

J 24

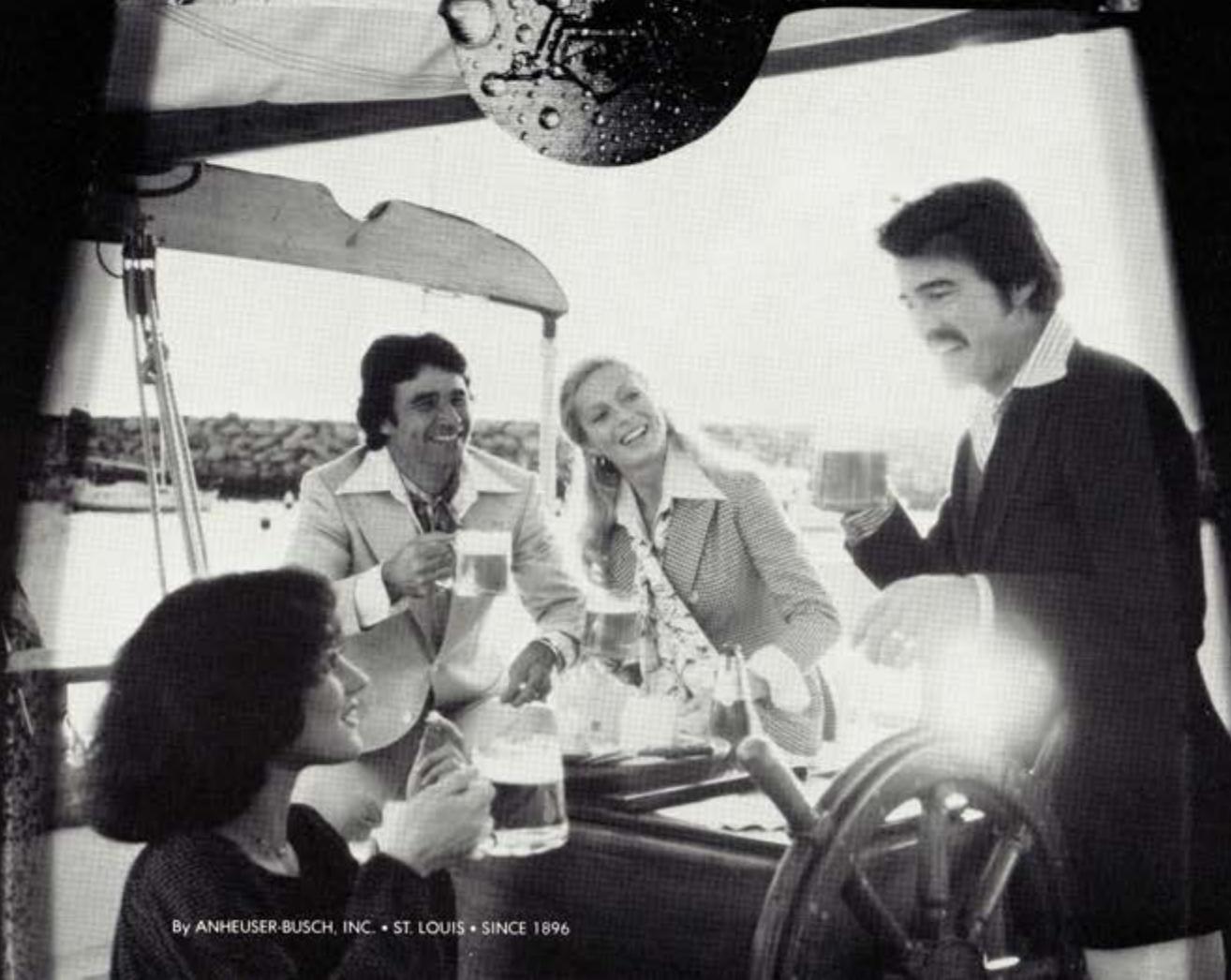
DECEMBER 1979
Vol. 4



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J 24 Magazine??!!

Why not? While compiling all the articles for the 4th edition of J/24 NEWS it became readily apparent that more than thirty pages were needed.

The layout work was the same, just add a cover and higher quality paper stock to get good photo reproduction. Presto, a magazine is born!

Somehow, going from newsletter to magazine seems like a monumental step. But, it is an easy, natural evolution with some advantages.

A magazine provides a higher quality environment for prospective advertisers . . . thus helping to offset the additional cost.

And, the more permanent nature of this publication will undoubtedly stimulate creative writing and good articles from many J/24 sailors around the world.

So, let's hear from you. If you have a good J/24 story, you won't find a more attentive audience.

Send good black & white pictures of people too. 5x7 or 8x10 prints with descriptive captions and any photo credits.

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

From The President U.S.A.

This year plans to be both exciting and challenging for the J/24 Class Association. An exciting new group of Class Officers was recently elected and we are inheriting a strong, enthusiastic Class. I'd like to personally thank Lou Burns and the retiring Officers for their help in developing the Association to it's present level. We have never been in better shape.

The direction of the Association will continue to concentrate on the development and support of strong, local fleets. We are supporting this development over the next year by addressing the following issues:

A) DISTRICTS: Our number one priority is to redefine the existing District structure into smaller units. This will be done with the help and direction of local fleets and District Governors. The intent is to create Districts that have a reasonable degree of mutual interest and interaction among fleets.

B) CLASS BY-LAWS: The class By-Laws will be amended in several areas such as providing all J/24 owners with a better voting structure and the incorporation of a proxy voting system. Our efforts will continue toward having the J/24 recognized as an international class. In addition, several measurement issues will be addressed such as motor placement, use of sail stiffeners, certification and boat weight.

C) J/24 EVENTS: A complete series of J/24 sanctioned and non-sanctioned events will be further defined as well as the qualifying criteria for these events. This will not change the events already scheduled (Mid-winters, North Americans and Worlds).

D) COMMUNICATION: Communication with our members will be improved and strengthened.

E) J/24 CLASS ASSOCIATION: Membership dues of \$20.00 for the 1980 season should be paid by March or earlier to compete in J/24 events.

F) MEASUREMENT CERTIFICATES: J/24 Class Rules and Specifications, III 1.0 states "No yacht shall be allowed to race in the Class unless it has an Official Measurement Certificate on file with the J/24 Class Association." Please comply with this by filling out your certificate and sending it in to the Association. It will then be recorded in the Class Register and returned to you.

G) FLEET STATUS: Many fleets have not sent in dues or lists of members to the Association despite several requests to do so. Members should check with their fleet captains to see if they have complied, as fleets which have not been heard from will be considered inactive.

Please help us solve these matters by providing us with your comments on the enclosed questionnaire. Thank you for your help.

Here's looking forward to an even better year with the J/24.

Best regards,



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

Regatta Schedule

1980 Mid-Winters

January 14 - 18
Key West Sailing Club
Key West Fla.
Jack Woehrle
2318 N. Roosevelt Blvd.
Box 667
Key West, FL 33040

The first race starts Monday afternoon. The Tuesday - Friday schedule will be on the order of the Worlds, number of races per day will depend on weather and wind conditions.

Boats will be launched from the Ocean Side Marina on Stock Island, same place as last year.

So. Calif. Mid-Winters

February 23 - 24
California Yacht Club
Tom Coles 4300 Via Dolce #317
Marina Del Rey, CA 90291

La Fete Da La Mere

April 17 - 20
Gulf Coast Sailing Club Naples, FL
Peter Van Arsdale
1670 Galleon Dr.
Naples, FL 33940
W: 813-774-6231
H: 813-262-0092

North Americans

August 9 - 16
St. Francis Yacht Club
San Francisco, CA
Don Trask
33 Duffy Place
San Rafael, CA 94901
415-454-7600

Minutes of Annual Meeting Held August 8, 1979

The second annual meeting of the J/24 Class Association was held in Newport, R.I., August 8, 1979 at eight P.M. at the Treadway Inn on the Harbor.

President Louis A. Burns opened the meeting with a roll call of fleets.

The minutes of the last annual meeting held August 7, 1978 were accepted as mailed. Yvonne Burns then gave the treasurers report. Period income of \$8,535.53, period expenses of \$3,977.64 leaving a balance of \$4557.89. The Treasurer's report was accepted as given. There was no old business.

The first item of business was the election of U.S. J/24 Class Association Officers.

President Burns outlined the development of Class administration on the international level. Bob Johnstone described how Australian, United Kingdom, and Swedish National J/24 Class Associations had been formed and become affiliated with National Sailing Authorities as was the pattern with other International Classes. It was further described that the original concept for a J/24 International outside the realm of traditional classes seemed impractical considering the realities of how classes were organized in other countries, and that the ultimate organization would most likely be a Board of Governors consisting of the national J/24 Class Associations, who would in turn elect an international President.

Considering the above and the lack of representation or proxy from foreign owners, the election was conducted for officers of the U.S. J/24 Class Association with the following results:

Paul Kauffman, President - Marion, MA Fleet # 16
Bill Tate, Vice President - Annapolis, MD Fleet #8
Jack Woehrle, Treasurer - Key West, FL Fleet # 13

The method of future elections was discussed with the unanimous belief being that a more democratic, broadly based system be adopted rather than the nominating committee, endorsement-by-proxy system practiced. The new officers were given the mandate to develop an election system and make the necessary recommendations to change the By-Laws to insure that all U.S. J/24 owners had the opportunity to know the background of the officers, where they came from, and to vote by mail.

Bob and Rod Johnstone volunteered to act as protom President and Chief Measurer respectively of the J/24 "In-

ternational" Class while the worldwide organization was being put together, coordinating the efforts of the National Class Associations and the IYRU.

Fleet #8 moved that boat weight be revalidated on a local basis to insure equality between wet and dry sailed boats, without the need for such weights to be approved by the Chief Measurer before becoming effective for competition.

After much discussion it was approved that local fleets could reweigh boats for competition on a local level, but that these weights were subject to revision at major championships.

A second alternative was offered which seemed to gain more acceptance: DRAFT MARKS. This data was to be provided by Rod Johnstone (as tried at North American and World Championships) as an addendum to these minutes and is included below:

Sailing Weight

Comparable sailing weight among boats shall be achieved through the use of draft marks located on the stem and on the rudder of each boat. Draft marks shall be $1\frac{1}{2}$ " wide and at least 4" long extending aft from the leading edge of the stem and rudder on both sides. Draft marks are to be painted on by the owner or molded in by the builder in sharply contrasting color.

The top of the stem mark shall be $4\frac{1}{2}$ " down the face of the stem from an extension of the line formed by the top of the hull flange at the stem, not including the deck.

The top of the rudder mark shall be $26\frac{3}{8}$ " down the leading edge of the rudder from an extension of the line of the top of the hull flange at the center of the transom.

When in sailing trim (without crew) with all supplies, sails, stores, tankage, and sailing gear, the top of both lines should be below the water line.

The advantage of the "draft mark" system is that no scales are necessary, and there is an incentive for everyone to play the weight game fairly, even for seemingly unimportant local races.

Since the Europeans greatly favor "draft mark" rather than boat weight systems and since this was the most likely method under the forthcoming rule, it was agreed that local fleets could adopt this method of control on a provisional basis.

Mr. C. Raymond Westcott, of fleet #22, made the motion to canvas the Class members on the issue of wet vs dry sailing of boats. The motion was seconded and carried.

This is covered in the questionnaire attached.

The meeting was adjourned.

Chief Measurer's Notes

Weight Analysis

How much weight in water does a J/24 pick up after it has been afloat for one or more years? This question prompted the weighing of all boats at the recent J/24 World Championship in Newport, in order to insure that all competitors would receive credit for any weight that their boats might have picked up.

The procedure required that all moveable equipment including cushions and batteries be removed and that all bilges, tanks, decks and rigging be dry. Only one set of spinnaker sheets and one set of jib sheets were permitted on board for weighing, and no sails. Fixed installations such as compasses, outboard bracket, deck fittings were itemized on a new Log of Revalidated Base Weight and on the owner's measurement certificate under Part "A". Revalidated weight was then recorded under Part "B" on the certificate and on the measurer's Log of Revalidated Base Weight. Owners then could make up the difference between their new base weight and 3101 lbs by itemizing additional equipment weight under Part "C" of the certificate.

Weighing was accomplished by hoisting the boat on a single load cell scale that was calibrated to read to the nearest tenth of a pound. The average reading at the time of no wind and/or movement was taken as the base weight of the nearest five pounds. A seven or eight knot puff could affect the scale by as much as thirty pounds.

Analysis is broken down into four groups of boats by age showing the average increase and the average revalidated base weight for each group.

Built	Sample Number	Average Weight at Worlds	Average Difference From Factory Weight
Before 6/78	15	2800	+ 61
6/78 - 7/78	22	2802	+ 46
8/78 - 1/79	14	2789	+ 28
2/79 - 7/79	20	2756	+ 17

The largest swings were 109 pounds over the factory weight and 60 pounds under the factory weight, which are no where near the rumored 300 pounds of one boat in the event.

Close analysis also indicates that an owner will put 25-35 pounds of fixed gear on the boat such as: large shackle for a lifting ring, halyard winches, instruments, mirror, an extra shelf, winch handle holder, pad eyes, running rigging systems, stove brackets, etc. that are not detailed on the measurement certificate.

Weight pick up of up to 25 pounds can also be experienced in wood parts such as bunk covers and toe rails and under the cabin sole in the vermiculite filler where water can become trapped.

And, last but not least, scale error can exist between the factory scale and load cell used at the Worlds.

Conclusion

Weighing of boats is not precise science and involves a very detailed administrative process to insure equality.

Yes, there does seem to be some slight increase in weight as boats become older which may be the result of moisture pick-up or more fixed equipment or the inadequacy of our sample or a progressively larger error in the factory scale.

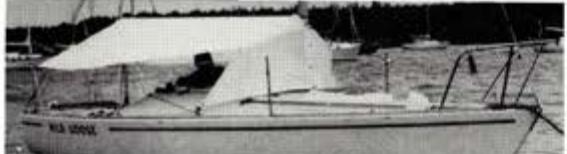
What we do know for sure is that the specific gravity of water will not change at a given championship site. We also know that all the J/24 hulls will displace the same amount of water if they weigh the same.

Consequently, a draft mark program has been suggested for use by local fleets and by the Class as the weight control system to insure that all boats sail on an equal basis.

See the Minutes of the Annual Meeting.

J-24 ACCESSORIES

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ORGANIZED
IN COCKPIT
\$35.00

**HALYARD
POUCH**



**WILD
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367 FRONT ST.
MARION, MASS.
02738



The Ubiquitous J/24

Here's the Status as of November 1, 1979

Country	Total Boats
United States	1466
United Kingdom/N. Ireland	101
Sweden	72
Australia	60
Canada	35
France	30
Switzerland	22
Italy	17
Mexico	14
S. Ireland	7
Denmark	6
Brazil	6
Virgin Islands	6
Greece	5
Bermuda	5
West Germany	4
Holland	4
Norway	2
Belgium	2
Puerto Rico	2
Venezuela	2
Hong Kong	1
Finland	1
Singapore	1
Curacao	1
Tanzania	1

U.S. COAST GUARD ACADEMY

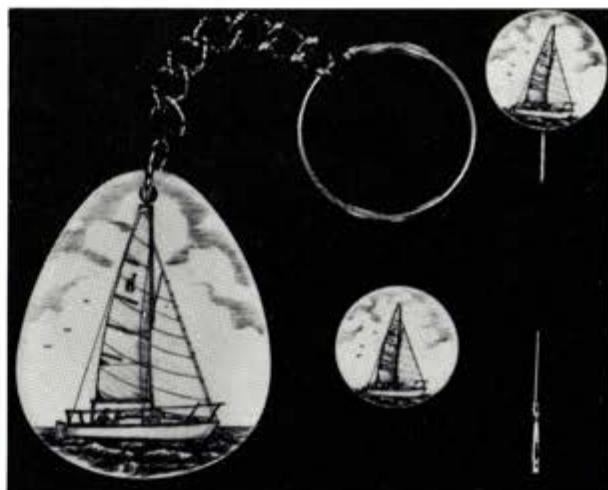
As the Head Sailing Coach at the U.S. Coast Guard Academy, I would like to make young sailors, who may be planning to further their education, aware of the exciting sailing facilities available to them at the Academy.

Junior Sailors - If you are considering a college education and think a service academy might be for you, here are a few reasons you should consider the United States Coast Guard Academy:

6 J/24's 21 Lasers
7 30' Shields Sloops 40 Flying Juniors
4 44' Luder Yawls 2 IOR Yachts

Admission is strictly competitive - no congressional appointments. Deadline for initial application is 15 December. For further information write or call:

Lt. Hugh A. McGraw, Head Sailing Coach
Pine Hall Sailing Facility
U.S. Coast Guard Academy
New London, CT 06320
Tel: 203-443-8463 Ext 246/247



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Four J-24 championships to date.

One sailmaker stood out in every major open J-24 competition. The two Midwinters at Key West, The North American at Newport and most recently the North American at Corpus Christi, where not only were Ulmer sails on the first boat, but on eight of the first ten boats overall.

**Ulmer's score:
three firsts, one second.**



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 21401/(301) 757-7575
 1606 First St., Seabrook, Texas 77586/(713) 474-4168
 2530 N. Elston Avenue, Chicago, Ill. 60647/(312) 227-1000
 1211 N. Betty Lane, Clearwater, Fla. 33515/(813) 443-2789
 Bend Boat Basin, Route 114, Portsmouth, R.I. 02871/(401) 683-9311



Charlie Scott going all out in the last race of the Worlds Championship.

Top of the World at Newport

by Bob Johnstone



Somehow sailboats have a way of living up to their names, so it was not without some degree of forethought and hope that our Top of the World (#653) might also mean top of the J/24 world. It happened for a day, but at the end of the week it was SMILES sailed impeccably by Charlie Scott and his well seasoned crew from Annapolis MD who walked off with all the marbles at the first World Championship. There are some lessons for all of us in this event. So, here's the view from TOP OF THE WORLD to supplement articles by Ed Adams in SAIL magazine (October) and Jim Scott in SAILMAKER (Hood Newsletter).

The first race was started in a light northerly. Although Andy MacGowan (of the host Newport Offshore operation and ENTERPRISE fame) told me that it's likely to go East if East of North at the start . . . which it was: There were some small shifts to the West and a visible breeze line along the Pt. Judith shore which caused us to start at the port end of the line to be the first in to a new breeze. Our start was mediocre with bad air coming from boats ahead and to windward so we tacked on to port to clear, made it through a hole and were on top of half the fleet on the right side and moving over them. So, to play it commercial we thought we should go back to the center and get on top of the rest of the fleet on the left side. On starboard tack we crossed under Charlie Scott and Scott Allen finding ourselves in 5th place at the moment. We also talked ourselves into thinking we were looking better than those behind on the starboard quarter. The Westerly slant was no longer visible and the situation deteriorated from there. Not being decisive enough to cut

our losses quickly to stay in the running, we eventually lunched on a 25-30 degree wind up on starboard tack, a dying breeze and a downtide position on the bulk of the fleet . . . dropping us all the way back to 68th around the windward mark. Meanwhile, the first 20 boats opened up on the balance of the fleet as they held spinnakers on the second leg before a Southerly marched in from seaward, leaving the tailenders some big holes and a long beat to the 2nd mark. We did make tracks South and managed to pass a pack of about 25 boats which were floundering between the two winds well north of rum line to the mark. But, finishing 41st in the first race with no throw outs in the series can be pretty discouraging. A little rain on the last two legs of the shortened course didn't help matters much. Scott Allen, Charlie Scott and Bill Menninger from Palos Verdes CA showed their class by outwitting the weather and competition to finish 1-2-3.

Perhaps a sportsmanship award should have gone to John Kolius who had one-upped us in pursuit of the Westerly on the first beat. HONKY TONK ended up dead last by nearly 1/4 of a mile . . . not the usual finishing position for an Olympic Silver Medallist. The wind had died so Race Committee Chairman, Pete Lawson, offered John a high-speed tow from the finish back the 8 miles to Newport Harbor. Realizing that this would take them through the entire fleet which was outboarding in close formation, HONKY TONK's crew lashed the tiller and to avoid all the wiseacre taunts, boarded themselves up below. All one could see as they passed in review were four pairs of eyeballs peering out under the hatches. Before the start on the second day, there was HONKY TONK ready to go . . . with no chance of winning the regatta. But, who was that crew?? All had big handlebar moustaches and hornrimmed glasses! Accepting their defeat with great aplomb and a sense of humour, John and crew donned Groucho Marx disques and laughed with everyone at the fable that it wasn't really them sailing the first race.

The second race was slow in getting started due to the shifts in a light Southerly under clear skies. In chasing the wind, the Race Committee moved the starting area almost



Chris Cunningham

out to Pt. Judith. The conditions seemed ripe for development of a Southwesterly sea breeze with a bend favoring those going off the line on port . . . the old Newport syndrome: Go right, get headed, go to the lay line and tack to clear the fleet.

Son, Stuart and I were rotating at the helm. I did the first race, Stu the second, me the third, etc. And, if there was an odd number of races, the one with the best record would steer. Son, Drake was in the crew along with Mary's replacement, Tony Leggett. Mary had dislocated her shoulder the week before, which put us out of the running for the Designer's Award going to the top boat with four

World Stats

71 of 78 competitors finished at least once below 38th place. Six of the seven who stayed above this placing finished 1 through 6 in the regatta. That really says something about defensive sailing in a large evenly matched fleet.

Charlie Scott was the only one to finish every race in the top 10. In total, 28 boats or 36% of the fleet finished in the top 10 at least once. Two boats finished 4 times, four boats finished 3 times, three boats twice and 18 others once in the top 10.

There were three Annapolis boats and three Newport boats in the top eight. Both fleets have very active weekend and weekday evening one-design programs to provide boat handling and time on the tiller.

None of the top three were sailmakers. Charlie Scott runs a boat repair service, Ed Adams writes for SAIL magazine, and Bill Whitmore is a urologist. In fact, there were only five sailmakers in the top 16 with seven others stretched out from 17th to 48th place. This should dispel any comments about sailmakers taking over the class.

The sails on the top nine boats came from seven different sail lofts across the country. And, coming into the finish of the last race there were three different combinations flying: reefed main & jib, full main & jib, and reefed main & genoa. So, it's not what you've got but how you use it that counts. And, when boats are even, those who sail best win.

Three of the top 4 in the North Americans placed in the top 10 of the worlds. One, Mark Ploch couldn't attend.

Had there been a throwout, results wouldn't have changed drastically: Whitmore and Allen would have exchanged places as would have Shore and Kolius. Rod Johnstone, our designer, sailing with his three sons, would have moved into the top 10.



members of the same family. That made two superstars out

with the same problem. Mark Ploch, winner of the Midwinters and North Americans also had a dislocated shoulder which kept him home in Clearwater, FL.

A shift to the left made it impossible to lay the port mark at the start of race two. Bill Kelly, Jim Scott, and TOP OF THE WORLD made super starts, tacking onto port seconds before the gun to be off and away in clear air, with Kelly on the right, us in the middle and Scott on the left. It was meant to shift back to the right, but didn't. In fact, the wind clocked more to the East favoring those who had to clear their air to the left and go the "wrong" way after the start, and several heads-up sailors who recognized a persistent shift for what it was . . . namely Ed Adams. The pigheaded, dogmatic, local knowledge experts who persisted in their insensitivity to what was happening all around them proceeded to sail into the ruck. We were too far offshore for geographic wind bends. Nevertheless, we were ahead of Charlie Scott. But, Charlie was more in phase with the small 5-10 shifts and worked himself up through the fleet along with John Kolius and Scott Allen.

On the last beat, Charlie Scott and Bill Shore seemed to be moving a bit better and pointing higher on the long port tack. Again, we failed to cut our losses and recognize a wind gradient to weather. So, these and several other boats gained on us, leaving us in 10th. Ed Adams was not to be beat. Charlie Scott finished second, followed by Kolius, Jim Scott, and Bruce Gollison from Seal Beach, CA. This was Bruce's best showing of the week. Several weeks later he won the Pacific Coasts with straight bullets.

Race three was TOP OF THE WORLDS', but not without some ups and downs and a lot of work. In the end, Hollywood couldn't have staged it better. Brother Rod was second in RAGTIME.

Again, the wind played games with the RC under clear skies, banging back and forth between Southwest and North. When the race finally started, the tendency was for the wind to go North and the favored tack by most was port to go toward the shore. This was to be the middle distance race around Brenton Tower - an imposing metal structure, then 8 miles to Pt. Judith buoy another 8 miles to the Dumping Grounds Bell and return about 8 miles to Beavertail Point on Conanicut Island.

We started in the middle of the line with insufficient speed to pull up over those to leeward, so found ourselves tacking and taking sterns to clear our air. Five minutes later we guessed we were in the top half of the fleet. Most boats were on port and we were one of four boats favoring the left side or middle. There were some decent shifts, so we decided to go up the middle on the shifts (a new plan for us). We also rationalized our plan two other ways: (1) The chances of winning may be better than following the fleet on port to the layline, and (2) the ebb tide fanning out of Narragansett Bay would be on our lee bow rather than weather bow if we saved our port tacks until later when approaching the tower, whereas those going toward shore on port initially would buck unfavorable tide all the way.

It worked. We picked up some good Westerly slants with velocity and covered those working out to the left of us, Dave Hirsch being the closest. Then we crossed Bill Shore

who dove for the right corner right at the start and was leading the fleet on that side. Several tacks later we rounded the Tower, overstanding a bit to avoid getting washed under the uprights by a quick tide. Shore and Hirsch misjudged their approach, had to tack, and we were off and jib reaching with a 200 yard lead . . . no sweat right? Wrong! We tried to stay between the fleet and the wind which appeared stronger up under the Pt. Judith shore and the mark which slowly became positioned more off our leeward bow. Dave Hirsch looked like a winner as he held low to the run line course, while Shore held behind us a bit to leeward. It looked like brother Rod was really hanging one way out to windward for breeze in RAGTIME, so when we drew even with Pt. Judith and boats behind set chutes, we did too. There was wind all the way to the mark or it looked like that. BUT NO IT WAS WAVES FROM A TIDE RIP. We did see a cruising boat that seemed to be on port tack heading West, but blinded by our brilliance - paid little attention to it. No sooner was the spinnaker up than it collapsed. We sailed into a garage and all the doors shut - no wind. The boats behind were reaching at 8 knots, seeing our predicament, hardening up and going around us - all 70 of them. We tore the chute down, hoisted the jib and held high hoping to get a whisper. It came slowly. If we tacked it was 40th around the mark. So, all we could do was aim for it and hope we could keep our bow even with the hordes to windward and fetch against the tide so as not to suffer from boats rolling over the top. We were LUCKY!! We rounded in about 8th place, not having to tack. Brother Rod came out the hero rounding first, while Bill Shore and Dave Hirsch went from 2nd and 3rd to 72nd and 73rd respectively. Shore got back to 20th and Hirsch to 38th by the finish.

We held high on a spinnaker reach and passed several boats in gusts, then decided that the best course was to hold low attempting to surf down the waves in wind and come in fast at the second mark should the wind lighten. Charlie Scott and Rich Waite from Ithaca, NY held higher and

USYRU PRINCE OF WALES IN J/24's

The United States Yacht Racing Union recently announced that the U.S. Match Racing Championship finals at the Oklahoma Boat Club in Oklahoma City will be held in J/24's between August 18 and 22, 1980.

In the year of the America's Cup much focus will be on match racing. The J/24 is a super boat for this type of sailboat racing. Numerous events have been held by J/24 owners in Newport and Annapolis with great success.

One doesn't need a very big course. In fact, a round robin with no more than a 1 mile beat and return to the finish is usually enough to determine the winner. Pairs can be started at 5 or 10 minute intervals with 4 - 6 races in an afternoon.

Try it sometime.

crossed our bow. Rod had a 200 yard lead at this point. By pumping the main and spinnaker sheet, crew boss Stu got TOP OF THE WORLD going so we were able to round in 4th.

The leaders tacked on to starboard back toward the fleet, while we headed for shore and away from all that wake which has cost me too many races in the past. Coming back on a favorable slant we crossed all but Rod who tacked on us, we tacked back to cover Charlie and Bill Meninger who was coming on strong. And, so it went up the 8 mile beat. We seemed to gain by staying inshore so favored that side while trying to gas Rod. As we match raced up the leg, the lead must have changed at least 6 times, but we saved the last inshore tack to catch a slant under Beavertail and get the gun. Rod was second and Meninger, Adams (who came out of nowhere), Waite and Charlie Scott followed. It's doubtful that J/24 owners can feel as good about the builders doing so well, as the builders felt themselves that day. It almost looked staged but somehow the film crew forgot to show up.

Race four was Stu's turn. Another light Northerly. But, we weren't going to be trapped by the go West syndrome, so after a reasonably good start we went right taking too many sterns in the process. Rather than play the small shifts, as Charlie Scott and Scott Allen were doing, we fired to a corner with Bill Shore and Rod ahead of us. What a disaster. This time it paid to go left where some favorable slants and velocity wound the fleet up to the weather mark. "Left" to us meant anywhere from half way right past rum line to left field, so we rounded ahead of about 10 boats in the high 60's.

There were three alternatives at that point as the wind was dying out and spinnakers were going limp: Jibe out to the South in hopes of breeze (Rod did this); go down the rhumb line behind the major portion of the fleet; or, harden up about 45° high and try to sail around the fleet on a tight spinnaker reach in a small breeze line, hoping the wind would fill in along the far West shore first. We chose the latter, doing a great circle route past about 40 boats. Speak of wide roundings, we sailed about one mile outside the second mark, then beat our way into 21st place as the Southerly filled in. Rod did even better, getting all the way to 12th on a great circle route in the opposite direction.

The lesson of this race is that the shortest time between two points is not necessarily a straight line. The best sailors on this day, however, were far less bold and imaginative. Scott Allen, Charlie Scott, John Van Dalen from Medford, NJ and Ed Adams just played the shifts and the fleet to finish in the money.

The last race on Friday was one which will be talked about for years to come. A 21 mile around-the-island race was scheduled with a start in the East Passage where the depth reaches 150 feet and where a strong ebb tide was bucking an increasingly stronger South-Southwesterly wind. The line had to be long to insure that the marks and RC boat could anchor in shallow water and hold station. But the wave action and 2 knot tide overcame all reasonable attempts to start properly. In the last five seconds, the entire fleet would be swept over the line. Finally, Pete Lawson let one go that was close. The wind at the start was blowing in excess of 20, with most boats favoring a working jib and reefed main or full main. Stu had the best record so far, so

HOOD PUTS YOU IN THE WINNERS OVAL.



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he steered. We were in the second line and not happy, but after several tacks, cleared our air making more for the right side of the course. The first mark was Brenton Tower upwind, then a reach to Beavertail of 2 miles then an 8 mile run down under the Jamestown Bridge. The fleet was tightly bunched at the weather mark with most people giving Brenton Tower lots of room. The seas were looking awesome. Bob Johnson and John Shepherd from Corpus Christi had BANANAS up there with Bill Shore and Brad Johnston from Sydney Australia. Dave Hirsch, Ed Adams, and Charlie Scott were well in sight.

On rounding, in about 8th position, we dove low and set the chute banking on some help from the ebb current to set us up around Beavertail point. It was close enough so the boats ahead of us didn't set chutes immediately. But, when we rocketed through them, it wasn't long before Shore and Johnson set. We opened up several hundred yards on all but Shore who was just ahead of us at Beavertail and BANANAS who was riding our wake. Then, what a ride! The huge rollers going down the bay against the ebb made it a sleighride almost all the way. I say almost, because we seemed to lose it for awhile and Ed Adams and the fleet

closed. Later we discovered that we had the chute too conservatively choked down with the pole and twing lines. Bill Shore and Charlie Scott did much better, sustaining their surfs with the pole up high allowing the chute to lift the bow out more. Bill opened his lead approaching the Jamestown Bridge by playing the tide behind Dutch Island. We cut our losses coming out of the middle to end up behind Ed Adams and John Kolius. After going under the bridge, some wicked black gusts started coming from the left, lifting the waves tops in the air. We moved the entire crew to the fantail and held on moving abreast of Kolius. Shore had both of us by about 300 yards, when he jibed to slant down around the mark. Then all of a sudden he wiped out to windward, flattened by one of the gusts with the main boom sticking straight up. We'd heard of J's being blindside and knocked down but this was the first time it had been witnessed live action. On its side, Shore's boat spun around on the chute filled with water and seemed to take a long time coming upright. Meanwhile we decided, against my better judgment, to hold on a bit longer and jibe so that our angle to the mark would be better than Shore's . . . avoiding the by-the-lee situation when those 40 + knotters whistled in at about 25° from the left. We almost made it, not quite. Just

as Drake was coming off the foredeck we were hit and lost it (see FASTNET PREVIEW). Kolius played it smart, dropped his chute and rounded first. By the time, we got up and going again and I forgot about losing one of my new topsiders, we were still in the top ten, close reaching under jib under Conanicut around the lee shore of Prudence Island where we again (yes we're nuts) set chutes for a one mile run to the leeward mark. Then it was a long beat back to Newport. The leaders played shifts to the East of Gould Island while several of us including Scott Allen and Toby Darden from Ft. Worth, TX went for the starboard tack lift under Conanicut, on the West side of Gould. If anything, the leaders were right and we gained nothing ending up 8th for the race and the series.

The championship started off with a bang as the PROVIDENCE, replica of the 85 ton sloop which was John Paul Jones's first command, let go two broadsides at the flag raising ceremony off Newport Offshore where the fleet was based along with Baron Bic's fleet of French 12 meters. As the fleet filed past Fort Adams on the way to the hoist, the Newport Artillery Company dressed in revolutionary war uniforms fired a 21 gun salute from historic cannons. It almost seemed an anti-climax to the broadsides of wind which had blasted the fleet all afternoon.

Little did we know that 77 J/24's went through what was to become the meanest storm ever to hit a yacht race. So, needless to say, the Michelob beer tent was never more welcome than that afternoon. And, Michelob should receive special credit for their unflagging support of a memorable World Championship.

It was unfortunate that we didn't have a larger foreign entry. But, there was a direct conflict with Cowes Week in the UK which is close to sacred there particularly since the J/24's were being given a one-design start - 26 raced. To insure that World Championships don't become glorified regionals, some program must be worked out to help finance the top crews from each country. Four people's airfare is expensive. Possibly Class dues should be used to cover the airfare of the top two or three crews from each country. This would reduce the size of the fleet and broaden national representation, while making it easier for the host builder and fleet to come up with charter boats.



Should 78 boats be on the starting line again under such wind, wave and tidal conditions, might be prudent to consider the "Rabbit Start" alternative, whereby one J/24 takes off on port tack, trailed by the RC boat and all others must cross behind the RC boat on starboard to start. The sudden death rule was in effect for the Worlds after the second general recall, but in the last race the entire fleet was being swept over early in an unmanageable way.

1979 J-24 World Championships Newport, Rhode Island

PLACE	NAME	BOAT NAME	SAIL #	HOME	FINISHES
1.	Charlie Scott	Smiles	407	Annapolis, MD	2, 2, 6, 2, 10-22
2.	Ed Adams	Trio	626	Providence, RI	13, 1, 4, 6, 7, -31
3.	Willet Whitmore	Popeye	1132	Marblehead, MA	5, 12, 9, 4, 5, -35
4.	Scott Allan	Razzle Dazzle	23377	Annapolis, MD	1, 6, 19, 1, 13-40
5.	Larry Leonard	L.L. Express	33222	Annapolis, MD	12, 7, 24, 5, 4, -52
6.	Bill Jorch/Bill Shore	Stark Terror	594	Northport, NY	17, 8, 20, 14, 1-60
7.	Bill Menninger	Expoobident	67409	Palos Verdes, CA	3, 14, 3, 11, 44, -75

8.	Bob/Stu Johnstone	Top of the World	653	Newport, RI	41, 10, 1, 21, 8-81
9.	John Kolius	Honky Tonk	1444	Seabrook, TX	77, 3, 18, 8, 2-108
10.	Dave Hirsch	Ukulele Lady	578	Stratford, CT	21, 30, 38, 16, 15-120
11.	Rod/Jeff Johnstone	Ragtime	1	Stonington, CT	20, 38, 2, 12, 49-121
12.	Robert Wilkins	Etera	1041	S. Dartmouth, MA	39, 11, 8, 48, 19-125
13.	Jack Kern	Zoom II	101	Austin, TX	9, 48, 26, 25, 22-130
14.	Mike Hill	Obstreperous	639	Newport, RI	15, 28, 27, 20, 40-130
15.	George Pawlick/Wayne Wilkomm	My High II	26166	Touka Bay, MN	14, 27, 46, 9, 38-134
16.	Geoffrey Marshall/Dan Sullivan	Shazbot	800	Norwalk, CT	32, 31, 25, 15, 32, -135
17.	Jim Scott	Hoodwinked	44	Annapolis, MD	16, 4, 32, 57, 28, -137
18.	John Savage	Bottom of the World	21	Sydney, Australia	19, 24, 28, 49, 17-137
19.	Jim Mead	Swag	33056	Monkton, MD	11, 13, 47, 7, DNF -141
20.	Wiley Wakeman	Wild Goose	22044	Marion, MA	8, 35, 7, 69, 26-145
21.	Toby Darden	Rally	60	Ft. Worth, TX	73, 9, 37, 18, 11-148
22.	Vance Stausburg	Sho' Gall	33221	St. Michaels, MD	7, 39, 29, 42, 35-152
23.	Everett Pearson	Hot Ticket	1350	Warren, RI	47, 15, 58, 30, 14-164
24.	Mike Toppa	Duck Supe	33141	Stevensville, MD	75, 17, 22, 33, 18-165
25.	John Gjerde/Rolf Turnquist	Oz	7	Greenwood, MN	10, 20, 30, 73, 36-169
26.	Eric Leitner	Apple Pie	21483	Short Hills, NY	36, 18, 44, 56, 16-170
27.	Donald Lovelace	Integrity	547	Darien, CT	35, 23, 45, 39, 29-171
28.	Wayne Pignolet	Rumsey's	1131	Newport, RI	63, 51, 31, 23, 6-174
29.	Rich Wait/Tom Reps	The Greylord	445	Ithaca, NY	72, 40, 5, 29, 31-177
30.	Peter McBride	Rag Doll	24910	Baie d'urfe, Quebec	53, 29, 33, 34, 30-179
31.	John Van Dalen	Larissa	332	Medford, NJ	76, 50, 16, 3, 34-179
32.	Tony Parker/Peter Driscoll	Bangor Packet	33300	Washington, DC	37, 19, DNF, 10, 43-183
33.	Greg Dorland	Friendly Skies DC 10	1777	Olympic Valley, CA	25, 52, 62, 36, 9-186
34.	Bill Healy	Daddy Wagon	21552	W. Hartford, CT	51, 69, 10, 31, 27-188
35.	Ross Griffith	Zuma	23304	Charleston, SC	6, 42, 53, 28, DNF -192
36.	Jim Borden	Pendragon	788	Corpus Christi, TX	33, 43, 60, 32, 24-192
37.	David Crawford	Tasmanian Devil	125	Darien, CT	42, 44, 36, 45, 25-192
38.	Bob Reeves/Lavon Pentecost	Outrageous	22565	Jacksonville, FL	25, DSQ, 15, 71, 3-193
39.	Lewis Gunn	Howzat?	509	Harwichport, MA	22, 21, 52, 61, 39-195
40.	Jack Burwell	Exuberance	888	S. Freeport, ME	57, 54, 11, 13, DNF, -198
41.	Robert Martus	Patience	1227	New Rochelle, NY	58, 32, 14, 44, 53, -201
42.	Ed Crawford	Life in the Fast Lane	1203	Palm Beach, FL	26, 49, 42, 64, 21-202
43.	Steve Pfieffer	Young America	21531	Mystic, CT	44, 26, 23, 46, DNF -202
44.	Bob Johnson/John Shepard	Bananas	258	Corpus Christi, TX	28, 34, DNF, 50, 20-206
45.	Brad Johnston	Blue and Blue	2658	Sydney Australia	68, 25, 57, 47, 12-209
46.	Bruce Golison/Tom Hall	Flying Tiger	67527	Seal Beach, CA	40, 5, 41, 62, DNF -211
47.	Wes Parker	Keewaydin	1025	Old Greenwich, CT	31, 16, DSQ, 24, DNF -213
48.	Mike Little	Black Magic	89	Seabrook, TX	67, 22, 49, 53, 23-214
49.	Tom Oller	Jabberwock	434	Orchard Park, NY	66, 37, 12, 40, DNF -218
50.	Kerry Klinger	One Step Forward	13330	Orangeburg, NY	70, 36, 34, 26, 52, -218
51.	William Kaul, Jr.	Nan C.	1146	Salem, MA	24, 45, 51, 58, 46-224
52.	Jerry/David Crawford		22221	Marblehead, MA	65, 70, 17, 41, 33-226
53.	Brendon Dobroth		1430	Boston, MA	50, 47, 61, 19, 56-233
54.	Arvid Scherpf	Scarlet Pimpernel	847	Havre de Grace, MD	4, 68, 54, 51, 58-235
55.	Rolf Haggbon	Sundog	1059	Stockholm, Sweden	23, 57, 56, 38, DNF -237
56.	C. Raymond Wescott	The Silver Fox	1358	Old Greenwich, CT	30, 46, 67, 43, 51-237
57.	Marcel Beaudin	Sly	21253	Burlington, VT	18, 33, 70, 68, 48-237
58.	Don Williams	J. Slocum	14990	Halifax, Nova Scotia	54, 67, 13, 60, 47-241
59.	Jim Laudeman	Bad News	23303	Annapolis, MD	60, 65, 40, 22, 54-241
60.	Joe/Doreen Spalone	Silly Rabbit	12226	Huntington, NY	38, 73, 55, 27, 61-254
61.	George Whittle	Boops	1062	Little Silver, NJ	34, DSQ, 64, 17, DNF -257
62.	Brad/Ted White	Whitewash	21945	Watertown, NY	45, 60, 35, 67, 50-257
63.	Bill Disperito/Charles Laroue	Papillon	631	Fall River, MA	59, 66, 21, 54, 59-259
64.	Marshall K. Steele III	Wind Sprint	33264	Annapolis, MD	56, 58, 50, 59, 42-265
65.	Mike Dow	Il Marvelous	816	Okemos, MI	29, 53, 59, 65, DNF -269
66.	Richard Duncan	Dynamite	1245	E. Greenwich, RI	52, 41, DNF, 52, 57-276
67.	Louis/Tim Bock	Tiger	783	Scarsdale, NY	46, 71, 63, 35, DNF -278
68.	Bill Kelly	Con Job	1466	Mamaroneck, NY	43, 63, 39, 72, DNF -280
69.	Pete Larson/Don Barret	Hydra	1359	Ledyard, CT	49, 55, 48, 75, 55-282
70.	Warren Hathaway	Breezin	1030	Somerset, MA	64, 61, 43, 70, 45-282
71.	Rick Crockett	Black Mariah	459	Middletown, RI	55, 56, DNF, 37, DNF -285
72.	Phillip Batie	Jive Turkey	2668	Sydney, Australia	74, 59, 66, 63, 37-299
72.	Louis Burns	DeCollage	616	Newport, RI	48, 72, 65, 55, DNF -103
74.	Lonny Kerst	Max	1048	Fairhaven, NY	69, 64, DSQ, 76, 41-329
75.	Bob Brodie	Crackerjack	1228	Diamond Pt., NY	61, 74, 69, 74, 62-340
76.	Tom Kelly	For Sale	1457	St. Thomas, VI	DSQ, 75, 68, 66, 60-348
77.	John Southam/Jack Woerhle	Stick and Regular	1515	Key West, FL	62, 62, DNF, DNS, DNS -356
78.	Michael Nahmias/Pamela Peters	Life in the Fast Lane	790	Canandaigua, NY	71, 76, 71, 77, DNF -358

Fastnet Preview

The anatomy of a knockdown and how to avoid it.

Various reports of this exciting race in the World Championship leave some important questions unanswered:

What is meant by "capsize"?

If one is racing under such conditions, how could this be avoided?

How could J/24's do this and are they likely to turn turtle or go upside down?

If one is cruising with a family crew could it happen, and how would one cope with the situation?

The last race of the J/24 Worlds is one to remember for many years. It was a sensational ride. As Charlie Scott said, "We were screech planing in flat water for nearly five minutes with the chute up in 40 knots of wind". One contestant claimed their speedo was pegged at over 14 knots for the entire second leg.

And, boat handling or sail handling errors did result in our being knocked flat with spinnakers up . . . taking anywhere from 15 seconds to perhaps a minute to dump water and air to come upright again. Considering the wild conditions, this is not too surprising . . . even the Williwaws and Kialoas were being knocked flat by the very same storm three days later in the Fastnet . . . but it's hardly an every day occurrence.

We have known of J/24's that have been knocked flat before in winds over 40 knots. In each case, they were either blind sided by a line squall from leeward with the genoa trimmed on the wrong side or had spinnakers up and been hit hard from a surprise angle.

There's something to be learned from the above for all of us.

To understand what's happening precise language must be used. SAIL used the words "capsize" and "belly up". The former literally means "upset or overturn" and in common usage can also mean turning all the way upside down. The latter interpretation would be misleading. Possibly, the writer confused the sink drain hole in the waterline stripe for a belly button. But, in no case did any boat go "belly up".

In fact, Bill Shore figures his mast went under as far down as 8 feet from the tip which is 3 feet under the hounds, with the water level 9-10" below the main hatch entrance. That converts to a 96-98 degree knockdown. At that angle, there are more than 3,000 foot pounds of righting moment working to pull the boat upright. Knockdowns happen on keel boats of all sizes and on some in less wind than 35-45 knots.

Let's analyze two knockdowns, mine and Bill's. Both

FLATHEAD

Perhaps people wonder what it's like sailing on Flathead Lake in North Western Montana. Our Lake is approximately 28 miles long and 8 to 15 miles wide. We are members of the North Flathead Yacht Club, with 91 members and about 60 boats. We have 7 J/24's, 2 San Juan 28's, 2 San Juan 30's, 2 Cal 25's, 2 Cal T2, a Cal 27, several San Juan 24's, 4 San Juan 7.7 and many more. We race every Friday night and most Sundays. Our races are under PHRF (which I don't think works very well), many of us are longing for one-design competition which I think is the only true fair way of racing. There are 11 J/24's on the Lake now and use 2.8 handicap and have been first to finish many times but have a hard time saving our time over some of the other boats. Next year we will give a trophy for the first 3 places in the J/24's, that way we won't race a beautiful race, get in 2 miles ahead of everyone else and have the little guy on the calculator give our win to another boat under PHRF.



Wally Berard, X-RATED Captain, Fleet #25.

boats lost control and rolled out to weather when hit by strong gusts hitting from the lee side of the downwind course the boats were on. Both boats had one crew forward of the mast, with one to leeward, one to windward and the skipper roughly amidships. Neither crew had the experience to release the guy quickly and dump air from the chute nor to avoid steering a dead downwind course until the entire crew was aft and to leeward. But, how often does one sail in 40 knot gusts with a spinnaker? It's like downhill ski racing at 60 mph. Once the boat starts to roll out to windward with the chute there are forward and athwartships forces which tend to pull the rudder out faster than say a broach on a spinnaker reach or when sailing to windward. So, control is lost quickly and the spinnaker keeps pulling the boat down.

Following dinghy practice, I released the guy when the mast hit the water and was attempting to release the vang so the sails would not trap water and prevent the boat from righting. Several moments after releasing the guy, the boat popped up even though one crew was standing on the mast, another on the windward rail, and two of us were on the lifelines to leeward. The boat had remained roughly on course.

Neither the guy or vang was released on Bill's boat. The spinnaker acted like a huge sea anchor and the hull aided by the mainsail with boom sticking straight up in the air, pivoted clockwise around the chute filled with water . . . pulling the mast down approximately 5° further to 98°.

On Bill's boat, three crew members weren't helping the boat right itself. When two of them climbed over on the keel near the hull they helped themselves by approximately 1000 foot pounds. By this time the mast was upwind, the hull had pivoted so the wind on the hull was helping to right the boat . . . and the boat came up because the sea anchor effect of the spinnaker was finally overcome.

It's a credit to Bill and his crew that they had the presence of mind to patch their chute, set it on the next leg under similar conditions with the crew placed to leeward and aft and with one man ready to let go the guy. Sailing by the lee when surfing (the puffs were coming at an angle to the waves) they had no control problems . . . and went on to win. That's learning fast!

Both crews immediately checked for water below and in neither case had a drop entered. The boats tend to float with the bow depressed when on their sides, so the cockpit locker was almost totally out of water. The forward hatch is closest of all to the water. Two lessons here: (1) keep it well secured in such conditions and (2) build J/24's with smaller forward hatches.

The above commentary is addressed to those racing all out in conditions where any wise man would be home reading a book. Obviously, it's not a "family cruising" attitude any more than shoving a youngster off a 100 meter ski jump would be. If caught in such conditions a mainsail alone or reefed mainsail alone would have been prudent and proper for a family crew . . . quite capable of taking the boat to weather without risk of knockdown . . . back and forth snowplows on skis.

There are few boats sailing that could have survived that leg under full chutes, or severe knockdowns, and come up with rigs intact and dry below. One universal comment was, "I'm glad I was in a J/24".

THE J/24 EXCHANGE

An idea Mr. F.T. Crowley, of West Chester, PA came up with: Owners could use another J/24 in a different area from their home water. "I would trade a week on my J/24 in the Chesapeake Bay for a week in, say Newport." This idea could be expanded to include Europe. If you are interested in the J/24 EXCHANGE, write pertinent information to: J/24 EXCHANGE, P.O. Box 429, Newport, R.I. 02840. In our next newsletter, we'll have the J/24 EXCHANGE COLUMN.

J/24 FLEET 31

EASTERN CONNECTICUT NEWS

Steve Pfeifer of Mystic, Connecticut sailed "Young America" (#221) to a five point victory over John Johnstone's "Shady Lady" from Madison in Fleet 31's best eight-out-of-fifteen race season series. Third was Ron Levine in "Battlestar" and fourth was Jeff Johnstone in "Ragtime". Fifth was Fleet Captain Peter Bergendahl in "Stinger". Eighteen boats participated in the series with a consistent turnout of ten to fifteen boats for seven different events.

The major event of the season was the District Championship at Niantic Bay in Mid-July which combined Fleet 31 and New Haven Fleet #4. Rod and Jeff Johnstone in "Ragtime" won a tight three race contest against second place Bill Healy from Niantic, and third place Steve Prime from Orange. John Johnstone was fourth and Bruce Biddle fifth in the eighteen boat fleet.

Fleet 31 is planning expansion of activities for 1980. Fleet membership is doubling every year, and has just received a big boost with the acquisition of six new J/24s by the U.S. Coast Guard Academy in New London.



1980 NORTH AMERICANS

**North Sails Wins 4 Straight Races
at the 1979 Pacific Coast
Championships Against 40 Other
J-24's on San Francisco Bay!**

FLASH! 1980 J-24 North American Championships will be held on San Francisco Bay. Our North Sails have demonstrated superior speed in conditions North Americans will be sailed in Moderate to Windy. Sails were very fast upwind and downwind.

If you want fast sails for the J-24 North Americans or a local fleet race and you want quality service, give us a call collect, we're here to help. Call Bruce.

phone 213 596-4461

Questionnaire to All J/24 Class Association Members

We are looking for a few good people to help us solve some fascinating problems. I hope you will join us. The following questionnaire will give us some feedback on areas that need to be addressed over the next year. Please fill in the appropriate areas with your response and mail to: J/24 Class Association
P.O. Box 429
Newport, R.I. 02840

A) DISTRICTS

Your boat number HULL. - _____

Your present district _____

Your present fleet. _____

Where is your boat moored. _____

1) Is your present District: too small _____ too large _____ adequate _____

2) How should your District be reorganized? _____

3) Do you have a District regatta that you consider should be conducted on a regular yearly basis? Yes _____ No _____

If yes, please state the name and date of the event. _____

4) Other comments _____

B) QUALIFYING EVENTS

5) What types of regattas (cruising, weekend, family, etc) should the J/24 Class promote and support? _____

6) What events should be restricted to owners only? _____

7) Should District regattas be used to qualify for J/24 National Fleet Championships and world events or both?

Yes _____ No _____ Explain your idea _____

8) Do you feel that you have adequate and fair access to major J/24 events? Yes _____ No _____ Please elaborate _____

9) Other comments _____

C) COMMUNICATION

10) Is J/24 Magazine adequate? Yes _____ No _____

11) How can it be improved? _____

12) What do you use or would you like to use the Magazine for?

_____ Major Regatta Results

_____ Fleet News

_____ List of Forthcoming J/24 Events

_____ Source of Information on Tuning and Sailing the J/24

_____ Source of Information on J/24 Supplies such as Sails, Instruments, Accessories

_____ Classified Section for used J/24's and equipment

13) What suggestions do you have about improving National communication with fleets and Districts? _____

14) Any other comments that you may have _____

E) WET VS DRY

15) Should all boats be required to have anti-fouling bottom paint whether they are wet or dry sailed? Yes _____ No _____

16) Should all boats be required to wet sail their boat at all times?

Yes _____ No _____. If yes, how does one allow for the following?

New boats _____

Boats travelling to regattas _____

Boats without bottom paint _____

Dry sailed boats which can't obtain moorings _____

Fleets that are 100% dry sailed. _____

F) MOTOR

17) Should all boats be required to carry the motor in the same location? Yes _____ No _____ Rules are OK _____

If yes, where? _____

G) WEIGHT

18) Is 3100 pounds an adequate minimum sailing weight? Yes _____ No _____. If not, what should it be and why? _____

H) FOOD & DRINK

19) Should all boats be required to carry food stores? Yes _____ No _____

20) Doesn't matter _____. If yes, how much in lbs.? _____

I) SAIL REINFORCEMENTS

21) Should stiffeners such as small plastic patches be permitted on the leech of the 150% genoa to prevent curling?

Yes _____ No _____

Thank You



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J-2



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Zan Hits Reef! Or, the shortest distance between two marks was a hard spot.

by Joe Guthrie, (Fleet #20)

"Breakers, ten o'clock!" shouted my foredeckman. Then, a sickening crunch and bang of a solid hit on French Reef. We were sailing my new J-24, ZAN, about nine hours into the 1979 Ft. Lauderdale-Key West Race in northeast winds of 15 to 20 knots. We had just set the spinnaker on a tight reach, skirting (we thought) the coral reefs just south of a mark of the course called ELBOW. The 2:00 a.m. sky was obscured by clouds.

We immediately released the spinnaker sheet and mainsheet. I launched a white parachute flare and the situation looked bad. We were 15 to 20 feet into the reef. The water was no more than a foot deep. The rudder had been knocked loose while the wind and waves were carrying us further into the reef. We were taking a tremendous pounding. Each wave picked us up, pushed us further into the reef, then dropped us onto solid coral. We'd lay on our sides in the trough until the next wave hit.

Knowing no boat could take a pounding like this for long, I radioed the Coast Guard for assistance. They told us it would take about an hour to get there. Meanwhile, we found that by sheeting in the spinnaker and main just as the waves hit, we heeled and were carried for more distance over the reef by each wave. This was our only hope to save the boat and maybe ourselves. The reef was about a quarter mile wide with deep water inside it. With agonizing desperation we pumped the sails as the wind and waves lifted, dragged and banged us across the coral heads. Thank the good Lord, it worked and we finally floated free.

Once inside the reef in deeper water, we set the anchor and surveyed the damage. We took on water, but could stay ahead of it by pumping. The keel bedding inside the cabin was shattered. The rudder was still attached to the boat by a nylon line tied earlier, but could not be reinstalled because of a bent pintle.

The Coast Guard arrived in short order. With a display of outstanding seamanship and courtesy, they tied us along side. Then they gave us a tow to a nearby marina which had haulout facilities. I cannot thank them enough for their welcome assistance.

Subsequent haulout revealed the full extent of the damage. The keel was bent up at ninety degrees about one foot above its bottom. The fiberglass foreward of the keel was torn along a line about six inches long, and a similar tear existed about six inches aft of the keel. Numerous dime sized tears had been punched in the outer fiberglass layer along the starboard bottom and topsides. There were also some scrapes and cuts which had not penetrated the outer fiberglass layer.

The banging and beating in the dark had convinced me that the whole boat would be a total loss. It was remarkable that the damage was so light considering the tremendous beating she took while on the reef. In fact, ZAN was quickly repaired in Miami and later sailed to a first place in the J-24 Northern Districts in Hilton Head, S.C.

Had we known the extent of the damage, and been able to bend the rudder pintle back in, we could have finished the race.

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Down Under Australia Report

With 4 fleets and over 40 boats (August) on the water, the J/24 is now Australia's fastest growing one-design class yacht, and orders for 60 boats have been taken since the Class began here in September 1978.

The first Australian Championship held in May, attracted 20 entries and the series was used as a selection for Australias first team to the Worlds. A hot fleet, including 3 current World Champions and 7 Australian Champions, raced a 6 race series over 3 days and for most it was their first ever Championship in the J/24, one they won't forget.

The breeze ranged from 25 - 35 knots for the first day, down to 15-25 the second, light 5 - 10 for the last. Knock-downs were commonplace, however, Gary Gietz (Australias 470 Olympic rep) won the honors; by having one crew on the keel and another on the end of the mast with feet in the water untangling a spinnaker halyard wrap, about 20 feet off the rocks — the boat righted, the crew swam back on board and Gary sailed on.

After 3 heats, crew work was the obvious difference and BEAUJOLAIS Steve Rattray, John Savage, (former Australian E22 Champion), YAHTZEE Andrew Herm, Jan Murray, (current 18 ft. skiff champions) and WELCOME ABOARD, John Cassidy (current World Flying 15 Champion) had broken from the pack. The lighter breeze of the last three races saw YAHTZEE maintain her position, with BEAUJOLAIS losing her lead through a DSQ and the emergence of BLACK & BLUE Brad Johnson and TRAFFIC JAM, John Harris. The climax, of the event must surely have been the coming together in the form of a collision of ORGASMIC HEIGHTS and TASTE & TRY BEFORE YOU BUY — only pride was damaged.

The series ended with a super disco and prize giving; 120 people attended, raged on into the early hours of Monday morning and only finally ended when the disco operator fell asleep and refused to be woken.

Graham Nock, (the Australian President) chaired a wonderful evening with his usual unsuppressable elegance and it's largely due to Graham that the J/24's have gotten off to such a great start in Australia.

The Australian program for our forthcoming season — August - May 1980 includes a Nationals in January and a State title in June, (in conjunction with World selection for 1980). As the Worlds are scheduled for Australia in January 1981 preparations are already underway and it appears likely that with the 3 major fleets being in the Sydney area, this venue will be used to ensure an ample supply of boats for overseas competitors.

On current projections - (with output planned at 3 boats a week and back orders for 4 months) Australia will have at least 10 fleets by January 1981 including Melbourne (2) Perth and Brisbane currently being planned.

The Australian Regional Association is still in its infancy but if enthusiasm is any guide, we're in for some great years of J/24 racing. So why not plan now to be at the best World's you'll ever go to.





Any inquiries should be addressed: J/24 Association
30 Ash St.
Co Steve Rattay
Sydney N.S.W. 2000
AUSTRALIA

**J
24**

J/24 July Circuit Regatta

They started coming in for the Governor's Cup. The rest arrived Friday night. The event was the J/24 July Circuit regatta, July 14-15, for our district, in which 28 boats participated, resulting in what was one of the toughest aggregations of sailboat racers this area has seen in a long time. The Austin Yacht Club fielded nine boats out of the 28 with the balance from all over the state of TEXAS.

The Regatta consisted of five races, three Saturday and two Sunday, and the winds were perfect all weekend. When you add the well-run races under the cigar smoke of Arak Bozian, it is easy to see how successful the Regatta was. The entertainment and food events were handled by various members including, but not limited to, M.L. Weber (Chief-Cook-And-Bottle-Washer), Lanelle Montgomery, Pat Halter, Wanda Malone, Bill and Jane Levens, Sandy Kern, Jane Ashby and Lee DeKeyser.

The sailing was divided into two fleets (A&B), with participants selecting the fleet in which they wished to race, Fleet B being for the less experienced skippers. With not many being willing to admit that they had sailed a J/24 for less than 20 years, only four boats raced in Fleet B, which never-the-less was hotly contested throughout.

When the dust had settled, Toby Darden in RALLY with a 3-3-1-4-2 and superior boat speed, sneaked by Bob Johnson in RUNNING ON EMPTY for first place in Fleet A. Johnson had an excellent series going into the fifth race with a 1-6-2-3, but got caught at the start and couldn't recover to any better than 14th in the last race. Third place in Fleet A was taken by Dave Patterson with a 18-4-3-1-5, sailing THE OPERA AIN'T OVER TIL THE FAT LADY SINGS. If you haven't seen his spinnaker, it would be worth a trip to Dallas to take a look. Skippers in order of finishes were:

FLEET A:

Toby Darden (Ft. Worth)	3-3-1-4-2
Bob Johnson (Corpus Christi)	1-6-2-3-14
Dave Patterson (Dallas)	18-4-3-1-5
Steve Dienst (Portland)	2-8-5-9-10
Richard Specia (San Antonio)	4-5-10-8-8
Bill Bond (Austin)	7-2-13-7-7
Mike Little (Seabrook)	19-1-4-12-1
Bill Levens (Austin)	5-15-6-2-11
Jack Kern (Austin)	11-10-8-6-6
Russell Painton (Austin)	13-14-12-5-3
Gerald Price (Dallas)	6-13-18-10-4
Fred AmRhein (San Antonio)	14-7-7-17-13
Billy Dawson (Sequin)	8-11-9-16-15
John Shepherd (Corpus Christi)	15-18-19-11-9
Ed Halter (Austin)	10-19-11-20-17
Jim Holton (Houston)	16-12-14-19-18
Leroy Herren (Kemah)	22-20-17-13-12
Rod Malone (Austin)	17-17-15-21-16
Don Thomson (Arlington)	12-9-16-DNS-DNC
Doug Connally (Austin)	9-22-22-18-22
Keith McKinney (Dallas)	20-16-20-14-DNF
Bill Worsham (Port Neches)	21-21-23-15-19

Bob Cole (San Antonio)
Bill Bailey (Temple)

23-24-24-22-20
DSQ-23-21-23-21

FLEET B:

S. Christopher (Bedford)	2-1-1-2-2
Phil Kocen (Austin)	3-2-2-1-3
Dave Cheney (Austin)	1-DNF-DNC-3-1
Jane Ashby (Austin)	4-3-DNF-DNF-4

In Fleet B, winner was CHRISTOPHERSON, being hotly pursued by our own Phil Kocen. Dave Cheney didn't get hit this time, but temporarily dislocated his headfoil from the deck. At least his accidents are becoming more sophisticated.

The level of the competition can be observed by noting that Darden only won one race, while Mike Little, the only person to win more than one race, could do no better than 7th! Most boats went the same speed, with a couple exceptions, and "tactics" was the name of the game. It seems that mainsails keep getting flatter on J/24's and Darden had one of the flattest I've ever seen. You could also easily tell the local boats, for they were the only ones with bottom paint. Must be nice to have an electric winch to pull your boat out at the end of every day. On the other hand, I don't feel the bottom paint made any difference in speed. Other than Bob Johnson's strange sheeting contraption, there wasn't much difference in boat rigging.

There were also very few protests and very few mishaps, with the only equipment failures being Cheney's headfoil, and when Dave Hasti tore poor Bill Bond's spinnaker in half.

This race was the last race in a series during which competitors accumulated points to go the J/24 World Championship.

By Russell Painton, Fleet Captain Austin Fleet #21

PLOCH J/24 North American Champion

Mark Ploch, of Clearwater, Florida came home to Corpus Christi, TX, where he learned how to sail, and won the J/24 North American Championship, June 3-8. Ploch topped the 45-boat fleet with finishes of 6-1-6-8-2-3-3 for a total of 29 points in the seven-race, no-throwout series. Second with 37 points, was Scott Allan of Annapolis, Maryland, Bob and Stu Johnstone of Newport, RI co-skippered for third place with 47 points, one point ahead of John Kolius of Seabrook, TX.

The series began under overcast skies with 10-15 knot southeast breezes. But by the end of the regatta, the skies were sunny and the wind had built to 20-25 knots. In the strongest winds, seas were three-to-five feet high and so steep that boats were taking waves over the bow while they sailed upwind. The rough seas of shallow Corpus Christi Bay put a premium on steering technique.

Six of the races were sailed on a 14-mile, once-around trapezoidal course, with the other race being 21 miles long. Although there were regular wind shifts of 10 degrees throughout the series, there was also a gradual veer each time the fleet progressed up the weather leg, usually making the right side of the course favored. Competition was close; 100 yards at the finish was 15 places.

The first race was won by Bob Johnson, of Corpus Christi. Johnson eventually ended up a close fifth over-all with 53 points, even though he had to count a 30th in the

third race. Many of the top sailors had bad finishes in the third race, when the wind went against local knowledge and shifted hard to the left on the first beat. But Ploch, always sailing a bit more conservatively than his competition, was not caught so far to the right and managed to come back for a sixth. Although he did not show a great advantage in boat speed, PLOCH won the regatta with consistent finishes stemming from conservative tactics. The lack of a throwout race emphasized consistency.

As reprinted from SAIL magazine, August 1979

1979 J/24 North American Championships Corpus Christi, Texas

PLACE	NAME	BOAT NAME	SAIL#	HOME	FINISHES
1.	Mark Ploch	Tchau	151	Clearwater, FL	6, 1, 6, 8, 2, 3, 3, 29-29
2.	Scott Allan	Razzle Dazzle	23377	Annapolis, MD	7, 2, 15, 5, 3, 4, 1-37
3.	Bob/Stu Johnstone	Top of the World	653	Newport, RI	5, 3, 13, 5, 5, 10, 6, -47
4.	John W. Kolius	Honky-Tonk	1444	Seabrook, TX	2, 9, 8, 4, 15, 8, 2-48
5.	Bob Johnson	Class Action	258	Corpus Christi, TX	1, 5, 30, 3, 8, 2, 4-53
6.	Jim Borden	Charlie's Papa	788	Corpus Christi, TX	10, 13, 29, 11, 25, 11, 9-108
7.	W.M. Allen	Grand Slam	968	Corpus Christi, TX	12, 4, 4, 7, 21, 6, 10-64
8.	Robby Wilkins	Geronimo's Cadillac	311	Newport, RI	4, 16, 10, 10, 18, 9, 7, -74
9.	John Sheperd	Whatever	135	Corpus Christi, TX	18, 6, 24, 1, 7, 5, 14-75
10.	Jack Kern	Zoom	101	Austin, TX	13, 10, 7, 23, 12, 16, 8-89
11.	Steve Dienst	Misdemeanor	118	Corpus Christi, TX	19, 7, 16, 13, 4, 7, 24-90
12.	John Gjerde	My High II	7	Tonka Bay, MI	9, 14, 12, 16, 9, 13, 17-90
13.	Michael Little	Black Magic	89	League City, TX	26, 17, 2, 15, 11, 12, 12-95
14.	A. Plunkett/M. Foster	Hocus Pocus	589	Houston, TX	15, DSQ, 26, 2, 2, 2, 22-104
15.	Toby Darden	Rally	21468	Ft. Worth, TX	17, 11, 27, 12, 6, 18, 13-104
16.	Thomas Dabney	Layla	471	Dauphine, AL	8, 23, 9, 17, 13, 20, 16-106
17.	Shelby Jordan	Cobra	257	Corpus Christi, TX	10, 13, 29, 11, 25, 11, 9-108
18.	Keith McKinney	Sting	181	Dallas, TX	21, 12, 32, 14, 27, 14, 19-139
19.	Dave Irwin	Futwmo	275	Rockwall, TX	28, 18, 21, 22, 17, 19, 20-145
20.	Jim Dinn	Bushwhacker	656	Corpus Christi, TX	25, DSQ, 1, 27, 10, 15, 23-149
21.	Farley Fontenot	Cosmic Queen	1154	Seabrook, TX	14, 31, 20, 18, 16, 26, 25-150
22.	R. Specia/R. Shade	Laissez Faire	142	San Antonio, TX	11, 21, 17, 30, 24, 25, 26-154
23.	Ken Huggins	No Name	833	Dallas, TX	20, 15, 28, 28, 20, 33, 21-165
24.	Bill Levens	Strider	102	Austin, TX	27, 25, 31, 25, 19, 28, 18-173
25.	Dr. Donald P. Delorme	Think Fast	1009	Falls Church, VA	24, 27, 11, 32, 22, 31, 30-177
26.	Ed Himmel	High Anxiety	22280	Irving, TX	31, 22, 18, 19, 32, 30, 27-179
27.	Don Thomson	Win-Dough-Pain	838	Arlington, TX	16, 19, 40, 24, 26, 21, 35-181
28.	Edward T. Matthews, Jr.	Mellow Yellow	21604	Augusta, KA	22, 20, 22, 26, 30, 36, 34-190
29.	Jimmy Holton	LaMachine	545	Houston, TX	33, 32, 2, 20, 31, 41, 33-193
30.	B. Bond/R. Malone	Hiway Cafe	689	Austin, TX	32, 34, 23, 31, 29, 22, 22-193
31.	Billy Dawson	Red Neck	1158	Sequin, TX	34, 24, 37, 21, 23, 27, 32-198
32.	C. Cuthrell/R. Welsh	Scream 'n Holler	357	Corpus Christi, TX	39, 30, 14, 29, 39, 24, 39-214
33.	Leroy Taylor	Birdie, et al	358	Corpus Christi, TX	29, 29, 39, 36, 36, 29, 28-226
34.	D. Patterson/M. Word	The Opera Ain't Over Till The Fat Lady Sings	94	Dallas, TX	DNF, DNS, 25, DNF, DNF, 23, 15-242
35.	George Christie	Streaker	223	Houston, TX	36, 26, 34, 40, 40, 37, 29-242
36.	Ed Webb	Wahoo	21604	Augusta, KA	40, 35, 19, 39, 38, 38, 38-247
37.	Garry Mobley	Hot Stuff	157	Jackson, Miss	35, 28, 36, 37, 35, 42, 36-249
38.	F.W. AmRhein	Flour Power	272	San Antonio, TX	30, 37, 42, 35, 33, 32, 40-249
39.	A. Deniz Tor/D. Dailey	Blue Jay	523	Corpus Christi, TX	37, 33, DSQ, 33, 28, 34, 42-255
40.	Wally Grabbe	Bodacious	827	Houston, TX	DNF, 36, 33, 34, 37, 39, 43-266
41.	Gary Moore	Apocalypse	666	Corpus Christi, TX	38, 39, 35, 43, 34, 35, 44-268
42.	Mike McKinnon	Station Break	267	Corpus Christi, TX	23, 38, 41, 42, 41, DNF, 41-271
43.	Alan C. Fenwick	Limerick	1427	Darby, KA	41, DSQ, DNF, 38, 42, 40, 31-284
44.	Roger F. Bardwell	Flutterbye	651	Canandaigua, NY	43, 40, 43, 41, 43, 43, 37-290
45.	Ned Plumer	Bandit	602	Henderson, TX	42, DNF, 38, DNF, 44, 44, DNS-299

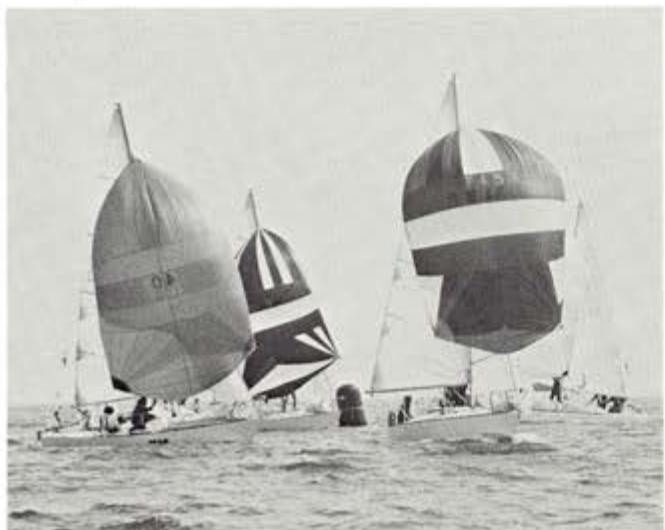
J/24 Open Europeans Championships 1979



Sun and light winds dominated the first J24 Open Europeans — weather hardly envisaged whilst battling through measurement day in high winds and heavy rain. Competition remained close despite this and each leg saw places won and lost in the fleet of 38 J24s from 5 countries.

Parkstone Yacht Club provided a separate race team, headed by the Rear Commodore, to run the three Olympic-type and two Inshore races despite a full Poole Week commitment. Moorings and other shore facilities were amply provided by Poole Harbour Yacht Club.

After a general recall, race 1 was denied the Swedish JULIA helmed by Joans Haeggbor, aged 19, when a mistake in the third beat gave the lead to MIDNIGHT EXPRESS, sailed by Keith Musto. J WALKER (Mike Mounfield) and JUST THE JOB (David Barrow were third and fourth).



The second race was bedevilled by light fluky winds which helped create a gap between the first six and the rest of the fleet which remained throughout the race and by no means indicated where talent lay. Within those first six, places were hard won and lost. THE JUMBLIES (Andy Cassell) led at mark 1 closely followed by JULIA and further astern JEM (Richard Roscoe). By the second beat JEM was ahead of THE JUMBLIES and increased his lead to a 5 minute win from JULIA and JUST THE JOB.

After postponement, race 3 started in a mere breath of wind and was finally shortened, but by Mark 2 the wind had freshened to allow some spectacular place changes behind JULIA who remained a step ahead throughout. Second was JOE BANANAS (Stuart Alexander) steered by Bob Fisher - up from fourth at mark 1 - and fourth was MIDNIGHT EXPRESS who crept up from an early sixth. Third to finish was CHARLSIAN chartered by a Swedish owner, Olle Lundquist, who having been 19th in Race 1, climbed steadily upwards to gain 7th overall by the end of the series.



A two-hour postponement allowed the wind to fill and Race 4 provided the best conditions of the week. However, the worst start of the series with crowding and collisions at the distance mark led to multiple protests and, eventually three disqualifications. Although delayed to the following evening protests were settled satisfactorily. The race itself was hotly contested with ASTERIX (Mike Relling) and J WALKER vying for first place, finally gained by ASTERIX. Overall placings after the fourth race were JULIA, JUST THE JOB, JEM, MIDNIGHT EXPRESS and ASTERIX.

The final race became a lottery in the variable winds and sections of the fleet changed position from one mark to the next. JULIA won to clinch the title, second was JUNIPER (John Spink) and third JAI SOIF (James Flower).

Julia's consistent form in difficult conditions made her a worthy winner of the first J24 European Championship. Also worthy of note and aided by light conditions, was Mark Hall sailing BOOTS ARE MADE FOR PADDLING with his habitual crew of wife and two sons aged 9 and 10, who finished 17th overall beating many an experienced crew.

PLACE	NAME	BOAT NAME	SAIL#	HOME	FINISHES
1.	Rolf Haeggblom	Julia	S21	Sweden	2, 2, 1, 6, 1
2.	Mike Relling	Asterix	722	Solent, UK	11, 9, 5, 1, 7
3.	A.E. Hyde/K. Musto	Midnight Express	1200	E. Coast, UK	1, 17, 4, 4, 8
4.	David Barrow	Just The Job	851	Solent, UK	4, 3, 10, 3, 11
5.	John A.C. Morrow	Jack Rabbit	872	Solent, UK	5, 5, 9, 5, 10
6.	Richard Roscoe	Jem	708	Poole, UK	8, 1, 6, 9, 12
7.	Olle Lundquist	Charlsian	S32	Sweden	19, 8, 3, 8, 15
8.	Andrew Cassell	The Jumblies	1096	Solent, UK	6, 4, 14, 11, 17
9.	Michael J. Wilde	J Ondine	1282	Solent, UK	13, 10, 18, 15, 5
10.	Ter Heege	Head Hunter	H 2640	Holland	10, 21, 11, 7, 16
11.	Stuart Alexander	Joe Bananas	736	Solent, UK	15, 36, 2, 18, 6
12.	D. Rutherford/D. Woodhouse	The Odd Couple	K6490	E. Coast, UK	24, 6, 28, 13, 4
13.	James Flower	J'ai Soif	1286	Solent, UK	27, 28, 15, 12, 3
14.	M.D.F. Mountfield	J Walker	4018Y	Hayling, UK	3, 26, DNF, 2, 9
15.	John RM Spink	Juniper	K6600	Poole, UK	22, 31, 27, 10, 2
16.	Jonas Helbrink	Junk	S5	Sweden	DSQ, 13, 7, RTD, 18
17.	Mark A. Hall	Boats are Make--	875	Solent, UK	25, 18, 25, 29, 13
18.	Robert Gullett	Sanjola III	4001Y	Solent, UK	17, 11, 23, 14, TLE
19.	Nigel R.E. Yeoman	Jest	745	Poole, UK	16, 25, 13, 19, TLE
20.	P. Milligan	Jo Jo Anne	K6475	Poole, UK	14, 22, 20, 20, RTD
21.	E. Gatehouse	Jupiter	1411	Hayling, UK	RTD, 24, 16, DSQ, 14
22.	Charles F. Wallis	Jaygo	733	Channel Isles, UK	RTD, 20, 12, 16, TLE
23.	Vic Sherwood	Dreams	1179	Brighton, UK	23, 7, 26, 24, RTD
24.	George S. Writer	Sabbatical	1289	Poole, UK	30, 16, 24, 17, TLE
25.	J. Lundberger	Teddy Bear	S40	Sweden	20, 12, 19, DSQ, TLE
26.	A.L. Blake	Strega	885	Cowe, UK	28, 27, 17, 22, TLE
27.	G. Putaturo	Calamity Jane	1416	Italy	33, 29, 8, 30, TLE
28.	Lloyd Bankson	O.J.	K6495	Solent, UK	26, 33, RTD, 25, 19
29.	Tim Coventry	Pig's Ear	1091	Falmouth, UK	12, 15, RTD, DNS, DNS
30.	D. Moseley	Jinn	777	Hayling, UK	21, 14, DNF, 7, RTD
31.	C. Hornsey/R. Brothers	Jack Boot	985	Solent, UK	RTD, 37, 21, 23, PMS
32.	K. Ault/I. Tozer	Jay Fever	4067Y	Solent, UK	RTD, 19, 29, 33, TLE
33.	D.M. Mackenzie	Heidi-Ho	702	Hayling, UK	18, 34, RTD, 26, TLE
34.	H. Rusterholze	Jenesis	Z898	Switzerland	32, 32, 31, 28, TLE
35.	Charles Lippett	Andy Cap	717	Windermere, UK	31, 23, DNF, 27, DNS
36.	R.D. Cooper	Junta	854	Redway, UK	RTD, 38, 22, 31, TLE
37.	John Hackman	Woodstock	984	Hayling, UK	29, 35, 30, DNS, DNS
38.	M. Pizzoglio	Jazz	1421	Italy	RTD, 30, DNF, DSQ, DNS

RTD - retired DNF - did not finish DNS - did not start or rank as starter TLE - time limit expired DSQ - disqualified



3 FIRSTS AT NEWPORT WORLDS

Boats with Shore Sails won 3 out of 5 races, and were on 3 of the top 10 boats, 2 with complete inventories—more than any other individual sail loft. Shore Sails won the heaviest-air and lightest-air races convincingly.

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RESULTS OF J/24 FALL CHAMPIONSHIP AT ANNAPOLIS SEPT. 15-16

1. RAZZLE DAZZLE	Scott Allan	9 1/4 pts	20. GODSPEED	J. Martin	88
2. L.L. EXPRESS	Larry Leonard	11 3/4	21. GO	G. Smernoff	96
3. JITTERBUG	Marshall Steele	16 3/4	22. WINDHOVER	Ron Hall	105
4. BANGOR PACKET	Tony Parker	22	23. RUNAWAY	P. Cleaves	117
5. SWAG	Jim Mead	30	24. JERRYCO	J. Scherpf	117
6. SUNSWIFT	Jim Biles	41	25. HARD CIDER	R. Plessner	121
7. I'M DOING IT	P. Delorme	47	26. MARITA	C. Schotthoefer	122
8. SCARLET PIMPORNIL	A. Scherpf	50	27. REBEL YELL	O. Duvall	126
9. WIND SPRINT	Jim Myers	52			
10. LAST CALL	Bill Heim	54			
11. BAD NEWS	Jim Laudeman	59			
12. RIFF RAFF	Paul Borssuck	62			
13. VAGABOND	Bill Take	67			
14. CONTAGIOUS	Randy Staats	68			
15. OUTBURST	Wilson Baysinger	70			
16. A TRAIN	Bob Reeves	72			
17. FOOL'S GOLD	R. Pottee	75			
18. DESPERADO	Ted Prush	84			
19. NOTHING ARTIFICIAL	J. Brooks	86			

Scott Allan won the 27 boat, 5 race series, with 3 firsts, a third and a fourth. Larry Leonard sailing L.L. EXPRESS finished second with a first in the third race, two seconds, and a third and a fourth, while Marshall Steele III sailing JITTERBUG, finished third, with a first in the fifth race, one third, two fourths, and a fifth.

During the two days of racing under the host club, Severn Sailing Association, the conditions were near perfect. Winds were 10-20 knots out of the northwest on Saturday and 8-15 knots on Sunday.

**J/24's in highly
polished heavy brass...**



CHIMES
(each boat
approx. 5" x 5")



MARK
(8 1/2" x 10" overall)

The Chimes, DAILY FIRST awards at the World Championships in Newport this year, sparkle brightly, ring softly in the slightest whisper of air — \$49.00 postpaid. The Mark, a distinctive sign for a J/24 owner — can be mounted on a door, or the front of a boathouse, or on a tree or post beside a driveway — \$69.00 postpaid (specify engraving, allow four weeks for delivery).

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Fleet 24's "Changing of the Colors" Regatta

LAKE GEORGE, N.Y. Rick Wait of the Ithaca Yacht Club combined two first-places and a fourth-place finish to win the first annual "Changing of the Colors" regatta, held here recently by Fleet 24.

Sailing the GREY LORD in light air conditions and flat water, Wait raced consistently throughout the first two races — an Olympic triangular course and a long-distance event — but began the final race in the two-day series with only a two-point margin over Bob Martus of Larchmont, N.Y. on PATIENCE..

Wait's consistent performance finally made the difference in the last event, another standard Olympic course, sailed in about eight knots of wind, when he pulled ahead of Martus after PATIENCE experienced a brief spinnaker set problem on the first reaching leg.

Martus placed second in the series while Tom Thompson of Pointe Claire, Quebec on BLACK STAR took third.

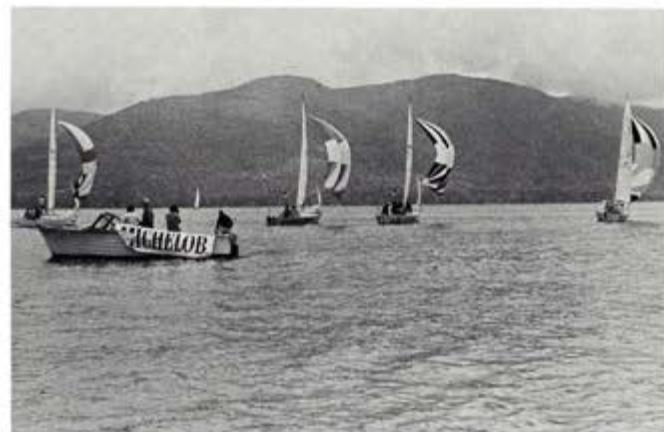
Bill Whitmore of Marblehead, Mass., third finisher in the 1979 J-24 Worlds, did not start the third race, retiring when a dense fog and a flat lake surface at the starting time threatened cancellation of that race.

An hour later though, the wind filled in, providing conditions for good, close racing.

J-24 Fleet Commodore David Cohen observed that conditions during the regatta (Sept. 29 - 30) were unusual for

dissipated half way through the second, long distance race, held on the first day of the regatta.

Michelob Beer sponsored the regatta in conjunction with Northern Beer distributors and Fleet 24. Michelob also awarded three trophies for the first three finishers in the long-distance race of the series, the Michelob Cup race.



Despite light air conditions during much of the regatta, racing remained fairly close, as can be seen here as several of the competitors reach for the second upwind leg in the first race.

Thompson on Black Star took first in the 12-mile event, which had to be shortened by two legs when the wind died as the leading boats approached the jibe mark.

Sixteen boats were entered in the regatta, including:

Boat	Skipper	Points
Grey Lord	Rick Wait	4
Patience	Bob Martus	8
Black Star	Tom Thompson	11
Slingshot	Bob Whyte/Don Brush	11
Stinger	Fred Merchant	20
Kodachrome	David Cohen	24
Max	Lonny Kerst	25
Cracker Jack	Bob Brody	29
Popeye	Bill Whitmore	29*
Rag Doll	Doug Currie	32
Hot Blooded	John Underhill	32
Durendal	R.W. Reddington	33
Enerjize	Fran DiTommaso	37
Gunther	Bob Smith	40
Inner Sanctum	Eric Van Dyke	45*

*Did not start third race.



Bob Martus on Patience (1227) works for a windward position as he crosses the starting line with the first wave of boats in race number one of Fleet 24's "Changing of the Colors" regatta, held recently on Lake George, N.Y. (Photos by Chris Dammer).

Lake George at that time of year. A majority of the races at that time are "single reef" events, he said, but the light conditions that weekend affected much of the East Coast, resulting from a weak low pressure system that completely

Master's Yankee Cup

Folks were calling it the Golden Eagles Regatta or the Leisure World Cup; irreverent souls referred to it as the "Old Farts Regatta." It's official title, however, was the Yankee Cup, so named after the renowned Yankee which the Stone boatyard built in 1906 on what is now the site of the St. Francis Yacht Club.

The Yankee Cup is unique because you can't qualify as a skipper unless you are 60 years or older, and your crew must be 50 or older. It was decided that the Cup would consist of two races; one in the morning, followed by a bit of a reunion lunch in the St. Francis Men's Grill, and then a concluding race in the afternoon. The J/24's were selected as weapons. This year's inaugural affair was limited to the following six local entries:

DAVE ALLEN of the San Francisco YC has been sailing for many years. He began in Stars, his Mull-designed "Improbable" was a well-known screamer and most readers are familiar with the notorious "Imp".

BOB POTTER, also of the San Francisco YC. He is currently sailing a Tarant Tan. Bob was deeply involved with the production of the first fiberglass sailboats, the Aero-Marine Bountys.

ALAN CLARKE is from the Richmond YC and is currently a harbor pilot on the Bay. Alan was a superb small boat sailor in Snipes and also did well in Rhodes 33's.

MYRON SPAULDING of the St. Francis YC has been a boat designer, boat builder, and IOR measurer. For years, Myron played violin in the San Francisco symphony — although it was rumored he attended practices wearing a tux above his work pants.

JAKE WOSSEN is a long time member of the San Francisco YC. Jake began sailing in Stars he himself built, back in the days when class rules were so loose that one of his hulls fit the inside of another.

PETE FROMHAGEN is from Sausalito YC. Pete is a longtime sailor on



the Bay in a variety of classes. He is currently president of the San Francisco Bay Sailing Association, a non-profit organization that helps young sailors attend important regattas with travel grants.

Prior to the racing there was a skipper's meeting in which certain guidelines were decided upon. The first was that only small headsails would be used. The second was that if the wind blew pretty strong, a flag would be hoisted



Yankee Cup participants: (On Deck) 1. Dave Allen; 2. Bob Potter; 3. Alan Clarke; 4. Myron Spaulding; 5. Jake Wosser; 6. Pete Fromhagen; (Standing Left to Right) 7. Austin Gibbon; 8. Bob Klein; 9. Unidentified; 10. Les Harlander; 11. Lloyd Benson; 12. Don Harlander; 13. Roger Eldridge; 14. Russ Spatz; 15. Unidentified; 16. Hank Grandin; 17. Derrick Bayliss; 18. Bill Pascoe; 19. Unidentified; 20. Unidentified; 21. Bob Hall; 22. Mack McDonald.

and spinnakers would not be allowed. (When the time did come, the over-60 skippers were all at the windows telling the race committee, "It's not blowing too hard — we can handle 'em" — and they did.)

The first of the two races proved to be something of a shocker. Alan Clarke, who hasn't sailed but twice in the last sixteen years, demonstrated he still had the touch, and took first place. The race for second was a battle royale between

Jake Wosser who lead Bob Potter all the way until the finish line when Potter nosed by.

It had been a lot of fun, and after lunch they were all eager for the second and concluding race. Jake Wooser decided to get even and broke away to a great start that put him far in the lead for the entire race. With a 1st and 3rd he would win the cup unless Clarke could take second.

As it turned out, Clarke was in second at the jibe mark when his spinnaker pole broke. With yet another spinnaker run remaining, and no legal way to sue the chute, it looked bleak for him. Clarke broke free of Potter on the weather leg and built up a good lead, but Potter's spinnaker ate him up on the next leg.

Overlapped with just a weather leg to the finish remaining, Clarke and Potter battled it out with Wosser eagerly watching the result. It was about as close to a finish as any of them had seen in all their years of racing as Clarke squeezed out a half-second, pupil-length victory over Potter to take a second in the race and win the Yankee Cup.

Much of the credit for Clarke's victory goes to his crew, a trio with over 100 years of small boat experience. Don Harlander, former 110 champ; Bob Hall, with 40 years sailing Stars; and Austin Gibbon, another Star racer with 40 years under his belt.

Wosser was second behind Clarke, with Bob Potter a very, very competitive third.

Is there any future in this kind of seniors racing? Sure seems like it. Confirmations have come in from across the country. Yachting magazine president and former America's Cup winner Robert Bavier will come from Connecticut; Cy Gillette and a group from Honolulu are planning on attending; and from the Mid-West, Harry Nye, founder of Murphy & Nye sailmakers should make the race.

Latitude 38 salutes you senior sailors who paved the way for the hordes of us who have followed. We hope you'll still be battling for the Cup in 2009 when we become seniors.

NORWEGIAN "J" DAZZLES 600 IN FAERDERN RACE

Perhaps the most sensational feat among the 600 boats in this year's 133 mile race from Oslo around the Faedern Lighthouse and back to the Filtveat Lighthouse was accomplished by Mikkel Thommessen in his J/24.

Mikkel opened up a 1 1/2 hour lead on the entire fleet on his way down the Oslo fjord and was able to sweep back in while the west wind was still blowing to cross the finish line first. This was particularly noteworthy since he was in the 9th class to start the race.

J/ NOTES

Technical Notes and News from J Boats President Bob Johnstone.

32 months ago the first J/24 was delivered to its owner. Hull number 2000 is scheduled to be molded on January 23. There are nearly 100 fleets now sailing, counting both European and North American groups. And, J/24's are now sailing in 25 countries.

The licensing agreement with Cabras Mar in Rio de Janeiro, Brazil has been signed with production scheduled to start in early 1980 at the rate of 80 - 100 boats per year.

And, a licensing agreement is pending to be signed with a major Japanese corporation to begin production there.

International Status

At the IYRU meetings this November in London, a plan will be formulated to have the J/24's international status officially recognized by the IYRU in 1980. Dennis Ellis of the Rules Committee will be meeting with J Boats on November 11 to insure that our Class Rules format is acceptable to the IYRU. Copies of the proposed final draft will be sent to Fleets for comment.

Production Boat Changes

The 1980 boats in the U.S. and eventually Europe will have a revised hatch program. The forward hatch will be similar to the plastic/lexan hatches used on J/30's and the main hatch will be a single slide with seahood (or as they say on the continent, "snood"). This also resembles the main hatch on the J/30 which got rave reviews from two owners who went through the Fastnet storm. To accomplish this, only 6 inches of length are lost in the companionway opening, which will not interfere with lifting cables to the keel bolts. We are sure that this will be a popular modification and only regret that a simple retrofit is not possible.

Twinstay Failure

Several Annapolis boats with Stearns Twinstays have had these pull apart while sailing. The problem is lack of preventative maintenance. The bearings eventually freeze up, then the torque nut starts turning and the toggles pull out. So, if your Twinstay begins to get stiff and not rotate freely, WATCH OUT!!!

The solution is to take the bearings apart, clean and lubricate them at least yearly.

Proctor Spars

We are trying to develop alternate suppliers for spars to insure a constant supply. Proctor makes spars for the J/24 in Europe and is now supplying some of the black spars for U.S. production. This should not effect any speed producing factors on the boat.

The Proctor and Kenyon masts are exactly the same extrusion with comparable deflections. The Proctor spar has a cleaner masthead crane arrangement, but it sticks up about 3/4" higher over the upper band, so that's a standoff on windage.

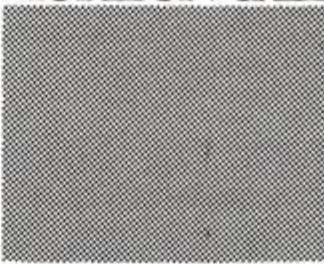
The Proctor boom is lighter than the Kenyon and of a slightly smaller diameter. The difference in weight coming mostly from the heavier end fittings on the Kenyon. Deflection on the Proctor is a bit greater than on the Kenyon, but with end boom sheeting should not influence mainsail set.

3 Bullets at Key West

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

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

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Horizon Sails, Toronto
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Offshore, A.B. Stockholm, Sweden
Horizon S.p.a. Rapallo, Italy
Baxter & Cicero Sailmakers
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The Proctor spinnaker pole is heavier and stiffer than Kenyon's pole. We're concerned about the weight on the foredeck, and don't know how bend differences could influence performance except possibly on a pole against the headstay reach in heavy air . . . but even then the pole is in compression, not really bending sideways.

To avoid the psychological warfare games, we are making an effort to make this equipment more equal in all respects.

Chainplates Pulling Out... WARNING!!!

Twelve boats have experienced partial rupture of the port bulkhead chainplate . . . and two masts have been lost. Check yours! The boats involved thus far are between numbers 200 and 1100. The problem is faulty adhesive used by the plywood manufacturer in making supposedly first grade mahogany plywood. On the port side, inside the locker, the chainplate was anchored to only plywood. On the starboard side the chainplate picks up the fiberglass molding of the pan on the aft side of the bulkhead and there have been no reports of failures.

Since August, mahogany plywood was replaced with fir and a glass backing was added to the aft side of the bulkhead. So new boats should be OK. The problem seems more isolated than universal.

Nevertheless, greater loads are being placed on the rigs with super tight tuning and there's a chance that (1) your port chainplate system may fail, and (2) that with age the plywood at the base of the bulkhead near the mast step may weaken.

Therefore, we recommend that you write: Tillotson-Pearson, 84 Water Street, Fall River, MA 02722 and order a reinforcing kit to include a 20" x 12" aluminum plate and fastenings for the port chainplate and an aluminum angle and bolts to better tie the mast step into the bulkhead. Include with your order a check for \$20 to cover mailing and cost of materials.

Should inspection at this point indicate that your chainplate has started to pull out or there are cracks near the mast step at the bottom of the bulkhead, these reinforcing materials will be provided at no charge.

There have been no recent reports of keel steps pulling away from bulkheads because glass reinforcement was applied on boats manufactured after March 1978.

Pintles . . . Reminder

We recommend annual replacement of rudder pintles to insure a failsafe program as there is evidence of low level electrolysis weakening this stainless, especially in warm, salt water areas.

A pair of pintles with fastenings can be obtained for \$25 at the above address.



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1979 Pacific Coast Championships Won by Bruce Golison on Sept. 1 and 2

In the first Pacific Coast Championships ever held for J/24's, 40 boats and close competition made for an exciting series. The series which was held on San Francisco Bay was a four race affair, (5th race was abandoned due to fog), held off the picturesque city front of San Francisco, with winds of 8-18 knots and a small chop. The courses were triangle, windward, leeward, and finish upwind. The weather mark was off the Golden Gate Bridge, the reaching mark was off St. Francis Yacht Club and the leeward mark near Alcatraz

Island. This should make for an excellent setting for next year's North Americans.

Bruce Golison dominated the series going extremely fast upwind and downwind. The next 4 places were close as consistency was hard to achieve except for Bruce's 4 straight firsts. Golison's crew of Jane Kent, Brian Kent, Robin Morgan, and local expert Kevin Friel provided excellent team work which is a must for success. Everyone enjoyed themselves both on and off the water, once again the St. Francis Yacht Club did a great job handling the event.

Final results: Top 5 of 40 (4 races)

Bruce Golison - ACE OF CUPS	— 3 points
Don Trask - O.J.	— 22 points
Bill Menninger - EXPOODIENT	— 33 points
Sam Pattilco - MIXED NUTS	— 33 points
Chris Boome -	— 34 points

John E. Hutton, Jr.



Fleet Captains

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John Gjerde
21775 Fairview St.
Greenwood, MN 55331

RARITAN BAY J/24 FLEET #2

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North Brunswick, NJ 08902

CORPUS CHRISTIE J/24 FLEET #3

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

NEW HAVEN J/24 FLEET #4

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New Haven, CT 06520

GALVESTON BAY J/24 FLEET #5

LeRoy Herren

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Houston, TX 77062

LAKE ST. CLAIR J/24 FLEET #6

Tom Edwards

32575 South River Rd.

Mt. Clemens, MI 48045

CHARLESTON J/24 FLEET #7

Douglas Boyce Jr.

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Charleston, SC 29401

CHESAPEAKE BAY J/24 FLEET #8

William Tate

1941 Lansdowne Rd.

Baltimore, MD 21227

CANYON LAKE J/24 FLEET #9

Fred Am Rhein

1111 Paulsun

San Antonio, TX 78219

KEY BISCAYNE J/24 FLEET #10

John Southam

101 Sunrise Drive

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Larry Barkley
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LAKE NORMAN J/24 FLEET 40

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East Rochester, NY 14445

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Reading R10 OHJ England
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P.O. Box 2166
Columbia, SC 29202

NAPLES FLEET #68

E.W. Ayres
840 Twelfth Avenue South
Naples, FL 33940

CAPE MAY FLEET #69

Karl Bennug, Jr.
256 Yarmouth Lane
Media, PA 19063

SAN DIEGO FLEET #70

Don Minnis
2616 Rosecrans
San Diego, CA 92106

HAMPTON ROADS FLEET #71

Jim Watson
13 E. Governor Dr.
Newport News, VA 23602

1st Annual District III Stone Crab Regatta, Clearwater, Fla.

October 27th & 28th

PLACE	NAME	BOAT NAME	HOME	FINISHES	TOTAL POINTS
1.	Mark Ploch	Tchau	Clearwater, FL	1, 1, 2, 1	3
2.	Rod Johnstone	Ragtime	Stonington, CT	3, 2, 3, 2	17.4
3.	Charles Shumway	Etera	Naples, FL	6, 3, 1, 3	23.1
4.	John Bankstone	Peppermint	Clearwater, FL	4, 5, 6, 4	37.7
5.	John Schedel	Blue Max	Naples, FL	5, 7, 4, 6	42.7
6.	Jennings/Waterman	Redwing	St. Petersburg, FL	2, 4, DNF, 9	45
7.	Keefe/Eirly	Inshallah	Clearwater, FL	8, 6, 5, 11	52.7
8.	Pete Van Arsdale	Flick	Naples, FL	7, 9, 7, 8	55
9.	Jamie Topp	'Bout Time	Clearwater, FL	9, 10, 9, 7	59
10.	Dave Cooper	Teenie Jeanie	Atlanta, GA	11, 8, 8, 10	61
11.	Cochran/Sams	Black Scar	Daytona Beach, FL	DNF, DNF, DNF, 5	67
12.	Jim Stewart	Puff n Stuff	Ruskin, FL	10, DNF, 10, 12	69

Olympic Scoring Used

COAST GUARD ACADEMY BUYS SIX "J's".

The United States Coast Guard Academy in New London, Connecticut added six new J/24's to its fleet of boats at their Thames River docks.

The six boats are identical with white decks, bottom and spars with regatta blue topsides. Red, white & blue spinnakers were chosen. All boats were delivered in late September.

The Coast Guard Academy selected the J/24 for its performance, versatility and quality. The boats will be used for inter-collegiate competition, recreational sailing, ECYRA cruising class events on Long Island Sound, and J/24 one-design races.

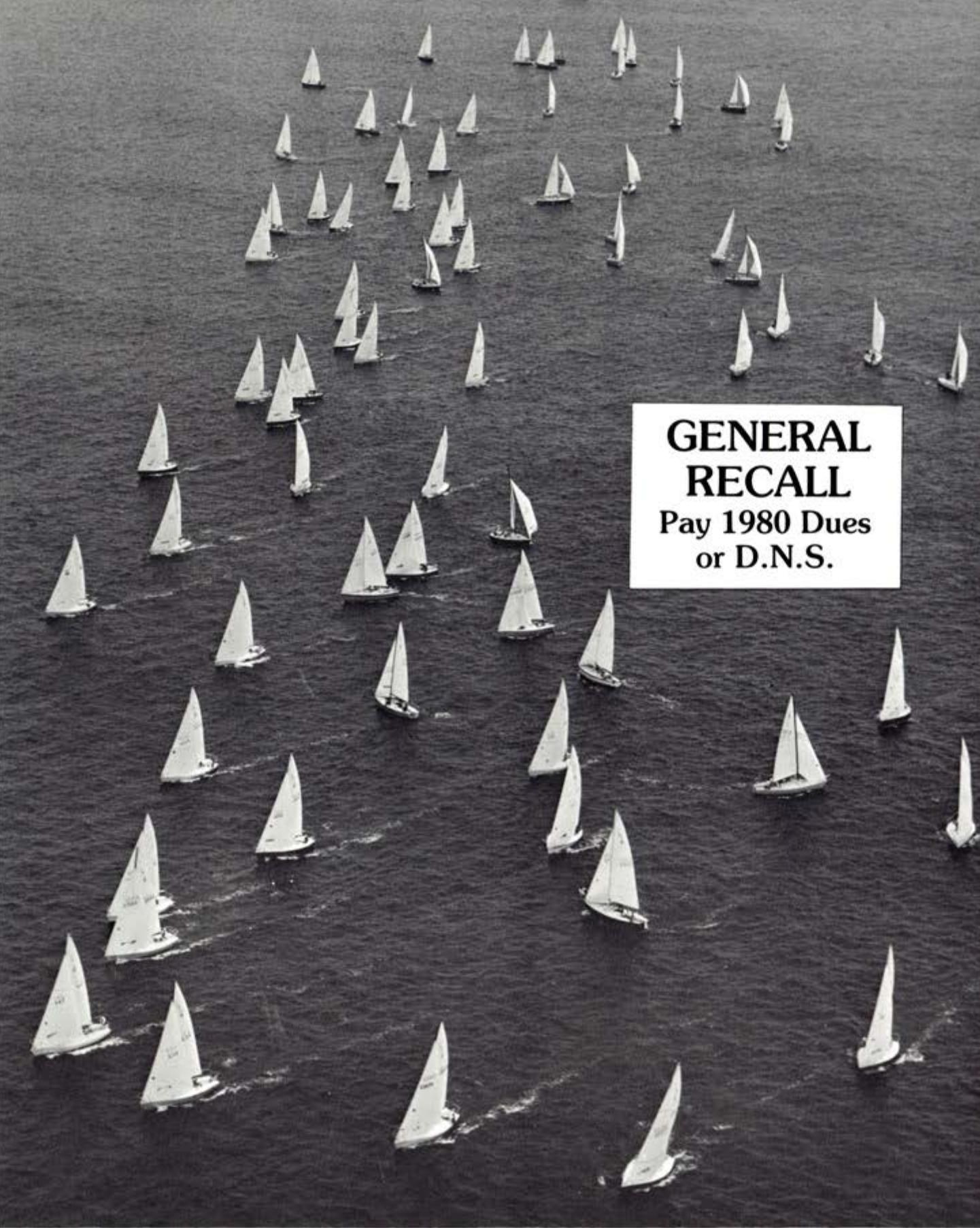
To underline the Academy's interest in becoming involved in area sailing, the first three boats were sailed in an ECYRA Saturday event two days after delivery. Coast Guard J/24's finished 1-2-3.

Sailing Master Hugh McGraw also believes that the presence of J/24's will help attract top young sailors to the Coast Guard Academy. Their program will certainly be more in tune with local and national activity now that there are J/24's.

THATS WHAT SAILING IS ALL ABOUT!!!

Bill Menninger, the winner of the Western Regionals in "Expoobident", writes, "I owe everything to my crew consisting of Marla Meine, Mike Galloway, Ken Kieding and Mark Wilson. We have so much fun sailing with each other that we're winners no matter how we finish up a regatta."





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