

Hit the Mark!

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OFFICIAL NEWSLETTER OF THE VICTORIAN J24 ASSOCIATION

EDITION 16 . AUGUST 2014

Winter Nearly Over?

By the Editor.

More excited than a teenager getting naked for the first time, Spring is ready to do just that and we are a little over half way through our J24 winter sprint series. An average of 8 boats have started each race day, a fantastic result I am sure you will agree, especially given the tragic Victorian trait of over dramatising any temperature below 24 degrees... and above 24 for that matter. And really my fellow Victorians, there's no need to phone the police just because it is raining. Personally I have sailed every winter race, bar one, and the coldest I ever got was taking water off my boat.

I am prouder than a new dad to see our winter sprints being a success but also it is also heart warming to see the J24 presence in SYC's Mercedes Benz Winter Saturday 'Round The Sticks Series. (There's a title!!) *Jet* skippered by Simon Grain and *Amazing Grace/Melbourne Sailing* skippered by Bruce Alexander have been making a mark on the club fleet and that is something we can all take pride in. Other J24 bods have been involved crewing on bigger boats and you can see them beavering away on *Fast Company*, *White Noise*, *Adrenalin*, *38 Degrees South*



and *Johnny B. Good*. Indeed *Fast Company* was steered into first place, AMS, two weeks in a row by one of our very own!! *Johnny B Good*, steered by J. Neville Esq, has come 8th a few times... which is quite good. All of which is a very fine testament to the greater integration of J24 folk into club life and racing that we set out as one of our goals last year. Only the other day I heard a 'club' skipper say "Any J24 sailor can crew on my boat anytime" My chest nearly exploded with pride. Though I have to say I am glad it didn't as I'd my best shirt on.

As ever during winter there has been a bit of musical boats going on. Bruce Alexander has bought *Amazing Grace* and brought it over from Adelaide. *Kicking Bottom* has had a name change to... wait for it... (drum roll!!!!)... *Kicking*. (were you up all on night deciding that Ronnie???) *Kicking* has also had the green paint removed and is now the colour of a Ritchie Benneau sports jacket. (white, off white, china white, ivory or bone, take your pick) Lurverly. That's a big YAY! for all of us... no more green skid marks on our Js!! Ronnie has hit more boats than Ringo Star has hit drum skins. *Jet* has had a hull refurb' and looks brand new. FYI; *Dolly*, *SDM* and *Excite Your Senses* are all for sale and at very affordable prices may I add. Go on, you know you want to!

Articles not to miss in this issue. Simon has written about how to get ready for the season ahead and Hugo has written about, er, how NOT to prepare for a regatta. Don't ask! Just read! The AWKR (look it up) report is, er, different... you could call it bold and most certainly you could call it honest... and there's a Winter Sprints report. And, a notice about our AGM/Pool Comp/Curry Night. Pour yourself a dram and enjoy.

Hugo Ottaway... Aerial Circus Act???

(no, he does not defy gravity)

by Hoss Pital

Do not fall off ladders. Write that down! As most of you know, Old Huges, AKA The Maestro, AKA Hugo Ottaway fell off a ladder whilst at his work. He broke his elbow in ten places and his leg in two... along with all of our hearts! C'mon old boy... read your OH&S!!!!

As you will imagine Hugo enjoyed a steady stream of J24 visitors (mostly from the folk he owes money to... nuff' said) and also from the club, including two visits from the Commodore. (no money owed there I am told... which makes the Commodore's visit even stranger). Hugo asked this correspondent to pass on his very sincere thanks to all who made the effort to call in and sit through his long stories and tall tales and the blow by blow account of his accident.

This "mere inconvenience" hasn't stopped Hugo heading off to New York on the 11th August and only 12 weeks after the injuries. In the sprints of Sunday 27th July he steered his boat to two bullets! Talk about getting beaten by a bloke with one hand tied behind his back!

So.. from all of us... HUGO!!!... Go win in New York!!! (Use two hands mate!!)



Summer Racing

by Seamore Marks

Buckle up cowboys, here it comes! 12 sprint days over the summer providing 48 races. Add to that the State Titles and we get 58 races. Throw in the fiercely contested Thursday Twilights and we get 82 races... now add the Nationals in Adelaide; gives a grand total of 92. Too brilliant! Summer Sprint dates now shown below.

October	12th, 26th
November	9th, 23rd
December	7th, 21st
January	18th
February	1st, 22nd (weekend J24 trip 7- 8th)
March	1st, 15th, 29th
April	18th-19th VIC STATE TITLES

The other exciting news is that the first day of our State Titles will now also incorporate The SYC Centenary Cup. Basically this means that the top of the leaderboard on day one wins the J24 SYC Centenary Cup. And just in case you are reading this in the grip of an alcoholic blur (present or post... both are applicable) and you can't figure out your teaspoon from your willie (if indeed you own such a thing)... the whole club will be on the water in some shape or form and we will be there showcasing our amazing wee boats and ferocious racing! Yay again us! Add to that that the bar will be packed, live music will be throbbing and there will be a buzz in the air last only felt when The Beatles came to town. (If you do not know who The Beatles were, ask an old person. Simon, Hugo, Ronnie, Hershell, Fitzy, Mike, Johnny Neville, Pete Moulang... Robyn... they all know... er, if they can remember. Do not ask Doug... he's way too young).

Guess What!!????????????

Good and Great and Happy, Happy News!!!! Mike and Deb got engaged in July!!! Wishing you both long life and happiness together from every single one of us Crazy Js!!!!

J24 Vic Association AGM – YOUR! AGM!!!... Vote SEX Party!!!

by P. Enishead

I'm joking of course... The Sex Party will not be getting involved... though... parties and sex are never far apart, but that, as they say, is a whole other ball game... and the puns just keep coming. And there's another! Someone bite me!

OK... seriously. Our AGM will be held on **Saturday 13th September**, starting at **6.00pm sharp**. Now... sit down. The evening will also include a boat on boat pool competition and a smorgasbord of curries and Indian fancies. May I add that Indian Fancies have nothing to do with The Kama Sutra.

The food will be cooked, once again, by the incredible Deb, for whom we give great thanks! Our gratitude is also, once again, extended to Mike Lewenhagen for hosting yet another J24 get together. Please note that there will be a small fee for the food of \$15. Please BYO grog. A formal notice of the AGM, together with the agenda and election will be sent out in due course, as we are legally obliged to but for now get this date in your diary and be there. The meeting will be held at Mike's place, 7 Scott Street, Beaumaris.



Heaven Knows No Joy as a Woman Who Has Just Won The Australian Women's Keelboat Regatta

By F. Boa

Hyperactive! Hyperactive again! Have won The Australian Women's Keelboat Regatta! Winning 5 from 6 races they simply blasted the RMYS assembled fleet and held the trophy aloft. The facts are that they have won it three times before on PHD and twice on AMS. This most recent victory they won AMS 2nd Division but on corrected time actually beat all the Div 1 boats. (Reporter's note; I just loved writing all of that!) The crew of Amanda Aylward, Mary McCauley, Robyn Coombs, Kirsty Harris and Joelle Roderick, although somewhat pulled together at the last moment, "jelled like white on rice... and got it on like Donkey Kong" to

quote proud boat owner and trimmer Robyn Coombs. "We really enjoyed every single second out there and every single second in the bar. I really couldn't have hope for us all getting along and working so well together... I mean, we only met Mary on the morning of the event!!!! It is true; Bitches Be Crazy!!!" Er, OK... if you say so happy pants! Either way, a huge result and once again J24s leave what are supposed to be superior craft, in their wake. Go The Women!! I am singing Hyper, Hyper, Hyper to the tune of Quando, Quando, Quando (an Italian pop song from 1962... Robyn knows all the words... see reference above re 'old')



Winter Racing Report

John Neville

Well, the winter series is underway and it is BIG. How big you ask? Well, big enough that Bruce Alexander upgraded his hull, not just his sails, so he could have a crack.

So far, out of the five weeks, we have managed, four mornings of sailing and got through eight completed races. What has been great is that we have had fleets of 7-8 most weeks and upwards of a dozen boats are entered.

Out front is *By the Lee*. But with 30% drops available, anyone can win. Even the winter haters—*Pacemaker*, *Hyperactive*—are still in it if they turn up!

Next race week, Sunday, August 10th is a big day, with a sausage sizzle and presentation from North Sails rep, Aaron Cole, after racing. Hope we see you all down there.



J24 National Review

by David Suda – President J24 Australia

We are flying through winter! Hurling towards another bumper summer season for the J24 class. While there is much to report about Sandringham there is also plenty happening around Australia and overseas.

Most of the exciting action in recent months has taken place in NSW, where the J24 fleet in Cronulla has run a very successful regatta over the Queen's Birthday weekend. The regatta in Cronulla had 14 boats racing, that is unbelievably two more entries than we had for the NSW Championships in November last year, which had three interstate visitors to reach 12 boats. It is also one boat more than we had for the Nationals in January on Sydney Harbour, which had five interstate entries for a total of 13 boats. The Cronulla fleet is being brilliantly aided by Mick Reynolds and with great assistance from National Vice President Simon Grain, who has worked closely with the fleet in recent years to help make the boats competitive against the very experienced Sydney Harbour J24 fleet. The success from this regatta has generated a great deal of enthusiasm from those who competed and it's safe to say the event and the fleet will only get stronger from here.

The Sydney Harbour J24's are also working towards a more combined racing program that will hopefully see the usual suspects racing together most weekends from Middle Harbour Yacht club over summer.

The next major event is the NSW State Championships which are again at the popular Royal Prince Edward Yacht Club on Sydney Harbour. You can expect to see a few more boats there this year as the Cronulla fleet look ready to take on the Harbour. The regatta will be held on November 1st and 2nd with the NOR available soon.

In South Australia they are preparing to host another great National Titles at the very welcoming CYCSA again. They have never let



us down when it comes to great racing, better weather and a very warm welcome. If you have had the pleasure of racing in Adelaide before then I am sure you are already planning on going. If you haven't been to a Nationals before or Adelaide for that matter, then do yourself, your crew and your family a favour and be there. The area is filled with great accommodation options if you start planning now, and the club has heaps of room for the J24's. This year's format should suit everyone, with the event being run over four days, each filled with exciting yacht racing. All the details are on the J24 website, so don't leave it until it is too late (*Hyperactive!!!*) and start organising yourselves now. My accommodation is already booked!

The 2014 J24 World Championships are being held at Newport RI in the USA this month, with 72 entries confirmed when I checked so it should be a great event. Multiple and reigning World Champion Mauricio Santa Cruz from Brazil will start favourite, but there are plenty capable of causing an upset including local Tim Healy or Rossi Milev.

If you would like to be involved in a J24 World Championships then get along to the Nationals in Adelaide so you can qualify for the 2015 Worlds to be held in Germany in late August next year.

Dave Suda

National President J24 Australia

New York, Part 1

By Hugo Ottaway

The first part of what NOT to do prior to a regatta...

The Background

Royal Melbourne Yacht Squadron has been invited to send two teams to compete in the Dennis Conner International Yacht Club Challenge 2014, on New York Harbour hosted by the Manhattan Yacht Club. The event is sailed in identical J24's, of which they own twenty. RMYS also sent two teams in 2012. This year RMYS member Cherry Birch who is the only one of the 2012 team going again, asked me to put together a crew to form RMYS Team B. Team A is made up of Members from RMYS, who have been practicing over winter with our Sandringham Yacht Club J24 fleet, Team B is three members of Bruschetta VI. They are James Torode, Sean Bly and myself with Cherry from RMYS.

The list of countries who are competing is truly exotic. Morocco, Turkey, China, Japan, South Africa, Bermuda, Ireland, France, Denmark, Norway, Germany, Switzerland, America, Argentina and Australia are all represented. The entry is capped at 20 boats and all the places are filled.

The Rules

The rules of the regatta are interesting, all the boats are owned and supplied by the club, they are rotated after every race, cannot be altered or tuned, and the only equipment you can bring is a spinnaker. A member of the Manhattan Yacht Club sails as one of the crew, who can be active or not. This effects the game a lot, it evens out the playing field, and all the tuning knowledge is out the window as you can only explore the conditions, crew work and hope that the practice you invested in over our winter will make any given J go quick.

The Planning

The RMYS teams met several months ago and set out a list of events and regattas that we could use to build on in the lead up to the regatta. Whilst Team A has been competing in the Australian Womens Keelboat regatta at RMYS, Team B planned to take Bruschetta VI to the J24 Winter Regatta at Cronulla Sailing Club, and then compete in the J24 Winter Series at SYC. It is here where the wheels truly fell off.

On the eve of our departure to Cronulla, I took a dive off a ladder knocking myself out, breaking a leg and elbow. Team B's planning was in disarray, the regatta was cancelled and training put on hold. Our saving grace was advise that I should be mobile enough to

travel and possibly sail in three months, the exact date of the regatta start. Our only constructive plan was to research the extremely difficult conditions that surround New York harbour. With expected light wind and strong tidal effects, the idea was to explore the Battery Point currents and tide tables, this makes great reading, all 30 pages of it if your an insomniac. During the months of recovery, I have had enormous support from the sailing community at large, visits and calls from many J folk, the Commodore and staff of SYC and an offer from David Suda to step in if I couldn't make it (that really spurred me on, thanks David). All of which helped us get back on the horse again.

With our departure two weeks away we finally went for our first sail in perfect 10 knot southerly, despite a few restrictions at the back end of the boat, it actually went well as Sean and James jibed and tacked the J up and down wind off SYC. Cherry who was away with work, had arranged to meet us for the last SYC winter race before we leave, it was here where another wheel fell off our somewhat crazy team bus when Cherry fell head first down a stair case ending up in hospital for two days. Despite her injury, she made it to the boat and we set sail for the only race we could manage before we leave.

The good news was that we won both races, Cherry and I managed to survive, and the weather was perfect J 24 sailing with mid to top end genoa conditions.

This has been without doubt the worst preparation I have done before a major regatta, however we have a great crew, and hopefully we can hang in there in two weeks time.

Stay tuned for Part 2, my report of what happens...



Don't get caught with your pants down!

by Simon Grain

Melbourne has just turned in the coldest day of the year and there is snow on the Dandenongs. You're over winter and ready for summer, of course you are. But is your boat? Yes, remember the poor little boat out there in the cold, freezing its winches off. Is it ready for summer?

Probably 80% of our fleet isn't prepared, hasn't been checked and probably won't be by the time October comes around. You'll be madly scrambling for crew and the boat will still be forgotten. You could change this and know that your boat is ready to play in the sun.

So what would you do? Here's a short list...

Pick the next fine day and go and pull all the crap out of your boat, I mean everything that isn't screwed to the boat, pull it all out and sort it out. Throw away all the stuff that is out of date, not working or just plain not needed. Clean and dry what is good, replace what isn't. Clean the inside of the boat. That means get a spray bottle of deck cleaner, mould killer, detergent etc. Put on a facemask and spray the whole inside of the boat. Let it sit for a bit

and then get the pressure hose and wash the inside of the boat out (be careful of the fumes) and then bail all the water out and towel dry. I hate filthy boats!

How long since you looked at your mast? No I don't mean up there. I mean pull it out and get it down on a couple of saw horses. It's easier than you think. Check the rigging and halyards by running your hand over every centimetre, replace anything that is worn, check sheave boxes, wind pennants, fittings for corrosion and then give the mast and rigging a clean and a polish and put it all back together. Time to see what's working and what's not on the deck. Carefully go through all your deck hardware and fix or replace anything that isn't working. Pay particular attention to your winches, pull them apart, clean and regrease them. Have a good look at the sheets, control lines, lifelines etc., check both the casing and the core by running your hands over them, look for UV damage, most of you leave your halyards out in the sun. Dumb, but easier than putting it all away each time. We have new regulations that mean most of the sheets and halyards are way too heavy, so now is a good time to change over.



Pull your sails out and check them over, send them off to your sail-maker to get worn and torn things fixed. Sam Haines is at the top of the road - you could walk them up there! No excuses.

OK, now you can start putting it all back together knowing it's going to work and not break, the crew will be happier and you will have gotten out of a few jobs at home while you did this.

I could give you more detail but Doug tells me I am out of words - way over !

Talk to me if you want to know any more detail.

Simon

