackle or lines on the spinnaker halyard and all running rigging systems with the exception of main and jib halyards.
- 13.0 Spinnaker guy strut.
- 14.0 Relocation of primary sheet winches so that any part of the winch is outside an area bound by the aft edge of the bridge deck or the forward edge of the mainsheet traveller on the cockpit seat.
- 15.0 A headstay which is adjustable while sailing or whose length is greater than 28' 2½" or less than 28' ½" as measured from pin to pin centerlines.
- 16.0 A "J" (stemhead tip to front edge of mast) measurement which falls outside of 9.5' ± ½", or a mast which is not blocked to those dimensions at the deck and permanently bolted to the mast step.
- 17.0 Filling in or closing with flaps the sink drain thru-hull fitting.
- 18.0 Angling of stanchions outside a vertical line from the gunwhale, hiking with the torso outside the lifelines or a lifeline droop which exceeds 5" with a ten pound weight suspended from the midpoint of the lifeline between the bow pulpit and first stanchion.
- 19.0 Changing the length or location of the mainsheet traveller, and use of alternative mainsheet bridle systems.
- 20.0 Spinnaker pole tracks on the mast.
- 21.0 Spreaders or spreader brackets other than supplied as standard by the manufacturer, or the relocation/modification of them.
- 22.0 Pumping or rapid trimming of the spinnaker guy to induce surfing or planing. Pumping is permitted on the spinnaker, jib, and main sheets.
- 23.0 Wearing by the crew of extra clothing, water vests, or weight for the purpose of holding the boat down.
- 24.0 Use of other than standard located jib tack hooks or jib sheet tracks.
- 25.0 Alteration of sails during a regatta other than for damage repair.

- 26.0 Placement of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole forward of the companionway hatch and standard location for the ice chest.
- 27.0 Windows or thruhulls other than for two thruhulls for a fathometer and a knotmeter/log.
- 28.0 Lifelines which are attached to other than standard locations on the top of bow and stern pulpits. Or, lifeline wire design or size which is other than standard.
- 29.0 Use of other than normal sailing gear in normal, designed, or proper storage areas to attain the minimum 3100 pound sailing weight. The intent of this rule is to prevent use of lead pigs, excess tools, bags of winch handles, unattached anchor chain, or other high density materials to reach sailing weight.
- 30.0 Wire or Kevlar cored sheets or ropes.
- 31.0 Adjustment of standing rigging turnbuckles while racing.

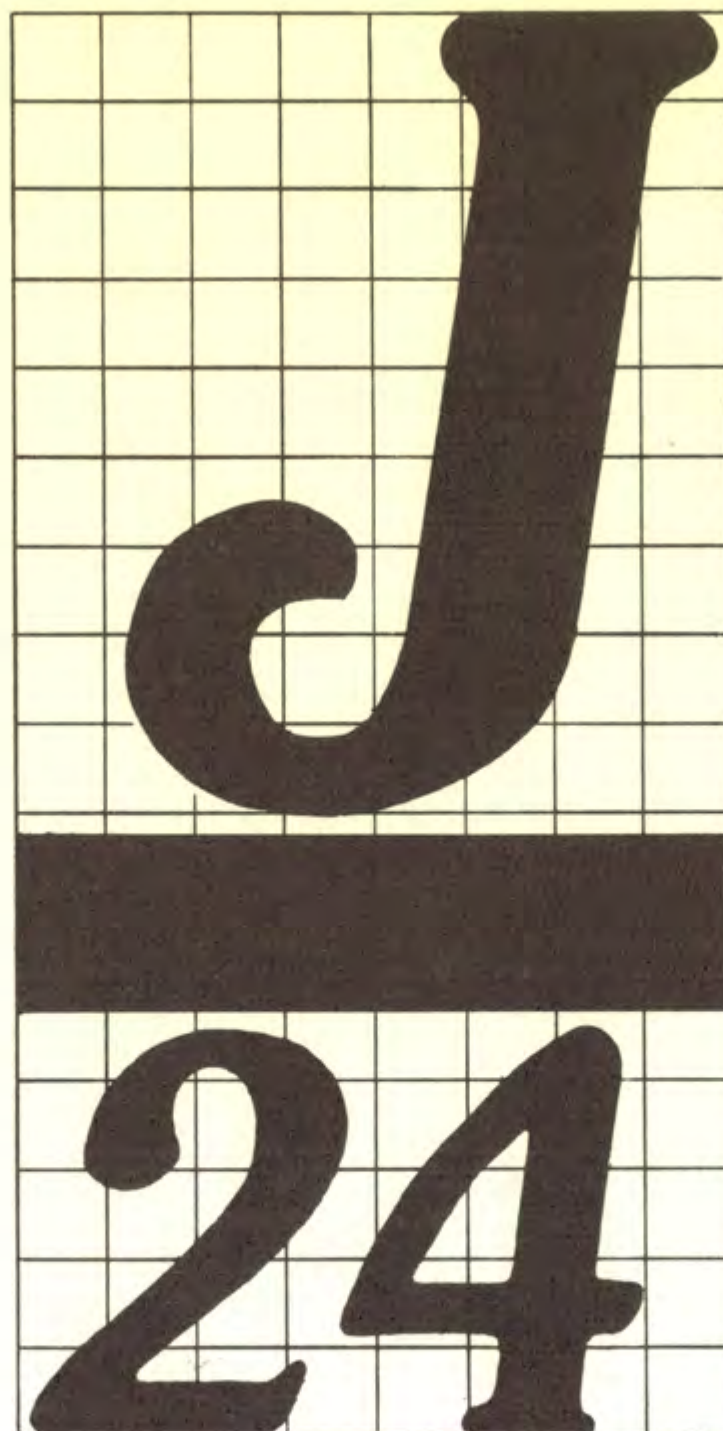
VII. SAILING WEIGHT

- 1.0 Since there will be some variance in base boat weights coming from the factory and since owner preference for gear will vary, an all up/on minimum sailing weight is established at 3100 lbs.
- 2.0 This will be established by adding the total boat weight from the factory weight certificate to the weight of all loose gear aboard, which was not included in the factory weight calculation.
- 3.0 If additional weight has been added in the form of installed cabinets, stereo sets, instruments, winches, etc., such items will not be credited until the boat has been reweighed (dry) by an authorized measurer appointed by the J/24 Class Association to arrive at a revised base boat weight. At such time, a new certificate will be issued.
- 4.0 The gear which may be added to the base weight includes (A) required items and (B) optional items as follows:
 - 4.1 Required items must be on board at the start of any race.
 - a. An outboard motor, minimum 3.5 h.p., one gallon of fuel and fire extinguisher.
 - b. A standard issue water tank with at least one gallon of water.
 - c. Manual bilge pump and bucket.
 - d. 15 lbs. of anchor and chain with a minimum of 150 feet of ¾" nylon rope.
 - e. USCG approved life jackets for each member of the crew plus a throwable pony horseshoe ring or equivalent with drogue located topsides within reach of the helmsman.
 - f. Approved charts of the area being sailed.
 - g. Marine first aid kit.
 - h. Radio receiver with weather band.
 - i. Tool kit, flashlight with extra bulb and battery.
 - j. Sails.
 - k. Two compasses.
 - l. Two 6" diameter fenders.
 - m. Foghorn and operable running lights.
 - 4.2 Optional items which may be added to reach sailing weight.
 - a. Stove and fuel.
 - b. Portable head charged.
 - c. Twelve volt batteries (two maximum).
 - d. Binoculars, navigational books, RDF, EPIRB, flares.
 - e. Sleeping bags and pillows.
 - f. Galley equipment and food stores.
 - g. Second anchor and attached chain and rope.
 - h. Foul weather suits and boots.
 - i. Swimming ladder and dock lines.
 - j. Inflatable life raft and related equipment.
 - k. Foam flotation blocks.
 - l. Ice box.
 - m. Other safety devices or equipment prescribed by local rule, owner preference or regulation.
 - n. A reasonable number of spare blocks and line.

TAKING A LOOK BACK AT THE ORIGINAL CLASS RULES

VIII. SAILS

- 1.0 Only four sails are allowed for use during a race series. One mainsail, a 150% genoa, a 100% jib and spinnaker. Local fleets may opt for additional sails to suit local conditions such as a 170% genoa for light air areas or a storm jib for predominantly heavy wind areas.
- 2.0 Minimum cloth weights are 5 oz. for main and 100% jib, 3.8 oz. for 150% jib, and .75 oz. s.m.y. for the spinnaker.
- 3.0 National letter abbreviations are not permitted, and sail numbers shall be the same as hull numbers which are consecutive worldwide. Sail numbers shall be placed immediately above the third batten down from the head of the mainsail, on the 150% genoa (in line with the mainsail numbers) and on the spinnaker.
- 4.0 The rig is designed to enable approximately 6"-12" of mast bend. Spreader length is 30" and they are located 14 feet above the deck. Mast rake is approximately 12".
- 5.0 IYRU Sail Measurement Instruction guidelines will be followed regarding reinforcing patches and woven sailcloth material. Sails will be single ply material.
- 6.0 Mainsails manufactured prior to May 1, 1978, are not restricted to the mainsail leech and mid girth specification contained herein and may show USYRU/IOB numbers in lieu of hull numbers.
- 7.0 MAINSAIL: Black banded dimensions are luff 28' 0" and foot 9' 9". Maximum leech length from the front corner of the headboard is 30' 1" and maximum mid girth dimension is 6' 6".
- 7.1 The headboard maximum fore and aft dimension is 4½".
- 7.2 The foot must be attached to the boom with ¾" boltrope and a clew slide. A clam type shelf or zippered shelf with lighter weight sailcloth is permitted.
- 7.3 At least one reef shall be built into the main at a minimum of 4' 6" above the foot at the luff and 4' 8" on the leech. A lower second reef and flattening reef are permitted.
- 7.4 Four battens shall be placed at even intervals along the leech with a maximum length for upper and lower of 23.70" and for intermediates of 26.04".
- 8.0 HEADSAILS: A double luff groove headstay system and second jib halyard sheave/exit are standard.
- 8.1 Reefable jibs are permitted and standard jib track locations may not be changed.
- 8.2 Pin to pin length of the headstay shall be 28' 1½" ± 1".
- 8.3 Maximum LP dimensions are 9'6" for the 100% and 14'3" for the 150%. Spinnaker shape shall be symmetrical with maximum luffs of 26'8", maximum girth of 17'1¼" and minimum girth of 16'8".
- 8.4 Three battens with a maximum length of 9½" can be spaced at approximately even intervals on the 100% jib.
- 8.5 Setback of jib tack hooks from the headstay is 2"-2½".



Scale: 1½" Squares

IX. OFFICIAL CLASS IDENTIFICATION

- 1.0 Color is Blue.
- 2.0 Location is within the space formed by two 12" x 24" rectangles located on top of one another and between the top and next lower batten, centered on a line drawn from midheadboard to midfoot. The two rectangles shall be as close as possible, but not closer than the width of the insignia's bar.
- 3.0 The starboard insignia shall be located on top.
- 4.0 By following the above directions, the bottom of the starboard "2" will be directly above and parallel to the top of the port "J", with both insignia bars parallel. The bars of either side will be perpendicular to the mid-headboard-mid-foot line.
- 5.0 Outline numbers or insignia are prohibited.

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POWER YOUR DRIVE TO WIN

2015 major events:

Worlds...**1,2,4,6,7,8,9,10**
Europeans...**1,2,3**
North Americans...**1,3,4,5,6,7**
South Americans ...**1,2,3**
Pan Am Games...**1,2,3**
US Nationals...**1,3,4,5,6,7,8,9,10**
Argentine Nationals...**1,2,3**
Japan Nationals...**1,2**
Chile Nationals...**1,2,3**
UK Nationals...**1**
Mexico Nationals...**1**
Norway Nationals...**1**
Canada Nationals...**1**
Kiel Week...**1,3**

2016 so far...

Australia Nationals...**1,2**

* partial North inventory

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Japan Report



2016 J/24 WORLD CHAMPIONSHIP SEPTEMBER 19-23, 2016 WAKAYAMA SAILING CENTER, JAPAN

[HTTPS://WWW.J24.GR.JP/2016_WORLD/](https://www.j24.gr.jp/2016_worlds/)

The J/24 has been one of the most popular and competitive Classes in Japan. Its popularity is now growing in preparation for the 2016 World Championship in Wakayama, where *Gekko* won last year's National Championship, followed by their colleague boat, *Gekko Diana*, in second place and *Siesta* in third place. The JPN-JCA will have exciting J/24 races monthly in Wakayama this year. Fifteen years have passed since the last Worlds in Japan, and they are proud of hosting the Worlds again and looking forward to welcoming J/24 sailors from all over the world. The Race organizer is offering partial transportation fee support for up to six overseas entrants bringing their own boats to Wakayama, and charter boats are also available. Those entrants planning to bring their own boats to Wakayama, please contact matsumoto@otsuki-pearl.co.jp.



Japan Report



**The best J/24
racers meet
at the
Port Credit
Yacht Club!**

**Join us for the 2016
North American
Championship and the
2017 Worlds**

J/24 
**2016 NORTH AMERICAN
CHAMPIONSHIP**
PORT CREDIT YACHT CLUB CANADA

September 8 to 11, 2016
2016j24nac.org

J/24 
**2017 WORLD
CHAMPIONSHIP**
PORT CREDIT YACHT CLUB CANADA

September 15 to 23, 2017
2017j24worlds.org



Canada Report



HIGHLIGHTS FROM THE CANADIAN J/24 CLASS IN 2015 AND LOOKING TO THE 2016 NORTH AMERICAN CHAMPIONSHIP

The Canadian trials for the sailing events at the Pan American Games were held at the Toronto Sailing & Canoe Club Ice Breaker Regatta on May 16-18. Lack of wind plagued the regatta, which is typically cold, rainy and windy. It was a hotly contested run for the one berth to represent Canada in the Pan American Games to be held in July at the Royal Canadian Yacht Club in Toronto, Ontario.

Friday saw the fleet of 15 J/24s sitting around all day waiting for wind that never stabilized and came in. Saturday was forecasted for the same, but wind settled in mid-morning, and the Race Committee got off five races. Leading into the last day of racing, Rossi Milev (Port Credit Yacht Club) had a six-point lead on Terry McLaughlin (Royal Canadian Yacht Club).

With slightly more wind on Monday, Terry McLaughlin (1984 Olympic Silver Medalist) with crew Sandy Andrews, David Ogden and David Jarvis put together two superb races to beat Milev by one point and win the berth to the Pan Am Games. Evan Petley-Jones (Royal Nova Scotia Yacht Squadron) sailed very consistently to finish third.

First Place Crew - Rossi Milev, Chris Ball, Mike McKeon, Jeremy Edwards in *Cougar Air*.



PCYC Aerial 2010

Moving into the heat of the summer, the Pan Am Games dominated the news, and almost all Race Committees were kept busy on the three courses used for the sailing events for three weeks. Light winds again plagued the courses, with breeze only filling in for the final medal races in the Toronto harbor. In the end, the Canadians were nosed out by Matias Pereira and his team from Argentina.

The Skipper's Plan Canadian Championship was held September 17-20 at Ashbridge's Bay Yacht Club in Toronto, hosting some 20 boats. Drifting, light, medium and large

Canada Report

Second place crew - Katie Nicoll, Carter Nicoll, Kris Huges, Clarity Nicoll, Kelly Flood in *Quick Nick*



wind and waves all came down the pipe to challenge the sailors during this three-day event. Eriks Kalvins and his crew put together an outstanding regatta with plenty of food, beverages and prizes to keep everyone in good spirits.

1st *Cougar Air*, Rossi Milev, Chris Ball, Jeremy Edwards, and Mike McKeon

2nd *Quick Nick*, Katie Nicoll, Carter Nicoll, Kris Huges, Clarity Nicoll, Kelly Flood

3rd *Taz*, Nick Jako, Brandy Cocoroch, Samantha Webster, JJ Hall, Briar Robertson

The **2016 J/24 North American Championship** will be held at the Port Credit Yacht Club in Mississauga, Ontario Canada from September 8-11, 2016. Hosted in the clean, cold, fresh waters of Lake Ontario, the sailing in September starts to ramp up with more favorable winds. The race course will be accessible just outside the protected harbor. Located just west of the city of Toronto on the northwestern shore of Lake Ontario in Mississauga between Hamilton and Toronto, PCYC is home to an active J/24 fleet and to a number of the top racers: Olympian Mike Wolfs and J/24 NA Champion Rossi Milev. Its park-like setting with large sprawling facilities, large free parking areas for cars and trailers, two J/24 launch cranes, a mast crane, travel lift, a pool, change house, showers, laundry facilities, dining room and pub room makes the club feel like home. Close to a major transportation hub (Pearson International Airport) and a 1.5-hour drive from the US border at Niagara Falls, the location isn't far from Chicago



Thursday night racing

(9 hours) Rhode island (10 hours), Boston/Annapolis (8 hours) , Montreal, Lake George (6.5 hours) and Cleveland/Detroit (3.5 hours), making PCYC easily accessible for all sailors. Come check out the sailing scene for the 2017 World Championship and get in your practice time one year ahead of the competition!

115 Lakefront Promenade, Mississauga, L5E 3G6
Phone: (905) 278-5578
www.pcy.net www.2016j24nac.org OR
www.2017j24worlds.org



Third place crew - Nick Jako in *Taz*



URUGUAY IS THE NEW SOUTH AMERICAN CHAMPION

The Brazilian neighbors were the best at the J/24 South American Championship in Porto Alegre, Brazil in November. The Continental title was won by the *Extasis Sailing Team* from Uruguay, Punta del Este, with Pedro Garra (the famous Peter Claw!) at the helm. In second place was *Worknet*, the Argentinians from Olivos, with Nicolas Cumbria at the helm; and in third place, the Brazilians from Veleiros do Sul Yacht Club, *C'est la Vie Sailing team*, with Henrique Dias at the helm. The Championship had seven races among 12 South American boats, where the winner was appointed only after the last race with an amazing duel between the *Extasis* and *Worknet* teams. Nevertheless, the Uruguayan crew formed by Pedro Garra, Juan Real de Azúa, Ivan Guicheff, Alejandro Carluccio and Matias Garcia confirmed their winning streak, which began by winning the Brazilian J/24 Championship during the same week in Porto Alegre. "This was our first J/24 South American title, after participating in this event for three consecutive years. The Championship was fantastic with amazing regattas and lots of wind. Our opponents, some



of them new to us like Nicolas Cumbria, sailed very well, and we knew that would be a hard Championship to win," said Garra, 46, also winner of the Buenos Aires Sailing Week with the J/70 Class. The Championship also had the participation of veteran helmsman Boris Ostergren, 77, who won the seventh race with Nicolas Muller, 14, as a crew member, finishing in fifth place overall.



European Championships Plymouth 2016 August 13th - 19th



Organising Authority
ROYAL WESTERN
YACHT CLUB OF ENGLAND



The J24 European Championships are back in Plymouth for the first time since 1997, when they were won in style by Frenchman Benoit Charon. We are expecting over forty teams to enter from eight nations, including the current World Champion Ian Southworth and the current National and European Champion Duncan McCarthy, so the fleet will be of the highest quality.

The event is being run by a great team from the R.W.Y.C. headed by Neil Dunkley. The Race officer is David Lovegrove from Ireland who supplied us with some fantastic racing at the Howth World and European Championships. The international Jury is headed up by another J24 class regular Margriet Pannevis.



The J24 is the world's most popular keel boat with over 5,400 sailing in fleets in over one hundred different countries.

Easy to start out on, but seriously technical to get the most out of. J24s have always been the proving ground for the very best sailors in the world, the role of honor is like a who's who of sailing greats.

www.j24europeans2016.co.uk
www.rwyc.org



Hungary Report

By Erik Hercsel, HUN-JCA Class Captain



HUN-JCA: Sailing ahead to the 2017 Europeans

Hungary's spirited [J24 fleet](#) is gearing up to make the most out of the 2016 season, which marks the second year of its three-year preparation program aimed at getting the Hungarian fleet (as well as the venue and the OC) ready for hosting the 2017 European Championship.

On its two main 2015 events (the [Fleet Championship](#) in early May and the [Nationals](#) in late September, both held in Balatonfüred), the HUN-JCA tested the updated, EC-compatible measurement and organisation system—all faring well and yielding a high number of exciting races within the 20-ish fleet. The National Championship title was taken by the team of former 470 sailor Miklós Rauschenberger ([HUN-1622 Juke Box](#)) in a very tight race with the experienced team of [HUN-64 Zulu](#), while the team of Running Girl (GER-1603 from Segler-Club Gothia, Berlin) appeared to enjoy taking an early look around on the waters of Balaton. The chair of the jury, [Bence Böröcz](#) was not spared either, as his 2015 Boltenhagen experiences were put to the test by a complex protest at the end of the event.



Turning to 2016, the Hungarian fleet is buzzing. Many boats will undergo major renovations, and internationally experienced sailors are forming teams and are about to get into the Class, eyeing to win a medal in 2017.

In 2016, the two main events are to be held at the same time and location as in 2015 ([Spring Fleet Championship](#) between 29.04.2016 and 01.05.2016 and the Nationals at Balatonfüred between 22.09.2016 and 25.09.2016), while a circuit trophy and regularly organized trainings are scheduled to keep the crews in practice in between.

International participation at the Hungarian events is to be boosted by the HUN-JCA providing a few club boats for foreign crews free of charge as part of a growing practice of boat exchange among the European J/24 Associations.

Hungary Report



A solid set of [quality charter boats](#) is now permanently secured for the international events in Hungary.

Hungarians' participation outside Hungary continues to be relatively high and permanent with Soling World Champion Farkas Litkey coming second overall in the Anzio Winter Series in Italy, and with two Hungarian boats racing in the mid-fleet at the main German events of 2015 as well as one taking part at the Swedish Open in Malmö.

The HUNJ-CA will also do everything to keep the quality and spirit high onshore, offering its true Hungarian hospitality and cuisine (and of course the best parties in town).

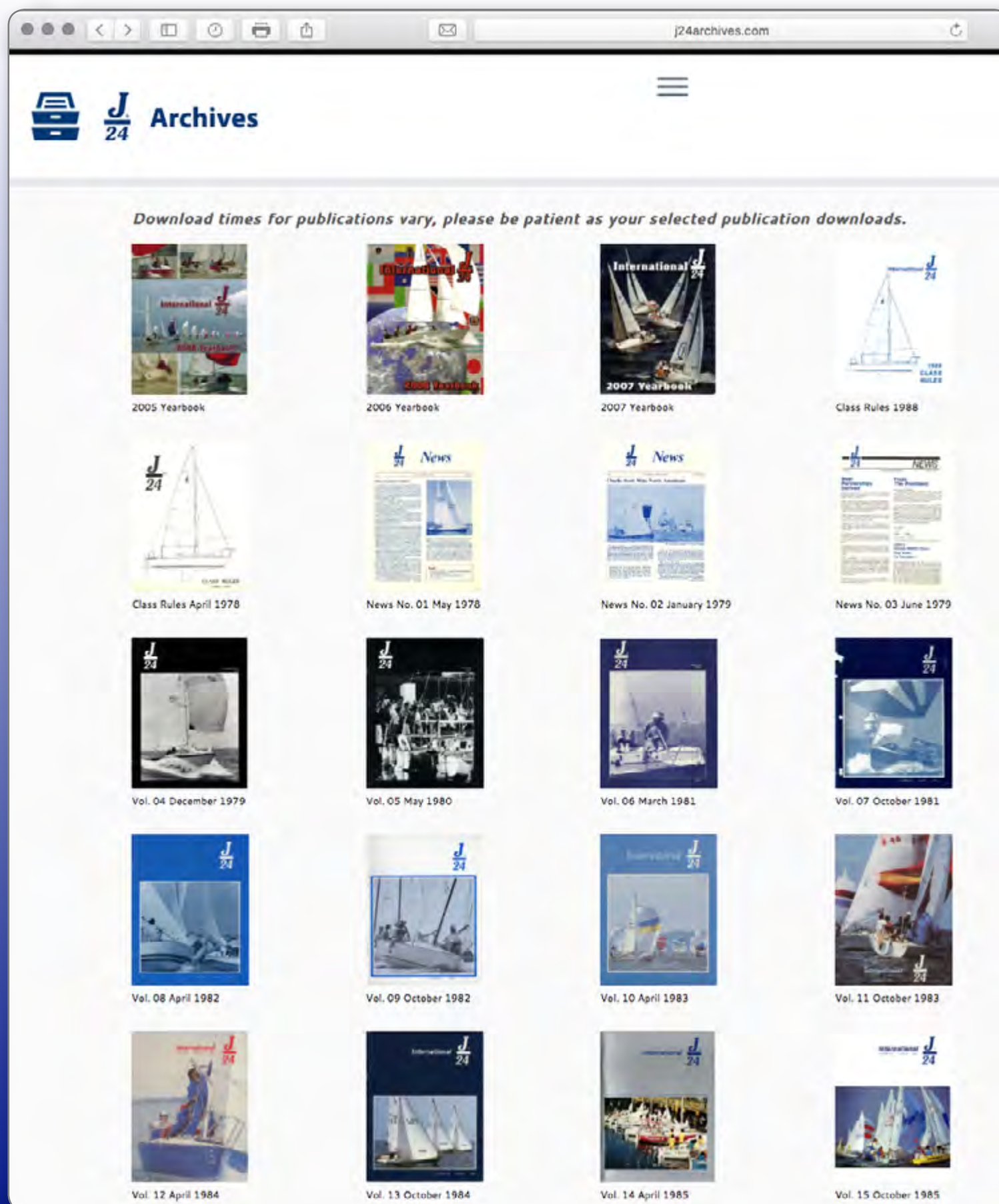
To put the most boats to the starting line, the HUN-JCA is launching its unique online crew- and skipper-database, where international guests are also warmly welcome to register.

So, as they say in Hungarian "Egészségedre!" ("Cheers") and happy sailing for all in 2016! <http://www.j24.hu>



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!



Mexico Report

By Leopoldo Farias



The last trimester of the year ended with some of our most popular regattas. Our Class took part in the Oktoberfest Regatta hosted by the Club Nautico Avandaro, the oldest club on our lake. There were exciting races, and we all had sausages prepared by the ladies of CNA and beer afterward.

At the beginning of November, we had the Marinazul Cup, which has been steadily growing year to year and is becoming one of the “must not miss” events in our calendar!

Toward the end of the month, we had a great regatta commemorating the Mexican Revolution, and we were surprised to see that there were strong 24-26 knot winds coming from the north instead of the accustomed west. This of course made for a very interesting weekend and loads of fun for all of those who participated! Usually when this happens, the wind comes back to the accustomed direction when conditions begin to heat up, but in this occasion it remained from the north all weekend. Loads of fun! (Not to mention the party afterward...)

Off and on during the years, we have held a regatta at night, which has always been welcomed by our fleet. This year we held it at the end of November, taking advantage of the full moon. These are always challenging races that

require not only sailing well but a bit of luck as well, as it is difficult to see the wind gusts in the dark. After racing, we all had hot dogs and warm wine at the CNA.

Every year for some time now, there has been a race just for fun around the lake. Waypoints are set around different parts of our lake, and everyone must go around them in no particular order. It is a blast! The last weekend of the year, we have another fun regatta not counting for our championship called the Champagne Regatta—again just for fun, and a great excuse to get together and drink some bubbly!

Best wishes from Mexico. It has been an honor and a pleasure to head our Class for the last three years. Fair Sailing!



Ireland Report

By Finbarr Ryan and Ciara Ryan



Ireland is home to over 60 registered J/24s in varying states of repair, located in yards, sheds, gardens and garages around the country. We probably have more J/24s per head of capita than any other developed country. There is a great report at <http://hyc.ie/news/11-philip-watson-recalls-j24-adventures> written by Philip Watson. It details his crew's adventures in bringing a J/24 into Ireland almost 40 years ago and highlights some of the handling characteristics that endear the J to sailors of all ages four decades on (including its 'Off Shore' capabilities).

2015 was a mixed year for the fleet, with a varied number of entries. Attendance at the three confirmed National events varied from a maximum of 13 at the National Championship in Lough Derg in August, down to seven at the J/24 North Sails Southern Championship at the Royal Cork Yacht Club held in June. Nine crews managed to attend the J/24 Eastern Championship held alongside the Volvo DL Regatta in July. Conditions at the three main events ranged from gear damaging gusts in Dublin Bay resulting in delayed starts to flat calm conditions on Lough Derg resulting in a day without racing.

The first National J/24 event of the year was held in Cork. JP McCaldin and his crew from Lough Erne YC travelled almost the length of the country to take part in the starting event of the season. In total, six races were sailed over two days. The first four races were held just outside Ireland's largest natural anchorage, which is also home to the Irish navy. This was the first time some of the crews had experienced the Atlantic Ocean (well sort of...), and it most definitely did not disappoint.

Conditions were faultless for the first day of sailing. The sun shone and temperatures were above normal for the time of year. It could almost be called champagne sailing (except when the fog made a brief appearance). The PRO Ciaran McSweeney worked hard to fit four races in on the first day as the wind direction and strength tested the stamina of his only assistant in the mark laying RIB. It was a great display of how to run a Championship with just two on the 'on the water' team. Due to the increasing swell and wind strength on the morning of day two, the final two races were held inside the outer harbour, and crews had to battle with shifty conditions and a strong tidal stream. JP's

Ireland Report



boat preparation and crew training paid off with four bullets in the first four races, followed by a third place in race five. This allowed him to head to shore having won the event with a race to spare. Finbarr Ryan and the crew of *Jelignite* managed their first fleet bullet in race six. Full results can be found at <http://www.royalcork.com/Results/2015/Keelboats/J24/j24os.html>.

The second National event was held in Dublin Bay in July. The fleet used the bi-annual Volvo Regatta as a platform for its Eastern Championship. The Volvo Regatta is the largest sailing event in Ireland and this, the sixth edition, attracted almost 3,000 sailors on over 400 boats. 250 races were held including seven for the J/24 fleet.

This event witnessed some of the most testing conditions of the year for all sailors. The Quarter Ton Fleet was hardest hit with a number of masts falling victim to the gusty conditions. I certainly would not like to have been responsible for their running backstays, which are so critical in marginal conditions. These conditions show how well-designed and built the J/24 is and gives the skipper and crew a sense of confidence that is sometimes lacking in larger more expensive craft. Nine crews attended the J/24 Eastern Championship and took part in seven races over four days. Class President Flor O'Driscoll started the series with clear intent. Two first-place finishes on day one placed him five points clear of *Kilcullen* in second place. The fleet's high performing under 25 team from Howth, skippered by Cillian Dickson, was not going to take this lying down. The lads were unbeatable over the next five races with five wins out of five, allowing them to finish with a total of 7 points. Flor came in a respectable second with 13 points. John Hassan's only appearance on the national scene in 2015 on *J Guevara* rewarded him and his crew with third place on 20 points. Full results can be viewed at <http://www.dlregatta.org/racing/results/results-2015/>.

The third and final National event of the season was held on Lough Derg on the Shannon. Lough Derg Yacht Club has seen resurgence in J/24 ownership in the last two years, and this made it the natural location for the 2015 J/24 National Championship. Nine races were scheduled over three days, however due to flat calm conditions on day two only seven were sailed. Once again, the under 25s from Howth on board *Kilcullen* proved unbeatable. They finished first on seven points after seven races, with Stefan Hyde on *Hamiltonbear* coming in second on 19 points. JP and crew tied on 19 points, but came in third after a count back. The club has a warm and friendly atmosphere, and the après sailing facilities (the local gastro pub on night one and the club house on night two) allowed the crews from the 13 participants to mingle and share tales of valour and woe. Having 13 boats and 65 J/24 sailors on the start line for the final event in 2015 was a very encouraging finish to the season. The last year witnessed a healthy growth in the fleet and hopefully this will lead to higher numbers taking part in the 2016 season. The European Championship in Plymouth in August offer an opportunity for Irish J sailors to compete with top sailors from across Europe, almost on their door step. This added dimension to the 2016 season helps to maintain the interest in the J/24 as a great platform for both seasoned racers and those wishing to make the transition from dinghys to keel boats without breaking the bank or sacrificing the thrill of small boat racing.

The full J/24 events list for 2016 can be found at <https://j24ireland.wordpress.com/fixtures-results/irishj24events2016/>.

A selection of photos from the different events from the 2015 season can be found at <https://goo.gl/photos/fraz3AKZKjM2vxFN8>.

Barbados Report

From L-R are: Paul Croney - Carter's Fishermen's Corner,
Kwame Hinds - President of the Barbados J/24 Club,
Erving Rosario - Marketing Manager of Suzuki
Caribbean Marine



Photo courtesy of Peter Marshall

The local yacht racing season in Barbados sailed off with the commencement of the **SUZUKI MARINE** 2016 J/24 National Championship on January 10. The Barbados J/24 Club partnered with title sponsor **SUZUKI MARINE** to continue the fantastic promotion of Barbados, and yacht racing in the Caribbean.

Event Format: Eleven yachts will contest the National Championship over eight regattas spread over a seven-month racing schedule during 2016. These regattas and dates are:

January 10 – Taylor's Cycle Centre J/24 Regatta
February 14 - TIKI Bar Regatta
March 13 – Massy Stores J/24 Regatta
April 16-17 – The J/24 Barbados Open
May 7 – The Boatyard Regatta
May 12-15 – The BSA May Regatta
June 11-12 – Harris Paints Regatta
July 2-3 – Lucky Horseshoe Regatta

National Champions are determined using the low point scoring system under the International Racing Rules, and points are obtained based on each team's finish in each of the regattas cumulatively. The National Championship title also allows the winning team to represent Barbados at International Championships such as the annual J/24 World Championship, CAC-Central American and Caribbean Games and Pan-American Games, for example. It is through this National Championship that Barbados was recently represented at the last two World Championships, placing 25th out of 70 in the 2014 Newport, RI World Championship and 27th out of 52 boats in the 2015 Boltenhagen, Germany Worlds.

Through partnerships such as with Suzuki Marine, Carters Fisherman's Corner, the Barbados Yacht Club, the Barbados Sailing Association and the local regatta sponsors above, racing is continually promoted in Barbados. This support from corporate partners is helping the Barbados J/24 Club to continue to promote Junior racing in Barbados by fitting out a J/24 for a Junior team to be trained to race J/24s in the local racing circuit, with a view to representing

their country at International Junior regattas in the future. Last year's winners and reigning champs, Williams Industries' *HawkEye* (BAR 3145) skippered by Robert Povey, will be looking to defend their title, but can expect stiff competition from 2014 champs Banks' *Esperanza* (BAR 4396) skippered by Ian Mayers, as well as Republic Bank's *Impulse* (BAR 1995), *College Fund\$* (BAR 3380), who were all among the front-runners in the race for the overall J/24 championship last year.

The opening regatta of the season was the Taylor's Cycle Centre J/24 Regatta. Taylor's has been a supporter of yacht racing in excess of 20 years, and the teams after a long layoff for the hurricane season were thirsty for some racing and eager for the competition.

Competing Teams

1. *Impulse*, BAR 1995 - Skipper Neil Burke
2. *FLY Racing*, BAR 5078 - Owner/Skipper Paul Johnson
3. *Hawkeye*, BAR 3145 - Owner/Skipper Robert Povey
4. *College Funds*, BAR 3380 - Owner/Skipper Jason Tindale
5. *Bunga Bunga*, BAR 2420 - Skipper Charlie Gloumeau
6. *Shakin' OBTW (Oh by the way)*, BAR 2801 - Owner/Skipper Peter Armstrong
7. *Phoenix*, BAR 2919 - Owner/Skipper Greg Webster
8. *Esperanza*, BAR 4396 - Owner/Skipper Ian Mayers
9. *Glory Daze*, BAR 4795 - Owner/Skipper Gus Reader
10. *Die Hard*, GRN 4167- Owner/Skipper Robbie Yearwood
11. *Undercover*, BAR 4274 - Barbados J/24 Club Junior team

Check out the Barbados Facebook Page at <https://www.facebook.com/BarbadosJ24Sailing/> and on the web at www.j24barbados.com.

Germany Report

By Jan-Marc Ulrich



After the successful 2015 J/24 World Championship in Boltenhagen Germany, the German Class faces a year of national and international high-lights.

Seventeen events that count for the German ranking list are planned in Germany and abroad.

The German crews are looking forward to the German Open, which will take place at Whitsun near the Danish border in Flensburg. Their venue is well known from former events and highly appreciated not only for the sailing conditions, but also for the hospitality of "Flensburger Segel-Club."

Kiel Week, the world's biggest sailing event with more than 5,000 sailors, will again attract approximately 40 J/24 teams. Unlike the years before, the J/24 Class races will take place in the first part of the week, from Saturday 18 of June to Thursday 21 of June. For both events (German Open and Kiel Week), the German J/24 Class would be more than happy to receive entries from our neighbors to make these events even more special.

We are expecting some German boats to take part in the Italian Nationals in Marina di Carrara at the end of May, a fleet of at least 10 boats should participate at the European Championship in Plymouth (Great Britain) in August, and four German crews are organizing their travel to the J/24 World Championship in Wakayama Japan.

The German J/24 Class wishes all sailors a great sailing season 2016!



Calendar

August 13, 2016

2016 J/24 EUROPEAN CHAMPIONSHIP

Start: August 13, 2016
End: August 19, 2016
Venue: Royal Western Yacht Club
Address: Plymouth, UK

September 8, 2016

2016 J/24 NORTH AMERICAN CHAMPIONSHIP

Start: September 8, 2016
End: September 11, 2016
Venue: Port Credit Yacht Club
Address: Mississauga, Ontario, Canada

September 19, 2016

2016 J/24 WORLD CHAMPIONSHIP

Start: September 19, 2016
End: September 23, 2016
Venue: Wakayama Sailing Center
Address: Wakaura, Wakayama, Japan

January 16, 2017

MOUNT GAY ROUND BARBADOS SERIES

Start: January 16, 2017
End: January 23, 2017
Venue: Barbados Cruising Club
Address: Barbados

September 15, 2017

2017 J/24 WORLD CHAMPIONSHIP

Start: September 15, 2017
End: September 23, 2017
Venue: Port Credit Yacht Club
Address: Mississauga, Ontario, Canada

September 24, 2017

2017 J/24 EUROPEAN CHAMPIONSHIP

Start: September 24, 2017
End: October 1, 2017
Venue: Balatonfüredi Yacht Club
Address: Balatonfüredi, Hungary

August 24, 2018

2018 J/24 WORLD CHAMPIONSHIP

Start: August 24, 2018
End: August 31, 2018
Address: Fraglia Vela Riva del Garda, Italy

