

J 24



WHAT'S DIFFERENT ABOUT THE J/24?

What Sailing is . . . Sailboats Aren't

When sailing is part of a family's lifestyle, it is many things: peaceful sunset sails with friends; wild exhilarating rides in wind and waves; short voyages of exploration with children; one-design races at the local club; the camaraderie of a rafting party after an offshore race; new friends made on a weekend cruise; joys of seeing others gain the confidence to sail by themselves; the feel of a good boat.

But, while sailing is many things, sailboats aren't and this is a dilemma. How often have you heard the question, "What single sailboat best satisfies our needs?"

We believe the J/24 comes closer to fulfilling this role than any design available. What's more, by solving the needs of one family, the J/24 becomes an ideal one-design class for yacht club sponsorship. Participation in one-design programs is, after all, a function of active family involvement in the class of boat selected. To put this point of view in perspective, let's first review the current situation.

What's Happened to One-Design Sailing?

The 15,000 Sunfish, Lasers and Hobies sold each year are great fun when the water's warm. They are relatively inexpensive, easy to handle and get to planing speeds in a breeze. For these reasons, they are excellent to learn on or to race in protected lakes and harbors. However, *many people develop an aversion to being wet, cold and uncomfortable most of the day*. Participation in local events can be sporadic . . . a function of sunshine. The better sailors seek out regional competition, leaving the home fleet to fend for itself.

For many years, open cockpit daysailers and one-designs under 20 feet dominated the local sailing scene. While these designs were and still are the mainstay of many yacht club programs, their usage as family boats is limited. *A high percentage of one-design class boats don't have the inherent stability for safe open water sailing by inexperienced or lightweight sailors and usually require outside assistance for rescue after capsize.* One design fleets of such boats have declined with the introduction of the smaller, less costly Laser and a growing interest by young talent and families in offshore racing and cruising. Less than 3,000 traditional yacht club one-designs are sold each year as new boats.

In an effort to "modernize", some yacht clubs have tried lighter, self-rescuing, high performance boats such as the 420 or 470. But, after an initial burst of interest, participation fades because owners soon discover that racing isn't everything and there's little chance to relax in the "hot" trapeze boats.

Generally, greater participation has been achieved in larger keel boat fleets. Several designs

offer more than just racing. The Ensign and Rainbow have small cuddies for storage of gear or protection. The new Santana 20 is a lighter weight version of such older designs. The Soling and Etchells 22 provide superb sailing qualities and graceful lines. But, these *keelboat designs cost more than \$5,000 without offering broader recreational opportunities than smaller, open cockpit daysailers.* While risk of capsizing or swamping is minimized, they cannot be realistically classified as having offshore stability and seaworthiness. The sphere of sailing activity is restricted to daysails around the local club. Perhaps 500 boats are sold in this category each year.

Underlying the one-design problem are socio-economic factors. *Sailing has evolved from a male dominated, one-design racing, yacht club based activity to a broader, more diverse family recreation wherever there's water.* While many experienced sailors or clubs have yet to recognize this phenomena, manufacturers have been alert to the opportunity for a number of years.

Sales of 20-30 foot cruising boats are now at a level three times greater than one-design class boats, which in dollars is more than six times greater. *People seem more willing to invest \$10,000 in a boat the family can sail six or more months of the year, than they are to invest \$5,000 in an open one-design class boat to qualify for the club's season championship on Saturday afternoons over a 60 day summer.*

Knowledgeable sailors, who form the backbone of one-design sailing in North America, haven't regarded these small cruising boats as a satisfactory alternative . . . with good reason. *The majority of small cruising boats are designed to appeal to first time boat owners rather than experienced sailors.* Consequently, high bunk to length ratios, large cabins, and low cost laminates and fittings took priority over sailing performance, graceful lines and one-design weight control.

Recent efforts by manufacturers, to overcome the low performance image of their designs, have been marginally successful. It was reasoned that acceptance would improve if the "perfect" family cruiser looked like a thoroughbred. But, the solution was frequently off target. *A masthead IOR type rig with large genoas and small mains requires stronger crews to handle sails and a motor to navigate crowded anchorages.* These developments didn't make the \$10,000 cruiser any more attractive to sailors who knew what a good sailboat was.

Nevertheless, it should be pointed out that *some of the most successful one-design programs today are the organized cruising, racing and social events conducted by Venture and Catalina owner groups in places like Waukegan, Illinois and Miami, Florida.* It's not unusual to find 30-40 families rendezvousing for a

Friday night through Sunday round of parties and competition. Nearly 2,000 of these designs are sold yearly.

To the performance oriented sailor who was unwilling to compromise his ideals by owning a swing keel trailerable, the choice became one of sticking to the open cockpit one-designs or making a large dollar leap to established or custom offshore designs. Many owners who made the latter decision are now finding that *not enough time is spent on a large, offshore yacht to justify its expense*. "The family really doesn't want to sail around the world once per year. The kids want to play tennis or go to the beach. The gals want to enter a golf tournament or spend a week at the island. The clipper's winches are a bit large for mom to work the No. 1 on those evening sails. None of the kids want to make the big race. And, the yard, mooring, maintenance and sail bills average \$100 per sailing day."

Those owners who have found the time to campaign and cruise larger sailboats are disenchanted with the various offshore rating rules and the fact that older designs are rapidly outdated by new boats and technology. A first reaction was interest in level racing: 1/4 ton, 1/2 ton, 1 ton, 2 ton. But, that was an expensive game too. More recently, there's been talk of New York 40's, Mega 30's, 101's, Tartan 10's and others. But, these are still big, expensive yachts.

The ideal boat can't be too small and unseaworthy or too large, intimidating and expensive.

The Ideal One-Design Sailboat Defined

The foregoing leads toward a consensus of what a popular one-design might be. Dream a little!

Wouldn't it be nice to find a boat that had reasonable accommodations for a family weekend cruise; the grace and performance of an Etchells or Soling; the stability and working deck of a custom offshore 30 footer; the easily managed, unintimidating sail plan of a Lightning; the upper speed ranges of a Tempest or 505; the toughness and solidity of a wooden boat driving through waves; the smooth acceleration of a Hobie 16 in moderate air; the quick maneuverability of a Laser or 470 . . . all in a reliable one-design package that anyone in the family can sail, that is light enough to keep in the backyard on a trailer, and which requires less of a monthly outlay (with a lot more resale value) than the average small car?

J/24 . . . Dream Come True?

It doesn't sound possible, but the J/24 comes very close to the ideal.

It's as fast as a Soling, some say faster than a 505 on a planing reach. The simple 5/6ths rig is easy to manage alone and is, in practice, less complicated than a Lightning's. Because of the 8' 11" beam, the 4 foot draft lead keel, flared bow sections and light displacement, she has the reserve buoyancy, resistance to heeling and dryness going through seas of much larger boats. One ecstatic gal claimed it to be the only "non-barfy" boat she'd sailed on under 40 feet. The hull pounders could break a wrist. In fact, you could say she's a wooden boat. The hull and deck are laminated to a thickness of 3/4" using Lloyd's approved balsa core and fiberglass construction which is quiet and stiff going through waves. She's small

enough for the kids or gals to sail alone, yet large enough for serious offshore competition. At 2600 lbs., the club hoist can put her on a trailer to take home for the winter . . . or to trail off to some distant vacation spot. She has the weekend cruising accommodations you need for a family of four . . . all teak trimmed with a practical but attractive color coordinated interior. What more could one ask of a sailboat?

Hypothesis

The J/24 comes closer to solving the multi-faceted needs of the knowledgeable sailing family than any other design available.

And, by solving families' needs, yacht clubs and other sailing organizations will once again enjoy the surge in membership and participation deserving of their contribution to the sport of sailing.

Proof

People are taking up J/24 sailing faster than IOR, MORC and Olympic sailing combined. Over 800 boats are now sailing in 14 countries throughout the world. J/24's are being built in the U.S., England, and Australia. This has all happened since April 1977.

64 boats competed in the first J/24 North American Championship at Newport, Rhode Island from August 7 - 11. They came from 15 states as far away as Oklahoma and Colorado.

J/24 sailing is rapidly becoming an international phenomena. Listed below are Fleets with assigned charters and areas where owner groups are starting to organize.

Chartered Fleets

1. Minnetonka MN
2. Raritan Bay NJ
3. Corpus Christi TX
4. New Haven CT
5. Galveston Bay TX
6. Lake St. Clair MI
7. Charleston SC
8. Annapolis MD
9. Canyon Lake TX
10. Biscayne Bay FL
11. Niagara Frontier NY
12. Chicago IL
13. Key West FL
14. Palm Beach FL
15. Susquehanna PA
16. Buzzards Bay MA
17. San Francisco Bay CA
18. Narragansett Bay RI
19. Presque Isle PA
20. Lake Lanier GA
21. Austin TX
22. Long Island Snd.
23. Lake Champlain VT
24. Lake George NY
25. Flathead Lake MT
26. Seattle WA
27. Portland OR
28. Mass Bay MA
29. Dallas TX
30. Stockton CA
31. Eastern CT
32. Panama City FL
33. Mobile Bay AL
34. Bermuda
35. Pensacola FL
36. Toronto ON
37. Milwaukee WI
38. Grand Lake OK

Lake Carlyle IL
Kenosha WI
Washington NC
Jacksonville FL
Norfolk VA
Fishing Bay VA
Cleveland OH
Oklahoma City OK
Marina del Rey CA
Hyannis MA
St. Thomas VI
New Orleans LA
Long Beach CA
Racine WI
Halifax NS
Newport Beach CA
Portland ME
Traverse City MI
Charlevoix MI
Waukegan IL
Beaumont TX
Lake Tahoe CA
Northeast Hbr ME
Camden ME
Huntington NY
Hudson River NY
Tampa Bay FL
Rochester NY
Kingston ON
Winnipeg MAN
Lymington England
Dublin Bay Ireland
La Rochelle France
Lake Geneva Switz.
Sydney Australia
Lake Maracaibo Venez.
Stockholm Sweden
Montreal PQ

About to Happen

Lake Carlyle IL
Kenosha WI
Washington NC
Jacksonville FL
Norfolk VA
Fishing Bay VA
Cleveland OH
Oklahoma City OK
Marina del Rey CA
Hyannis MA
St. Thomas VI
New Orleans LA
Long Beach CA
Racine WI
Halifax NS
Newport Beach CA
Portland ME
Traverse City MI
Charlevoix MI
Waukegan IL
Beaumont TX
Lake Tahoe CA
Northeast Hbr ME
Camden ME
Huntington NY
Hudson River NY
Tampa Bay FL
Rochester NY
Kingston ON
Winnipeg MAN
Lymington England
Dublin Bay Ireland
La Rochelle France
Lake Geneva Switz.
Sydney Australia
Lake Maracaibo Venez.
Stockholm Sweden
Montreal PQ

Schedule of Major Events

GREAT LAKES CHAMPIONSHIP (Sep 22-24) Chicago IL
SUGAR BOWL REGATTA (Dec 30-31) New Orleans LA
MIDWINTER CHAMPIONSHIP (Jan 14-17) Key West FL
1979 WORLD CHAMPIONSHIP (Aug) Newport RI

STANDARD SPECIFICATIONS*

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

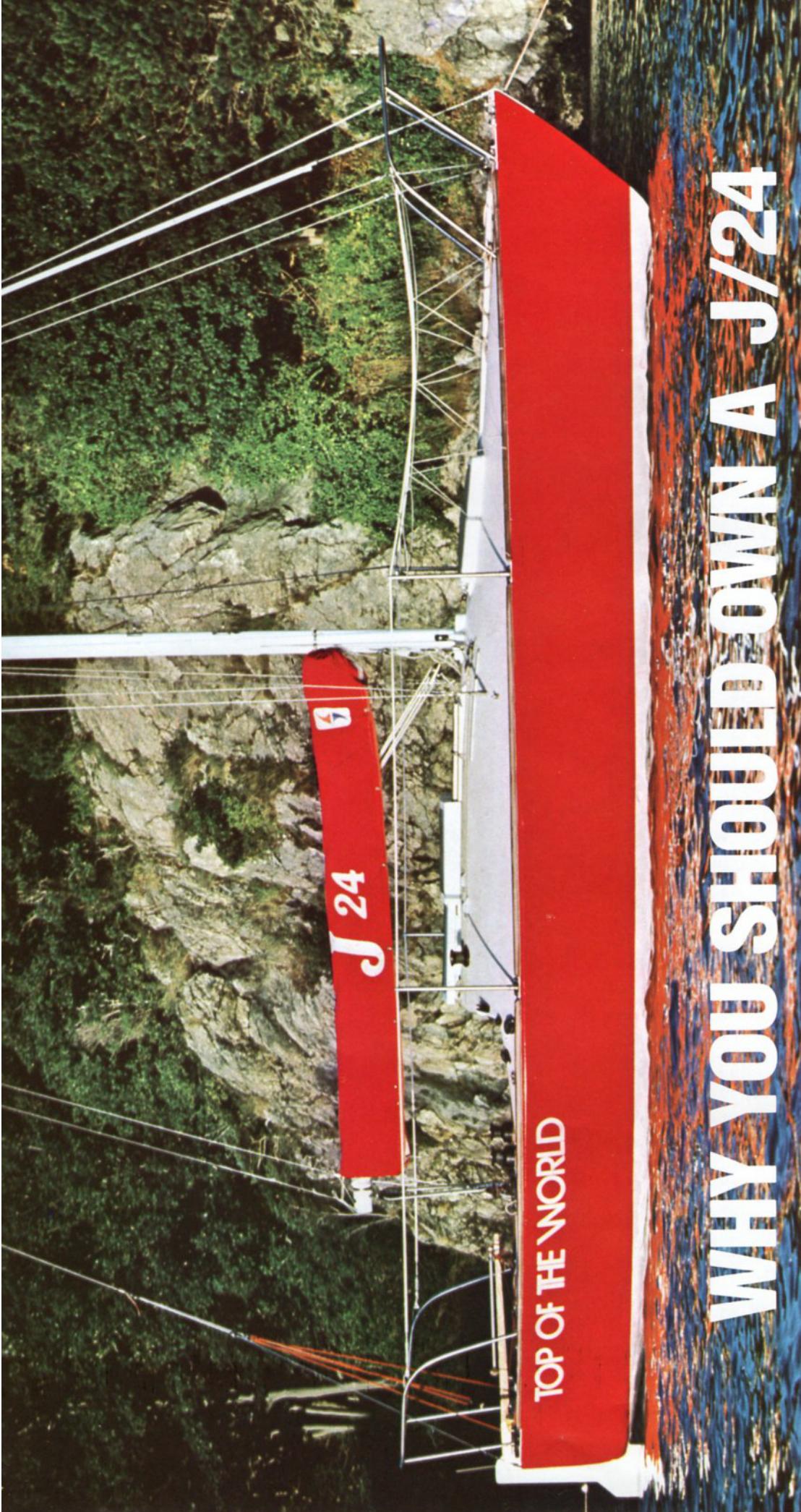
Rigging

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
double groove jib foil
sheave and exit for 2nd jib halyard
double bridled spinnaker pole
lightning ground
lifting bar

LOA	24.00'	1	26.25'
LWL	20.00'	P	28.00'
Beam	8.92'	E	9.75'
Draft	4.00'	J	9.50'
Sail Area (ft ²)			
Main	136	Genoa	216
Jib	125	Spinnaker	440
Displacement			2,700 lbs
Ballast (Lead Keel)			935 lbs
Auxiliary (Outboard)			4 h.p.

Designer:
Rodney Johnstone
Stonington, CT





WHY YOU SHOULD OWN A J/24

What's Happened to Cruising Under Sail?

Have you noticed that sails on cruising boats are used less and less . . . that auxiliary engines are used to power in and out of harbors or uphill into the wind, or all the time in light air? One begins to wonder. Are these motor boats with auxiliary sails or motorsailers? Is our collective fascination with internal combustion making inroads on the beauty of sail?

Shortening Sail and Safety

The best way to shorten sail and relieve demands on the crew in heavy going is to get rid of the headsails and sail under main alone. Many masthead cruising boats just can't do this and claw off a lee shore or enter tight harbors. And, it's usually in such rough conditions when the engine decides to conk out . . . along with the crew.

J/24 again to the rescue! Under main

Docking

Lightweight and short length overcome many of the hair-raising situations created by heavy boats with lots of momentum. Take dock landings to get ice and provisions. We all misjudge these. The average person can stop a J/24 by pushing off on a piling. Try that with a 7,000 pound 26 footer and it's a dislocated shoulder or bent pulpit. And, it's easy to sail into a small space at a dock, when 30 footers are lined up six deep waiting to get at the gas pumps.

Fortunately, there's hope of overcoming this dependence on motors, restoring once again the sense of independence and pride in basic sailing skills that somehow was lost when graduating from Sunfish to showroom cruiser. The answer is J/24.

To better understand why owners are finding the J/24 to be a superb weekend cruiser, let's review several aspects of cruising under sail.

Passage Making Speed

Good harbors are frequently 40-50 miles apart. Slow sailing yachts must contend with less desirable anchorages or resort to the engine. If one's destination is upwind, the problem is compounded severalfold when a boat doesn't point high or move fast with cruising sails.

Large, bulky hulls with small or uncanvassed rigs tend to pitch and roll in a sea, because the hull's moments of inertia overcome forces developed by wind on sails. Sail efficiency thus declines, the boat slows and pointing ability is lost.

The J/24 has a high sail area to displacement ratio. And, what's more, has sails that are so easy to manage that the optimum combination of jib or spinnaker and mainsail can be set to sustain performance. Sailing characteristics of the J/24 are not overwhelmed by (a) pitching of the hull mass or (b) inability of a cruising crew to use the proper sails.

alone, she'll do better than 5 knots to weather, tacking through 75 degrees, when it's blowing 30-35 mph. Put a reef in it, and you should be able to handle even heavier stuff . . . singlehanded.

Fatigue

There is a limit to human endurance when sailing a boat which is heavy on the helm. This can take the fun out of cruising and will surely limit the distance one can cruise. The J/24 is so well balanced on the helm that one has to guard against falling asleep. Some people have helmed a J/24 for nine hours straight. A heavy helm would wear down the same person in less than an hour.

Maneuvering in Tight Quarters

There are so many boats on the water these days, not to mention the fishermen, narrow channels, crowded anchorages, car ferry and water skiers, that one must navigate in tight situations at least twice per day. For the owners of many cruisers, this requires use of power because their boat doesn't respond quickly enough to surprises. And, even then there are moments of fright.

The J/24 can do a 360 degree turn in its own length, it can tack up a 100 foot wide channel, and it can be sailed into a marina slip singlehanded . . . just like a Laser. With J/24 speed, acceleration, and maneuverability, many of the fears of cruising are left behind, and the chance to show off one's true sailing skills becomes a frequent occurrence.

Sail More, Motor Less

The J/24 points high and can do 5-6 knots close hauled. It travels the speed of the wind in light airs when heavy cruising boats hardly move. Two people can set the spinnaker and cruise a steady 7-8 knots in complete control. An experienced couple can fly the chute in 18-20 mph of wind to plane at 10-12 knots. This means you don't have to power through, even with an adverse current.

Sleeping Soundly at Anchor

We don't think you'll find four larger, more comfortable berths on any boat. But, what happens outside also determines how you sleep inside.

Remember the last time the wind switched into the North and blew 40 knots at 2 a.m.? The heavy cruisers dragged anchor, banged against one another and all crews were on deck in pajamas struggling to part the goliaths. The J/24 doesn't pull that hard on its anchor, so dragging is less likely. If one of the biggies swings into you, it's a two person operation to push off, pull up anchor, sail under bare poles to a vacant spot, drop anchor again and go to sleep.

Going Aground

We all do this too. With only 4 foot draft and modest weight, one can jump overboard and push a J/24 off. This is not an easy trick with a 35 footer that draws 5 feet or more.

Big Boats Should be Chartered

The J/24 is not a pretentious design. We believe that complete galleys with ovens, hot running water, showers and stand up headroom are important for houses and large cruising vessels that are lived in for a week or more at a time. But, most of us can't afford the luxury of living aboard ship long enough to justify the upkeep.

So, when it gets down to separating realities from the dream, it's best to charter a 40 footer in the Virgins, Maine, North Channel or Aegean for that annual two week cruise.

During the rest of the year, when you are looking for effortless sailing fun . . . those day long picnic sails, weekend overnight cruises, spontaneous sunset jaunts, a club or offshore race . . . your best bet is to own a J/24.

For more information, contact:
J Boats, Inc., Brenton Cove, Newport,
RI 02840, (401) 846-8410

Meeting New Friends

Maneuverability of the J/24 provides another less obvious benefit. The boat becomes its own dinghy. Many people trouble themselves to carry or tow a small boat when cruising so that they may sail around harbors and meet friends once securely anchored. But, you needn't bother in a J/24. Under mainsail alone, it's great fun to zip around the harbor before anchoring to see who's there.