

[Subscribe](#)[Share ▼](#)[Past Issues](#)[Transl](#)

Welcome to the International 2.4mR Newsletter December 2013
AKA 'The Splash'



Message from the President

The New Executive Committee

As most of you know I recently took on the role as President from our outgoing commander Pål Kragset. Pål spent two very busy years in this role and we thank him for his service and look forward to seeing him at future events.

Your new Executive Committee (EC) stands as follows:

President – Bruce Millar (Canada)

Vice-President – Rikard Bjurstrom (Finland)

Secretary – Steve Bullmore (Great Britain)

EC Member - Stellan Berlin (Sweden) (Also head of the Technical Committee)

EC Member – Cor de Graaff (Netherlands)

Currently the Committee have met via Skype twice to discuss the most urgent topics on our 'to do' list and make a plan for moving forward. There is a lot of work to be done and my approach is to prioritize and work through our list of tasks. Every member of the EC is providing input and I look forward to the busy times ahead.

Norlin One Design

At the past AGM the World Council approved changes and additions to our constitution that officially allows the International Class Association to administer the Norlin One Design Class. This project has involved dozens of people and untold hours of work to get us to this juncture – and there is still much to be done. The class is working with ISAF, IFDS, and boat builders. Stellan Berlin and his team of Technical Committee members are continuing to refine the OD rules and work with stakeholders. Boats leaving from the Charger Composites factory leave with OD measurements and the huge job of getting old boats certified has begun.

 [Friend on Facebook](#)

 [Follow on Twitter](#)

 [Forward to a Friend](#)



Contents

1. Message from the President
2. Megan's Year
3. Pal Kragset
4. Poole Worlds 2013
5. New American 2.4mR builder
6. Spar Trim and Tuning revisited



Hot off the press...

- Florida regatta circuit about to start. St Pete Midwinters & US Midwinters/US Nationals (Port Charlotte). Up to 20 boats expected. Unmissable winter sailing

Poole World Championships 2013

The Poole Worlds have come and gone and congratulation to Stellan Berlin who has another Championship win under his belt. As with most Worlds this event came with some unique factors. At one time the organizers were worried about the space of the sailing area and considered spitting the fleet. They reevaluated this and in the end we all sailed together. We had 80 boats all lined up and this proved to be the best choice.

My only complaint with the race committee was the sharpness of their vision as I was black flagged in one of the races! Along with 23 others I had to sail on the sidelines and watch the racing.

The races were well run and everyone I spoke with thought Poole Yacht Club handled their first ever world championship event extremely well. Thanks once again go out to Event Director John Yonwin and IRO Peter Saxton and the hundreds of others behind the scenes for making this an outstanding event.

2014 World Championships – Toronto Canada

The National Yacht Club in Toronto's downtown area is looking forward to hosting the 2014 2.4mR World Championship. The regatta will take place on the following dates:

Event Date: September 26, 2014 to October 3, 2014

Event Open: September 26

Measurement and Registration: September 27, 28, 29

Racing: September 30, October 1, 2, 3

For the first time, the Worlds is coming to Canada! National YC has a local fleet of approximately fifteen 2.4mR boats and is located on the shores of Lake Ontario, which is the world's 14th largest fresh water lake. Fall often offers some of the best sailing in Toronto with stronger winds with the temperature of Lake Ontario in the high teens. The city of 6 million people offers something for everyone. As a member of National Yacht Club I invite all sailors to come and enjoy racing in Toronto.

Bruce Millar

International 2.4mR Class President

for all!

**- From Charger Sailing
Facebook page: 'Because of overwhelming sales we have decided to invest in a second mould set for our Norlin MkII 2.4mR. the new mould set is now put into use and our production capacity is up to two boats per week and can be increased even more if necessary. Its really nice to see the growth that is going on in the class at the moment and we are very proud to be part of the greatest sailing class on the planet.'**

- More international articles required! We'd really like news, photos, regatta reports, sailor reports from around the World. The class is thriving and you are all part of that.

- Apologies for any mistakes in this newsletter, I am putting it together rapidly before I set off for Florida to race... feedback is always welcome.

- Thanks to all contributors & to Mark Bryant for nursing me through this process.



Megan's Year

By Megan Pascoe

The year after the Games is always a quiet one but with the excitement of World Cup events and the invention of the new EUROSAF (European Sailing Cup) competitions the year was still full on. It started as always in Miami with the Olympic Classes Regatta (OCR). This was mostly a Canadian and USA affair, with myself and Bjornar Erikstad (NOR) making up the European contingent. At the top of the fleet we had an exciting four-boat challenge for the medals between Bjornar, Allan Leibel, Bruce Millar and myself. With only 6 points between the top 4 after 9 great races, the medals were decided on the last race. Our new class president was leading until the 10th race when some gear problems opened the door for me to take the podium with Allan 2nd and Bruce 3rd. I have to say we are all going to have to watch ourselves when we go to Toronto and race these Canadians on their home pond!

The European circuit started at the Princess Sofia regatta in Palma over Easter, where we saw the introduction of zero points for a bullet. This year we moved across the bay to join the other classes at S'Arenal, which



Pal Kragset

AGM 2013 is history. A couple of months have passed by since the end of my ICA presidency which has provided the necessary distance to evaluate. Being in the whirl there is always a risk to give too much weight to things that carry low importance in the long run.

The missions given by two AGMs were accomplished. The 2013 AGM adopted a new Constitution for the ICA, this time in a shape that ISAF will approve. The 2.4 Norlin One Design Class was adopted as a group of specially certified boats within the 2.4mR class, with special management regulations. A first version of the 2.4 Norlin One Design Class Rule was decided, with associated documents, even if there are different opinions about which amendments that may be required in the future.

All decisions about the OD class would be thin air without the rights to manage the Norlin Mk3 design. Six

meant big waves and the loss of a day's sailing. The week also saw some late days on the water while we waited for the 470 fleet to finish with their general recalls! The racing – when we finally got around to it – was good, with lots of countries competing. Barend Kol (NED) was back along with Lasse Kloetzing (GER) and new to the class Sven Reiger from Austria. The Sonar gold medallists from the Netherlands joined in the fun as did the Turkish. It was Bjornar that showed some extreme pace collecting only 7 points from the event. Semaine Olympique Française at Hyères was the next port of call and many London 2012 Paralympians returned to the circuit. Heiko Kroeger (GER) couldn't be stopped which left competition for the silver and bronze medals. Damien Seguin (FRA) gained a few bullets but was less consistent overall, which meant the regatta became a battle of the Brits between myself and Helena Lucas. Even though we both had a DSQ Helena just managed to come out with the second. Hyères and Palma are the only two events on the circuit that are not open to able bodied sailors but with more and more countries taking up the Paralympic challenge the events were well attended this year.

EUROSAF commenced in Medemblik, Holland in May with another great turnout. We saw countries that hadn't yet raced during the year including the Malaysians, Italians and the

days before the AGM the Norlin Yacht Designs accepted to enter a written agreement with the ICA about that issue. That document completed the missions which had been imposed on the EC, and on me as the president, by the 2011 and 2012 AGM.

The situation after AGM 2013 is exactly the same as ISAF advised in the November 2010 meeting. The three years did not alter what had to be done, but were necessary to settle different opinions. That's as it should be in democracy. Results are of importance, not the curvy roads and steep paths needed to reach them. I declined to be re-nominated for a new term, a new president was elected and the crew was partly renewed. I wish them all good luck.

I hereby want to thank all those persons who supported me during my two years as president for the prominent International 2.4 Metre Class.

*Best regards Paul Kragset,
former president*



2.4mR Open

Belgians. We also had a fantastic able bodied turnout with nearly half the boats being able bodied. We lost one day due to severe wind and the other days were excitingly shifty – perhaps 20 degree shifts in the rain caused a bit too much excitement! Sven had his best result of the year, settling into the boat well. Barend had a couple of race wins which put him safely in third position. This once again left a British battle for top honours, which came down to the last race where I just managed to get in front of Helena. Only a week later we were back in Portland harbour. Although only 3 countries attended the fleet was still strong. Kevin Cantin (FRA) was in bronze medal position for a lot of the event until he was overtaken by Barend, giving the Dutchman 4 bronze medals in 2013. Again it was a British match race at the front and with a windy penultimate day I managed a couple of bullets to take the lead over Helena. The last day was too windy so that is how the points stood. I wasn't in Kiel for Kieler Woche but looking at the results Heiko was, again, unstoppable and racing looked quite close between Barend, Lasse and Per Arholm (SWE) for the final medals. With 6 countries taking part including the Swedish and the Polish this European event is the most accessible to sailors further east and north.

It's great to see so many countries involved in our class

World Championships

Poole Yacht Club,
England, 10 – 13
September 2013
By Jackie Gay

Poole was my first Open World Championships and I arrived bright eyed and bushy tailed straight from the IFDS Worlds in Kinsale (where I had sailed the Skud). I was very excited and somewhat intimidated to be sailing in such a large fleet – 75 boats – in what looked like quite a small and crowded sailing area. As Ian Barker (coach to Helena Lucas, 2.4mR Gold Medallist in the 2012 Paralympics) said, 'I've sailed these boats before a fair bit but never in a start with so many other boats, and the amount of chop they kick up when it's windy is unbelievable. It's like being on a bucking bronco!' So, a week of (wet) bucking broncos began...

On the first day defending champion, Sweden's Peter Andersson, got off to a perfect start by topping the leaderboard at the end of day one, closely followed by fellow countryman, six-time World Champion Stellan Berlin, with Britain's Paralympic champion, Helena Lucas, in third. Sydney 2000 49er silver medalist and dark horse in this fleet, Ian Barker,

and with so many events open to everyone 2014 could be the most accessible and exciting yet. Best of all it all happens before everyone ships to Halifax and Toronto. See you on the water!
(Photo courtesy of Miami OCR/US Sailing)



New American 2.4mR Builder

A new North American builder is up and running. Tony Pocklington has purchased the P Star 2.4 moulds and is producing a high quality boat under the name Edge Sailing, inc. One of the new boats will be sailed in the forthcoming December Florida circuit and at Miami OCR. The boats measure as a 2.4 mR and to the new One Design rule, and an application has been made for Norlin MK III OD builder status.

Tony has been in the boat business for many years building boats such as the Brewer 44 and Captiva 24. In addition to owning Charlotte Harbor Boat Storage, Tony previously owned Ft. Myers Yacht.

He became very interested in

picked up two seconds and was only denied a place in the early medal spots with a race two OCS. After racing, he admitted that he now knows exactly what his charge is talking about when it comes to getting your start line bearings in a boat that is so close to the water!
(Other coaches please take note...)

The day was shifty and tricky, with tides, chop and pressure differences across the course, making for challenging, tight, exciting racing for everyone. On day two London 2012 champion, Helena Lucas, got the home flags flying as she moved to the top of the leaderboard, picking up her second race win, following a thrilling tactical battle with British Sailing Team teammate, Megan Pascoe. GBR and SWE dominated the top of the table with Stellan Berlin in second, Ian Barker, in third, Peter Andersson fourth and Pascoe in fifth.

Canada's two-time Paralympian, Bruce Millar, current President of the International 2.4mR class achieved a race win and expressed his pleasure at the high level of racing - despite this making it more difficult to break into the top ten!
'Sailing with the able-bodied sailors makes us all faster,' he said, 'and the whole level

2.4s during the 2009 2.4 Open Worlds in Ft. Myers, and was a valuable volunteer for that event. When the mould became available from P Star, the deal was made.

A time schedule was set and the new boat is beautiful. Tony has hired Mark Bryant for Sales and Customer Service to liaise with the fleet regarding construction, delivery dates and consumer parts.

Contact

info@markbryantsailing.com
for more details & watch out for these beauties on the water.



Spar Trim and Tuning Revisited

by Mark Bryant USA 29

This article has been written to make you think about how to approach tuning a spar (your mast). With that said you will be offered different ideas on this complex subject, and hopefully find ways to work towards a solution to being “off the pace” (speed wise).

rises.’ The key to the day was getting a handle on the shifts – which were again quite large – and picking up the odd half a boat length. The tactical elements made for hard racing and a lot of trying to work out what was going on, and down in the middle of the pack where I was you could easily lose ten places in a leeward mark rounding. Not to mention the traffic at the windward mark – it wasn’t just me that had to gybe out (twice!) before finding a gap...

On the third day Helena had a slender four-point advantage over Stellan Berlin. She got good starts and with excellent speed was able to keep it simple. But it was a long day on the water with a two-hour postponement on the water and an exercise in staying focused for us all. After struggling with my starts and the dog-fight that is the middle of the pack, on the last day I was patient enough to hold back and watch for spaces to develop on the line and had my best day of the regatta, scoring a 14th and 15th. In such a big fleet the variations in boat speed (for most of us – the top ten probably had an edge) were not the issue, most of the sailors can go fast if they’re in breeze and clear air, so starts and tactics were crucial. You don’t get that kind of practice

Forestay, adjustable or fixed?

An adjustable forestay allows for different settings, primarily include rake and headstay sag (jib). Also for downwind, an adjustable forestay allows you to set your jib luff fuller or flatter. These adjustments can be very small, in response to wind strength or wave direction. It's not uncommon to adjust the forestay for wave conditions, for example at the 2007 IFDS Worlds in Rochester, the wind was 60 degrees to the left of an all night swell. Port tack was a very smooth (although going up and down with 5 foot waves). I was able to loosen the forestay and flatten out mainsail until it nearly turned inside out (greater projected area) as I didn't need power. On starboard tack the fleet was slamming directly into 5 foot rollers. I was able to pull on my forestay much tighter, in effect straightening the mast, giving more power to the mainsail and easing the jib. It worked. This same process can be used in extremely light air or heavy wind.

My adjustable forestay was at that time 10:1, since been reduced to 5:1.

Fixed Forestay:

A fixed forestay has some advantages too. Firstly, recognition of sail plan is much easier and more consistent. Everything shows up the same way everyday. There is still plenty to consider with this set up. My first 2.4 in 2004 was set

anywhere else so I was absolutely delighted with the way the week had panned out for me.

But the real joy went to Sweden's Stellan Berlin, winning his record-breaking 7th Worlds' gold, overcoming the odds to clinch victory in the very last race of the regatta.

Berlin went into the last race nine points behind overall leader, Helena Lucas, so he had to beat the Brit by at least eight boats, or finish no lower than 5th if Lucas was more than eight boats behind him. With Berlin finishing second to Lucas' 21st, he wrapped up victory with Lucas settling for silver, and Megan Pascoe taking a hard-fought bronze, capitalising on 23 Black Flag

Disqualifications (BFDs) in the opening race of the day. Berlin went into the race to defend his silver medal position. 'I figured the chances of gold were so small that the primary goal was to try to keep the silver,' he said. 'But it turned around that there were possibilities that changed the game a little bit.'

'It's been a hard struggle all the way, and very tight at the top so I'm very happy.' Berlin has won more 2.4mR World titles than anyone else, and has incredibly finished with a medal at 13 of the last 14 World Championships.

up this way and fast, most the time with any wind. But I suffered in light air and a little in heavy winds. The fixed length forestay works very well but as your sailing and knowledge of the boat increases you may want to consider an adjustable.

Spreader Sweep, and side stay tension:

The thinking behind spreader sweep and upper stay tension is a big issue. Factors involved are: Does your mainsail fit the spar? Can your boat handle very high tension (20+) on a loos gauge? I set spreaders at 11 1/4" (from side of spar) with a 23 1/4 spread for all winds up to 14 kts, depending on sea state. For more wind I'll open the width a little.

Why change spreader sweep? Some sails are designed for different spars and set ups and sea state is always an issue. I adjust the spreader sweep when I need power (mainsail). This allows for more or less backstay tension to control upper mainsail leach. Just a thought.

Stay tension is usually between 16 and 20 on a loos gauge. I have a single line control for stay adjustments so it's pretty easy to adjust to wind and sea.

I asked for feedback from some knowledgeable sailors on these issues, and Heiko Kroger responded (*Ed - thanks Heiko!*):

Heiko: 'I don't change my spreader sweep/angle.

With many new faces emerging in the fleet this year, and competition in and around the top 10 fiercer than ever, the event bodes well for the future of the 2.4mR class. Everyone agreed that the Race Committee was world-class and ran a pretty-much flawless event; whilst the hospitality of Poole Yacht club – and it's flock of wonderful volunteers – will be remembered for many years to come. The local sailors got involved too, borrowing boats and racing with the fleet and even giving me a place to sleep on one of their yacht, along with cups of tea in bed every morning. I shall certainly remember the smiles, friendliness, willingness to help and 'can-do' attitude for a long time to come. Along with the bucking bronco sailing. As one of the Finn's said to me as we crossed the finish line together after a tight downwind battle (he beat me by a few inches): 'Fun!'. Yes; soaking wet, exhilarated, inch-by-inch tight tactical racing where one mistake can catapult you high or low – that's fun; that's 2.4mR racing.

Next year's World Championships will be hosted by The National Yacht Club, Toronto. We are really looking forward to welcoming next year's Worlds to

Sweeping spreaders backwards will prebend the spar backwards which could work in heavy air. But if you don't have adjustable uppers they become loose when pulling on backstay. And you have less tension on the forestay because you need less backstay to bend the spar because you have a prebend. I don't use lowers but do use an aft mast puller at deck level.'

Clearly there is plenty more to be said about these issues, your input is very welcome and appreciated and further articles will continue the discussion.

Canada.

(with thanks to Karenza Morton, Press Officer)
Photo copyright Peter Newton

[follow on Twitter](#) | [friend on Facebook](#) | [forward to a friend](#)

Copyright © 2013 International 2.4mR Class Association, All rights reserved.

The MailChimp logo is displayed in a grey rounded rectangle. The text 'MailChimp' is written in a white, cursive script font.

[unsubscribe from this list](#) | [update subscription preferences](#)