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INTERNATIONAL PULSE

Class Rules Approved



World Sailing



**World Sailing has
approved the
J/24 Class Rules,
which are published
and effective.**

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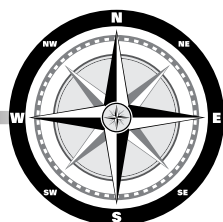
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As the Greek J/24 class is preparing for the World Championship to be held in Thessaloniki this coming September (09-16/09/2023), it managed to conduct 3 almost consecutive regattas including the first phase of the National Championship of 2023. The first regatta was organised by the Nautical Club NO78 (18-19/03/2023), the second regatta was organised by the Nautical Athletic Club of Voula (08-09/04/2023) while the first phase of the National Championship of 2023 was organised by the Yacht Club of Greece (21-23/04/2023). All three regattas were quite

successful with variable conditions in the first two regattas and, in general, light wind conditions throughout, something uncommon and peculiar for the season and the place. The number of entries increased per regatta to reach a maximum of 13 boats for the first phase of the National Championship, with the most important points being the participation of a team from abroad and the participation of two (2) all female teams during the first phase of the national championship for the first time. In total, 4 races were conducted in the first two regattas and 9 during



Greece Report



the national championship. Team EVNIKI skippered by D. Altsiadis ended up winning the first phase of the national championship, indicating his return after a couple of years of absence, team Aurora Spanopoulos skippered by A. Manolakis ended up in the second place, whereas team Hellenic Police skippered by A. Tagaropoulos ended up in third place. Overall, the regatta was quite competitive providing high promises and competition for the upcoming world championship in Thessaloniki, especially if someone takes into consideration that Team JMANIA, J/24 European Champions of 2022, ended up in 4th place during the first phase of the national championship.



THE OVERALL STANDING OF THE FIRST PHASE OF THE NATIONAL CHAMPIONSHIP WERE:

- 1st place, Team EVNIKI (Altsiadis)
- 2nd place, Team AURORA SPANOPOULOS (Manolakis)
- 3rd place, Team HELLENIC POLICE (Tagaropoulos)
- 4th place, Team JMANIA (Sotiriou)
- 5th place, Team SND (Papanikitas)
- 6th place, Team MINOAN SPIRIT (Pallikaris)
- 8th place, Team ANIMA (Silvioli)
- 9th place, Team MOMENTUM (Vitsakis)
- 10th place, Team ANASSA (Spiggos)
- 11th place, Team NIKOLAS (Sourligkas)
- 12th place, Team SIMERA (Antypa)
- 13th place, Team PHYSALIA PHYSALIS (Petekidis)

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Greece Report



Besides the National Championship, the J/24 National Ranking List of 2022 awarded by the Greek J/24 Class Association was also rewarded during the regatta with the first three places being awarded to team AUROA, team JMA-NIA, and team HELLENIC POLICE.

Besides the regattas, the Greek J/24 Class Association and the Nautical Club of Thessaloniki are working extensively trying to prepare sufficiently for the upcoming world championship in Thessaloniki. While the main information of the event can be found on the event's website (<http://J24worlds2023.ncth.gr/>) with some 25 entries already confirming their participation (19 on the website plus quite a few more that have already chartered a boat but their entry on the website is pending), updates are also uploaded regularly both in terms of sponsorships and charter boats. With respect to sponsorships, the Greek J/24 Class Association managed to receive a 35% discount on ferry travel

between Italy and Greece (from Ancona to Igoumenitsa or Bridisi to Igoumenitsa) To take advantage of the discount, you need to contact supercargo (www.supercargo.gr, T: +30 2610 452000, email travel@supercargo.gr) who made all these arrangements and received the discount from Grimaldi/Minoan Lines. Please make sure to use the code Grimaldi and reference to the J/24 World Championship in Thessaloniki. Moreover, the Greek J/24 Class Association managed to receive a sponsorship of 1000 Euro per charter boat for boats being chartered from abroad (so far Hungary but we are also expecting some updates on charter boats from our friends in Italy) covering travel expenses to get the charter boat to Greece. Charter boat information is being uploaded on the charter boat website (please visit <https://J24class.gr/charter/> for updates on charter boats). Our next appointment is the World Championship in Thessaloniki and the Greek J/24 Class Association is looking forward to hosting all teams from abroad.



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Your Entry Fee Includes:

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- 7+ Free Kegs
- Drink Specials & Free Rum Throughout Regatta
- Snack Bins
- *Friendship Food Stores* will offering discounts for your boats on-the-water food & beverage needs

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VENDORS & CLUB CAN OFFER



THE NORTH COAST IS CALLING - AUGUST 9-13

<https://bit.ly/2023J24>



J EUROPEAN
CHAMPIONSHIP
24 BALATON / HUNGARY
20-27 AUGUST 2023

2023 J/24 European Championship August 20-27

Balatonfüred Yacht Club, Lake Balaton, Hungary

Get ready to witness a thrilling display of sailing prowess as the J/24 European Championship makes its way to Hungary. From August 20-27, the picturesque town of Balatonfüred, located on the stunning shores of Lake Balaton, will host this prestigious event. As the summer reaches its peak, participants and spectators alike will be treated to a unique blend of competitive sailing, cultural festivities and the vibrant atmosphere of Europe's capital of culture.

Lake Balaton, often referred to as the "Hungarian Sea," is Europe's largest freshwater lake and a true gem of the region. As the Championship coincides with the high season, visitors will be treated to a myriad of activities and events, making it an ideal destination for sailing enthusiasts and vacationers alike. Indulge in the finest cuisine, savor remarkable local wines, and immerse yourself in the wide range of entertainment options that this vibrant lakeside town has to offer.

But there's more than just sailing and cultural festivities to capture your attention this year. Balatonfüred and the surrounding region have been designated as the European Capital of Culture, adding an extra layer of excitement to the Championship. Prepare to be dazzled by an array of concerts and thrilling performances, as this region comes alive with artistic expression and creativity.

The sailing conditions on Lake Balaton are known to be diverse and captivating. With warm waters and winds that range from gentle breezes to invigorating gusts, competitors can expect an exhilarating and challenging race. The Hungarian J/24 Class, renowned for its enthusiasm and dedication, is ready to welcome international opponents and showcase their skills on home turf.

As the J/24 European Championship draws near, anticipation is building, and the stage is set for an extraordinary sailing spectacle. Mark your calendars for this thrilling event, where the beauty of Lake Balaton, the cultural richness of Balatonfüred, and the exhilaration of world-class sailing will converge to create an experience like no other.

<https://www.J/24.hu/2023-J/24-ec/>

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www.j24.hu/2023-j24-ec/

Mike Marshall Three-Peats as J/24 US National Champion

J/24

Photos courtesy of Christopher Howell

It took seven races to sort out the chutes and ladders at the J/24 US National Championship hosted by The Lake George Club in Diamond Point, New York. The final contest was a duel between Mike Marshall's *American Garage* and Travis Odenbach's *Honeybadger*. Winds were quite varied in the lone/final race on Sunday, May 21, including a hefty shift that propelled Marshall to earn his third consecutive US National title. The Newport, Rhode Island-based skipper led his team of Geoff Becker, Kelly FitzGerald, Rich Bowen and Jeff Hayden with 16 net points. Odenbach settled for second place at 20, tied on points with Tony Parker's *Bangor Packet*. Sunday's race winner was Bill Fastiggi's *Fawn Liebowitz*.

More than half the fleet competed in the Corinthian Division, topped by Mike Stasko's *Redline*, with Finn Hadlock's *Boreas* and Denny Vaughan's *Easy Street* rounding out the top three. *Redline*'s crew included Austin Zauner, Gavin Smith, Tom King and Aaron Holland.





Photos courtesy of Christopher Howell



Marshall summarized, "It came down to teamwork, all working together and never giving up. All the way through the regatta, there were places where we could have done this, that and the third thing a little better. As we progressed, we did them a little bit better, so it just comes down to a full team effort." FitzGerald credited fellow crew Becker for keeping focus, particularly in the last race following a tough first weather leg. "These guys really pulled a rabbit out of a hat."



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Photos courtesy of Christopher Howell



DAY ONE RECAP: Spectacular conditions lit up the lake under sunny skies with warm spring temperatures and breeze ranging from 13-22 knots. Four races were completed, and reigning World Champion Marshall's *American Garage* soared to the early advantage, posting a 1,4,3,2 for 10 points. Parker's *Bangor Packet* racked up a solid day for second place (15 points), while Carter & Molly White's *You Regatta* stood one point back in third.





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Photos courtesy of Christopher Howell



Marshall launched the Championship with a victory, well ahead of Odenbach's *Honeybadger* and Parker's *Bangor Packet*. Odenbach steered to the top spot in race two, with Stasko's *Redline* and Fastiggi's *Fawn Liebowitz* in on the action. Parker took line honors in the next contest, trailed by White's *You Regatta* and Marshall. Odenbach earned his second bullet to close out the day, leading Marshall, White and the fleet back to shore. Sailors gathered at the quaint Lake George Club after racing for debriefs and an Italian-themed dinner.

©2023 J/24 National Championship © Christopher Howell

DAY TWO RECAP: Six races were in the books, and with the discard coming into effect, the leaderboard underwent a shuffle on the regatta's middle day. Odenbach's *Honeybadger* jumped up the standings to first place after posting a pair of seconds (and dropping a 13 from day one) for 8 net points and the lead. Two teams were tied at 14 for the next two positions: Parker's *Bangor Packet* and Marshall's *American Garage*. Temperatures declined Saturday, as did the wind speed, allowing two races.

Breeze began around 5 knots and built to 8 before easing as the day went on. Finn Hadlock's *Boreas* opened with the win, followed by Odenbach and Fastiggi's *Fawn Liebowitz*. Parker earned the next victory, with Odenbach again runner-up and White's *You Regatta* in third. Teams came ashore in the early afternoon with hopes of returning to the racecourse, but Mother Nature did not cooperate. Competitors then enjoyed a formal dinner with a live band and fireworks, a Lake George Club tradition.

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Photos courtesy of Christopher Howell

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Photos courtesy of Christopher Howell

TOP FIVE:

1. *American Garage*, Mike Marshall, 1-4-3-2-[5]-4-2- ; 16
2. *Honeybadger*, Travis Odenbach, 2-1-[13]-1-2-2-12- ; 20T
3. *Bangor Packet*, Tony Parker, 3-6-1-5-4-1-[9]- ; 20T
4. *You Regatta*, Carter & Molly White, 6-5-2-3-[21]-3-7- ; 26
5. *Redline*, Mike Stasko, 4-2-9-10-[23]-5-3- ; 33 (Corinthian)





Photos courtesy of Christopher Howell

Forty-two teams competed from May 19-21. Complete results may be found at https://www.regattanetwork.com/event/19642#_home, and photos are available on the USA J/24 Class Facebook page.







J/24 Western Championships - Lough Ree Yacht Club

Light winds welcomed the 13 boat fleet to the first event of the 2023 season over the weekend 29th/30th April. After about a 2 hour delay the wind finally started to fill in allowing race officer Derek Bothwell to setup the first course of the day.

RACE 1 saw Jelegnite skippered by Finbarr Ryan use local knowledge to his advantage to pick up a wind shift coming out of the bay on the starboard side of the course allowing them to take an early lead which they kept to the finish. Current National champions Headcase (Cillian Dickson) took second and Hedgehog (Mark Usher) took 3rd.

RACE 2 had to be restarted due to a 40 degree shift just after the start. After a short delay racing got underway in about 5-8 knots. This time IL Riccio (JP McCaldin) made best use of the conditions and held off Headcase to take the bullet with Hard on Port helmed by David Bailey finishing third.

RACE 3 saw IL Riccio and Hedgehog battle it out for honours with each swapping positions several times,

however IL Riccio had the last say by picking up a lift on the finish line to take the honours with Hard on Port finishing in third again.

Sunday dawned with a bit more breeze and Headcase revelled in the conditions taking 2 firsts in races 4 and 5 with IL Riccio getting a second and third and Hard on Port a third and second. This left 3 boats with a chance of winning the event overall going into the last race.

The Hard on Port team sailed an excellent race to win race 6 however it was not enough to win overall as Headcase finished second giving them enough points to win the Championship and with IL Riccio finishing in third place securing them the runners up spot.

Congratulations to Headcase for winning overall and SkipJack Skipped by James Hockley for winning the silver fleet. Roll on the Northerns at the end of May.

https://www.sailwave.com/results/J24_Westerns_2023.htm

IJCA Technical Report

By Curt Barnes, International Technical Chair, curtbarnes@gmail.com

J/24 MEASUREMENT FAQs



Photo: Emily Stokes, J/24 Worlds 2022, Corpus Christi, Texas USA

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**Q: What stays on the boat when weighing?
I'm so confused...**

A: For the basic "dry" weight limit of 1270kg, you need:

- Spars (mast, boom, one pole)
- Rudder with tiller and extension
- Companionway hatchboard
- Bunkboards
- Sump cover
- One set of sheets for each sail
- Headsail sheet blocks with track cars
- One compass / navigation device
- Any fixed step box, stereo, head

NO sails. NO tools. NO PFDs. NO spare poles or rudders. None of the Required or Optional Equipment listed on your Inventory list such as anchor, motor, fuel, battery, fire extinguishers, spinnaker launch bag, spare water, fenders, handheld radios, cushions or spare equipment.

Q: Can I measure the forestay myself or do I need a Measurer?

A: It's EASY to do this yourself: With mast up, disconnect the forestay from the bow. Swing the wire next to the mast and use tape to mark the wire at exactly the datum point that is on the mast at the bottom of the bottom band (the band just above the deck). Reconnect the forestay. Now measure from the tape mark to the bow, and it needs to be a maximum of 945mm. The bow point is the extension of the fiberglass deck and the fiberglass hull/stem..... ignoring the stainless bow fitting.

Q: My boat now weighs 10kg more than the last regatta. I think one of the scales is wrong.

A: First of all, I don't really believe that everything in your boat is exactly the same as when you weighed it last time. Moisture, for one thing. Secondly, the Class scales get regularly calibrated, but yes, there certainly will always be a very minor difference between scales. That is exactly why we have built in the 10kg of optional water that is allowed. Plan to use that water to adjust to meet the difference that might be encountered when weighing at your next regatta.

German Report

By Maike Hass

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The regatta season is already in full swing in Germany! We started at the end of March on the Alster with 10 boats. Two windy days on the water gave team *Schwere Jungs* with helmsman Stefan Karsunke the victory.

Every Wednesday, about eight J/24s get together on the Alster to join the Wednesday races. What could be better than sailing together for an hour on a Wednesday after work and then enjoying beer and BBQ on the Alster?



Germany Report



Less than a month later, we held the German Championship in Kiel. Four days of sailing were on the program in the best conditions with a fleet of 13 boats, where also a Swedish (*For Fun Pink*) and a Dutch team (*The DutchJees*) were present. On the first day, all crews had to fight with wind and waves. In the evening, the crews got together at the Hot Dog Party and exchanged ideas. On Sunday, we went back on the water with lighter conditions. We got four great races and came together in the evening for our annual meeting and big BBQ. On Monday, the last day of sailing, we waited on shore for wind. The wind came through in

the afternoon, and we were able to sail two races. We look back on a very successful German Open, which enjoyed a little international wind, and congratulate *Schwere Jungs* for second and *Hungrige Wölfe* for first place!

The Kiel Fjord is always a wonderful sailing area! From 22-25 June, we will all see each other again to host Kiel Week. We would be very happy to see more international teams heading out again to make Kiel Week and the J/24 field a great, challenging international field. Don't miss Kiel Week 2023!





2023 WORLD CHAMPIONSHIP IN GREECE

See you soon!



For more content, news and updates, visit:



<http://j24worlds2023.ncth.gr/>



<https://www.facebook.com/Hellenicj24>



nautical@j24worlds2023.ncth.gr



J/24 Regatta, Dartmouth – 22 and 23 April 2023

Like many other Classes, the J/24 season has officially started with the first regatta of the year held by the Royal Dart Yacht Club in Dartmouth (GBR) on 22 and 23 April 2023. Two local boats, *Jiggy* and *Mojo*, were joined by five visiting boats, and the fleet enjoyed two days of close racing.

The fleet awoke on Saturday morning to a lingering easterly breeze, which caused some trepidation among the sailors in the fleet with memories of a particularly interesting regatta a few years earlier where most boats experienced some seasickness (including the mark laying rib). With seasickness medication and ginger sweets on board, the fleet headed out to Start Bay for four races. The RO, Steve Pocock and team, set out the racecourse and sent the fleet on their way.

There is always one boat that likes to push the line, and in race one, *NJO2* decided to pull the trigger early and had to go back after the individual recall flag was raised. Mike Mackie sailing *Jiggy* showed the visitors how it was done and won race one from Roger Morris on *Jolly Roger*, with Sam Marshall's *Wijit* in third.



Results from Royal Dart Yacht Club J/24 Regatta April 2023

Sail Rank	Number	Name	Helm	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Net Pts
1	4270	Jolly Roger	Roger Morris	Parkstone	2	1	2	2	(6)	3	10
2	4268	Jiggy	Mike Mackie	RDYC	1	(6)	4	1	1	5	12
3	4271	Jawbreaker	Dave Cooper	Saltash SC	4	3	3	(5)	3	2	15
4	5238	DanJerosus When Wet	Mark Lewers	RWYC	(6)	2	6	3	4	1	16
5	4235	Wijit	Sam Marshall	Plym YC	3	4	1	(6)	5	4	17
6	4266	Njo2	Tim Octon	Plym YC	5	5	(7)	4	2	6	22
7	4239	Mojo	Scott Stewart	RDYC	(7)	7	5	7	7	7	33

Race two saw Roger Morris taking the win from Mark Lewers on *DanJerosus When Wet* in second and Dave Cooper on *Jawbreaker* in third. Race three of the day saw more boats keen to cross the line, with *Jawbreaker* and *Jiggy* piling in at the committee boat end. *Jawbreaker* went around the committee boat to start, but after going back to dip for the line, *Jiggy* made contact with the committee boat and found themselves having to do spins. *Wijit* secured the win in race three, with *Jolly Roger* in second and *Jawbreaker* in third.

Race four saw *Jiggy* returning to winning form, with *Jolly Roger* in second and *DanJerosus When Wet* in third. This left *Jolly Roger* at the top of the leaderboard overnight.

The four races of the day were completed efficiently as the race team were pleased to be back on dry land after sitting on a very lumpy sea. Ever the efficient race team, the fleet were back on the dock just before it started to rain.

After enjoying the hospitality of the Royal Dart Yacht Club, teams assembled on Sunday morning for a further two races. However, whilst the previous days swell had subsided, so had the wind, but there was only a short postponement while the fleet waited for the wind to fill in.

A steady northerly breeze settled across the racetrack, and race five got underway. Local tidal knowledge gave *Jiggy* the win in race five, with *NJO2* in second and *Jawbreaker* in third. The final race saw *DanJerosus When Wet* take the far lefthand side of the course, a brave move which paid and saw them leading at the windward mark followed by *Jawbreaker* in second and *Jolly Roger* in third.

Again the RO had the fleet ashore before the rain started, but the fleet then found themselves packing up in a rain shower which typically finished just as the boats were all tied down on their trailers. Many thanks go to the Royal Dart Yacht Club and Mike Mackie for organising a great regatta and to Steve Pocock and his team for getting some great racing in over the weekend.

Congratulations to team *Jolly Roger* for winning the regatta. The fleet are looking forward to some close racing this year ahead of the qualification year for the World Championship, which are to be held in Plymouth in 2025. It was also great to see new team *Mojo* joining the fleet on the racecourse.



WORLD CHAMPIONSHIP PLYMOUTH 2025


Plymouth, Britain's Ocean City, is to host the 45th edition of the J/24 World Championship in 2025. The Plym Yacht Club, Saltash Sailing Club and the UK J/24 Class Association will jointly run the event which will take place between the 6th and 14th of September 2025, and will be based on the Mount Batten peninsula, supported by Yacht Havens Group and the Port of Plymouth Sailing Association, with 5 days of racing planned South of Plymouth Sound.

Event co-director Sam Marshall said "We are absolutely delighted to have been given the privilege and honour of hosting the 2025 World Championship. J sailors across the country were gutted to not have the opportunity to race in the 2020 Worlds in Poole due to Covid, so to be able to host boats from around the world in the UK will be fantastic. The Port of Plymouth has had an active J/24 fleet for at least 30 years, and we are expecting some strong competition in the lead up to the event over the next three years. Events like SailGP have done a phenomenal job of showing what Plymouth has to offer on the water, and we are sure that people will want to travel from across the world to get a chance to sail in the same waters that they have now seen on television with the likes of Ben Ainslie and Tom Slingsby."

"The J/24 is a brilliant boat because it is really quite accessible due to its size and relatively low cost. Teams sail with between 4 and 6 people, so we are expecting to see a diverse selection of sailors from local amateurs to international professionals. We are anticipating over 50 boats, with about 500 people coming to Plymouth for the event over the week. There will be spectator boats on the racecourse too, allowing the public and event partners to get up close and personal with the action. The racing is seriously close and there will be plenty of spectacular boat-on-boat action for the racers and spectators alike. We can't wait!"

The J/24 is the most popular keelboat in the world, with some 5,500 boats sailing worldwide, and although it was designed in 1977, still attracts large fleets internationally, including 20 that actively race in port at the host clubs Saltash SC and Plym YC.

*For more information, entry details and how to get involved
please visit the event website at j24worlds2025.com.*





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Located on the Rame Peninsula on the western banks of the River Tamar, Saltash is known as the "Gateway to Cornwall".

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FIVE CLASSIC TACTICAL MISTAKES TO AVOID

By Quantum Sails' David Flynn

Quantum Annapolis' David Flynn pulls from his extensive racing knowledge to discuss commonly made mistakes when starting and rounding marks, and how to avoid them. He explains different strategies to get out of less-than-desirable situations while sticking with your overall game plan for the race.

There are lots of ways to lose a race or regatta. The gods are fickle. Not only do you have to be fast and have tidy execution of mechanics, but the wind, current and your competitors also have to cooperate. There are, however, some classic mistakes that will really cost you big that can be avoided. Having made all of them multiple times, I consider myself an expert. Keep these big ones in mind and you will not shoot yourself in the foot, even though you might find other ways to snatch defeat from the jaws of victory.

STARTING AT THE BOAT

It is always cool to win the start at the committee boat. You will feel powerful. The committee will be impressed. It is also easy to have things go horribly wrong. There are two basic ways to get in trouble. The first is to be early with no place to go. Can't bear off because there are boats below. Can't sail high and slow enough to kill the necessary time. This is a basic miscalculation of speed, time and distance. Easy to make. Multiple practice starts prior to the real thing will help with sense of timing and position

of layline, but it is still easy to be off. Other boats trying to start at the same time with their own ideas are also a big factor that cannot necessarily be anticipated.

The second way to get in big trouble is to misjudge the layline and end up above it. The infamous "barging zone" is an absolute no-no. If any of your fellow competitors have made a better judgement about the layline, they are not going to let you in; nor do they have to. The response in both cases once you realize that you are (this is a family publication) "in less than optimum position," is the same. You have to bail out and go around again. The earlier you recognize the situation and commit to action, the better. If early, go ahead and accelerate. Tack around the committee boat. Gybe in behind the boats who have had better judgement. If caught barging, tack around early before the boat and gybe into your position in line. In both cases, you will end up late at the boat in the second or third row. However, you will not have fouled or been over early. The penalties for either of which are far worse. The good news is that you will be able to tack right away for clear air. Also, if you were working to start at the boat that hard, your strategic plan hopefully had you headed to the right side of the beat.

STARTING AT THE PIN

You may be beginning to sense a theme here. Starts are hard and easy to get wrong. Starting at the absolute end of line, at either end, raises the risk factor. Once again, there are two ways to get in trouble. You can simply be early and run out of room to kill speed before the pin rears its ugly head. Or, you can end up misjudging the layline; easy to do once you mix in the presence of other boats and the bad air they bring. "I think we can make it! I think we can make it! Darn, we didn't make it." The worst case: we actually wrap ourselves around the mark. The best case: we are so slow that the rest of the fleet sails right over the top and on by.

The key is to realize that you are in trouble early and commit to taking the tough love. Go around the pin and gybe back around to start correctly, if early. Bear off below the pin, gybe and start on port. Both of these are quick moves that will lose the least amount of time. Yes, you will be starting behind most of your competitors (except for the stragglers) who started on time on starboard. That is not the end of the world. Don't let your mistake cause you to lose sight of the big picture.

THE PORT STARBOARD CROSSING

"Are we crossing? It is close. Might have it. No!" Here, there is a wild duck or a crash tack. All three scenarios, attempting a marginal cross, the last-second duck or desperate tack involve a high likelihood of a foul. The latter two will be, at the very least, extremely slow. The downside risk is just not worth it. All your competitor has to say, barring some incredibly fortuitous video evidence, is that they had to alter course to avoid you. Case closed.

It is all about anticipation and understanding your options so that you do not get caught like a deer in headlights. First option is to tack. You can "lee bow" (tack without fouling and end up just ahead and to leeward), only if you can comfortably cross. If it is close, you have to tack early, well to leeward. Option two is to duck. If you start early with a smooth bear away and are coming up as you cross the port tacker's transom, you are essentially even and can even build a little speed. The next time you come together you will be on starboard, and "voilà," you are ahead.

The final option is to ask the port tacker if you can cross. They may wave you across even if they may make a small duck because they do not want you to tack and potentially end up on their air. The option you choose all comes down to the big picture. Where do I want to go? If I am looking

to continue to the right side of the course or am riding a big lift on port, ducking is the best option. If it is getting time to be leading back to the middle of the course, tacking is the way to go. This same thought process works downwind as well. The options are gybe or duck and should be predicated on where you are on the racecourse and where you want to go.

LATE ON PORT AT THE WEATHER MARK

This is one of my all-time favorites. You don't want to get to the layline early, right? "Can't cross now—I'll wait and see if things get better. Oops. They are not getting better, but here I am almost on the port tack layline. Guess we have to go." Wow, there are a lot of starboard tackers. Maybe we can jam it in just in front of that next one. (Please remember here that in order to successfully leebow, you need to be able to cross easily). Darn, tacked too close. Starboard tackers call. All they have to say is they had to alter course, and at the very least, you are in for a long night in the protest room.

Or, even worse, you tack and find you are not quite making it, and all your competitors are yelling at you. Choices? Hit the weather mark or bear off ignominiously

and gybe back around to face the same scenario again. If it is close at the weather mark, you have to duck. With better anticipation you might have seen the writing on the wall and tacked earlier to avoid having to duck too many oncoming starboard tackers.

ROOM AT THE LEEWARD MARK

After starting, the leeward mark rounding is arguably one of the toughest maneuvers to master on the racecourse. The mistake to make is to try to wait until the last possible moment hoping to establish an inside overlap. Not only is the burden on you to prove that you got there prior to the three-boat-length circle, but it will also put huge pressure



on your team's mechanics to pull it off. The potential cluster of a half-dropped spinnaker, everyone out of position, bad turn and poor acceleration as a result should be enough of a deterrent. Concede your position. There is not enough to gain. Take down early for a nice clean rounding. Come in wide and out tight so you have clear air and good acceleration (you can tack if the boat ahead has had a proper rounding).

UNIVERSAL PRINCIPLES

In each of these five scenarios, the overriding principles are anticipation and the willingness to recognize when things are not going according to plan. Act sooner rather than later. Know what your bailout options are and go straight to them. He who hesitates is lost.



**WHATEVER
IT TAKES.**

A photograph of a J/24 sailboat racing on the water. Two crew members are visible on the deck, one in a red jacket and another in a grey jacket. The boat is heeled over, and the sails are deployed. The background shows a distant shoreline with buildings and trees.

From weeknight racing to world championships, we're here to do whatever it takes to help you get to the podium. Contact a Quantum J/24 class expert for resources, support, & new sails.

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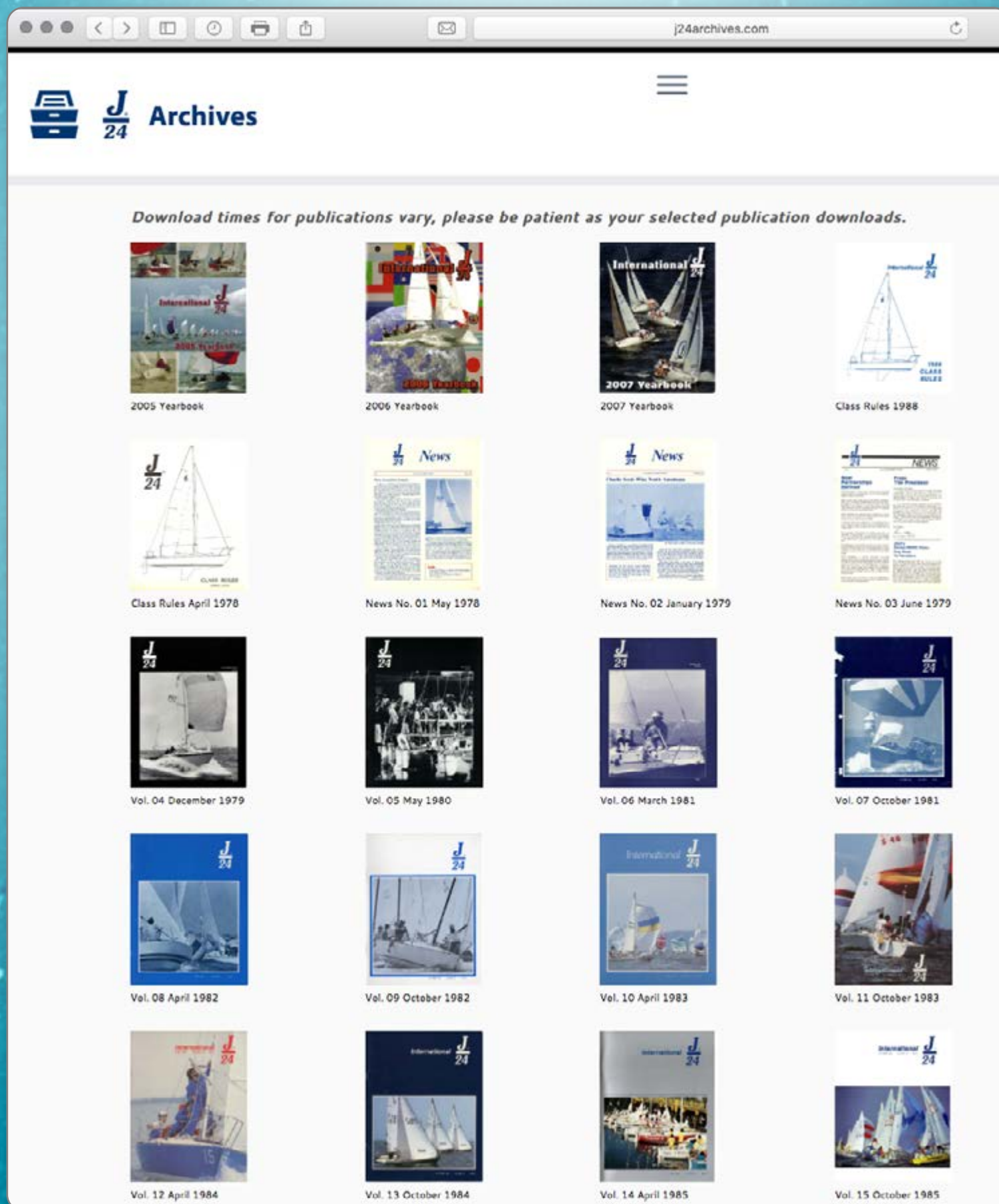
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Calendar

July 7, 2023

2023 J/24 SWEDISH CHAMPIONSHIP

Start: July 7, 2023
End: July 9, 2023
Venue: Gislövs Läge
Address: Trelleborg, Sweden

August 8, 2023

2023 J/24 NORTH AMERICAN CHAMPIONSHIP

Start: August 8, 2023
End: August 13, 2023
Venue: Sandusky Sailing Club
Address: Sandusky, OH, 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 9, 2023

2023 J/24 WORLD CHAMPIONSHIP

Start: September 9, 2023
End: September 16, 2023
Venue: Nautical Club of Thessaloniki
Address: Greece

June 11, 2024

2024 J/24 EUROPEAN CHAMPIONSHIP

Start: June 11, 2024
End: June 16, 2024
Venue: Yacht Club Costa Smeralda
Address: Porto Cervo, Italy

September 28, 2024

2024 J/24 WORLD CHAMPIONSHIP

Start: September 28, 2024
End: October 5, 2024
Venue: Corinthian Yacht Club
Address: Seattle, WA, United States

September 6, 2025

2025 J/24 WORLD CHAMPIONSHIP

Start: September 6, 2025
End: September 14, 2025
Venue: Plym Yacht Club & Saltash Sailing Club
Address: Plymouth, England

