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2024 J/24 European Championship, **Irish Boat *Headcase*** Wins Second Consecutive Title

INTERNATIONAL PULSE



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Photo courtesy of Christopher Howell

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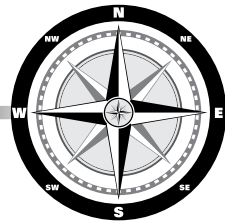
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2024 J/24 European Championship, Irish Boat *Headcase* Wins Second Consecutive Title

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Photos courtesy of Christopher Howell

Sunday saw the conclusion of the J/24 European Championship organized by the Yacht Club Costa Smeralda with the International J/24 Class Association, the Italian J/24 Class Association and the support of title sponsor Range Rover. The Race Committee held three races, with a Mistral wind blowing at 10 to 15 knots, thus completing the maximum of 10 races set out in the schedule.

With precise maneuvers and a 1-2-5 scoreline for the day, the defending European champion Irish boat *Headcase* once again claimed the top spot in the blustery waters of Porto Cervo. "We're really happy," commented Cillian Dixon, helmsman on *Headcase*, "It's like a dream to have won the J/24 European Championship again. We are really satisfied. Today was a difficult day, we pushed the boat to the maximum and sometimes it didn't go exactly as we would have liked. We handled an equipment failure well, and in the end we achieved an excellent result."

In addition to helmsman Cillian Dixon, the winning crew for the J/24 European Championship was made up of Sam O'Byrne, Ryan Gylmn, Marcus Ryan and Louis Mulloy - a close-knit group of sailors and friends who also took victory in the Corinthian classification.



Second place, with a 9-point gap, went to *La Superba*, representing the Italian Navy (Marina Militare) with Ignazio Bonanno at the helm alongside former 470 World Champion Gabrio Zandonà on tactics. They put in a good attempt to catch the provisional leaders today, but a 4-1-2 scoreline was not enough to oust *Headcase* from pole position. Third place went to the Hungarians on *J.Bond* who, after scoring a second and third place in the first two races, concluded the final race in 11th place.

Ignazio Bonanno, helmsman of *La Superba*:

"Congratulations to the Irish crew on *Headcase*, they were really good. We tried to make life difficult for them until the very end. We are satisfied with our result, an excellent second place. With the strong wind yesterday, unusual conditions in the Mediterranean, we had little speed on the upwinds, we tried to modify the set-up but we are not used to strong airs. Today's performance, on the other hand, was excellent."

Today's first race started with the Mistral at around 16 knots, with the fleet largely on the favored left-hand side of the course, and saw *Headcase* bag their sixth race win with a clear lead over the rest of the fleet. Second were the Hungarians of *J.Bond*, and third the Germans of *Hungriger Wolf*, who concluded the Championship in fifth place overall. In the second race, the Mistral dropped to 10 knots, opening up more tactical options on the right-hand side of the course. A photo finish on the line went to *La Superba*, who sailed the last downwind leg in cleaner air, arriving at the finish line together with *Headcase*, second, and *J.Bond*, who took third place after dominating in the first three legs of the race. The wind picked up again for the third race of the day, and the bullet went to one of the leading local crews, *Vigne Surrau* helmed by Aurelio Bini. This final win brought the team representing CN Arzachena to finish in fourth place overall, the top-placed crew from the Sardinian fleet.

The J/24 European Championship 2024 embodied the core values of this historic class: inclusiveness and fair play. There were a significant number of women on the water, with many mixed crews taking part. The J/24 Class also welcomes all ages: from the youngest competitor,



17-year-old Mattia Gelsi, on *Furio & Fantaghirò*, to Massimo Mariotti, owner of *Avoltore* and Honorary President of the Italian J/24 Class, who continues to race with great enthusiasm at 86 years of age. A notable example of the Class's fair play was the gesture by the German crew on *Vitesse*, after a collision yesterday - in which they were at fault - prevented the Australian team from continuing in the event, they lent them their boat to compete today. A packed prize-giving ceremony took place in Piazza Azzurra, attended by Giovanni Tamburi, Vice President of the YCCS Board of Directors, Marco Santucci, CEO of Jaguar Land Rover Italia, and Pietro Diamanti, President of the Italian J/24 Class.

Edoardo Recchi, YCCS Secretary General and Sports Director: "We are delighted to have welcomed the J/24 Class back to Porto Cervo, after the last European Championship was held here in 1989. The atmosphere of this event was particularly enjoyable, marked by the friendly yet competitive spirit typical of the Class. Despite no racing being possible on the first day, the range of weather conditions over the following days allowed for the completion of all 10 scheduled races. It was thrilling to see

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Photos courtesy of Christopher Howell

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the large fleet of J/24s competing in the waters off Porto Cervo, with Mistral winds reaching up to 16 knots and Scirocco winds exceeding 20 knots. Our congratulations go to the Irish team on *Headcase* for their victory, and to all the participants for their sportsmanship. On behalf of the YCCS, I would like to thank the International J/24 Class Association and the Italian J/24 Class for their collaboration in organizing this event, and our partner Range Rover for their support as title sponsor."

Pietro Diamanti, President of the Italian J/24 Class: "When it was suggested last year to come to Porto Cervo, we were proud to accept. I am pleased to see almost 50 participants, achieving such a significant number is not easy. The organization of the event, both at sea and ashore, has been perfect, and for that I would like to thank the Yacht Club Costa Smeralda."



Photos courtesy of Christopher Howell





RACE DAY ONE RECAP: Friday was a busy day for the fleet of almost 50 J/24s competing in their European Championship on the waters off Porto Cervo. No less than four races were held, making up for the stop caused by Thursday's strong Mistral wind, and ticking off the minimum number of races required to make the Championship valid.

The event is organized by the Yacht Club Costa Smeralda with the International J/24 Class Association, the Italian J/24 Class Association and the support of title sponsor Range Rover.

Clear skies, sunshine and the island of Caprera in the background were accompanied by a much more manageable Mistral breeze compared to the day before, blowing between 16 and 12 knots and rotating northward. These are some of the classic elements that make Costa Smeralda an ideal racing location, and which allowed the first four hard-fought and entertaining races of the Championship to take place. When conditions are as perfect as they were, seeing such a large fleet sailing compactly, with intense battles at mark roundings and photo finishes on the line, is a spectacle in itself, even beyond the sporting aspect.

When the Mistral blows, the left side of the racecourse, closest to the coast, is generally favored, even when the wind pressure may seem better on the right side, which proved to be true in the first race of the day. With the breeze rotating and growing lighter, more tactical options opened up for the following races, generally favoring those who started in a central position on the line.

Victory in the first race went to the Hungarian boat *J.Bond*, helmed by Baladz Tomai, with a Corinthian crew who posted the most consistent results (1-4-7-6), and the only one to avoid going into double figures. Contrary to what the scoreboard might indicate, their best race was not the first, but the final one, where they pulled off an excellent recovery after a difficult start which forced them to come back around the pin end and start last.



Baladsz Tomai, helmsman on *J.Bond*: "The weather conditions were challenging but fantastic. The schedule was to complete four races, and it was followed to the letter. Thanks to good starts, we managed to maintain a very good average of results. Only in the last race we didn't get off to a good start, but we managed to recover during the course of the race by looking to sail as much as possible in clean air."



Photos courtesy of Christopher Howell



Photos courtesy of Christopher Howell

Ireland's *Headcase*, the reigning European Champion with Cillian Dixon at the helm, showed their pedigree with two bullets and a third-place finish. Having seemed to be firmly in the lead, the last race of the day brought a bad start and left them "squashed" in the middle of the group, closing in 14th position, a result that leaves them in second place overall in the provisional ranking, just one point behind *J.Bond*. Their noteworthy victory in the second race was obtained at the last gybe, just meters from the finish line, at the expense of *Jamaica*, owned by Pietro Diamanti, President of the Italian fleet and fourth in the overall ranking. Once five races have been completed, competitors will have the possibility of discarding their worst result, meaning that the field is still wide open.

Cillian Dixon, helmsman on *Headcase*: "It was a beautiful day with fantastic weather conditions. The Race Committee did a great job of enabling us to catch up on the races that couldn't be sailed yesterday due to the



strong winds. We won two races, and the first one was close, everything was decided on the last downwind gybe. The second was just perfect, we started well on the right side and managed to stay ahead of the fleet for the whole race. The last race proved to be tricky. The fleet is very competitive, and if you don't start well, it's difficult to recover. In any case, we're happy with the position we're in. There is great teamwork on board, and we put in a lot of effort."



Photos courtesy of Christopher Howell



Third place in the provisional overall classification, just two points off the top, is *La Superba*, which represents the Italian Navy and is the current world vice-champion, helmed by Ignazio Bonanno with Gabrio Zandonà on tactics. After a first race that saw *La Superba* forced to climb back up the fleet to finish 12th, the remaining results were decidedly more consistent: 3-2-3.

RACE DAY TWO RECAP: After Friday's four races in a Mistral wind, on Saturday the fleet sailed a further three races in a Scirocco breeze that built from an initial 12 knots to reach 20-22 knots. Steep waves of over a meter high made for challenging conditions for the fleet, which demonstrated impressive technical ability on the racecourse.

Reigning European Champion *Headcase* was the uncontested star of the show, claiming victory in all three of the races held. The Irish team proved themselves to be a cut above, thanks to great teamwork and having trained in similar conditions. With five bullets and a third-place finish, *Headcase* leads the provisional classification with just eight points in total and one more race day to go. From the fifth race of the series, each team can discard their worst result - a 14th place on the first day in the case of the provisional leader.

Louis Mulloy, bowman on *Headcase*: "We came away with three bullets, but it was pretty tricky racing. In the first race, we only managed to get to the front of the fleet on the last downwind leg. In the second race, we really had to work very hard to get into that lead position, and even harder to hold onto it. In the last race, the breeze was building again, and we got into conditions that we are comfortable in, we pushed really hard, and we're happy to have come away with another bullet in that one as well."



La Superba, representing the Italian Navy, sits in second place (two fourths and a second place Saturday), on a total of 18 points. In third place with 33 points is *Jamaica*, owned by the President of the Italian J/24 Class, Pietro Diamanti, who has consistently placed in the upper ranks of the classification, and Saturday discarded the result of the last race due to a breakage.

"*Jamaica* is a historic boat," said Diamanti, "I have been racing with her since 1995. I am happy to be here in Porto Cervo, a unique location, in the company of friends and having fun together. We are very satisfied with how the races are going, and I have to admit that we are achieving results above our expectations in this European Championship."

Friday's leader, Hungarian boat *J.Bond*, slipped back to fourth place with 39 points, followed by Aurelio Bini's *Vigne Surrau*, just one point behind in fifth place.



Photos courtesy of Christopher Howell



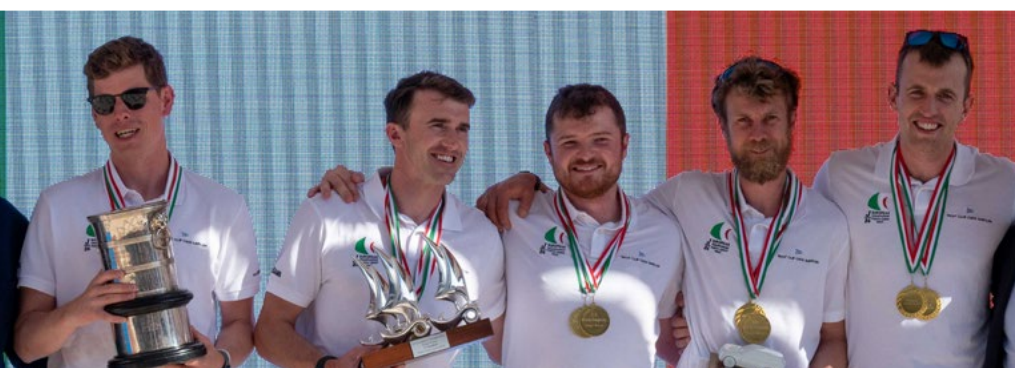
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Event details: https://www.yccs.it/regate-2024/j24_european_championship_range_rover-3316.html



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IJCA Technical Report

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

TECHNICAL REPORT

Worldwide, a new sailing season is well underway. Same for preparations for the World Championship in Seattle, Washington USA in September with a good cast of characters entered, ready to see who is World Champion. Plymouth England and Melbourne Australia are next up!

Certificates

The J/24 Measurement Certificate (MC) certifies that the boat is a J/24 in compliance with the Class Rules. The MC does not transfer with the title to a new owner of the boat unless the seller signs the MC transfer form, stating that he/she has made no significant changes to the boat since the last MC was issued for the boat. Significant changes

will nullify the MC, and the boat (at least the section that was modified) must be remeasured and submitted for a new MC. Significant changes would include a new rudder, mast, boom, a keel job or any changes to the corrector weights or something that would change the base weight of the boat. Actions that do not nullify the MC would include wet sanding and/or polishing the hull/keel/rudder, painting, replacing halyards or rigging, and modifying the deck layout (as long as significant weight is not removed and items whose position is specified in the Class Rules are not moved out of compliance with the Rules). It is the boat owner's responsibility to keep the boat in compliance with all Class Rules, and the MC current. Currently, there is no expiration on MCs, so that boats that got issued an MC 30 years ago are still considered in compliance, even though it is highly unlikely they are still truly in compliance. Wet sanding of the hull, keel and rudder over that period of time will likely take them out of compliance.

Equipment lists

Your Equipment list is outdated! Use the new Equipment list that is posted on the website... and it's an Excel file so you can save it as your gear occasionally changes.

Go to: Rules and regulations, then Measurement Forms, Inventory of Required and Optional Equipment (Excel link at [Measurement Forms & Change of Ownership | J/24 Class \(j24class.org\)](#))

Reminders:

1. Measurement certificates become invalid for modifications, fairing or repairs beyond what is described in SECTION C of the Rules. Owners are required to seek out a Measurer for recertification prior to a racing event if any work as above has been done.

2. Short Chord Keels. A question was brought forward asking how to apply the keel template tools to measure a J/24 keel that is shorter than what the templates allow for. Boat owners are reminded that when applying the keel template to the uppermost position of the 20mm template "range," if the chord length is still short, then the templates may not be used to determine keel thickness. The keel will require being measured with calipers to meet all the measurement points in the Table of Offsets. Measuring such "short chord" keels with calipers is only to be done by a member of the International Technical Committee (IJCA) and only by special appointment. Any boat owner with a keel that has, or has had, similar issues being measured in the past should contact a Class Measurer for review with an IJCA Technical Committee member.

3. Epoxy resin for repairs. A question was brought forward asking whether epoxy can be used for repairs. Boat owners are reminded that: Repairs from collision damage and core replacement / delamination may be done using epoxy resins. A Measurer's approval and photo documentation of core repairs is required.

4. Side cabinets and shelves. A question was brought forward asking whether side cabinets may be removed. Boat owners are reminded that: Wood side cabinets may be repaired or replaced similar in construction to existing cabinets, or alternatively with a Measurer's written approval, as a side shelf to match the shelves that builders have used in recent years. Contact a Measurer for side shelf specifications. Any boat rebuilding side cabinets or shelves will require re-weighing. Any boat that has removed the side cabinets may not legally race until those are replaced, and the boat is re-weighed.

5. Closed Rules! If it is not specifically allowed within the Class Rules, then it is not allowed. For more information, please ask the Technical Committee.

Curt Barnes, IJCA Technical Committee Chair,
curtbarnes@gmail.com





Photo courtesy of Christopher Howell

New Tech Chair Introduction: *USA has a new Technical Chair...* *welcome Finn Hadlock!*

I have been very fortunate to grow up sailing J/24s. From cruising the coast of Maine as a kid to more recently owning my J/24 *Boreas*, I have always loved the boat. I have beer-can raced, done a couple of Worlds campaigns, cruised around the islands of Maine and even lived on my boat for two months while in New Hampshire. I believe the beauty of a J/24 is its ability to do a lot of things well.

One of the most important things the J/24s do well is last. At the 2023 US National Championship in Lake George, NY, seven of the top 10 boats had hull numbers under 4000, which dates them to being built in 1985 or earlier. This is truly an impressive accomplishment for any class of boat to have 30- and 40-year-old boats racing at a top level. The best way to continue this success is by having owners invest in their J/24s to help them last and stay competitive.

Cheers,
Finn

Modernizing the Sink

By Finn Hadlock, US Technical Chair

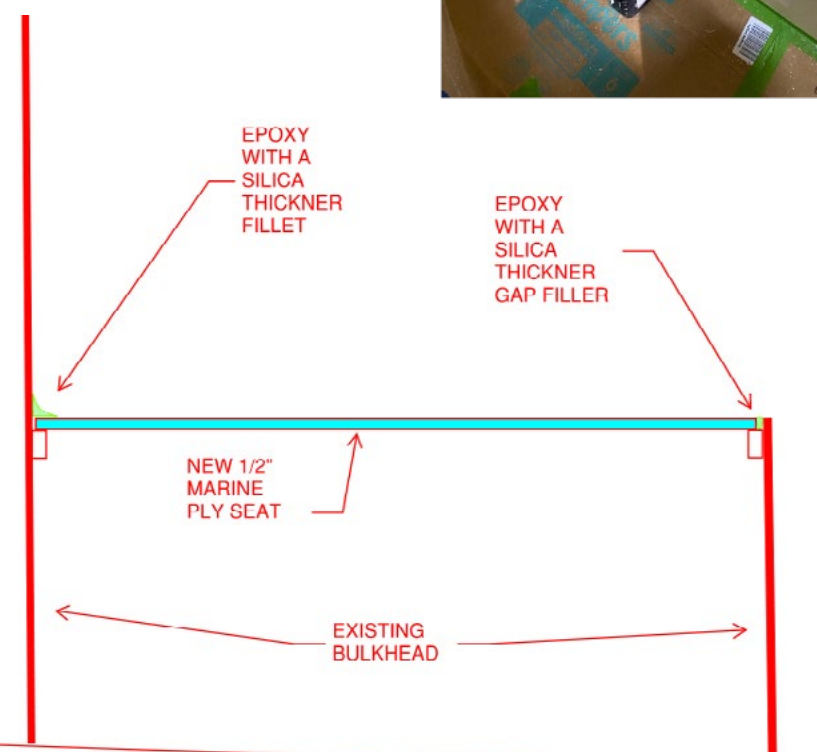
As an ode to the many Tim Winger articles that I have referenced while working on my boat, I will start my time as the US Technical Chair with an article of my own. The Modernizing the Sink project I took on this winter can be done quite a few different ways, and in this article, I will share my approach.

Background: Some years back, the World Council approved the “30th Anniversary J/24 Edition,” which included removing the sink and adding water tight hatches on the interior seat. In addition to adding buoyancy, it makes for a much more luxurious interior for crew when racing in the steady 4 knots of breeze we often have during the summers in Maine. This layout is shown in our Rules as “Interior Layout III,” and per Class Rule D.2.2 (a) “Interiors may be modified or rebuilt to conform to any of the three interior layouts shown in diagram below.”

30th Anniversary J/24 Edition

Getting Started: Like all J/24 projects, the first step is confirming that it is allowed in the Rules, which per the referenced background information above, modernizing the sink is allowed. The next thing is to whip out the multi tool with an oscillating blade. I suggest using one for metal and cutting out the sink.

After the grief and despair has worn off, pull out the sander with a stack of 40 and 80 grit paper and get to work prepping all the surfaces. You want to remove the paint and other finishes at least 2-3” from the edge of the newly installed seat boards. You may want to go even further if you plan on really fairing in the fiberglass.





The Plan

Reassemble the Seat and Locker: I like to make templates out of cardboard to get the shape close. If you think anything is straight or parallel inside these boats, you are mistaken. At this time, it is also beneficial to cut the rough opening for your plastic access hatches. Some people like to use bigger hatches so items can be easily stowed below the seat and in the locker. I chose slightly smaller ones due to cost, and some of the larger plastic ones don't seem to hold up over time since it is a seat.

For materials, I used Total Boat 2 part Epoxy, 1708 2" and 4" rolls of Fiberglass Cloth, Epoxy Fairing Compound, and 0.5" Marine Plywood.

I chose to glass in the seat and the locker in two separate steps.

I should have prepped the surface inside the locker prior to installing the new front.

I am very aware that I am not a professional. I'm sure many of you looking at these photos can do much better, and I hope you do!

Hatteras Off-White is as close to a paint match to the old interiors as I have found (have previously used this paint color for the berth boards).

Finishing it off: Paint has dried and hatches are installed. Time to update my certificate and then off to the next regatta. With any project, make sure to contact your local Measurer or email me (wfinnhadlock@gmail.com) to help put you in touch with one.

Cheers to many more J/24 projects!



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UK Report

By James Torr, *MaJic*

J/24 UK National Championship 12-14 July 2024

Photos courtesy of Paul Gibbons



The J/24 UK Nationals this year was held as part of Plymouth Race Week. A fleet of 15 J/24s were entered for the three-day, 10-race series. Boats travelled from as far as Ireland to line up against the UK fleet and test the waters ahead of the UK World Championship to be hosted in Plymouth in 2025.

With heavy rain forecast for the afternoon, the fleet aimed to get four races in on day one in light and variable winds. A sensible decision was to race inside Plymouth Sound, making the most of the available wind early in the day. There was tight competition, with each race being won by four different teams: *Davy J*, *Mr Mann*, *NJO2* and *MaJic*. A busy start line, combined with outgoing tide, resulted in a couple of general recalls and a few of the fleet suffering disqualifications under U-Flag. Dave Hale with *Davy J* led after day one, closely followed by *MaJic* and then *Mr Mann* to round out the top three positions.

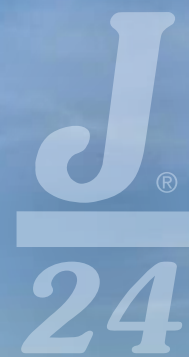
Once ashore, the fleet enjoyed a sociable evening pontoon party (kindly provided by NJO Sails) and celebrated a couple of important birthdays! Luckily the rain held off whilst racing, but sadly that can't be said for the pontoon party, where the waterproofs and umbrellas were needed!

On day two, the fleet arrived to glassy waters and a postponement, keeping the fleet ashore whilst the committee boat headed outside the breakwater to search for the wind. The fleet spent their time wisely—relaxing, chatting and sharing tips! After a couple of hours, the fleet headed out for another four races. *Davy J* continued their good form by winning another two races, but with one high score to use up their discard after a start line incident and a protest hearing. *Mr Mann* and *MaJic* continued to stay near the top of the fleet to leave themselves on joint points, after the discard came into play. *Jupiter* had a consistent day with all top four results after finding their form on day two. *NJO2* managed to secure another race win in race three.

On day three, two races were scheduled but again, the fleet arrived to no wind and a postponement ashore. The Race Committee headed out to the course to find some wind, but after several hours, unfortunately there was not enough and a time limit meant there would be no more racing, ending the regatta early.

Overall, Dave Hale and his crew aboard *Davy J* were crowned National Champions for a third year in a row... congratulations! Shane Hewlett on *Mr Mann* finished in second place on countback, and James Torr on *MaJic* in third. Caspar Barton and Jason Culmer on *Violent J* put in an impressive performance to secure the First Westerly prize.

It was great to see a strong fleet out in Plymouth as they all fight to qualify for the J/24 World Championship 2025. Qualification is in full swing, with five events out of eight sailed (four to count). It's not too late to get involved. Contact the J/24 Class if you would like to take part!



Foynes Yacht Club Hosts the 2024 J/24 Championships

*What a fantastic weekend of racing!
On Saturday, we completed four races
in 10 to 12 knots of breeze, anticipating
calm conditions on Sunday. However,
Sunday morning greeted us with
beautiful sunshine and a steady 6 to 9
knots of breeze.*

Derek set a perfect course of three laps of windward-leeward and managed to finish the race by shortening the course, allowing us to complete five races for the Westerns.

Congratulations to Headcase for another outstanding performance, securing first place once again. Best of Luck to them as they head to Sardinia for the J24 European Championships.

Congratulations also to Hung Jury who were winners in the Silver Fleet. Thanks to all competitors for giving us such a high standard of sailing over the weekend. It was a joy to watch!

A huge thank you to Derek and Gaye Bothwell for their usual fantastic Race Management, to Mark Usher, President – J24 Association, for all his help, to the Foynes Yacht Club members who assisted throughout the weekend, and to Bev Lowes, Commodore, for organizing a fantastic event.

A shout out to Pat Lawless for making the beautiful trophies, to BCS Crane Hire for their exceptional service, and to Shannon Foynes Port Company for the regular updates on shipping.

Results

<https://halsail-1e484.kxcdn.com/Result/Public/80249>

Patricia McCormack
Foynes Yacht Club PRO



© Setanta Ballesty

J/24 Little Dragon Southern Championships

Headcase are J/24 Southern Champions at Wicklow: The recent J/24 Southern Championships in Wicklow showcased the class's increasing competitiveness, with both seasoned champions and emerging talents putting on impressive performances. Headcase, the back to back European Champions, secured first place with a total score of eight points displaying their dominance across the six races.

The battle for second place was intense, with Jupiter the local boat from Wicklow Sailing Club narrowly edging out the National Champions Hard on Port from Bray Sailing Club.

In the Silver Fleet, Snoopy, skippered by Martin Mahon and crewed by the ICRA National Champions Team Snoopy, clinched first place, showcasing their adaptability in a transition from their Quarter Tonner.

Howth's U25 Team Kilcullen claimed the U25 Title. The Southern have set a promising tone for the Irish J/24 Fleet as they prepare for the National Championships in Lough Ern.

					Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Subtotal	Total	
1	G	Head Case	Mayo Sailing Club	Louis Mulloy	4247	1	2	1	2	3	2	11	8
2	G	Jupiter	WSC	Conor Haughton	5270	5	1	2	3	6	1	18	12
3	G	Hard on Port	Bray	David Bailey	4794	3	3	5	1	4	3	19	14
4	G	Hedgehog	Greystones	Mark Usher	4217	6	5	7	4	1	8	31	23
5	G	Il Ricco	Lough Earn YC	JP McCauldin	5219	2	6	4	9	7	4	32	23
6	G	Blind Squirrel	Sligo YC	Colm O'Flaherty	5481	4	7	3	7	5	5	31	24
7	S	Snoopy		Martin Mahon	1183 (5475)	7	4	9	5	8	6	39	30
8	S	Kilcullen	Howth SC	K25	680	9	8	6	8	2	7	40	31
9	S	Hung Jury	Sligo YC	Brain Raftery	5278	10	9	8	6	12	9	54	42
10	S	Crazy Horse	LEYC	Luke & Jude McBride	4533	8	10	10	14	8	10	60	46
11	S	Legal Alien	RCYC	Craig O'Neill	4064	11	11	11	10	10	13	66	53
12	S	Jade	WSC	U25	4094	12	12	13	12	9	11	69	56
13	S	Proud Mary	CLYC	Brian McConville	4384	13	13	12	11	11	12	72	59

Hungary Report

By Erik Hercsel



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After a successful European Championship in 2023, the Hungarian J/24 fleet has not stepped back an inch; instead, it has pushed forward, establishing itself as a vibrant hub of the European J/24 community. The 2024 racing calendar is anchored by four one-design trophy regattas, a fleet Championship and the National Championship.

The active season kicked off at the end of May on Lake Balaton, with 11 boats competing in ideal conditions of 10-12 knot winds. The regatta's competitiveness was evident, with the top three boats—*J/spot*, *Django* and *Jinge*—finishing within three points of each other. Throughout the season, the enthusiasm remained high, with at least eight boats consistently battling on the racecourse, even in storms with winds reaching 30 knots.



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Hungary Report



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Long-distance racing also proved popular, highlighted by the participation of six boats in the picturesque Blue Ribbon Regatta. This mix of fleet- and long-distance racing kept the season dynamic and engaging.

As we reach the halfway mark of the season, it's clear that a strong fleet of over 20 boats is anticipated for the National Championship in September. With fierce competition on the water and a lively atmosphere on the shore, the event promises to be a highlight of the year.



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Sweden Report

By Kajsa Albinsson



We are rounding up the summer in Sweden including our Swedish Championship in August with 10 Swedish boats and three German boats in Västervik which is in the Baltic Sea (east coast of Sweden).

Within the Association, Championships have been struggling with finding crews for all boats. We have experienced that boats have entered the race but reach out to the Association looking for more crew due to that they are not a five-person crew who are under 400kg and therefore search for youngsters who are light. The trend we see in Sweden is that most of the people who sail J/24s are 30 years or older; we see a bit of regrowth of youngsters who are active within the sailing schools who are interested in J/24s. They do not individually take initiative to sail, which can be concerning

for future Championships and the future for J/24 sailing in Sweden. We are, however, seeing new sailors who are friends with J/24 sailors who are joining races and recurring on other events which is wonderful.

It would be interesting to hear about how you are experiencing this topic in other countries. Do you have teenagers who start sailing J/24s or what are your age groups?





J/24

Archives

All J/24 Magazines Now Archived Online

The IJCA took on the project of scanning ALL the old Class magazines. Go to <http://J24archives.com/> to view the editions dating back to 1978!

The screenshot shows a web browser window with the URL j24archives.com. The website header includes the J/24 logo and a hamburger menu icon. Below the header, a message reads: "Download times for publications vary, please be patient as your selected publication downloads." The main content area displays a grid of 20 publication thumbnails, each with a caption below it:

- 2005 Yearbook
- 2006 Yearbook
- 2007 Yearbook
- Class Rules 1988
- Class Rules April 1978
- News No. 01 May 1978
- News No. 02 January 1979
- News No. 03 June 1979
- Vol. 04 December 1979
- Vol. 05 May 1980
- Vol. 06 March 1981
- Vol. 07 October 1981
- Vol. 08 April 1982
- Vol. 09 October 1982
- Vol. 10 April 1983
- Vol. 11 October 1983
- Vol. 12 April 1984
- Vol. 13 October 1984
- Vol. 14 April 1985
- Vol. 15 October 1985

Calendar

2024

September 28 - October 5

2024 J/24 World Championship

Corinthian Yacht Club

Seattle, WA, United States

2027

October 2 - October 9

2027 J/24 World Championship

Rochester Yacht Club

Rochester, NY, United States

2025

May 26 - May 31

2025 J/24 North American Championship

Houston Yacht Club

La Porte, TX, United States

September 6 - September 14

2025 J/24 World Championship

Plym Yacht Club & Saltash Sailing Club

Plymouth, United Kingdom

2026

November 9 - November 16

2026 J/24 World Championship

Sandringham Yacht Club

Melbourne, Australia



j24class.org/events/