

SANDPIPER wins 'Round the Island at Yachting Block Island Race Week

If we knew at the beginning of the week what we knew by the end of the week (try a knot faster to windward), SANDPIPER might have won its Division at BI Week instead of having to settle for 4th place, within a couple of points of 2nd. As it was, we placed in the money on two other occasions with finishes of 7,3,1,9,3. Our competition was a Swan 47 and three Tripp 33s rating the same as us at 78. Then there was a C&C 41 and Frers 41 at 69 with a Schock 35 and a Tripp 33 at 75.

The first conclusion one might reach is that the J/105 is reasonably competitive against these boats with a 78 rating on a windward-leeward course using a 150% genoa. Our bottom was somewhat suspect for the first two races, but was very clean for the 3rd. We sailed with six people versus the opposition with nine or more. The dodger was probably the envy of the fleet and a great success with the crew in keeping them warm and dry when going through seas (or driving rain!) to the starting line in the morning.

What were the lessons learned which you can all apply to sailing your J/105s?

Race 1

Wind was West 14 to 20 knots against the current with a good chop over a windward-leeward course of 18 miles. We were conservative at the start using the 100% class jib. (At all times we used the standard roller furling system.) Then we placed the sheet leads too far forward for power and the boat became cranky when trying to sail a scalloped course through waves. She would heel too far when bearing off to pick up speed, so speed wouldn't pick up enough to slice through the next wave properly. The mainsail could have used a bit more twist off of the upper leech. Our upwind speed was in the 5.8 to 6.3 range and we were really hurting compared to boats around us. More experimentation with the jib leads would have paid off.

Race 2

Same course and conditions with more wind. We got the jib leads right and with Beau LeBlanc fresh off America3 working on mainsail shape, upwind speed rocketed into the 6.4 to 6.8 range with the Class jib. I played the main with the fine tune, not the traveller. We rounded the weather mark in 2nd and "experimented" sailing a fairly high angle to see if greater speed would generate better VMG downwind. It didn't. We lost nearly 2 minutes on this leg - our margin on 2nd place for the race. On the second run, we tried "wing and wing" surfing down waves in 18-19 kts. true wind. It worked.

Nobody was surfing any faster or further straight down the waves downwind. The boat was quite stable with the crew on the opposite side of the mainsail (one held it out) to heel the boat to windward and help set the gennaker which was flying without benefit of a whisker pole. The Swan 47 thundered to a fairly easy win in these conditions.

Race 3 - 'Round the Island

After a one hour delay due to rain and light wind, the race got under way in a building Southerly. SANDPIPER was a close second around the first windward mark behind the Frers 41. This was a special mark set 4 miles to windward. We then progressed counter-clockwise around the island in a flood tide. SANDPIPER showed her heels on a jib reach to the rest of the class and overhauled both the Frers 41 and some J/35s (who started 5 minutes earlier). Attempts to use the Gennaker along the South side of the island drove us low and fast along the beach in less tide, but the net gain was "0" versus the jib. It was a bit too close an angle to take off. Carter Gowrie and Bob Burgess sailing a borrowed Tripp 33 closed on us when we turned the corner to go downwind along the East side of the island.

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SINGULARITY 10th to Finish Annapolis to Bermuda Race

Peter Chance, 42, sailed his shoal draft J/105 with a crew of four and 3 class sails (plus storm jib) to an impressive finish of 10th across the line of the 50 boats entered in this 753 mile event. SINGULARITY was the smallest boat in the race. She corrected out to 16th with a PHRF rating of 48. A 72 rating would have put her at 12th.

Peter is the younger brother of designer Britt Chance. He sailed with Rachel Miller of Brown University, Mike Dutton, an x-BU sailor and Paul Mikulsky who has a Fastnet win to his credit on the J/44 IONA last year. The crew used a 2on-2off watch system with the offwatch crew sleeping in main cabin berths with lee cloths attached to inside stainless steel grab rails matched up with those on top of the cabin trunk. Paul Mikulsky had high praise for the inside rails and the security of the head in all sea conditions.

This was a very slow race, down the Bay in a 4-8 knot Southeasterly then all the way to

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New York Yacht Club Cruise to Have J/105 One-Design Start.

Chairman Andrew A Scholtz of the New York Yacht Club Race Committee advised the Class Office on May 27th:

"The Race Committee would be pleased to provide a separate one-design class for J/105's during the 1992 Annual Cruise provided there are at least five J/105's entered in the Cruise and further providing that the J/105's comply with the requirements of the 1992 Offshore Racing Council Special Regulations for Category 3 events. Yachts entered in the Cruise are also expected to comply with federal, state and municipal anti-pollution laws. I look forward to seeing you on the Cruise."

The 1992 Cruise begins with a Captain's Meeting in Castine, ME on Friday, August 14th, with a racing schedule as follows:

SAT Aug 15	Queens Cup and Trophy Races Overnight at Islesboro
SUN Aug 16	Race to Northwest Hbr. Deer Isle.
MON Aug 17	Race to Swan's Island
TUE Aug 18	Race to Southwest Harbor
WED Aug 19	Lay Day & Design Seminar
THU Aug 20	Race to Southeast Hbr Deer Isle.
FRI Aug 21	Race to Bucks Harbor on the Reach
SAT Aug 22	Astor Cup Races off Castine.

It is required that a New York Yacht Club member be aboard as "Captain of Record" or that a special invitation is issued by the Commodore ... to the Commodore of the St. Francis Y.C. for example.

J/105s which plan to compete are yours truly with Mary in SANDPIPER, Rod and Lucia Johnstone in JAZZ, Fred Stelle with NYYC friend in ACE, Nicholas Brown in FOXTROT, Ben and Nan Hall in VMG, and Jonathan Knowles with NYYC friend in ABRACADABRA. John Arthur has generously offered SARACEN for charter to Robbie Doyle. If Robbie can't make it, this boat may be available for charter. Please contact Bob Johnstone at 401-841-5356 if you are interested in participating.

J/105s may be commissioned at Manset Yacht Service next to Hinckleys or at Butlers in Northeast Harbor. Several plan to sail in company from Newport, starting early Wednesday morning on August 12th, sailing straight through.

RULE CHANGE PROPOSAL

5.3.8 A 5/16" "U" bolt installed (P&S) on the rail to serve three purposes: Amidships mooring eye, outboard close reaching lead for the Class jib and snatch block location for downwind sheeting of the gennaker.

Note that this does not permit twing lines with associated blocks, cleats, etc. We're trying to keep the decks clean and uncomplicated. The best snatch block seems to be the rubber sided Nicro-Fico type.

SANDPIPER at Block Island (continued)

But, Peter Johnstone's superb helmsmanship with the gennaker kept us within striking distance of the lead 41 and ahead of the Tripp. His secret was to look at the gennaker tack fitting. If it's pulling vertical, the VMG's downwind are optimum. If off to the leeward, you're too high. If to windward, you're too slow. (See race 5 for new information). We rounded 1B1 on the Tripp's transom, worked over her pointing higher and going faster. They tacked to force us left when it appeared we were all going to fetch the finish. We should have ducked them, even though it appeared we might clear them on port. To be safe, I tacked went 30 seconds further than they did before tacking back to port - then took the rest of the leg to grind over them to win by two boat lengths and take a first for the day.

We put our genoa up for the last leg in 16-18 true on a power beat. If we hadn't lead it directly through the upper sheave of the standard double turning block, to open the leech and the slot, we couldn't have generated the 7.0-7.5 knots of speed to do the job. Although a Class jib tacked to the rail would probably have worked better.

Race 4

This is the one we really don't want to talk about. We had 7 people aboard, lots of talent and we zigged when we should have zagged three times putting us dead last - that means behind most of the Division behind us as well. But, it was a lovely sailing day. Here's what happened.

We had the start, in front and to leeward, heading out to sea in search of a better breeze line. We took the first 10 degree shift to the left, tacked and headed West bracketed by our co-leaders at the time, Carter Gowrie and the Swan. We were all within 3 points of one another for the lead. Then the breeze persisted in going another 20 degrees left. Our brain trust decided to cut our losses by getting out to that breeze. Gowrie went with us. The Swan stayed right. The wind shifted back with some velocity. We got hosed again.

On the first run, we actually had a little speed on the fleet in the lighter 6-8 spell at low apparent wind angles. But, the right side lost out big time due to either current or a wind band down the center of the course. Net result: Gowrie and Johnstone cross last within a boat length of each other. Lessons are to be patient and to go for velocity, not shifts when dealing with a building sea breeze.

Race 5

This was a 20 mile windward-leeward in moderate wind. 150% all the way. SANDPIPER was more than making up to windward what it was losing downwind to beat all the Tripp 33s and losing to the Swan and Frers 41. The most startling development was the improved downwind performance achieved by snatch-blocking down the gennaker sheet to a "U" bolt on the

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Block Island (continued from page 2)

rail, near the back end of the jib track - about 15 inches behind the chainplates. The effect was to close the upper leech of the chute causing it to project further forward and to windward. We could sail the same jibe angles as our competition, maybe losing 2 boat lengths per mile.

The last 2 mile beat to the finish was a joy. The wind had piped up and we were hitting 7.1s and 7.2s to windward in the smooth spots to slide into 3rd place. A lot of questions had been answered and many lessons learned. Best of all: We have one hell of a sailboat on our hands and a great spinnaker system.

PHRF Rating Update

Correction: The PHRF rating in Western Long Island Sound is 78, not 72, with 153% genoa and class asymmetric spinnaker on the J/Sprit. The 72 rating was with a jumbo chute which has about 25% more area than the Class 77 sq. meter version. A further 3 second per mile credit to 81 is given a J/105 racing with class jib with another 3 seconds for shoal draft. New England PHRF issued a 75 rating with 150% genoa. Use of a smaller jib would also earn a credit. Narragansett Bay rating with 150% genoa and Class Gennaker is 181.

Technical Notes

Water Trap - Under the drainage compartment for the J/Sprit there is an enclosed area accessible from under the V-berth through an inspection port. After one month's usage, SANDPIPER's had about 2 gallons of water in it. This is a bad place for weight. My solution was to drill a limber hole on centerline to insure that water would not accumulate but instead would drain to the bilge.

Drainage of J/Sprit area on Port Tack - See Annapolis to Bermuda article, last paragraph.

Securing the Wheel at Mooring - Run the tails of the traveller control lines through the becket of the spinnaker blocks then tightly tie above a wheel spoke on either side to avoid wear and tear on the wheel brake.

Wheel Quadrant Reinforcement - All wheel operated J/105s should have received notice from TPI by this time on procedures to reinforce and secure the quadrant adapter sleeve on their boat. If not, contact Ed Stuess at TPI 401-245-1200.

Teak-Faced Drawers - Two drawers have been designed to be part of the new Systems option. One fits under the chart surface of the Nav table, sliding out forward, and is large enough to hold a Chart Kit. The second is a utensil drawer designed for a 12" wide Rubbermaid flatware organizer to fit under the stove and sink, facing forward, on the galley side. These drawers, support rails and fasteners are available from TPI customer service. It took me about 3 hours to install them including making the cutouts with a sabre saw.

Annapolis to Bermuda (continued from page 1)

Bermuda in very light air with patches of 16-20 knot apparent wind. It was fair and the crew went swimming twice. The chute went up only twice in marginal reaching conditions - more out of frustration than gain down the rhumb line. They logged 1090 miles in 7 days and 3 hours.

SINGULARITY's competition was a Tripp 47 at PHRF -18, a J/44 shoal draft at 30, a Hunter 54 at 54, A Swan 47 at 72, a Baltic 42 at 84 and a Camper Nicholson 60 at 54. PHRF Chesapeake Bay takes no prisoners when it comes to new boats! Instead of 48, she would currently rate about 87 in Narragansett Bay, getting additional credits for the shoal keel and Class jib only. (see SANDPIPER certificate)

This J/105 was equipped with the 4 component ST-50 Autohelm system offered as an option by J Boats. In addition she had the Autohelm GPS and Autopilot 4000, all integrated. The additional item was a single side band radio and two gelcell batteries. One was kept for the engine and the other charged 45 minutes twice per day. An additional 20 gallon water tank was installed aft.

This report comes from Paul Mikulsky as Peter Chance is single-handing the 105 back from Bermuda in preparation for entry in the Bermuda 1-2 next year.

One revelation was how well the boat sailed upwind with a single reef in 18 apparent or double reef (the 40% Category 3 location) in 20-25 apparent with no one on the rail in 10-foot high waves. Paul reports 6.9 to 7.1 knot speeds tacking through 82 degrees with the dodger UP!. He cautioned that at such speeds it was necessary to turn the boat like a Laser upon cresting a wave to avoid becoming airborne and dropping into troughs.

SINGULARITY was not using a snuffer. Paul says they prefer to use a tack line to adjust trim off the wind and have perfected the take down which is to blow the halyard and the sheet, leaving the tack secured, but pulling in on the middle of the foot of the spinnaker to bring it down the main companionway. The tack is released after the chute is under control.

The only boat problem during the passage was leaks. Their pole leaked around the outer end fitting, so it filled up with water. This was corrected with tape on the joint. Since they spent a long time on port tack, and the drain hole is to port (up side in this case), water entering around the pole would accumulate in the water trap area of the bow to starboard and seep through the lower right corner of the bulkhead panel onto the V-berth. The remedy here is to drill a second drain hole vent to starboard. Contact Ed Stuess at TPI.

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