

Class Association Formed

Lou Burns, a J/24 owner from Newport, Rhode Island, was elected the first president of the J/24 Class Association in a meeting conducted April 12 of fleet captains and representatives of the builder, J Boats. Burns is the fleet captain of J/24 fleet number 18, Narragansett Bay. The first J/24 North American Championship will be held off Newport August 7-11.

Also elected during the meeting, which was conducted by telephone conference call, was the class treasurer, John Buckley, from Marion, Massachusetts. Rod Johnstone, designer of the J/24, was named chief measurer pro tem, pending the appointment of a measurer not commercially connected with the boat.

President Burns is a 35-year-old Trans World Airlines pilot who commutes to his New York base from Newport. A former Ensign, Tempest, and Etchells 22 sailor who has also done a considerable amount of dinghy and ocean racing, he brings long experience with sailing and class administration into his position.

"Our main job as a class association is to monitor the growth of the J/24 Class and to keep the boat a strict one-design," he said after his election. "There are now J/24s scattered all over the country in 28 different fleets. We want to keep track of these boats, and we want to help the fleets have some good racing." Burns, who was attracted to the J/24 "because everything I read about it was so positive" and who bought a boat when he found it was "so damned exciting to sail," is now putting together the organization that will manage the class. The districts will be divided into several regions, and a quarterly newsletter — this is the first issue — will keep owners informed of measurer's rulings, racing schedules, and other matters important to J/24 sailors. Measurement rules and association by-laws have been drawn up, and Burns is planning the first annual meeting of the class.

The first J/24 was built in April, 1977. By mid-April, 1978, a little over 500 of the boats had been constructed and shipped to owners by Tillotson-Pearson Inc., in Fall River, Mass., and by Westerly Marine Construction, Poole, England. Another 200 boats were on order at that time, and Tillotson-Pearson was building five and sometimes six boats a day to keep up with the orders, according to J Boats president Bob Johnstone.

The new association fixed annual dues for boat-owners at \$10, to be collected by local fleets. Only owners — called Active Members in the class by-laws — and their



families will be permitted to be the skippers or primary helmsmen of boats racing in the North Americans.

Other points covered during the meeting included a report that the Midget Ocean Racing Club will no longer require individual J/24s to be measured for MORC ratings. In the future, owners of J/24s observing class rules — for example, not being rigged with running backstays — will automatically be granted MORC ratings 0.2 feet higher than the rating of an MORC-optimized J/24. This procedure will save considerable time and money for the many J/24 owners who wish to sail in MORC events.

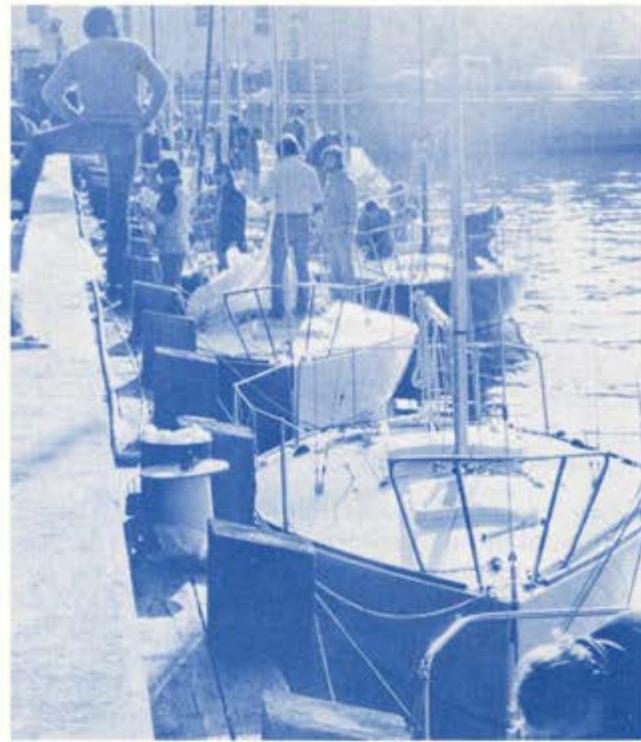
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J/24 Evaluated

The object of considerable spontaneous attention in American and British boating magazines during the last year, the J/24 is the subject of a rigorous evaluation in a recent issue of "Sailboat Survey." This new semi-monthly, subtitled "The Consumers' Journal of the Sailing World," runs the kind of thorough tests of boats and gear that would be more likely to appear in "Consumer Reports" than in a glossy boating publication sensitive to advertiser influence. The J/24 report was based upon information provided by the builder and by 50 owners.

The evaluation runs 12 pages in "Sailboat Survey" number 2, and the tone is well summarized by the headline blurb: "If Porsche built a sailboat it would be the J/24." Among other things, the magazine liked the boat's speed, attractiveness, hull stiffness, 5/6 rig, and simplicity. The editors also appreciated the builder's concern about the boat and the attention to details, such as a well-faired keel. Among criticisms made of the J/24 were the lack of adopted class rules restricting development, the flexibility of hatches, and the need for a bilge sump. "Sailboat Survey," which has also run evaluations of foul weather gear, a sailing school, and other cruising boats, has a subscription price of \$10, from "Sailboat Survey," 1428 Oneida St., Utica, N.Y. 13501.



Class Contacts

Interested in racing your J/24? The following class association officers and fleet captains will tell you all about it. As of this writing, there are 28 J/24 fleets. If you want to form an authorized fleet, get together with at least two other J/24 owners in your immediate area and apply to the class president for a fleet charter.

CLASS OFFICERS: *President*, Louis Burns, P.O. Box 429, Newport, RI 02840 (401) 846-0206; *Treasurer*, John Buckley, 336 Point Rd., Marion, Mass. 02738 (617) 748-1854; *Measurer*, Rodney Johnstone, 57 Elm St., Stonington, Ct. 06378 (203) 535-2680.

NORTHEAST: *Raritan Bay (Fleet 2)*, contact Mike Hession, 272 Clinton Rd., North Brunswick, N.J. 08902 (201) 297-6165; *New Haven (Fleet 4)*, Sandy Lieber, 17 Hillhouse Ave., New Haven, Ct. 06520 (203) 436-0480; *Niagara Frontier (Fleet 11)*, Ed Stevens Jr., 60 Huntington Ct., Williamsville, N.Y. 14221; *Buzzards Bay (Fleet 16)*, John Buckley, 336 Point Rd., Marion Mass. 02738 (617) 748-1854; *Narragansett Bay (Fleet 18)*, Louis Burns, Winter Cottage, Brenton Rd., Newport R.I. 02840 (401) 846-0206; *Connecticut River Fleet*, Ray Siatkowski, 18 New City St., Essex, Ct. 06426; *Lake Champlain (Fleet 23)*, Barbara Francis, 76 Heineberg Dr., Mallet's Bay, Vt. 05404 (802) 658-6666; *Lake George (Fleet 24)*, David Cohen, 10 Besch Ave., Albany, N.Y. 12209; *Western Long Island Sound (Fleet 22)*, Charles Gennarelli, 7 Philips Lane, Rye, N.Y. (914) 963-5547; *Massachusetts Bay (Fleet 28)*, E. Parker Stokes, 8 Alderney Way, Lynnfield, Mass. 01940.

SOUTHEAST: *Charleston (Fleet 7)*, Douglas Boyce Jr., 124 Wentworth, #3, Charleston, S.C. 29401; *Chesapeake Bay (Fleet 8)*, William Tate, 1941 Lansdowne Rd., Baltimore, Md. 21227 (301) 247-8700; *Key Biscayne (Fleet 10)*, John Southam, 101 Sunrise Dr., Key Biscayne,

Fla. 33149 (305) 350-7408; *Key West (Fleet 13)*, Jack Woehrle, 2318 N. Roosevelt Blvd. Key West, Fla. 33040 (305) 294-1365; *West Palm Beach (Fleet 14)*, Hal Jones, 711 N. Flagler, West Palm Beach, Fla. 33401 (305) 832-8481; *Susquehanna (Fleet 15)*, John Knowles, 510 Oakburn Dr., West Chester, Pa. 19130; *Atlanta (Fleet 20)*, Harold Gilreath, 2315 Church Rd., Smyrna, Ga. 30080 (404) 792-1030.

MIDWEST: *Minnetonka (Fleet 1)*, Chuck Sautter, 111 Valley View Place, Minneapolis, Minn. 55419 (612) 824-3576; *Lake St. Clair (Fleet 6)*, Tom Edwards, 32575 S. River Rd., Mt. Clemens, Mich. 48045; *Chicago (Fleet 12)*, John Hughes, 2550 S. Ashland Ave., Chicago, Ill. 60608 (312) 787-0588; *Presque Isle (Fleet 19)*, Mark Dediomisio, 546 Nagle Rd., Erie, Pa. 16511 (814) 899-0544.

TEXAS AND ROCKIES: *Corpus Christi (Fleet 3)*, Jim Bordon, Box 1066, Corpus Christi, Tex. 78403; *Galveston Bay (Fleet 5)*, Don Genitempo, 1901 Preston Ave., Houston, Tex. 77002; *Canyon Lake (Fleet 9)*, Bob Cole, 1438-B Austin Highway, San Antonio, Tex. 78209; *Austin (Fleet 21)*, Rod Malone, 2011 Anchor Lane, Austin, Tex. 78723 (512) 478-4038; *Flathead Lake, Montana (Fleet 25)*, Wally Berard, 3008 South Ave. West, Missoula, Mont. 59801.

WEST COAST: *Golden Gate (Fleet 17)*, Bob Tellesen, 200 Long View Terrace, Orinda, Cal. 94563 (415) 254-3427; *Seattle (Fleet 26)*, Dave Martin, 1966 Westlake Ave. N., Seattle, Wash. 98109 (206) 285-1100; *Portland (Fleet 27)*, Rick Gaines, 223 N. Bridgeton Rd., Portland, Ore. 97217.

ABROAD: *Bermuda*, Jay Hooper, Trott Rd., Hamilton 5-21, Bermuda (809) 295-3183; *Great Britain*, Tim Levett, Westerly Marine Construction, Aysgarth Rd., Waterlooville, Portsmouth, PO7 7UF, England; *Sweden*, Bengt Julin, Stureplan 2 IV, 11435 Stockholm, Sweden.

First North Americans: August 7-11, Newport

A large fleet, great sailing conditions, excellent race committee work, and some fine off-the-water entertainment will highlight the first J/24 North American Championship, to be held August 7-11 at Newport, Rhode Island. Class association president Lou Burns expects at least 75 boats on the line for the five races held on Rhode Island Sound and in Narragansett Bay. Newport, famous for hosting the America's Cup and many one-design and level-rating events, was recently selected as the site for the 1980 United States Olympic yachting trials, and many of the people behind those events will be involved with the planning and management of the J/24 series.

The races and courses will be unique for one-design racing. Three of the five races will be sailed on Rhode Island Sound over 14-mile trapezoidal courses — a four-mile beat, followed by a two-mile reach, a two-mile run, another two-mile reach, and a final four-mile beat. This course is intended to spread the huge fleet out by the first mark, which would otherwise be the scene of a major traffic jam, while providing a good test of running and reaching skills.

The other two races will be approximately 20 miles long — one on the sound and one around the islands in the bay. Competitors will discard their worst finish in the low point score series.

Sailing conditions at Newport in early August are usually superb, with excellent chances for a sea breeze that builds slowly to 18 to 25 knots by late afternoon. Current in Rhode Island Sound is negligible, while the mix of wind, sea, and tidal conditions in Narragansett Bay should make the "inside" distance race a fascinating challenge.

Headquarters for the North Americans will be Newport Offshore Ltd. (the old Newport Shipyard, on Thames St.), which will charge competitors \$30 for launching and \$100 for dockage during the series. The entry fee is \$50 and entry forms, which are due by July 15, are available from Herb Finley, 198 Thames St., Newport, R.I. 02840.

Since the series will be at the height of the summer tourist season, Herb advises competitors who plan to stay in hotels to make reservations just as soon as possible. Here are some hotels and motels in the Newport area (all area code 401): Castle Hill Inn (849-3800), Treadway Inn (847-9000), Shamrock Cliff Hotel (847-7777), Newport Motor Inn (846-7600), Sheraton Islander Inn (849-2600), Viking Hotel (847-3300), Sea View Motel (847-0110), Howard Johnson Motor Lodge (849-2000).

J/24 News . . .

J/24 News . . . is published by the J/24 Class Association for skippers, crews, and observers of racing and cruising J/24s. President, J/24 Association: Louis Burns, P.O. Box 429, Newport, Rhode Island 02840 (401) 846-0206. Editor: John Rousmaniere, 100 Hope St., Stamford, Ct. 06906. J/24 is sold by J Boats Inc., 145 Rimmon Rd., Woodbridge, Ct. 06525, through sailboat dealers.





Measurer's Rulings

Chief Measurer Rod Johnstone has ruled on seven inquiries concerning gear and sailing technique from J/24 owners. These rulings, numbered consecutively, will permit the measurer to deal with problems not directly addressed by the class rules.

1. Question: May I rig halyard locks?

Ruling: No. Halyard locks are difficult to release by inexperienced crew members, and their use may require new halyards.

2. Q: May I rig a boltrope feeder for the mainsail luff?

A: Yes. The builder is now working on an improved feeder as a standard item.

3. Q: May the crew "pump" the spinnaker halyard to promote surfing, as Soling crews are now doing?

A: No. They may not pump afterguy either.

4. Q: May tack hooks or horns be installed for reefing at the gooseneck?

A: Yes, provided they are bolted to the standard gooseneck fittings. We want to avoid the cost of custom, welded goosenecks.

5. Q: May I install a wire pendant between the boom and the upper mainsheet blocks?

A: No. A wire pendant is expensive and may cut the hands of a crew member or tear a sail.

6. Q: Is a jib Cunningham allowed? If so, may it be led to a "magic box"?

A: Yes to both questions.

7. Q: May running rigging, such as the halyards and foreguy, be led below deck?

A: No.

Ratings

The Midget Ocean Racing Club has granted a class rating of 21.9 to J/24s that observe class rules, under the new MORC Rule. This rating is .2 feet higher than that of the lowest rating J/24s, whose weight is about 200 pounds more than that of boats meeting class rules. Under the rule, each 100 pounds of weight is equivalent to .1 foot of rating. The new MORC Rule rates the J/24 two feet higher than did the old rule, but boats such as the tall-rig Soverel 30 and Harmony 22 are hit even harder. A class MORC rating is available for \$12.50 to J/24 owners who join an MORC station and who certify that their boats meet class rules, with the exception of sail inventory limitations other than those imposed by local fleets. The headquarters of MORC are located at 19120 Detroit Rd., Cleveland, Oh. 44116.

Owners interested in racing under the PHRF system should know that a handicap of 168 has been assigned to J/24s. Anybody having a problem in his area with PHRF should have his local handicapper call John Hale, a Long Island Sound handicapper who has made a detailed study of J/24s. Hale's phone number is (203) 874-7423.

The IOR Provisional Rule, which can be adopted by yacht racing associations, gives the J/24 a rating of around 21.0 feet with a 150% genoa. This is about .6 foot higher than the old IOR rating. Aimed directly at light-displacement boats, the Provisional Rule brings the Santa Cruz 27 up from 24.5 to 26.2 feet and the Farr-designed 727 up from 18 to 19.1 feet, so the J/24 has done relatively well.



Racing Tips from Ploch and Ullman

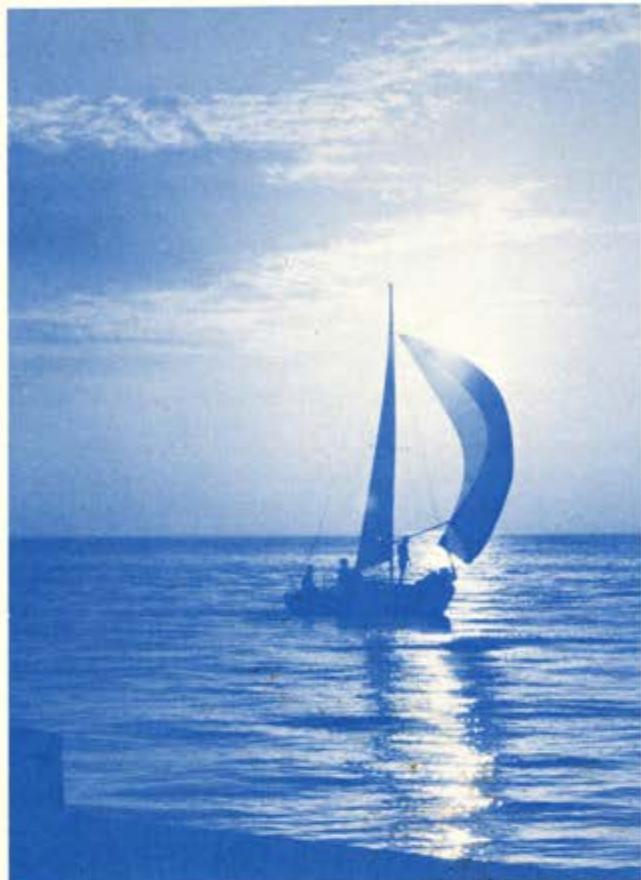
Although winning sailboat races usually involves a lot more than pure boat speed, most top sailors seem to agree that if you've got "the jets," tactics and boat-handling somehow become less complicated. In future issues of the newsletter, we'll talk about crewing, starting, and getting around the course in the J/24 (send us your ideas!). Here, we'll cover tuning and steering — the most important components in boat speed. Our sources are: Mark Ploch, winner of the 1978 J/24 Midwinters and manager of the Clearwater, Florida, Ulmer Sailmakers loft; and Dave Ullman, an experienced J/24 skipper who has dominated several dinghy classes and who runs his own sail loft in Newport Beach, California.

Mark Ploch stressed the importance of pre-race mast tuning. The shrouds should be so tight, he said, that the spar takes a two- to three-inch compression bend, with the backstay slack. Upwind, he sails with a lot of mast bend all the time, partly to induce a little weather helm, partly to keep the headstay tight, and partly to flatten the mainsail. With her small underbody, the J/24 does not require an especially full mainsail upwind, Ploch feels. He induces bend by blocking the mast all the way forward in the partners, which has an added benefit of increasing the headsail's overlap and perhaps improving the slot. He then takes down very hard on the vang and the permanent backstay, which he or a crew member plays in puffs and around waves in order to make the sail fuller or flatter. Ploch did not use a traveler at the Key West Midwinters. Neither did he Barberhaul the genoa on even the freshest beats. When he started to feel overpowered in puffs, he first moved the genoa leads aft a hole or two to open up the upper leech. If the boat were still overpowered, he would change down to the working jib. The boat had to be sailed as flat as possible in moderate to heavy air. Mark

steered aggressively — "You poke it around like a 470," he says — in waves. The J/24's rudder will not stall out when jerked around violently. Downwind, Ploch and his crew moved their weight forward in order to lift the boat's long, flat after underbody out of the water to cut down on wetted surface, and they found that rocking, sheet pumping, and "ooching" (within legal limits, we hope) helped speed. He carried three other crew members at Key West, one of whom was light and agile enough to trim sails and set up spinnaker gear without hurting upwind speed while Ploch and the other two crew members rode the weather rail.

Dave Ullman agreed with Ploch that rig tension is an important factor in making a J/24 go fast upwind. He never used the Barberhaulers upwind, but, unlike Ploch, he used a traveler, pulling the car to windward of the centerline and letting the mainsail twist off with the sheet and the vang. He played the backstay upwind and usually had one of his crew members play the mainsheet in fresh air. He kept a light touch on the tiller, steering hard only to avoid large waves, and he found at Key West that the boat could be pointed quite high in smooth water. "Dinghy techniques work on the boat straight across," he says — to the point of setting the spinnaker out of the cockpit and dousing it to windward. In light air, he moved the crew forward both upwind and on runs to reduce wetted surface.

We asked Ploch and Ullman what equipment they would add to the stock boat. Their combined list included a Windex masthead fly, a boat speedometer (for sailing at night and in distance races, when not near other boats), a wire second jib halyard, backstay controls led to both sides of the cockpit, and a compass.



Upcoming Championships

May 26-29: J/24 Southwest Championship, Dallas, Texas. Contact Susan Price, Inland Sailboats, Dallas, Tex. 75205 (214) 522-0223.

June 17-18: J/24 Great Plains Championship, Ketchum, Oklahoma. Contact Bill Burden, Box 1751, Joplin, Mo. 65801 (417) 781-6552.

August 7-11: J/24 North American Championship, Newport, Rhode Island. Contact Herb Finley, 198 Thames St., Newport, R.I. 02840 (401) 849-5510.

August 19-20: J/24 Southeast Championship, Washington, North Carolina. Contact Stan Hathaway, Rt. 2, Box 308, Washington, N.C. 27889 (919) 975-2576.

August 27-September 1: MORC International Championship (not one-design), Charleston, South Carolina. Contact Ross Griffith, Charleston Yacht Sales, Municipal Pier, Charleston, S.C. 29402 (803) 577-5050.

September (tentative): J/24 Canadian Championship, Toronto.

September 22-24: J/24 Great Lakes Championship, Chicago, Illinois. Contact John Hughes, 2550 S. Ashland Ave., Chicago, Ill. 60608 (312) 787-0588.

October 6-9 (tentative): J/24 Fall Championship, Annapolis, Maryland.

December 28-30: Sugar Bowl Regatta, New Orleans, Louisiana. Contact O.J. Young, 424 South Roadway, New Orleans, La. 70124 (504) 224-2141.

January 14-16, 1979: J/24 Midwinter Championship, Key West, Florida. Contact Jack Woerle, 2318 N. Roosevelt Blvd., Key West, Fla. 33040 (305) 294-1365.



Last winter, Bob Johnstone of J Boats commissioned Eric Schweikardt, a photographer well known for his calendars and his work for "Sports Illustrated," to shoot the J/24 Midwinters at Key West. Eric's fine eye and the sensational sailing conditions produced many, many rolls of beautiful color. Bob took some of the best shots around to the sailing magazines, and "Yacht Racing" and



"Yachting" ran the photos on covers and in special spreads in spring issues. While Eric was firing away with his motor drives, Bob worked with black and white film to produce the photos you see in this newsletter and in advertisements and press releases. Somehow, both photographers were able to make the J/24 look as though she were going 30 knots, even when sailing off into a Gulf of Mexico sunset.