

J[®] 24

MAY 1980
Vol. 5



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Cover Photo: Rev. Abraham Akaka christens fleet of J/24's at the festive opening day ceremonies at Waikiki Yacht Club, Honolulu, Hawaii.

President's Report

Organization

Further on in this issue is a listing of Fleet Captains and District Governors along with a map describing Districts. John Buckley has prepared a Class Officer election procedure which you should also read and comment on. This proposed system outlines a natural progression to Class President from the Fleet Captain level.

J/24 Annual Meeting

This is scheduled for November 21 in Newport RI in conjunction with the USYRU annual meeting. An invitation is extended to all members. We particularly want to encourage the attendance of District Governors, who will undoubtedly find themselves running the Class as the Executive Committee with the responsibility of electing the Class Officers . . . assuming approval of the proposed election process.

We believe that a plan to conduct the Class annual meeting just prior to that of the USYRU makes far greater sense than trying to do so at regattas. The USYRU moves its meeting around each year, and it gives the Class an opportunity to place representatives in each key committee meeting of the USYRU whether it be the One-Design Class Council, PHRF, MORC, MHS, IOR, Adams Cup, Sears Cup, Price of Wales, Intercollegiate, Rules, etc. to insure that the interests of the Class membership are represented.

For instance, the USYRU meeting for 1981 is scheduled for St. Petersburg FL and there are tentative plans to conduct the Champion of Champions Event that same week in 20 J/24's. And, there's also a plan afoot to get USYRU administrators into a small championship of their own during the meeting.

Regatta Liability Insurance

The J/24 Class Association has purchased the USYRU regatta liability insurance program offered by Starkweather & Shepley, Inc. of Chicago IL. In so doing, the Class becomes an additional insured to the USYRU master policy. It covers the Association, its officers, directors, committee members and judges on the water during regattas.

This was instigated by a recent \$12 million claim against a Long Island Yacht Club. We would recommend that your local yacht club contact either the USYRU or Starkweather & Shepley to review liability coverage.

Registration Stickers and Membership Cards

This year, registration stickers must be affixed to the upper starboard corner of the transom of all J/24's competing one-design. To obtain the sticker and your 1980 Class membership card, 1980 dues must be paid and Part A of the new (April 1980) Measurement Certificate filed with the Class Association in Newport.

Here's what the sticker and membership card look like:



Place on transom top starboard
Clean surface before applying



1980 Measurement Certificate

A copy of this is published so that you may copy it and submit it with a copy of your existing certificate having factory certification of weight.

The reason for the change is that the draft mark program makes the elaborate weight calculations obsolete. Another need was to develop a measurement certificate that would have dual usage. By including the items normally checked at a regatta, the same form can be used by race organizers at the North Americans, Worlds, etc.

This new certificate will be used by the U.S. Class Association subject to ratification by the IYRU and other National Class organizations.

USYRU Adams Cup - 1981

The national women's championship finals in 1981 will be conduc-

ted in J/24's in Seattle, Washington during August. We believe the Adams Cup committee has made an excellent selection and I would like to encourage all fleets to help make this the best women's championship ever. As you may know, qualification is by means of elimination rounds at the yacht club, YRA, and USYRU regional levels. So there will be need of boats. Undoubtedly, there are a number of very talented women sailing J/24's already. Maybe your J/24 fleet can field an entry. Please stay in contact with local YRA officials for details.

IOR - Standard One-Design Rating

We have recently received word from the USYRU Offshore Office that the J/24 is about to receive a standard rating from the ORC in London. This means that owners will be able to obtain an IOR Certificate upon presentation of the 1980 Measurement Certificate plus a nominal computer fee.

Further efforts are being made to do the same under MHS (MORC already offers this) so that owners can participate in a broad range of events without the inconvenience or cost of measurement.

J/24 Class Championship - alias "The Worlds"

The date and place is finally settled: October 3-10, 1980 in Sanremo, Italy. Technically, a one-design class that does not have International Status can't conduct a "World" Championship. Since we are applying for International Status, we plan to cooperate with the IYRU and just refer to the event as the "Class Championship". The notice & conditions are published herein.

The organizers of the Class Championship (Worlds) are providing 18 new J/24's for charter, of which the U.S. Class Association has been allotted seven (7) plus one for the current World Champion, Charlie Scott.

The Executive Committee has decided to make these boats available to:

- The top three finishers at the North Americans (SF)
- The Winner of the Texas Circuit
- The winner of the Great Lakes Championship (Rochester)
- The winner of the East Coast Championship (Annapolis)
- The winner of Block Island Week (NE)

Should any of the above elect not to go, the charter opportunity will be passed down as low as fifth place. If none of the top five elect to go, the Class Executive Committee will determine how any available charter(s) will be assigned.

Class Rule Changes

The Chief Measurer recommends that Rule 3.5.2b be deleted and not checked. The reason is that (a) the foretriangle is defined and controlled by other dimensions, and (b) the variation between boats in the location of the lower part of the main bulkhead makes precise measurements meaningless. Whereas the top of the bulkhead is jiggered at the factory, the lower portion will end up at differing points depending upon how much pressure is applied when installing the fiberglass interior pan molding. Rather than instigating a different measurement point such as the stemhead to the front of the mast at the step, it is felt that there are enough measurements to control the mast position and foretriangle.

Regatta Schedule and Standard Entry Form

To facilitate owner planning and communications, a more complete regatta schedule is included and we have developed a standard regatta entry form. Please make every effort to keep the Class advised of regatta dates 6 MONTHS or more in advance.

Fleet Reports and Articles

We are grateful to the support of those contributing to this fifth volume of our Class news. The editorial content is now greater than many of the leading boating magazines. But, don't hold back. Send in fleet reports, regatta results, stories, and commentary. Double spaced, typed with 8x10 glossies are requested.

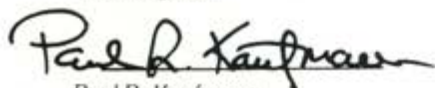
Financial Status

The following represents the financial status of the J/24 Class Association - USA for the twelve months ended December 31, 1979. The Association's fiscal year extends from January 1 to December 31. The majority of revenues are collected during the February/April time frame and are expensed throughout the year

to cover class operating costs and quarterly publications. The J/24 Class Association - USA is a non-profit organization.

<i>Income</i>	<i>Dues & Ads</i>	9537	
	<i>Other</i>	138	
	<i>Total Income</i>	9675	
<i>Expenses</i>	Printing	1915	
	Salary	1500	
	Telephone	569	
	Postage	582	
	Supplies	892	
	Other	316	
	<i>Total Expenses</i>	5774	
<i>Net Surplus</i>	(Bank Balance December 31, 1980)	3625	
	less contingency reserve for		
	printing of December Magazine	2000	
TOTAL FUNDS AVAILABLE		\$1625	

Best Regards,



Paul R. Kaufmann
President
J/24 Class Association
of the U.S.

A Catalyst For Change

by John Buckley

Paul Kaufmann has asked me to make some suggestions about how to best provide the J/24 Class Association with perpetual leadership by means of nominating and electing Class officers. He asked that I make some recommendations for study by the members and to serve as the Chairman of the committee to nominate candidates for various class offices.

Several aspects of an organization such as the J/24 Class are influenced by recommendations. Firstly, by nature, the Class is geographically dispersed. Secondly, by choice, it is managed by members for the Class benefit. Thirdly, those who serve do so voluntarily.

Added to these aspects were the requirements that would make for a solid class organization:

- 1) **Coverage** - have each key job done by a competent, interested person.
- 2) **Continuity** - provide a succession of people to serve in key positions.
- 3) **Communications** - facilitate communications by organizing in such a way that class officers are no more than one level removed from any individual fleet member (at worst, this provides for second hand information).
- 4) **Leadership** - Above all, provide for a class president who is committed to provide imaginative leadership for the Class and who has done the other jobs.

Based upon these ideas, I suggest the following form of organization:

- 1) That each fleet elect both a Fleet Captain and Assistant Fleet Captain (for the most part, this has been accomplished).
- 2) That the Fleet Captains which comprise a District elect both a District Governor and an Assistant District Governor.
- 3) That the District Governors comprise the Board of Trustees for the Class Association.
- 4) That from among themselves, the Board of Trustees choose the class officers as the last act of the annual meeting.
- 5) That each individual elected as a Class Officer serve no more than two successive one year terms.
- 6) That each Class Officer must be elected from the District Governors.

- 7) That the advisory Council include the last three Class Presidents.

The above form of organization accomplished the following:

— It makes the member at the fleet level the nominating committee.

— It places the importance of Fleet and District management in perspective (ie every Fleet Captain is in a sense a nominee for the Presidency of the Class).

— Further, it builds an organization with depth where successors are ready to step in when time and events dictate.

I'd like membership reaction to this proposal. We can then shape it into a formal proposal for the Annual Meeting (November 21, 1980) and can use any suggestions made as we proceed through the nominating process this year.

John Buckley
31 Linden St.
Wellesley, MA 02181

Dear John:

- ☐ Sounds like a good idea, let's do it in 1980.
☐ I prefer another system. See recommendations attached.

Name _____

Address _____

Fleet # _____

YOU ARE INVITED ...

1980 DISTRICT 7 CHAMPIONSHIPS

At the Buffalo Canoe Club on Lake Erie, site of several one design world championships. Ridgeway, Ontario, Canada: Fri. June 27 through June 29.

ENTRANCE FEE: Includes 4 tickets to Fish Fry Fri., 4 tickets to Pig Roast Sat., launching, plenty of showers, hot water, mooring or docking, snack bar and dining room privileges. ALSO ... come a weekend earlier and sail in the NFIR, the largest multi, one design Regatta on the Great Lakes, Sat. June 21 and Sun. June 22, a great week of sailing!!!

FOR FURTHER INFORMATION CALL OR WRITE:

Peter McGennis
2180 Elmwood Ave.
Bflo, NY 14216
(716) 877-6622



NEWS FROM J BOATS

Progress

The first production J/24 was delivered three years ago. There are now more than 2300 worldwide with a production rate from four on-line builders of approximately 20 boats per week. Brasil production start-up is delayed because of importation problems with the tooling and Nissan in Japan is expected to be operating by August (see "Report from Japan"). Negotiations are underway in Argentina where sailboat activity in the 20-30 foot size range is surprisingly large.

Inflation and Interest Rates

Suppliers of resin and glass for the marine industry are reporting that business is off 70% in the first quarter of 1980 with only New England showing tendencies to hold up. This includes power boats as well as sailboats.

J/24's continue to buck sales trends in general. In the six month period ended February 29, J/24 sales in the U.S. were 40% higher than the same period a year ago.

In Argentina, they are expecting a boom in boat sales this year because inflation and interest rates have dropped to 85% annually, down from 130%. It's doubtful that the U.S. consumer has yet learned to live with even 15-20%, but there are some reasons why J/24 sales may be less subject to economic downturns than other designs:

- The increase in the proportion of buyers trading down from larger, more expensive boats may offset a decline in buyers moving up from Hobies, Lasers, or daysailers.
- Apart from being a reputable builder, J Boats plans to produce J/24's forever and isn't pursuing a strategy where small improvements are implemented on a design a foot or two larger . . . obsoleting and discontinuing the existing design. Since our new boat sales determine the value of used boats, owner investment is more likely to keep pace with inflation if new boats are being sold.
- Reinforcing the above is the one-design class "everyone is doing it" effect which takes an element of risk away from prospective buyers who are nervous about any capital expense.
- The marketing strategy of the J/24 is to be the ultimate performance product for the family. As such, it has appeal to knowledgeable sailors . . . people whose lifestyle is wrapped around the sport and who are more likely to give up a car rather than their favorite sailing machine.
- Government legislation being considered may, now or later, impose restrictions on boats using motors. One of the proposals was to ban use of such boats on one day of each weekend. Whether approved or not, such talk creates a threat of application should the energy crunch intensify. With its maneuverability, the J/24 doesn't really need a motor to function.
- And, should there be a shift from motorboats to sail, expect the J/24 to benefit. Popular 24 foot I/O's offer performance, styling, and sitting headroom. Maybe the Ulmer Sailmaker ad will attract some converts.
- The multiple usage nature of the design (daysailing, one-design races, cruising class races, weekending) makes it easier to form boat owning partnerships with friends who have differing usage objectives.

We believe that it will be increasingly difficult to sell new "cruising" boats as the usage does not define a specific design or level of performance and an increasing number of good buys will be available on used cruising boats as owners try to get out from under maintenance and boat dealers unload inventories to avoid high carrying charges.

Furthermore, it's unlikely that investment in large cruising boats will continue at existing high interest rates. They may very well go the way of the bond market . . . solid up to a point.

We should probably dust off that J/24 ad that concluded: It's better to own a J/24 and charter a big boat for any extended cruising.

International Status

At a meeting with the Secretary General and Chief Measurer of the IYRU in January at their London Headquarters at the Royal Thames Yacht Club it was agreed that the J/24 Rules (January 1980 Edition) were suitable for International Status application and that the Class only had to acquire the recommendations from six National Sailing Authorities by September 1980 in order to be presented at the meeting of the IYRU Permanent Committee in November.

Messrs. John Adams (UK) and Bengt Julin (Sweden) are proceeding to work with European nations, while yours truly has the responsibility for the rest of the World. We anticipate endorsements from Mexico, Canada, U.S., Japan, Australia, Virgin Islands, Bermuda, Brasil, UK, Sweden, Italy and Greece.

In this magazine is an article describing the IYRU's position on the benefits of becoming an International Class.

The cost amounts to about \$50 per new boat sold, or close to \$50,000 per year, which would make the J/24 one of, if not the, largest single contributing Class to the IYRU including Laser and Windsurfers.

United We Sail

To many MORC or PHRF groups, the J/24 represents a threat. So, it seemed worthwhile to publish a concept that permits one-design and handicap racing together in areas where only a few boats congregate to race. Sailing should be fun and divisive programs can only be detrimental to everyone in the long run. A reprint, courtesy of Yachting Magazine, is included in this issue.

Annual Maintenance

Remember to replace rudder pintles, lubricate Twinstays (Stearns) and order chainplate reinforcing kits if there's any sign of lifting chainplates or bulkhead cracks nearby. Further details were published in Volumes 3 and 4.

International Status

The following was circulated by the IYRU, in London.

The advantages gained by classes from International Status so outweigh the disadvantages as to make it an entirely desirable development. This would appear to be the general opinion among a number of classes, either international, seeking International Status or developing independently, and who were approached in a sample survey conducted informally by an independent source on behalf of the International Yacht Racing Union. Indeed, in the opinions of some class administrators as being positive rather than negative.

For, while the most often encountered criticism involved delays in effecting rule changes, it was argued that this ensured that classes did not rush through alterations without the impartial scrutiny of the appropriate IYRU committee, and which were more likely to ensure stability, confidence and moderation than if conducted exclusively by class officials who might be more prejudiced because of their closer involvement.

Furthermore, with the recommendations of a special Working Party now before the Union almost certain to result in a clearer and more precise policy for the granting of International Status, classes already accorded the IYRU's "Seal of Approval", or so "elevated" in the future, are likely to prosper even more from their privileged position than in the past.

Changes in Union policy, which are inevitable, are almost certain to mean that International Status will in future not only be harder won, but also more certainly retained *only on merit*. These developments are equally certain to lead to the twin advantages of greater confidence by yachtsmen and improved stability for classes.

This is not to deny that there is justifiable criticism of the IYRU by classes enjoying International Status, or that classes cannot prosper without Union recognition. There does appear, for example, to be an urgent need for the Secretariat to be expanded to include a full time Union official to speed matters relating to International Class Rules, and there are classes which are confident that they can exist on an International basis without reference to, or help from, the IYRU.

But such classes need their own permanent secretariat, which means that they must be numerically strong, and the evidence would suggest that new classes are likely to find it much more difficult to exist internationally on their own than those which have developed over a long period. Competition in the 80s and 90s, with more "manufacturers classes" likely to appear, will almost certainly mean that International Status will be even more in-

valuable than in the past.

The obvious initial advantages reaped from International Status are that class rules are carefully regulated for universal use; templates are checked and held by the Union, and unilateral tampering with the design ceases. Independent administration of class rules by the IYRU is not only an obvious advantage, but arguably the biggest. True, some classes with international appeal outside of the Union's umbrella, like for example, the Mirror, have devised a system which provides universally approved rules for international competition, but it is more probable that rules will take time to evolve without the Union as a "long-stop".

And, while independent classes may have the machinery to ensure universal approval among officials, it may be that major changes can still be effected without reference to ordinary members. It is in this area that ordinary class members benefit by being part of an international class; over-enthusiastic class officials with radical views cannot guarantee to steamroller through the Union's committees proposals which might not enjoy the universal approval of their members. The Union will take time to deliberate proposed changes and so give classes more time to establish whether planned changes are to their advantage or not. In recent years, for example, the Union has resisted a proposed change in the 420 rules involving a centre mainsheet. Class officials have been advocating the change for three years; not sure that the proposed change would meet with universal acceptance by members, the Union has resisted the change for three years.

Of course, the delays can be counter-productive. A class may get a proposal for change into the agenda of a Union committee, but it may be rejected simply because the wording of the proposal is less exact than required. A slip in the wording may therefore mean a year's delay in bringing into effect a worthwhile change. And it is because of this that there would seem to be an additional urgent need for a full-time official who can effect the necessary changes before the committee next meets. If the committee made clear what they would accept, the official can see to it and have his work approved at the next committee meeting - allowing also the class to proceed along the avenue it and the Union have mapped.

An additional safeguard with International Status is that builders are likely to be less easily put out of business. A radical committee rushing through changes may not merely involve a builder in enormous expenditure, at the stroke of a pen, but might be so radical as to close him down. Though this may be seen as an advantage merely to the builder, it is equally a safeguard to the purchaser or owner of a boat built by a particular company. If the builder ceases to operate it will adversely affect owners. If the boat is no longer built, those in circulation will surely be less attractive. In any event, the danger is there unless a class has International Status.

Of greater importance perhaps is the need for the Union better to be able to ensure that boats, and sails, conform exactly to their rules. To be certain of giving the best possible service to the sailors of the world who race in international classes, the Union perhaps needs the manpower to establish that a builder involved in series production is thoroughly checked before production begins - thus ensuring that the boats will be legal when they are bought. There have been examples of boats being produced which do not conform to the rules and the best way the Union can hope to guarantee uniformity is to have builders inspected more regularly. But though this may appear to be a criticism of the Union, it again obliquely underlines the advantages of International Status. There is certainly a greater probability of uniformity as a Union "favorite" than if the class is independent. And the need for the Union to have more manpower, with perhaps an assistant to the Chief Measurer, has come about chiefly because of the spread of international classes - a spread that is likely to continue undiminished for some years.

Nor should it be forgotten that the licensing of builders does involve a number of varying controls, or that the license can be revoked at any time - though the "Early Warning System" that the alliance with the IYRU brings means that such a course of action is more likely to be

GETTING LARGER EVERY DAY

Here's the Status as of April 1, 1980

Country	Total Boats
United States	1769
UK/N. Ireland	151
Sweden	80
Australia	71
Canada	58
France	35
Switzerland	24
Italy	17
Virgin Islands	10
Belgium	7
S. Ireland	7
Bermuda	6
Denmark	6
Brasil	6
Japan	5
Greece	5
West Germany	4
Holland	4
Norway	2
Puerto Rico	2
Venezuela	2
Curacao NWI	2
Hong Kong	1
Finland	1
Singapore	1
Tanzania	1
Guam	1

avoided. Because the Union helps the builders with the implementation of rules and, by forwarding copies of agendas of meetings which could mean amendments to building specifications, the builders have an opportunity to counter proposals with suggestions of their own. Certainly the system allows for dialogue rather than demands.

Perhaps because illegalities are easier to correct, there has been an increase in the number of sails which are produced and which do not conform to rules. Again, the International classes have the advantage that mistakes will be corrected at measuring at major championships, but there would seem to be a strong argument in favour of the Union being able more easily to ensure that sails leave lofts already conforming to rules. While the Union can at least envisage the possibility of countering this problem, an independent class would doubtless find it much more difficult.

More certain still is the fact that builders and sailmakers stand to benefit enormously from the granting of International Status to a class - always provided the boat and the sails meet the demands of the public. While the builder and sailmaker will benefit from the spread of the class, the yachtsmen are safe in the knowledge that this will only be so as long as they want to race the class. The according of International Status alone does not guarantee commercial success; it merely ensures commercial viability so long as the class evolves according to public demand.

The IYRU are strongly in favour of support for Class Owners Associations because their policy is that an association is a necessity for healthy international competition. And this in turn can be guaranteed only if the International Class Association has adequate financial backing. But there does appear to be a need for a re-examination of the Building Fee, which was structured only in recent years. The problem would appear to be that some classes may contribute to the running costs of others. For example, the International 12 Metre Class, because of their numerically strong position in world sailing, may contribute rather more than they get for their money. But, if the Working Party's recommendations concerning International classes are accepted - and it is safe to assume that a major section of the recommendations will become Union rules - then the problem is likely to resolve itself fairly quickly.

Even some classes with reservations about International Status, such as the

Dart class, admit it does, however, give automatic access to various clubs and racing water which may not always be available to other classes. A spokesman for the Dart class, who insist that they wanted International Status only if their own "package" - which included a class constitution, conditions for running championships and a new concept of class rules based on engineering drawings - was accepted, are happy about the outcome, despite their reservations. These reservations involve expense - travelling to and from Union meetings, getting boats to trials; legal agreements; the levy per boat, (what they claim is an "unfair distribution of levy on the classes") and possible Olympic status.

But another class which is apparently eager to gain International Status - or certainly the British section - is the J/24 One-Design. The class, developed, of course, in the United States, has now spread and has strong representation at least in Britain and Sweden. The J24 view is that International Status immediately gives the championship of the class more status - and prevents any section of the class from holding a championship and, perhaps, calling it the world championship, without reference to any other section of the class. "Not only does it give status to the class but it would also give stability to the owners", said a spokesman.

What cannot be overlooked when International Status is granted by the IYRU is that it does mean approval from the representatives of the 76 National Authorities which are members of the Union. An important advantage immediately is that both National Authorities and Governments are much more likely to provide, or recommend, grant aid for travel to major international meetings for Union recognised classes than otherwise might be the case. Furthermore, sponsorship, which has become almost an integral part of major meetings nowadays, is much more likely to be secured by a class which can claim backing from 76 member countries than a class which has decided on an independent approach. It can, of course, lead to political problems; the participation, or intention to participate, of certain countries in major international events can lead to boycott threats, though sailing, happily, has not often been seriously involved in such difficulties.

International Status will mean that there is the automatic administrative back-up and support for the class of National Authorities, and, as in the case of the Royal Yachting Association, in-

volving a supply of educational and informative booklets. Furthermore, with Government legislation becoming an increasing source of concern to yachtsmen, International classes can be happy in the knowledge that they will have the support of the Union's International Regulations Committee, and the help of the appropriate National Authorities, if they are threatened by legislation.

Good communications are another benefit: National Authorities, who have to be in contact with yachtsmen and clubs, can provide the openings for classes to communicate more easily with their members.

A more formal and more exhaustive investigation than this may show that there is more widespread criticism of the Union in so far as it relates to International Status. But it is abundantly clear, merely by examining the spread of International Classes and studying the applications for International Status which continue to reach the Union, that the plus factors are the dominating feature: classes need the Union and International Status more than the Union needs more classes. And while the restraint put upon classes by the Union's careful approach to rule-making, and the consequent stability given to owners, may perhaps have constituted the single most important factor in International Status in the past, it seems clear that Change, Cost and Competition - perhaps in that order will be equally important issues in the future.

Yachting is changing; different types of classes are being raced and sailed in different ways, and the Union's policy in respect of International Status will unquestionably have a considerable influence on these changes. Costs have been for some time a priority concern of all involved with yachting; builders, designers, distributors and owners. And it will become an ever increasing consideration. Some building is probably now uneconomical without a series production. It is certainly more likely to be so. And without International Status to back it, a class may not survive - especially since, because of increasing costs and changes, competition will become ever more intense in all quarters of the boating industry.

Finally, if the Union does decide to implement the recommendations of the special Working Party in relation to the discontinuation of International Status for classes which fail to fulfil more stringent demands, then membership of the IYRU's elite could become even more a necessity than it seems to be at present.



Keep It Simple

Enclosed is the questionnaire that was included in the December issue of the J-24 magazine. Needless to say the magazine is very well done and extremely useful. The questionnaire obviously indicates a continued desire to poll the opinions of the J-24 membership which is also great.

One item that struck me about the questionnaire I feel deserves comment is the preoccupation with rules. I think that the development of the J-24 class may be similar to Laser class which I am familiar with. By the time we on the west coast got the Laser (about a year and a half or two years behind the east coast) we all decided "ah! Here is a boat that is fun to sail, easy to maintain and you can't hurt it." We went out and had lots of races and lots of fun and most of us didn't even know what the rules were, much less did we have any intention of trying to get around them. The east coast portion of the Laser fleet at this time was trying to figure out ways to get around all the little nooks and crannies of the rules which was definitely against the spirit. In the long run I think everybody realized that the way to make the Laser go fast was to spend time with the boat and not try to fiddle with any gadgets.

Although I have done quite a lot of racing in the past one of the reasons I bought my J-24 was simply to have fun - perhaps I am misreading the intention of the questionnaire, however I certainly hope that the J-24 class does not get overly concerned with trying to make rules for every little situation. It will be interesting to see how many people will actually care whether or not you should be required to carry food on a J-24. I honestly cannot see myself weighing every sandwich before I go out to the starting line. Hope to see you soon.

Chris Boome
Sales Manager, Barient Winches

Travelling President

Bill Menninger, Southern California District Governor, and Paul Kaufmann, Class President from Marian, Massachusetts, met in Los Angeles this winter to discuss the 1980 season and the North American Championships.

Bill reports that enthusiasm for the J/24 on the West Coast is tremendous.



Paul also combined a business trip to Australia to meet 'J' sailors there.

Single Handing the J-24

Single handing a J-24? Fleet #53 from Lake Cheney, Wichita Kansas found that a single handed race was a great way to end the 1979 sailing season. The race was sailed in 15 to 20 knot wind and was a super test of sailing skill. Four boats of the five boat fleet participated using only main and jib sails.

The sailors had a bit of a problem gathering at the committee boat end of the starting line as handling the boat tacking and timing was a real challenge. However following the start the race turned into a fine competitive event.

One time around the buoys however appeared to be all that anyone needed as there were no requests for another race. The fleet has another single handed race planned for the 80 season.

Dale E. Brooks
Captain Fleet #53 Kanza-J-Racers

A 7315 cm Ski

Bill Tate, Class Vice President, recently announced that he intends to launch his boat February 23 in Annapolis, MD. in lieu of a ski trip. The weather is a balmy 60 degrees. The versatility of the J/24 is amazing! Bill intends using his boat as an icebreaker should the weather take a change for the worse. For those of you intending to make it to the East Coast Championship this coming fall, Bill will have the jump on us all!!!

Overseas Reader

At the London Boat Show, on Westerly's stand, I caught a quick look at your new magazine. Unfortunately they only seemed to have one copy, so I couldn't read it right through, but what I did see was most impressive.

Perhaps you could send me the copies air mail together with a pro forma invoice or if you don't trust me, please air mail the subscription rates.

There is a lot of enthusiasm for the J/24 here and I think it really stands a great chance of being the first truly International habitable One Design. I am on the UK Committee and will continue to do all I can to spread the good news.

Best wishes
J/24 764 (K6490) the ODD COUPLE Douglas J. Ritherdon
Flat 4, 1 Chiltern Street
London W1M 1HA, England

Not So Odd Couple

We are going to do the draft markings on the local boats, here in Fleet 7. I am measuring the sails this weekend.

We saw the Frostbite series here just recently, with a J-30 2nd in PHRF fleet. And we saw the first race of the spring series last Sunday — third boat for boat in PHRF fleet behind a Heritage one-tonner, and a new Tartan 33 after 15 miles in 18-22kts. The next four finishers were either J-24s or the J-30. One-design racing commences this Sunday...

Another interesting result: Charleston YC sponsored a male-female race in December. John and Margaret sailed our boat, and I borrowed another J-24 from a friend. Ross Griffin was first in his J-24, we were second in the borrowed boat, and John and Margaret were third in our boat. What's better than a family sailed J? Two family sailed J's!

Spring is here in Charleston.
Eat your heart out...

John Bonds
Fleet #7

World Speed Record

Here's the account for the winner of the 1979 award.

"My 'J' #627 YANKEE while on the Huntington LI overnight August 11-12, 1979, encountered winds said to be a steady 40-45 mph with higher gusts, particularly while rounding Stratford Shoal Light at 4:00 AM in the morning.

At approximately 5:00 AM we hit 15 knots while on a broad reach with a reefed main only while doing a consistent 11-14 knots.

Waves were on occasion breaking into the cockpit, and in one instance broke all the way into the cabin. We felt the 'J' would be damaged somewhat. After the race, however, when YANKEE dried out, I could not find one item in need of repair (except my body). Again, I will say, 'I'm glad I own a "J".'

My crew consisted of my son Paul Kampa, John Eckart, Jude Braun, and Phil Lambert."

Paul J. Kampa
Rosedale NY

Questionnaire Results

Here is a summary of the response to the Vol. 4 questionnaire. The numbers indicate the percentage (%) responding.

A) DISTRICTS

- 1) Is your present District: too small 5 too large 30 adequate 62
2) Do you have a District regatta that you consider should be conducted on a regular yearly basis? Yes 48 No 37

B) QUALIFYING EVENTS

- 3) What types of regattas (cruising, weekend, family, etc) should the J/24 Class promote and support? Cruising (32)
Weekend (30) Family weekend cruising (41) Race Week (17)
4) What events should be restricted to owners only? All events (20) No restrictions (20)
Regional & Worlds (26) Districts (18) Fleet Races (4)
5) Should District regattas be used to qualify for J/24 National Fleet Championships and world events or both?
Yes 86 No 14
6) Do you feel that you have adequate and fair access to major J/24 events? Yes 84 No 16

D) COMMUNICATION

- 7) Is J/24 Magazine adequate? Yes 91 No 9
8) How can it be improved? Publish more often (16)
9) What do you use or would you like to use the Magazine for?
77 Major Regatta Results
79 Fleet News
83 List of Forthcoming J/24 Events
93 Source of Information on Tuning and Sailing the J/24
72 Source of Information on J/24 Supplies such as Sails, Instruments, Accessories
58 Classified Section for used J/24's and equipment.

E) WET VS DRY

- 10) Should all boats be required to have anti-fouling bottom paint whether they are wet or dry sailed? Yes 24
No 37 N/C 39
11) Should all boats be required to wet sail their boat at all times?
Yes 6 No 94

F) MOTOR

- 12) Should all boats be required to carry the motor in the same location? Yes 26 No 16 Rules are OK 64
If yes, where Lazarette (10) Cabin Sole (6)

G) WEIGHT

- 13) Is 3100 pounds an adequate minimum sailing weight? Yes 99 No 1

H) FOOD & DRINK

- 14) Should all boats be required to carry food stores? Yes 14 No 59
15) Doesn't matter 27

I) SAIL REINFORCEMENTS

- 16) Should stiffeners such as small plastic patches be permitted on the leech of the 150% genoa to prevent curling?
Yes 39 No 61

Thank You



5 YEARS AGO

RAGTIME, the forerunner of all "J's", under construction in Rod Johnstone's garage
in
Stonington, Connecticut.

Looking Back





4 YEARS AGO

Lucia Johnstone successfully christened RAGTIME



3 YEARS AGO

Rod tried out the first production boat
on a cold March day in 1977



J/24 Wins "Breakthrough Boat" Award

It's official. The J/24 joins Sunfish, Laser, and Hobie Cats as one of the top designs of the past three decades.

On the occasion of its tenth anniversary, SAIL magazine conducted a poll among readers to determine the "breakthrough boats" of the new wave in sailing.

Results were announced in the January 1980 issue of SAIL and a champagne breakfast and awards ceremony took place at the New York Athletic Club during the week of the New York Boat Show.

There were 10 categories including Boardboats, Daysailers, Trailer/Cruisers, Multihulls, One-Design Centerboarders, One-Design Keelboats, Cruiser/Racers, Coastal Cruisers, Offshore Cruisers and Ocean Racers.

Readers were asked to name boats which best suited each category, that were series built in fiberglass, that represented innovation in design and excellence in construction and that had captured the sailing public's imagination.

The J/24 won the One-Design Keelboat category by a large margin with the Star taking second billing. In fact, the margin of preference over the second design was only exceeded by the Hobie Cats over their nearest competitor in the Multihull group.

To underline the boat's versatility, the J/24 was also voted runner-up to the Cal 40 in the Cruiser/Racer category . . . a pleasant surprise.

Possibly, the unsung hero of the "New Wave" is Everett Pearson who started the fiberglass sailboat industry on its way with the TRITON in 1959 using innovative technology and building methods. This boat won the Coastal Cruising category. And, now Everett has done it again with the J/24. Without that manufacturing capability, the J/24 may never have gotten off the ground.

Likewise, the J/24 West Coast builder, Don Trask is Performance Sailcraft of the U.S. which builds the Laser. The Laser won the One-Design Centerboard category and finished second in the Boardboat to the Sunfish. Don also builds Star boats.



BOB AND ROD JOHNSTONE ACCEPT SAIL MAGAZINE'S "BREAKTHROUGH BOAT" AWARD for the J/24, from Keith Taylor, editor of SAIL.



Defending Champion Mark Ploch in Tchau.



Photo Credit: Sports Photography, Mike & Anne Adair, RT. 1 Box 4C, Wadmalaw 1SSC29487.

1979 Mid-Winter Championship

Winner's Comments

After having sailed a J/24 just a few times, I have fallen in love with the boat, since racing a one-design that is truly a one-design is my kind of racing. I've always read and heard about boat and crew preparation as being very important and the work done by Murry Sams crew for their adopted skipper certainly proved this rule. With 14 and 16 year old boys in the family, it seems there is never time to work on your own boat.

I was adopted by a crew including Fred Brickly, navigator, foredeck and all around good sailor and Bruce Cochran, a great organizer, sailtrimmer and time-keeper. At the start, I never had to call for time as Bruce was giving it to me before I could even ask. The owner, Murry Sams, couldn't come to this regatta for he was finishing up the S.O.R.C. in his Cook 40, Black Star. So I picked up Bill Wright for the foredeck. I would ask Bill a question about a jibe or a set and his answer was, "Not to worry." That

is just the answer all skippers like to hear.

The starting lines were the secret of success; you had to do well and stay out of trouble. All our starts were good, first over the line and moving well at the favored end. We had a new suit of Ulmer Sails from the Clearwater Loft. We felt our boat speed was very good in everything, but very heavy weather. I think we were light at 595 lbs. (Norm Freeman at 800+ lbs. seemed to be very fast in the heavy air).

Many collisions were caused by skippers bearing off with tight sheets without a lookout to leeward. The lookout increases the healing moment which causes a tendency to head up and roll out. This could be rather dangerous on blustery San Francisco Bay. For windy conditions crews should practice cross-winning. The genoa can be eased and trimmed back from the high side. The other alternative is to give a very hard pull on your adjustable backstay; which

loosens your leech and allows you to fall off more.

I look forward to further racing in the J/24 and seeing again the friends I met in Key West.

Dr. John Jennings recently won the USYRU's Prince of Wales Match Racing Championship on Martha's Vineyard and also captured the Florida State J/24 Championship at Jacksonville a few months earlier. Subsequently, he teamed up with Mark Ploch to sail the Cook 40 of the same name, Black Star to a Class win in the S.O.R.C.

Once it was said that the sailmakers were taking over the Class. Now it appears, along with Bill Whitmore's third in the Worlds, that the physicians are doing so. Does that mean that sailing a "J" is becoming more of a science than an art?

JJ Wins J Mid-Winters by Lou Burns, Newport, R.I.

What's in a name? Dr. John Jennings of St. Petersburg, FL put together an impressive series to win the third J/24 Mid Winter Championship in Key West. A record fifty-eight boats competed.

Competitors arriving on Saturday and Sunday found Key West and the Truman Annex alive with cruising class boats that had just arrived via the Ft. Lauderdale-Key West Race, enroute to St. Petersburg and the start of the 1980 SORC. Skippers were directed to the Government Mole at the Truman Annex where Jack Woerhle, this years event manager, had registration set up and was launching boats. Sunday was a beautiful, sunny day with SE winds of 10-12kts. Launching went on most of the day and the waters off Key West were alive





with J's brushing against each other in tuning sessions.

Race 1

Monday dawned overcast and with very light winds. Race Committee chairman Larry Johnson postponed the start until 1120 and then launched the fleet in what seemed to be a filling breeze. The first start resulted in a general recall, the fleet getting successfully underway on the second try. Charlie Scott and Dave McClintock got excellent starts at the windward end of the line and looked great in the slow going up the heavily favored right side of the course. Dave Hirsch, who was unable to get back to the right side of the course before the start managed a clean start and was able to move well on the left side of the course. Well up the weather leg the wind went left and the order suddenly changed, with Joey Blumbaugh of Delray Beach, FL getting to the weather mark first, followed by Ken Huggins of Dallas and Dave Hirsch, who took the lead on the reach and held it until the last leg, when the wind went very light and shifty. Hirsch was playing the shifts carefully, but got caught on the wrong side of a big one, and Huggins slipped by in the lead. As the leaders approached the finish line the wind almost died, and Hirsch, sailing on a better angle to the waves, caught Huggins at the line and beat the time limit by 9 minutes and 20 seconds. After the first few boats finished the wind died completely except for the occasional zephyr. Many boats anchored near the line waiting for enough breeze to get across. Only 32 boats were able to finish before time ran out.

Race 2

An overcast sky greeted the fleet once again on Tuesday morning, but the competitors didn't mind as there was a nice 10-12kt breeze from the NE. After two general recalls the fleet got underway and those who like the

left side of the course were rewarded. Arriving first at the weather mark was Rich Waite of Ithaca, NY, closely followed by Mark Ploch of Clearwater, FL, and Herb Finley of Newport, RI. There was a slight gap between the first three and the rest of the fleet, lead by Huggins and Blubaugh. At the second mark Ploch managed to slip by Waite who was also passed a short time later by Finley. The last leg found Ploch and Finley close together and swapping the lead a couple of times, both boats still favoring the left side of the course. At the finish Ploch managed to cross first only to be greeted by a depressing silence from the committee boat. Mark had been over at the start, and the gun went to Finley.

Another race was started in the afternoon and the fleet was racing on the second start. A storm moved north of the course shortly before the start and pulled the wind to the left for awhile. As a consequence those who went left, which had been the thing to do in the morning, found themselves badly overstood. John Bankston of Bellaire Beach, FL, diagnosed the first leg correctly and led at the weather mark but was passed on the third leg



Larry Leonard skippers L.L. Express to second place.



by Charlie Scott who maintained his lead the rest of the way to take the winners gun, followed by Bruce Gollison of Seal Beach, CA and Jennings.

This race contained one of the weeks more bizarre events, even by Key West standards. Mark Ploch, whose luck had not been exactly shining so far, added another sorry tale to his repertoire when his motel room was robbed Tuesday morning while he and his crew were at breakfast. Sailing along in this race, Mark and his team were surprised (too mild a term perhaps) when a four foot, 30 pound Spanish mackerel leapt clear of the water, hit their spreader and slithered down the mainsail into the cockpit. One of the crew promptly dispatched the unfortunate creature with a winch handle and hoisted the prize on the backstay adjuster. Almost twenty people had fish fillets for dinner.

Race 3

Wednesday was what everyone had been waiting for. Clear skies and a 15-18kt easterly. Larry Johnson chose this day to send the fleet on a 22.3 mile distance race. The first leg took the fleet to weather to a mark just



Winner Black Star duels Cruel Shoes downwind.

south of the airport, then a run back to a mark off Ft. Taylor. A tight jib reach followed which took the fleet south to Western Head Bell, where a right turn was made for the run to a mark NW of Middle Ground. Back to weather again to the Eastern Triangle, then another run to Kingfish Shoals, followed by another beat back to a mark in the main channel, thence a tight reach to the finish off of the Mole. Norm Freeman of Skaneateles, NY, led all the way, opening up to an impressive margin by the finish. Norm said that he had a heavy crew and sails designed for this weather and he estimated that he was gaining 30 sec/mile on the fleet.

Race 4

Thursday was almost a copy of the previous day, with clear skies and a nice 15kt breeze. Norm Freeman, now in the groove, led once again at every mark. He felt that he was fast, though not as fast as on Wednesday, but he played the shifts well and hit the weather mark dead on. Dave Hirsch, who had led the series until this race, had a heartbreaking day, when he was caught on the wrong side of the starting line after a second general recall, thereby picking up a DSQ which cost him the series.

Race 5

A second race was held and the wind had now increased to about 20kt. A lot of boats delayed hoisting headsails trying to figure out which combination was going to work best, and by the time of the start there were boats with full mains and 150's reefed mains and 105's, and full mains and working jibs. No particular combination seemed to have any clear cut advantage. Scott Allen followed his game plan with a clear start at the committee boat and favoring the right side of the course in the early going and led at every mark for a well deserved victory. Scott figures that the starts are the most critical part of the race in a fleet of this size and caliber, and concentrates very hard on getting away well.

No Race

Friday was hot, humid and dead flat. Larry Johnson had the fleet get underway and hold off of the Mole in case a breeze came up. Many competitors took the opportunity to get in some swimming in the warm Key waters, and as the morning wore on several of the braver or more per-

spacious of the skippers stole away back to the harbor, and when Larry abandoned for the day, had a good head start on being out of the water on their way.

A well attended awards dinner was held at the beautiful Martello Towers Friday evening. Jack Woerhle and John Knight did a fantastic job of organizing and hosting one of the most popular of the J/24 annual events.

Lou Burns is former Class President and attended the 1980 Midwinters as a crew for Herb Finley (BANANAS).

Foreign Competitors Sail at Key West

Kevin Brightwell of Sydney, Australia and Johnny Lundberger of Stockholm, Sweden were on hand to compete in this years mid-winters. Both were impressed with the sailing conditions and competition and both said that they hope to make an annual pilgrimage to Key West and bring more of their countrymen with them. For those of you who may want to contact them, here are the addresses:

Johnny Lundberger
Billexperten AB
Brahagaten 30
11437 Stockholm
Sweden
Tel 08/630970

Kevin Brightwell
Australian Regional
J/24 Class Association
P.O. Box E132 St. James
Sydney N.S.W. 2000
Australia

View from the RC Boat

Another Mid-Winters has come and gone and here are some ideas and a recap of the regatta:

There are two major problems with the scoring system. First, in the first J/24 race, the first boat finished just before the time limit expired (about 3 hours, 15 minutes as I recall). The wind then died out to the point that many boats anchored in the adverse tide. When it filled again, only 32 boats could finish in the hour after the first boat. Thus, they were recorded DNF (per SI 8-which is the correct way to record them) and given 33 points per SI 9. This raised some questions and should be reconsidered for the future. Perhaps DNF should receive number of starters plus one. The problem is that the points a non-finishing yacht receives depends on whether other yachts are in non-finishing positions. If one receives DNF, he should not get more points because others are recorded DNF also.

This same problem arose again. In one race, 3 of 58 yachts were over

early on the third start and recorded DNS in accordance with SI 5.3. This is correct since they 'did not start' even though they 'ranked as starters' (see definition of starting and rule 50.) However, SI 9 (Scoring) only has provision for scoring yachts 'not ranked as starters' and not yachts recorded as DNS. If they were considered to be the same, again the points for a non-finishing position depend on the number of non-finishers. In this case, another race saw (say-I don't recall the exact details) 5 of the 58 yachts recorded DNS. In the first example, the yacht receives 57 points and in the second 54 for the same violation. In a no throw out regatta, this made a difference as high as 10th place. John Knight and I decided that, since there was no clear definition of scoring DNS, they would receive points equal to the number of yachts ranked as starters plus one.

For the future, you should consider drafting a scoring system with wording parallel to that in Appendix 5 so that all possible situations can be covered. Since you may not want all non-finishing positions scored the same, your revised 2.2 (see the appendix) should specify scoring for all possible non-finishing positions covered in the note at the end of the appendix. If you want, I will help draft this section with you.

This regatta requires computer scoring. For two years, the posting of results has been delayed well into the night or for a day or two. It is one of the most noticable flaws. There is now a computer scoring system commercially available for \$250 which runs on a TRS-80 (Radio Shack) computer. I have used it at Windsurfer and Laser regattas and recommend it strongly. You can get details from:

OSCOR
Box 4940
Station 'E'
Ottawa, Canada K1S5J1

The class might want to consider purchasing the program and supplying it to regatta organizers for major regattas. The hardware should be available in most major areas on a loan basis. It is easy to run, with excellent operator instructions.

The regatta format seemed ok. People complained some about hard racing (physically) after the long distance race, but they generally seemed happy.

Besides ending on a low note with no racing the last day, an oversight caused some problems. Someone should have been stationed near the hoist to distribute haul-out numbers the last day.

The long distance race was such a

success (and the wind so typical) I want to keep track of it. Wind was 90° and courses were as follows:

Start half-way from Eastern Triangle to K.

J/30

DOYMSLQJ Finish off the Mole

26.7 nm Time 4:23:54

J/24

FKNVMSL Finish off the Mole

22.3 nm Time 4:27:30

Wind strength 15 knots at the start.

Larry Johnson

Race Committee Chairman



1979 MID-WINTER Championship Results

PLACE	NAME	BOAT NAME	HOME	FINISHES	TOTAL POINTS
1	John Jennings	BLACK STAR	New Smyrna Beach, FL	4, 13, 3, 7, 3, 6	36
2	Larry Leonard	L.L. EXPRESS	Annapolis, MD	11, 6, 15, 9, 7, 3	51
3	Herb Finley	BANANAS	Newport, R.I.	14, 1, 5, 16, 8, 14	58
4	Charlie Scott	SMILES	Annapolis, MD	9, 23, 1, 11, 5, 9	58
5	Bruce Golison/T Hall	ACE OF CUPS	Seal Beach, CA	13, 8, 2, 4, 27, 10	64
6	Jim Scott	HOOD WINKED	Annapolis, MD	10, 19, 14, 10, 11, 5	69
7	Scott Allen	RAZZLE DAZZLE	Annapolis, MD	12, 15, 35, 3, 10, 1	76
8	Joey Blubaugh	GOLDRUSH	Delray Beach, FL	5, 5, 11, 23, 14, 20	78
9	Ken Huggins	TEXAS CREWED	Dallas, TX	2, 3, 13, 21, 25, 23	87
10	David Hirsch	UKULELE LADY	Stratford, CT	1, 10, 6, 8, 56, 11	92
11	Peter Driscoll	BANGOR PACKET	Washington, D.C.	3, 59, 7, 15, 2, 7	93
12	Russell Long	SHAZAM	New York, NY	32, 25, 30, 2, 4, 8	101
13	Stuart Johnstone	PICKIN'	Newport, RI	20, 4, 38, 6, 9, 24	101
14	Mark Ploch	TCHAU	Clearwater, FL	29, 59, 8, 5, 6, 2	109
15	Norm Freeman	CRUEL SHOES	Skaneateles, NY	23, 59, 28, 1, 1, 12	124
16	Ed Crawford	TASMANIAN DEVIL	N. Palm Beach, FL	18, 18, 16, 30, 30, 17	129
17	John Van Dalen	LARISSA	Medford, NJ	19, 38, 10, 27, 23, 22	139
18	William Sestrom	NUMBERS	Chappaqua, NY	21, 9, 20, 28, 34, 25	144
19	Tom Thompson	BLACK STAR	Point Claire, Quebec	32, 31, 24, 25, 13, 21	146
20	Jeff Johnstone	FACTORY SECOND	Stonington, CT	28, 20, 40, 13, 12, 34	147
21	Jim Beach	NON PARIEL	Chicago, IL	17, 21, 26, 24, 32, 31	152
22	Dave McClintock	OBSTREPEROUS	Newport, RI	26, 12, 20, 59, 21, 15	152
23	Michael Little	BLACK MAGIC	Seabrook, TX	32, 44, 23, 22, 24, 13	158
24	Kent Massey	FINELINE	Oklahoma City, OK	22, 41, 18, 18, 59, 4	162
25	John Southam	DOCTOR J	Key Biscayne, FL	32, 14, 12, 26, 43, 36	163
26	John Bankston	PEPERMINT	Belleair Beach, FL	32, 51, 4, 14, 15, 51	167
27	Bourne Knowles	KNOBUL	Dartmouth, MA	32, 32, 33, 20, 16, 37	170
28	Kevin Burham	LA PETITE MAMBO	Miami, FL	6, 7, 58, 43, 18, 41	173
29	Bill Heim	LAST CALL	Annapolis, MD	32, 24, 22, 40, 40, 18	176
30	Charles Shumway	ETERA	Naples, FL	7, 29, 31, 19, 56, 35	177
31	John Schedel	BLUE MAX	Naples, FL	32, 28, 21, 34, 32, 39	186
32	Ross Griffith	ZUMA	Charleston, SC	16, 16, 56, 32, 29, 38	187
33	Greg Dorland	MAD DOG	Olympic Valley, CA	30, 17, 17, 35, 37, 51	187
34	Rich Wait	THE GREY LORD	Ithaca, NY	32, 2, 32, 45, 33, 47	191
35	Kevin Brightwell	IMAGINEER	NSW, Australia	32, 30, 53, 38, 22, 16	191
36	R.A. Greene	WASABI	Armonk, NY	32, 22, 57, 33, 17, 30	191
37	Skeet Perry	PENTAD	Miami, FL	24, 37, 44, 12, 56, 19	192
38	George Whittle	BOOPS	Little Silver, NJ	32, 43, 54, 17, 19, 29	194
39	Bill Whitmore	BOILING POINT	Marblehead, MA	8, 11, 19, 42, 59, 59	198
40	Lewis Gunn	HOWZAT	Hilton Head Island, SC	32, 40, 39, 41, 20, 28	200
41	Dennis Evans	AEOLIAN	Panama City, FL	31, 26, 55, 29, 38, 33	212
42	Jeff Scherpf	WATERWAY	Havre de Grace, MD	32, 35, 47, 52, 41, 49	216
43	Leanne Williams	RHIANNON	Clearwater, FL	32, 48, 37, 37, 39, 27	220
44	Len Siegal	ELECTROLUX	Chicago, IL	32, 27, 29, 39, 36, 59	222
45	Johnny Lundberger	TEDDY BEAR	Bromma, Sweden	15, 46, 43, 47, 28, 44	223
46	Greg Swetka	GAUCHO II	Mt. Clemens, MI	32, 33, 41, 47, 38, 40	224
47	W. Day Deason	PHANTOM	Naples, FL	27, 47, 9, 31, 59, 59	232
48	John Schneider	HURRYCANE	Dallas, TX	25, 52, 51, 48, 26, 32	234
49	Ed Lampman	BUMBLE BEE	Moorestown, NJ	32, 34, 34, 54, 45, 42	241
50	John Martini	INNENDO	Key West, FL	32, 42, 25, 49, 51, 51	250
51	Michael Taber	SUNCHASER	Fair Haven, NY	32, 36, 50, 54, 48, 43	263
52	Jim Pollock	LAYLA	Daphne, AL	59, 53, 46, 44, 35, 26	263
53	Barry Hayley	JOSS STICK	Coral Gables, FL	32, 39, 45, 55, 47, 48	266
54	Pat Crowe	LA DIFFERENCE	Chatanooga, TN	32, 50, 36, 59, 46, 45	268
55	Loren Kerst	MAX	Fair Haven, NY	32, 45, 49, 36, 59, 51	272
56	David Cooper	TEANIE JEANIE	Duluth, GA	32, 55, 42, 56, 49, 50	284
57	James Douglass	J-BIRD	Radnor, PA	32, 49, 52, 52, 44, 46	285
58	Paul Darrow	THAT WHITE BOAT	Mobile, AL	32, 54, 48, 50, 51, 51	286

Why Key West?

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By Alice K. Turner

“... Key West is our winter Hamptons, swarming with actors, journalists, writers, designers—in short, with New Yorkers ...”



Tropical Sunset in Florida.

How does it happen, that mysterious transmutation in which a place quite suddenly becomes *the* place, with people tumbling over themselves to get there and be counted before things get “spoiled”? How do they *know*? How do we know with such downright certainty that this year's place, and probably next year's too, is Key West?

That little town on the southernmost of the islands dribbling from the tip of Florida is swarming with actors, with journalists, with writers, with designers—with New Yorkers. Key West is our winter Hamptons, the place we go to continue the conversation we started at Elaine's. Lillian Hellman had to cancel her reservation at the Pier House this year, and so did Diane Keaton, but Pete Hamill made it, and so did Stephen Spender, Russell Baker, Shel Silverstein, Calvin Klein, Dustin Hoffman, Vincent Price, and Kurt Vonnegut Jr., plus representatives from *Time*, *Newsweek*, *The New Yorker*, the *New York Times*, the *Saturday Review*, Andy Warhol's *Interview*, *Travel & Leisure*, *GQ*, and the *Village Voice*.

Even from *New York Magazine*

Tennessee Williams owns a pretty gingerbread house on Duncan Street; other householders include top-honcho decorator Angelo Donghia, John Hersey, James Leo Herlihy, and invisible writer Ralph Ellison. Richard Rovere writes his Washington column for *The New Yorker* from Key West (a neat trick), while husband-and-wife writers Bill Manville and Nancy Friday have just bought in. Gay Talese is writing his long-awaited sex book there. Jill Robinson (*Bed/Time/Story*), James Kirkwood (*P.S. Your Cat Is Dead*), Thomas McGuane (*Ninety-two in the Shade*), and Philip Caputo (*A Rumor of War*) are all on hand.

And the switchboard of the Pier House (the chic place to stay or, if you're a resident, to drink) is jammed with calls from frantic New York agents trying to get through to wayward clients who, while pretending to be hunched over their typewriters or sketchpads, are really gossiping about commissions and royalties. This sprawling motel-inn on Mallory Square, the

Old Town's active center, is innkeeper David Wolkowsky's permanent floating salon for decorators and the literati, though not long ago Wolkowsky threw up his hands over the whole thing and sold the inn to an action-loving young couple. He plans to move down Duval Street to the deserted Kress dime store, which will be revamped along the lines of our own Empire Diner.

Not that Key West is hurting for places to eat—when *le tout New York* moves in on a place, it demands good grub. It doesn't mind paying the price, either, which is why you'd better take plenty of money when you go. I don't see why anyone would ever, even in a lifetime, want to eat anything but the absolutely terrific pompano, grouper, jewfish (sea bass), shrimp, stone crab, and Florida lobster that swim all around the island and practically onto your plate, but there are several kinds of places where you can eat them.

You can eat them, for instance, at a “raw bar,” or clam house, a no-frills beer joint with chowder, shellfish, and fish sandwiches at no-frills prices. A fine one is the Half Shell Raw Bar, on the gulf side of the island, jammed right up against the smelly, picturesque shrimp boats and protected by a big muddy vacant lot where the trucks come in to haul away the catch. Various semi-touristy saloons around Duval Street all serve fish along with the pizza and burgers, and fish is the staple of the “family” menu at the A & B Lobster House or Logun's, as well as at the classier Pier House.

You can get more fish in several quaintly named spots. One is the Rose Tattoo. The prettiest of all (though all are pretty) is the Pigeon House Patio & Old Island Trading Post, an old “conch” (native) bungalow lovingly restored to look like the stage set

“... This town is so small that watching the sun set is the evening's main event ...”

of a Williams play. Eat on the porch, weather permitting.

Or you can get fancy at places where the lobster is called *langouste*—at the Monster, for instance, a wooden palace near Mallory Square which also features an indoor-outdoor bar and a discotheque. Though the name and the ambience are momentarily startling—adorably perky waiters sashay around in the skimpiest T-shirts and short-shorts you ever saw—the food is very good indeed. Across the street, upstairs at Chez Emile, another pretty place, glittering with polished wood and mirrors, the food is also good, and the wine list is the best in town.

It's lucky that the food is good and you're bound to run into people you know, because unless you're a fisherman there's not a hell of a lot to do in Key West except eat and drink and talk. There are few beaches; the palm trees nod right down to the pebbly shores, which are mostly private property anyway. This winter, the weather was terrible too, the mercury dropping to a chilly 48 degrees. The aquarium is pathetic, the kraals of the giant turtles are depressing, and the stores sell the same horrible hippie merchandise and Taiwan touristiana that now accrue to all places which once were charming. If you've seen *Deep Throat* and *The Devil in Miss Jones*, you can't even go to the movies, as that's the town's permanent double bill.

Walking around is one thing to do. Architecture is gingerbread in the Old Town (you could describe the place as a mixture of Sag Harbor quaint, Montauk fishing, and Hamptons chic, with hippies thrown in). One worth-it

walk: the mapped-out Pelican Path tour of the best houses. You can also visit John James Audubon's and Ernest Hemingway's houses.

The Conch Tour Train, which introduces you to the whole island, is not a ripoff. Look for bearded driver “Joe J.,” who, in a deep Johnny Cash voice, has made a sort of talking-blues spiel of the history of the island and how it survived for a long time on piracy and “wreckage” before turning to smuggling, cigar-making, and the bilking of writers, presidents, and tourists. This guy could work up to a little refrain and get himself a hit like “Alice's Restaurant.” Just listen as your toy choo-choo whistles past the Southern White House in the recently abandoned navy yard (an impressive and evocative sight) and past the Margaret Truman Laundrette, the trailer camps, the clumps of outdoor hucksters, the motels which haven't quite the cachet of the Pier House, the various botanical sights. This town is so small (four square miles) that each tree is greeted as a tourist attraction.

At 6:13 P.M. (or whenever), the town's entire population, native and visiting, piles into Mallory Square on the island's northwestern coast to gaze at the sunset. Watching the sun dip into the Gulf of Mexico really is the big event each evening. Hippies provide guitar accompaniment and sweet-smelling smoke.


A short tour of the Old Town nightspots is a lesson in anthropological territorialism, made more poignant and charming by the tininess of the island. First you peek in the Bull & Whistle, where the hippies hang out

more or less listening to Wendy Sheridan and her Easy Come Band (uh-huh). Then you drop in at Captain Tony's, which was once Hemingway's favorite saloon. It's corny, yes, but also a real bar with real old-timers and, occasionally, some real old-time dixieland music. You pass up Sloppy Joe's—too many tourists. Then you hike over to the Half Shell, where the young neo-red-neck shrimpers with their plaid shirts and long hair and big mustaches and rubber boots are whompin' and stompin' to the very loud sounds of the Big Coppitt Cowboy Band while the barmaids, bursting out of “Eat It Raw” T-shirts, wriggle through the guffawing crowd.

Next you head back to Duval Street to the Monster, where, at the disco, with its revolving mirrored ball, if you dance you dance. If you don't dance, there's plenty to watch, including those cute little bottoms, revolving just like the mirrors. When you've had your fill of effete decadence, you can head back to the Pier House, tiptoeing past your friends, who are still being entertained by David Wolkowsky, et al.

So we come back to *the* question: Why, with all the islands to choose from, is Key West the chosen spot?

Sentiment might have started it—pilgrims in search of Hemingway and Lauren Bacall, or romantics looking for the last lonely island in America. But by now, the attraction for New Yorkers is clearly . . . New Yorkers. Given the choice between mingling with the outside world and with each other, we almost invariably opt for each other.



Making Your J/24 Competitive

By Bill Whitmore

Bill is a 34 year old assistant professor of surgery at Harvard Medical School. Although he has been around boats all his life, he did not become interested in competitive sailing until age 28, while living in San Francisco. Having caught the bug, he spent "too much" of his free time racing "anything I could" from dinghies to IOR boats. He began sailing a J/24 in 1978 after moving from San Diego to Marblehead. He has stayed with the J/24 because "for me, sailing anything larger took too much money, organization and hard work and anything smaller was too uncomfortable, excluded my family and physical conditioning to be competitive!"

He skippered his J/24 "POPEYE" to 3rd place in the 1979 World Championships and is currently governor of J/24 District 1.

A J/24 is easy to sail and goes fast even when everything isn't trimmed to perfection and the helmsman has had a few beers. This has fooled some people into thinking that they can just get into the boat, sail smart, and win. Although this may be true when racing in handicap fleets, it isn't that easy in one design competition. The enormous increase in interest and in the number of J/24's has brought sailmakers head to head in competition to develop the fastest sails, go-fast expertise from both the offshore and other one design classes, and a long list of observations on boat speed producing factors in a wide variety of conditions. The result of all this and a very strict set of class rules is that the basic requirements for setting up and sailing the boat to its maximum potential are being rapidly defined. My objective is to review some of the steps which must be taken before you can expect to win.

Given that getting a good start and using sound tactics are the fundamentals of winning, it is equally fundamental that you need a modicum of boatspeed to use them effectively. Boatspeed differences in well prepared J/24's are purely the result of sail trim and helmsmanship. On the other hand, there can be

dramatic differences in speed between a well prepared and a poorly prepared boat. The major speed producing factors are: 1) crew, 2) hull preparation, 3) tuning, and 4) sails/trim.

I think anyone who has skippered a J/24 for a major one design event will agree that he would be nowhere without a dependable and practiced crew. Getting the boat to accelerate properly after a tack, precise spinnaker handling, and smooth mark roundings shave large chunks of time off an olympic course and make good offensive and defensive tactics possible. Basic to good crew work is setting the boat up so that: 1) lines don't get tangled; 2) the crew spends as little time as possible in the ends and on the wrong rail, and 3) sail adjustments are easily done in changing conditions. How to accomplish these goals is a matter of individual preference. For a nice discussion of one successful method, I suggest reading Mark Ploch's article in the July/August 1979 issue of *Yacht Racing and Cruising*. However, the boat comes well set up from the factory, and I recommend sailing it for awhile as is, making changes only after racing the boat in a variety of conditions. Initially, you will need to add only a compass (or two), barber haul padeyes for jib and genoa (which are essential for close reaching), and a masthead fly. Depending on your crew, you may not need secondary winches and things such as twing lines have mixed popularity among the top boats. One detail which deserves mention is a setup so that the crew can navigate and call tactics and shifts from the windward rail. On my boat, we use a sheet of mylar, grease pencil, and a side reading compass (transverse lubber lines), all taped to the hatch cover. A lot of the fun we have while racing is created by everyone having access to the tactical data and, therefore, being in a position to participate in the decision making.

Hull preparation in a J/24 refers essentially to the keel and rudder, since the hulls per-se are very fair. The keels, on the other hand, vary considerably in the quality of the fairing job done at the factory. The best way to decide how

much and where your keel needs work is to make or borrow keel templates and use them to fill out the flat spots. However, most of us have neither the expertise, time, or inclination to go to that much trouble. An easier solution is to get a gallon of polyester putty and a nice straight-edged batten. Start by making sure that the leading edge of the keel is absolutely straight and smooth with a nice round leading edge. Work from the leading edge back on each side, rocking the straight edge fore and aft and sliding it up and down to demonstrate any deviations from a fair curve. Fill any flat spots with putty and fair it in. As long as you don't find yourself sanding lead or adding putty for the full fore and aft length of the keel, you have done nothing to change the designed shape or thickness, and you will have a very fast keel. It is critical that the leading edge be very smooth and fair. Painting over the polyester putty with epoxy bottom paint or epoxy primer will keep the putty dry and in place. All this takes about 10 hours of hard work, but is a one time effort which is well worth it.

The rudders also vary in fairness, but much less than the keels. The average off the shelf rudder will vibrate at over 5½ knots. This should be eliminated by sanding down any visible ridges which run vertically and are usually prominent only on one side. This can be done in most cases without going through the gelcoat, but if you do, simply paint over the lower half with epoxy or linear urethane. Making sure the leading edge has a nice round shape all the way down is also important.

Tuning is very straightforward. All the major sailmakers put out a tuning sheet and suggestions on sail trim which are very helpful. There seems to be general agreement that the maststep should be moved so that the back edge of the mast is about 8¼ inches forward of the bulkhead instead of the standard 9 inches. Also, the maximum headstay length and J measurement allowed by class rules seem to be best. Setting up the rig very tight is essential for good pointing ability. There should be ap-

proximately equal tension on both uppers and lowers. Tuning recommendations vary most in the amount and location of prebend in the mast. Since the optimum setting is really determined by the design of the mainsail, you should follow the advice of your sailmaker on this point.

As far as the sails themselves, all of the big sailmakers have come up with competitive patterns and the old saw about service and copying those who are doing well in your area seems to be the best advice.

There are articles to come on sail trim by better qualified authors, but there is one point of discussion which I will mention because it makes the boat easier to sail. While the value of barber hauling the headsails *in* is not determined, barber hauling *out* while beating is generally not as fast as depowering by moving the genoa car back one or two notches on the track and letting the sheet out fractionally. In marginal conditions, this seems to preserve pointing ability better while allowing the same speed as would be achieved by barber hauling. On the other hand, for power reaching under jib or genoa, barber hauling to near the rail is a must.

Having taken all the other required steps, racing regularly against a strong fleet remains the easiest and most enjoyable way to fine tune boatspeed.

Consistent Adequate Speed

By Bill Shore

Bill Shore is president of Shore Sails International. He graduated in engineering from Maine Maritime Academy. In addition to his extensive J/24 racing experience, he is a past National, North American, Canadian and World Albacore Champion. He is also past North American, Canadian, European and World Lightning Champion and winner of a Bronze Medal at the Pan Am Games.

To turn in a top performance in any major J/24 class championship you must have adequate boat speed. Your speed must be equal to the fastest group in the class in order to use the normal tactics and strategy required to win. However, boat speed is just not enough. More than adequate speed is hard to come by and not necessary - consistent adequate speed is the key. How many times have you felt that you are as fast as the fastest boat in the race only to find that in the next day's competition your speed has diminished?

Consistent speed allows you to use consistent tactics and strategy to win major J/24 championships.

Basic tuning centers around mast bend. To help support a generous mainsail girth, to help keep forestay tension, and to make the sail easy to control, the mast must have "built in" bend (4" - 5" of bend tuned into the mast without backstay tension).

Briefly, mast prebend is applied first, by moving the mast step aft while keeping the mast partner blocks (deck level) in the factory position and second, by tensioning the uppers. In heavy wind, backstay tension is applied to bend the top of the mast, and to tension the forestay.

THIS IS HOW TO TUNE THE RIG:

With the forestay length at maximum and the partner blocks installed in the factory positions, move the mast step three-quarters of an inch aft of the factory drilled location. Next, step the mast and attach all shrouds. Pull very hard on the backstay, then tighten the uppers until they are very tight. Let the backstay off; the mast should have a four to five inch compression bend induced by the uppers and the position of the maststep (check the bend measurement by attaching the main halyard to the gooseneck). During this procedure be sure that the mast remains straight side to side. If an "S" bend develops, correct it by taking up on the appropriate lower shroud. Take up equal amounts on both lowers until the compression bend has been reduced to approximately three to four inches with no tension on the backstay. Be sure the mast remains straight athwartships. Tighten the backstay turnbuckles so that there is just enough tension to hold the rollers at the top of the bridle when the backstay is slack. Finally, while sailing, be sure the mast is still straight athwartships.

THIS IS HOW TO TRIM THE SAILS:

Once your boat is set up as outlined above there are three sail adjustments that will affect your boat speed more than any other when sailing to weather. These are jib sheet tension, mainsheet tension and backstay tension. If you feel that you lack speed due to improper sail trim, there is a 90% chance that one or these adjustments is wrong. The purpose of these instructions is to simplify your sail trim decisions by outlining the sail combinations and trim positions we have found to be the fastest through extensive testing and racing experience. By following this outline you can spend a

minimum amount of time assessing your sail trim, allowing you to concentrate fully on tactics.

Jib trim: the jib lead for most 150%'s (check with your sailmaker for exact position) should be in the second hole from the forward end of the track (car pin aft) most of the time. The jib sheet on the 150% should be trimmed so that the leech of the sail is two to three inches away from the spreader in most wind strengths. In very light air, or a moderate air with a big chop, the lead should be moved forward and the leech should be four to six inches from the spreader, depending upon how much power is needed. The halyard should be tensioned just enough so a few wrinkles remain in the luff. As the wind increases to about ten to fourteen knots the tension should be increased so that the wrinkles are just eliminated. The halyard should never be tensioned more than this.

The upper wind range for the 150% is between 14 - 18, at this point the boat becomes overpowered. Experience has indicated that the J/24 sails just about as well with a single reefed main and 150% between 17 - 21 knots as a J/24 with full main and 100%. Changing jibs on a J/24 during the weather leg is very costly in distance. When the wind is increasing to beyond the range of the 150% you should reef the main. If a further increase indicates a change in headsail you should not change unless the remainder of the weather leg is more than a mile and a half.

The lead for the 100% varies from sailmaker to sailmaker so find out from your sailmaker where your car should be. The jib sheet should be trimmed so that the leech is about four inches* inside the spreader tip in most conditions. In very heavy air, heeling can be reduced by easing the sheet to open the upper leech of the jib, but only until the leech is even with the spreader. (*It helps to wrap tape around the spreader at this location).

Mainsail trim: the main should be trimmed so that the top batten is parallel to the boom. Check this by sighting up the sail from beneath the boom. Exceptions to this rule come in very light and very heavy air. In both cases, the leech must be more open; in light air to prevent stalling and in heavy air to reduce weather helm, allowing you to steer the boat through the waves more easily. With the leech properly set, the traveler should be adjusted for the proper amount of backwinding. There will always be approximately one foot of backwinding in the main and up to two to

three feet in heavy weather. At no time should the boom be set above center line.

In light to moderate airs, the cunningham should be used sparingly with only enough tension to remove most of the hard wrinkles from the luff. As the wind strength increases, so will the amount of mast bend carried and more cunningham will be required to remove the resulting wrinkles. In very heavy air, the cunningham should be pulled as much as possible. The outhaul should be adjusted in conjunction with the cunningham: slack in light air and progressively increasing amounts as the wind strengths increase.

The vang is set to allow the upper batten to twist off approximately three to four inches from being parallel to the boom when the sheet is eased on the tacks. This allows the main to remain "powered up", accelerating the boat into the new tack. In heavy air the vang may need to be eased more than this, to slow spilling of the upper part of the main to reduce heeling. The traveler should be played from its basic setting to minimize heeling in the puffs. In very heavy air, the range of the traveler may be exceeded, and playing the sheet and vang will be necessary.

Backstay adjustment: the backstay is used to control the amount of fullness of the mainsail, and thus the amount of power in both the main and the jib. As the amount of tension on the backstay is increased two things happen: 1) the mast bends more, flattening the main, and 2) the amount of tension of the forestay increases, resulting in a flatter jib. Proper use of this adjustment allows the main and 150% combination to cover a wide range of conditions.

In adjusting the backstay, careful attention should be paid to both wind strength and sea conditions. On the average, the backstay should not be tensioned until the wind strength reaches approximately 10 knots. However, in very flat water, moderate backstay (four to six inches from the top of the bridle) can be used in airs lighter than this, flattening the sail to reduce backwinding in the main, and aiding pointing ability. In chop, the backstay should be completely off to allow power enough in the sails for the boat to punch through the waves.

Once you begin to tighten the backstay, enough tension should be applied so that you feel under control, taking care not to depower so much that the boat stalls when it hits a wave. In heavy air-flat water, the backstay rollers should be about two inches to three in-

ches above the stern pulpit; this is maximum.

With the 100% up, the backstay should always be at least halfway on and adjusted so the boat remains under control, but has sufficient power to handle the waves. Keep in mind that an adjustment to the backstay affects the leech tension of the main, so when the backstay is adjusted, the mainsheet and vang tensions should be checked.

Tuning for Windward Performance

By David Barrow

JUST THE JOB has had a very successful 1979 season in the U.K., so we persuaded David Barrow to jot down some notes on how he tuned his boat. David is sales manager for Stearn's UK office. Having said that, the only non-standard item in the rig of JUST THE JOB was a Stearn Twinstay in lieu of a Holt Minifoil - perfectly permissible.

TUNING OF THE MAST

This proved to be a fairly simple operation once worked out. First the mast step was positioned so that the back face of the mast was 9 inches forward of the main bulkhead which separates the forecabin from the main cabin.

The mast was chocked solidly all round at deck level with wooden chocks. It is most important there is no movement at this point.

The headstay must be of maximum length as we found that aft rake in the rig was important.

Loosely attach the cap and lower shrouds and tension them until hand tight. The next step is to check that the top of the mast is over the centre of the boat (don't trust the rigger to have cut your shrouds to *exactly* the same length). To do this, take the main halyard to a measured point either side of the boat and adjust the bottlescrew accordingly to centre the masthead.

Now to tension the rig: Pre-bend the mast by using the backstay until there is 5 to 6 inches of bend and then tighten up the cap shrouds. Next, loosen the backstay. You'll see 2-3 inches of pre-bend remaining. Wind up the lower shrouds until all the pre-bend has disappeared. By tensioning the rig in this way you will guarantee good headstay tension enabling the boat to point higher.

Once the mast is secure in the boat the most important aid to boat speed in a J/24 is sail trim. Constant attention to minor detail on sail trim will give you that slight edge on speed that makes sailing

these boats so pleasurable. I will try and give a rough set of guidelines we used, but these will obviously vary slightly for each make of sails. We used North.

LIGHT WEATHER AND FLAT WATER 0 - 10 KNOTS

Genoa halyard slack to the extent that the luff of the sail is wrinkled. This gives you a flat entry to the sail and to windward you sheet the genoa leech approximately 2 to 3 inches from the spreader tip. As the wind rises and falls it will be necessary to have a crew member trimming the sheet at all times to maintain this distance.

Mainsail; Again use only slight halyard tension and medium backstay tension to flatten the sail. It does not seem to pay if you twist the mainsail leech excessively so use the vang (kicking strap) to counteract twist. The easiest method of judging the right amount of twist is to use leech telltales. These are attached to the leech of the mainsail just above each batten pocket and should be streaming aft at all times.

If you are in these wind conditions but with a choppy sea, then increase halyard tension to pull the fullness further forward, ease the sheets a fraction and go for speed.

MED WEATHER 10 - 20 KTS

Increase halyard tension until sails are creaseless in the luff area and if necessary apply mainsail cunningham. Sheet the genoa one inch from spreader tip.

You will find that there is not enough play on the mainsheet traveller to trim the main to keep the boat upright, so now is the time to bring the backstay into play. As the gust hits, drop the traveller and haul hard on the backstay. This will flatten off the top of the mainsail and ease the leech - but keep the bottom section of the main pulling. This will keep weather helm on the tiller enabling you to maintain drive to windward. As the gust dies ease the backstay again.

Towards the upper end of the wind range you may need to use the flattening reef although we found that the boat was nearly always faster without it in all conditions.

HEAVY WEATHER 20 KNOTS AND ABOVE

By this time you will be down to the small jib. Increase halyard tension to bring fullness further forward and sheet the jib in *hard*. Put the vang on *hard* - we had to use halyard winch to get our 4:1 purchase vang hard enough. Backstay on full and play the mainsheet by hand at all times to keep the boat upright. Use the

helm vigorously to avoid the worst seas.

Two points which caused us a lot of trouble were: 1) Where to change down from the genoa to jib. 2) When to put in the first reef with the jib. It is difficult to voice any definite opinion on this subject as it will depend on the cut of individual boats' sails and the crew weight.

We discovered that it very rarely paid to reef with the genoa up as you lost pointing ability. It always paid to wait for the next offwind leg, decide if the breeze was going to continue to freshen and if so change down to the smaller jib. The distance lost by having to walk around the boat while sailing upwind was never worth the added speed gained by making the sail change. I only remember one occasion in the whole year when we sailed with the big genoa and a reef in the main.

Once the boat is sailing with the small jib, up, the wind has to freshen considerably before reefing the mainsail is necessary, in excess of 25 knots. However, when you do start to reef both reefs come in very quickly. There is only about 10 knots difference in windspeed between full mainsail and small jib and double reefed mainsail.

The most important facet of making a J/24 go faster in any conditions on any leg of the course is practice - so get out there and just sail the boat on any occasion you can. Most of all, do what we did - HAVE FUN!!

Getting the Family Organized

by Jim Mead

How many times have you heard yourself or one of your friends say, "We fouled up the jibes and lost 5 boats" or "We were doing great until our old jib halyard broke"? Well, the question I ask is, "Why did it happen?"

Racing J/24's against the pros is probably the most fun I have had sailing. Occasionally, doing better than some in a particular race is almost as much fun as winning. I have found that there is only one way to do this consistently and that is to be 100% prepared for each race.

Pre-race equipment check does not start at the 5 minute gun. It starts at the finish of your last race. Make a list of all mechanical failures that occurred during the race and fix them before starting out for the next one. Check for wear and tear. This takes five minutes on the way in, but may well save you ten boats during your next race. It makes no sense to work all day on a race course and then have a mechanical failure ruin the race.

Because I choose to sail with my wife and 9 year old boys and a pick-up crew member, I feel that crew team work is a necessity. On the way to the starting line, we discuss all areas of crew assignment. Each member of my crew has important jobs that fit his or her ability. A crew member brought along only as moveable ballast can't have much fun and doesn't contribute to the job of winning.

My wife is the mainstay of my crew and does the major jobs with the help of the pick-up crew member. She is also the crew coordinator. Before marks and sail changes, she goes over the total maneuver with each crew member making sure they all know their jobs and positions on the boat. In addition, she assists with the sheeting and trimming of the genoa and has become quite proficient at flying the spinnaker.

My son Scott is responsible for all work on the foredeck including jibing the spinnaker pole. In addition, he assists in reefing the mainsail and clearing the deck of loose lines and sails.

My son Jimmy serves as timer during the start. He also assists in the spinnaker set by ensuring that the sail runs free from the bag and during the takedown he gets below and pulls the sail into the hatch. In heavy weather conditions, he also has the responsibility of playing the vang during puffs.

In addition to these jobs, they are assigned the responsibility of keeping an eye on the other competitors during the race. This keeps them involved in the race and contributes to the overall team performance.

As is apparent, the crew on my boat is not composed of "professional" sailors. However, through proper crew organization, pre-race checking of equipment and personnel, and a thorough knowledge of our strengths and weaknesses, we are able to be competitive and so can you!

GOING FAST

See you at
the
NORTH AMERICANS

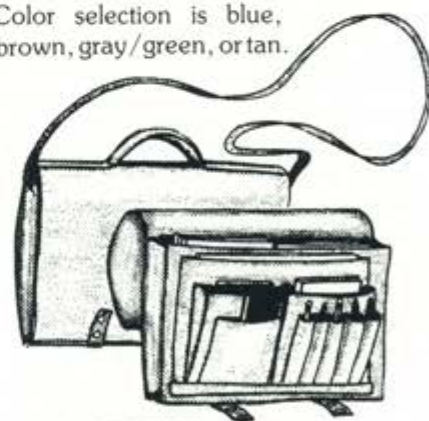
EDITOR

SAILOR'S BRIEFCASE

"I don't know how many times people have stopped me on the street, in airplanes, at the U.S.Y.R.U. meetings and J/24 regattas to ask where I got my canvas briefcase." The answer is they are made up by a sailmaker. In fact, over 300 of them were sold under the brand name RUGGED DUCK... with an ad campaign in the Wall Street Journal five years ago.

They sold out, but not at a rate fast enough to justify spending a lot of time at it. Bloomingdale's loved it, but since it wasn't part of a "loin", that's New York for line of handbags, duffels, etc. to go along with it, they wouldn't buy. The project was dropped, but it keeps coming back. Costs have gone up since. But, there are some improvements too. Instead of canvas which looks a little seedy after a wash, it's yacht acrylic, boom cover material which looks just like canvas, but is more durable. And, velcro closures added to other pockets keep calculators or hand bearing compasses from falling out. This is the only briefcase that airline stewardesses don't ask you to put under the seat in front of you. And, the absence of sharp edges makes it ideal to throw into a boat. It fits perfectly on the shelves of a J/24. And, it will stay on the seat next to you in a car because the roughness of the material grips the seat fabric instead of crashing into the dashboard when turning or stopping.

Shoulder straps are now standard. These straps are adjustable in length because they are attached to the inner side walls of the briefcase with velcro. Color selection is blue, brown, gray/green, or tan.



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Two years ago, the first J-24s appeared on the racing scene. Now, 1,500 boats and 60 fleets later, two-time Midwinter Champion Mark Ploch provides the first definitive statement on what it takes to win in this exciting class.

FROM THE EXPERTS

J/24

One-design offshore racing is a fast-growing element of competitive sailing that brings together the tight boat-for-boat battles of small boat racing and the seamanship and boat handling of big boat racing. The sailors who race J-24s come from a variety of backgrounds. Many have moved up from Solings, 470s and other one-design dinghy and keelboat classes. Some have stepped down from racing larger offshore boats under various rating rules. And still others make the relatively small transition from MORC

racing or level competition. With the number of boats increasing at every J-24 event and the class governed by strict one-design rules, the result is some of the most competitive racing to be found anywhere.

Boat Preparation

Such strong competition means that a J-24 racer must be well-prepared if he wishes to do well in the class. And despite the fact that the J-24 comes very well equipped and is generally competitive straight from the factory,

there are a few changes I have made to my boat to suit my particular style of sailing.

One change I made was to move the mainsheet swivel block and cleat from the traveler car to a base mounted on the aft side of the traveler. With the mainsheet leading to the traveler car, there was often a problem with the car moving to windward when you trimmed the sheet. This problem was eliminated by the separate, stationary lead, which, in addition, always allows you to reach to the same spot

for mainsheet adjustment.

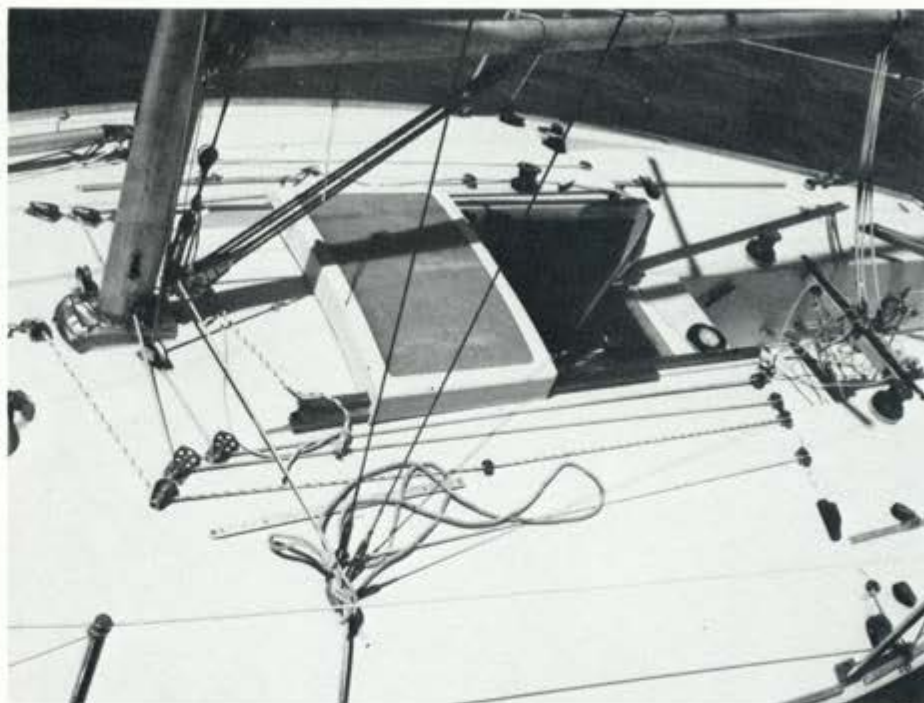
Another change was to move the backstay adjustments forward of the traveler (now standard on the newer stock J-24s). This permits the helmsman to play the backstay without having to turn aft. I also replaced the stock block-and-tackle system for tensioning the split backstay with a single piece of wire and a double two-to-one system inside the cockpit.

In the past, I have used a piece of metal tubing running from the traveler to the aft end of the cockpit for my footrest. But this makes it difficult to move freely in that part of the cockpit, so I'm switching over to two wooden dowels mounted fore and aft in the middle of the traveler. This is ideal because it lets me straddle the traveler. Some people have a similar system using motorcycle passenger footpads instead of dowels. These have the advantage of being able to fold up or down; on the other hand, they are not rustproof.

On the mast, the only real change I've made is to cut another jib halyard exit box on the starboard side, so that it will be on the same side as the other jib halyard and therefore eliminate the need for a second halyard winch. However, we rarely have this second halyard in place. In one-design course racing there is little need to make a sail change in the middle of a leg, so we leave the second halyard out to eliminate the weight and windage. If you do have to change headsails, the courses are usually short enough that you can get around the weather mark and make the change offwind.

A few minor changes were to move the jib cleats from the deck to inside the cockpit where they wouldn't snag the mainsheet on jibes, to move the foreguy lead from the middle of the foredeck to just in front of the mast so that the pole could swing free and be adjusted without constant attention to the foreguy, and to lead the spinnaker halyard to a swivel-base cam cleat. We also opted for a two-to-one cunningham (class rules allow three-to-one) so that it could be adjusted from either side. Two-to-one is barely enough purchase, but it is worth it to be able to constantly play the cunningham.

The final addition is an extremely important one for heavy air — a pair of combination barberhauler/twingers. It is surprising how few J-24 sailors realize the necessity for barberhauling up-

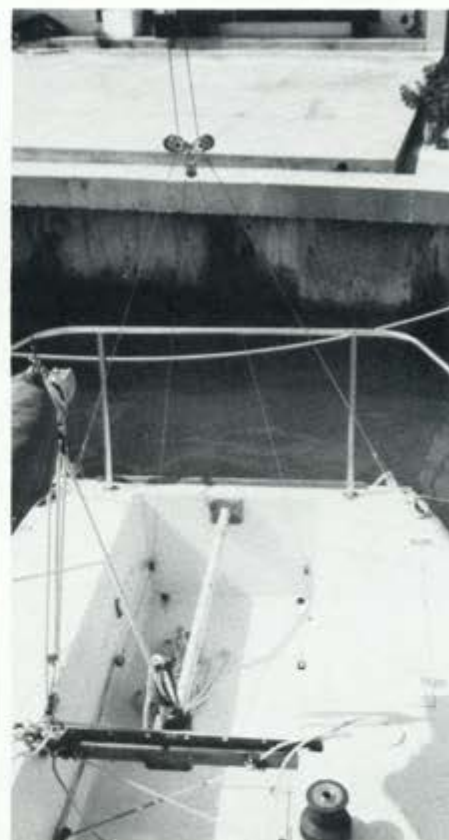


Mark has made a few changes in the deck layout on his boat to accommodate his own particular style of sailing. Notice the foreguy, which runs through an eye just forward of the mast, and the empty exit box on the mast where the second jib halyard has been removed. All halyards are led to the starboard side, except for the spinnaker halyard, which is on the port side with the topping lift and foreguy. Careful planning enables Mark to get by with only three winches. Mark Ploch photo.



The mainsheet system on Mark Ploch's J-24 — a ratchet block and swivel-base cam cleat mounted separate from the traveler car. Also visible are the helmsman's footrest and the double-ended traveler controls leading to cleats mounted on the front of the traveler. Mark Ploch photo.

wind as the breeze gets stronger. The J-24 is extremely sensitive to slot adjustment. We use a carabiner, or, safety harness hook, attached to a line that runs through a bullet block attached to the very edge of the boat and leads to a fairlead and cam cleat. Off the wind, this doubles as a twinger to make heavy weather spinnaker control a snap.



Instead of the standard block-and-tackle system hanging from the split-backstay tensioner, Mark uses low-windage wire with double-ended purchase inside the cockpit. Mark Ploch photo.

**The chief measurer has ruled that this system is legal only if rope is used instead of wire.*

Tuning the Mast

Tuning the J-24 mast is so simple that it almost takes less time to do it than to read how to do it. First, the mast should be blocked all the way around at deck level so that the forward edge of the mast is three-quarters of an inch from the aft edge of the mast hole. This centers the mast fore and aft, while placing it far enough aft to help keep the headstay tight. Next, the mast is centered from side to side by measuring with the main halyard to the shroud tangs.

Once the mast is centered, you simply tension the backstay hard and tighten the uppers until they are very tight. Then release the backstay and tighten the lowers equally, until you have one-and-a-half to two inches of pre-bend. The rig will now bend primarily up high and tighten the headstay as well. Be sure that your leeward uppers do not go slack while sailing upwind with maximum mast bend. The whole rig should be very tight, something the high performance dinghy sailors have brought into the class. For rake, we simply use the maximum allowable headstay length and then set up the mast to keep it tight.

Sail Trim

In light air and lumpy water, I set up for maximum power. The jib leads are set for an even luff break with the sail three inches off the spreader, the backstay off for a straight mast and the boom on the centerline. I also go with a tight-leech main and some headstay sag for more power in the genoa. In smooth water, little power is needed; therefore, more backstay tension allows for greater speed and higher pointing because the mainsail leech is opened and the entry on the genoa flattened.

As the wind and chop increase, depower by tightening the backstay, which opens the leech and removes luff curve from the main. The genoa will also flatten because of less forestay sag. Instead of playing the traveler in the puffs, I vang sheet and play the main. But if the puff looks like it's going to last for a while, I crank in on the backstay and trim the main back in. The more backstay, the flatter your sails, until there is little or no draft left in your main. The backstay is your throttle; keep playing it. Even the slightest adjustment can make a big difference.

Maximum depowering in seas comes when the backstay is down tight, the vang eased, jib leads aft and the barberhauler on halfway. With this trim, the leech of both the main and genoa are very open and have no extra fullness caused by headstay sag or insufficient mast bend. The boat must be sailed relatively flat, especially in a chop. In fact, the more chop, the flatter the boat must be sailed.

As the wind increases to the point where your heel is constantly over 25 degrees, experiment with maximum mast bend and vang tension. The mast bend flattens the sail to depower, but the vang keeps the leech tight enough to power through the waves. I use a very tight vang anytime the backstay is at more than a quarter tension.

"The whole rig should be very tight, something the high performance dinghy sailors have brought into the class."

When you ease the boom down more than a foot from the centerline, barberhaul the genoa out about four inches and move the lead aft one hole. If the wind gets strong enough so that the main is flogging most of the time and your heel is over 30 degrees, I've found that it is better to reef the main and barberhaul the genoa before going to the smaller jib. If the wind does get strong enough for the small jib, go back to the full main and almost full power settings and then continue to depower the same as with the genoa and full main. Once you have maximum mast bend, reef the main again.

Crew Weight

For total crew weight, I think the lighter the better. We were probably the lightest crew at the Midwinters. However, I do think it is important to have four people, so that even though you're light, you can keep as many bodies on the weather rail as possible. The helmsman can't really get that far out, so if you only sail with three, you really only have two-and-a-half people on the weather rail. And if one person has to go to leeward to do something, you end up with practically no weight on the weather rail.

The crew weight should always be

centered in the boat and as close together as possible. The helmsman should be even with the traveler, the aft crew straddling the stanchion at the forward edge of the cockpit and the other two crew just forward of him, exactly in the center fore and aft. Even while reaching and running we use these positions. Only in extremely heavy air downwind — over 25 — do we move aft for better surfing.

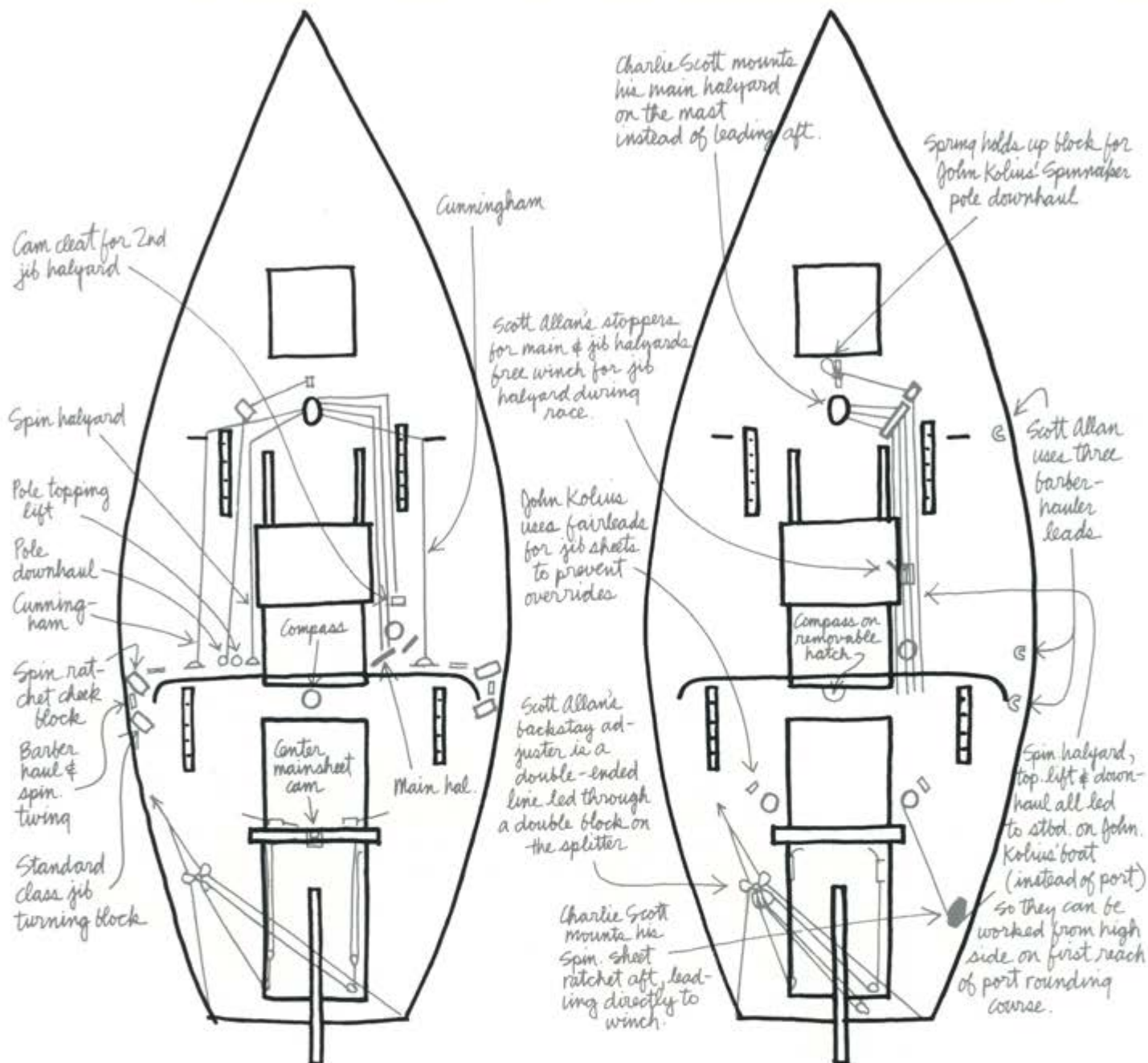
Sailing Downwind

When jib reaching, the most important factor is having a good outboard lead, so we barberhaul all the way out. We carry the little jib a lot under the chute. You can only do this with the big jib if the wind is a little ahead of the beam, otherwise it lays right up into the chute and starves it. The jib should be trimmed to keep the top spilled and the bottom driving. If you try to trim the top, the bottom will be overtrimmed and will starve the chute. In fact, if you lose the chute, you have to ease the jib immediately to help get the spinnaker flying again.

In most conditions, the spinnaker halyard should be eased about eight inches, and you should use your backstay to maintain an open leech and proper power-to-speed ratio, just as upwind. In marginal conditions, the forward crew plays the vang, easing it when the boat starts to round up. This is much more effective than easing the mainsheet. Also, the helmsman should be steering down in the puffs and up in the lulls.

When running, the backstay should be completely eased and the mainsail trimmed to maximum flow. The spinnaker pole is trimmed square to the wind with the clews of the chute level. In moderate air, the spinnaker halyard should be eased a few inches to separate the chute and the mainsail, but only if there is enough wind for the sail to lift out away from the boat. In heavy air, keep the halyard up all the way and twing the sheet down to minimize the chute's tendency to oscillate.

When steering downwind, your goal is to maintain the speed necessary to catch waves. As on the reaches, work up in the lulls and down in the puffs. Pumping the mainsail and spinnaker will also help dramatically. As your speed increases and you feel your transom rise from the wave, pump the sheet and main and simultaneously steer straight down the face. As you



Left: The deck layout on Mark Ploch's J-24. Right: Deck layout ideas from three other top J-24 sailors — Scott Allan (third in the 1978 North Americans and second and third, respectively, in this year's North Americans and Midwinters), John Kolius (runner-up in the 1978 North Americans, second and fourth in the Midwinters and fourth in the 1979 North Americans) and Charlie Scott (first in the 1978 North Americans and second in the 1979 Midwinters).

slide off, head up again so that you will have enough speed to catch the next one. The J-24 surfs very easily, and if you are not riding waves, you are probably losing distance to your competition.

Tacking

I find it easier to have one person tack the genoa. It is small enough to be trimmed almost completely without a winch handle. This is important because it leaves the other two crew

free to balance the boat. In conditions heavy enough to have everyone on the rail, one person will prepare the genoa sheets and jump into the cockpit just before the tack. He then stands in the cockpit with one hand on the old sheet and one hand on the new, which only has two wraps on the winch at this time. He also has to make sure that the old sheet is ready to run free. Sometimes it helps to add a turning block aft to help keep it clear.

As soon as the jib starts to back,

the trimmer throws off the old sheet and trims the new one with arm's-length pulls, which can normally trim all but the last two inches. For the final trim, he sits on the high side of the cockpit and braces his feet on the leeward side and uses his leg and lower back to pull. In the meantime, the other two crew wait for their feet to hit the water — sort of a modified roll tack — and then move to the other side with one of them maybe getting the skirt if necessary.

If the jib needs to be trimmed any further, the handle can be used, giving the boat a little time to accelerate before being brought hard on the wind. Most of the time, however, the handle is only used to make fine adjustments or to trim back in after easing to power through a large wave. We don't cross sheet because we've found it to be messy. Instead, we'll bring the sheet up to the high winch after it's been trimmed and then fine tune from there.

Spinnaker Set

Spinnaker hoists are rarely done properly on most boats. We set from the lifelines just forward of the cockpit. To keep the weight to weather, we set the turtle up on the weather side and attach the sheets and halyard on the tack before our final approach to the mark. Even before the start, we always figure out what side the pole will go up on, so the guy and foreguy are already in place, and even the topping lift is already attached and kept back out of the way with a small plastic hook near the bottom of the mast. This saves some time at the mark and keeps weight off the foredeck.

As you approach the mark, top your pole, set your 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 restrainers on the turtle and start some of the sail out. Once you are abeam of the mark and bearing off, one crew stands up and pulls the halyard with long strokes, while another crew pulls the guy square to the wind and the third releases the genoa sheet. As soon as the halyard is up, a quick yank on the sheet should have the spinnaker full and drawing (we use premarked sheets). The most common mistake is not to pull the guy around a little before the halyard goes up, which causes the chute to hang up under the genoa when it is eased.

Jibing

When jibing the chute, we simply end-for-end the pole. The most important things to remember are to square the pole as you bear off and to release the old guy as soon as the inboard end of the pole is taken off the mast. As the bow swings through the wind, the new guy will automatically come to you. The guy should be attached and the pole pushed out and attached to the

mast in one quick motion, but this is really tough to do if the boat swings up too fast or — as the skipper always says — the crew is too slow.

The foredeck man should carry out the whole jibing maneuver with his back against the mast and his feet in front of him, which makes it much easier to push the pole out away from him. While the foredeck crew is jibing the pole, the helmsman tends the main, a second crew handles both the sheet and guy and the third crew mans the twings, which also helps get the new guy to the man jibing the pole.

Spinnaker Takedown

It is very difficult to go upwind with the spinnaker trailing out behind you or draped all over the crew as he tries to trim the genoa. To help avoid this, we find it best to have all sails ready to go to windward — cunningham on, backstay set, outhaul tensioned — before reaching the leeward mark. Then, once within the two-boat-length circle, we let the halyard go, making sure that it is free to run. This lets the chute blow away from the boat and not drag against the genoa. About a second after the halyard is released, we let the guy run free as well. Someone already has the sheet and begins gathering the chute into the cabin the moment the guy is released. It works very similar to the "belly-button" takedown, only without the belly-button.

When done correctly, the chute will stay clear of the genoa blocks and winches so that the genoa may be trimmed as soon as the mark is rounded. And if the set was prepared and carried out properly, the genoa sheet should now be running over the top of the pole in front of the topping lift. Thus, when the topping lift is let off and the outboard end of the pole drops to the deck, you are immediately clear to tack around the mark, even with the pole still on the mast.

Tactics

Because the difference in speed between keelboats is not as great as in high performance dinghies, tactics are very important, and the single most important tactical situation is at the start. My favorite starting technique is to approach the favored end of the line on port, watching where everyone is setting up. I then look for a hole or a good place to make a hole about a third

of the way down from the favored end. In this area, you usually have less of a crowd and can usually find clear air and break away easier. You don't have to win the start; you just want to get out where you can use your speed unhindered and be free to go to the favored side of the course.

Basically, you need to compromise a little between dinghy and big boat starting techniques. You can stall the boat a little bit before the start and pick up speed again, but it's really important not to kill the boat the way you can a dinghy. Especially in a big fleet, if you don't have full speed on at the gun, you're going to get rolled. It's also helpful to start around boats that you know are slower than you. And I have a general rule never to start below a footer or above a pincher.

Practice

Gone are the days when a good sailor could just step into a J-24 and do well. The key to success in the class is to know your boat and crew and what they can and can't do. This means practice. Practice sail trim, practice steering technique, practice boat handling, going through each maneuver slowly at first, until it runs smoothly, and then increasing the speed. There are many good sailors in the class, and the ones who spend the time in the boat and the effort toward improving are the ones who are going to win. ●

In addition to his two Midwinter Championship wins over some of the best sailors in the country, Mark Ploch has an extensive list of credentials in both one-design and offshore racing. He has raced in Solings, Lightnings and 470s, finishing second in the 470 North Americans and seventh in one of the two 470 World Championships in which he competed. He has also won the Andrew Cornu Cup, which is awarded in the 470 class for the best combined results in the North Americans, Nationals and Midwinters in a single year.

In bigger boats, Mark won the MORC National Match Racing Championship and finished first in the Florida State MORC Championship, the Key West to Veradero, Cuba Race and the Sailmakers Showdown. He has also competed in five SORCs, the Quarter Ton Worlds, the Three-Quarter Ton Worlds and numerous other offshore races. He is presently the Florida loft manager for Charles Ulmer Sailmakers.

Yacht Racing/Cruising magazine is published by North American Publishing Co., 401 North Broad St., Philadelphia, PA, 19108. One-year subscription (10 issues) — \$15.

Why is Charlie so Fast?

by John T. Potter, Jr.

Charlie Scott makes a sailboat go faster than just about anyone I've ever seen, and I've seen some good ones. He is a natural—he has an uncanny communication with the boat, the wind, the waves and the sails.

"He's fast," says Tim McGee, a Naval Academy coach who's pretty fast himself. "We'd have him buried at the start and a few minutes later he's through us. He sails differently than anyone else. His jib is hard against the spreader and the main is luffing even though it's strapped, but he's going higher and faster. He doesn't even pay attention. I swear, I saw him looking back over his shoulder, like this, for over a minute and he was still going higher and faster."

It helps, of course, to have experience and to be from a sailing family. Scott's sailing career started early as evidenced by a 1965 edition of the *Annapolis Evening Capital*.

"In two divisions, a couple of brothers, sons of prominent sailing parents, Mr. and Mrs. C. Gaither Scott of Annapolis copped the following: Chesapeake Bay Single-Handed Championship, won by Jimmy Scott... Midget Championship, won by C. Gaither Scott, Jr., a sixth grader at Tyler Heights School."

"I didn't have much choice in the matter," Scott says of his earliest sailing experiences. He was stowed aboard his parents' racing boat as an infant. Not too much later, he was crewing for either his brother or his sister aboard a Penguin, and at 10 he skippered for the first time. The current J/24 world champion doesn't remember how he did in his first race, but if he didn't win, it wasn't long before he was doing so consistently.

Charlie repeated his midget crown and won the junior championship in his first year of eligibility. He won in Penguins, Blue Jays and Thistles. It didn't seem to matter. The boat didn't have to be a dinghy either. In his spare time Charlie would occasionally skipper his parents' boat with predictable results.

"Scott Wins Sailing Race," the *Baltimore Sun* headline said in 1968. "Fourteen-year-old Charles Scott today sailed his father's Mist to

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**THE
CHESAPEAKE
BOATMAN**

Volume 1 Number 1
July 1978

Charlie Scott, current J/24 world champion, spends his non-sailing time working on boats at his Annapolis-based marine services business. Photo by Don Kneessi.



victory in the racing division, as the Annapolis Yacht Club opened its famed Fall Series."

It was the Mobjack, a 17-foot dinghy however, that brought him his biggest victory as a teenager.

The Sears Cup is awarded to the junior sailing champion of North America. It was first put up for grabs in 1921; on its 50th anniversary, it was won by Scott over eight other finalists. They had survived tough competition in all areas of the United States and Canada.

Chuck Breed, an excellent sailor in his own right, agreed to let Charlie skipper his 30-footer in one race.

"I was driving home from work later the same day I'd given Charlie the go ahead. As I crossed the Eastport bridge, I was surprised to see my boat hauled. Charlie and six of his sailing cronies were sanding like crazy. Charlie is very businesslike with his sailing. He did what had to be done to make the boat fast. I didn't ask him to do the bottom. He just took charge. Yes, we won the race."

Having a well-prepared boat and good "sailing cronies" as crew helps, also. Scott always has the best crew. His boats are always very well prepared.

"Why is Charlie so fast?" I asked Seagull Wheatly, crew aboard Charlie's J/24 in the worlds.

"Because of his crew," he beamed. "We're the best." Wheatly's modesty aside, Charlie does attract the best crew.

"Beside the crew," I persisted, "what else makes him so fast?"

"The boat," Seagull responded. "The bottom and keel are smooth as a baby's bottom. He even sanded the topsides."

He sands the topsides? I asked Scott about that.

"When the boat heels, the topsides are in the water. They should be just

as fair as the bottom. As a fiberglass boat comes from the factory, you can see the texture of the glass cloth—the laminate pattern. The sanding got rid of those very small interruptions in the fairness of the hull. I sanded the whole boat, dry with 150 grit, then 400 and finally 600 wet. Later, I buffed the topsides to get some of the shine back."

"What do you look at when you're steering?" I asked.

"I concentrate on the wave action. I sit to weather except in the really light stuff—six knot or less. I glance at the sails every now and then, but it's the waves that are most important. You handle them differently depending on the kind of boat you're sailing. The boat feels good when I'm doing it right."

I continued, "What's the biggest mistake racing people make?"

"The bad ones fight the helm; they heel too much and have too much helm. They don't seem to feel how much this slows them down."

Feel. That's what Charlie has. He may be looking at the waves or he may be "looking back over his shoulder," but he feels the boat moving through the water. He feels it through his hand on the tiller, like a violinist holding a bow. He feels wind shifts on his cheek before they've registered on a wind indicator. He feels changes in boat speed before a knot meter can respond and his inner ear is the most accurate of inclinometers. Others have the same experience, come from sailing families, have great crews and well-prepared boats, but they lack that inexplicable feel that allows Charlie Scott to go higher and faster.

John T. Potter Jr. has over 50,000 miles of seagoing experience and has participated in the design, layout and construction of ocean-racing vessels.

III

®



SANREMO, ITALIA OCTOBER 3-10

2224

SANREMO 80

1980 J/24 Class Championship

NOTICE OF RACE

1 Organizing Club

Yacht Club Sanremo, Sanremo, Italy (Telephone Riviera dei Fiori 0184 85760) and the J/24 Class Association.

2 Rules

The regatta will be governed by the current racing rules of the International Yacht Racing Union, The Federazione Italiana Vela (FIV), the Sailing Instructions and the 1980 rules of the J/24 Class.

3 Eligibility

- 3.1 The Championship will be open to all yachts of the J/24 Class worldwide.
- 3.2 The skipper of each competing yacht shall be a member of the J/24 Class Association and may be required to produce proof of membership.

4 Measurement & Inspection

- 4.1 Each entry shall be accompanied by a 1980 Class Measurement Certificate certified by a National J/24 Class Association or National Sailing Authority measurer.
- 4.2 Yachts shall be available for measurement and/or inspection and measurement of sails from 0900 Friday October 3 at Yacht Club Sanremo.
- 4.3 The Race Committee may initiate measurement and or inspection at any time of any yacht and its equipment.
- 4.4 Only four Class sails shall be permitted during the regatta and these shall be stamped. (other than a storm sail)
- 4.5 The following J/24 Class Rules are modified for this regatta:
 - 3.5.2(b) is deleted.
 - 3.3.1 is modified to permit a section chord length of the keel at any station to be 10mm less than template length at that station at the trailing edge of the keel.
 - 3.6.6 National letters conforming with Rule 25 shall be displayed on the sails of each yacht.

5 Haul Out & Cleaning Restrictions

During the Championship period, yachts shall not be hauled out, except for the purposes of repairing damage with prior Race Committee approval. Plastic pools or their equivalent shall not be used around yachts. The use of underwater breathing apparatus is prohibited.

6 Programme

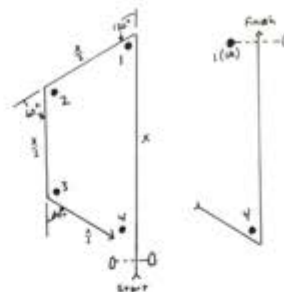
FRI	OCT 3	0900-2200	Registration, Measurement & Launching
SAT	OCT 4	0900-1200	Registration, Measurement & Launching
		1400	Warning Gun - Short Practice Race
SUN	OCT 5	1000	Warning Gun - 1st Race
MON	OCT 6	1000	Warning Gun
TUE	OCT 7	1000	Warning Gun
WED	OCT 8	1000	Warning Gun
THU	OCT 9	1000	Warning Gun
FRI	OCT 10	1000	Warning Gun - Awards Ceremony Following Last Race.

7 Courses

Two course types will be used:

Distance races of approximately 24 miles in length to inshore marks located either East or West from Sanremo.

Trapezoid courses of up to 14 miles in length as approximated by the following diagram:



8 Sailing Instructions

Owners of yachts will be provided Sailing Instructions prior to or upon registration at the Yacht Club Sanremo.

9 Scoring

- 9.1 Yachts will receive points equal to their finish position. Yachts not considered as starters will receive points equal to the number of starters plus one. Yachts ranked as "Did Not Finish" will receive points equal to the number of starters. Yachts disqualified will receive points equal to the number of entries plus ten.
- 9.2 When there is a tie on total points between two or more yachts, the tie shall be broken in favour of the yacht or yachts with the most first places, then second places, etc.
- 9.3 There will be one discard race. A yacht may not discard the last race or a race in which the yacht has been disqualified.

10 Alternate Penalties

The "720" penalty, Appendix 3.1 of the Racing Rules, will apply for infringement of a rule of Part IV of the Racing Rules.

11 Prizes

The winner will be awarded the J/24 Class Championship Trophy and prizes will be awarded to yachts placing first through tenth in the Championship.

Special prizes will also be awarded for daily placings.

12 Entries and Entry Fees

- 12.1 Entries on the enclosed form accompanied by an entry fee (payable to "J/24 Class Association") of \$200 or £90 shall be submitted before September 20 as follows:

European, African and near East entries and inquiries to: Ms. Vivien Christmas, J/24 Class Association, c/o Westerly Marine Construction, Aysgarth Road, Waterlooville, Portsmouth Hants PO7 7UF UK. Telephone (07014) 54511 Telex 86328.

All Other Areas to: Ms. Heather Campbell, J/24 Class Association c/o J Boats, Inc., 24 Mill Street, Newport, RI 02840 USA Telephone (401) 846-8410. TWX 710-382-1221.

- 12.2 Entry fees cover launching, hauling, dockage, crew favors, trophies, and admission to all J/24 Championship social events for skipper and crew.

13 Support Boats

Team leaders, coaches and other support personnel shall not go afloat in the racing area except in boats provided by the regatta organizing committee. The penalty for infringement of this instruction will be the disqualification in that race of any yacht associated with the infringing support personnel.

14 Registered Substitutes

Only a registered substitute may replace a crew during the regatta on the day and for the specific crew designated during registration.

GENERAL INFORMATION

Yacht Charters

A limited number of new yachts will be made available for a charter fee of \$500 plus a refundable damage deposit of \$500 for non-

European entries. These yachts will be available to assigned entries on October 1.

Charter yachts will be equipped with compass, outboard and required safety gear (excepting a radio receiver to be supplied by entrant). Any hardware fixed to the yacht by the charterer shall remain when the yacht is returned to the organizers. No sails are provided.

*Charter yachts are equipped with Holt Minifoils which require a bolt rope outside diameter of 5.3 to 5.6 mm (5.4 mm is optimum).

Charter yachts are allotted to the National J/24 Associations as follows:

United States	7	Bermuda	1
Australia	3	Virgin Isl.	1
Canada	2	Mexico	1
Brasil	1	Japan	1
Defending J/24 Class Champion (C. Scott)			1

A \$1000 bank draft and a letter signed by the President of the National J/24 Class Association must accompany all charter applications. Charter applications must be received by August 1 at J Boats, Inc., 24 Mill Street, Newport, RI 02840 USA.

It is the responsibility of each National Association above to determine how to select the entries to be given the charter opportunity.

Moorings & Launching

Yachts will be rafted in the "old" harbor alongside floating piers next to Yacht Club Sanremo. The Yacht Club also has crane launching facilities.

Spectator Ship

The 200 seat CHITA DI SANREMO, which has covered decks in case of bad weather will be following the races. The cost per person is a modest \$5-10 per day.

Arrival

Driving time from the nearest airport (Nice) is approximately one hour. Genoa is two hours and Milan about five hours. If you are shipping a boat, Genoa is most convenient as there is a Marina and airport adjacent to ship unloading wharves. The sailing distance to Sanremo is about 60 miles.

Entertainment

Sanremo has its own symphony orchestra and on the 14th of April presented RUDOLF NUREIEV AND FRIENDS at the Teatro Ariston. So, you can expect some cultural events.

The CASINO MUNICIPALE is a main attraction. There is a golf course, tennis courts and riding stables, not to mention Monaco or Cannes.

Yacht Club Burgees

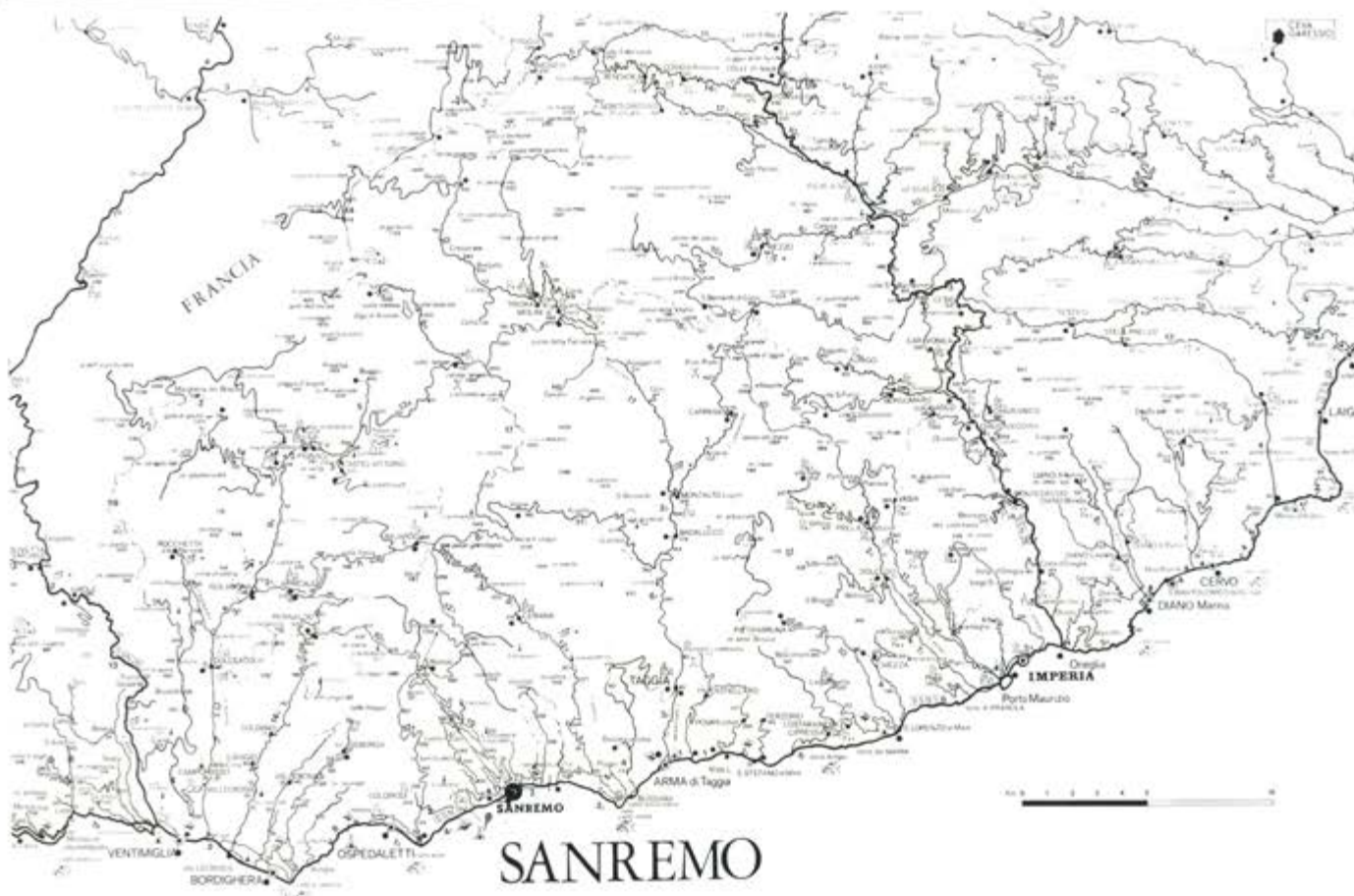
Competitors are asked to bring two small yacht club burgees for Yacht Club decor.

Hotel Accommodations

Reservations can be made through the central tourist booking agency in Sanremo: Azienda Autonoma Soggiorno e Turismo, 18038 SANREMO - Casella Postale 353, Riviera dei Fiori, Italia. Telephone (0184) 85615. Cable "AZIENTURISMO"

The following hotels and boarding houses (Pensions) were recommended as being within walking distance of the Yacht Club:

Class	Name	Phone	Cost Range of Double with Bath
LUX	ROYAL (pool) Corso Imperatrice 74	84321	US\$46-90
I	DESESTRANGERS (pool) Corso Garibaldi 82	79951	34-45
I	MEDITERRANEE (pool) Corso Cavallotti 76	75601	42-53
II	GLOBO Piazza Colombo 42	74567	16-28
II	NAZIONALE Via Matteotti 5	77577	29-38
II	PLAZA Via Roma 6	84326	18-30
II	VILLAKING Corso Cavallotti 92	86054	26-30
III	BEAU RIVAGE (closet) Corso Trento e Trieste 49/51	85146	11-18
III	CENTRALE Via Roma 16	85252	11-18
III	ESPERIA Corso O. Raimondo 35	72819	15-20
III	EVELINE Corso Cavallotti 65	86603	11-18
III	MILANO Corso Garibaldi 25	85197	18-27
III	SVIZZERA Corso O. Raimondo 63	84744	16-21
III	VILLA ITALIA Via XX Settembre 43	85515	15-20
III	VILLA ORTEA Via Volta 121	83054	15-20
PENS	ARENELLA Corso Orazio Raimondo 2	85071	6-12 (x-Bath)
PENS	CASABLANCA Via Marinella 15	86545	8-16
PENS	CENTRO Corso Mombello 50	86067	9-11 (x-Bath)
PENS	FIORITA Corso O. Raimondo 14	86648	6-9 (x-Bath)
PENS	MARINA Corso Cavallotti 38	85293	17-19



OFFICIAL ENTRY FORM

1980 Class Championship

Sanremo, Italy

October 3-10

I wish to enter the yacht _____

J/24 Hull Number _____ Sail Number and Letters _____

Skipper(s) _____ Phone _____

Address _____

Crew _____

I agree to be bound by the International Yacht Racing Rules, the Prescriptions of the Federazione Italiana Vela, by the Notice of Race, the Sailing Instructions and the J/24 Class Rules. I confirm that the yacht entered will, for the duration of the championship, be covered by insurance against Third Party Liability to at least £100,000 (US\$250,000). I confirm that I am a member of the J/24 Class Association and I authorize a member of the Race Committee to inspect the yacht at any time.

I hereby release the J/24 Class Association, J Boats, Inc., the organizers of this event and all personnel involved from any and all claims arising out of accidents, damage or injuries involving the above yacht and its crew or arising from any other cause during the races or related activities.

Signed _____ **Date** _____

☐ Enclosed is my entry fee of \$200.00

☐ I have qualified for a charter boat from _____ and enclose a confirming letter from the President of our J/24 Class Association. (National Class Association)

☐ Enclosed is US\$1000.00 representing a charter fee of \$500.00 plus a \$500.00 damage deposit which is refundable assuming no damage as determined by the regatta organizers.

J[®] 24 CLASS RULES

January 1, 1980

1. OBJECTIVES OF THE CLASS RULES

- 1.1 The J24 is a one design class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort.
- 1.2 Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast construction, weight and weight distribution, sail plan and equipment.
- 1.3 All yachts shall comply with official PLANS A, B, C & D, building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in the current rules.
- 1.4 Alterations or modifications to official PLANS A, B, C & D, and class rules shall only be permitted with the joint approval of the copyright holder and class associations.

2. ADMINISTRATION

- 2.1 **Language** The official language for the class shall be English. The word 'shall' is mandatory. The word 'may' is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.
- 2.2 **Builders** J24s shall be built only by builders licensed to do so under the copyright of J Boats, Inc., (Brenton Cove, Newport, RI 02840) and shall comply to the building specifications detailed by the copyright holder.
- 2.2.1 **Building License** Applications for building licenses shall be made to J Boats, Inc. who shall request that the national authority of the country concerned indicates its support for the applicant.
- 2.3 **Building Fee** The building fee shall be payable to J Boats, Inc. when the moulding of the hull commences.
- 2.4 **Registration and Measurement Certificate**
- 2.4.1 No yacht shall be deemed to be a J24 until it has been completed with a building number assigned by J Boats, Inc. moulded into the transom.
- 2.4.2 The sail number shall be as required by the national authority concerned.
- 2.4.3 No yacht shall race unless a current valid certificate of measurement has been issued by a national or the international J24 Class Association.
- 2.4.4 Change of ownership shall invalidate the measurement certificate.
- 2.4.5 Any alteration, replacement or major repair to an item of equipment measured in the rules invalidates the certificate until remeasured.
- 2.4.6 It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules.
- 2.4.7 No yacht shall race unless the owner(s) is a full member of a national J24 class owners' association.
- 2.5 **Measurement**
- 2.5.1 Yachts shall only be measured by J24 class approved measurers.
- 2.5.2 A measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a financial involvement.
- 2.5.3 The builder shall weigh and record the weight of the keel before assembly with the hull.
- 2.5.4 The builder shall record the weight of the complete yacht to the standard specification before delivery.
- 2.5.5 Tolerances in measurement in the rules and measurement plans are to provide for minor building errors or age distortion.
- 2.5.6 The measurer shall report on the measurement form anything which is considered to be a departure from the intended nature and design of the yacht, or to be against the general interest of the class. A certificate may be refused even if the specific requirements of the rules are satisfied.
- 2.6 **Method of Measurement**
- 2.6.1 The method of measurement, unless otherwise stated, shall be in accordance with the recommendations of IYRU.

3. CONSTRUCTION AND MEASUREMENT

- 3.1. **General** The hull, deck, interior layout, keel, rudder, sail plan and basic fittings shall conform to the building specifications, class rules and official PLANS A, B, C & D.

* J is a registered trademark of J-Boats, Inc.

3.2 Hull

3.2.1 The hull and deck shall be moulded in glass reinforced plastics to the building specification of lamination.

3.2.2 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed in the stem of the hull as follows:

Stem Flotation Marks: The upper edge of the stem flotation mark shall be 1055mm measured *down and around the curve* of the stem, from the sheerline at stemline.

3.2.3 The cockpit, deck and interior bulkheads shall conform to the details of official PLAN A. The main companionway cover shall be as supplied by a licensed builder.

3.2.4 The cabin moulding on the starboard side aft of the main bulkhead shall be fitted with either a sink and drain and water tank or a stove with a separate liquid petroleum gas or alcohol container of not less than 1.80 kilograms in weight.

3.2.5 The deck shall be fitted with a wire lifeline, port and starboard, of not less than 4mm diameter. The lifelines shall be not less than 610mm vertically above the sheerline between the bow pulpit and stern pushpit. The maximum deflection of the lifelines shall not be more than 125mm when a 5 kilogram weight is suspended from the lifelines. The stanchions shall not extend outboard of the sheer in plan.

3.2.6 The chain plates shall be fixed to the aft side of the forward bulkhead by the approved builder.

3.2.7 **Prohibitions** the following are not permitted:

- a) Coring, drilling out, rebuilding, replacement of materials, grinding or re-locating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes.
- b) Reshaping of the hull profiles or contours.
- c) Filling in or closing the sink drain skin fitting. This restriction shall not apply to J24s sailed in European waters. Where local laws require closure of the skin fitting it shall be plugged from the inside and not filled and faired to the outer hull skin.
- d) Windows or skin fittings other than one each for depthmeter and/or a knot meter/log and/or two for a marine toilet.

3.3 Keel

3.3.1 The keel shall be of moulded lead to the building specifications. The external dimensions and configuration of the keel shall comply with the table of offsets contained in official PLAN C.

3.3.2 The keel may be overcoated in any base liquid or paste protective material.

3.4 Rudder and Tiller

3.4.1 The rudder shall be supplied by a licensed builder.

3.4.2 The external dimensions and configuration of the rudder shall comply with the official rudder drawing and table of offsets contained in official PLAN D.

3.4.3 The weight of the rudder, including fixed fittings shall be not less than 11 kg.

3.4.4 Horizontal flotation marks of not less than 12mm in height and 100mm in fore and aft length shall be displayed on the rudder as follows:

Rudder Flotation Marks: With the rudder fitted in its normal position the upper edge of the flotation mark at its intersection with the leading edge of the rudder shall be 670mm vertically from the sheerline at transom on centerline.

3.4.5 The tiller shall be made of wood. Tiller extensions of any material may be fitted.

3.5 Spars

3.5.1 The spars shall be of aluminium extrusion supplied by a licensed builder.

No alterations or modifications to the spar extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.

3.5.2 Mast

a) Rotating masts are not permitted.

* [b) The distance from the sail track or its extension at aft edge of the mast, at the intersection of the mast bearing beam to the forward surface of the main bulkhead at the centreline shall be 230mm \pm 25mm.]

c) The distance from the forward surface of the mast at deck, measured horizontally to the stem at sheerline (see official PLAN B), shall be not more than 2910mm nor less than 2880mm.

d) The mast shall be fixed at the keel and be chocked at deck level in way of the mast and shall not be altered when racing.

e) Distinguishing contrasting coloured bands of a minimum width of 20mm shall encircle the mast as follows: The upper edge of the lower band shall be not less than 1885mm above the upper surface of the mast bearing beam. The lower edge of the upper band shall be not more than 10420mm above the upper surface of the mast bearing beam.

f) Not more than two spinnaker boom attachment fittings shall be fixed to the forward surface of the mast. The maximum height shall be not more than 2800mm above the upper surface of the mast bearing beam. The fittings shall project not more than 55mm horizontally from the forward surface of the mast.

3.5.3 Standing Rigging

a) The mast standing rigging shall only consist of one forestay, or optional permitted equipment, one backstay and backstay bridle, two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel or galvanized steel multi-strand wire. The shrouds and forestay, except when a permitted optional forestay equipment is fitted, shall not be less than 4.7mm in diameter. The backstay and backstay bridle shall be not less than 3.9mm in diameter.

b) The forestay shall be fixed between (1) a point on the forestay fitting of the mast bracket not more than 30mm or less than 20mm from the forward surface of the mast and not more than 9000mm or less than 8970mm from the upper surface of the mast bearing beam, and (2) a point on the stemhead fitting not more than 70mm or less than 50mm above the intersection of the stem line and the sheer line.

c) The distance between the fixing points of the forestay shall not be more than 8600mm or less than 8545mm.

*The U.S. J/24 Class Advisory Committee is recommending that this rule be disregarded as the fore triangle is controlled by other dimensions.

- d) The forestay and shrouds shall not be adjusted while racing.
- e) The backstay shall be fixed to the masthead crane and backstay bridle.
- f) The upper shrouds shall be fixed to the mast and intersect the surface of the mast not more than 9115mm or less than 9080mm above the upper surface of the mast bearing beam. They shall bear on one pair of spreaders and be fixed to the chain plates.
- g) The axis of the spreaders shall intersect the surface of the mast at a point not more than 5380mm or less than 5330mm above the upper surface of the mast bearing beam.
- h) The overall length of the axis of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall not be more than 800mm or less than 760mm.
- i) The lower shrouds shall be fixed to the mast and intersect the surface of the mast not more than 5285mm or less than 5250mm above the upper surface of the mast bearing beam and shall be fixed to chain plates.

3.5.4 Running Rigging

- a) One spinnaker halyard of synthetic rope not less than 8mm diameter which shall bear not more than 35mm forward of the mast or more than 9030mm above the upper surface of the mast bearing beam.
- b) One mainsail halyard of wire not less than 3mm diameter and/or synthetic rope of 8mm diameter.
- c) Not more than two jib or genoa halyards of wire not less than 3mm diameter and/or rope of 8mm diameter, which shall not intersect the forward surface of the mast above the intersection of the extension of the forestay and the mast surface.
- d) One kicking strap (vang) of synthetic rope not less than 10mm diameter contained in a 4 power ratio tackle with integral jamming cleat.
- e) One spinnaker boom uphaul and one downhaul of synthetic rope not less than 8mm diameter.
- f) One mainsail outhaul (or leech tensioning control) of wire and/or synthetic rope with not more than 6:1 power ratio.
- g) One mainsail leech tensioning device (or outhaul control) of synthetic rope of not more than 4:1 power ratio.
- h) One Cunningham control of synthetic rope using a maximum of 6:1 power ratio which may include a single wire sail attachment strap.
- i) One backstay adjuster tackle of not less than 6mm diameter synthetic rope and a 4:1 maximum power ratio attached to the bridle blocks.
- j) Two mainsheet traveller control lines of synthetic rope with maximum of 2:1 power ratio.
- k) Headsail and spinnaker Barber haul tackles of synthetic rope.
- l) One mainsail mainsheet of synthetic rope not less than 9mm diameter and having a maximum power ratio of 4:1.
- m) Spinnaker sheets of synthetic rope not less than 8mm diameter.
- n) Headsail sheets of synthetic rope not less than 10mm diameter.
- o) Reefing lines of synthetic rope.
- p) One boom topping lift of wire, not less than 2mm diameter and/or rope of 6mm diameter fixed to the masthead crane.

3.5.5 Main Boom

- a) The boom shall not be tapered or permanently bent.
- b) The boom may be fitted with attachment points for only an adjustable outhaul, topping lift, one mainsheet fiddle block, kicking strap (vang), reefing equipment, and leech tensioning devices.
- c) A distinguishing contrasting colored band of minimum width 20mm shall encircle the boom. The forward edge of the band shall be not more than 2970mm from the aft surface of the mast, when the boom is held at right angles to the mast.

3.5.6 **Spinnaker Boom** The overall length of the spinnaker boom, including fittings, shall be not more than 2895mm.

3.6 Sails

3.6.1 One mainsail, one genoa, one jib, and one spinnaker only shall be carried when racing.

3.6.2 The sails shall be single ply except for permitted reinforcements, constructional seams, tabling, reefing patches, camber lines and genuine repairs to damage, and shall be of woven material as defined by the IYRU.

3.6.3 The mainsail, jib and genoa may be fitted with transparent windows of any material. If fitted no dimension of any window shall be more than 1500mm and any edge of any window shall be not less than 80mm from the nearest edge of sail.

3.6.4 The sails shall be made to measure to the recommendations of the IYRU except where varied herein.

3.6.5 The maximum reinforcement of any corner of any sail shall not exceed 500mm plus 3% of the length of the luff. Additional reinforcement of two layers of material of the same weight as that of the body of the sail is permitted.

Local reinforcement of the reefing points is permitted but shall not exceed 400mm in any direction.

The above reinforcements shall be capable of being folded.

3.6.6 The class emblem and sail numbers shall conform to the requirements of the IYRU Racing Rules. (Pending resolution with O.R.C.).

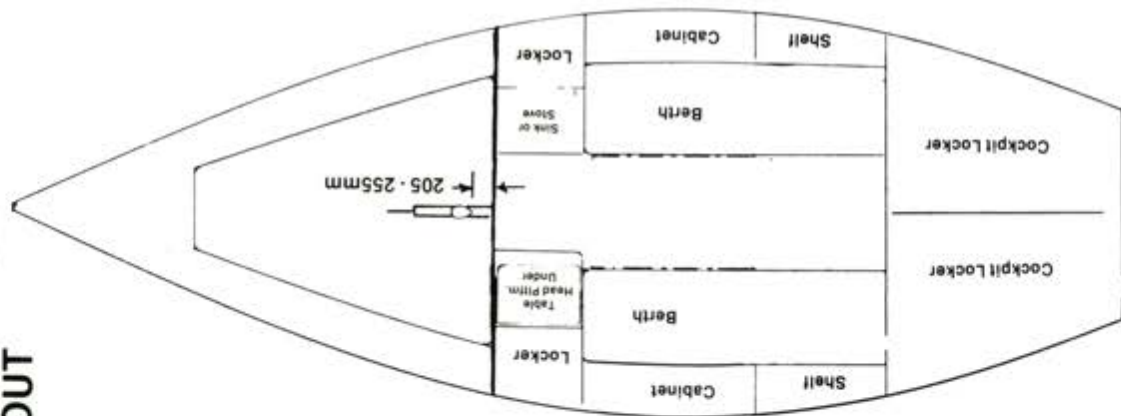
3.6.7 The class emblem on the mainsail shall be as on PLAN B, in blue, and contained within two 305 x 610mm rectangles located starboard on top of port but separated by a 75mm space. The centerlines of the rectangles shall be on line between mid head and mid foot, between the top and next batten pockets.

3.6.8 the National letters and distinguishing numbers shall not be less than:

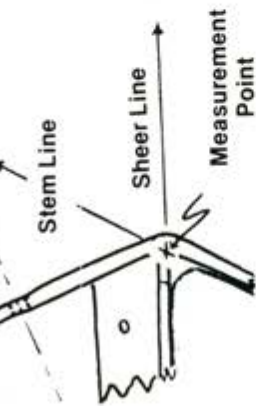
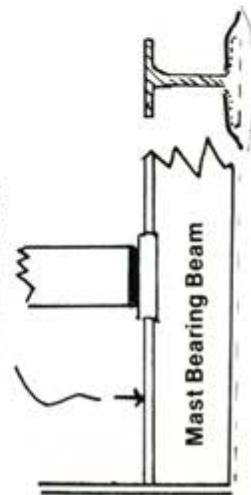
height	300mm
width	200mm (except the figure or letter I)
thickness	45mm

The space between adjoining letters and numbers shall be 60mm.

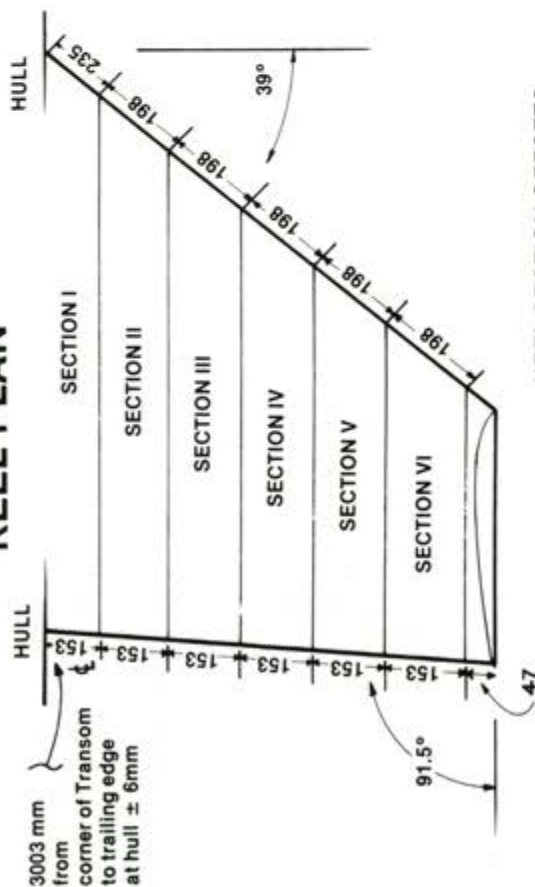
LAYOUT



COLOURS AND INSIGNIA



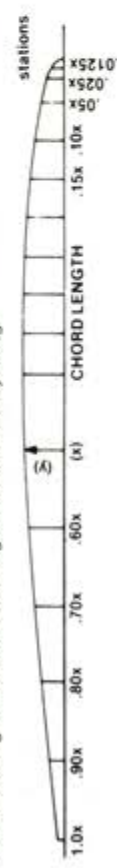
PLAN C KEEL PLAN



KEEL SECTION OFFSETS

LOCATION	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 1/3 widths at stations along chord length from leading edge to trailing edge (Y)	0125x 16.0	025x 22.5	05x 32.0	10x 46.3	15x 56.5	20x 64.0
Half Widths Stations along x	0125x 16.0	025x 22.5	05x 32.0	10x 46.3	15x 56.5	20x 64.0
Chord Length	1015	898	781	664	547	430
stations	0125x 16.0	025x 22.5	05x 32.0	10x 46.3	15x 56.5	20x 64.0

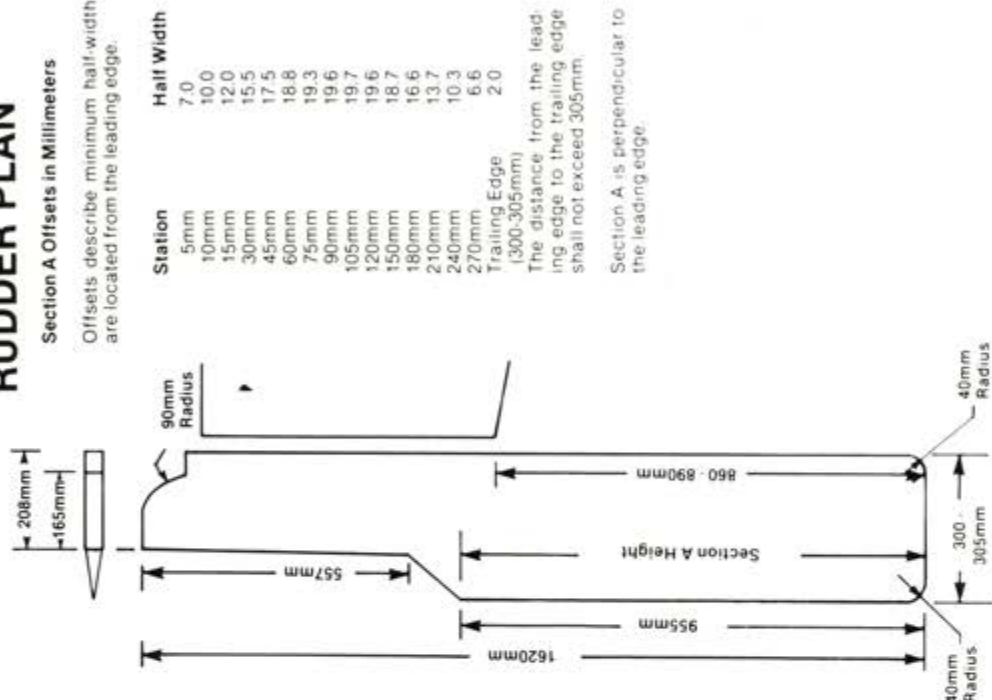
(trailing edge)
The above represent minimum faired dimensions at each station. Minor tolerance will be allowed for larger dimensions owing to local unfairness or slight variation in factory fairing.



PLAN D RUDDER PLAN

Section A Offsets in Millimeters

Offsets describe minimum half-widths at stations, which are located from the leading edge.



- 3.6.9 **"Minimum Sail Cloth Weights"** Minimum cloth weight for the mainsail shall be 218 grams per square meter except for a mainsail foot shelf not exceeding 300mm in width. Minimum cloth weight for the jib shall be 218 grams per square meter. Minimum cloth weight for genoa shall be 166 grams per square meter. Minimum cloth weight for spinnaker shall be 33 grams per square meter.
- Minimum cloth weight shall be defined as the weight of the raw uncoated woven material used (gray goods) in the sail.
- 3.6.10 **Mainsail**
- The headboard may be of any material with a maximum width of 115mm and shall not extend more than 150mm aft of the head when measured at right angles to the luff.
 - The length of the leech shall not exceed 9170mm.
 - The cross width measurements shall be taken from the threequarter, half and quarter points on the leech, located when the head is folded to the clew for the half height point, and when the head and clew are folded to the half height point to determine the three quarter and quarter height points.
 - The maximum threequarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1175mm.
 - The maximum half height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 1980mm.
 - The maximum quarter height width between the leech and the nearest point on the luff, including the luff rope, shall be not more than 2600mm.
 - The sail shall have four battens. The top and bottom battens shall be not more than 605mm in length and the intermediate battens not more than 660mm in length. The maximum width of the battens shall be not more than 50mm.
 - The distance from the head and clew to the intersection of the aft edge of the sail with the centerline of the nearest batten pocket, measured in a straight line, shall be not less than 1775mm.
 - At least one reef shall be built into the mainsail. The bearing surface of the cringle, delta ring or reefing defice in the leech shall be fitted not less than 1000mm, measured in a straight line, from the clew.
 - A Cunningham hole may be fitted in the luff.
 - A leech tensioning cringle may be fitted in the leech.
 - A leech line is permitted.
 - Camber lines are permitted.
- 3.6.11 **Jib**
- The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - The luff shall be not more than 8300mm nor less than 7845mm.
 - The diagonal (LP) shall be not more than 2895mm nor less than 2785mm, measured to the forward side of the bolt rope.
 - A Cunningham hole may be fitted in the luff.
 - Reefing attachment points or devices may be fitted.
 - The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each with a length not more than 230mm.
 - A leech line is permitted.
 - Camber lines are permitted.
- 3.6.12 **Genoa**
- The width of the head measured at right-angles to the luff including the luff tape or rope shall be not more than 95mm.
 - The luff shall be not more than 8460mm nor less than 8100mm.
 - The diagonal (LP) shall be not more than 4345mm nor less than 4180mm measured to the forward side of the bolt rope.
 - A Cunningham hole may be fitted in the luff.
 - The leech shall not be convex.
 - A leech line is permitted.
 - Camber lines are permitted.
 - A cringle in the foot is permitted for a tacking line.
- 3.6.13 **Spinnaker**
- The spinnaker shall be a three-cornered sail, symmetrical about its center line.
 - The sail, laid out on a flat surface, shall be measured when folded in half about its center line, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along the lines of measurement.
 - The length of the leeches shall be not more than 8130mm nor less than 7930mm.
 - The length of the vertical center fold shall be not more than 9600mm nor less than 8600mm.
 - The half width of the foot shall be not more than 2600mm nor less than 2300mm.
 - The half-height half-width shall be taken as the distance between the points on the leech and the center fold 4060mm measured in a straight line from the head. The three-quarter-height half-width shall be taken as the distance between the points on the leech and the center fold 2030mm from the head measured in a straight line.
 - The half-height half-width shall be not more than 2610mm nor less than 2540mm.
 - The threequarter-height half-width shall be not less than 1600mm.

3.7 Weight

- 3.7.1 The all-up weight for racing excluding crew shall be indicated by the flotation marks. In still water these marks shall not show above the surface.

- 3.8 **Fixed Fittings And Equipment To Be Carried When Racing**
- 3.8.1 Four headsail tracks, each not more than 610mm in length, located in the positions as indicated on PLAN A except on J/24's produced in the U.S.A. prior to January 1979 which may retain factory installed 1220mm aft tracks.
- 3.8.2 One mainsheet traveller track, positioned as indicated in plan A.
- 3.8.3 Two primary sheet winches positioned between the main sheet traveller and the aft face of the forward end of the cockpit well. The two primary sheet winches shall not have a power ratio of more than 30:1.
- 3.8.4 Berths equipped with cushions as supplied by the manufacturer.
- 3.8.5 A manual bilge pump and a bucket of a minimum capacity 10 litres.
- 3.8.6 A 10 litre water container with a minimum of 5 litres of water.
- 3.8.7 One anchor with or without chain of combined minimum weight 6kg with 40m of 9mm non-floating warp.
- 3.8.8 An outboard of minimum 3.5 horsepower and a minimum weight of 14 kilos, which when not in use shall be securely stowed aft of main bulkhead.
- 3.8.9 'A container of a type as required by the National Authority or local regulations with a minimum of 2 litres of motor fuel.'
- 3.8.10 A transom bracket for the outboard engine.

4. SAFETY RULES WHEN RACING

- 4.1 The following equipment shall be carried on board:
 - 4.1.1 One securely fixed 12 volt battery of not less than 40 ampere/hour capacity.
 - 4.1.2 Navigation lights.
 - 4.1.3 Radio receiver, capable of receiving weather bulletins.
 - 4.1.4 One fixed marine type compass.
 - 4.1.5 One fog horn.
 - 4.1.6 One water resistant flashlight, with spare battery(ies) and bulb(s).
 - 4.1.7 Fire extinguisher(s) of type and capacity required by local regulations.
 - 4.1.8 Life jackets for each member of the crew as required by local regulations.
 - 4.1.9 A minimum of one horseshoe type life ring and drogue.
 - 4.1.10 Equipment capable of disconnecting and severing the standing rigging.
 - 4.1.11 One marine first aid kit and manual.

5 CREW

- 5.1 The crew shall consist of three to five persons

6 OPTIONAL EQUIPMENT

- 6.1 The following are permitted when racing:
 - 6.1.1 Six padeyes for control of headsail sheets.
 - 6.1.2 Two halyard winches with a power ratio not exceeding 8:1 and not exceeding 67mm in diameter. They may be fixed to the cabin top.
 - 6.1.3 One twin headstay luff groove device of approved design and not exceeding 30mm in width.
 - 6.1.4 The type and location of deck blocks or cleats for halyards, headsail sheets, backstay, Cunningham hole, outhaul, leech tensioning, spinnaker boom topping lift, foreguy and reefing equipment is optional.
 - 6.1.5 One mechanical masthead wind indicator with light.
 - 6.1.6 Headsail forestay hanks.
 - 6.1.7 One storm trysail or storm jib of not more than 3.25 m².
 - 6.1.8 Spare wood tiller and tiller extension of any material, a measured rudder and spinnaker boom.
 - 6.1.9 Electronic devices to record and measure speed and distance and to indicate water depth.
 - 6.1.10 Radio direction finder.
 - 6.1.11 A two way radio and antennae.
 - 6.1.12 Additional lockers, bookshelves or personalized accommodation equipment.
 - 6.1.13 Additional safety devices and equipment to owners requirements or to comply with local regulations.

7 PROHIBITIONS

- 7.1 The following are not permitted.
 - 7.1.1 Hydraulics
 - 7.1.2 Running backstays or devices to simulate such.
 - 7.1.3 Wire strop for the backstay.
 - 7.1.4 Halyard locks or hook up devices.
 - 7.1.5 The use of a foresail halyard to vary the measured length of the forestay.
 - 7.1.6 The use of any installed genoa and jib roller furling equipment when racing.
 - 7.1.7 Spinnaker guy struts.
 - 7.1.8 Stowage of the spinnaker boom on the main boom.
 - 7.1.9 Spinnaker chutes through the deck.

- 7.1.10 Rigging utilizing Kevlar or similar proprietary synthetic materials.
- 7.1.11 A wire strop or the use of wire in the mainsheet control system.
- 7.1.12 Bushed or unbushed holes or slots to feed halyards or control lines through the deck, hull or transom.
- 7.1.13 Any equipment or device to feed halyards or control lines below deck.
- 7.1.14 Quick throw devices, levers or other equipment that may increase the power ratio of the running rigging.
- 7.1.15 Hiking equipment, above the cockpit sole, attached to more than one fixing point.
- 7.1.16 A 12 volt battery weighing more than 32 kg.

8 RESTRICTIONS WHEN RACING

- 8.1 The following practices are not permitted when racing:
 - 8.1.1 Alteration or re-cutting of sails other than for damage repair.
 - 8.1.2 The stowage of an outboard motor, equipment, or gear other than unbagged sails in use on the cabin sole over the keel.
 - 8.1.3 Use of other than normal sailing gear in normal, designed or proper storage areas to attain sailing weight.
 - 8.1.4 Pumping or rapid trimming of the spinnaker guy or halyard to induce surfing or planing.
 - 8.1.5 When in racing trim without the crew, the flotation marks on the stern and rudder shall be immersed.
-



Fresh Breeze on San Francisco Bay

Marquis Associates creates invigorating interior spaces and a sophisticated décor for the St. Francis Yacht Club, with nary an overt nautical note

BY LOIS WAGNER GREEN

When the original 1928 Willis Polk building of the St. Francis Yacht Club was destroyed in a fire several years ago Marquis Associates accepted the commission for the new building—to rise on the original piles—and its interior design with the knowledge that the Club's contract with the City of San Francisco required that the entire reconstruction and interior installation be completed within a year or the Club would lose its bayfront lease. It was also understood that the new building would recreate the feeling and materials of the original exterior—stucco walls, barrel tile roofs, arched windows on the bay side—but that the Marquis design team would be free “to do a dynamite job on the interiors,” in the words of principal-in-charge-of-interior design, Phyllis Martin-Vegue.

The new interior spaces of the Club are larger, more open, more versatile, and more logically arranged than those in the original, and the interiors are, indeed, dynamite. Each of the major spaces—from the wicker and linen breeziness of the first floor gallery to the soft-toned grace of the main dining room above it—has a vivid character of its own, befitting its function, but with only the lightest of allusions, in color and material, to the sea and sailing. Despite the pressures of a night-mare deadline, the designers produced a perceptive solution of the first water.

Marquis Associates

J. Peter Winkelstein, AIA

Robert B. Marquis, FAIA, Principals-in-Charge

Phyllis Martin-Vegue, ASID,

Principal-in-Charge, Interior Design

Elizabeth M. Taylor, IBD, Project Interior Designer

Mui Ho, Bruce Bullman, AIA, Design Team

Opposite, above: Arches that echo the forms of the facing windows frame the first floor Gallery lounge that stretches along the bay front for 60'. Conversational groupings in wicker with linen upholstery are ranged on sisal carpeting, set flush with the walkway tile flooring. Allusive red-wood ceiling decking, used strategically throughout, is for acoustical control.

Opposite, near right: Northwest corner lounge is located between the Gallery and the Great Hall and can be closed off for private meetings. The furniture and colors are a vigorous contrast with those of the Gallery. This view looks through to the bar at the far end of the Gallery.

Opposite, far right: Great Hall is available for outside functions as well as Club receptions, banquets, and semi-annual theatrical performances, so all furniture is on casters for easy rearrangement. Oak-framed canvas panels conceal the stage. The oak balcony is for seating the overflow at special events. Colored glass skylight is oakframed.

Photographer: Charles Ashley





Above: The Grille, for men only at lunch, can be closed off with a mirrored wall that reflects the view. The Grille's circular oak bar continues around into the adjoining Gallery. The same blue tile that borders the sisal carpet in the Gallery borders the oak flooring in this 90-seat room. **Below:** Main dining room on the second floor bay front seats 262 in Don Pettit chairs upholstered variously in sunset shades of rose, plum, mauve, gray to go with the evening view from the glass expanse. The changing chair colors also serve to modulate the 110' expanse. Custom carpeting is by the Marquis designers. A skylight along the rear wall of the dining room was introduced to eliminate glare and balance the light flooding into the space. Redwood ceiling decking slants down to 8' at the window wall.



1980 North American Championship

Notice of Race

Site

St. Francis Yacht Club, San Francisco, California

Rules

The championship will be governed by the racing rules of the International Yacht Racing Union, the prescriptions of the United States Yacht Racing Union, the rules of the J-24 Class Association, and the rules of the St. Francis Yacht Club as stated by the race committee.

Entry

Each skipper must be an active member of the J-24 Class Association as described in the By-Laws. The entry fee for all yachts is \$130.00. The fee must be accompanied by a standard entry form and a copy of the yacht's 1980 Measurement Certificate. The entry deadline is July 31, 1980. Late entries will be considered after this date but must include a \$50.00 late fee. The entry fee includes T-shirts, notebook, launching, hauling, docking, car and trailer parking, four tickets to mid-week dinner dance, a welcoming reception on Saturday, August 9, 1980, and a trophy presentation party.

Schedule

AUG 7 THU	1400-1800	Inspection
8 FRI	1400-1800	Inspection
9 SAT	0800-1200	Registration & Inspection
	1400-1800	Registration & Inspection
	1400	Tune Up Race
	1830	Commodore's Reception
AUG 10 SUN	1000	Skipper's Meeting
	1300	1st Qualifying Race
AUG 11 MON	1200	2nd Qualifying Race
		3rd Qualifying Race Follows
AUG 12 TUE	1300	Race 1 Championship (Gold & Silver)
AUG 13 WED	1300	Race 2
AUG 14 THU	1300	Race 3
	1900	Dinner Dance
AUG 15 FRI	1300	Race 4
AUG 16 SAT	1300	Race 5
	1800	Trophy Party
AUG 17 SUN		Spare Day

Qualifying

The schedule is designed for a fleet of more than 50-60 competitors. In the qualifying series on August 10-11, the fleet will be split into 4 equal divisions. Each division will race the other divisions 1 time. The entire fleet will be scored as one with one throwout race and 720 rule in effect. After 3 races the top 40 boats (and all ties for 40th) will qualify for the championship Gold Division while remaining yachts will compete for trophies in the Silver Division.

The race committee may deem to waive the qualifying series. In this event as many as seven races are to be scheduled in the series. The first race would be sailed Sunday, August 10, 1980 followed by one race a day.

Racing Areas

There will be three primary starting areas for the championship. These areas will provide a variety of sailing conditions:

The City Front: The site of the 1979 J-24 P.C.C.'s, the city front usually provides strong breezes (18-25 knots) daily with a considerable amount of tidal current (often 2-4 knots). This will make for a great competition in normally heavy chop.

The Berkeley Circle: Site of the 1978 Star Worlds, located 4 miles east of the Yacht Club, off the Berkeley shore. The breezes are usually a bit more moderate (15-21 knots) with a shorter more regular chop. There is virtually no tidal current in this area, but it should be checked before each race.

Ballena Bay (South Bay): Located to the south of the Oakland Bay Bridge, this site will be sailed in much lighter air (8-15) knots. There is less current than on The City Front, but still can run 1-2 knots.

Tidal charts and tables will be available at registration.

Scoring

A low scoring point system will be used for the championship series with no throwouts and 720^o rule as follows:

1st Place - 1 point	DNF - Entrants plus 1
2nd Place - 2 points	DNS - Entrants plus 1
3rd Place - 3 points, etc.	DSQ - Entrants plus 2

When there is a tie on total points between two or more yachts, the tie will be broken in favor of the yacht with the most firsts, then the most seconds and so on. If a tie still exists, the tie will be broken in favor of the yacht that has beaten the other yacht(s) the most number of races. If a tie still exists the tie will be broken in favor of the yacht beating the other yacht(s) in the last race sailed.

Inspection and Measurement

Inspection of all yachts will be performed during the periods established on the schedule. Inspection must be complete before registration will be accepted. Partial or complete measurement may be performed at anytime during the regatta to any yacht. Four sails will be measured before completing registration.

Launching and Hauling

All launching will be provided by the St. Francis Yacht Club. Due to lack of dock and mooring space, yachts will be hauled, on a rotating basis every other day. All yachts must be launched by 1000 hours Sunday, August 10, 1980.

Charters*

There are several J-24's in the bay area that are not being actively raced. The owners of these yachts can be contacted to arrange the charter agreement. Send a self addressed envelope to:

Connie Bock
Fleet Captain, Golden Gate Fleet 17
1517 W. Longview
Stockton, CA 95207
(209) 477-8607

A few boats are available for charter directly from:

Olympic Circle Sailing Club
1815 Clement Ave.
Alameda, CA 94501
(415) 521-7322

* No boats may be chartered without an adequate insurance arrangement.

New Boats

Should you be in the market for a new J-24, contact your local dealer who can make arrangements for a boat delivered from Performance Sailcraft in San Rafael (approximately 15 miles from the St. Francis Yacht Club). If you wish your boat commissioned and ready to sail the dealer in the bay area will be available to make these arrangements.

Contact: *The Yacht House*
1815 Clement Avenue
Alameda, CA 94501
(415) 521-7200

Accommodations

The following motels are within a short drive of the St. Francis Yacht Club:

Holiday Inn Golden Gateway
1500 Van Ness Avenue
San Francisco, CA 94109
Telephone: (415) 441-4000
Price range - \$45.00

Cow Hollow Motor Inn
2190 Lombard St.
San Francisco, CA
Telephone: (415) 921-5800
Price range - \$38.00

St. Francis Hotel
Powell and Geary Streets
San Francisco, CA
Telephone: (415) 397-7000
Price range - \$50.00 and up

Lombard Motor Inn
1475 Lombard St.
San Francisco, CA 94122
Telephone: (415) 441-6000
Price range - \$48.00

Club Facilities

Full Club privileges will be made available upon registration. Breakfast will be served daily starting Sunday. Sandwiches and beer will be served in the Starting Line Room daily before racing or box lunches may be ordered 1 day in advance. The dining room will serve every evening; however, suitable attire is requested.

For further information and entries contact:

Jim Taylor
Regatta Manager
St. Francis Yacht Club
On-the-Marina
San Francisco, CA 94123
(415) 563-6363





Measurement Certificate

APRIL 1980

IN ORDER TO VALIDATE THIS CERTIFICATE *

1. The licensed builder shall obtain a hull number from J Boats, Inc. for each boat built.
2. Application shall be made by the owner to the National J/24 Class Association for a J/24 boat registration sticker and for a current year's membership card in the J/24 Class Association by submitting a copy of PART A and B of this form completed along with prescribed annual class dues. (Please retain the original form).
3. PARTS C and D may be completed at a later date but shall be presented completed to the race committee to qualify for J/24 one-design events.
4. A measurer appointed by the national sailing authority or the National J/24 Class Association shall take all the measurements on this certificate. Further, the yacht is required to conform with all Measurement and Class Rules even though some measurements are not required on this certificate. The measurer is requested to certify on this form that the yacht conforms with the measurements, and to the best of his knowledge, the Measurement and Class Rules.
5. Item numbers 1 and 2 shall be measured and the weights noted on this measurement certificate and in a permanent builder's log before the yacht leaves the licensed builder's premises. Items 1 and 2 shall correspond to "Lead Keel Weight" and "Factory Base Weight" (converted to kilos) under Part (A) of the original J/24 OFFICIAL MEASUREMENT CERTIFICATE, which shall be attached to this certificate at all times if the LICENSED BUILDER declaration is not signed by the builder or a National Class Officer.
6. Change of ownership shall invalidate this certificate. To obtain a new certificate, the new owner shall submit (a) the information required in PART A, (b) annual dues, and (c) a copy of the previous owner's certificate.
7. All measurements are in millimeters and kilograms unless otherwise stated.

* Different procedures may be required by your national sailing authority.

PART A

BEFORE SUBMITTING PLEASE MAKE SURE THAT PART A IS PROPERLY COMPLETED.

Name of Yacht _____ Sail Number _____

Owner _____ Name of Owner's Club _____

Address _____ Phone Numbers _____

Co-Owner _____

Address _____ Phone Numbers _____

Builder _____ Date Completed _____

Hull Number _____ Builder's Code _____

PART B

BUILDER MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
1	2.5.3	Lead keel weight before assembly	415		435
2	2.5.4	Weight of complete yacht prior to delivery including fixed options	1200		1300

DECLARATION

To be signed by the LICENSED BUILDER after completing items 1 and 2.

I certify that this yacht has been (a) built in moulds obtained from the source approved by J Boats, Inc., (b) constructed according to the official plans, specifications, and J/24 Class rules, and (c) built in accordance with the spirit and letter of the Measurement and Class Rules and licensing agreement and (d) the measurement in Part A were taken prior to delivery.

Name of Builder _____

Signature _____

Date _____

PART C

YACHT MEASUREMENTS

ITEM	RULE	MEASUREMENT	MINIMUM	ACTUAL	MAXIMUM
3	3.3.1	Corner of transom to trailing edge of keel at hull	2997		3009
4	3.3.1	Length of trailing edge of keel from hull to projection of keel tip base	965		972
5	3.3.1	Length of leading edge of keel from hull to projection of keel tip base	1286		1295
6	3.3.1	Does keel exceed minimum faired dimensions of PLAN C		YES/NO	
7	3.3.1	Width of keel trailing edge in Section VI	4.8		
8	3.2.7c	If sink installed, is sink drain hull opening faired to lines of hull?		YES/NO	
9	3.2.2	Stem flotation marks located 1055mm down and around curve of stem from sheerline.		YES/NO	
10	3.4.2	The depth of the rudder measured between the rudder tip and transom.	860		890
11	3.4.4	Rudder flotation marks located 670mm from sheerline.		YES/NO	
12	3.4.3	Standard rudder weight	11		
13	3.5.2c	Distance from forward face of mast to the stem at sheerline.	2880		2910
14	3.5.2d	Mast choked to prevent movement at deck and bolted so as not to move on the mast bearing beam		YES/NO	
15	3.5.2f	Location of highest spinnaker boom attachment above mast bearing beam (2 permitted).			2800
16	3.5.6	Length of spinnaker boom including fittings			2895
17	3.5.3c	Distance between fixing points of the forestay	8545		8600
18	3.5.3h	Standard installed fixed spreader length	760		800
19	3.5.4a	Spinnaker halyard diameter	8		
20	3.5.4d	Kicking strap (vang) of rope and 4:1 self-contained tackle		YES/NO	
21	3.5.4p	One boom topping lift of wire fixed to masthead crane		YES/NO	
22	3.5.5c	Distance of 20mm boom band from mast			2970
23	3.2.5	Lifeline sag with 5 kg. weight			125
24	3.2.5	Lifeline stanchions inboard of sheer in plan		YES/NO	
25	3.2.4	Sink/drain/water tank or stove/fuel fitted		YES/NO	
	3.8 8.1.2 8.1.3	Fixed fittings and equipment located according to Class Rules		YES/NO	

DECLARATION

To be signed by the OFFICIAL MEASURER upon completion of this form.

Location Where Yacht Measured

Printed Name of Measurer

Signature

Date

Measurer's Authority

Measurer's Phone Number(s)

SAIL MEASUREMENTS

PROCEDURES:

All sails shall be measured in accordance with the I.Y.R.U. Sail Measurement Instructions, and the Measurement and Class Rules, in a completely dry state on a flat surface with tension adequate to remove all wrinkles adjacent to the measurement being taken, unless otherwise specified in the rules. Measurers shall mark with a "✓" those items which are within the tolerances. The year of sailmakers delivery and a reference number shall be stated for each sail. These identification figures shall be printed on sails. All measurements are in millimetres unless otherwise stated.

ITEM	RULE	MEASUREMENT	MINIMUM	"✓"	MAXIMUM
		MAINSAIL			
		Sailmaker's Name			
		Ref. Number			
		Year			
1	3.6.7	Blue J/24 Emblem 305 x 610			
2	3.6.10a	Headboard			115
3	3.6.10b	Leech length			9170
4	3.6.10d	Width at ¼ ht.			1175
5	3.6.10e	Width at ½ ht.			1980
6	3.6.10g	Upper/Lower batten length			605
7	3.6.10g	Interm. Batten length			660
8	3.6.10g	Batten width			50
9	3.6.10h	Distance to head or clew of nearest batten	1775		
10	3.6.10i	Lowest reef point from clew on leech	1000		
11	3.6.3	Window size either direction			1500
12	3.6.5	Corner reinforcements			756
		100% JIB			
		Sailmaker's Name			
		Ref. Number			
		Year			
13	3.6.11a	Width of the head			95
14	3.6.11b	Luff length	7845		8300
15	3.6.11c	LP	2785		2895
16	3.6.11f	Batten lengths			230
17	3.6.3	Window size either direction			1500
18	3.6.5	Corner reinforcements			749
		150% GENOA			
		Sailmaker's Name			
		Ref. Number			
		Year			
19	3.6.12a	Width of the head			95
20	3.6.12b	Luff length	8100		8460
21	3.6.12c	LP	4180		4345

ITEM	RULE	MEASUREMENT	MINIMUM	" "	MAXIMUM
22	3.6.3	Window size either direction			1500
23	3.6.5	Corner reinforcements			753
		SPINNAKER			
		Sailmaker's Name			
		Ref. Number			
		Year			
24	3.6.13c	Leech lengths	7930		8130
25	3.5.13d	Centerfold length	8600		9600
26	3.6.13e	Half width of foot	2300		2600
27	3.6.13g	Half height half width	2540		2610
28	3.6.13h	¾ height half width	1600		
29	3.6.8	Sail numbers			

DECLARATION

I certify that the above mentioned sails conform to the measurements indicated and to the best of my knowledge to current Measurement and Class Rules. Reference numbers and measurer's initials are clearly marked on the sails and dated.

Printed Name of Measurer

Signature

Location Where Measured

Date

Measurer's Phone Numbers

Can This Be Cruising?

by Rod and Joyce Brimhall

Cruising on a J/24? The more we thought about it, the more we agreed that it was really a problem of terminology: Cruising? No! Overnighting and weekendng? A very definite Yes!

There really is no mistaking, at least in the Annapolis area, that the J/24 is a hot one-design racer. But we have found she is also an excellent daysailer and more than an adequate weekender. There are, however, limits and qualifications on the amount of such short term "cruising" that can be done.

The key is in planning ahead and including these limitations in your plans. It should be realized that the J/24 is not a boat that will really accommodate two adult couples for a prolonged period of time. A weekend of swimming and gunk holing in Eastern Bay is practical; planning a cruise to St. Michaels or Oxford and then attending a formal dinner-dance at the local Yacht Club is probably somewhat unrealistic. In our family, we often cruise with two children, ages 11 and 8 (and a small terrier accompanies us on occasion).

Getting ashore is the perennial problem of the "cruising sailor". We solve this with a small inflatable which stores compactly in the cockpit locker along with the outboard and gas tank. This leaves the other cockpit locker free for sails, fenders, spare lines and ground tackle. This, in turn, leaves the entire cabin free for stores and clothing. The icebox, we have found, is quite adequate for 2-3 days, especially if a small block of ice is used instead of cubes. With this arrangement, no replenishment should be necessary.

We found that the sleeping arrangements work best if the adults take the "V" berths forward (more shoulder room). Privacy is non-existent, but then it is also a figment of one's

imagination on a 27-30 footer! The port-a-potty is an adequate arrangement and a small strip of teak secured to the deck of the potty platform has solved the problem of shifting while underway. A small two-burner propane stove meets our cooking needs adequately. We try to keep the cooking quite simple, preferring soups or skillet dinner combinations.

Although we don't have one, a canopy would be a very welcome addition that could add to the "living room" on a J-boat. We have seen them advertised commercially, but we believe that anyone with a sewing machine and some spinnaker cloth could come up with a suitable arrangement.

The ease and speed with which the J/24 sails puts many areas within reach and permits you to plan weekend trips you would not normally consider with a boat this size. From Annapolis, there are quite a few places within striking distance on a two day weekend. The Magothy River with Dobbins Island and White Hall Creek are two great overnight areas. The West River is easily reached in an afternoon. For the more determined, the Chester River, Eastern Bay, St. Michaels or Poplar Island (careful of the fixed keel!) are easily reached. With a good breeze, Oxford or other points on the lower Choptank are within 4-6 hours sailing time.

Clearly, the J/24 is not the boat for the blue water sailor, but very definitely is adequate in every sense for weekendng. It would be an interesting change of pace if we J/24 sailors got together for a family cruise or a rendezvous or two for the coming summer season. Of course, this would mean that some of you would have to tear yourself away from thinking constantly about highpoint!

FROM FLAMEOUT TO CANDLELIGHT & WINE

by Bill and Nancy Jorch

For us the last race of the World Championship was a combination of good news and bad news. The good news was that we won the race, ending sixth overall. The bad news was that STARK TERROR lived up to her name by taking a wild spinnaker knockdown attempting to stay ahead of the fleet while planing at 12 - 15 knots in 35 - 40 MPH winds. During the frantic moment when the masthead hit the water, I illogically worried about what damage might do to Nancy's and my plan to go cruising after the series.

As it turned out, the only damage was a bent masthead fly and improperly stowed equipment scattered

about the cabin. As in the Fastnet Race the following week, the lesson learned was to properly secure everything! Even in an ordinary knockdown or broach, a loose outboard, gas container or battery can be a real hazard.

As we prepared for cruising, we had only to add the few items not normally carried when racing the J/24. The porta-potti, interior lights, ice chests, engine, spare parts and Sea Swing bracket were already aboard. Cooking and eating utensils, sleeping bags, dinghy, food and shower were the only additions.

Planning

Plan your trip from several available

guides and charts of the selected cruising area. We found that 6 hours of sailing was the most we wanted except under those rare made-for-sailing days. Obviously, a J/24 can knock off alot more than 25-30 miles in a day, but save those long days for when it is really necessary (we are cruisingremember?).

Our cruising plan called for one day out of four with no sailing so we could just relax and go sightseeing or hole up somewhere in case of bad weather. With proper equipment and planning, the "J" can go 3 days without replenishing ice and water. Use the cruising guides so you are sure you can get provisions when you need them.

We have cruised comfortably in our "J" for as long as five days. We found that thorough planning made the trip more enjoyable because of the extras we remembered and the essentials that were not forgotten. The following are the areas we consider when planning a trip, some of which are easiest to describe by providing our check lists.

BOAT ITEMS

- Extra outboard gas and oil
- Spare anchor and line
- Fully charged battery
- Inflatable dinghy (\$70 inflatable, 2-3 man dinghies available which will fit on the fore-deck when inflated)
- Air pump for dinghy
- Oars
- Swimming ladder
- Sun/rain awning
- Seat cushions
- Portable shower (\$12, black plastic with nozzle)
- Porta-potti (cleaned and charged with chemicals)

PERSONAL ITEMS

- Sleeping bags (3 lbs. Hollofil or equivalent)

- 1 duffle bag per person plus hanging locker
- Soap and towels and toiletries kits
- Clothes pins to dry towels on lifelines
- Foul weather gear
- Pillows
- Entertainment (several books, backgammon, cards, magazines, stationary, radio, knitting/needlepoint)

GALLEY SUPPLIES

- Sea Swing: Sterno or Butane for cooking while underway (Butane also works as primary stove) (If sterno only, you will want an alcohol or a kerosene stove to cook meals on the table over porta-potti)
- Extra sterno (1 1/2 cans/day/ alcohol 1 qt./4 days)
- Ice chest (Two large foam chests will fit behind the igloo that comes with the boat. Fill the aft ones with blocks of ice and the middle one with 1-2 days supply of soda and beer and blocks of ice and the Igloo with perishable food and 1 day of small ice pieces. Once a day

drain the water and replenish the food and drink chest from the large ice blocks, this plan provides 3 days of ice).

- Water (3 gallon collapsable bags with spigots from camping or boating store. 2 bags plus the tank is easily 3-4 days of water.)
- Dishwashing detergent
- Pot scrubber
- 1 fry pan, 2 pots (be sure they fit in the Sea Swing or on the stove, but are also large enough to feed the entire crew
- Dishcloth and towel
- Paper towels
- Plastic garbage bags and ties
- Spatula and cooking utensils
- Silver ware
- Paper plates, cups and bowls a solid plate under a paper plate keeps the paper plate from folding (wicker plates are ideal!)
- Lots of chunky candles for light and romance

MEALS

We found the boat to be sailing "bow up" due to loading the cockpit lockers with lots of cruising amenities. To counter this, stow extra beer and

Standing Headroom In A J-24?

Tested 2 Years For Family Cruising - Regatta Liveaboard



**INCLUDES ZIPPER STORM FLAP
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DETACHES IN SECONDS
STORES BELOW FOR RACING
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1561 HERMAN ROAD
WEBSTER, NEW YORK 14580



soda all the way forward. Canned goods and any infrequently used gear can go under the forward bunks.

Frozen boil-in-bags are very handy. First, it keeps other food cold as they defrost and second, the entree can be boiled in its own container. This allows for easy clean up. The hot water used to heat the food is then ready for cleaning the dishes!

It is also important to remember the right condiments, salad dressings, butter or margarine, pickles and jams - things which make a dish gourmet instead of just fuel.

There are many frozen products on the market now if you don't want to cook ahead. I recommend trying them on shore first. You don't want any surprises if you are 10 miles from the nearest bit of solid ground. That is probably why I make so many of our favorite dishes ahead and freeze them at home.

I swear by Tupperware - it's sturdy and leakproof (promise!). It comes in all shapes and sizes.

Below are some successful menu suggestions. Enjoy and smooth cruising!

BREAKFASTS

- Juices (good to sip on during the day, so bring extras)
- Coffee (milk and sugar)
- Cold cereal (individual pkgs are convenient and don't get soggy)
- Eggs
- Canadian Bacon (for your own version of Egg McMuffins!)
- Donuts or coffeecake
- Bacon or Bacos (for eggs or BTLs)
- English Muffins

LUNCHES

- Breads and rolls (pocket or "Syrian" bread is excellent - it holds *anything* it makes it very easy to sail and munch)
- Cold Cuts
- PB and J (of course!)
- Cheese
- Soup (either canned or dried in envelopes)
- Chicken and Tuna salad (all made up... in Tupperware)
- Chips and Fritos
- Hotdogs, baked beans and Sauerkraut (great hot lunch)
- BLTs (just cook a few more strips of bacon in the AM)
- Potato/macaroni and coleslaw salads (pre-made... good for dinners too)

SNACKS

- Special Cheese (Brie, Jarlsburg, Camembert)
- Pepperoni
- Crackers
- Goldfish (Pepperidge Farm)
- Fresh Fruit
- Cookies

HINTS

- Baggies of lettuce, tomato slices, carrot and celery sticks. Condiments in small tupperware containers.

DRINKS

- Coffee and Sanka
- Tea (hot and iced)
- Beer
- Sodas
- Milk
- Juices
- Wine

DINNER MENUS

1st Night

- (If under sail this is good because the main dish is a boil-in-bag entree that will be fine cooking in the Sea Swing)
- Green Pepper Steak with rice
- French bread with butter
- Salad (only if anchored)
- Wine

2nd Night

- Spaghetti sauce with meatballs or sausage
- Tossed Salad
- French or Italian Bread
- Wine

3rd Night

- Chicken/rice/peas/Cr. of Mushroom Soup Casserole
- Apple Sauce
- Cole Slaw
- Bread
- Wine

4th Night

- Fried Chicken (picnic-like cold)
- Macaroni salad
- Baked beans
- Wine

5th Night

- Homemade beef soup/stew
- Fruit cocktail
- French bread
- Salad

EDITOR'S NOTE: Nancy made all of this happen. It was her idea to buy a J/24. She even arranged the financing with their local bank and placed the order. Bill was busy sailing as Ted Turner's navigator on the 12 meter **COURAGEOUS** and **TENACIOUS**. Nancy felt this was a boat they could enjoy together.



3 FIRSTS AT NEWPORT WORLDS

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SIDE FEATURES

Reprint: *Sail Magazine*, March 1980.

Crash course in confidence: women's racing clinic

By Gail E. Anderson

There are four crew assignments on our J/24s, the course syllabus has told us: helmsman, main and traveler trimmer, genoa trimmer and tailer, foredeck and grinder. "OK, who's going to do what?" asked Yvonne Clemens, who was at the helm as we ghosted into the Severn River off Annapolis. We looked at each other blankly. We weren't beginners. We all crew on boats comparable to or larger than a J/24. But we are four women who before yesterday had never set eyes on each other, had never been responsible for an offshore boat before, and—as we were surprised to realize—had never taken orders from a female skipper before. It was going to take some adjusting.

We were part of a group of 20 from nine states taking part in the three-day North Sails Women's Racing Clinic. Our onboard instructors—at the ideal ratio of one for each of the five J/24s—were all from the North Sails Chesapeake loft. Coordinating the program from the committee/crash boat were sailing instructor and marine

photographer Karin Olsen and loft manager Jim Allsopp.

Slowly the four of us began to sort out our crew stations, instructor Jim Marshall making suggestions, but letting us discover as much as we could ourselves. Interesting facts began to emerge. When each of us performed those functions we were comfortable with on other boats, things went smoothly. When we didn't—potential disaster. Joan Van Hoven, who crews on her husband's C&C 34 on the Chesapeake, had had little time on the helm or the foredeck, but was comfortable amidships. Ditto for Clemens, who sails a Pearson 36 with husband and family out of Port Washington, New York. I crew regularly on a Tartan Ten in Massachusetts, but I needed a few expeditions into that foreign country forward of the mast. Lindsey Lee sails regularly on her father's boats, formerly the Swan 65 *Venceremos*, and currently on the NY 40 *Lady Marmalade*. "I have strong muscles from opening beer cans, but what can someone my size pull on a 65-

footer?" She'd come to conquer the helm and, as it turned out, to skipper us to a second, one of our best finishes.

Fortunately, for the moment we weren't competing against other boats—just ourselves. Marshall was timing our tacks. They improved from 45 seconds to 20. We could have done better, but the air was very light. We were surprised at the light conditions: by late September the wind is supposed to blow in the Chesapeake.

"Our objective is to put women in a position of responsibility on a sailboat and to increase their confidence in a short amount of time," Allsopp had told us in his opening remarks the evening before. It was working. "No one will believe me on the foredeck!" Van Hoven exclaimed. Marshall walked her through a gybe, and the next time she did it right, on her own.

The course was designed to increase in intensity from casual familiarization, step by step, to tight fleet racing. Marshall was timing us over windward/leeward courses. We changed crew posi-

It is an intense learning program designed to teach and improve women's racing skills

tions after completing each course. Olsen and Allsopp paired up the boats and we started match-racing. They gave us less and less time between the finish of one race and the start of another... not enough time, we argued, to pack the chute. The wind was very light. Switching positions shot holes in our concentration. "We have put together," wrote Olsen in a pre-clinic letter to participants, "an intense learning program designed to teach and improve racing skills for women." And so, indeed, they had. We ghosted back to the dock at Annapolis Yacht Sales, exhausted.

"Racing rules should be second nature to you," author and rules authority Stuart Walker told us that evening, "so you won't have to worry about them on the race course." (We're just beginning to sort out our crew work, I thought.)

Instructor Jim Marshall discusses downwind tactics with (l to r) Lindsay Lee, Yvonne Clemens, and Joan Van Hoven



Gail E. Anderson



Gail E. Anderson

Lindsay Lee gets a jump on her foredeck work by checking grooved headstay before seminar participants leave the dock

North Sails runs a nationwide series of film and chalk-talks under the umbrella of "North U." They call it their "Total Immersion Program." In the total immersion tradition of the other seminars, our clinic extended right into the evening with Walker's slide talk.

For several participants, total immersion meant diving in immediately. After Walker's lecture, Lucia Johnstone, Betsy Biddle, and Anne Brooks retired to the Annapolis Hilton bar. I found them there, with nightcaps in hand, poring over the rules in silence.

The trio all crew aboard competitive J/24s: Johnstone with husband Rod who designed the boat, Biddle with husband and family on Long Island Sound (the clinic was her birthday present), and Brooks with friends on Lake Lanier, Georgia. "We've all had situations where the rules counted," said Brooks. "Now we want to know why."

I realized that the great, bulky folder of diagrams, magazine articles, and North newsletters we had all received roughly paralleled our course and that we should be reading as we went along. When, I wondered, three a.m.? Total immersion!

"The differences become apparent," Walker said, "at places where boats congregate—at starts and marks, for instance. The rules

really count there." The next morning I found myself at the helm, right after the start, being luffed up by the boat crewed by Johnstone, Biddle, Brooks, Connecticut sailor Mary Oakes, and instructor Mike Toppa. "Mast abeam," I grinned. It worked—until our zephyrs died and our friendly foes managed to climb to windward and go by. Boat speed and trim have to be second nature, too.

The match races were lengthened from windward/leeward to triangular. It meant a spinnaker set and at least one gybe. On our boat Clemens took the helm again and something sparked. "OK you guys," she said. "Who's doing what?"

"Foredeck," said Lee.

"Tail and traveler," said Van Hoven.

"Grind and trim," I said.

The intervals between races got shorter and shorter. Allsopp was giving us three minutes between finish and start. It meant switching crew positions, packing the chute, and timing the start. In the nonexistent wind it took three minutes just to get to the line. Marshall showed us how to do a windward spinnaker take-down after the finish and how to pack the chute quickly, ready for launching from the cockpit on the same side.

Then the match races became fleet races, but with special re-

quirements: a minimum number of tacks upwind, tucking in and taking out a reef upwind, and a minimum number of spinnaker gybes. The focus was on ourselves, our crew work and our boat speed, rather than on the rest of the fleet. That would come the last day. Always the diplomat, Marshall kept quietly prodding... "How do the sails look?"... "What can we do to go faster?"

That night Marshall was the speaker, verbally sailing us through a race. I suddenly realized we had been picking up fine points from him all day: three ways to check the favored end of a starting line, when to tack and when to gybe in pre-start maneuvers, how to determine placement of crew weight, how to give the foredeck person adequate preparation time at the windward mark, when to tack downwind, when to play the pole and sheet together, and how to keep the spinnaker full when gybing.

The final morning was what we had been working for—four triangular races in which we were on our own. The instructors were told to give no advice after the first gun. Once again, the zephyrs were not cooperating, but even so, the starts were remarkably close with some interesting port/starboard situations to unravel. A catspaw on the favored side of the course could mean gaining several

Lucia Johnstone puts tape on the turnbuckles after tuning the rig



Gail E. Anderson

places, and a few of us found them. We needed to make decisions—whether to go high on the reach and how far off the rhumb line when tacking downwind. We tried to move lightly around the boat, trim gently, and look for wind. We didn't need the insecure chatter of the first day. We had minutes of silence. The verbal input was about trim, setting up for the next leg, or the actions of other boats. Marshall was as good as his word and offered no advice. He just grimaced a lot.

In the end Johnstone, Biddle, Brooks, and Oakes were declared the winners. But no one played up the results. It was everyone's individual progress that mattered.

Although they did very little advertising and the majority of the planning in one month, Olsen and Allsopp were very pleased with the response. "I don't know how many women called and pleaded with us to hold it again because they had scheduling conflicts," Allsopp said. "...the people who came wanted to come in spite of their schedules." (Three women from Fayetteville, North Carolina, drove seven hours to reach Annapolis.) "And they worked hard," he continued. "I'm pleased that it stayed low key. We had very few people out to prove something... the main purpose was to establish confidence... Karin was a perfect coordinator because she is low-key, yet she is an active racer and campaigns her own Soling."

No one left Annapolis ready to crew an Admiral's Cupper—a



Calling "mast abeam" worked until the Johnstone/Biddle/Brooks/Oakes crew (Sashi) was able to climb to weather in light airs

No one played up the results. It was everyone's individual progress that counted

learning situation, being at best, a mirror of the real thing. If the clinic were held again, entrance requirements should be tightened. Participants should be screened to be certain they have the prerequisite racing experience, thus avoiding the frustration on all sides

when sailors with widely diverse backgrounds try to work together.

As it turned out, the foredeck was not at all fearsome, at least in light air. I left with a notebook full of techniques I was dying to try and the infamous bulky folder which would last all winter.

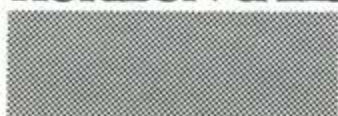
"I used to be afraid to take out a Rainbow by myself," Peggy Cox of Washington, DC, said toward the end of the seminar. "After a few days here, I'm not anymore."



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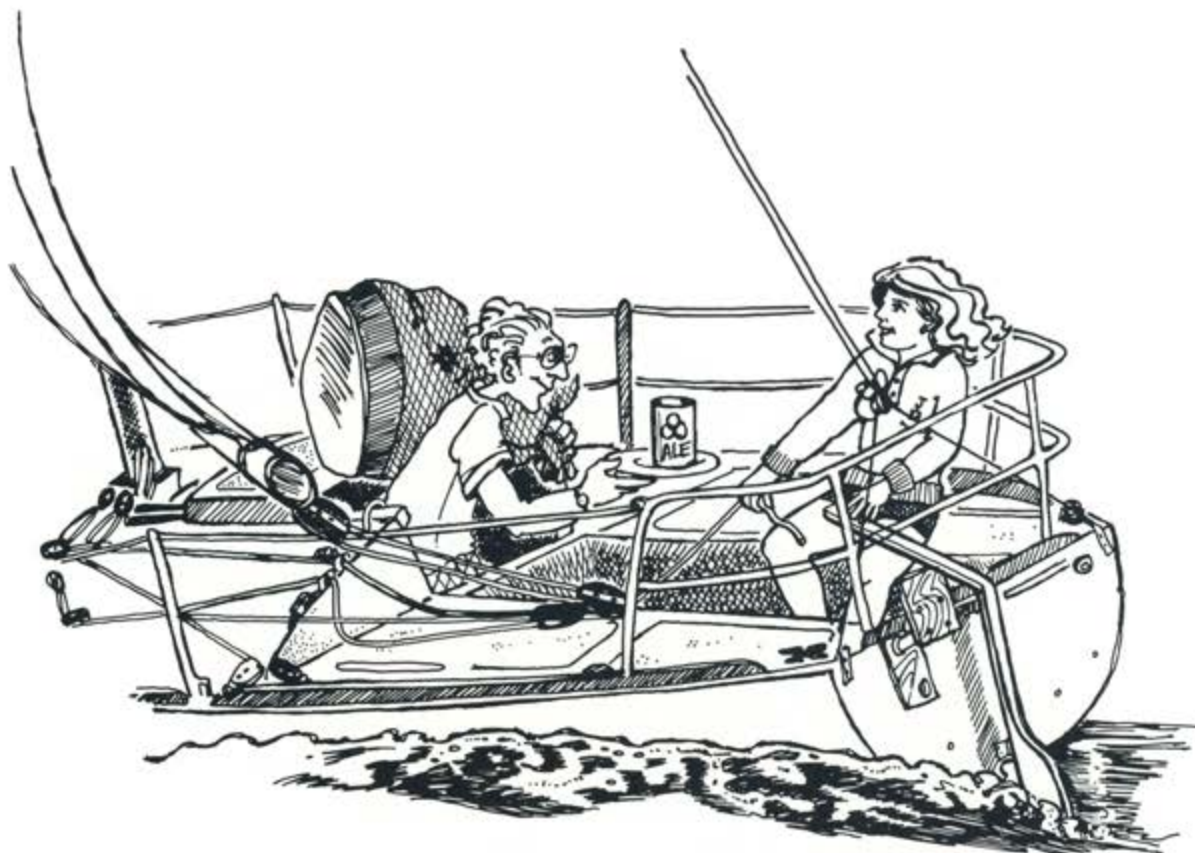
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My Husband Crews for Me



Last summer I had my first chance to sail and race a J/24. I was really taken with the boat. I like the dinghy-like responsiveness. I was impressed with the way all the "strings" were readily at hand in the cockpit area and that the spinnaker could be set and retrieved without bodies on the foredeck. I like the backstay arrangement and flexibility of the rig. I love the sail plan, being an old-time believer in mainsails, I have had trouble accepting the lack of them in most modern rigs. I found that at the same time I was easily able to trim the main myself and could even pump it with one hand in moderate air.

I sailed my first race at five years and have worked my way through lots of one design classes and have done a lot of ocean racing. It seems to me the J/24 combines the best features of each. I really enjoy a boat that is a challenge to sail well. I also like the fact that the class is international. My most recent racing experience was 10 years in International Tempests. We sailed all over the world and made many friends.

My husband crews for me. Together we have 110 years of small boat racing experience and have managed in this time to have worked out whatever differences we may have had. We decided in the beginning that racing was meant to be *fun* - so we never yell at each other. We think yelling only makes the yellee more fumble-handed and serves no purpose. We have clear areas of responsibility. I am the helmsman - except for doing my own starts - I am the helmsman period. He makes every judgment in sail adjustment, tactics, course, weight distribution and sail changes. He tells me when to tack or jibe, when we can fetch marks, etc. I can, therefore, concentrate on making the boat go fast. In my opinion, complete concentration is essential and you can't achieve this when you are responsible for all of the above. I respond immediately and without question to whatever he tells me to do. This takes *alot* of practice.

I wish I were writing this next year rather than this, when I have just bought my boat. But, it seems to me a J/24 is a great boat for the woman skipper. My daughter owns the boat with me. She is a five-oh and International Deck Canoe sailor. She, at least, will give some people a run for their money. I am looking forward to re-assuming my official position as "bulk of the fleet". Every race needs one, so that the crew can say to the skipper, "You're doing well now, the bulk of the fleet is behind you."

*Mary H. Clark
Marion, MA (Fleet #16)*

1979 Florida State Championship

Jacksonville November 23 - 24

PLACE	NAME	BOAT NAME	SAIL #	HOME	FINISHES
1.	John Jennings	Black Star	571	New Smyrna Bch, FL	5, 2, 1, 1, -7
2.	Mark Ploch	Tchau	151	Clearwater, FL	1, 1, 6, 5 -11
3.	Joey Blubaugh	Gold Rush	1005	Delray Beach, FL	6, 6, 2, 4-18
4.	John Bankston	Peppermint	403	Belleair Bch, FL	3, 3, 7, 6-19
5.	Dick & Linda Tillman	Family Affair	1458	Satellite Bch, FL	dsq, 14, 10, 13 -57
6.	Bob Rives	Outrageous	22565	Jacksonville, FL	4, 5, 4, 7-20
7.	Jim Pollock	Layla	471	Daphne, AL	2, dnf, 5, 8-33
8.	Rick Loudermilk	Boogie	1201	Nashville, Tenn.	12, 7, 14, 3-36
9.	Ted Hellmuth	Water Music	1459	Jacksonville, FL	9, 9, 8, 10-36
10.	Paul Darrow	Heat Wave	1263	Mobile, AL	8, 8, 12, 9-37
11.	Henry Mullen		480	Jacksonville, FL	10, 10, 9, 11-40
12.	Terry Brady	Big Deal	21649	Jacksonville, FL	7, 11, 11, 15-44
13.	Ron Allen	Black Jack	22462	Jacksonville, FL	13, 12, 15, 12-52
14.	David Cooper	Teenie Jeanie	201	Duluth, GA	11, 15, 13, 14-53
15.	John Bacon	Ariel	1128	Jacksonville, FL	dsq, 14, 10, 13-57
16.	Jay Cummings	Sage	22461	Jacksonville, FL	14, 13, 16, 16-59
17.	Pat Fugeman	Night Train	43	Jacksonville, FL	dnf, 16, 17, 17-68

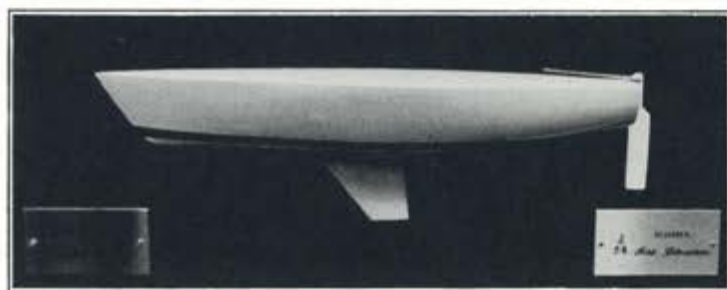
* Protest, Rule 12, allowed 11 points.



Murray Sam #571, Mark Ploch #151 - Florida State Championship, Jacksonville, Fla.



Start, Florida State Championship, Jacksonville, Fla.



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Report from Europe

Come to the UK Open Nationals

The biggest event of the year for J24s in the UK, Monday 23rd to Friday 27th June. Organized by the Brighton Marina Yacht Club.

Add the weekend before . . .

21st June - Round the Island Race organized as usual by the Island Sailing Club, race for the Westerly J24 Trophy.

22nd June - Feeder race of approximately 54 miles from Cowes to Brighton organized by the Royal London Yacht Club.

Monday is practice race day (afternoon) and there will be special launching rates in the morning for those of you coming by road. There are 6 races planned - a good selection - 4 Olympic type, one 30-mile coastal and one trapezoid race, the type used in the USA.

The organization will be handled by the Brighton Marina Yacht Club in conjunction with the Class Association. The Class Committee has invited Nick Robinson, Commodore Hamble River SC, member of the RYA Race Management working party with many years of top class competition experience, to be Principal Race Officer, and Tony Watts, Chief Measurer of the IYRU, being a local resident and member of the BMYC, is chairman of the organizing committee and will be protest committee chairman.

Publicity for the Brighton Marina has led people to shy away on mention of it as a venue for racing events, but the yacht club is fast establishing a keen racing following and there is considerable scope for successful events based on the Marina. Indeed, the Brighton J24 fleet is well established and organized with racing every Sunday (separate starts) throughout the year and participating in all the regattas and special events the club arranges. To create the right atmosphere for participants and their families and friends to enjoy themselves, the Marina Company will set aside the exhibition berths for all J24s to moor together. This is a secluded section of the marina and is near the clubhouse (ex IOW ferry 'Medina') and essential facilities. The race and press offices are likely to be housed in caravans under the main entrance flyover also nearby. Boats will have to lock in and out, but the lock is large enough to accommodate over half the fleet in one go and is a small disadvantage compared with the advantages of the berths. Car passes will be available to get in and out of the marina. The club is laying on a social programme including a welcoming party, nightly discos and also breakfasts and dinners at reasonable cost.

Jack Daniels (Black Label)

Towards the end of 1979 I was phoned by the advertising agents for Jack Daniel's, who as part of a campaign to introduce their brand to a wider market in the UK, wanted to sponsor a yachting event and had picked out the J24 as the

most promising. For an initial year the company did not want to support a large event, so it was agreed that the best small scale value for company and class would be support in the form of printing, prizes and a party, for a triple bill of open meetings in the North, South and West thus giving the benefit to the largest possible spread of participants.

When asked for some background on the Company for the newsletter this is what they had to say:

"Jack Daniel's is the oldest whisky distillery in the USA and has built a reputation in America as a top quality brand acquiring an image in many ways similar to malt whiskies in the United Kingdom. Although Jack Daniel's has been available in Britain for some time it has always been sold on word of mouth recommendation or to international travellers. Now, for the first time, steps are being taken to make Jack Daniel's known to a greater number of people and it is believed that yachtsmen are likely to appreciate the smooth tast of Jack Daniel's Old No. 7 and hopefully spread the word to their friends."

Many thanks to Jack Daniel's and to the organizing clubs. Make a note of the dates now and don't forget to enter when you receive the notice of race.

Poole from Peter Drake

The Poole J24 Class is both active and expanding rapidly. The first class meeting has been held where Peter Drake was elected Class Captain and Nigel Yeoman as Vice Captain. Subsequently, Poole Yacht Racing Association (P.Y.R.A.) has adopted the J24 for one design racing in 1980. This is the first time PYRA has adopted a class; previously all classes have been handicap fleets, either IOR or locally rated. The J24s have been successful in attracting leading helmsman from other classes. 'Superstan' Luker, previously hot-rod from Class II (IOR) started racing his new J24 in the Winter Series but was unluckily put out of action until next season when his boat was damaged on its mooring. Phil Reed's new boat is waiting for its first feel of salt water - Phil, previously king of the unrated classes can't wait to try his hand at a bit of one design racing. John and Jane Montgomery hope to combine Fireball racing and J24s successfully next year.

Apart from normal PYRA racing in 1980, which is a season-long points series involving 'round the buoys' in Poole Bay, passage races to Yarmouth, Lymington, Beaulieu, Weymouth, Cowes and Cross-Channel hops to Cherbourg and Alderney, J24s have a one-design series on Thursday evenings organized from the Royal Motor YC and on Tuesday evenings from Parkstone YC.

Meanwhile, Poole Harbour YC have been organizing their usual winter series in which J24s have had their own start. Local expert Richard Roscoe in JEM started the series in fine form with four wins and a second in the first five races. The winning gun was also received at different times

by MIDNIGHT EXPRESS being sailed by Graham Dale-Jones, Peter Drake sailing JO-JO ANNE and Nigel Yeoman in JEST. After Richard had won the series with two races still to go, it was a close battle for second overall between JO-JO ANNE and MIDNIGHT EXPRESS. A tussle which was not decided until the last race when, with JO-JO ANNE finishing in fourth place, a third for MIDNIGHT EXPRESS was good enough for the second overall place.

Hayling Island from Ken Russell

Seldom in the history of racing at Hayling Island has there been a season in which the fate of the individual points summer season races hung in the balance for so long. Eight boats contested a nine-race series and it was not until eight races had been sailed that the eventual issue was decided. JINN, jointly owned by David Moseley and Peter Ludlow emerged the clear winner from their friendly rival JINGO, owned by Ken Russell, third was Mike Mountfield in J WALKER who gave his fellow class members a sporting chance by not completing the full race programme. The series was held in a large variety of conditions, boats competitively raced and every race manoeuvre meticulously discussed in the bar! Every owner saw himself at the front of the fleet - PROTEGEE owned by Chris Wilson in the first race, JUMP JET (Danny Norman) in the second, JINN the third and J/ WALKER in the fourth . . . as the advert says 'what do you look for in a successful one design', at Hayling Island the J24 fleet certainly gets its 'competitive racing'.

The trend seems to be following us into the winter series with two different winners from twelve boats to date (11.79). With racing every weekend next summer from March onwards the J24 fleet is now an established favourite among the members of Hayling Island.

Lake Windermere

I am very pleased to be able to announce that the Lake District Boat Club has officially adopted the J24 as a class. There are now 7 J24s on the Lake and racing is organized by the club and also the Windermere Cruising Association. This is a great step forward and I hope it will be followed by other clubs elsewhere. The winter series started on the lake on 28th October and continues on Sundays at 1100 hours for 14 weeks.

Abersoch

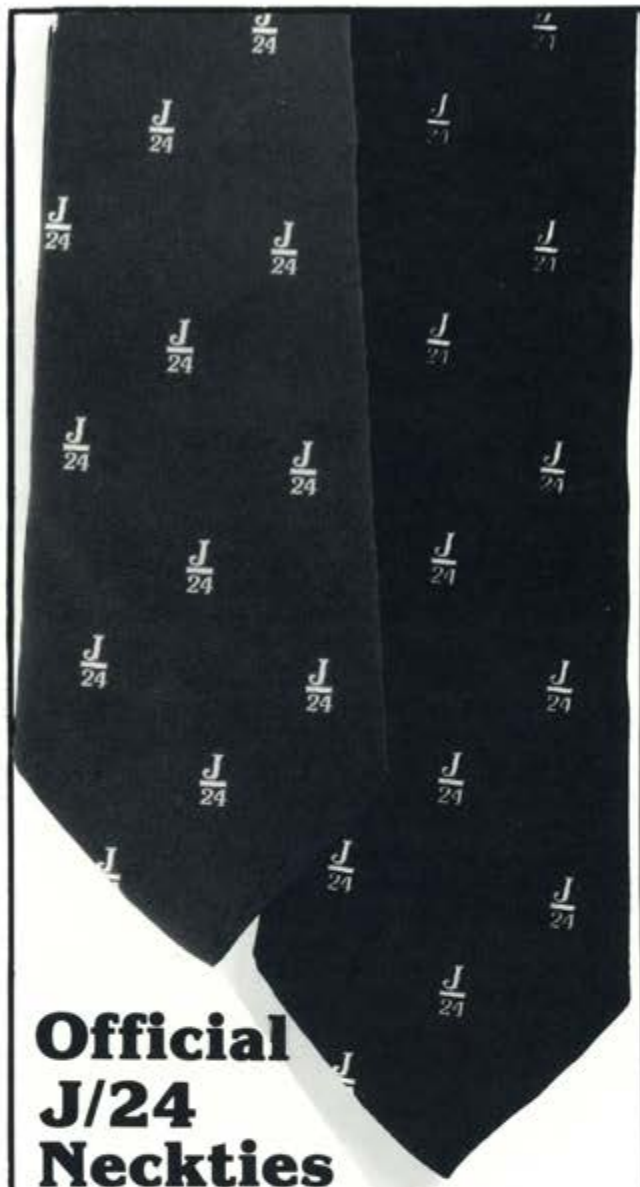
The J24 fleet at Abersoch and that at Hayling are competing fast for numbers and by the time you receive this newsletter numbers may well exceed the present 12. The class has formed a local fleet and the class captain is David J. Barrow, who with M J O'Brien owns 'Joie de Mer'. A full season of racing for J24s within the IOR has been completed and it is planned to race as a class next season now that the magic figure of 12 boats has been reached. All the best for a good season then. An open meeting is planned for the Whit weekend where J24s from other areas are invited.

Sweden

At present (Feb), sailing in Sweden is definitely off, unless you go in for high-speed, adrenalin raising ice yachting, but plans for 1980 include an open event starting the 3rd of July to which foreign entries will be welcomed.

Belgium

There are now four boats based at Nieuwpoort and a class will be formed during this year. Perhaps some will be tempted into UK waters for the Nationals in June.



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Denmark

The class secretary is Jens Muller. I visited Denmark in November and discussed the class with him. Since then he has arranged with Kurt Barfred, J24 racing in conjunction with the Swedish in Danish waters. This should help develop J24 racing on a class basis in Denmark.

Dubai

There is talk of J24s here too! A match racing championship, but no detail as yet.

France

There are now some 35 J24s in France, mostly rather spread around but there is a growing fleet at La Trinite where there are now 9 J24s. I understand a class association will be formed during the coming season.

Switzerland

J24s have been doing well in cruiser handicap racing. There are now 22 split between Lakes Zurich and Geneva. Mr. Huguenin won the cruiser points championship on Lake Zurich from 220 other boats. Other owners have also done well in individual races.

Holland

We were very pleased to welcome Ter Heege who brought 'Head Hunter' over for the J24 Europeans. I also had a long telephone conversation with Dirk Zuiderbaan who owns 'Jeemienee' (ex Lady Midnight) and told me that he was getting Dutch owners together and would be applying to the necessary authority for a couple of open meetings for next year.

Italy . . . Sanremo

The site of the 1980 Class Championship is one of the major flower growing centers of the world about 20 miles from the French border and Monaco and a two hour drive from the Swiss alps.

The hillsides dropping down to the sea are covered with glass greenhouses and the harbor and yacht club were swarming with 80 Flying Dutchmen, there for the Pre-Olympic Spring Regatta for Europe.

The Quarter Ton Cup was held at Yacht Club Sanremo last year and the town and Yacht Club are already looking forward to October when the J/24's arrive from all over the world. J/24 posters are already on the wall of the Yacht Club dining room.

Portofino by Bob Johnstone

The J/24 Fleet in Portofino now numbers 13 boats with another 3 expected by summer. In fact, this fleet is the only organized one-design keel boat raced locally by a yacht club in Italy. Olympic and International one-designs compete in regional and national championships but not at local clubs on weekends.

Portofino during April is almost beyond description. Surrounding the stone square at the water's edge of this natural harbor are pastel shaded buildings with numerous shops and outdoor cafes. J/24's were very much a part of the scenery.

While they're helping to organize the Class Championship, Tony Bassani, Fleet Captain, gave me the assignment of helming a different boat each day with the owner and crew. That meant four communication challenges, not to mention a quick tuning and training program between coffee and the starting gun each morning. A combination of

English, Spanish and Italian got us into a 2nd, two 3rds and a 5th.

Portofino and the wonderful people associated with J/24's in Italy.

Plans are being made to conduct an annual J/24 Spring Championship there during April.

News From Japan

Tokyo . . . Nissan Motor Company, famous for the Datsun "2", announced that it will be entering the yacht market with the introduction of its small, "family" yacht, the J/24. Nissan will manufacture the J/24 under license from J Boats Inc. of the U.S. beginning in August, 1980.

Prior to this, Nissan will import the J/24 from J Boats for introduction on the domestic market in April.

The Company first got into the marine business when it introduced marine engines in 1971. In 1976, it began full-scale manufacture of boats, with the acquisition of Eidai Co., Ltd.'s boat division. Nissan is now engaged in a wide range of the marine business from the sales of marine engines, motor boats and fishing cruisers to the operation of several marinas.

Following Europe and the U.S., Japan is gradually awakening to the pleasures of yachting not only among the younger generation but also among older people. The company is moving into yachts in view of their bright future, taking advantage of the marine know-how learned in its boat operation.

The Company wants to promote yachting as a sport, fostering the growth of "yachting communities." To spread the popularity of yachting, it is considering sponsoring a "multi-family owners' system," under which a person would own a yacht in common with several others. In conjunction with this, Nissan also hopes to open a special yachting school.

Tokyo Boat Show

Designer Rod Johnstone attended the Tokyo Boat Show



in early March, accompanied by Shuji Watanabe, Nissan's naval architect. Two "J's" were in the show along with T-Shirts and giant posters.

Nissan's introduction of the J/24 was spectacular. The front and back cover of KAZI, Japan's yachting monthly, had four color pictures of the J/24 in action. And, there were 32 inside pages of editorial and photographic essays.

Notes from Down Under Queensland

Until 6 weeks ago there was only one J/24 in Queensland. She was Faux Pas, owned by Ray Boxall, of Mackay Yacht Club.

What the class lacked in numbers was made up in performance. Since taking delivery of the yacht, Ray has been leaving his mark on the result sheets along the Whitsunday Island coast.

Rob Mundle delivered the J/24 to Ray mid-year and rigged her to compete in the Mackay Lindeman Island race. With Ray, Rob and two of Ray's regular crew aboard, Faux Pas blitzed the monohull fleet in the race. She set a new course record for monohulls, covering the 50 miles in 5 hours and averaging 12 knots for the last hour. The only two boats to beat Faux Pas in the downhill slide were two very fast multi hulls.

A few weeks later Rob went back to Mackay (there must be something else up there for Mundle to keep going back) and sailed Faux Pas in the Bowen to Airlie Beach race. That was a 25 mile beat down the Whitsunday Passage in up to 30 knots. Faux Pas led the 25 yacht fleet, which included much larger yachts, for almost the entire distance. Only in the last few miles in smooth water did the racing trimaran, Devils 3 pass here to take line honours by about four minutes. The next day Faux Pas raced in the Whitsunday Fun Race (that's really why Mundle was there) section, but took line honours in the under 30 ft division in no uncertain fashion.

There is now another J/24 in northern Queensland. Wayne Brewer of Cairns is the owner. J/24s were well presented at the Brisbane Boat Show a few weeks ago and it won't be long before they are racing on Moreton Bay.

Victorian District Formed

Thanks to a bit of organizing by Rob Mundle a Victorian District is now being formed centred around Port Philip Bay. Chris Furey, Frank Hammond and Robert Quick are convenors and it looks like 7 or 8 boats to start with. Chris tells us that they have organized their District Championships for February with Mornington Yacht Club as hosts.

Sunday 14th October saw a Fleet get-together with racing, tuning up and a bit of social spirit to get things on the way. We all hope to hear more from the J's in the south.

Sydney Harbour Championship

Infidel (Phil Mathews S.A.S.C.) won the inaugural J.O.G. RACE "The Paul Royal Memorial" from Sydney Harbour to Pittwater after a hard fought battle with "Mullberry" on September 15th. "Mullberry" was the S.C.O.R. winner at Mooloolaba.

Phil lead through the Heads but fell into a large hole and had to tussle with Mullberry and Evergreen in a light

n'easter. When the breeze freshened Phil closed on Evergreen with Mullberry a 1/2 mile ahead and went round Barrenjoey 1/4 mile in front for a kite run up Pittwater. Phil finally took the lead 100 yards from the finish line to take first and fastest time.

Well done Phil for good sailing against a strong J.O.G. Fleet.

J24 J.O.G. Newsflash

The J/24 has passed the official self righting test for Category 3 and 4 offshore racing. The test was done in Melbourne under the watchful eye of JOG national president Rob Cook and is considered acceptable for all standard J/24s.

Since the NSW JOB association put out a rather irresponsible newsletter stating that the J/24 failed the self righting screen, rumours have been running around yacht clubs about the yacht's stability.

For many who did not understand the screen they automatically assumed the yacht had failed the haul down test. Not so. The haul down was done on Chris and Harry Furey's J, Pelorous Jack at St. Kilda Marina, Melbourne, in October.

Anyone who has been knocked down in a J/24 already knew how quickly it righted itself. Now it's official!

After supervising the haul down Rob Cook stated that on the figures shown in the test the J/24 was acceptable for Category 3 and 4 offshore. There would be no need to haul down any others. There would be a routine check of the figures for all JOG yachts as the season progressed and it was likely that all JOG yachts would be hauled down, even if they did pass the screen.

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from PORTOFINO

A Photo Essay of Fleet No. 48





with LOVE . . .

By Bob Johnstone



Southern California Midwinters

by Bill Menninger

It was a miserable week and weekend with constant rain at the California Yacht Club in Marina del Ray, February 16-17. But, not half so miserable for J/24's as the rest of the boats that were out there.

It blew 25 knots on Saturday and the race was abandoned even though most of the "J's" finished. Two Star boats sank and a few masts broke on Merritt 25's . . . none on the "J's".

In that windy race we held our genoa up on the last windward leg, but it cost us the lead to Bruce Gollison who had

rounded behind us at the leeward mark and passed us with the 100% jib.

On Sunday, the wind had dropped to 12-15 knots but huge swells remained. A very poor course in the last two races resulted in our reaching around the weather legs.

Twenty boats showed up which wasn't a bad showing considering the monsoon conditions.

The results (top five) were as follows:

PLACE	NAME	BOAT NAME	HOME	FINISHES
1	T. Hall/B. Gollison	ACE OF CUPS	Seal Beach, CA	3, 1, 1
2	Bill Menninger	EXPOOBIDENT	Palos Verdes, CA	1, 2, 2
3	Don Trask	SMOKIN J	San Francisco, CA	2, 3, 3
4	Ken Kieding	RUSH	Santa Barbara, CA	4, 5, 4
5	Robin Sodaro	ALL SPUNKED UP	Costa Mesa, CA	5, 4, 6

Vancouver, British Columbia (Fleet #72)

By Bill Bush

We now have three boats in the water here which are currently racing PHRF in the "Hot Rum" Series. We started 1980 by winning the first race of the series and just to prove it wasn't a "fluke" one of the other J/24's came out for the next race and we won and they (Don Ryan) were second. This is a series with over 75 entries racing in five divisions. The J/24 races in "B" division which is made up of mostly

30 footers (San Juan, Cal, Scampi, C&C) but also has a few Kirby 25's and some bigger boats (Ranger 33, C&C 34). Our ability to hold these bigger boats upwind in most conditions is gratifying and, in the first race, when we planned off downwind with the knotmeter "pegged" at 12 we did the proverbial "horizon job."

Chesapeake Bay Fleet #8 News

The 1979 racing season came to a successful conclusion with the annual meeting at Marmaduke's Pub in November. The membership of Fleet #8 elected the following officers for the 1980 season:

President - Ted Prush
Vice President - Jim Mead
Secretary - Russ Potee
Treasurer - Gerry Smernoff

Continuing to serve as District Governor for the Chesapeake Bay region is Jim Biles. Chief Measurer for District #6 is Charles Duvall with Randy Staats serving as measurer for Fleet #8. Co-editors of the Chesapeake Bay J/24 News are Bill Tate and Ted Prush.

Stepping down from the offices they held for the past two years are Bill Tate (who continues as Vice President of the J/24 National Association, in addition to his editorial duties), Paul Borssuck and Susan Steele. In addition, we will be losing the services of Betsy Scott, editor of the "Pocket Rocket", the predecessor of the Chesapeake Bay J/24 News. I know we all appreciate the time and effort they have devoted to making J/24 racing on the Chesapeake Bay the success it has become.

On the racing scene, sailors from Fleet #8 distinguished themselves in all national events held in 1979. Charlie Scott and Scott Allan finished second and third, respectively in a fleet of 52 boats at the 1979 Midwinters in Key West. Other finishers were Mike Toppa (12), Jim Scott (18), Marshall Steele III (26), Larry Leonard (34), Bill Tate (43) and the team of Smernoff/Littell (50). In the North American Championships at Corpus Christi (also known as the Texas Championships), Scott Allan finished second in a fleet of 45 boats. Another local sailor, Don Delorme, finished 25th. Perhaps the most impressive performance put on by Chesapeake Bay J/24 sailors occurred in the World Championships at Newport. Charlie Scott won the Championship in a fleet of 77 boats with Scott Allan (4) and Larry Leonard (5) also finishing in the top ten. Other finishes included Jim Scott (17), Jim Mead (19), Vance Strausburg (22), Mike Toppa (24), Tony Parker (32), Jim Laudeman (59) and Marshall Steel III (64). It is a testimony to the quality of J/24 racing in the Chesapeake Bay that three of the ten boats qualifying for the Worlds from Fleet #8 finished in the top ten and seven of the boats finished in the top third of the fleet.

Following their success in 1979, Chesapeake Bay sailors

have started the 1980 racing season impressively. At the 1980 Midwinters, Larry Leonard finished second; Charlie Scott, fourth; Jim Scott, sixth; and Scott Allan, seventh. Other finishers were Tony Parker (11) and Bill Heim (29).

Locally, the 1979 High Point Trophy in Division A was won by Scott Allan. High Point in Division B (those sailors not placing in the top three in a J/24 one-design even in 1979) was won by Vance Strausburg and the award for the "Most Improved" Sailor in Fleet #8 goes to Bill Heim. Trophies for the Class B High Point and Most Improved Sailor will be awarded by Fleet #8.

The 1980 racing season is shaping up as an exiting one.

Susquehanna Fleet #15 News

To date, J/24 activity in the Upper Bay will be centered around Columbia Sailing Association, Havre de Grace Yacht Club and Upper Chesapeake Yacht Club sponsored races. If enough J/24's show up, we will race as a one-design class; if not, races will be conducted under PHRF rules.

Aside from CBYRA Region I sanctioned races, the schedule looks like this:

Upper Chesapeake Yacht Club

Spring Series	June 7 & 8, July 12 & 13
Fall Series	August 9 & 10, September 20 & 21
Frostbite Series	October 11 & 12, November 1 & 2

Columbia Sailing Association

Icebreaker Series	April 19, 20, 26 & 27
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In addition to the introduction of a new newsletter which has been expanded to include stories of interest to J/24 sailors throughout the Chesapeake Bay region, Fleet #8 will be hosting a major national regatta this year. Preliminary work is underway to organize the J/24 Eastern Championship to be held in Annapolis on September 13-17. The format will follow that of the Midwinters; two short races the first and third days (Olympic Triangle or Trapezoidal) and a long distance race on the second day. More information regarding the event will be announced in the June issue of the newsletter.

Spring Series	May 5, June 7 & 14
Fall Series	September 20 & 21, October 4 & 5
Frostbite Series	October 18 & 19, November 1 & 2

No schedule is available from the Havre de Grace Yacht Club at this time. However, they will be sponsoring a Thursday evening regatta.

For information on the racing schedule, J/24 sailors should contact:

UCYC	Bob Crowder (36 Woodhill Drive, Newark, Delaware, 19711)
H deG YC	Bob Brandon (803 Lafayette St., Havre de Grace, Maryland 21078)
CSA	Ralph De Groot, (302 Washington Avenue, Pittman, New Jersey 08071)

Ft. Worth Fleet #54 News

Fleet #54 was formed with six boats in the summer of 1979 and everyone has enjoyed active participation in the race program sponsored by the Tred Avon Yacht Club. Vance Strausburg went to the Worlds in Newport, finishing 22nd. John Thompson in ENDLESS SUMMER finished a commendable second behind Larry Leonard in the Naval Academy race from Annapolis to Oxford. The next day, R.C. Thompson showed up the Annapolis boats by finishing first in the Hammond Cup Race.

Clearing the decks for the 1980 season, we have elected Byron LaMotte as our new Fleet Captain, and we are looking forward to an even more active race schedule with a fleet which has grown to 12 boats.

A member of our fleet is looking into the prospect of installing a hoist at Tred Avon Yacht Club with the capability of handling J/24's. This will enable J/24 owners to haul,

clean and generally maintain their hulls without having to cough up the bucks for the old boat yard. In addition, this would provide launching facilities, permitting us to organize an invitational regatta at some time. Should the hoist become a reality, it will not be used for the purpose of dry sailing.

Finally, we hope to schedule our own J/24 regatta locally. Once a date is established, we will make an announcement in the next newsletter. We welcome boats from around District #6 to join us.

FLEET RULES - in keeping with National, our fleet will require all boats to have draft marks. Also, all local boats will be wet sailed as there is no feasible facility for dry sailing. The consensus was that dry sailing would take the fun out of it.

Hampton Road Fleet #71 News

Fleet #71 was organized in the Hampton Roads area of Virginia in the Fall of 1979. There are currently fourteen J/24's in Hampton Roads, a large number for an area which had not had a cruising one-design fleet in the past. Unfortunately, only eight of these boats have raced with any regularity. Because of this, we have elected not to seek official one-design status within CBYRA Region IV for 1980.

The Fleet raced under the J/24 one-design rule within the MORC I fleet for Cruising Cup of Virginia's (CCV) 1979 Fall Series. This was quite successful, with overall honors in the four race series taken by local sailmaker Dan Winters in STARBOW. J-HAWK sailed by Glenn Lambert was second

and SURFER sailed by Euclid Hanbury (age 70+) was third.

Our most recent meeting was held on February 12 with six boats represented. Glenn Lambert was elected Fleet Captain and Brian McCauley secretary-treasurer for 1980. The primary J/24 series will again be scored within MORC I. A total of eighteen races have been selected with six throw outs allowed. Because the boats will also be racing against other MORC boats, J/24 one-design rules will not be strictly enforced. This series begins with the CCV Spring Series and ends with the Fall Series.

In addition to the racing within MORC, Fleet #71 will

have a one-design start in the Azalea Festival regatta sponsored by Norfolk Naval Sailing Association April 19-20. This puts J/24's on the race course with 505's, Albacores, Hobie 16's, etc. which can make for an exciting race if the wind blows with vigor. There will also be several designated one-design starts on Wednesday nights and possibly a J/24 regatta.

Goals of Fleet #71 for 1980 include encouraging all existing boats to participate in as many events as possible, increasing publicity of J/24 events in the local media, and increasing the number of boats in the area so that we can move to true one-design racing in 1981.

District 21 Championships

The District 21 Championships were held at the Los Angeles Yacht Club March 29th and 30th. Winds were 18 - 25 knots in the 5 race series with sixteen entrants.

PLACE	NAME	BOAT NAME	HOME	FINISHES
1	Bill Menninger	EXPOOBIDENT	Palos Verdes	1, 2, 3, 3, 1
2	Skip Elliott	STORM TROOPER	Newport	2, 1, 2, 7, 2,
3	Ken Kieding	RUSH	Santa Barbara	5, 8, 4, 2, 6
4	Gollison/Hall	ACE OF CUPS	Long Beach	DSQ, 6, 1, 1, 3
5	Kurt Miller	MEAN GREEN	Redondo Beach	10, 3, 6, 4, 5

Casco Bay Fleet #43

by Win Fowler

Casco Bay's first season was very successful. We had 9 boats in 1979 and ran a total of 23 races, most in conjunction with the local MORC station. Trophies were awarded for three separate series, THE STATE OF MAINE REGATTA and OVERALL SEASON POSITION (based on best 12 of 23 possible races).

The State of Maine Regatta was run July 7 & 8, weather was pleasant with winds ranging from light and variable in the first race to a steady 18 kts. by the end of the third race.

Ten boats participated in the three race series. There were two Olympic courses and one trapezoidal in an effort to simulate conditions in the Worlds.

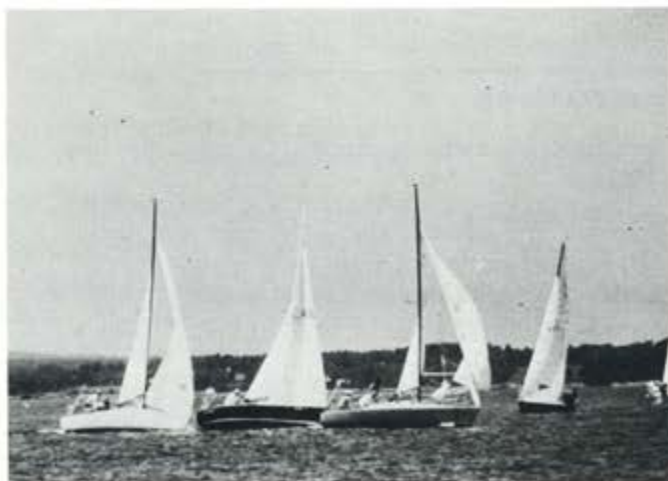
We would like to invite "J-Cats" everywhere to our State of Maine Regatta scheduled this summer for the third weekend in August. We expect about 25 Maine boats to participate and any out of state boats will be warmly welcomed.

Results of the 1979 Maine Regatta

PLACE	NAME	BOAT	SAIL	FINISH
1	Jack Burwell	EXUBERANCE	888	3, 4, 1
2	Win Fowler	NANCY H	1065	4, 2, 2
3	John Albin	FLASHER	422	1, 5, 3

Top 5 in Overall Season points standings were:

1	Win Fowler	NANCY H	1065	88 pts.
2	Jack Burwell	EXUBERANCE	888	71
3	John Albin	FLASHER	422	66.75
4	Frank Adshead/ George Beals	SYNERGY	829	65.75
5	George Tonini	TRICK OR TREAT	1031	55.25



Honolulu, Hawaii (Fleet 73)

by Ted Beck

The decade, the year and the sailing season started at Waikiki Yacht Club with a bang and a blast. The weekend before the "Opening Day Regatta" found the newly formed J-24 fleet playing host to the members of the club at their mass Christening Party.

Following Hawaiian tradition the fleet of nine J-24s was blessed by Reverend Abraham Akaka complete with Ti leaves and Maile leis. The three hundred plus celebrants enjoyed an evening of food and merriment in the balmy atmosphere of the Islands. Thus the rapidly formed (2½ months) fleets was started in a good style which should help carry it along as the fastest growing fleet in the Islands.

Results of the "Opening Day Regatta" on January 19th and 20th proved the fleet to be highly competitive. Armand Cote who assembled a fantastically good, experienced crew walked away with three first places and thusly the series. However as an indication of the competitiveness, the next six J-24s finished the series within six points of each other. It will not take much improvement on anyone's part to be in the top of the group.

The following weekend we had our "Midwinter Regatta". The results were:

Boat #	Skipper	Race Results	Total Points
1861	Charlie Dole	3-2-2	7
1851	Armand Cote	4-1-3	7¾
1873	Tony Miller	6-3-1	9¾
1865	George Barnitt	1-4-7	11¾
1866	Graham Eder	2-6-5	13
1670	Ted Beck	5-7-4	16
1843	Dan Bowen	7-5-6	18
1799	Mike Harding	DNS-8-8	24

Missing was Greg Gillette's boat as Greg was off to improve his skills in the S.O.R.C. series.

We cordially invite any J-24 skippers to come sail with us when they are in the Islands. As a brand new fleet we are anxious to learn all we can about these beautifully designed boats. Besides we are proud of our Islands and we will be happy to show you our Aloha spirit.

Because of our climate our season is long. We start in mid January and do not finish till early November. For season points we have the possibility of racing on 30 days. And if that is not enough to keep our spouses concerned, there are an additional 12 racing days available. The races range from Olympic Triangles to 105 mile ocean races. Lucky live Hawaii



San Francisco Fleet #17

by Chapin Day

DOCS DOCK BOCK: Fleet Captain Conni Bock reports that she's recovering rapidly from surgery last month. Doctor's orders precluded racing in recent events but Conni expects to be back on the bay and into the fray soon.

MAY WE HAVE THE ENVELOPE, PLEASE? Sure the Marin-madness movie "Serial" has Sally Kellerman, Tuesday Weld and Martin Mull. But the real star, Ed Towne's J-24 10, steals the scene from Kellerman and Weld when it provides the background scenery as they get sloshed on the deck of a Tiburon restaurant. Boffo stuff.

AWOL APPREHENDED: Mountain View police, alerted by a prospective but leery buyer, surrounded and recaptured J-24 hull #1824 last month without firing a shot. The unrigged boat and its trailer apparently had been through several hands since disappearing last October from Don Trask's Performance Sailcraft in San Rafael. The original miscreants has not been found, Trask reports, but his insurance company has taken bids on the boat. After its brush with the criminal element, hull #1824 soon will have the same sort of cultured, refined and genteel owners enjoyed by most J-24s.

Fleet Captains

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John Gjerde
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RARITAN BAY FLEET #2
Mike Hession
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CORPUS CHRISTIE FLEET #3
F. John Shepherd
3102 Santa FE, #12
Corpus Christie, TX 78404
NEW HAVEN FLEET #4
Dr. Sandy Lieber
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Jimmy Holton
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West Chester, PA 19380
BUZZARDS BAY FLEET #16
Wiley Wakeman
c/o Tabor Academy
Marion, MA 02738
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NARRAGANSETT BAY FLEET #18
Dick Carleton, M.D.
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Barrington, RI 02806
PREQUE ISLE FLEET #19
Mark Dedionisio
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ATLANTA FLEET #20
Joe Guthrie
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Marietta, GA 30067
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Pat Halter
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WLIS FLEET #22
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LAKE CHAMPLAIN FLEET #23

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LAKE GEORGE FLEET #24
Fran DiTommaso
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Phillips Pittenger
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CASCO BAY FLEET #43
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LAKE DILLON FLEET #46
Dick Fell
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Englewood, CO 80110

MT. HOPE BAY FLEET #47

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PORTOFINO J/24 FLEET #48
Tony Bassani
Corso Porta Vittoria #9
MARINA DEL REY FLEET #49
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EASTERN SHORE OF MARYLAND FLEET #58
Thomas M. Lucke
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William P. Sestrom
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Chappaqua, NY 10514
CITY ISLAND FLEET #61
Robert Phillips
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New York, NY 10012
TRAVERSE CITY FLEET #62
John Gregory
1100 6th St.
Traverse City, MI 49684
SANTA BARBARA FLEET #63
Greg Vendrame
100 South Sierra Vista
Santa Barbara, CA 93108
LAKE TAHOE FLEET #64
Bryce Griffith
880 Cambridge Way
Reno, NV 89511
LAKE MEAD FLEET #65
Jim Stacy
3475 Middlebury
Las Vegas, NV 89121
RIVERTON YACHT CLUB FLEET #66
Bob Haag
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Huntingdon Valley, PA 19006
LAKE MURRAY FLEET #67
Robbie Wilkins
21 A Harborside
Lexington, SC 29072
NAPLES FLEET #68
Peter Van Arsdale
1976 Galleon Dr.
Naples, FL 33949
CAPE MAY FLEET #69
Karl Bennung Jr.
256 Yarmouth Lane
Media, PA 19063
SAN DIEGO FLEET #70
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Honolulu, HI 96821

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P.O. Box 909
Chattanooga, TN 37401

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Hank Reffner
5101 Park Dr.
Vermillion, OH 44089

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Joe Petrucci
518 Knierim Pl.
Kirkwood, MO 63122

NIAGARA FLEET #77

Joe Loretucci
929 Orchard Dr.
Lewiston, NY 14092

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30A Wellington Court
Williamsville, NY 14221

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31 Mahoris Drive
Wayside, NJ 07712

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5522 Vanderbilt Road
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Olympia, WA 98507

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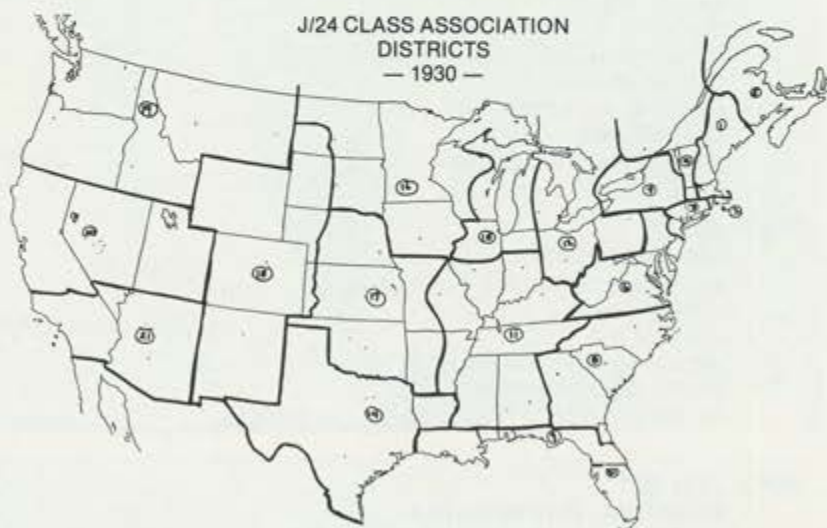
Pete McBride
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H9X 2T9 CANADA

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1st
1st
1st
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MAY 3 - 4

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Carlyle Lake, IL
Bob Neff
Carlyle Yacht Club
5911 Sir Edward Ct.
Florissant, MO 63033
(314) 355-2493
\$15 prior April 28; \$20 after

MAY 16 - 17

MACHO REGATTA

Los Angeles Yacht Club, Los Angeles, CA
Bill Menninger
P.O. Box 208
Palos Verdes Est., CA 90274
W: 213-373-7701
H: 213-377-2123

MAY 24 & 25

MEMORIAL DAY REGATTA

St. Francis Yacht Club, San Francisco, CA
Jim Taylor
St. Francis Yacht Club
Marina Green
San Francisco, CA 94123

MAY 24 - 26

SOUTHWEST CHAMPIONSHIP

Rush Creek Yacht Club, Dallas, Texas
Mark Word
10920 Dennis Road
Dallas, Texas 75229
(214) 241-1498

MAY 24 & 25

ST. FRANCIS MEMORIAL DAY REGATTA

St. Francis Yacht Club, San Francisco, CA
Connie Bock
1517 W Longview
Stockton, CA 95207

MAY 24 - 26

FINGER LAKE ONE-DESIGN WINTERS END REGATTA "FLOWER"

Ithaca, New York
Rick Wait
157 Enfield Falls Rd.
Ithaca, NY 14850
W: (607) 272-5858
H: (607) 273-8068

MAY 25 - 26

MEMORIAL DAY REGATTA

Ninnescah Yacht Club, Cheney Lake, KS
Dale Brooks
315 W 15
Newton, KS 67114
316-283-6454
\$5.00

JUNE 7 - 8

WESTERN REGIONAL CHAMPIONSHIP

Alamitos Bay Yacht Club, Long Beach, CA
Stan Sorensen
16642 Tiburon Place
Huntington Beach, CA 92649
\$25.00

JUNE 7 - 8

SPRING WHALER'S RACE

New Bedford, MA
New Bedford Yacht Club
(617) 997-0762

JUNE 13 - 15

C.S.S.A. CRUISING CLASSES REGATTA (GRAND CUP)

Arrowhead Yacht Club, Ketchum OK
Bill Burden
P.O. Box 1751
Joplin, MO 64801
(417) 781-6550

JUNE 21 & 22

NIAGARA FRONTIER INVITATIONAL, BUFFALO CANOE CLUB

Buffalo, NY
Charles Ross
99 Woodland Drive
Rochester, NY 14612
(716) 621-6276

JUNE 21 - 22

J/24 GREAT PLAINS CHAMPIONSHIP

Arrowhead Yacht Club, Ketchum, OK
Bill Burden
Joplin, MO 64801
(417) 781-6550

JUNE 22 - 28

BLOCK ISLAND RACE WEEK (LIMITED ENTRIES)

Block Island, R.I.

JUNE 23 - 27

UK OPEN NATIONAL CHAMPIONSHIP

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Brighton Sussex, UK
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JUNE 27, 28 & 29

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Buffalo, NY
Charles Ross
99 Woodland Drive
Rochester, NY 14612
(716) 621-6276

JULY 1-5

BAYFIELD RACE WEEK

Bayfield, WS
George Hansen
2782 Willow Dr.
Hamel, MN 55340
(612) 473-1163

JULY 3-10

SWEDISH OPEN CHAMPIONSHIP

Marstrand,
Johnny Lundberg
08 630970

JULY 4-5-6

IDA LEWIS Y.C. INVITATIONAL

Newport, R.I.
Race Committee
Ida Lewis Y.C.
Wellington Ave.
Newport, RI 02840

JULY 4 & 5 or 19 & 20

FAIR HAVEN INVITATIONAL

Fair Haven, NY
Phillips Pittenger
W. Bay Road
Fair Haven, NY 13064

JULY 4th

FOURTH OF JULY REGATTA

Raritan Yacht Club, Perth Amboy, NJ
M Hession
272 Clinton Road
North Brunswick, NJ 08902
W: 201-524-4164
H: 201-297-6165

JULY 5 & 6

CAPE MAY CITY REGATTA

Cape May
Karl Bennung, Jr.
256 Yarmouth Lane
Media, PA 19063
215-566-7470

JULY 5-6

GIFFORD BOWL

Vineyard Haven, Martha's Vineyard, MA
Vineyard Haven Yacht Club, Martha's Vineyard
(617) 693-3080

JULY 5-6

KEYPORT RACE WEEKEND

Keyport Yacht Club, Keyport, NJ
Mike Hession
272 Clinton Road
North Brunswick, NJ 08902
H: 201-297-6165
W: 201-524-4164

JULY 9-10

EASTERN CT CHAMPIONSHIPS

USCG New London CT
John Johnstone
203-245-4084

JULY 12-13

RED GRANT REGATTA

Raritan Yacht Club, Perth Amboy, NJ
Mike Hession
272 Clinton Road
North Brunswick, NJ 08902
H: 201-297-6165
W: 201-524-4164

JULY 13-19

EDGARTOWN RACE WEEK

(MIXED RACING)

Edgartown Yacht Club, Edgartown
Edgartown, Martha's Vineyard, MA
Martha's Vineyard, MA
(617) 627-4361

JULY 15-16

AUSTIN CIRCUIT REGATTA

Austin Yacht Club, Austin, Texas
8792 Silberhill Lane
Austin, Texas 78759
Pat Halter

JULY 26 & 27

1980 LEVEL REGATTA

Youngstown Yacht Club, Youngstown, NY
Charles Ross
99 Woodland Drive
Rochester, NY 14612
(716) 621-6276

JULY 26-27

MID SUMMER REGATTA

Ninnescah Yacht Club Cheney Lake KS
Dale Brooks
Newton, KS 67114
315 W 15
316-283-6454

JULY 27th

FEEDER RACE TO ATLANTIC CITY RACE WEEK-END

From Cape May
Mr. Karl Bennung, Jr.
215-566-7470

JULY 27- AUGUST 2

MARBLEHEAD RACE WEEK

Marblehead, MA
Scott Killips
131 Commonwealth Ave.
Boston, MA 02116
(617) 421-8173
\$25.00

JULY 28-31

ATLANTIC CITY RACE WEEK-END

Atlantic City
Mr. Karl Bennung, Jr.
215-566-7470
Mr. Jack LeFort
215-546-6530

AUGUST 1-3

BUZZARDS BAY REGATTA

(MIXED RACING)

New Bedford, MA
New Bedford Yacht Club
(617) 997-0762

AUGUST 2 - 3

BOOTHBAY RACE WEEK
Boothbay Harbor, ME
Boothbay Harbor Yacht Club
\$25.00

AUGUST 9

ELIZABETH ISLAND RACE
Woods Hole, MA
Woods Hole Yacht Club
(617) 548-9205

AUGUST 10 - 15

NORTH AMERICAN CHAMPIONSHIPS
St. Francis Yacht Club, San Francisco, CA
Don Trask
33 Duffy Pl
San Rafael, CA 94901
0: 415-454-7600

AUGUST 16 - 17

J/24 STATE OF MAINE CHAMPIONSHIP
Casco Bay, ME
Win Fowler
17 Tremont St.
Portland, ME 04103
\$20.00

AUGUST 30, 31 & SEPTEMBER 1

1980 J/24 GREAT LAKE CHAMPIONSHIP
Rochester, NY
Charles Ross
99 Woodland Drive
Rochester, NY 14612
(716) 621-6276

AUGUST 31 - SEPTEMBER 1

LABOR DAY REGATTA
Ninnescah Yacht Club, Cheney Lake KS
Dale Brooks
315 W 15
Newton, KS 67114
316-283-6454

AUGUST 30, 31 & SEPTEMBER 1

U.S.Y.R.U. RACING CLINIC
Being planned immediately preceding the
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Rochester, NY

AUGUST 30 - SEPTEMBER 1

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(BUZZARDS BAY)**
Marion, MA
Beverly Yacht Club
Marion, MA
(617) 748-0540

AUGUST 30 - 31

PACIFIC COAST CHAMPIONSHIP
Santa Barbara Yacht Club
Greg Vendrame
100 S. Sierra Vista
Santa Barbara, CA 93108

SEPTEMBER 5 - 7

DISTRICT 16 CHAMPIONSHIPS
Lake Minnetonka, Minneapolis, MN
John Gjerde
8265 Tamarack Tr
Eden Prairie, MN 55344
W: (612) 473-2555
H: (612) 937-8409

SEPTEMBER 6 - 7

DISTRICT 1 J/24 CHAMPIONSHIP
Corinthian Yacht Club
Marblehead, MA
Bill Salvo
W: (617) 227-9480
H: (617) 581-7736

SEPTEMBER 13 - 14

FALL WHALER'S RACE
New Bedford, MA
New Bedford Yacht Club
New Bedford, MA
(617) 997-0762

SEPTEMBER 15, 16 & 17

EAST COAST CHAMPIONSHIP
Annapolis, MD
Ted Prush
11118 Rock Rd.
Rockville, MD 20852
W: (202) 452-2781
H: (301) 881-1370

SEPTEMBER 27 - 28

CHANGING OF THE COLORS REGATTA
Lake George, New York
Fran DiTommaso
2 Hessian Drive
Schuylerville, NY 12817
W: (518) 644-5891
H: (518) 695-6693

OCTOBER 3 - 10

J/24 CLASS CHAMPIONSHIP (WORLDS)
Sanremo, Italy
See notice of race (12.1)

NOVEMBER 21

ANNUAL CLASS MEETING
Newport, R.I. 02840
Yvonne Burns
W: (401) 846-0775

United We Sail; Divided We Fail/ By BOB JOHNSTONE

GOOD FRIENDS and good boats are far more enduring than the best of handicap rules. So why whipsaw owners of racing/cruising yachts into warring factions and discredit their sound vessels for the sake of handicap formulas that are here today and gone tomorrow? Most of the sailing areas in the U.S. can't muster enough yachts on a given weekend to justify fleet fragmentation. Nor is it likely that any single rule will gain unanimous and everlasting acceptance.

On Narragansett Bay this summer, a weekend's racing scene often looked like this: seven boats in PHRF "A", five boats in IOR, eight boats in PHRF "B", eight boats in PHRF "C", five boats in MORC "A", four boats in MORC "B", and twelve J/24's sailing one-design, with three separate race committees and an equal number of uniquely different sailing instructions, as many as five different courses, and no organized after-the-race social event anywhere.

Where were the other 66 percent who had registered to compete? Where was the enthusiasm for do-

Combination handicapping and how it could work to keep the fun in racing.

ing it again next weekend? How did this fragmentation of the racing/cruising fraternity come about, and what can be done about it?

Most people are aware that torches are borne in high places to light "good" causes: The IOR is the hope for some form of international handicap system; MORC is the sanctuary for boats under 30 feet; PHRF adds luster and hope for older production boats; MHS aims at being the ultimate speed-prediction formula; and, if handicaps are too confusing, frustrating or hard on the pocketbook, there's one-design. Moreover, the proponents of each cause seek to gain the favor of all. An IOR Racing Association has been formed to give structure and a forum to those

J-24s converging on the mark during Worlds at Newport, R.I. in September.

racing IOR. MORC, blessed with an existing organization, is now adding one-design, a development rule, and skipper handicaps. At the same time, PHRF piles formula on top of formula to determine ratings.

Lobbying for constituents at the USYRU, YRA, and yacht club levels has reached a point where the racing/cruising scene is beginning to resemble a unique blend of college fraternity rush, political convention, voodoo dance and kangaroo court. The sad result is confusion, conflict among friends and events, poor racing and a growing disenchantment with the local racing scene—no matter how logical all this may seem on a national level.

There's nothing wrong with trying to come up with the ultimate handicap rule, or with conducting national and international championships that gather many yachts under a specific rule. Nor can fault be found in creating proper organizational structures to represent sailors who are enthusiastic about a particular formula or design.

The problem is a "top-down-



Paul J. Mello

ward" rather than "bottom-upward" orientation. We seem, for the most part, to grasp at one rule or system after another in hopes that it alone will be the salvation. During the pilgrimage, however, many a sailor and his yacht are sacrificed in pursuit of what turns out to be a tarnished goal.

It's time to get back to the grass roots of the sport. Sailing is meant to be fun, and that means lots of people enjoying several dimensions of rivalry within the same fleet. A brand new outlook is needed, a spirit of cooperation and fun among the administrators of sailing events and handicap rules to work together in the interests of the people sailing the boats, 95 percent of whom do not want to become involved in rules, ratings and administration.

One solution is so simple, it's almost embarrassing to suggest it: **Have all boats in a fleet race together under one race committee around the same course.** If need be, divide the fleet at five-minute intervals to keep the number of boats on a given starting line under 25. What rule do they race under? Use all the rules that five or more owners want: MORC, PHRF, IOR, MHS, one-design, or cruising canvas. From elapsed finishing times it's easy enough for the Race Committee scorers to compute how each boat places under any one or several handicap rules.

Those who want to win IOR silver must have paid their dues to the IOR Racing Association (and have a valid certificate), the same for MORC, MHS, or one-design to their respective organizations. A single boat could win the MORC, IOR and PHRF prizes in the same race.

Bob Johnstone is president of J Boats, Inc. He is founder and chairman of the USYRU's Youth Sailing Championship, was an officer of the U.S. Olympic Yachting Committee, created the SAIL 75 public sailing program, and has campaigned with his brother Rod for one-design standard ratings without measurement from MORC, IOR or MHS.

A SAMPLE SCRATCH SHEET

Sail #	Type	Yacht	Owner	IOR	Time Allowances (secs/mile)			
					PHRF	MORC	MHS 8	MHS 16
711	CTM42	XXXX	YYY	0	0			
22755	J30	XX XX	YYYY	51	47	0	75	62
31875	PSN28	XXXX X	YY	58	70		81	78
1260	J24	XXXX XX	YYYY		90	21		

This same scratch sheet works for all races, even a shortened race. "O" indicates scratch boat in the indicated handicap group. A blank means the boat is not entered under that particular rule and wouldn't qualify for prizes.

The scratch sheet and sailing instructions can be standardized for the season to avoid confusion and paperwork. For instance, on Narragansett Bay, government marks would be designated with letters (always the same letters!) and the course signaled by a flag hoist or course board. The distance in miles would be indicated by a separate hoist or number. The starting area would, of course, be indicated on the season's schedule. The scratch sheet can be simplified to show seconds per mile received from the scratch boat under each rule, leaving a simple calculation on the part of the crew to determine how they're doing while racing.

Not knowing how many boats will show up on a given day, the race committee can divide a large fleet turnout into separate divisions prior to the start either by (a) posting a number, say "28" which means that yachts designated as 28's and higher in the "type" column above would start in the first division, and the remainder in the second division, or (b) some arbitrary system that places 31-footers and over in the first division.

Such combination handicapping gives almost everyone a chance to think he can win, no matter what the conditions. Let's say we own a SuperStar 28 that can beat other MORC boats, but not big-rig IOR custom boats, in light air. On the other hand, our SS 28 does well under IOR and MHS when it blows, even if we don't beat the J/24's under MORC. We realize that it will be sheer luck to win under PHRF in any winds, because the local handicapper deducted 13 seconds per

mile from our PHRF rating compared to any place else in the hemisphere, and convinced the committee that it would take a year's experience to evaluate his decision.

Sailing under any single rule could be discouraging on a given day, but with the combination program we can say: "We'll win MORC if it's light." Or, "If it blows, we'll top MHS." And we can brush off PHRF frustrations with a "who cares?"

There would be more prizes, more competition in the same race, more opportunities for everyone to say he sailed a great race at the bar and less focus on the shortcomings of any specific rule or boat or crew-member. Just plain good fun.

The responsibility for implementation lies with the regional YRA's and member yacht clubs. If they do not recognize the problem and take corrective action, then local sailors will gravitate more and more toward special events outside of their local YRA where there is more than just a handful of boats to race against and where there's a proper social gathering afterwards.

The key is keeping friends together and reinforcing their affection for their sailing craft, *not* forcing them to pledge undivided allegiance to one rule or another.

That's what this sport is all about. And this is the direction in which the many dedicated and talented people administering our programs must focus their creative efforts.

First, and most importantly, sailing is people. Let's keep them united and let the handicap rules fall where they may. □

"Surfing in a Wheat Field?"

by Frank E. Tapp
Kanza J-Racers (Fleet No. 53)

A few years ago, my wife and young son Kirk were returning to Kansas from Hudson, New Hampshire pulling a rather large 24' keelboat. When we would stop for food or fuel, we were asked where we were taking that large sailboat? We said "Kansas." They'd say "Kansas? There's no water in Kansas!" We would answer "Oh yes there is," and there is!

In the middle of the Wheat Belt of U.S.A., thirty five miles West of Wichita, Ks. is Lake Cheney. The dam was built in 1964, enclosing 9,552 acres, with a shoreline of about 67 miles.

Our Yacht Club is called the Ninnescah Yacht Club. The name Ninnescah taken from the river that was dammed, and that river named after an early Indian tribe.

Our Yacht Club is made up of many different classes of boats, ranging from small Windsurfers to large 36' footers, such as S-2's and Cheoy Lee's, representing 200 families, and the home of the KANZA J-RACERS J-24 Fleet. Our facility includes approximately 100 wet slips, docks, buildings, and fine sandy beaches.

Lake Cheney is a shallow lake naturally, because it used to be wheatland. It's average depth is approximately 15'. Since the surrounding terrain is virtually nothing except grass, small trees, and wheat-fields. We have the best sailing winds in the country.

Because of the constant good winds, N.Y.C. in recent years has hosted such regattas as Laser Nationals, Toronado Nationals, Fireball Nationals, Starfish Nationals, and Sol Cat Nationals. Sailing in the 1976 Hobie Cat Division VII Championship, Hobie Alter, designer and builder of the Hobie Cat, said "Sailing and racing on Lake Cheney was a real exciting experience." Hobie Alter won 1st place in that regatta.

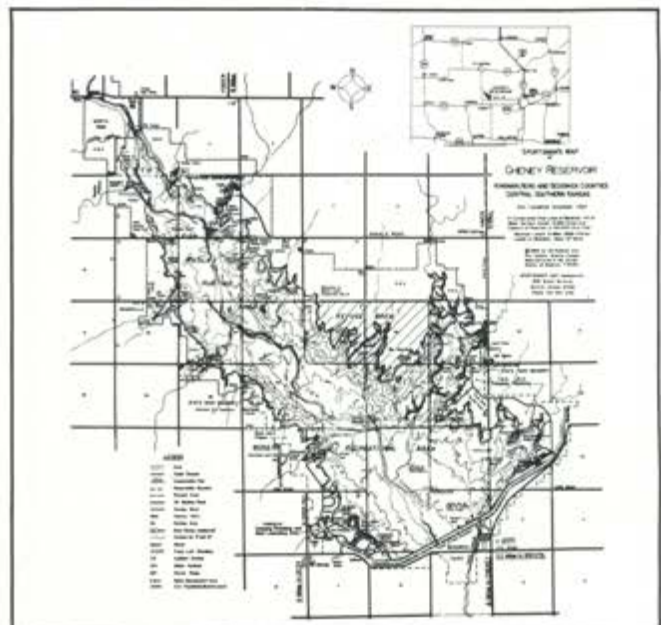
If you have ever sailed on a shallow lake with 35-40 knot winds, you would know that surfing a J-24 is possible.

Kansas is well known for our sailing champions, such as Ted Wells, International Snipe Champion; and this year our own N.Y.C. member Peter Pierce, winning the Sol Cat North American, qualifying him to compete in U.S.Y.R.U.'s Championship of Champions.

N.Y.C. has always had an outstanding racing program, and recently received an award from the Central States Sailing Association and Outstanding Regatta Management.

Our Kanza J-Racer Fleet is made up of some fine sailing champions, with many sailing awards. Our fleet is steadily growing, and at present we have a fleet of 6 J-24's. We were represented at the 1979 North American Championship at Corpus Christi, Texas by Alan Fenwick and crew with The Limerick, and Ed Webb and crew with The Wahoo II. We had a fine 1979 sailing season, and finished with an exciting Singlehanded J-24 Race with winds 35 knots and up.

Kanza J-Racers are looking forward to a super 1980 season; hoping to challenge all J-24's in the 1980 North American Championship to be held in San Francisco, California.



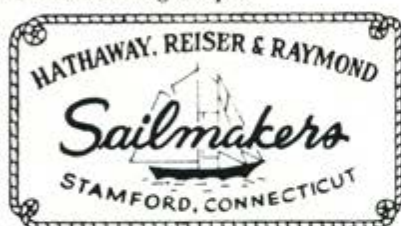
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By working closely with our J/24 customers, HR&R has developed a package of boom modifications that will upgrade and improve your sail handling. . . all are *proven* designs and class legal. The package includes:

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3. Smooth working, low-friction outhaul with 6:1 power.

HR&R is also experienced in repairs to J/24 high stress areas such as spreaders and gooseneck toggles. Call us at 203-324-9581.

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02738



ORGANIZING A J/24 FLEET

by Bill Tate and Ted Prush

In previous editions of the J/24 news, Paul Kaufmann (current President of the J/24 Class Association) and Lou Burns (the Association's past President) commented upon the need to develop a sound "grass roots" organization at the fleet and district level. In view of the success we have had in organizing Chesapeake Bay Fleet #8, which now numbers 55 boats Paul Kaufmann asked us to share our experience with you and perhaps suggest a few pointers on how to develop a sound organization.

Like any other endeavor, the key to successful organization is a group of dedicated people willing to commit a great deal of time and effort in pursuit of the group's objectives. We were fortunate in having such a group of people in Annapolis in the winter of 1977 - 1978 when Chesapeake Bay Yacht Racing Association President Bob Reeves, a J/24 and International 14 sailor, assembled a group of 22 existing and potential J/24 owners in his home. Since our organizational meeting preceded the development of a national J/24 organization, we were concerned with the issue of whether the J/24 should be raced as a one-design class on the Chesapeake Bay. Once a consensus in favor of this approach was reached, the group elected an Executive Committee which was given the responsibility of developing and implementing a one-design racing program on the Bay.

Our Executive Committee approached the task with a plan designed to obtain one-design races in existing regattas sponsored and managed by local yacht clubs and sanctioned by our regional governing body, the Chesapeake Bay Yacht Racing Association (CBYRA). In addition, the second part of our plan was to obtain provisional status as a one-design racing class. Without this classification, it would have been difficult to establish the J/24 as a viable racing class on the Chesapeake Bay. The responsibility for developing the racing effort was given to Paul Borssuck, our newly elected vice president, who contacted the various clubs and CBYRA. The response from these organizations, unfortunately, was not in favor of giving the J/24 class one-design status. Our reaction was to pursue an affiliation with MORC, which permitted us to race with the MORC "A" class in those regattas where we had not obtained one-design status, using the level MORC rating. The J/24 sailors soon dominated the local MORC "A" fleet. As we got further into the 1978 racing season and began to turn out 25-35 J/24's for each race, the sponsoring yacht clubs began to view us as more than a transitory phenomenon and, aided by the pleas of the local MORC fleet to remove the J/24's from their races, eventually approved the J/24 as a cruising one-design class. Our status was further enhanced when we sponsored the first J/24 Fall series in November of that year. This highly successful event drew 37 entries from all along the East Coast.

Having established the J/24 as a highly popular and very competitive class in the Chesapeake Bay, our 1979 racing season was very successful; with the J/24's receiving one-design status in 25 local regattas in addition to the second J/24 Fall Championship. Our 1980 racing schedule calls for 26 local regattas, in addition to which the J/24 Fall Championship has been redesignated the J/24 Eastern Championship, a national regatta which will take place September 15 - 17.

Up to this point we have discussed our efforts to implement a J/24 racing program on the Chesapeake Bay. While this aspect of organizing a local fleet is important, as anyone knows, the behind-the-scenes work, while less glamorous, is equally so.

We have already noted Bob Reeve's efforts in conducting the organizational meeting. However, Bob's efforts did not stop there. Together with Jim Laudeman, an attorney and J/24 sailor, and Ted Prush, he helped fashion a constitution to provide the legal basis for conducting fleet activities. Ted Prush, who was fleet treasurer and is now its President, prepared the budgets, collected dues, registered owners and conducted the various financial affairs of the Fleet. Bill Tate, past President of the Fleet, coordinated these various activities and was very effective in communicating our ideas and concerns to the National Organization.

While we are on the subject of communication, the one factor which has pulled our organization together and forms the basis of any good fleet operation, is that of communications. We were very fortunate in having a highly efficient class secretary, Sue Steele, who doubled as newsletter editor along with Ron Hall and Betsy Scott. Together these three put together a very credible newsletter which kept J/24 sailors informed of events in the Chesapeake Bay which are of interest to them. Building on their work, the 1980 edition of the Fleet #8 newsletter has been expanded to include items of interest to the three other fleets in District #6 as well as articles written by local sailors on cruising, pointers on racing a J/24, a national news column and feature stories on J/24 national events.

Another aspect of behind-the-scenes organization concerns the role of chief measurer. The chief measurer's duties are taken quite seriously in Fleet #8 and in most instances, he is the final arbitrator of rule infractions. In addition to insuring that all new boats and equipment comply with class rules and that all boats racing in local regattas have valid measurement certificates and are registered with the national organization, our measurer is empowered to spot check boats prior to and after races. Any boat not complying with class rules may be disqualified from the race at his discretion. In 1980, the role of the chief measurer has been expanded and he will have overall responsibility for all J/24's in District #6 and will be helped by assistant measurers at the fleet level. This change is expected to provide more timely dissemination of class rulings and greater uniformity in the application of the rules throughout the district.

Clearly, successful organization at the fleet and district level involves hard work and dedication by those interested in promoting J/24 racing. As an aid in achieving this objective, we offer the following pointers:

1. Identify the J/24 sailors in your local area. Your local J/24 dealers and sailmakers should be able to assist you in this regard. Having done this, contact them and suggest an organizational meeting to promote J/24 racing.
2. Elect representatives of your group to serve as an executive committee. The tasks of these individuals should include:
 - a. Contacting your local governing body to determine the eligibility requirements for establishing the J/24 as a racing class for your region.
 - b. Contacting local yacht clubs about sponsoring J/24 races.
 - c. Establishing a procedure for registering local J/24 sailors which include the assessment and collection of local and national dues.
 - d. Establishing a local newsletter to communicate information of interest to J/24 sailors in your area.
 - e. Establishing the office of chief measurer and empowering him with authority to enforce all class rules.
3. Make sure that decisions made by the fleet officers are formalized through annual meetings and recorded minutes. This provides information and guidelines for those who follow the "founding fathers" (and mothers!).

We would like to re-emphasize that the key to success of any fleet has to be the sailors comprising it. In this regard, we were fortunate in having a wealth of talent and dedication. It is no accident that Fleet #8 is perhaps one of the strongest in the nation and the caliber of the sailing talent in the Chesapeake Bay region reflects not only the abilities of the individual sailors, but the fact that we have developed and promoted a sound racing program at the local level. None of this would have been accomplished without a strong organization.

Just the beginning... 1980 Midwinters, Key West: Reynolds Sails wins 2 races

Two races were won decisively by the boat that used Reynolds Sails. One of these was the long distance race which was sailed in steady medium to heavy air conditions and won by *four minutes*... *An awesome show of boatspeed!!* We believe our sails are the fastest all-around sails available today. Contact us today to order your new sails.

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Wanted: Co-owner to set up a partnership to buy a new or used J/24 in the Marblehead/Beverly MA area. Call Ray Ahern (617) 861-8960 ext. 297.

Exchange: J/24 in Boston Harbor sometime in May for a J/24 on San Francisco Bay. Contact Bob Chatfield-Taylor 1101 Beacon Street, Brookline MA 02146. There's a psychiatric conference going on in San Francisco and this would be a superb antidote.

Exchange: My J/24 on Lake Champlain in Vermont during the summer or fall for use of yours in April or May in warmer climates (or even in the winter). Al Hobart, RR 1, Box 87B, Waitsfield VT 05673.

Coach: The U.S. Coast Guard Academy is looking for a successful sailor to serve as intercollegiate dinghy coach starting in the Spring of 1980. Salary and work schedule are negotiable . . . and we have a fleet of six J/24's. Contact Hugh McGraw, Pine Hall Sailing Facility, U.S. Coast Guard Academy, New London CT 06320, or call (203) 443-8463 Ext. 246.

For Sale: J/24 Hull #1446. White hull, sand deck, black mast, blue boot top. Sea Gull engine, raft, fathometer, knotmeter, racing hardware. PSI trailer, installed battery charger, all MORC equipment plus extras. Unexpectedly transferred, must sell. \$18,000. David B. Flanagan, 15 Jaeger Terrace, Boston, MA 02130; Work (617) 223-3642.



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At the 1980 Midwinters in Key West, North Sails were 1st and 2nd going into the last day of racing. Human error . . . one boat over early and one boat hitting the weather mark was too much to overcome . . . Even with this 5th and 10th isn't too bad . . .
1980 NORTH AMERICAN - San Francisco Bay our



North Sails have demonstrated superior speed in a wide range of conditions;

- 1980 - SCYA MIDWINTERS - 1st and 2nd
- 1979 - PCC 1ST (4 Straight Firsts) - Site of 1980 N.A.'s
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- 1979 - ROLEX CUP REGATTA - (Caribbean) 1st, 2nd, 3rd Overall

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UNITED STATES



CLASS ASSOCIATION

ALL CORRESPONDENCE TO:
The Secretary,
J/24 Class Association,
P.O. Box 429
Newport, R.I. 02840

Membership Application Form

I,
of

Telephone: (Home) (Business)

Hereby apply for (a) Full Membership
(b) Associate Membership
in the United States J/24 Class Association for the year 1980.

I am a member of the club and interested in:
☐ Racing
☐ Cruising

The name of my J/24 is
her sail number is and her hull number is

I enclose my remittance in the sum of \$ being Full Membership Fee (\$20.00)
Associate Membership Fee (\$10.00)

Signed

Date

UNITED STATES



CLASS ASSOCIATION

ALL CORRESPONDENCE TO:
The Secretary,
J/24 Class Association,
P.O. Box 429
Newport, R.I. 02840

Fleet Charter Application Form

I,
do hereby apply for registration of the fleet
constituting or additional to, the following active members.

Name	Address	Hull Numbers
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

The members of the fleet
agree to abide by the Class Rules, the By-laws of the United States J/24 Class Association and
the District of which the Fleet forms part.

Signed
Fleet Captain

Date

Address
.....
.....

Phones

DINGHY things

Knit Sport Shirt

This traditional, four button, short sleeve shirt has J/24 neatly monogrammed over the left pocket. It's made of 60% cotton and 40% polyester, so it's wrinkle resistant with wash and wear simplicity. **24.95**

Adult Men's sizes: S, M, L, XL
Colors: White or Navy



J-1

Running T-Shirt

This classic is made of 100% pre-shrunk white cotton with contrasting trim on neck and sleeves. J/24 is imprinted with the same contrasting color. **7.00**

Sizes: S, M, L, XL
Colors: White with red trim
White with navy trim



J-2

Graphic T-Shirt

We printed J/24 as big as we could on the back of this white crew neck T-shirt. This bold design will identify a J/24 sailor anywhere on the race course. **7.00**

Sizes: S, M, L, XL
Color: White with blue print



J-3

Please send check or money order and ORDER FORM TO:

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Quantity	Item Letter	Size	Color	Unit Price	Total Cost

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TOTAL AMOUNT

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Write card number, expiration date, M.C. interbank no. and signature

AS IMPORTANT AS BOAT SPEED

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RACING COMPASS

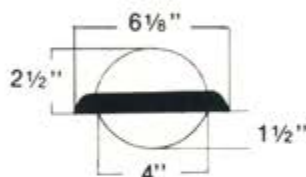
The SILVA WINDFINDER was on the winning boat in the 78 and 79 STAR WORLDS, the 1979 J 24 NATIONALS and in many other important events and classes.

The patented WINDFINDER tactical system has a card with two sets of numbers. A green set is used on starboard tacks and a red set is used on port tacks. The lubber lines are positioned so that helmsman and crew check the compass straight through the dome from their hiking positions, giving excellent visibility without distortions.

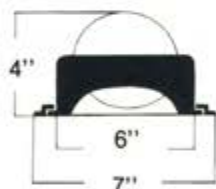
The number shown by the WINDFINDER system is the true wind direction. In unchanging conditions the same number is read on either tack. All you have to remember is the wind direction you assess at the outset of the race. One glance at the compass will tell you instantly what the wind is doing and how conditions may have changed since the start.

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J/24 Class Association USA

(January 1980)

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Vice President	William Tate
Chief Measurer	Rod Johnstone
Treasurer	Jack Woehrle
Executive Secretary	Yvonne Burns

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Bob Johnstone	Rod Johnstone
Paul Kaufmann	Yvonne Burns

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John Buckley

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205 Humphrey St.
Marblehead, MA 01945

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Tabor Academy
Marion, MA 02738

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3240 Windsor Dr.
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Jim Pollock
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Key West, FL 33040

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Pat Crowe, Jr.
P.O. Box 909
Chattanooga, TN 37401

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32606 S. River Rd
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3200 N. Lake Shore Dr #2306
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Bill Menninger
P.O. Box 208
Palos Verdes Est., CA 90274

District #22

Ted Beck
5627 Kawakui St.
Honolulu, HI 96821

District #23

David Ashton
P.O. Box 201
Paget West, BERMUDA

Paul Kaufman, President

334 Common Street
Belmont, MA 02178

William J. Tate, V. Pres.

606 Dreams Landing Way
Annapolis, MD 21401

Jack Woehrle

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24

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J ²⁴ CLASS ASSOCIATION

EVENT _____
LOCATION _____
DATE _____
ENTRY FEE ENCLOSED _____

STANDARD ENTRY FORM

Sail Number	Hull Number	Hull Color	Fleet Number	Yacht Name

Owner/Skipper _____
Address _____
Telephone (Home) _____ (Work) _____
Crew _____

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Crew _____

CERTIFICATION & RELEASE

I certify that the yacht entered conforms in every way to the J/24 Class Association Rules, that I am a current member of the J/24 Class Association - USA and that my 1980 dues of \$20 are paid.*

I agree to hold harmless the host organization, it's Officers, Directors, Employees, Committees and Organizing Bodies for any liabilities which might occur during the regatta. I agree to abide by the Sailing Instructions of this regatta, the USYRU Rules and the rules for the J/24 Class Association.

Signed

Date

* Dues are paid via the local fleets or directly to J/24 Association
P.O. Box 429, Newport, RI 02840

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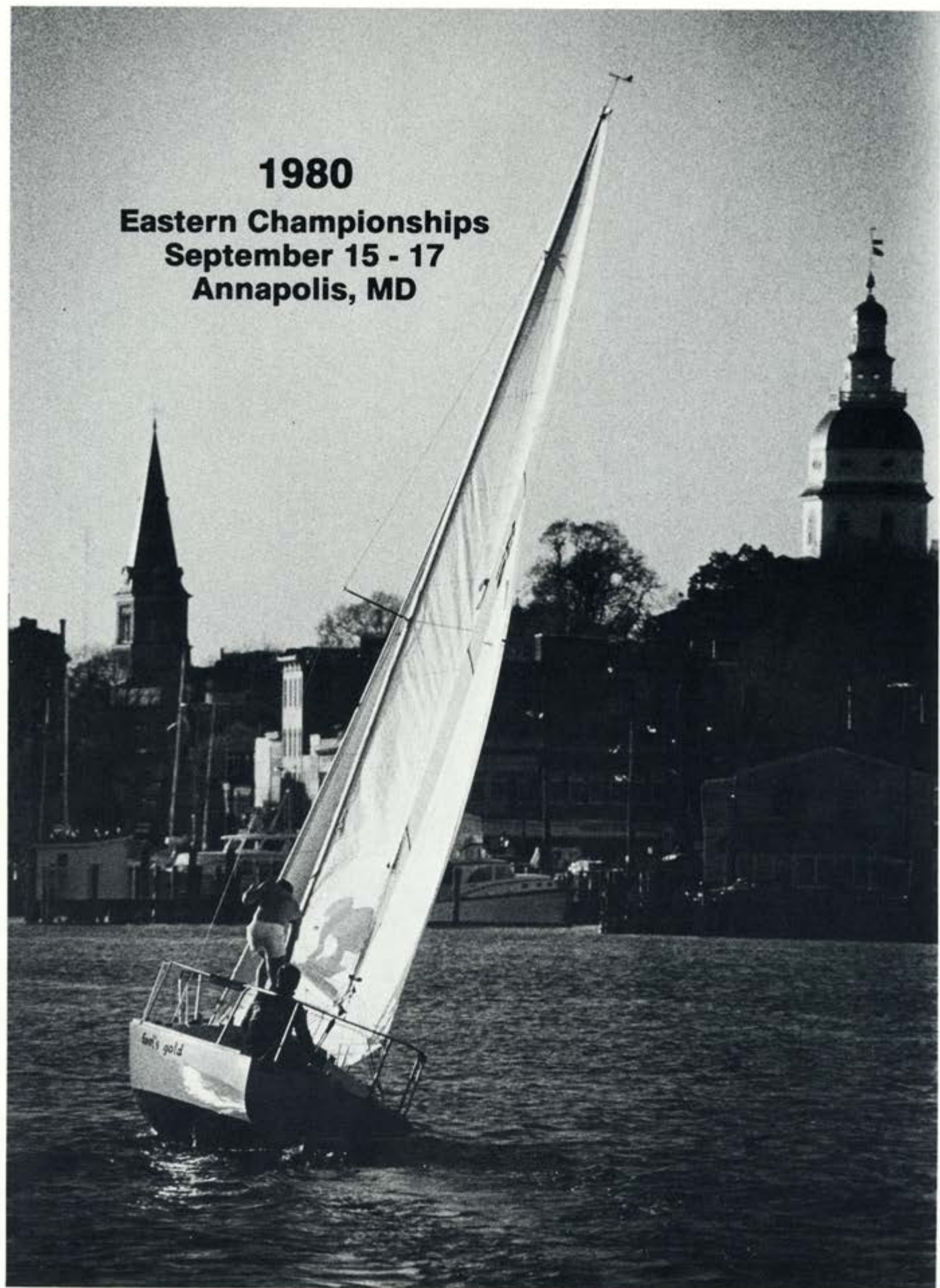
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1980
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