
Jester Challenge 2010.

Posted by Gary Lorking - 2008/09/29 21:46

Does anyone know of a GK24 crossing the north Atlantic. I have entered the Jester Challenge and would welcome any advice. Following this winters lay up, Strike shall be fitted with a servo pendulum wind wane self steering mechanism (Navik) and a wind turbine (Rutland 913). Roller reefing is already fitted. I would like (if money permits) to install a radar system, possibly a Garmin for use in fog which can be expected around Nantucket close to the busy US shipping lanes.

Any serious advice shall be greatly appreciated.

Thankyou
Gary Lorking.

Re:Jester Challenge 2010.

Posted by Keith in Singapore - 2008/09/30 07:19

Gary,

What a great challenge. Good luck with it.

If I was prepping Slingshot for a N. Atlantic crossing, electronics etc. & power systems to support is one thing, but I'd take a long hard look at some of the structural issues / seakeeping abilities of a GK.

Am sure you have a big list already, but here's my 2p worth :-

Keel floors - foam / plywood infills breaking down through water ingress over the years. I'd consider pulling the keel off for a bolt inspection, and generally beefing up the floors with a stainless grid of bearers & side plates through which the keel gets bolted.

Rudder hangings / transom strength - Beef them up, and have a good means of emergency steering and patching a holed transom (mine is very weak around the timber pads - had to put huge backing pads on the inside). Metal fatigue can be a problem with the stainless parts. Large unsupported rudder length, & very exposed to floating hazards.

Bonding to hull & integrity of main bulkhead & forward bunks bulkhead (making the boat strong enough to withstand extended slamming - there are some relatively large areas supported only by foam filled top hat strakes).

Cockpit drains enlargement (or additional big fat ones)

Sealing cockpit locker bulkheads internally.

Sealed / fixed lower washboard & bridge deck.

Strengthen both hatch covers & redesign main hatch runners or build a hatch garage.

Chainplates & backstay fittings upgrade (I have no faith in the standard delta bolts).

Oversized standing rigging, and additional support to deck around lowers (internal wire ties).

Internal corrosion check (boroscope) inside mast around spreader roots & other stainless pad fittings, & re-fix all mast fittings.

Making the boat knock down proof - batteries / floor boards / tankage / bunk hatch covers / net / fabric covers on cave lockers.

Liferaft accessible from the transom (inverted boat).

Storm trysail & inner forestay - ability to remove roller furled genoa & swap for storm jib.

Convert the main from bolt rope to sliders (more control of a downed sail when reefed) - separate track, halyard & sheeting point for storm trysail.

Anticipate jury rig with spi pole / boom using any combination of sails (you may have had to cut away trysail & storm jib).

Carry the biggest bolt cutters you can get.

I guess the list could be endless - would love to prep. mine for a big trip, but have worked on improving most of the above to improve my confidence in what was a very rough boat when I bought her.

Keep us posted on progress.

Cheers

Keith in Singapore

PS - Electronics isn't my forte, but learn to use a sextant....

Re:Jester Challenge 2010.

Posted by gordonsmith - 2008/09/30 15:00

I hear that drogues / sea anchors are the thing for surviving big seas when its too much for sail. Much as I love them I'm not sure GKs are the best boats for this sort of thing. I imagine they float upside down beautifully, but I'm no expert so don't take my word for it.

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Re:Jester Challenge 2010.

Posted by stuartcnz - 2009/04/27 08:34

I also wonder about the ability of the GK24 to be able to right itself, after a capsized. Does anyone know the stability curve of them?

What kind of ocean crossing has been tried in the GK24 previously?

I'm planning a junkrig conversion for mine and have a Rutland 913 that I plan on installing. Would also like to add self steering. Have considered eliminating the cockpit in favour of deck boxes on top, which would also give more usable space inside, though not sure if this would improve or other wise, the ability to recover from a capsized.

My GK24 is built out of timber, not fibreglass, so my construction issues are different from most owners.

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Re:Jester Challenge 2010.

Posted by Go Krazi - 2009/05/07 09:20

Hi Stuart,

What will you do with the original rig????

Sincerely

Anthony

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Re:Jester Challenge 2010.

Posted by stuartcnz - 2009/05/07 19:14

Initially I will use the mast as a ridge pole to tent over the boat while I work on it, then I will probably sell it off. I still haven't had the sails out of their bags, so don't know the condition of them yet. Pity I haven't come across any other GK24's here in New Zealand to pass it on to.

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Re:Jester Challenge 2010.

Posted by Christopher Cassidy - 2009/05/09 16:36

Thank you Keith in Singapore, probably the most comprehensive and instructive list of problems and fixes I have seen. I have already addressed many of them and will study your contribution repeatedly as a guide to possible future improvements.

Thanks

Chris

