

Boat Partnerships Defined

Class President Lou Burns and the Executive Committee announce policy on interpretation of co-owners of partnerships for major J/24 events.

Major J/24 Class events such as the World Championship, North American Championship and regional championships are conducted for members of the J/24 Class Association. Accordingly, primary helmspersons must be active members of the J/24 Class Association or members of their immediate households/families.

Active Members are defined under the By-Laws, Article III, Section 1, Paragraph 1 as "individuals who are themselves owners or part owners of J/24's".

A primary helmsman is defined as "the individual who is on the helm at the start of the race and is at the helm for as long a period of time as any other crew member during weather legs."

The Executive Committee has further narrowed the definition of "part owners" or "co-owners" for a specific boat to be individuals who normally sail with one another on the same body of water and in the same fleet or yacht club.

This definition is not intended to restrict an active member from chartering a boat to compete at some distant championship. A non-owner can't by definition be an active member so may not charter a boat to enter championship events.

While attempting to exclude temporary ownership arrangements to "win" major championships, it should be pointed out that the Class should make an effort to attract top sailors world-wide by conducting "open" championships. For this reason, the J/24 Midwinter Championships, held yearly at Key West Florida for the Michelob Cup in January is designated as an "open" event to attract top sailors at a time when there are few conflicts on the sailing schedule.

Other events may, from time to time, be designated as "open" championships with approval of the regional fleets involved and the Class Association.

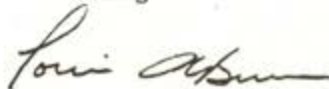
From The President

Dear Fellow Members,

It's been one year since the birth of the J24 Class Association, and in that time we have come a remarkably long way. We now number 61 fleets and approximately 15 fleets are formed in Europe and Australia, but not yet formally chartered.

I have attended several meetings of the USYRU this past year, as the J/24 delegate. I have been surprised at the vast amount of work done in organizing and running this organization. Here in the US, the USYRU has come a long way in it's relationship with the one-design sailor and is continuing its effort in our behalf. I would like to take this opportunity to urge all J/24 sailors, no matter where in the world you sail, to join and support your national authority.

Good Sailing



Louis A. Burns President

J/24's Sweep MORC Class Key West To Varadero

The evening of December 14th was a hectic one for the crew of the J24 SHOGUN. Last minute boat preparation details coupled with skipper George Petritz's late-home-from-work act resulted in a mad dash to get the boat from her Sigsbee Park dock to the 1700 start in Key West Harbor. But start we did, amid splashes of color from spinners of the eleven boat MORC class. The first yacht race from a United States port to Cuba in 20 years was underway in light northeasterly breezes. The race was organized under the auspices of the five year old Key West Sailing Club, with Commodore Bob Padron and race committee

chairman Jack Woehrle spearheading the effort. An advance trip to Cuba by club members insured the competitors that facilities at Vavadero were more than adequate to meet the needs of the 62 competitors divided into IOR, MORC and PHRF classes.

With the fleet broad reaching out of the harbor in the light breezes we knew what was to come. The forecast had been for freshening winds from the northeast gradually veering to the east throughout the night. By midnight we found ourselves barreling along on a beam reach in 20 and more knots of wind and ten foot seas under spinnaker, 150 genoa and reefed main. This sail combination, Petritz felt, gave us more control and maintained our speed as we rounded up in some of the heavier gusts and the spinnaker collapsed.

With the wind clocking around to the east we decided early on that it was best to sail as high as possible on the course, even if it did mean being on the ragged edge of control. This strategy allowed us to carry our spinnaker much longer than many boats in the fleet who had elected to sail lower and compensate for the 2 knot easterly flow of the Gulfstream. When we did douse the spinnaker at 0300 we were sufficiently upwind of the finish line to avoid a costly beat against the counter-current along the Cuban coast. Navigation during the race was an easy job of obtaining RDF fixes from the beacon in Key West and one several miles west of the finish line in Cuba. During the 1st quarter of the race it was simplet matter to sail toward the loom of powerful searchlights on Cuban gunboats at the finish line.

The race was a glorious downhill sleigh ride with SHOGUN surfing for prolonged periods of time, the knot meter pegged at 10, and great sheets of spray angling from the bow to above the lifelines. While the boat surfed we trimmed the spinnaker, held on and shouted as the warm Gulf stream waters showered over the boat. The exhilaration of speeding down big seas at 13-14 knots was just too much for the crew to keep quiet about. Later as we neared the coast and doused the spinnaker, I for one, was awestruck at how fast we had been sailing. Although exhausted from constantly tending the spinnaker sheet and struggling for control in the puffs we all were grinning as SHOGUN neared the finish under 150 genoa and full main.

Failure to read the race instructions throughly before the race resulted in our crossing the finish line on the wrong side of the lighted mark. A gunboat with her powerful diesels shattering the now quiet night and numerous larger yachts milling about made for a very confusing finish indeed. By the time we sorted out the committee boat and realized our error, Jack Woehrle in his J/24 COON had crossed the line ahead of us with an elapsed time of 12 hours 50 minutes to take first in MORC class. We finally recrossed the line on the right side for an elapsed time of 12 hours 59 minutes, good enough for a second in class. The J/24 ZAN, skippered by J. Guthrie, of Atlanta finished third in class with an elapsed time of 13 hours 5 minutes. Fourth to sixth place were also logged to J/24's. The smallest boat in the fleet MUSIC, a Creekmore 22, managed a tenth in class despite a broken rudder.

After a nine mile sail into Varadero harbor and its excellent marina, the crew of SHOGUN set about drying sails and personal gear, making the boat look like a chinese laundry on a busy day. Clearing Cuban customs was an easy matter and left us with the rest of the day to catch up on our

sleep and ride the public buses into Varadero from some sightseeing. We had free run of the marina facilities and the city of Varadero.

Being in Cuba was like stepping back twenty years in time. American cars, from 1959 vintage on down, dominated the streets with some later model European automobiles interspersed among them for effect. The women still wore mini-skirts and everywhere in this beautiful resort city was the slow, unhurried pace of earlier days. The awards banquet, later that evening at a local hotel, was a gala event. A large buffet and free Havana Club rum drinks soon had the sailors in a festive mood. Excellent entertainment and dancing until late that night completed our first day in Cuba. Our Cuban hosts were well organized, friendly and ever helpful. The excursion to Havana by air conditioned bus, with topnotch accommodation, dinner, and a Las Vegas type show at the Tropicana was enjoyed by all who participated. A guided sightseeing tour of Havana the next day was an added treat.

Back in Varadero, as we readied SHOGUN for the trip back to Key west, we were all rather sorry to have to get back to our jobs so soon. Many boats would be staying to enjoy some casual cruising along the Cuban coast. After clearing customs and beating out of the narrow channel, we headed out to the Gulf Stream into the same northerly winds and high seas we left Key West with (these from a new front which had arrived the day before). We arrived in Key West 16 hours and 88 miles later after a wet and wild ride under reefed main and jib, glad to be home but strangely sad to have left this beautiful, mountainous country and her friendly people.

CHUCK TONTSCH

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Scott Allan in 23377 works at a start.



Dave Ullman and Angle Diaz in "Big Deal".



A "long" sail.



Leward mark action at '78 midwinters.

J Notes

Technical Notes and News from J Boats President Bob Johnstone.

Two years ago the first J/24 was delivered to its owners. By the time you receive this newsletter there will be over 1500 boats sailing in 70 fleets and more than 20 countries worldwide. J/24's are being built in England, Australia, and now in San Rafael, California under the guiding hand of Don Trask who is known to many as a world class Star sailor and builder of the Laser in the U.S.

Licensing agreements are being discussed in Brazil and Japan with finalization expected before year end.

International Status

There is much discussion about the J/24 officially becoming an IYRU recognized "International Class". And, the class rules are being restructured (not changed) to put them into a format that is more attuned to translation into several languages. Class officers will review the new format before presenting them to the Class. We believe that the J/24 with its single source of molds, rigid balsa core construction, and single mast design is more one-design than any existing "International" class. And, therefore, we support international status provided these rigid controls remain to insure that speed producing factors cannot be tampered with by builders or owners.

What's the deal with Michelob

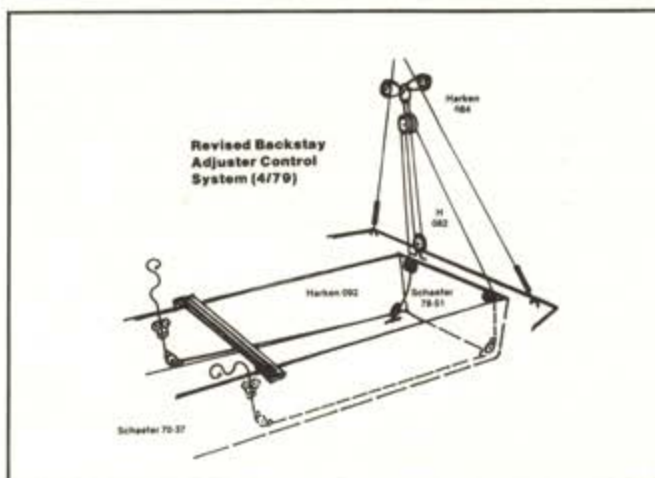
You may have noticed that Michelob has been present at several major regattas including the North Americans and the World Championships. They are also associated with the U.S. Olympic Pre-Trials in Newport, the national Women's (Adams) Championship, and the 1-Ton North Americans and Worlds. Michelob has also run "Win a J/24" Sweepstakes ads in *Sports Illustrated*, *Time* magazine, and various yachting publications. There are about 40,000 posters of J/24's in supermarkets and other retail outlets across North America.

Boating is a major recreational activity with nearly 25% of all households participating in one form or another. Anheuser-Busch looks upon their Michelob brand to be the premier beer and wanted to associate themselves with premier events and a superb design in the upscale segment of boating...sailing. Hence the connection. They have been very helpful in offsetting the cost of participation by contestants in major events. And, the J/24 Class benefits from the added exposure and awareness created by appearing in their ads.

Production Boat Changes

Several minor changes are being made to recent boats from U.S. plants, thanks to the suggestions from owners and our European counterparts: (1) The back stay adjuster is being led to either side of the cockpit sole then forward and up just ahead of the traveller on either side to cam

cleats, so the helmsman doesn't have to turn around to adjust the backstay. (2) The genoa tracks have been shortened two feet because longer tracks were not needed for the 150% genoa and the longer tracks tended to accelerate destruction of foul weather gear worn by the helmsman. (3) Traveller control cams were placed at the end of the traveller rather than on the car for improved accessibility and operation.



Preventive Maintenance

With over a thousand owners reporting in on any problems encountered we are able to report on any specific corrections that should be considered or made considering experience to date.

3 Bullets at Key West

The '79 Midwinters was a showcase for the latest Horizon J/24 sails. The prototype 5.5 oz. mainsail and "tuned up" headsails powered "Razzle Dazzle" to three straight victories. Only a late recall in the fourth race prevented a resounding win in the series.

Horizon Sails are continuing to stay at the top in this fast-moving class and are the surest way to get winning performance on your boat. Contact any Horizon loft for your new sails.

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Spinnaker Halyard Not Running Free on Kenyon Masts.

Check the following: (1) Be sure that the top of the jibstay swaged eye is not binding on the spinnaker halyard sheave rim. File the upper part of the swaged eye (not too much) just to avoid contact. (2) The small cross pin on the crane over the spinnaker halyard has worked loose allowing the sheave to run at an angle or in some rare cases to fall out. Replace the aluminum pin with a stainless bolt to insure that the forward crane flanges don't spread open. (3) Be sure that the spinnaker halyard isn't wrapped around another halyard inside the mast.

Accessories

We're awaiting our first shipment of ties, belts and blazer patches with J/24 insignias. Once approved, we'll let you know of prices and availability.

In this issue you'll find an ad for a new, one-piece Gore-Tex "One-Design" sailing suit developed by International Sportswear, a leading ski and backpacking clothing manufacturer.

Proper clothing on a sailboat is always a problem. Either you are waterproof and steaming hot or comfortable except when the rains come. Two piece suits have a tendency to flop around too much and become snared on winches or cleats. And, to keep dry with a two piece suit a bibbed lower trouser is needed which means double layers around the torso and build up of heat...particularly in a tacking duel or off the wind.

This "One-Design" suit is comfortable and reportedly WATERPROOF. If they don't work, we have the manufacturers guarantee that the suit will be fixed or that your money will be refunded.

Best wishes to all for a successful and enjoyable 1979 season.

J/24 NEWS

J/24 News is published by the J/24 Class Association for skippers, crews, and observers of racing and cruising J/24's. The class office is at P.O. Box 429, Newport, R.I. 02840, phone, area code 401-846-0775. An active, associate, or sponsoring membership includes a subscription to this newsletter. Editor: Yvonne Burns.

Leaks

Lifeline stanchion, pulpit bases, and chainplates should be resealed with silicone or equivalent at least once per year to prevent leaks in these areas where there is varying stress or movement.

Keel and Rudder Templates

Owners and fleets have requested templates with which to insure compliance with the original design, to fair underwater shapes, and to use when measuring at major regattas.

Designer, Rod Johnstone, has spent several weeks developing a table of offsets for the keel which are consistent with both production molds and the original design. This table of offsets can be used to produce templates out of rigid material at little cost.

The advantage of this approach compared with printing patterns or distributing templates is that it avoids arguments as to the source of the templates, their legality, etc.. The table of offsets can be used to challenge even the templates themselves.

A copy of these tables and permissible tolerances as to keel location, trailing edge dimensions, and thickness are included with this newsletter... The Rudder should remain as the original section with a trailing edge thickness of not less than 4mm.

Cruising Hints

Another feature being added to U.S. boats is an 8x10 mirror over the sink on the main bulkhead...for shaving, grooming, and developing that winning smile.

The best cooking program seems to be a "Seaswing", cast aluminum, gimbal single burner stove with a "Gaz" cannister (butane).

Lower Rudder Pintles Shearing Off WARNING!!!

Technically, 5/8 inch stainless pins shouldn't break, but we know of seven that have. And, for safety's sake you want to be sure it doesn't happen to you.

In all cases the boats have been sailed in warm, salt water for two seasons (Florida-4, Houston-2, Annapolis-1)...no hull numbers over #150. So, some form of low level electrolysis is the suspected culprit.

We're not sure that we can build in a stronger, more practical, electrolysis proof, lifetime system, but you can be sure that we're looking into it.

In the meantime, we'd recommend annual replacement of rudder pintles to insure a failsafe program. And, for extra measure, keep the replaced pintles on board as spares. With a screwdriver and wrench, the pintles can be replaced in five minutes or less.

Yes, we'd recommend carrying an upper too, because if the lower lets go then the upper will often bend out of shape.

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Mens	34	36	40	44	46
Women	6-8	8-10	10-12	12-14	

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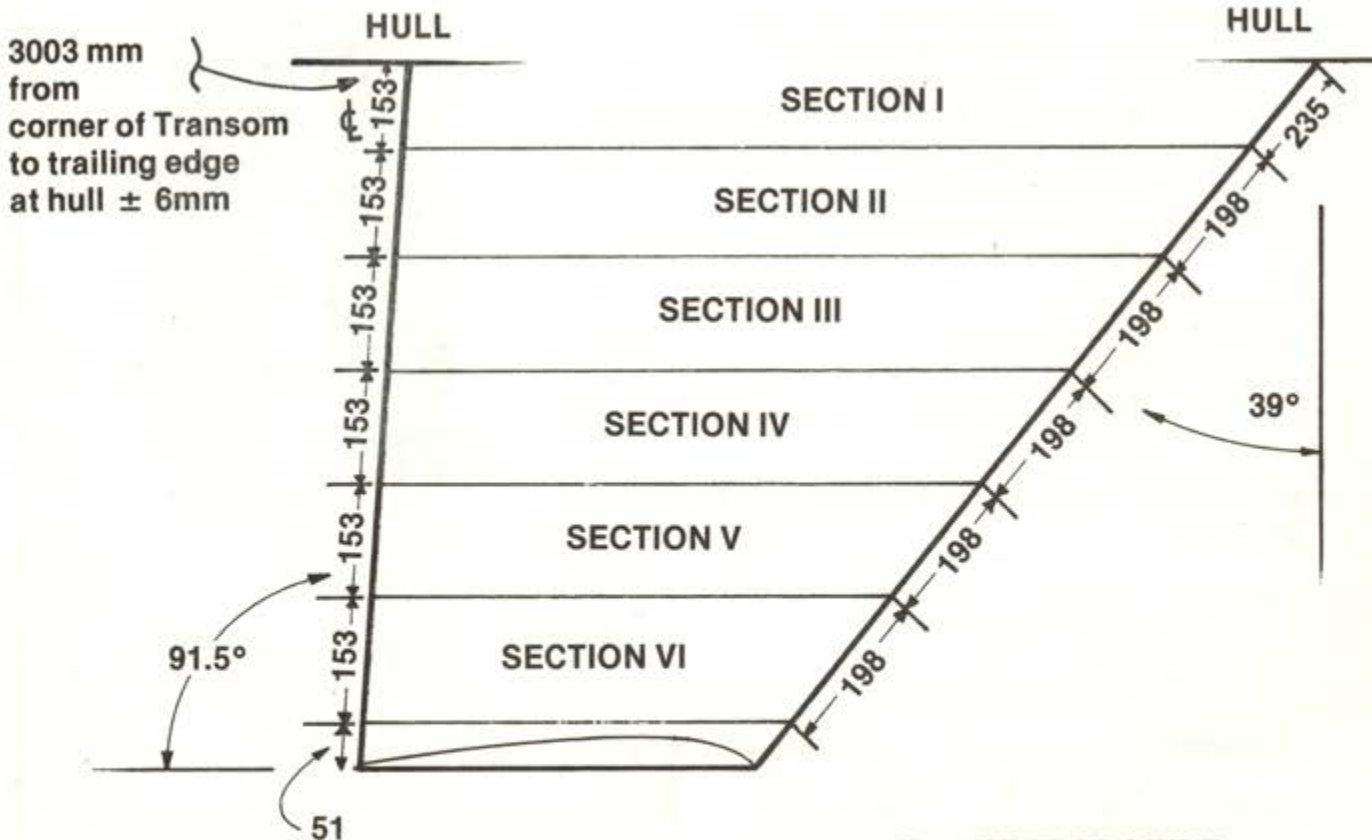
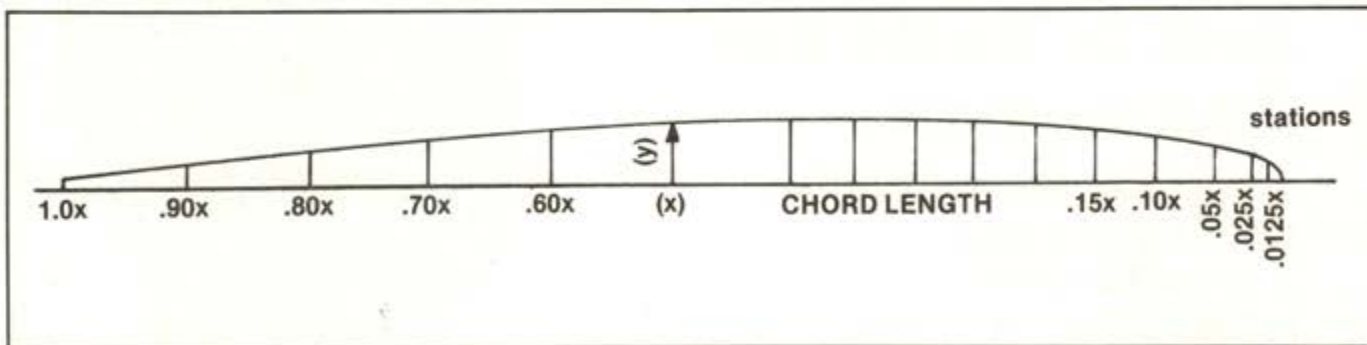
Official Keel Templates

This table of offsets and keel diagram enables owners and fleets to prepare an accurate set of measurement templates using rigid material such as plywood, lexan, aluminum, etc.

Templates made from these plans were tested on boats at the factory and in the field with excellent results.

Owing to the shape of the J/24 keel, templates will appear to fit below the designated measurement location if the keel is too fat.

Any keel with dimensions less than those herein described will be **ILLEGAL** and must be built up to specifications for competition.



J/24 KEEP PROFILE
(dimensions in millimeters)

TABLE OFFSETS - J/24 KEEL SECTIONS (All Dimensions in Millimeters and Tenths)

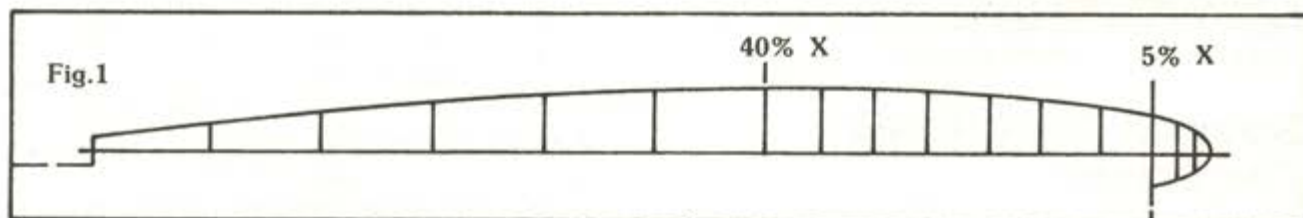
LOCATION	SECTIONS						
	I	II	III	IV	V	VI	
Front - down leading edge from hull	235	433	631	829	1027	1225	
Back - down trailing edge from hull	153	306	459	612	765	918	
Section Chord length (X)	1015	898	781	664	547	430	
Leading Edge Radius	13	13	13	13	13	13	
Section 1/2 widths at stations along chord length from leading edge to trailing edge (Y)							
	.0125x	16.0	14.9	13.8	12.7	11.6	10.5
	.025x	22.5	20.6	18.7	16.8	14.9	13.0
Half Widths	.05x	32.0	29.0	26.0	23.0	20.0	17.0
Stations along x	.10x	46.3	41.5	36.7	31.9	27.1	22.3
	.15x	56.5	50.3	44.1	37.9	31.7	25.5
	.20x	64.0	56.7	49.4	42.1	34.8	27.5
	.25x	68.5	60.6	52.7	44.8	36.9	29.0
	.30x	70.1	62.0	53.9	45.8	37.7	29.6
	.35x	70.7	62.5	54.3	46.1	37.9	29.7
	.40x	69.9	61.8	53.7	45.6	37.5	29.4
	.50x	64.0	56.8	49.6	42.4	35.2	28.0
	.60x	54.4	48.5	42.6	36.7	30.8	24.9
	.70x	43.0	38.4	33.8	29.2	24.6	20.0
	.80x	31.0	27.6	24.2	20.8	17.4	14.0
	.90x	18.7	16.4	14.2	12.0	9.9	8.0
(trailing edge)	1.00x	6.4	5.2	4.2	3.2	2.4	2.4

The above represent minimum faired dimensions at each station. Minor tolerance will be allowed for larger dimensions owing to local unfairness or slight variation in factory fairing.

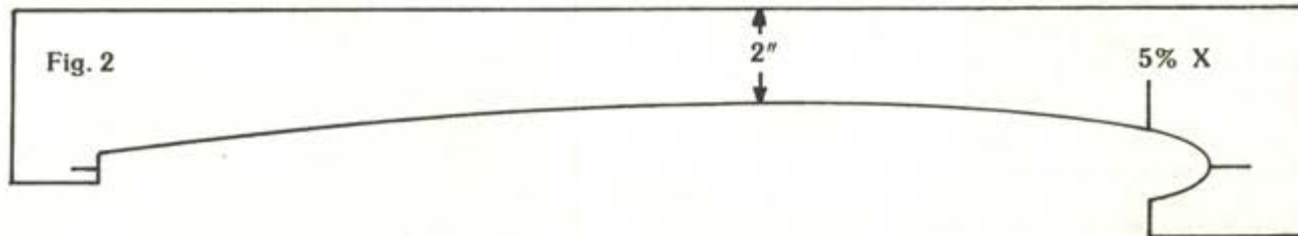
J/24 KEEL TEMPLATE CONSTRUCTION

Keel templates for the J/24 shall consist of six separate templates to be constructed as follows:

1. Lay out each section directly on 1/4 inch plywood or plastic sheeting. First draw the centerline axis and plot the half-width (y) stations along the chord length (x) as indicated by the official keel table of offsets. (Fig. 1) Be sure to notch centerline forward of leading edge and aft of trailing edge for permanent reference.



2. Cut template out of material as shown in Figure 2 being sure to leave the pencil outline of the section showing on the rough template. Fair the cut back to the pencil line to achieve perfect fair using sandpaper on a flexible block.



Plywood or plastic section template should be stiffened with one-by-one battens in order to preserve section shape in a horizontal plane.

3. Mark off points on leading edge and trailing edge as specified in the table of offsets. Fit templates to appropriate marks.

ANNOUNCING J/24 World Speed Record Prizes

It's not uncommon to receive reports from owners of speeds ranging from 12 to 17 knots. So, we thought it was time to officially log some of these accomplishments and award prizes to the fastest J/24's in the World during the calendar year 1979.

J Boats has donated nine half model trophies for the first three places in each of three categories:

- Reported World Speed Record
- Over the Bottom World Speed Record
- Through the Water World Speed REcord

Rules

All entries must be sent to J/24 WORLD SPEED RECORD, Brenton Cove, Newport RI 02840 within 30 days after the record attempt and received prior to December 31, 1979. Winners will be announced at the London and New York Boat Shows.

All record attempts must be made with a standard J/24 using class sails and with crew positioned inside the lifelines.

Entries must be accompanied by a written and signed release granting rights to both J Boats, Inc. and the J/24 Class Association to quote from the entries and use participants names and boat names in promotional materials or printed ads. Photographs of the boat in action or the boat and crew in 5x7 b&w glossies or 35mm color transparencies should accompany the entry.

A description of wind, wave and weather conditions; point of sailing; sails used; event or place; date and time of record; hull number; boat name; owner and names of crew must be included with all entries.

Special Conditions For Prizes

Reported World Speed Record will be based on the highest reading in tenths of knots from an averaging digital knotmeter calibrated so as not to exceed 6 knots at any time when sailing windward. The entry shall contain a written (editorial) account of the event in less than 250 words and be signed by two people who actually saw the speed registered on the knotmeter.

Over the Bottom World Speed Record may be established with unlimited wave or current assistance in waters normally open to navigation. While, the **Through the Water World Speed Record** must be established where there is no more than 1 knot of current on the course. The current velocity, measured at the point of strongest current on the course with reliable devices, shall be deducted from the calculated speed without consideration of course vectors to determine "through the water" speed. No credit for adverse current is allowable.

The "over the bottom" and "through the water" record attempts shall be conducted over a minimum distance of 500 meters using marks in the water or shore ranges. And the entry shall be accompanied by a written and signed verification by either a licensed surveyor of the local municipality or a recognized geodetic or coastal surveying authority as to the precise distance covered. The event must be witnessed by and attested to in writing on the entry by two judges, one of which is certified by the national sailing authority or is an approved IOR measurer.

Chart measurements or Loran C fixes are not admissible.

Crewing a "J"

by Mark Ploch and Jim Brady

In the J where boat speeds are relatively similar and the fleets are large, it is imperative that no mistakes are made while sailing the boat. With each bad tack or poor jibe, valuable positions are lost and are very tough to regain.

Surely you have noticed that the boats winning in your fleets have good crew work. Jim and I will explain how we keep mistakes to a minimum.

The most important item for any crew is to know the boat. Without knowing where the strings are, it is impossible to pull them. Label everything. With a label there is no confusion. Before the race spend some time looking over the boat and locating everything even to the point of a question...where is the foreguy, which is the main halyard,

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and which is the genoa? Doing this a couple of times definitely helps.

Now that you know where the controls are, nothing is more valuable than time in the boat. A few practice tacks, jibes, spinnaker sets and douces. Go through them slowly, not as if you are racing. Take time to watch what is happening so improvements can be made.

On Tchou we found it easier to have one person tack the genoa. It is small enough to be trimmed almost completely without a handle. This is very important because the other crew members can balance the boat. A heavy air tack one person will prepare the genoa sheets and jump into the cockpit seconds before the tack. This one crew member will then release and trim the sheet. Be sure that the old sheet runs free. Sometimes it helps to add a turning block aft so that the sheet will stay clear. To execute properly, the trimmer should stand in the cockpit with one hand on the old sheet and one on the new. Use only two wraps on the winch at this time. As soon as the jib starts to tack, throw off the old sheet and trim the new one with full arm length pulls. You should be able to get all but the last 2'. As the sheet is harder to pull, sit on the high side of the cockpit, brace your feet on the leeward side and use your legs and lower back to help pull, putting everything you've got into it. Remember the next boat is doing it also. If your tack is slower, they are gaining. The last little bit is trimmed with the handle. This gives time for the boat to accelerate and when executed properly, works very well.

The next most important maneuver that is very rarely done properly is the spinnaker hoist. We set from the life lines

just forward of the cockpit. It is very easy to set the turtle up on the weather side. There should be a snap at the top of the turtle to keep it on board. Attach the sheets and halyard to the chute. Tie these in the turtle with velcro so they will not fly out before you are ready. Now the spinnaker is ready, only the pole will have to be put up, and you have not even left the high side. Try and make your final approach to the mark on the same tack as you will be carrying the spinnaker. Also, before the start decide what side the pole will be on and put the guy in the outboard in. This will save you some time at the mark. As you approach, top your pole, set the foreguy and clear your genoa halyard for quick releasing. When your bow is even with the mark, start pulling the guy around. This will break loose the velcro and start some of the sail out of the turtle. As soon as you are abeam and bearing off, stand up and pull the halyard with as long a stroke as possible. At the same time pull the guy square to the wind and release the genoa sheet. As soon as the halyard is up, a quick yank on the sheet and the spinnaker is full and drawing. If the guy was not pulled around, the spinnaker will hang up under the genoa when it's eased, so it is important to pull it around a little ahead of the halyard going up. Drop your genoa and you're off hopefully in front.

Jibing, we simply end for end the pole. The most common mistakes here are not squaring the pole as you bear off and forgetting to release the old guy as soon as the inboard end is taken off the mast. Doing a free flying jibe the new guy will automatically come to you as the bow swings through the jibe. Attach the guy and then push the pole out and attach to the mast in one quick motion. It is really tough to attach the pole if the boat swings up too fast or, as the

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Skipper always says, you are too slow attaching it. This whole maneuver should be done while standing with your back against the mast and feet in front of you. It is much easier to push the pole out away from you leaning against the mast. Practice this several times very slowly watching for potential hazards. It takes a lot of co-operation between the fore deck and the skipper. The Skipper controls the speed of the gybe by how fast he swings through. Practice it slowly at first and increase your speed after it goes smoothly at a slow pace.

It is very difficult to go up wind with the spinnaker trailing behind you or all over the crew as he tries to trim the genoa. We found it best to have all sails ready to go to windward, cunningham down, back stay set outhaul set before reaching the leeward mark.

As you are within two boat lengths, let the halyard go first. Be sure that it is free to run. This lets the sail blow away from the boat and not drag down the genoa. Just after the halyard, let the guy run free as well, and hand the spinnaker sheet under the genoa sheets to someone in the cabin to gather in. If the halyard and guy ran free, it is a simple method of gathering in the sail. When done correctly, the sail will stay clear of genoa sheet blocks and winches so that the genoa may be trimmed as you round the mark. It is best to have the genoa sheet run over the top of the pole and in front of the topping lift. Done this way, the pole lift can be let off and when the outboard end drops to the deck, you are clear to tack immediately around the mark.

Being able to execute these maneuvers accurately and with little loss of time, will allow you to play the racing game much more successfully. As I mentioned earlier....practice makes perfect, but remember when practicing, do the maneuver slowly so you can see where any problems start and stop right there and see why. Then do it again and again and again.

Good luck!

Measurer's Rulings

Chief Measurer Jonathan Ford has ruled on eight inquiries concerning gear from J/24 owners:

- Question:** In order to race on the West Coast, USYRU sail numbers are required. J/24 rules on the other hand require "J/24 numbers" on the sail. What should I do?
Ruling: Use your USYRU numbers. We will accept USYRU numbers at major regattas on boats from areas with rules such as yours. In those areas, however, where J/24 numbers are usable, we will require boats to use them.
- Question:** Can we install a bridge deck over the main hatch to install various fittings?
Ruling: No.
- Question:** May I install a turnbuckle at the headstay to compensate for stretch, to short a wire, etc.?
Ruling: Yes. You may not adjust it while racing, however.
- Question:** Is it permissible to rig up a pipe or strap running down the center of the cockpit as a means for the

helmsman to rest his feet to prevent slipping off the weather seat when the boat is heeled?

Ruling: Yes. This is a good idea. Any pipe or strap which you install, however, must be aft of the traveler.

- Question:** Are there limitations on the spinnaker pole height/eye position?

Ruling: No, with respect to the 2nd eye which you may install under rule V-10. You may not, however, change the standard eye position or install a sliding ring.

- Question:** Over a period of time one's equipment tends to change. Is it permissible to submit a revised equipment weight list?

Ruling: Yes, submit a new list to the National Office for validation.

- Question:** May I lead the outhaul and mainsail clew reef lines aft to the cockpit?

Ruling: Yes, as long as you don't increase the standard power ratios.


- Question:** Are spinnaker retrieval lines legal?

Ruling: Yes.

SAN FRANCISCO BAY

The San Francisco Bay YRA has granted the J/24's One-Design status! This is rarely done (once or twice before). Special dispensation was given because of the National emphasis and because of the rapidly growing numbers of J/24's.

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It Happened In Key West

Four days of sunshine, warm water and good sailing breezes in the middle of winter and record snowfalls elsewhere. And, just about everyone was an old friend from past sailing events. It was more like a reunion or what could be imagined as a sailor's heaven than a regatta.

One was reminded of large fleet one-design races at the start and every turning mark, because no matter how idyllic the sailing became on the weather leg...soaking up the sun, watching dolphins play under a bow to weather, or just concentrating on sailing...all hell would break loose when converging on the weather mark. Where did all these boats come from? Approach the mark wrong, take a few sterns, a few more, tack, get trapped, swing around, a few more sterns and 15 boats lost! Take off on the reach, gain for boats planing, go a little too high, lose six, gain back three on a mark rounding, pick up two more on the run, play that wrong and lose five. Forget the proper genoa lead or vang and lose two more on the jib reach. Stay low on the rum line and gain them back plus two more who had luffed too high.

The best of the best won by good sailing. And, it was a star studded fleet. More than 25 boats had world, olympian, USYRU, or national champs on the helm or in the crew. Off the starting line in clean air, playing each wave and the main, concentrating hard for 10 minutes to gain a few feet, but no great edges in boat speed. They are all going fast. In fact on one leg, there were boats with reefed main and 150's, full mains and 150's, reefed mains and 100's, and full mains and 100's...trying to find the optimum combination of sail shape, crew weight, wave conditions, and power.

Scott Allan looked like the sure winner after three bullets and some brilliant sailing. But, then he was over early at the start and commented, "After swinging around the RC boat, we couldn't even read the numbers on the boats ahead".

We're all learning how to get more out of the J/24 and no one yet seems to have all the answers. Dave Ullman, two time world 470 champ commented, "Wow, this class has come a long way in one year. You just can't jump into a boat and expect to win. And, there are a lot of people moving the boat well who don't have much experience outside the J/24....but who have obviously had time on the tiller of the J's".

Consistency paid off for Mark Ploch, but he didn't have what you would call a professional crew. In fact, two pick up crew members received half model awards for being the top placing "Deck Ape - Age 15 or under" and top placing "First Mate"...Cindy Batcheller. So, it wasn't weight on the rail that worked in a windy series, either. Only four boats were able to stay in the top ten for more than three races. Twenty-one boats got there at least once.

Michelob made sure everyone had a good time. Free beer after the races and at the Seafood Gala, Designer's Birthday, Blast under the tent on Monday night organized by the Key West Sailing Club.

"THANKS SHORE SAILS"



Winning is a lot more fun than the alternative. Ask Herb Finley, who won Ida Lewis J-24 and Narragansett Bay MORC Championships this season. He'll tell you his Shore Sails sure helped.

J's equipped with Shore Sails have also proven their speed in the U.S. Nationals, the Great Lakes Championships and the U.S. Fall Championships.

Winning is fun. And we can help you win. Call Bill Shore in Newport or Mel Fisher in Huntington.



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Larry Johnson, Race Committee Chairman for the upcoming USYRU Olympic Pre-Trials in Newport, provided his services in the same role in this J/24 event to insure that good racing was had by all. And, John Knight was superb as Regatta Chairman and M.C. at the Awards Banquet Wednesday night.

The MICHELOB CUP perpetual trophy was presented to Mark Ploch, and the local J/24 fleet presented other trophies to the top five. Scott Allan won the Michelob spinnaker for being the top boat after the first two races. It was presented by Steve Prime of North Sails who built the chute, and Scott (Horizon-Scott Allan Sailmakers) graciously accepted the prize to use "while cruising"....even though Steve suggested that it might improve his downwind speed.

J Boats awarded J/24 half models for outstanding performance in a number of categories felt to be important to the sport in general and J/24 racing in particular. Brother Rod got the "Designer's Award" for the top boat sailed with at least four members of one's immediate family. The "Deck Ape" and "First Mate" award went to Ploch's boat, the European contingent got the "Nautical Scribe" and "World Traveller" awards. Bob Whitehurst got the "Truancy" prize for being the top college age student 22 or under. His mother accepted it for him, because he had left to take an exam. The Lake Tahoe boat from California received the "Long Distance" prize, Mary McBride got the "Winged Victory" award for being the top of three female skippers. Lonny Kerst was runner up and Kate Alexander from

Seattle was third. Bonnie Shore, Adams Cup winner and Yachswoman of the Year was crewing for husband Bill.

Ed Lampman received the "old Fox" award for being the top skipper over age 50. He wanted to rename it, "Silver Fox". And, Chris Chatain, sailing with photographer, Karen Olsen, his brother and wife got the "Swinger's Award" for the top boat with two guys and two gals.

Stuart Johnstone and Larry Klein deserve special mention for super sailing first place finishes in the two races not won by Scott Allan.

Six of the top ten boats were sailmakers...there were just as many under fourteenth place. Two thirds of our Olympic team was represented with Koliis (Soling), Whitehurst (470), Commette (Finn) and Mathias (FD). There were world champs in Lightnings, 470's, Stars, Lasers, Penguins (2), Youths (2) and national champs in E Scows, FD's, 1/2 tonners, Thistles, Lido 14's, Sunfish, Ensigns and Rainbows. The USYRU events were represented with Mallory, Sears (3), Adams, and Youth (2) champs...not to mention a half dozen collegiate All-Americans.

But, in the second week of January at America's first major one-design event, Mark Ploch was the best in the world.

Bob Johnstone

Western Long Island Sound Fleet #22

J/24 Fleet 22 of Western Long Island Sound reports excellent news. The Yacht Racing Association of Long Island Sound has agreed to sponsor the J/24 as a "One-design offshore" class. This sponsorship, which may be a first for the Y.R.A., will provide J/24 owners with an alternative to MORC, and will offer members a choice of one or all of three proposed racing series for the 1979 sailing season.

The first series is scheduled to provide a steady diet of weekend day racing close to home, with a reduced time commitment. Scheduled are one-design YRA starts for each of the three areas, with Huntington and Norwalk joining forces. Secondly, two summer-long series are planned, designed to bring out all three areas in competition with each other. Included in this plan is day racing, which will consist of three or four special weekend regattas throughout the summer in which competitors will race as a one-design class. A wind-up regatta in mid-October is also in the works. Thirdly, a special "offshore" series will be scheduled in conjunction with the existing YRA overnight and distance schedule. Also in the planning stages is a regional regatta scheduled for early 1979 which would include all fleets on the East Coast.

WLIS J/24 Fleet 22 and the YRA are working together to provide a separate class of memberships for J/24 owners which would offer a uniform rate for one or all categories of participation.

FROM: YACHT RACING ASSOCIATION OF LONG ISLAND SOUND NEWS, January 1979.

Owner's Corner

Randy Tankoos (hull #236) of Darien, Connecticut relates the following experience he had in his J24 "Sherman": "Pouring rain, wind gusts to 48 apparently reported by larger boats, with a single reef in the main and no jib we were having cocktails in the cockpit. We beat another J24 into the harbor by five minutes - he had four guys on the rail and a 100% jib with single reef. This was our first sail in over 10 knots, not last. Some tough boat."

Perhaps the most successful 1978 J24 club skipper was Dr. Clarke Poad of Lake Winnebago. Under IOR (20.3), Poad was first to finish in 22 of 23 races! On corrected time, he had 19 first place finishes, 3 second place finishes, and 1 third place finish. He was Lake Winnebago Sailing Association's 1978 Boat of the Year. His competition? Ranger 22, 23, and 26, 3 Cal T27s, 5 Tartan 34s, 3 C&C 24s, 1 C&C 27, a San Juan 24, a Santana 1/4 tonner, a Hunter 25, and a Santana 525.

On informal racing and cruising, J.H. Van Dyke (hull 327) of Fleet #37 said, "We only raced a few times in local club course races and had no trouble holding our own against the local MORC boats."

F.W. Am Rhein (hull #272), sailing out of Del Rio, Texas, said that in 20-30 knot winds and 3 to 5 foot seas, he finished 3rd, 5th, and 1st, respectively, in a three race series. He commented, "I race with my children ages 15-12 and 10. Considering the heavy going, I was real proud of 'em. We finished 2nd in the regatta" - out of 12 boats.

John Todd (hull #128) of San Francisco Bay won his club's championship series and had the club's best overall season record in 1978 in his J24, "CJ".

J24 owner/racer Wiley Wakeman (hull #280) recorded a first place in the Lincoln Trophy series of 12 races in the MORC class. Wakeman also won the Edgartown "around the island" race. He said that he was "second on elapsed time, beating Metalmast 30, and Evelyn 29 boat for boat, as well as Tartan Ten (class ahead of us). We were amazed at J24's performance. Race was 79 miles."

Bill Mitchener, J24 owner from Peoria, Illinois (hull #620) said, "My wife, Marilyn, likes the large hatch opening which gives her the protected, out-of-the way feeling of being in the center cockpit of a Morgan 41...we have been able to consistently go fast with my two daughters, son-in-law, and wife as my regular crew. Needless to say, we are convinced that the J24 is the ideal boat for our family enjoyment."

Bob Taylor (hull #305) of Montana had many top finishes in 1978 and remarked, "We also went on two cruises. Great boat."

On racing against boats from 20 to 30 feet, owner Arthur Topilow (hull #71) said, "No boats are even close. First to finish all races."

J24 racer Stan Sorensen recorded excellent finishes last summer. First Place - J24 class in the ABYC Labor Day Regatta, second place - MORF division in the Around Catalina Race, and third place - LAYC Harbor Series.

Owner Maurizio Frakaloss (hull #560) finished with 4 firsts

and 2 seconds out of 7 local regattas in western Long Island Sound.

John Bonds (hull #369) of MORC Station 16 relates the following experiences, "Completely family crew-wife, son, and daughter. In eleven starts, won 3 (2 boat for boat), one 2nd, three 3rds. Finished season 3rd MORC 1 high point CBYRA South (Lower Chesapeake). In one 58 mile overnigher - at 0500 finish, the five J24s finished less than 3 minutes apart, following a 30 mile beat in 25 knots! Great boat for a family!"

Designer's Corner

Class Rules

An updated version of the Class Rules is in the works, and will be published upon approval by the Class Association at its annual meeting in Newport in August. Improvement in format and clarification of wording are the principal changes.

The official shape of the J/24 Keel has finally been determined and is defined by the Official Table of J/24 Keel Offsets and Profile Diagram found elsewhere in this newsletter. Templates may be made by anyone by using these offsets to obtain the proper size and shape of each section. Directions for constructing these templates are also available from the Class Association. Tolerances are minimal and templates shall not fit on the keel above the designated location (keel to small). If templates cannot be fit as high as marks on keel then the keel is either unfair at



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that point or is too big. Maximum tolerance will be established after a reasonable range for factory fairing variation. Templates used for measuring keels at major regattas must be approved by the Chief Measurer. Templates which do not conform with the Official Offsets may be disqualified as well as keels.

Handicap Racing

Midget Ocean Racing Club (MORC) provides a one-design standard rating for the J/24 for a nominal fee. This means that you can get a MORC rating (21.9 at the moment) and sail under the rule as long as you are a member of MORC. Contact Dick Buermann at MORC National Headquarters in Rocky River, OH (216) 333-0575 for further information.

MORC has a good rule now except for one major loophole which results in designs which are measured with their tails way up in the air and foreshortened waterlines. These "rulebeaters" are the only ones capable of doing damage to the J/24. You will see alot of them this year at the International Regatta in October at St. Petersburg, but be patient: It is almost a certainty that the loophole will be closed by 1980 and that another generation of rule-bred ugly ducklings will go quacking into oblivion. The problem is in the way that measured length (L) is calculated, and the MORC Measurement Rule Committee is working on the problem.

IOR has been a real bummer for J/24s as only twenty two boats in the U.S. (less than 2%) have been measured to the rule, event though the class does have a standard IOR hull measurement. The Class Association has therefore applied to the International Technical Committee as well as the Offshore Racing Committee of USYRU for a class standard IOR rating. If granted it would mean that you could race your J/24 under IOR and get a measurement certificate for about \$25. Ratingwise it will mean a rating of about 21.8 but is a bargain otherwise. The ITC has given its blessing for the U.S. to grant an interim standard rating to two classes only in 1979: the North American 40 and the J/24. The standard rating has yet to be determined.

The J/24 Class has applied to USYRU for a class hull measurement for the new MHS Rule, the new USYRU handicap rule based on the \$350,000 velocity prediction program developed at MIT since 1974. The MHS rule will be used in nearly all major offshore races in 1980 and will also be used in some races in 1979.

The Performance Handicap Racing Fleet (PHRF) in all the major regions has pretty well agreed that 174 is the proper PHRF handicap number for the J/24. Because handicaps are assigned regionally this could vary, but you should squawk to your local handicapper if your J/24 is stuck with a number lower than that. There seems to be alot of local politics involved in PHRF so if you don't like what is going on you should get in there and pound your shoe on the table.

In short, there are many organizations involved in making handicap racing more equitable, even for the J/24. Some efforts are more successful than others, however. Considering all the inconsistencies and frustrations and irritations which emanate from all forms of handicap racing, I still think that ONE DESIGN IS THE ONLY WAY TO GO.

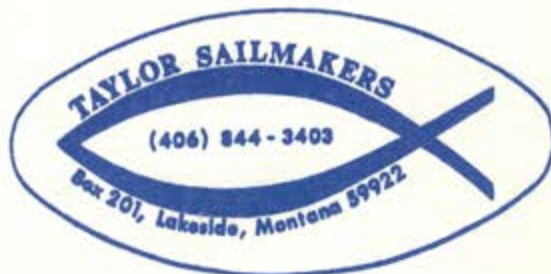
Rod Johnstone

CALENDAR OF EVENTS

June 2nd and 3rd:	J/24 Western Regional Championship, Long Beach, CA.
June 3rd - 8th:	J/24 North American Championship, Corpus Christi, TX.
June 15th, 16th and 17th:	The Grand Cup Regatta. PHRF handicap rule. Ketchum, OK.
June 16th and 17th:	Niagara Frontier Regatta.
June 23rd and 24th:	Great Plains Championship on Grand Lake of the Cherokees, Ketchum, OK.
June 23rd and 24th:	Rochester Invitational Regatta. Rochester, NY.
June 30th and July 1st:	Keyport Race Weekend. Keyport Y.C. Keyport, NJ.
July 5th, 6th and 7th:	Fair Haven District Championship. Fair Haven, NY.
July 4th:	Holiday Regatta. Raritan Y.C. Perth Amboy, NJ.
July 7th and 8th:	Red Grant Regatta. Raritan Y.C. Perth Amboy, NJ.
August 6th - 10th:	J/24 World Championships. Newport, R.I.
August 24th - 26th:	Minnetonka, Wayzata Race Week. Minnetonka, MN
August 26 - 31st:	European Championships, Poole, U.K.
September 1st - 3rd:	Great Lakes Championships, Detroit, MI.
September 1st - 2nd:	Pacific Coast Championship, St. Francis Yacht Club.
September 28th - 29th:	Changing Colors Regatta. Lake George, NY
September 27th - October 5th:	Bahamas Cruise, Miami, FL.
October 6th - 7th:	Columbus Regatta Biscayne Bay, FL.
October:	Annapolis Fall Regatta, Annapolis, MD.
November 23rd and 24th:	Florida State J/24 Championship. Jacksonville, FL



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I own and race a J-24 with our Lake fleet and results of my sails are as follows, they speak for themselves:

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1st. July 4th
2nd. July 4th
2nd. Overnighter
1st. Saloon Cup
2nd. Poet's series

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Mark rounding at the Southwest Championship showing Johnstone/Minors, Darden and the unmistakable "...Fat Lady..." trailing "Zoom".

J/24 Southwest Championship

John Kolius, sailing his new boat "Honky Tonk", ran away with the Southwest Championship held at Lake Ray Hubbard outside of Dallas, Texas. Chandler's Landing Yacht Club hosted the twenty-seven boat event on April 28 and 29. Kolius, with his crew of Donna Ownes, Richard Hoepfner and Farley Fontenot, excelled upwind as they came from behind repeatedly in all the five races to finish at or near the top of the fleet.

The first three races on Saturday were held in moderate East winds ranging from ten to eighteen knots on two Olympic courses and one Gold Cup. At the end of the day Davy Patterson and Don Word, sailing "The Opera Ain't Over 'till the Fat Lady Sings" were tied with Kolius, with Jeff Fleming close behind. Ken Huggins was also con-

sistently near the lead, but suffered a DSQ in the second race. Jack Kern, from Austin, in "Zoom" would also have been with the leaders but for blowing a lead in the second race on the last leg, and getting stuck on the wrong side of the oscillating thirty degree shifts in the third race.

The last two races on Sunday were held in lighter winds, where Toby Darden sailing "Rally" seemed to excel. The wind dropped altogether on the run during the last race and turned the fleet topsy-turvy except for the four lead boats, which were well ahead. The leader was never very far ahead in any of the races until the final one when Kolius opened up on the fleet on the last two legs.

Despite the tricky conditions, the racing was close and the courses were excellent. Prizes were also awarded for the Commodore's Division for those less experienced racers who did not feel themselves quite up to the top level of competition. Hal Ploch won first prize and Jimmy Holton was second.

TOP 10	RACES					FINISH	TOTAL POINTS
	1	2	3	4	5		
John Kolius	2	(4)	1	1	1	1	4 ¹ / ₄
Dave Patterson/Don Word	1	2	4	(5)	4	2	10 ³ / ₄
Jack Kern	4	6	(9)	3	2	3	15
Toby Darden	(18)	1	11	2	3	4	17 ³ / ₄
Jeff Fleming	3	3	3	9	(19)	5	18
Rob Johnstone/John Minors	7	5	5	7	(14)	6	24
Ken Huggins	5	(DSQ)	2	4	15	7	26
Ed Himmel	6	(18)	6	15	7	8	34
Ed Mathews	11	7	(22)	8	(13)	9	39
Mike Little	13	10	(15)	10	9	10	42

() indicates throwout

Fleet Captains

MINNETONKA J/24 FLEET #1

John Gjerde
21775 Fairview St.
Greenwood, MN 55331

RARITAN BAY J/24 FLEET #2

Mike Hession
272 Clinton Road
North Brunswick, NJ 08902

CORPUS CHRISTIE J/24 FLEET #3

F. John Sheperd
3102 Santa Fe, #12
Corpus Christie, TX 78404

NEW HAVEN J/24 FLEET #4

Dr. Sandy Lieber
17 Hillhouse Ave.
New Haven, CT 06520

GALVESTON BAY J/24 FLEET #5

LeRoy Herren
1722 Bowline
Houston, TX 77062

LAKE ST. CLAIR J/24 FLEET #6

Tom Edwards
32575 South River Rd.
Mt. Clemens, MI 48045

CHARLESTON J/24 FLEET #7

Douglas Boyce Jr.
124 Wentworth, #3
Charleston, SC 29401

CHESAPEAKE BAY J/24 FLEET #8

William Tate
1941 Landsdowne Rd.
Baltimore, MD 21227

CANYON LAKE J/24 FLEET #9

Fred Am Rhein
1111 Paulsun
San Antonio, TX 78219

KEY BISCAYNE J/24 FLEET #10

John Southam
101 Sunrise Drive
Key Biscayne, FL 33149

NIAGRA FRONTIER J/24 FLEET #11

Ed Stevens Jr.
60 Huntington Ct.
Williamsville, NY 14221

CHICAGO J/24 FLEET #12

Larry Rosenzweig
3245 West 30th St.
Chicago, IL 60623

LONG BEACH J/24 FLEET #59

Stan Sorensen
16642 Tiburon Place
Huntington Beach, CA 92649
714-835-5573 (B)
213-592-1660 (H)

PORTLAND J/24 FLEET #27

Rick Gaines
223 N. Bridgeton Rd.
Portland, OR 97217

STOCKTON J/24 FLEET #30

Bob Salo
19015 N. Davy
Lodi, CA 95240

KEY WEST J/24 FLEET #13

Jack Woehrlie
2318 N. Roosevelt Blvd.
Key West, FL 33040

PALM BEACH J/24 FLEET #14

Hal Jones
711 N. Flagler
West Palm Beach, FL 33401

SUSQUEHANNA J/24 FLEET #15

Dr. John Knowles
510 Oakborn Dr.
Westchester, PA 19130

BUZZARDS BAY J/24 FLEET #16

Paul Kaufmann
334 Common St.
Belmont, MA 02178

GOLDEN GATE J/24 FLEET #17

David Avrin
173 Camellia Ave.
Redwood City, CA 94061

NARRAGANSETT BAY J/24 FLEET #18

Louis A. Burns
"Winter Cottage" Brenton Rd.
Newport, RI 02840

PREQUE ISLE J/24 FLEET #19

Mark Dedionisio
546 Nagle Road
Erie, PA 16511

ATLANTA J/24 FLEET #20

Harold Gilreath
2315 Chruch Road
Smyrna, GA 30090

AUSTIN FLEET #21

Russell Painton
7201 Woodhollow Drive #220
Austin, TX 78731

WLIS J/24 FLEET #22

Charlie Genarelli
7 Phillips Lane
Rye, NY 10580

LAKE CHAMPLAIN J/24 FLEET #23

Barbara Francis
76 Heineberg Drive
Mallet's Bay, VT 05404

LAKE GEORGE J/24 FLEET #24

David Cohen
10 Besch Ave.
Albany, NY 12209

CASCO BAY FLEET #43

John M. Albin
247 Bruce Hill Road
Cumberland Center, ME 04021

UNITED KINGDOM J/24 #44

John R.T. Adams
Paradise House
Waltham St. Lawrence

Reading R910 OJH England

MARBLEHEAD J/24 FLEET #28

G.F. Crawford
Eunice Circle
Wakefield, MA 01880

CONN. RIVER FLEET #31

Peter Bergendahl
233 West Shore Ave.
Groton Point, CT 06340

PANAMA CITY J/24 FLEET #32

John Soares, Jr.
3608 Biltmore Drive
Panama City Beach, FL 32407

MOBILE BAY J/24 FLEET #33

Jim AcAleer
4721 St. Dominic Rd.
Mobile, AL 36609

BERMUDA J/24 FLEET #34

Dave Ashton
Salt Kettle Boat Rentals
Paget, Bermuda

PENSACOLA J/24 FLEET #35

Judy Whitehurst
Box 3146
Pensacola, FL 32506

TORONTO J/24 FLEET #36

Alan Adelkind
Angus Sailcraft Ltd.
245 Queens Quay West

Toronto, Ontario Canada

MILWAUKEE BAY J/24 FLEET #37

Donald E. Ebarp
1031 E. Circle Drive
Whitefish Bay WI 53217

GRAND LAKE J/24 FLEET #38

Larry Barkley
P.O. Box 530
Neosho, MO 64850

OKLAHOMA CITY J/24 FLEET #39

Dick Berg
2325 Bellevue Terrace
Oklahoma City, OK 73112

LAKE NORMAN J/24 FLEET #40

Jay Cullinan
P.O. Box 240291
Charlotte, NC 28224

ROCHESTER J/24 FLEET #41

James Kraft
1561 Hermance Rd.
Webster, NY 14580

FAIR HAVEN J/24 FLEET #42

Jeffie Herter
85 Lincoln Knoll Rd.
East Rochester, NY 14445

DUBLIN J/24 FLEET #46

James Sweeney
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Missoula, MT 59801

SEATTLE J/24 FLEET #26

Dave Martin
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Seattle, WA 98109

J/24 NEWS WANTS YOU TO WRITE YOUR NEWS!

Send in your local news, pictures, stories, anything of interest. Let's hear it from our European and Australian people. This is your newsletter, we can't print what we don't know.

Raritan Bay J/24 One Design Events

June 30 & July 1
July 4
July 7 & 8 (3 races)

Keyport Race Weekend
Holiday Regatta
Red Grant Regatta
and District II Qualifi-
cation for the 1979 World

Keyport Y.C. Keyport, NJ
Raritan Y.C. Perth Amboy NJ
Raritan Y.C. Perth Amboy NJ

All of these events will be scored together to determine the Raritan Bay J/24 One Design Championship. (N.J.Y.R.A. Trophy) Keyport Y.C. and Raritan Y.C. are in close proximity to each other, Raritan Y.C. has a lift that can handle J/24's and both clubs have mooring areas. Those wishing to sail both regattas can arrange to leave their boats on the lay days. Launching and hauling by prior arrangement. Raritan Bay is just south of Staten Island and is within easy sailing distance of N.Y.C. For information contact Mike Hession, 272 Clinton Road, North Brunswick, NJ 08902, Tel. no. (201) 524-4264 days or (201) 297-6165 evenings.

J/24 Midwinter Championship Key West, 1/15 - 17/79

POSITION	SKIPPER	PORT	1	2	3	4	5	TOTAL
1.	Mark Ploch	Clearwater FL	2	2	7	3	5	18
2.	Charles Scott	Annapolis MD	5	5	2	4	12	28
3.	Scott Allan	Annapolis MD	0	0	0	21	8	29
4.	John Kolius	Seabrook TX	11	4	5	2	17	39
5.	Bob Fisher	UK/Ireland	8	9	12	8	2	39
6.	Larry Klein	Detroit MI	17	11	4	14	0	46
7.	David Hirsch	Stratford CT	6	6	14	5	18	49
8.	Whitehurst/Dabney	Pensacola FL	3	18	16	16	5	58
9.	Steve Prime	Orange CT	7	19	8	11	13	58
10.	John Gluck	Zenda WI	15	12	10	6	24	66
11.	Bill Shore	Newport RI	4	7	21	7	28	67
12.	Mike Toppa	Annapolis MD	13	21	19	9	10	72
13.	Chris Chatain	Zenda WI	24	16	22	12	3	77
14.	Stuart Johnstone	Newport, RI	DQ	8	15	0	6	78
15.	Dave Ullman	Nwpt. Bch. CA	12	29	29	17	14	81
16.	Tom Bremen	Miami FL	25	13	33	22	9	102
17.	Bob Johnstone	Newport RI	10	17	31	23	16	107
18.	Jim Scott	Annapolis MD	9	3	6	NF	NS	111
19.	John Southam	Key Biscayne FL	27	37	20	19	11	114
20.	Ed Crawford	Palm Bch. FL	21	10	35	26	22	114
21.	Rich Wait	Ithaca NY	31	34	34	10	7	116
22.	Jack Kern	Austine TX	23	23	17	18	36	117

23.	Jack Mathias	Youngstown NY	10	20	40	15	34	119
24.	Joe Bluebaugh	Key West FL	14	15	28	28	38	123
25.	Rod Johnstone	Stonington CT	29	27	11	29	29	125
26.	Marshall Steele	Annapolis MD	19	24	25	35	23	126
27.	Commette/Knapp	Newport RI	18	14	3	NF	NF	128
28.	Lou Burns	Newport RI	30	26	23	13	40	132
29.	Dorland/Barber	Olympic Vly. CA	22	22	NF	24	26	133
30.	Jack Woehrle	Key West FL	33	25	24	27	26	135
31.	Ross Griffith	Charleston SC	34	40	18	20	27	139
32.	Larry Rosenzweig	Chicago IL	38	28	36	25	19	146
33.	Herb Finley	Newport RI	DQ	36	9	34	21	149
34.	Larry Leonard	Annapolis MD	16	DQ	13	38	37	154
35.	Jack Wright	Palm Bch. FL	37	35	32	32	20	156
36.	Tom Thompson	Pt. Clair PQ	35	31	30	37	25	158
37.	Mary McBride	Baic d'arte PQ	26	38	37	30	32	163
38.	Matt Fisher	Newport RI	44	30	27	36	30	167
39.	Peter Isler	Miami FL	NS	NS	26	31	33	189
40.	George Petritz	Key West FL	42	33	45	41	31	192
41.	John Schedel	Naples FL	32	45	42	39	35	193
42.	Craig Rastello	Winter Pk FL	28	42	39	48	NS	200
43.	Bill Tate	Annapolis MD	36	41	48	33	NS	201
44.	Ed Lampman	Moorestown NJ	39	32	43	47	NS	204
45.	Mike Auster	Highland Pk IL	40	44	41	40	NS	208
46.	Greg Swetka	Mt. Clemens MI	41	47	38	42	NS	211
47.	Lonny Kerst	FairHaven NY	45	43	46	43	39	216
48.	Feldman/Smith	Rochester NY	43	39	49	46	42	219
49.	Graul/Alexander	New York NY	NF	49	44	45	41	227
50.	Larry Littell	Bethesda MD	46	48	47	44	NS	228
51.	Jim Shawl	Sterling MI	47	46	NF	49	NS	235
52.	Tom Koolen	Swansea MA	NS	NS	NS	NS	NS	---

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