

J 24

TM

**A One Design
Cruising and Racing
Sailboat for
Family Enjoyment**



**A Boat Which Provides All The Elements
For Pride of Ownership ...**



**Exceptional Speed
Graceful Lines
Ease of Handling
Quality Construction
Offshore Stability
Cruising Interior
Economy**

J — 24

A SUCCESSFUL ONE-DESIGN CLASS

The J/24 fulfills the requirements for success as a one-design class. (1) Minimum tolerances in construction of hull, keel, interior and rig plus a limitation on sails carried of four. The hulls are constructed to a weight variation of \pm 30 lbs. from identical molds. (2) Boats are available in sufficient numbers to supply fleet demands. Current output is at the rate of 600 boats per year and expandable. (3) Cost when equipped for racing is affordable to many people. The J/24, fully outfitted, costs about the same as a luxury car . . . with far better resale value. (4) Performance is such that it attracts the best sailors in the country. This has happened from New England to the Gulf and Inland Lakes to the West Coast. (5) The boat is versatile enough to satisfy sailing pleasures other than racing, and easy enough to sail so that all members of a family can participate.

Class Rules and By-Laws are available upon request.

TOP PERFORMANCE . . .

In race after race, J/24 proved herself to be faster *boat-for-boat* than all of the following: Tartan 30, Pearson 30, C&C 30, DuFour Arpege 30, Scampi 30, CAL 29, Pearson 28, Ranger 28, Grampian 28, Catalina 27, O'Day 27, Morgan 27 and Ranger 26. Her *boat-for-boat* speed was comparable to the following: Some of the latest and fastest half-ton designs of 29' to 32', Santa Cruz 27, Peterson 29, Pointin 29, tall rig versions of the Chance PT 30 and Tartan 30, Lindenberg 26, Soverel 26 and Soling.

With this kind of speed, J/24 is competitive and fun to race under any handicap rule.

Some 1977 MORC results are:

1st & 2nd — Falkner Island Race (100 miles, Larchmont, NY); 1st & 2nd — Lambert Ocean Race (63 miles, Marblehead, MA); 1st & 2nd — Block Island Week (36 boats, 5 races); 1st & 2nd — Stratford Shoals (32 miles, Riverside, CT); 1st & 2nd — Gulf Coast Regionals (4 races, Pensacola, FL); 1st & 2nd — The Edgartown Regatta (Martha's Vineyard, MA); 1st to Finish, 1st Overall — Sarnia-Alpena (91 boats, Detroit, MI); 2nd & 5 of top 10 overall — MORC77 INTERNATIONALS (92 boats); 1st & 2nd — Larchmont Race Week.

It's important to note that many of these wins were achieved within a week or two of launching by skippers who weren't familiar with the boat.

HANDLES LIKE A DREAM . . .

Performance is more than just a racing record. J/24's beautifully proportioned hull has enough flare and freeboard so that the crew stays dry when going to windward in over 20 knots of wind.

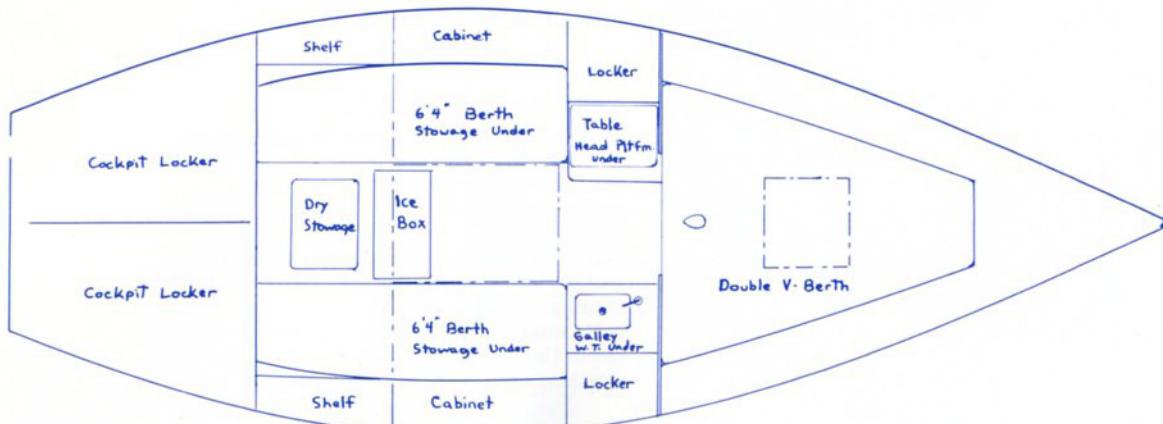
The simple 5/6ths rig is sturdy, adjustable and easy to handle. Only two winches are needed. The spinnaker pole can be spun with one hand, and the kids can handle the sheets.

J/24 combines the responsiveness and acceleration of an Olympic racer with the stability and power of a boat ten feet longer. One has a feeling of complete confidence and control at all times with none of the "wipe-out" tendencies usually associated with high performance boats.

All sheets, halyards and control lines lead to the cockpit making her an easy boat to sail short-handed. Whether you are tacking through a crowded anchorage under main alone or jockeying for position on a cluttered starting line, J/24 maneuvers quickly and balances beautifully. She is so fast in both light and heavy air and needs so little sea room to maneuver that an engine is seldom if ever required.



**J
24**



Scale: $1/4" = 1'$

A BOAT THE WHOLE FAMILY ENJOYS . . .

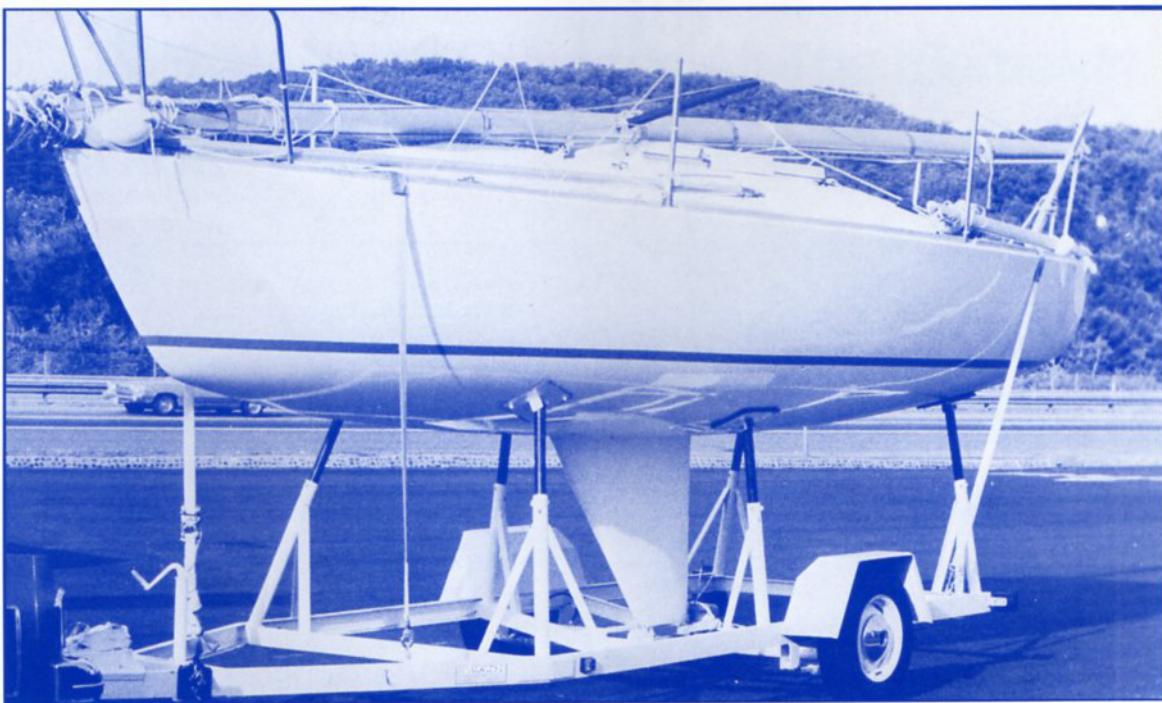
Since J/24 is so easy and so much fun to sail, she can be readily used for daysailing and after work, sunset sails. There is a large eight foot long cockpit and plenty of sunbathing space on the deck. For cruising, she accommodates four using the large double vee berth forward and extra wide 6'4" berths aft.

The large main hatch makes for easy access and a sense of openness and space below. Comfortable sit-up headroom can be expanded to full headroom at anchor by using a boom tent. Translucent hatches let in lots of light when closed . . . yet provide dockside privacy.

QUALITY AND ECONOMY . . .

The two go together with J/24 — from the careful hand layup of the hull, the molded in non-skid and boot top, to the teak trim, first class deck hardware and rigging that is all part of the standard boat. The boat comes completely equipped with all genoa and spinnaker hardware and control lines properly installed. There is no need to "soup up" a J/24 in order for her to be raced successfully.

The economy of a J/24 is in her functional simplicity; the absence of unnecessary gadgetry; her need for no more than a basic inventory of four sails to perform well as a cruising and racing sailboat; her light 2600 pound weight which means the local yacht club hoist can be used and storage can be on a trailer at home; all this plus the built-in resale value that good one-designs retain.



J/24 is proof that a well designed sailboat, built for speed and ease of handling, need not be expensive, nor outdated by the latest rulebeaters. While she may be the optimum 24 footer for offshore competition, the owner may not really care. When a boat is so easy, so fast, so versatile and so much fun to sail . . . racing becomes just one of many sailing pleasures.

J 24

STANDARD SPECIFICATIONS*

LOA 24'0"
LWL 20'0"
Beam 8'11"
Draft 4'0"
Displacement 2,600 lbs.
Lead Ballast 950 lbs.
Sail Area 261 sq. ft.

1977 Handicap Ratings

MORC	19.9-20.2
IOR MK III (est.)	20.2
Off Soundings	19.2

Designer:

Rodney Johnstone
Stonington, CT

Builder:

Tillotson-Pearson, Inc.
Fall River, MA

Hull Structure & Interior

Lloyd's approved balsa core/fiberglass construction
molded in non-skid and boot top
teak toe rail, cabinets, and trim
self bailing cockpit
translucent main and forward hatch
bolt-on lead fin keel, faired and primed
finished interior including four berths and plenty of
stowage space
extra wide 3" bunk cushions covered in Herculon
removable rudder and tiller with hiking stick
stainless sink, water tank and pump

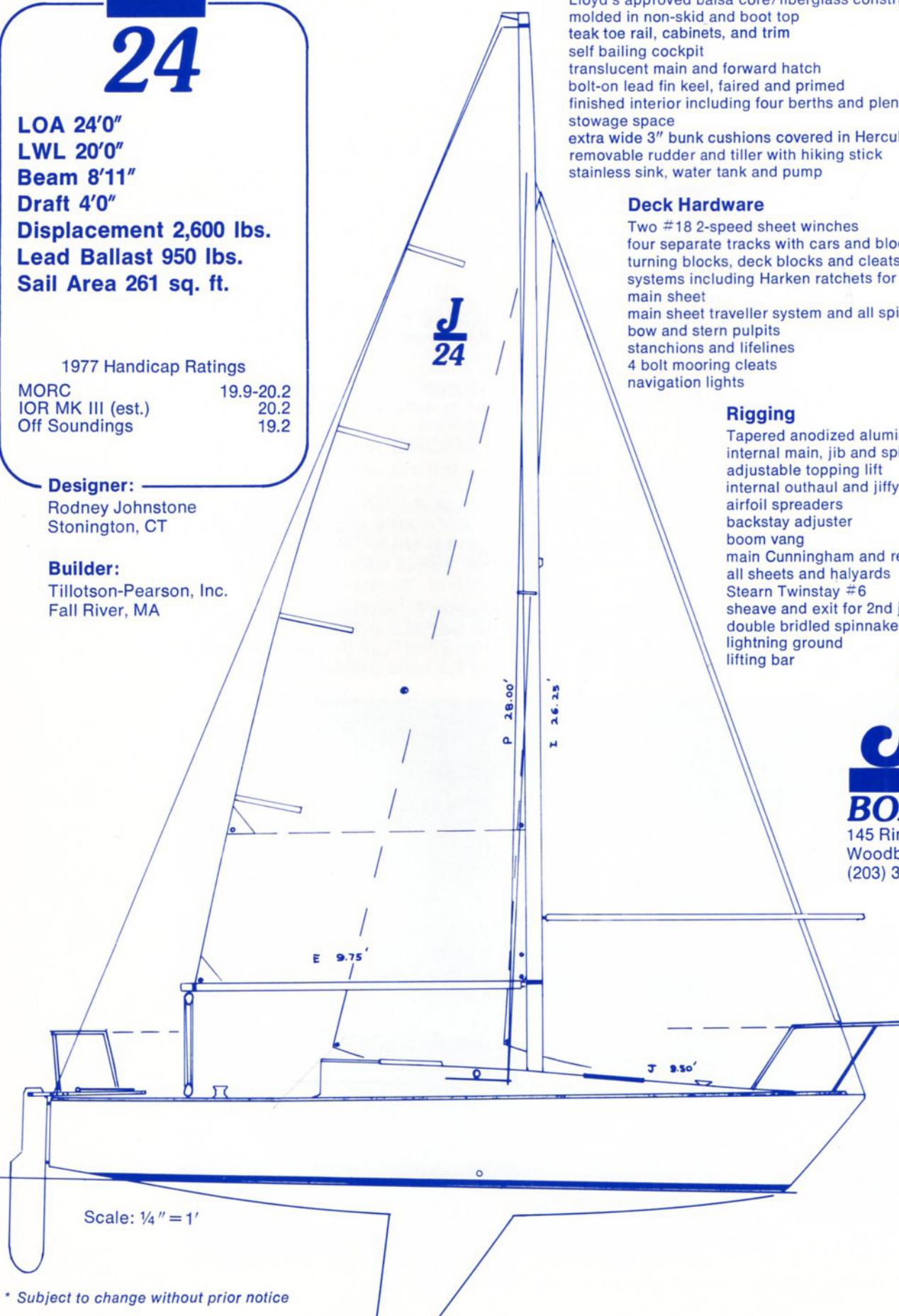
Deck Hardware

Two #18 2-speed sheet winches
four separate tracks with cars and blocks for jib and genoa sheets
turning blocks, deck blocks and cleats for all sheet and halyard
systems including Harken ratchets for spinnaker sheets and
main sheet
main sheet traveller system and all spinnaker gear
bow and stern pulpits
stanchions and lifelines
4 bolt mooring cleats
navigation lights

Rigging

Tapered anodized aluminum mast
internal main, jib and spinnaker halyards
adjustable topping lift
internal outhaul and jiffy reefing gear
airfoil spreaders
backstay adjuster
boom vang
main Cunningham and reefing tackle
all sheets and halyards
Stearn Twinstay #6
sheave and exit for 2nd jib halyard
double bridled spinnaker pole
lightning ground
lifting bar

J
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