

## NEW ENGLAND

### ABRACADABRA, JAZZ, & FOXTROT Take One-design Trophies On New York Yacht Club Cruise In Maine

By BOB JOHNSTONE

The New York Yacht Club fleet with six J/105s sailing one-design rendezvoused at the Maine Maritime Academy in Castine on Penobscot Bay. I sailed SANDPIPER up from Newport with brother-in-law Chis McAvoy - aging El Toro campaigner from Washington D.C. and Cutler Godfrey, not a spring chicken either. We sailed in company with FOXTROT, making the voyage in 36 hours with two stops for fuel, one at the East end of the Cape Cod Canal and the other on Matinicus Island. Due to lack of wind, we spent much time motor sailing. The highlight, 60 miles offshore was crossing paths with the bark EAGLE under full sail at dawn. It was like stepping back a century in time.

At the skipper's meeting Friday evening, there was strong support for the class rule requirements on use of the snuffer and crew weight limits. This resulted in a shuffling of crew members among the fleet so the "had too manys" lent crew to the "have too few". Everyone got to know each other better and a great time was had by all starting with the opening banquet.

A unique feature of the New York YC Cruise is the Harbor start with firing of salutes and a procession of 100 plus magnificent sailboats to the starting area of that day's Squadron Run. The Commodore leads. And, of course, this year the lead yacht was the J/105 ABRACADABRA flying the Commodore Dyer Jones' blue flag from the masthead.

#### Castine to Islesboro

The Oriole Cup was scheduled in upper Penobscot Bay below Belfast, but the wind wouldn't cooperate and the race was postponed to the following Saturday. Not to be denied, J/105s squared off against one another to race down the bay against a building SW breeze into Gilkey Harbor. Commodore Jones and Charlie Shumway on ABRACADABRA showed early signs of speed. Later, Mary and I spent a great evening with Don and Nancy Trask who had come all the way from San Francisco to try cruising. We had dinner and lodging at the Dark Harbor House which was walking distance (in the rain) from the local yacht club.

#### Islesboro to Deer Island

Gray, windy day with 15-18 knot Northerly and a spinnaker start downwind to Rockland. The

## WEST COAST

### San Francisco Fleet #1 Has "One Hell Of A Lot Of Fun!" At St. Francis Yacht Club BIG BOAT Series

By JIM CASCINO

Take an innovative design that is setting the sailing world on it's ear, add a new fleet of five boats, big winds, challenging currents and a one-design format in a prestige regatta and you have the makings of shakedown heaven!

The venue - San Francisco Bay. The winds - 20 to 30 knots. The host - the venerable St. Francis Yacht Club. The event - The Big Boat Series.

While the maxi sleds were playing an expensive game of bumper boats, the J/105s were capturing the envy of shoreline spectators. City front tacking duels, screaming reaches at 14+ knots and great competition made our fleet's shakedown regatta a wonderful event.

Quite simply, the boat lives up to its billing. It's fast, sophisticated in design, yet simple and "One hell of a lot of fun!"

If our fleet is representative of those getting started across the country, the boat is attracting an interesting hybrid of owner. Most have had several boats previously and have been through the big ticket racing drill. They love the sport. They love the competition. But they're tired of the constant hunt for crew and the endless, escalating price tag. Our owners were attracted to the boat's philosophy of comfort without extravagance and speed with simplicity. The J/105 delivers. It gives all the thrills without the need for a numbered Swiss bank account and telephone book of crew possibilities.

Enough of the unsolicited testimonial. Back to the facts.

After missing a course change in the opening race, Doug Taylor took four firsts sailing ZAMBONI to the regatta championship. Though many of the races were tight, with several being won by only seconds, Doug and his crew did a masterful job and certainly deserved the silver.

Second place went to Dave Tambellini sailing BELLA ROSA while Allen Bray picked up third place on MIDNIGHT EXPRESS.

The racing was serious but friendly, intense and exhilarating. One-design racing this boat is simply more exciting and more fun. As a new owner I have no buyer's remorse, only anticipation of great racing and cruising to come with a bunch of super people.



## NEW YORK YC CRUISE (Cont)

J/105s split and came back together after 4 miles with JAZZ and FOXTROT reaching the mark first but encountering spinnaker takedown problems. SANDPIPER, dropped the chute early and rounded up inside the two leaders to take a 100 yard lead on a close fetch to the next mark.

*Note: I turned over the wheel to Mary, ran forward to do the Crew #1 job (see step-by-step snuffer instructions) and got back to the wheel for the mark rounding. Total time was about 15-20 seconds. Rod's sock got wedged between the upper and intermediate shrouds above the spreader because he hadn't acted on the last newsletter advise about the preventer cord. And, I believe Nick either dropped his to leeward (Another no-no) and partially into the water or down the hatch behind the jib sheets, either of which is VERY slow.*

The wind lightened and FOXTROT and SANDPIPER duelled for the lead, but lost out to ABRACADABRA in the last minute. The Commodore dug just a bit further left in the beat up the bay, while the leaders fell in a hole. That night the fleet stayed in Northwest Harbor on Deer Isle while we took SANDPIPER through the afternoon fog to visit my old boss from Quaker Oats, Ken Mason and his wife Cherie who have retired to a shorefront home in Sunset where they keep their J/28 and a guest mooring.

### Deer Island to Swan's Island

It looked promising, but again the wind refused to cooperate and we ended up sailing against one another on a close reach in light air with the A-sails. We had a nice long 4 mile walk to the grocery store near Burnt Coat Harbor, then lots of rain and wind at night.

### Swan's to Southwest Harbor

A reaching start in overcast weather in about 18 knots of wind. Brother Rod in JAZZ and Don Trask in SMOKIN' J rounded the first mark in the lead. SANDPIPER with only three 50-Somethings aboard tacked for shore and seemed to be higher and faster. Moving the jib leads back and really blading out the mainsail with max backstay, cunningham, and traveller down makes a big difference. The fog came in, our GPS decided to pack up, so we battled with FOXTROT again for the lead really hoping that Nick Brown knew where he was going in the fog which had become quite dense. We foolishly separated on the ill-founded premise of superior knowledge, found some landmarks under Big Cranberry and worked our way West to where the finish line was off Long Ledge. Unfortunately, ABRACADABRA and JAZZ had working GPS/LORAN systems which worked much better than the fuzzy-logic of RLJ Downeast instinct, to sneak in ahead of us.

### Lay Day

While the rest of the fleet attended seminars and a magnificent clambake in Southwest Harbor, we headed for the family's summer home on Little Cranberry, took my mother-in-

law for a sail on SANDPIPER and fended off the damp weather with some warm fires. This was capped off by a Maine lobster dinner (Try garlic butter nstead of lemon butter.) with the Trasks, the Harry Allens (x-Minn), Rod Johnstones and Kirk Browns. Somehow our guests made it back by Boston Whaler to Southwest Harbor at night in dense fog.

### Southwest to Southeast

A cold front pushed the fog and rain out to sea. Thursday morning was magnificent with all the islands jumping off the brilliant sea, a clear sky and brisk Northwest breeze of 15-20 knots in the Western Way. Starting at the back of the Squadron parade out the Western Way, we popped the chute and went screaming past the fleet doing 10-12 knots all the way to the starting area. Was that FUN!

It was a close reaching start in a dying breeze then a beat against the current up Blue Hill Bay, then a reach past the entrance to Eggemoggin Reach to Southeast Harbor on Deer Island. FOXTROT won with SANDPIPER and SMOKIN J in the money.

### Southeast to Bucks

Great wind from the the West and SANDPIPER took the lead on a fast, close fetch down Jericho Bay to Merchants Row. There ABRACADABRA with some astute sailing took over the lead. We both lost it to FOXTROT which looked in desperation to be going back to Newport on the left side. Wouldn't you know, they found a wind line and horizoned the class. The Squadron Run results below don't indicate how close the sailing was. A wind shift or two might have turned the results table upside down as evident in the Oriole Cup finale. The concensus was that J/105s had the best racing and most fun of all. And, the New York Yacht Club did a magnificent job in running the event.

Yacht	Squadron Runs				Pts	Oriole Cup
	1	2	3	4		
FOXTROT	3	1	1	1	5.25	3
ABRACADABRA	1	2	4	5*	11.75	4
SANDPIPER	2	4	2	5	13	2
SMOKIN' J	4	NF	3	3	17	5
JAZZ	5	3	5	4	17	1
ADAGGIO	6	NS	6	6	25	NS

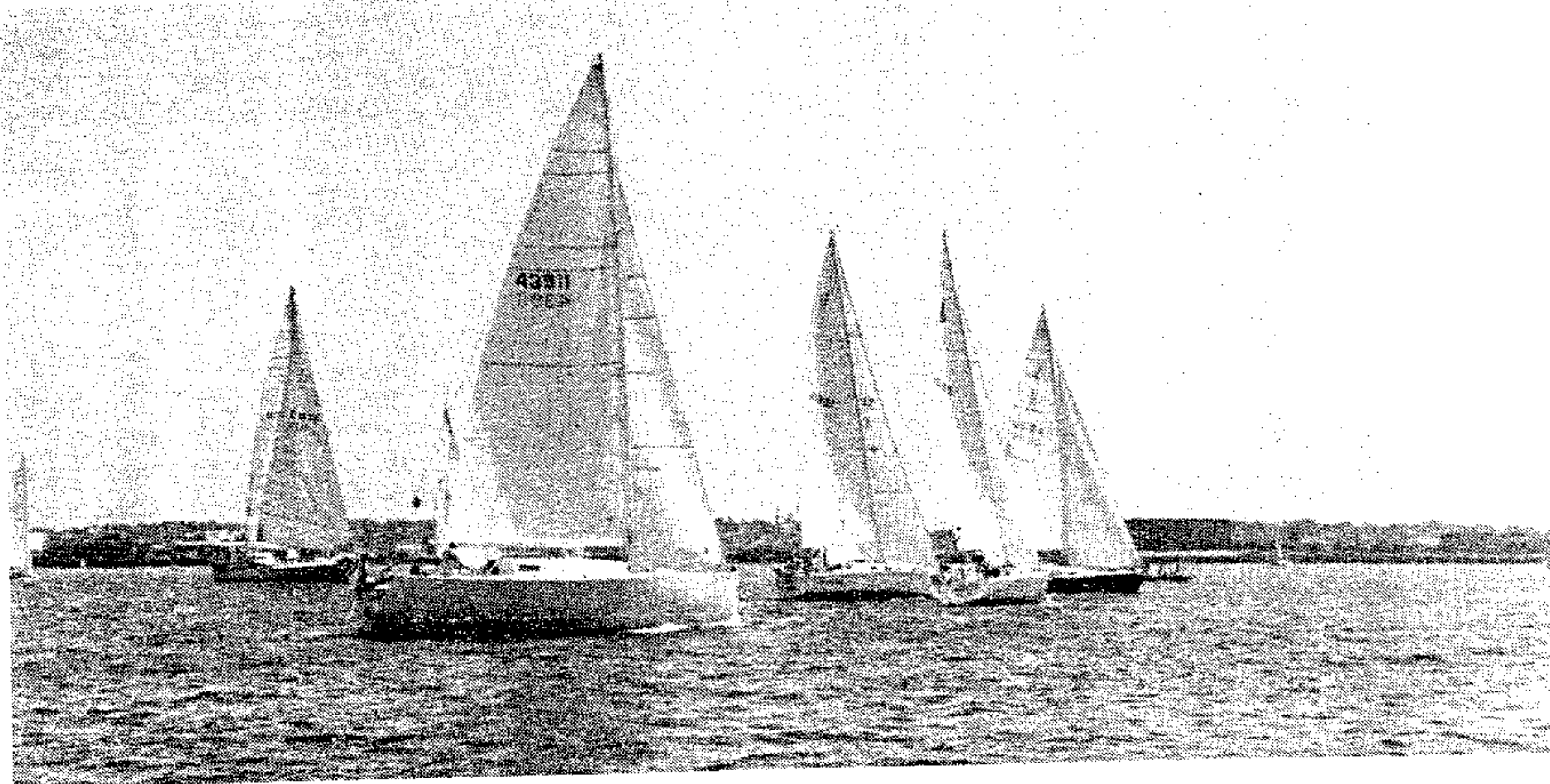
### Oriole Trophy

On the last day as the larger IMS boats raced for the Queen's Cup (J/44s were 2nd and 3rd), J/105s sailed for the Oriole Trophy, an elegant tea service won originally by the New York Thirty Class yacht Oriole between 1926 and 1930.

The race started in a good NW breeze in upper Penobscot Bay. The Islesboro side of the course was favored with lifting puffs off the land on the port layline. JAZZ was first to the windward mark followed by SANDPIPER and FOXTROT. A spectacular reefed spinnaker set on JAZZ took them out of the race, letting SAND-

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## DOUBLE-HANDED SANDPIPER Passes QUEEN ELIZABETH II And Ends Up At The Newport Jazz Festival, While Finishing 2nd In New England Solo/Twin

By BOB JOHNSTONE

It was an eventful race except for the wind. With J World instructor Max Williamson as crew, we really pulled a rabbit out of the hat to come from 3 hours behind to almost win this 107 mile classic that starts in Newport, leaves Block Island to port, No Man's buoy to port South of Martha's Vineyard, returns to Point Judith gong and back to Newport.

Brother Rod and his son Jeff sailed FOXTROT. Both J/105s had PHRFNB ratings of 90 with the small jib. My pre-race success imaging painted a picture of the perfect J/105 race course. If we could only have a 25 mile beat in a 12-18 knot building SW sea breeze, a fast 120 degree reach from Block to No Mans, a tighter light air, night time reach with asymmetric to Point Jude and then a run into Newport. How nice that would be! Who could beat us or even see us at the finish?

The answer became, "Just about everyone", and therein lies a story.

The start wasn't bad, we port tacked the fleet (see picture above), barely clearing FOXTROT and BANZAI, a J/37. The battle for the lead out of passage past Beavertail point on Jamestown was with FOXTROT and MODERATION, an extremely well sailed J/35. As we cleared land, the wind dropped to about 6-8 knots allowing the J/35 to disappear with her 150% genoa. The J/44 SPICE, a Hobie 33 and Tripp 37 WILDFIRE also started to move out with genoas, but surprisingly we kept our distance on KATIE G, the Roger Martin designed custom 40 owned by builder Eric Goetz and a J/37 BANZAI.

Moments of flat calm near Block and close tacking the shore enabled us to close on

the leaders. FOXTROT passed us when we tried to carry the chute too close to the wind at nightfall. It was a quiet night with no wind and lots of contrary tide. We didn't sail very well and at daybreak could see FOXTROT, MODERATION, BANZAI and WILDFIRE heading back to Point Jude having rounded No Man's, 3 hours ahead of us.

After finally making it around in company with a huge sloop called NAVIRE and an Olson 34, I told Max to get some Zs and I'd practice sailing and jibing the chute singlehanded. I was really getting into it, having passed NAVIRE and SMILES, when a huge ocean liner looms in the distance, aiming right at us. The wind was from the E/SE and light in the 4-6 knot range. It took a while to figure out that it was not moving. As we approached, many smaller boats could be seen circling. It appeared that oil containment barriers, inflated orange tubes in the water, were also present near the stern.

Concerned that Max was a bit depressed by our performance thus far, this would be an opportunity to cheer him up. "Max, entertainment time! Come on deck and bring a cold Pepsi." Was he ever surprised to see the QE II 100 yards away. We got word from a fisherman that she had run aground and that they were going to offload all passengers.

"Let's throw in a quick jibe right under her bow", I implored a sleepy Max. "There are probably some potential customers up there".

The jibe created a twist and we lost the chance to dazzle the crowd, so philosophically decided that in order to win the race, being 3 hours behind, we had to get some separation



## NE SOLO/TWIN (Cont.)

from the leaders, who were going West toward the SE corner of Block Island. We continued on our Northerly course hoping to get more wind velocity and an Easterly slant funneling out of Vineyard Sound and Buzzard's Bay. Then we reasoned that the wind would shift more Southerly as noon approached and the land heated up. So, we followed a plan of jibing closer to the Massachusetts/RI shore than our competition in order to come into Pt. Judith Gong on a higher reaching angle.

Believe it or not, the strategy worked. We were doing 7 knots in 6 knots of wind on a tight angle with asymmetric right on the edge - While the leaders were going half that speed dead downwind for 3 to 4 hours!

We passed FOXTROT and nearly caught the others at Pt. Judith, saving our time on all but WILDFIRE at the finish off Ft. Adams in the middle of the Newport Jazz Festival. Five boats dropped out of Class A due to light winds.

It was a good event for the J's. Class B's only three finishers were (1) J/24 (2) J/24 and (3) J/30. Class C, Non-Spinnaker, had only one finisher - a J/30.

### 1992 New England Solo/Twin

Class A	Type	Rtg	Elapsed	Corrected
WILDFIRE	Trp37	90	27:58:48	28:25:02
SANDPIPER	J/105	90	28:30:14	28:56:57
MODERATION	J/35	73	28:10:30	29:23:43
SMILES	O34	105	29:43:42	29:30:05
FOXTROT	J/105	90	29:05:30	29:32:46
BANZAI	J/37	72	28:26:39	29:43:29
ROSIE	Ctm35	105	31:04:53	30:42:13

## NEW YORK YC CRUISE (CONT.)

*The spinnaker/snuffer problem on JAZZ was that Crew #1 on the foredeck didn't look up to be sure there was no twist in the sock and didn't immediately pull down on the sail to reduce chance of build up above the cone and spin out any twist evident in the bottom of the sail before it inflated. Crew #2 must have just kept pulling harder on the snuffer UP.*

This wasn't to be SANDPIPER's week, however, and it was brother Rod's turn. JAZZ came out of the breeze side from the West on a good angle and rounded the last mark about 100 yds behind, overlapped with FOXTROT. The wind dropped to "0". JAZZ starts riding it's own private wind streak (which you couldn't see on the water) right up the middle to the finish between SANDPIPER on the left and FOXTROT on the right until there was no way either of us could catch him. JAZZ won the Oriole Cup with SANDPIPER in 2nd and FOXTROT 3rd.

## MINUTES

### J/105 Fleet #1 Meeting St. Francis Yacht Club November 5, 1992

By CHRIS CORLETT

The meeting was called to order by Don Trask.

The consensus was that the most important issue is strong participation. It was resolved that the 1993 schedule be accepted.

More cruise oriented events such as the Jazz Cup were discussed. It was agreed that Memorial Weekend and NOOD regattas be limited to two days of racing and that The Big Boat Series be limited to Friday thru Sunday.

Dave Tambellini felt events should be family oriented so was elected Cruise Chairman.

Jim Cascino suggested that the fleet support an event that would help promote selling more new J/105s. This would be a separate event that would help prove the concept with actual use by qualified prospects. Jim also suggested an event that would get the publishers of the local boating publications out on the boats. (Ed. Note: Championship of Champions and Publisher's Cup are concepts that have worked elsewhere).

A motion to accept current J/105 Class Rules was made. Allen Bray suggested crew weight be increased. That caused much discussion. Chuck Eaton and Art Ball felt strongly that any change to Class Rules would be contradictory to the concept and unhealthy for the fleet. Jim Cascino motion to leave crew weight as is, subject to a vote at the next meeting relative to special events, was passed.

A new motion to adopt the Class Rules in their entirety was passed unanimously.

There was some discussion of member helmsman rule options. It was agreed that Option (A) should stand, unless modified by special event sailing instructions.

The following nominees were unanimously elected: Fleet Captain - Jim Cascino; Fleet Secretary - Chris Corlett; Fleet Treasurer - Don Trask; Fleet Measurer & Cruise Event Chairman - Dave Tambellini (See WHO'S WHO IN SF on page 6)

Fleet dues were discussed and set at \$25 per year for regular & associate members.

A motion was made to require crew declaration forms. Motion passed.

The weight differences of boats with various options was discussed. Chris Corlett was asked to report on this subject at the next regular meeting.

## WEST COAST (CONT.)

A note of gratitude is certainly in order for Don Trask and Chris Corlett. Through their leadership, J/105 enthusiasm is blanketing the Bay Area like its infamous fog. They were responsible for the fleet's Big Boat Series invitation. Similarly, the St. Francis Yacht Club deserves our thanks for hosting us. The club well reinforced its reputation for doing things first class.



# DISTANCE RACING J/105 goes 28 miles in 2.5 hours, on double-handed Stamford-Vineyard Race

By BOB JOHNSTONE

I had fallen asleep for the second time at the wheel, playing the gentle Easterly, jibing back and forth in the warm afternoon. Rod was asleep below. Then a cooler wisp of wind on the left cheek and within seconds, the breeze shifted from East and came off the sea from the SE at 18 knots. SANDPIPER took off at 10-12 knots on a plane. What a thrill! The sun was setting over Block Island and the sea sparkled.

Rod scrambled up on deck to work the spinnaker sheet. I was holding the main sheet and wheel, both of us sitting as far aft as we could. Charging down the hollows in the waves reminded me of Sunfish sailing off Venezuela. It had to be paradise. The longest sustained plane of my life. Rodney in the ultimate expression of brotherly love let me steer the whole 2.5 hours. While he carefully analyzed whether he should have made the freeboard forward one inch higher or lower, he turned around and asked with a smile, "You're not going to fall asleep on me again are you?"

"Why didn't we do this 40 years ago?" That was my concluding question to Rod after we finished the 237 mile East Coast classic in the newly established double-handed division. With very few exceptions and those on boats with a crew of 10, we never raced together even as kids. It was great fun. I felt more rested than I ever had in the past sailing fully crewed boats. Part of the secret was the 20-40 minute catnap strategy learned at a Safety-at-Sea seminar and employed by singlehanded trans-Atlantic sailors. The theory is that short naps can better sustain alertness than a schedule with programmed 1-2 hour periods of sleep. Something to do with bio-rhythms.

Going back to the beginning of the story, the double-handed division of seven boats had started off Stamford. We were sailing with a PHRF 78 handicap using the 150% genoa (Class Jib would have been 81) and made up the difference in the first 10 miles staying even with the Evelyn 42 ROGUE in a light air Easterly. Would you believe it? The weather forecast was for W/NW and wind which might have given us the Tower Trophy (1st boat to reach Buzzards Tower, the turning point).

Playing the Connecticut shore looked OK to start with, but took us away from sailing the closest tack to the rhumb line down the middle of Long Island Sound. This proved to be a near fatal mistake, as later starting classes carried a Southerly, reaching from the start - to wipe out our earlier starting time for overall PHRF purposes.

And, we just missed the tide gale at the Race so sailed very slowly into Fisher's Island Sound past all the buoys and shoals of our youth off Stonington CT. At daybreak on Saturday we came out near Watch Hill and picked up a NE slant which put us back among the big boats which were now on starboard coming toward the RI beaches to catch this breeze.

It took us most of the day to reach the Tower at about 3:30PM. The wind had picked up to 15-16 knots and we were able to effectively carry the 150% genoa even with one person on the rail or asleep in the weather berth. This required running the leads further aft and flattening the mainsail to open the leeches of both sails.

Which brings us back to the opening sleighride. We rounded Block at sunset having taken 2 miles out of FLYWAY, the x-Peterson 48' WILLIWAW, to round SE point on their tail, then fought light air and the current to get through Plum Gut, losing some distance by encountering more than expected amounts of current up under Long Island near Montauk Harbor entrance.

The trip down Long Island Sound, went better than expected as we became more proficient and more confident in playing the light to moderate E-SE-SSE wind slants and shifting gears between light air, twings off, higher angle and twings on, more breeze, sailing lower angles - then jibing to pursue wind streaks.

In the last 5 hours we held off a group of older 40-50 footers and stayed with a Tripp 33. We were the 8th PHRF boat across the line at 10:27 Sunday morning, having lost an hour and 22 minutes to FLYWAY, who was 2nd to finish, in the last 100 miles.

We beat ROGUE, who finished before us, by 11 minutes on corrected. But our celebration was short lived because Joe Cooper got his Olson 30 BUCKLE-UP rolling down the Sound on a late building breeze to finish an hour and a half behind us, winning on corrected by 32 minutes. Within the 46 boat PHRF fleet overall, the top three doublehanded boats finished 23, 25 and 26 - mostly due to the varied conditions at the start.

## STAMFORD-VINEYARD RACE

<u>Yacht</u>	<u>Type</u>	<u>Rtg</u>	<u>Elaps</u>	<u>Corr.</u>
BUCKLE-UP	030	108	45:54:23	38:14:46
SANDPIPER	J/105	78	44:27:34	39:18:10
ROGUE	Ev42	45	42:28:11	39:29:41
RENEGADE	J/30	135	48:34:06	39:38:36
WORTHY BRK	Swe41	81	46:13:07	40:51:49
STRNG ATTRC	Swn44	69	46:37:15	41:03:33
NECESSE	Ctm35	111	50:34:23	43:14:05



## OWNER PROFILES

### Who's Who in San Francisco Bay Fleet Number 1?

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#### TONY SOTER

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Tony owns OENO, hull #7. He has extensive Bay and ocean sailing experience in addition to many miles of short handed sailing.

He wanted a boat that was, by design, so inherently stable and fast that it would not require numerous, well trained crew or high tech complications to sail to its potential. In short, a boat that could be enjoyed and sailed efficiently while racing or cruising shorthanded.

"I looked long and hard, at all kinds of used boats and even entertained a custom design and then along came the J/105. It easily embodies the combination of values I sought and, all things considered, does it at a fair price."

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#### ALLEN BRAY

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Owner of MIDNIGHT EXPRESS, #23. An experienced sailor and a boat owner for many years, he is a competitive one-design racer.

His goal was simplicity! After years of organizing a crew of 10 to race his former boat, Allen wanted something easier to manage. The J/105's strict crew limits and strict sail limits provided the opportunity to have just as much fun and performance without the hassle.

"Finally a boat that makes sense."

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#### DON TRASK

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After many successful years campaigning Stars and various J Boats mostly called SMOKIN' J, he has J/105 POKIN' J, #23. Don truly became Mr. One-Design on the West Coast, first as the only builder of Lasers in the US back in the early 70s then as J Boats West building the J/24 and building up J/30, J/29, J/35 and J/44 fleets on the West Coast and in Mexico.

His son Jeff runs Sail California, the J dealership in Southern California.

Don and Nancy's first try at cruising together, other than a disastrous night in Catalina Island where Don had to throw a flaming stove overboard, was on the J/105 during the New York Yacht Club Cruise. They discovered where fog originates, that comes under the Golden Gate Bridge. Observers report that they seem even more in love than when married 35 years ago.

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#### DAVE TAMBELLINI

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#31 BELLA ROSA's owner, Dave is a licensed Coast Guard sailing instructor who has spent many years pleasure sailing, teaching new sailors and competitively one-design racing his J/24.

Cindy and Dave wanted to move up from their J/24 to a larger one-design with the same crew. It was very important to maintain competitive one-design racing and sailing perfor-

mance while having the opportunity to entertain larger groups of family and friends or have a comfortable weekend cruise to Angel Island.

"It's the perfect transition from my J/24. I love the performance, clean lines and the fact that I can use my same crew."

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#### ART BALL

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Now the owner of BLACKHAWK, #40, Art started sailing in a CS 30 as a first boat, winning PHRF in his 3rd season. Then, wanting a bigger, faster boat to take on new challenges, he got an Express 34 and sailed in IMS. The frustrations of handicap racing eventually pushed him in the direction of one-design. So, he bought a new J/35.

Before launching his J/35, the J/105 came along and Art realized that this boat really filled his dreams without the \$18,000 per annum campaign costs to stay competitive. So, he traded a new J/35 in on a new J/105.

"The J/105 fits the bill perfectly. If the J/105 hadn't been around, I might have gone back to historic car racing. The 105 is a sportsboat that's like a production sportscar."

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#### JIM & DEBORA CASCINO

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Jim has been sailing since 1968. Primarily a racer before owning JEST, #44, Jim has owned boats from Lasers to Santanas and raced and cruised aboard many others.

Jim was looking for a boat that would balance his family's interests. While he likes racing and performance, a family that includes his Debora and two growing sons creates the desire for cruising capabilities, a boat that is simply rigged and easy to sail.

"The number one thing that turned me on is the speed! The J/105 that recently sailed to Santa Barbara hit 18 knots! I also want to race an auxiliary sailboat with tight one-design rules so the winning is dependent on the skills of the sailor rather than the size of the wallet."

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#### CHUCK & MARIE WINTON

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Chuck, a lifelong sailor, started sailing as a youth aboard X-Boats in the Midwest. From there, a series of boats from E-Scows to an Islander 36 and a Nelson/Marek 41 led him through many years of competitive sailing to now owning CHIMO, #47.

After looking at how they really use a boat now, Chuck and Marie wanted a simpler way to sail. No more large crews, large and frequently replaced sail inventories, and endless electronics and gear. The piles of teak furniture below and complex rigging on deck were simply unnecessary. They're looking for something fun.

"I want to be able to call some friends or a few crew on the spur of the moment and invite them for a sail and picnic, a club race or Friday night series, and just go. The J/105 is clearly designed with this in mind. It's that simple."



## EUROPE CUTTLEFISH Hits 17.6 Knots For 6 Minutes In Hamble Winter Series.

By PETER BAINES

The Hamble Winter Series has become one of the top events in the UK with over 200 CHS (Channel Handicap System) and one-design boats taking part. Its formula is very simple: Short 3 hour races, then back to the bar to warm up and meet all the other competitors. And, with such sailors as Eddie Warden-Owen, Mike McIntire, Laurie Smith and David Bedford sailing various boats, the action is to a very high standard. I sailed on board the J/105 CUTTLEFISH with owner Peter Bainbridge, helming. For this season, Peter has set the boat up with the non-overlapping class jib, set on the furling system.

### Race One

Was sailed in 20 knots of wind. We only sailed with 4 onboard (should have been 6) and had the worst start ever and with 56 boats on the line (Classes 1,2, & IMS), we were well back at the first mark. But, 2 reaches later with the asymmetric we found ourselves back in the hunt ending up 3rd in Class. ZEST 1st (a one-off 37 footer) ASSUAGE 2nd (Swan 42).

### Race Two

Saw very light winds, a split in the fleet and a costly DNF for us. Our main opposition ASSUAGE had a 2nd and ZEST a 7th.

### Race Three

Saw 40-50 knots of wind and we all went back to bed or read the Sunday Papers.

### Race Four

Was sailed in 15-20 knots of wind and saw the closest racing of the whole regatta with only 30 seconds between 1st and 4th. ASSUAGE 1st, CUTTLEFISH 2nd, ZEST 3rd.

### Race Five

Sailed in 5 to 10 knots, saw the X99 Fleet in the front of the Class with ASSUAGE 9th and CUTTLEFISH 10th and ZEST DSQ.

### Race Six

Sailed in 2 to 10 knots of wind saw CUTTLEFISH take a 25 degree lift off the line and when well short of the lay line, we were headed 30 degrees and tacked the mark, making it easily. The rest of the fleet were history. I was not onboard and can only dream what it was like!!! CUTTLEFISH 1st, ASSUAGE was 3rd and ZEST 7th.

### Race Seven

In 25 to 35 knots of wind, this race is one I will never forget. Having made a conservative start at the wrong end of the line, but going the right way, we ended up 2nd in Class around the 1st mark. The 2nd leg was a two sail reach, about one mile long. We went through to leeward of the Jeanneau One-Design, a Swan 44, a Swan 46 and the Sigma 400. After jibing at the mark the Asymmetric was set and we went off at 12 knots. Moments later, when we looked around and saw three rigs come down, we were hit by a 35 knot gust and took off

## FALL SERIES Designer Sails SANDPIPER To 3rd Behind Two J/39s In Manhasset Fall Series

By ROD JOHNSTONE

This series, held in October on Long Island Sound, is the most popular at this time of year in the Northeast with 147 boats competing over two weekends. Four J/44s sailed in the "big boat" PHRF Division with CAPELLA VII, Jim Stanley's J/44 winning. Fifteen J/35s sailed one-design and three J's, two J/39s and a J/105 sailed in PHRF Division E with a broad rating spread from 51 (J/39s) to 78 (J/105). With only a 3 second per mile credit for using the class jib, it seemed to make sense to sail with the 150% genoa on a roller furler in this fleet.

### Race One

Was a 14 mile, 5 leg, windward/leeward course held in a Northwest wind ranging between 15 and 25 knots. Wind was steadiest and strongest with large chop on the leeward half of the course, becoming progressively shiftier with dramatic puffs as well as smoother water on the top half of the course. We sailed with full main and roller furling jib. Our downwind speed against other boats was good when the true wind exceeded 18 knots and we could get the boat speed up over 9 knoyd at a fairly deep angle. This happened on the last part of both runs. We botched the first few tacks but our boat handling got better. Our upwind speed was excellent. We were comparable in speed with the Schock 35, and beat one of the two X119s on elapsed time. We also crossed the line 2:44 ahead of RAVIN, a Tripp 33.

### Race Two

Was cancelled due to light wind with SANDPIPER leading the fleet due to some adroit playing of wind streaks.

### Race Three

Was a 21.7 mile, 7 leg, windward/leeward course. The race started with about 15 knots of wind from the Southwest and gradually diminished to 10 knots and less toward the end. We were 4th boat-for-boat at the first weather mark, just behind the two J/39s and PURSUIT (Dawley Custom 48) - having sailed most of the leg underpowered with the jib. The dead runs were downhill in every sense. We lost distance on each of three runs, even though we did a good job of picking most of the lifts to jibe on. But, in switching to the 153% genoa for the last three beats, we gained back time, being faster than all but the 51-60 raters. We beat RAVIN on every weather leg, but could not quite catch them again after they passed us for the third time on the last run. We came back to salvage a 5th by correctly anticipating a big right hand shift on the last beat, which turned into a fetch.



## EUROPE (Cont.)

at 17.6 knots for about six minutes. After this leg we were about 10 minutes in front so took things easy for the rest of the race, winning by 14.5 minutes on corrected.

### Race Eight

The last race in the series sailed in 5 to 15 knots of wind gave us long beats against the tide and short runs with the tide. We could not keep up with ASSUAGE who powered away to a fine win and a win in the series, with CUTTLE-FISH 2nd and ZEST 3rd.

In Class One we saw very much a similar story with the Tripp 40 OUTSTRIPPER and J/39 JACKDAW battling it out all the way to the last race, with the J/39 JACKDAW, sailed by David Walters, chalking up yet another class win for a J/39 in England.

## FALL SERIES (Cont.)

### Race Four

The last race on Sunday was a 5 leg, 14.2 mile buoy course race consisting of three long beats and two long broad reaches in 18 to 30 knots of air from the Northwest. We started with the main reefed plus jib in 25-30 knots true. We got a great start but were slow and could not point in the big chop. About halfway up the leg we shook out the reef and started trucking. The J/39 KILLER split their Kevlar main before the start and still finished third elapsed and 6th corrected after sailing the whole course with no main. Although we had some problems on our second spinnaker set (twisted chute), we were able to take distance out of the four 51-60 raters that ultimately finished ahead of us. Our speeds on both leeward legs exceeded 13 knots in the gusts up to 25-30 near the leeward marks and on both instances closed on John Thomson's X119 MADAM X.

### MANHASSET FALL SERIES

Yacht	Type	PHRF RACE					Pts
		RTG	1	3	4		
RUNAWAY	J/39	51	1	2	1		3.5
KILLER	J/39	51	2	1	6		8.75
SANDPIPER	J/105	78	4	5	3		12
MISCHIEVOUS	JNM48	60	3	7	4		14
BARLEYCORN	SCH35	75	5	8	4		17
FETE ACCOMPLI	NZ45	60	10	6	2		18
RAVIN	TRP33	78	9	4	7		20
WIND-CHILL	FRS38	78	6	9	8		23
PREDATOR	BLT42	75	NF	3	10		27
MADAM X	X119	51	11	10	9		30
PURSUIT	DW48	51	8	11	NF		31
AIRFORCE	SCH35	75	7	NF	NC		36
HOTSPUR	X402	78	13	12	11		36
ZYMELINDA	X119	51	12	13	NC		40

## Technical Notes

**Polar Plot** - Thanks to Nick Brown who had Rod's theoretical VPP on the J/105 translated to thegraphic plot shown on the next page. This shows:

At Wind Velocity	To Attain Optimum VMG		
	Boat Speed Beat	Run	App Wind Angle for Opt Run
6	4.5	4.7	86 degrees
8	5.6	5.9	93
10	6.2	6.4	110
12	6.4	6.5	142
14	6.6	7.0	156
16	6.7	7.5	160
20	6.8	8.7	160

**Mast Location** - With the mast centered by chocks at the deck, the location of SANDPIPER's mast at the base in the head is 9.5 inches, measured from the back surface of the mast about 3 inches above the floor to the forward face of the Formica of the main bulkhead, above the fiberglass flange of the floor pan.

**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.

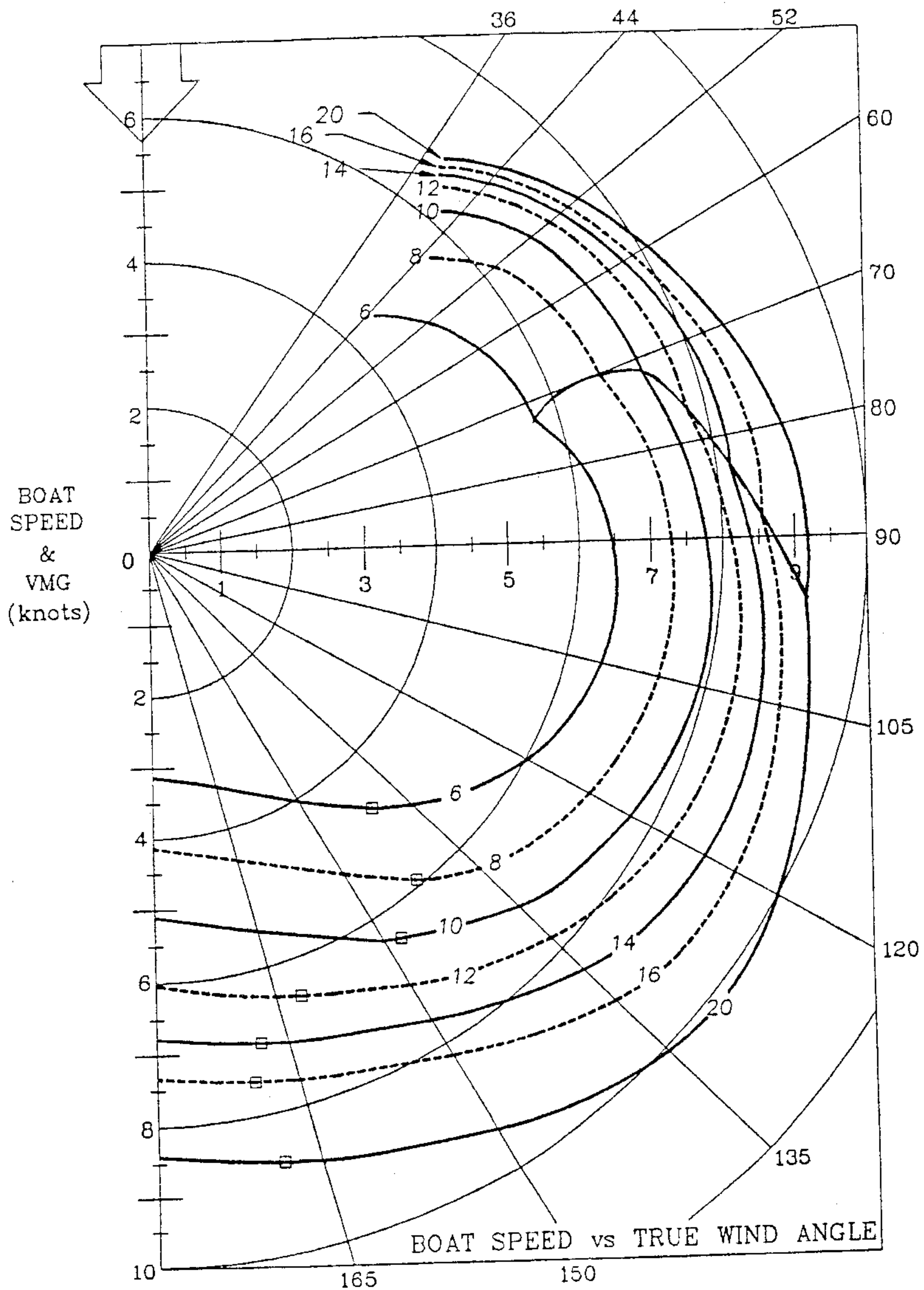
**Securing the Wheel at Mooring** - Run the tails of the traveller control lines through the becket of the spinnaker blocks then tightly tie above a wheel spoke on either side to avoid wear and tear on the wheel brake.

**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 Stiess 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.



# POLAR PLOT FOR "J-105"





# SNUFFER HANDLING

## How's That Once Again?

By BOB JOHNSTONE

The snuffer does work if certain tricks are mastered and pitfalls avoided. It's new, different and beautiful. But, since I continue to see snuffer snafus by those who swear they know how to do it, I shall once again - in more detail - and with two more months knowledge-review the process so that 1993 will be a year of joy.

It can take 20 minutes to sort out all the lines and unwrap twists, so the best time to do this is at the dock or mooring before going sailing. With the spinnaker inside the snuffer, attach the halyard to the snuffer, taping the shackle so it won't accidentally open.

### **Set-up the snuffer control lines.**

Detach the snuffer control line from the rope bridle on the snuffer cone, remembering how to re-tie the knot which secures it in the center of the bridle. If it slips off to one side or the other, the snuffer gets cock-eyed and doesn't work. Reeve this loose end over the pulpit, aft through the starboard sheave of the Harken 004 on the end of the Sprit, back under the pulpit and aft to pass through the UPPER of two Harken "snuffer control" camcleats with eyestraps installed on the starboard side of the cabin trunk. Then, making a continuous loop, reeve it forward through the LOWER camcleat, along the deck, under the pulpit, forward through the port sheave of the 004, back over the pulpit, retying it securely in the middle of the snuffer bridle. BOTH SNUFFER CONTROL LINES (and snuffer cone bridle) SHOULD BE ON THE STARBOARD SIDE & FORWARD OF THE TACK (and tack line).

### **Set The Tack Line**

So the spinnaker will automatically pull out, almost to the clew, of the snuffer cone and forward hatch as the J/Sprit is extended. Here's how to set up the tack line. A length of 7/16 Dacron braid is tied to the tack of the sail exiting to port of the roven snuffer control lines, leading over the pulpit, to the LEFT AND UNDER the snuffer downhaul line, over and back through the plastic becket of a Harken 004 (Double Block with Becket) shackled to the bale at the end of the Sprit, then under the pulpit and to the bow cleat, where it is secured. To achieve the proper setting so the tack AUTOMATICALLY runs to the end of the sprit as the sprit is pulled out: the tack of the sail should be even with the front of the bow cleat when the J/Sprit is fully retracted in the boat. That leaves a corner of the sail on deck when sailing to windward. It's OK. There's not enough sail between that point and the hatch, when its closed down on top of the control lines, corner of the sail, halyard and sheets to create a problem.

### **Attach The Spinnaker Sheets**

Spinnaker sheets go from the forward end of the

cockpit outboard to the upper sheave of the double turning blocks, aft under the stanchion bale to Harken blocks mounted on the aft "U" bolt, outside the lifelines (flop them up over & inboard to avoid dragging them in the water) then forward through twing bullets, around the headstay or directly to the clew, depending on which side of the headstay the snuffer control lines are located. It's a good idea to put tape over the chock openings, around the base of the Harken roller furler where the jib is attached and over the knot on the top of the furler drum - to keep these projections from catching the sheets or rolling them up with the jib.

### **Test Hoist the Snuffer.**

To make sure all the lines are properly attached and there's no twist. If you haven't already done so, pull the bottom of the sail out of the snuffer with one hand, while simultaneously lifting the snuffer cone up the sail by pulling on the nylon sleeve about 18" above the cone with the other hand (if you grab the cone, the sail gets bunched up above the cone) - until the reinforced clew of the sail is completely out of the cone along with the spinnaker sheets. Next, pull the Sprit out (the tack automatically gets pulled out with it), then hoist the snuffer by the halyard. Now, check to be sure the tack line is under and behind the snuffer control lines, the sheets are run properly behind the spinnaker. Then, look up at the snuffer to be sure that the colored stripe containing the snuffer control line is forward all the way to the top, with no twist. If conditions permit, deploy the spinnaker by uncleating the DOWN and pulling the UP snuffer control lines. If you are going to race, be sure to do a test sail with the chute before the real thing.

### **Stow the Spinnaker/Snuffer.**

I leave my program hooked up all the time by dropping everything down the forward hatch, then locking the hatch (when not sailing) in its vent position. I do detach the tack line so the entire sail gets belowdeck when not sailing also. But otherwise everything stays hooked up all the time. When about to go sailing, the tack is hooked up with the corner of the sail on deck. The halyard goes out from under the hatch, AND UNDER & OUTBOARD OF THE JIB SHEETS to the base of the shrouds and is tied there or secured with a hook or snap shackle (I have a snap shackle at the base of the shrouds (P&S) so the halyard can be tied off on either side.

### **Hoisting The Spinnaker**

Crew #1 goes forward and in a flowing motion, (1) frees the halyard from the shroud base, (2) opens the hatch (3) and helps the bottom of the spinnaker to flow out of the snuffer and out the hatch to a point just above the clew, freeing the spinnaker sheets as:

Crew #2 in cockpit pulls out J/Sprit.

Crew #1 by this time is back at the mast, pulls the snuffer out of the hatch by



## SNUFFER HANDLING (Cont.)

jumping the halyard where it comes out of the mast. Not much load, since spinnaker is still in sock. At the same time,

Crew #2 or helmsman is grabbing the tail of the spinnaker halyard to take up slack.

Crew #1 helps throw the hoisted tube around the leeward side of the headstay, if the system is hoisted on the windward side.

Crew #3 having rolled up the jib, trims the leeward spinnaker sheet, while

Crew #2 releases the DOWN and pulls the snuffer UP with

Crew #1 from beside the mast double-checks that there's no twist or snag and that the cone of the snuffer is going up smoothly without a build-up of sail inside above the cone. If the cone is restricted by such a build-up, Crew #1 must quickly go forward and grab the foot of the sail, forcefully yanking out as much sail as possible from the snuffer.

Crew #1 should double-check to see the spinnaker and snuffer are fully hoisted, before returning to the cockpit.

### **Take Downs**

Here's the procedure:

Crew #1 unrolls the jib and loosely trims and cleats it so as not to collapse the spinnaker. Then hands the tail of the spinnaker halyard to the helmsman with one wrap around the cabin top winch.

Crew #2 releases the Snuffer UP and pulls the DOWN until the sail is snuffed all the way. Then throws open the spin halyard stopper so the helmsman can begin to EASE the halyard down as fast as Crew #1 on the foredeck can handle it, then lets the J/Sprit retract about half way SO:

Crew #1, who has, like a cat, gone forward, (a) thrown open the hatch (b) THROWN THE WINDWARD JIB SHEET AFT OF THE HATCH (c) grabbed and gained control of the sock from the windward side of the headstay. This is the lesson of the year. ALWAYS TAKE THE SNUFFER TUBE IN TO WINDWARD OF THE HEADSTAY. By doing so, it drops between the uprights of the bow pulpit and is captured by the jib and lifelines on the foredeck so you don't risk dropping the tube over the side.

As Crew #1 gets control and pulls the sock down and aft (FORWARD AND OUTBOARD OF THE JIB SHEET) into the open foredeck hatch, the helmsman begins releasing the halyard NO FASTER THAN THE FOREDECK CREW can pull it into the hatch. (If the halyard is let go too fast, it can be a problem.) Crew #1 then securiesthe hatch (one knob will do), pulling the spinnaker halyard loop off to the base of the windward shrouds where it is attached.

Crew #2 takes up slack in the halyard, checks to see that the snuffer control lines and jib sheets are secured and not dragging overboard.

The problem, when pulling down the snuffer to leeward of the jib in heavy air, arises when the cone and sock drop over the lifelines into the water with the spinnaker halyard part way down. You've got an instant sea anchor. Then all the kings horses and all the king's men can hardly get it on deck again.

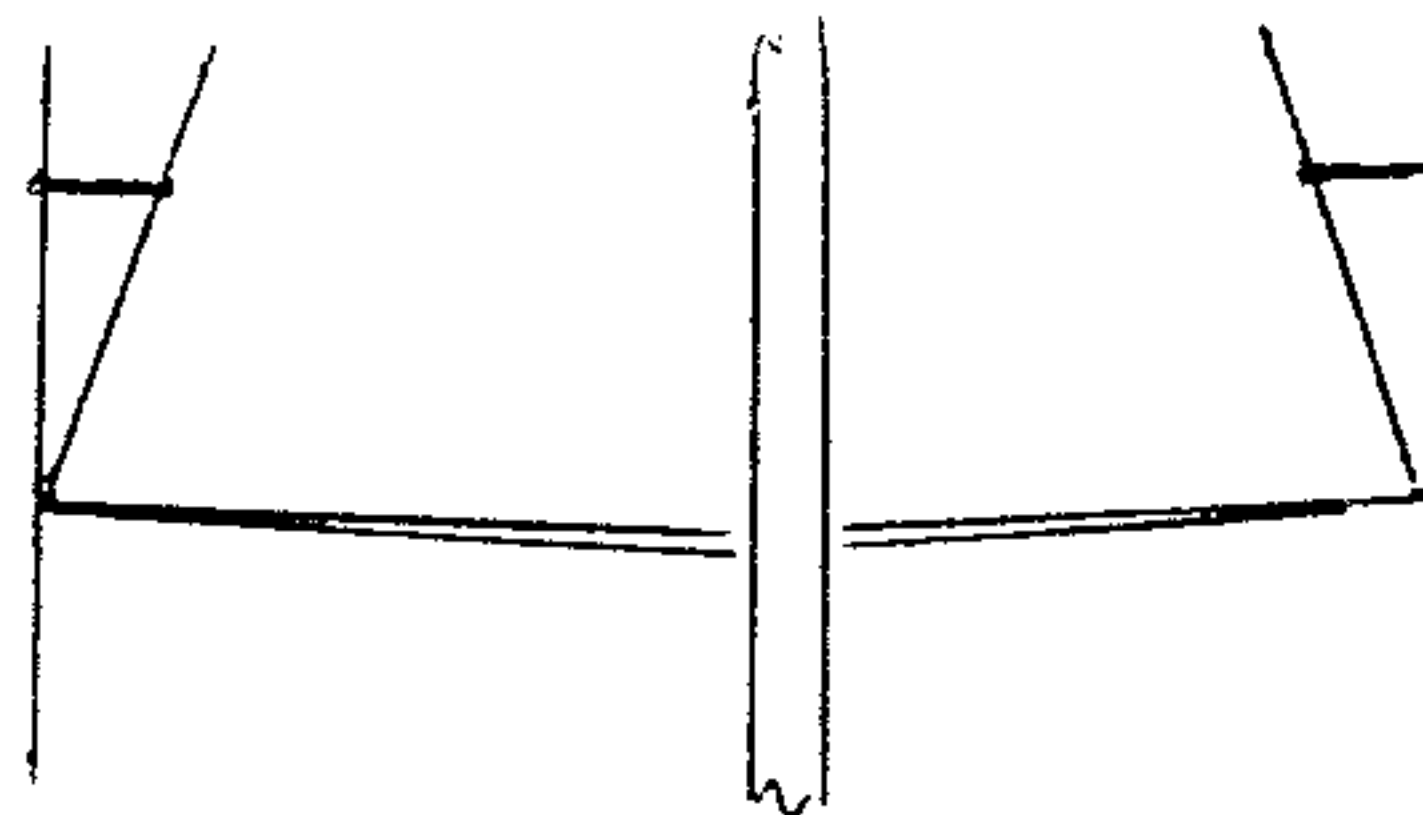
### **Dropping Without Snuffer**

Taking down the A-Sail from other than the bow can result in a 77 sq. meter sea anchor.

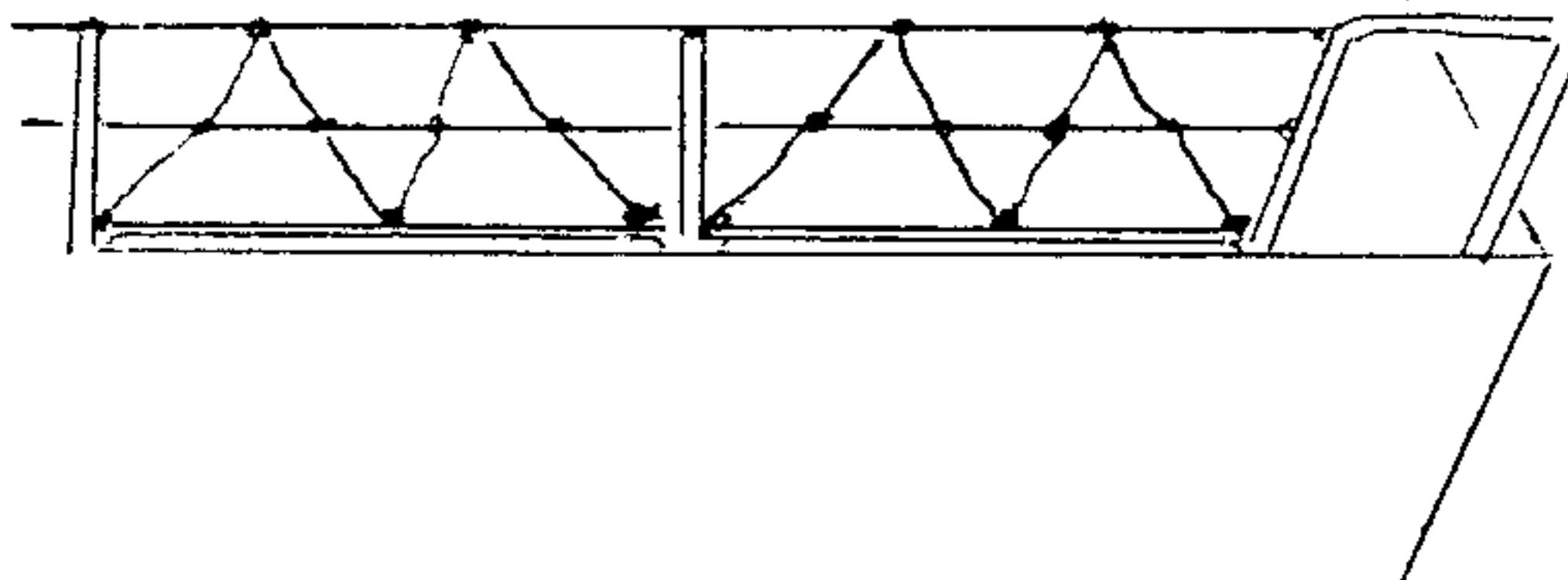
If not using the snuffer, we've found the best way is to (1) let the sheet go and release Sprit (2) grab the sail by the luff (tack) (3) depending on your anticipated next launch, pull it in either side of the jib (and forward/outboard of the jib sheets) and stuff down the forward hatch, leaving everything attached.

### **Helpful Hints**

Tie a 1/8 inch cord horizontally between upper and intermediate shrouds about one foot above the lower spreader. The sock often gets blown aft through the opening and then gets wedged, cleat-like in the "V". (See Below).



Use more 1/8 inch Dacron cord to create netting between deck and upper lifeline forward of the mast. Instead of making holes in the toe rail, start yhour net by stringing a piece of the 1/8 Dacron or some Kevlar cord, very tightly between the base of the pulpit and the 1st and 2nd stanchions back. Then lace into that as you would the top lifeline and middle lifeline with a series of three clove hitches or modified rolling hitches between uprights. (See Below)



## **CURRENT J/105 CLASS RULES**

The J/105 Class Rules now in effect are dated August 1992. A copy was included with the August J/105 News. If you need a copy of the rules or official offsets for the keel and rudder, please contact your local J Boats dealer or call 401-846-8410 and ask Marilyn to send you a copy.



## DESIGN

# The Evolution of J/105 Asymmetric Spinnakers - Does the Class Need or Want a Bigger One?

By BOB JOHNSTONE

One of the appealing aspects of the J/105 Class is being on the leading edge of technology - without AC or 50 Class costs. ]

Having sailed over 2600 miles on SAND-PIPER this summer and looked at a dozen or more asymmetric spinnakers, on and off the boat, I can say we've come a long way in learning how to sail them and to design them within the Class 77 square meter limit.

If as much progress is made in the next year, near parity with conventional symmetrics in moderate running conditions is possible. The only problem is: There may not be enough added performance left to be gained in design or shape changes. So, a *slight* ease in our area restriction may be the answer.

People have tried monster chutes. Don Cameron, an x-J/24 and J/35 owner in Chicago has sailed his J/105 PHRF with a Melges monster with a luff which is 2' longer than the Class max. Cesar Rojas in Cartagena, Colombia, reports excellent first-to-finish, beating an Olson 41, results with his North monster.

It's hard to believe that all this extra area represents efficient performance gains - particularly on the bottom and back of the sail. Monster chutes on J/29s and 12 meters created no significant gains once a certain hull resistance threshold is overcome.

Both Don and Cesar report visibility problems. Don's going for a second window. And jibing the monsters is a problem unless one goes outside, around in front of the luff. Letting off 3-4 feet on the tack line when going deep downwind angles, helps to rotate the spinnaker out from behind the mainsail. Don's comparisons for performance are in two PHRF races, one when the chute blew out at 30+ knots and one in very light air when sailing near J/35s. In both cases he had great speed, but so does the

Class spinnaker in those conditions. Don plans to get a Class size asymmetric spinnaker for the 1993 season to make close reaching possible. Don reports that he can't use the snuffer with his 15.5 m luff, but Cesar's works great at 15.m, particularly with the longer leech. The comparative data below indicates a trend toward more girth up high with a shorter foot and leech. Sailmaker's are putting more power in the luff than they thought possible.

A 14.5m luff length permits good close reaching performance, particularly in light air, and allows for the snuffer's added length. My experience *thus far* with a max luff chute was that it tended to sag off to leeward like a conventional spinnaker on a reach.

Under the AC formula, the Class spinnaker is nearly 2 square meters or 20 square feet smaller than a conventional symmetric. Most of us would probably agree that the amount of close reaching we do is a very small fraction of the broad reaching and running, and that we could use additional horsepower in mixed fleet HRF racing - if we could do this retaining close reaching performance and avoiding handling/visibility problems of "monster" chutes.

The goal is still to own and have aboard only one spinnaker for all sailing activities.

I'd be interested in getting owner reaction to a plan of raising the Class area limit by 10% to 85 sq. meters or 15% to 89 while retaining Class luff and leech limits.

If there's consensus, a Class Rule change for 1993 could be announced with local one-design fleets having the option to delay the change to a date when current chutes were due for replacement - letting owners advance their purchase for PHRF events only. *Please let me know your thoughts by calling 401-841-5356 or faxing 401-841-5356.*

## J/105 Asymmetric Spinnaker Development Track

	CLASS	Original	JUN	JUL	AUG		+10%	+15%			
	RULE	North	Shore	North	Halsey	Conv.	Class	Class	JUN	NOV	JUN
	LIMITS	#1		VMG		Sym	Asymm	Asymm	Ullman	Monster	Monster
Dimension	8/92	JAZZ	FOXTR	SANDP	JAZZ	Spin	Future?	Future?	Trask	Rojas	Cameron
Luff (SLU)	<14.9	13.9	14.8	14.4	14.5	12.8	14.5	14.9	15.0	15.0	15.5
Leech (SLE)	<11.9	11.4	11.9	11.4	11.1	12.8	11.6	11.9	12.5	13.4	13.2
Upper 1/4 G		3.7	3.6	4.1	4.1		4.5	4.6	3.9	5.3	4.9
Mid Girth (SMG)		6.9	6.6	6.9	7.0	7.4	7.6	7.7	7.0	8.9	8.7
Lower 1/4 G		8.4	8.1	8.2	8.2	7.4	8.9	9.0	8.6	9.8	10.4
Foot (SF)		8.5	8.1	8.2	8.0	7.4	8.8	9.0	8.6	9.4	10.4
Head to Mid Foot		12.6	13.77	13.52			13.60	14.00			
Square Meters*	<77	75.9	76.2	77.0	77.0	78.9	85.0	89.0	83.7	106.0	108.4
*Based On America's Cup Formula: (SLU+SLE)*.25*SF + (SMG-.5SF)*(SLE+SLU)/3											