

**J**<sup>®</sup>  
**24**

**2013 J/24 WORLD CHAMPIONSHIP**  
**August 22-30**  
**Howth Yacht Club**  
**Howth, Ireland**

**INTERNATIONAL PULSE**



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<http://hyc.ie/J24WorldChampionship2013>

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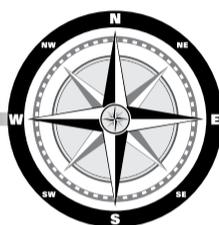
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## **J/24 WORLD CHAMPIONSHIP IT'S NOT TOO LATE TO ENTER**

**August 22-30, 2013  
Howth Yacht Club  
Howth, Ireland**

<http://hyc.ie/J24WorldChampionship2013>

Howth, Ireland is the venue for the BMW J/24 World Championship 2013. Ireland's largest sailing club, Howth Yacht Club, is situated on the north side of the capital only 20 minutes from the Dublin International Airport and 30 minutes from Dublin Port. With very straightforward tides and no wind obstacles or commercial shipping traffic, the sailing waters north of Howth are arguably the best in Ireland. (The race area can be seen at <http://hyc.ie/racearea/>)

Howth recently hosted the BMW J/24 European Championship and competitors were given a mix of windy, moderate and light conditions around courses set by IRO David Lovegrove. David is again our PRO for the Worlds and is using the Irish Nationals over the preceding weekend as a fine-tuning session for his race management team.





## J/24 WORLD CHAMPIONSHIP IT'S NOT TOO LATE TO ENTER



Howth's strong relationship with BMW continues. Visitors to the Europeans were treated to an impressive display of beautiful new BMW cars and a dramatic evening lighting scheme. In 2012, BMW sponsored the Irish IRC Championship in Howth, launching a new car at the event. Who knows what will be on show this year?

So that our guests go home with happy memories of their stay in Howth, we have a hectic social schedule set up with evening events and tours of Howth and Dublin arranged for the non-sailing entourages. Howth is a Special Area of Conservation, with beautiful walkways around the peninsula affording views of the racecourse. (Howth's amenities and the clubhouse facilities can be seen at [www.hyc.ie/howtharea](http://www.hyc.ie/howtharea) and [www.hyc.ie/clubhouse](http://www.hyc.ie/clubhouse).)

Large spaces for an efficient measurement process are set aside and a team of almost 30 HYC volunteers are assisting the technical gurus. Onsite chandlery and repair services are provided by Viking Marine who will have every piece of mandatory equipment to help competitors get through measurement.

It's still not too late to enter! If you have a limited budget, let us know and we will make sure that members will find you a bed. Come to Howth for the best fun J/24 event in 2013!

<http://hyc.ie/J24WorldChampionship2013>

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The 2013 season is in full flow with three events from the UK J/24 Series completed, and teams readying themselves for their campaign at the 2013 World Championships in Howth. With the UK National Championship attracting the reigning US and Irish Champions as well as the great and good from the UK Class, this year's title was hotly contested with every team fighting for their respective positions.

### ***J/24 Fowey Shield 2013 (27–28 April)***

by Amy Fisher (Hitchhiker)

The first J/24 regatta of the season was hosted by Fowey Gallants SC over the last weekend in April.

Race Officer Peter Morgan set a windward-leeward course with the majority of the fleet sailing under jibs in the gusty north-westerly breeze, leading to flat water yet shifty conditions and giving challenging tactical decisions for all crews as to which side of the beat to take and how to best judge the ebbing tide. This led to several boats requiring

some slick pirouettes between the windward and spreader mark. Each race was around 40 minutes with a quick turnaround between races. Every leg and mark rounding proved testing as inevitably, over the short course, traffic became congested at times and, certainly on our boat, we were feeling the strain by race 5 in terms of depleted energy levels.

Sunday brought a steady 10 knots from SW with all crews sailing under genoas. The start-line throughout the weekend was highly competitive with helms vying for best position. The PRO black flagged Races 4, 7 & 8 with five boats paying the price of being on the wrong side of the line.

*Final results:* Fowey Shield 2013 goes to Duncan McCarthy on *Madeleine* (4265), with Andy Taylor, *Hitchhiker* (4242) second, and Shane Hewlett of *Jiggy2* (4268) taking third. Westerly winner – Mark Lewers of *Hijack* (4147).



## **J/24 Southern Areas (25–26 May) by Rob Clark (JuJu)**

The final weekend of May saw 15 teams converge on Parkstone YC in Poole for the second event of the 2013 UK J/24 Series and the Southern Area Championship.

Being a bank holiday weekend, the event is historically awarded overcast skies with rain and windy south westerlys, however the 2013 edition had something different in store—light and shifty northerly winds under glorious sunny skies, which made the job of the race team, led by Bryan Drake, no easier but gave us the chance to enjoy some seldom seen sunshine and hold the post-race analysis on the club veranda.

With eight races scheduled and a patchy forecast over the two days, competitors headed out toward Poole Bay early on Saturday morning and managed to get two races away before the wind deserted us completely for a couple of hours with rewards going to the teams who took the gains on offer and consolidated them before the next big shift. Sunday was no less tricky but as the day went on, the wind built to give a further three races, with the more stable breeze showing just how close and competitive J/24 racing in the UK is.

When the dust settled, and in spite of all of us spending some time at the wrong end of the fleet, the usual suspects filled the top spots of the leader board and showed that there is no substitute for a well prepped team, drilled crew work and slick tactics round the race course.

*Final results:* Southern Areas 2013 goes to Duncan McCarthy on *Madeleine* (4265), with Shane Hewlett, *Jiggy2* (4268) second, and Nick Phillips of *Choatic* (4177) taking third.

## **J/24 UK National Championship 2013 (4–7 July) by Rob Clark (JuJu)**

25 teams from the UK, Ireland and USA headed to Plymouth to contest the UK Nationals at the start of July. With 10 races scheduled over four days, the race committee wasted no time getting going with three rapid fire courses set on the first day to ensure the fleet completed a series given the patchy wind forecast. The following three days settled into a pattern with competitors enjoying lazy mornings in the balmy conditions whilst waiting for the sea breeze to fill, and then as the wind arrived revelling in the close quarters

# UKJCA Update



racing and tight calls at every start, mark rounding and finish. With a matter of boat lengths separating first to last on the water, this was one-design racing at its very best. Sailtracker units were carried on all the boats meaning friends and families could watch races unfold from shore, and over 1,300 visitors logged in to check on the action across the three days of racing.

With an all-star cast including the 2010 and 2011 European Champions, 2013 US National Champions, as well as multiple UK and Irish National titles shared between the teams, racing was always going to be tight, with six different teams taking race wins from the nine races

contested, and consistency being the key to establishing a good series. Masters of this were Chris McLaughlin/Ian Southworth and their *Il Riccio* team who, with every result inside the top five, put enough space between them and their closest rivals to be able to reclaim the UK National Championship crown last held by them in 2006.

*Final results:* The UK National Championship title goes to Chris McLaughlin/Ian Southworth, *Il Riccio* (5219) with Mike Ingham, *Hitchhiker* (USA 4242) taking second place, and Rob Clark of *JuJu* (4252) taking third. The Westerly Trophy was also hotly contested and eventually went to the all-girls team skippered by Alison Young, *Nitro* (4270).

UK J/24 National Championships 2013 - Final Results

Place	Points	Sail No	Name	Skipper	Helm	Club	Race 1 4-Jul	Race 2 4-Jul	Race 3 4-Jul	Race 4 5-Jul	Race 5 5-Jul	Race 6 5-Jul	Race 7 6-Jul	Race 8 6-Jul	Race 9 6-Jul
1	20	GBR5219	Il Riccio	Chris McLaughlin	Ian Southworth	Royal Corinthian Cowes	3	-4	1	4	4	1	2	2	3
2	35	GBR4242	Hitch Hiker	Mike Ingham	Mike Ingham	Rochester (USA)	2	1	(26/BFD)	3	3	3	3	12	8
3	36	GBR4254	Ju Ju	Rob Clark	Rob Clark	Parkstone YC	6	2	5	9	1	-15	8	4	1
4	45	GBR4247	Serco	Bob Turner	Nathan Batchelor	Castle Cove SC	(26/DSQ)	3	3	11	2	4	12	6	4
5	48	GBR4064	Cacoon	Nick McDonald	Nick McDonald	RYA	8	10	7	1	8	5	1	8	-14
6	48	GBR4268	Jiggy 2	Shane Hewlett	Shane Hewlett	RYA	4	8	4	5	9	10	-11	3	5
7	52	USA4265	Madeleine	Duncan McCarthy	Duncan McCarthy	Parkstone YC	12	-14	2	8	7	7	7	7	2
8	65	GBR40261	Redrow Homes	Tom Cload	Tom Cload	Plym YC	5	-19	6	2	5	11	4	16	16
9	66	GBR4271	Jawbreaker	David Cooper	David Cooper	Saltash SC	1	-17	9	10	10	6	9	10	11
10	66	GBR4248	Skilled Services	Adrian Bennett	Adrian Bennett	Saltash SC	15	7	13	6	-16	9	5	5	6
11	74	IRL4794	Hard on Port	Flor O Driscoll	Flor O Driscoll	Howth YC	9	9	15	13	-18	2	10	9	7
12	88	IRL4215	Stouche	Martin Darrer	Martin Darrer	HYC/RCYC	10	11	(26/BFD)	12	11	8	6	15	15
13	89	GBR4260	Jeli	Stig McDonald	Stig McDonald	RWYC	7	13	8	14	12	13	-15	13	9
14	91	GBR4266	Flying Colours	William Pollock	William Pollock	Parkstone YC	13	6	(26/BFD)	17	6	16	20	1	12
15	103	GBR4245	Illuminator	Matthew Conyers	Matthew Conyers	RWYC	(26/DNC)	5	11	15	13	12	17	20	10
16	115	GBR4251	The Italian Job	John Gorman	John Gorman	RYA	11	15	12	16	17	17	13	14	-18
17	118	GBR4206	Jam Too	Ronney Ball	Ronney Ball	RWYC	16	12	(26/BFD)	7	15	14	16	18	20
18	118	GBR4213	Hijinks	Mark Lewers	Mark Lewers	RWYC	14	16	14	-18	14	18	14	11	17
19	144	GBR4270	Nitro	Alison Young	Alison Young	RYA	18	20	(26/BFD)	19	19	20	18	17	13
20	149	GBR4103	JoJo	Samuel Marshall	Samuel Marshall	Tamar River SC	17	18	16	20	-21	19	19	21	19
21	153	GBR4026	Just the Tonic	Chris Randall	Chris Randall	Saltash SC	20	21	10	21	20	-22	21	19	21
22	167	GBR5647	Jetlag	Robin Price	Robin Price	RWYC	19	22	17	(26/DNF)	22	21	22	22	22
23=	208	GBR4166	Chaotic	Nick Phillips	Nick Phillips	Plym YC	(26/DNC)	26/DNC							
24=	208	IRL727	Player turned Payer	Stefan Hyde	Neil Boughton	Royal Cork YC	(26/DNC)	26/DNC							
25=	208	GBR4232	Boomerang	Jim Anderson	Jim Anderson	Island SC	(26/DNC)	26/DNC							



## J/24 EUROPEAN CHAMPIONSHIP 5-12 OCTOBER, 2013

### **Experts in town for high-profile meeting!**

Twenty years after the first edition was held in the Principality, the Yacht Club de Monaco and its president HSH Prince Albert II will organize the J/24 European Championship from 5-12 October for teams coming from all over the world. For the YCM, whose new Clubhouse designed by Lord Foster opens in June 2014, the opportunity is further confirmation of its sport-focused vocation and desire to broaden its regatta program, alongside the inimitable Primo Cup, celebrating 30 years in February 2014, and the offshore Palermo-Montecarlo race due to start from the Gulf of Mondello on 18 August.

### **J/24s – the world’s most popular one-design**

First built in 1975 in Connecticut, USA, with a length of 7.32m for a sail area of 24.5m<sup>2</sup>, the J/24 is the most popular one-design (all boats identical) with cabin in the world. It is very easy to maneuver whether the crew numbers five or is reduced to the minimum of three (maximum weight permitted 400kg). The boat has withstood the test of time, with very few wrinkles, thanks mainly to recognition from the ISAF, a shallow draft (1.22m), the fact it can be manufactured anywhere in the world under license, and the versatility of the current series designed for racing. A well-prepared J/24 from the seventies can win races against the most recently built models. Today there are over 5,300 J/24s all over the world; that’s 53,000 sailors across more than 40 countries.

### **Monaco on J/24 course for over 25 years**

“At the instigation of Donald Manasse, then president of the Class, we hosted the International Yacht Club Challenge in September 1991, in collaboration with the Manhattan Yacht Club of New York, which attracted 25 teams from the world’s most prestigious yacht clubs, then in 1993 the European Championship with a record attendance of 106 competitors. Two events that led to the J/24 becoming a symbolic series for our Club,” comments Bernard d’Alessandri, Secretary General of the Yacht Club de Monaco. Indeed for the last 25 years, the YCM’s Sports

Section has run Saturday sessions for a dozen J/24s for people who want to try them out, perfect their skills or compete. The boat has sparked interest in sailing as a profession for many a young sailor, with the likes of Sébastien Josse and Jean-Pierre Dick, for example, both taking part in the championship in Monaco while still beginners. And still today, Monegasques like MON-JCA President Denis Frederiksen and Ian Ilsley compete at the highest level representing the Principality in different locations.

### **Top level playing field**

Over 70 boats are expected for the European Championship open to teams from all over world. It seems all the elite in the discipline will be at the Monaco meeting. Among the first to register was Mike Ingham (USA 5443) who just won the American championship in June and finished second in the UK Nationals 2013 (Plymouth Race Week), Australian David Leslie, the German Frithjof Schade, eighth in the 2012 World Championship, and Pasquale di Fraia, Class President in Italy.

### **An international organization**

In the build-up to the championship to ensure the best possible conditions for racing, the Yacht Club de Monaco’s team has surrounded itself with J/24 specialists including Swede Marianne Schoke, spokeswoman of the J/24 Class Europe, and British sailor Stuart Jardine, who between 1950 and 2007 racked up a string of impressive titles and will be in charge of the rankings with his team. The Race Committee will be chaired by Englishman John Coveney and an international jury by the German Willii Gohl. And like any championship, it’s also a time to party and have fun ashore. The YCM has come up with a very sociable program for contestants including a daily Happy Hour, a Pasta Party, a barbecue and a gala dinner for the prize-giving—definitely worthy of Monte-Carlo’s reputation!

Information and registration: Yacht Club de Monaco  
[www.ycm.org](http://www.ycm.org) or [www.j24ycm.org](http://www.j24ycm.org)



## GREETINGS FROM THE MEMBERS OF THE USJCA!

USJCA members are well into their current racing season. As a part of this season, the US ruling body for the sport of sailing is holding a national fleet racing championship to be sailed in J/24s! The US Sailing Adult National Keelboat Championship is sailed for the Clifford D. Mallory Trophy, first dedicated in 1925. Entrants must qualify through a set of regional events, including several J/24 Class sanctioned regattas. We are using this to help promote the J/24 Class here in the US.

Mike Ingham of Rochester Yacht Club and his crew on USA5443 have earned the title of J/24 US National Champions at Wayzata Yacht Club in Minnesota. With just 10 points in eight races, the team comprised of Ingham, Tim Healy, Scott Ikle, Quinn Schwenker and Gordon Borges notched an extraordinary line of 1,(3),2,1,2,2,1,1 in the three-day event. Travis Odenbach, also of Rochester Yacht Club, placed second with 22 points on Honey Badger. Local Rolf Turnquist's Oz came in third at 24 points, with Bill Allen at the helm. Ingham won the only race on day one, when the teams had their patience tested as they waited majority of the day for enough breeze to launch the event. Once they got going, winds were 4-6

knots. Despite a day-long power outage on day two, the US Nationals carried on, and Ingham took the lead into the final day of racing. Four races were completed, and Ingham tallied all top-three finishes. "The first two days were more than just shifty, it was die and fill, so the wind would go away," summarized Ingham. "Whatever it took to get to the next pressure, we were concentrating on going fast toward that pressure. And not just small puffs, but looking for trends like a wind line coming from one side to the other." On the final day, the breeze on Lake Minnetonka was 13-15 knots, and three races were accomplished. "It was a little bit shifty, but you could actually connect the dots," said Ingham. "We started conservatively in the middle of the line every race. If we're patient, get a good start so we're going fast, and stay patient to the first shift, then once we got in phase it was a lot easier." The top 5 of 20: Mike Ingham, USA5443 (10 points), Travis Odenbach, Honey Badger (22 points), Allen/Turnquist, Oz (24 points), Pat Toole, 4 Big Dogs (27 points), Olness/Johnson, Zoom (36 points). Complete results may be found at [www.j24usnationals.com](http://www.j24usnationals.com), and pictures are available through Mark Puariea Photography at [www.markpuarieaphotography.com](http://www.markpuarieaphotography.com).

# USJCA Report



**Mike Ingham, Tim Healy, Scott Ikle, Quinn Schwenker and Gordon Borges are the 2013 US National Champions.**



# USJCA Report



Launching boats at the 2012 J/24 Worlds, Rochester, NY

I've also prepared a safety report on lifting straps for J/24s. I report this incident to the IJCA in an effort to help promote safety for members of the IJCA recognizing that many of our fellow Class members routinely lift our boats. While I am not personally aware of other incidents similar to this one that may have occurred to other J/24 Class members around the world, I would ask the IJCA to ask its national Class members to report other incidents they may know of since it affects all boat owners. Perhaps the IJCA can write some recommendations for its member nations so that this never happens again. Certainly some increased awareness is always a good thing.

# A Safety Report on Lifting Straps

By Lambert Lai, USJCA



The “Guilty” lifting strap

On a Sunday morning in June, one of my J/24 Fleet 41 members was launching his boat. After picking the boat up on the hoist, he slid the boat back on the trailer on its way to the water when the strap broke—dropping the boat about four feet back from the trailer’s keel shoe. The boat and trailer did a “Wheelie” (the rear of the trailer hit the ground), trapping and dislocating his ankle. Fellow club members came to his rescue and managed to get the boat back on to the trailer. My friend was taken to a local hospital where surgeons reduced the dislocation, and he ultimately was discharged home.

We are all grateful the boat dropped back onto its trailer. Certainly, the outcome could have been much worse if the boat had been further back off, or completely off, the trailer.

So far as I personally know, there have been no other incidents like this happening to other J/24 members in a long, long time. The last one I heard about was in Kingston, Ontario, Canada over 28 years ago where a boat was dropped, badly injuring the unlucky sailor standing under the boat.

I took a look at the boat and broken strap. A photo of the Nylon strap is shown. As you can see, the strap broke cleanly right where it wraps under the lifting bar. The strap was at least 20 years old.

How often should your strap be replaced? According to OSHA (US Occupational Safety and Health Administration), there is no recommended minimum. You should just inspect your strap every time it is used for any signs of wear or discoloration. If you have any concerns at all, replace it. Since lifting straps lose up to 15% of their rated strength when wet, I keep my strap dry and out of the sun. Don’t forget that sunlight and UV exposure also degrade nylon (and polyester) straps. According to OSHA, the safest recommendation is to use a strap rated at a minimum of 150% of your boat’s total weight. Most lifting straps incorporate red threads into their construction. If you see any signs of them, it is a tip-off that they should be replaced immediately. I see many lifting setups where boat owners take a single length of strap, lead it under the lifting bar over the keel and back to a hoist’s hook. While this is a much lighter setup, it exposes the lifting strap to wear right at the lifting bar. Since it would always be loaded at the same place every time, the strap gets

# A Safety Report on Lifting Straps



My lifting strap for 5020

exposed to a sharp angle at the very same place every time. IJCA Technical Committee Chair Tim Winger suggests boat owners secure a piece of HDPE plastic under the lifting bar to pad the area where the strap will carry the weight. You can also purchase lifting straps with pads sewn into them.

I use a 3 inch wide by 5 foot strap rated at 4,800 to 9,600 pounds (shown in picture). It has overbuilt "D" rings sewn in which hold the lifting bar. The setup guarantees that the strap itself is never subject to bending under the sharp edge of the lifting bar. I inspect it every time I lift my boat because when you think of all the times you, your crew or family stand under your boat while it is up in the air (whether cleaning and polishing the bottom, working on the keel, or just launching and hauling your boat), well,

you get the picture. You, or someone you care about, is at risk. Tim Winger says, "Limit your time under a hanging boat as much as possible, since that situation always puts someone at risk. Shift the boat on the trailer in order to clean and polish the areas you cannot reach when it is in its normal position on the pads and keel shoe."

If you know of any other incidents similar to the one described above, let me know and we'll pass it on. A little knowledge can be a good thing!

Here's wishing everyone a successful and safe sailing season!

See you on the water!

## Reference:

<http://www.osha.gov>

## Sling Safety:

<http://www.osha.gov/doc/outreachtraining/htmlfiles/slings.html>

<http://www.uscargocontrol.com/Lifting-Slings/How-to-Choose-a-Lifting-Sling>

# Mexico Report

By Polo Farias



Mexico's J/24 Class has been very busy with several International events taking place in 2014.

The North American Championship will take place on the waters of Bahia de Banderas (Vallarta) from March 16th through the 21st. This is definitely a regatta NOT to be missed, so mark your calendars and make plans to attend this event which will be part of the Copa Mexico in its third edition. Those of you who have attended the past two editions or the 2007 Worlds there can attest to the excellent sailing conditions at Bahia de Banderas (Vallarta).

With winds shifting from 10 to 15 knots and gusts of 18-20 and more, varying conditions from race to race, beautiful warm weather and great hospitality make it arguably one of the finest venues worldwide to practice our sport. The bay is one of the largest in North America and is easily accessible by many of the large airlines with direct flights from most of the major hubs in the USA and Canada, as well as Latin America and Europe, making it convenient to get to/from wherever you are visiting us from. The host club will again be the La Cruz Yacht Club located at the Cruz de Huanacastle on the north side of the bay.

# Mexico Report



They are ready to receive all of the participants with their accustomed excellent hospitality. The town itself, not long ago a sleepy fishing village, has seen tremendous growth recently due to the marina. Many great restaurants cater to every palate from international cuisine to real authentic Mexican food from both the region and the country. There is also a chandlery and spare parts store with a huge selection within walking distance! Close by is the town of Puerto Vallarta offering a taste of a real Mexican town with its cobblestone streets and buildings hundreds of years old, art galleries and exquisite food for all tastes, plus night life that is unparalleled!! This alone would be reason enough to visit this beautiful bay, but if you add the superb sailing and weather conditions, plus friendly people and great parties, it is definitely A NOT TO BE MISSED REGATTA!



# Mexico Report



Another important International event taking place in Mexico next year is the Central American and Caribbean games to be held in Veracruz on the coast of the Gulf of Mexico to take place November 2014. This regatta is part of the Olympic classification rounds for our region and is held a year before the Pan-American games, every four years.

# Mexico Report



On a local note, the first semester championship, with a participation of 39 boats, was won by Kenneth Porter and his crew, on board *S Comex*. Second place went to Miguel Arroyo and his crew on *Chile Manzano*. We are very happy to see local Valle de Bravo crews placing well in these championships due to their consistency. Third place went to Javier Velasquez and his crew consisting of officers and cadets from the Mexican Navy on board *Trinquete*. Again we are proud to see the Navy's efforts to promote sailing within its ranks paying off! Fourth place went to Eduardo Porter and his crew on board *Carisma*. Well sailed Gordo, keep it up!! Fifth went to Peter Weigandt and crew of young talent on board *Bruschetta*. The second semester championship will consist of six races, one per month from June to November. Good luck to all...

# Mexico Report



# Mexico Report



There will be more regattas than these which will not count for the semester. Please look at our schedule at our website <http://www.j24mex.com/>.



# Mexico Report



Our National Championship will be held at our Independence Day Regatta, September 14, 15 and 16 hosted by the Club Nautico Valle de Bravo (Coporito) and sponsored by Comex, once more. This event is open to all participants who would like to attend. It will be a multi-class event with an independent course for the J/24s. We are expecting upwards of 40 boats at this event as things will be heating up for the North Americans and the Central American and Caribbean games.

Fair Sailing!

# Japan Report



JPN NJCA has supported the IFDS Blind Sailing World and International Championship 2013, organized by Seabournea Yacht Club in Sagami Bay, Miura Peninsula, Japan, by supplying 21 very balanced J/24s.

The six-day regatta successfully completed 15 races in winds varying from light as 6 knots to heavy more than 20 knots. Broadcasted by one of Japan's major TV broadcasters, this event made a good opportunity to introduce sailing and J/24 to the public where they normally know nothing about sailing in a country where sailing is a minor sport, and created a nice momentum within the sailors in Japan.

Our 2013 Japan National Championship will be held in Nishinomiya from 21-23 September, where the J/24 World Championship was held in 2001. We are trying to use the good pressure produced by the Blind Sailing Worlds, and lead this regatta to a success as well.

# Hungary Report



## Lake Balaton

The largest central European sweet-water lake is home to a lively sailing scene, and Hungarian J/24 teams are eager to travel abroad to learn and prove their skills internationally. J/24 sailing on Lake Balaton jumpstarted in 2008 with the Europeans held for the first time in Hungary. Since then the J/24 fleet grows steadily.

Andras Aliban (HUN-2) reports:

First a recap of the year 2012: the "One Design Trophy" (series of six fleet-race events throughout the year) was dominated by the team of Sail4You (HUN-2, skippered by Erik Hercsel aka. "Mr. Class Captain").

The National Championship was organized at the westernmost end of Balaton (Keszthely) at the end of July. Marina Phoenix presented the 18 gathered boats with a warm welcome and great hospitality. Seven of the planned ten races were held (one to discard) in the light winds during the four days, and just as in the year of 2011 (and 2010) *Budapest Bank* (the former Finn Olympic sailor Farkas Litkey, HUN-11) and his crew became champions,

followed by *Compass* (helmed by another Finn Olympic participant Antal Székely, HUN-77) at second and *NordTelekom* (Gábor Makai, HUN-14) at third place. Full results: <http://www.j24.hu/images/2012bajnoksag.pdf>

Roaming "Huns" were gathering some international experience as well for the Worlds in Howth (HUN 11 finishing 13th), and in the Europeans in Sardinia (HUN 64 placed 16<sup>th</sup> overall).

Racing began late in 2013 due to the long-lasting winter, but at the end of April the One Design Trophy of 2013 could start under perfect conditions at Balatonkenese (five races). After a month-long break, the fleet moved to Siófok (five races), then to Balatonföldvár where only one race could be held. Csepak was the next venue in the second half of June, where HUN-14 *NordTelekom* dominated the event by winning all three races.

# Hungary Report



Again two Hungarian teams tested their skills at some J/24 events in Europe: Litkey (HUN-11) finished second at Pasquavela only three points behind *La Superba* and pulled off an eighth place at Kieler Woche, while HUN-64 finished 11<sup>th</sup> at the wave-riding Italians in Anzio.

J/24 fleet racing is put to a hold for July as the high-season of international classes unfolds: Laser Worlds (<http://www.balatonlaserworlds2013.com/>) and Optimist Europeans, while all local sailors gear up for the prestigious Blue Ribbon round-the-lake race at the end of July, which the HUN-11 skipper Litkey and his J/24-based team aims to win the 11<sup>th</sup> time. The Blue Ribbon draws massive attention both domestically and abroad, with a fleet of around 600 with some of the fastest single-hull "liberas" in the world. It is the largest round-the-lake race in Europe. Follow it on <http://www.kekszalag.hu>

Apart from individual participations in various events, J/24 fleet-racing will re-start in the autumn, with a series of J/24 fleet races: "Builders' Regatta" in Balatonfüred will kick-off the second part of the J/24 season on September 6, followed by a One Design Trophy event at the same place on the 7<sup>th</sup> and 8<sup>th</sup> while leading up to the National Championship (September 12-15 at Balatonkenese), to which the participation of international teams of Germany, Italy and possibly the USA is under discussion. The Nationals is planned for 10 races in four days with approximately 20 boats, accompanied with a joint breakfast and other social events every day to make sure that the party only stops for the time of the races. Lake Balaton is not only an international sailing venue but one of the freshest tourist destinations in Eastern-Europe: its unspoiled natural treasures, the world-renowned wine and gastro culture, and the famous Hungarian hospitality make any international event unforgettable.

# Hungary Report



See our main races collected at our website:

[http://www.j24.hu/index.php?option=com\\_content&task=view&id=240&Itemid=1](http://www.j24.hu/index.php?option=com_content&task=view&id=240&Itemid=1)

Should you have any question about the fleet or our events, please don't hesitate to contact our representatives:

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# Lambert Modifications

By Lambert Lai, USJCA

The IJCA modified rule 7.1.9 this past winter to allow the use of shock cord for three specific purposes—including its use to bring the backstay up to its unloaded position. I developed the following modification and have tried it out this spring. I can vouch that it works well and does help keep the untensioned backstay lines off the driver. Now all you have to do is throw off the backstay and this keeps the lines off you when you tack or gybe the boat.

This is only what I came up with. I am sure other J/24 owners have developed their own methods, and I would love to see what you may have come up with. What's important here is that the Class Technical Chair says "It's legal."

## Equipment and material

9 feet of 3/16 inch shock cord (\$0.61 a foot at West Marine)  
One 16mm Harken micro block (part #404 in the Harken catalog) \$14.20 Catalog price. Weight 0.33 oz. working load to 250 lbs. (113 kg)



One 16mm micro block with becket (part#405 in the Harken catalog) \$16.20 catalog price. 0.5 oz. working load to 250 lbs. (113 kg)



Two 6-10 inch lengths of 2mm (1/12") Marlow Excel Pro line (breaking strength 92 kg or 203 lbs.) or similar

## Installation

I tie the Harken micro block with becket to just above the triangular plate assembly where the backstay joins the split backstay. Then tie the other micro block to the split backstay blocks which are usually held together by a single shackle—depending on your own boat's setup. Then tie the shock cord to the micro block becket, reeve the cord through the blocks and tie off to the pushpit as shown in the photo. This set-up gives you enough shock cord length so that you can still pull your backstay all the way down to the stern pushpit, yet has enough power to pull the backstay blocks all the way back to the top.



## Reference:

IJCA Rulebook, April 1, 2013

7.1.19

The use of elastic (shock) cord to adjust the standing or running rigging with the following specific exceptions:

- a) to hold down sails.
- b) to return the backstay adjuster toward the untensioned position
- c) a single length stretched around the mast and/or across the cabin top behind the mast for the purpose of retaining rope tails.