J/105 NEWS

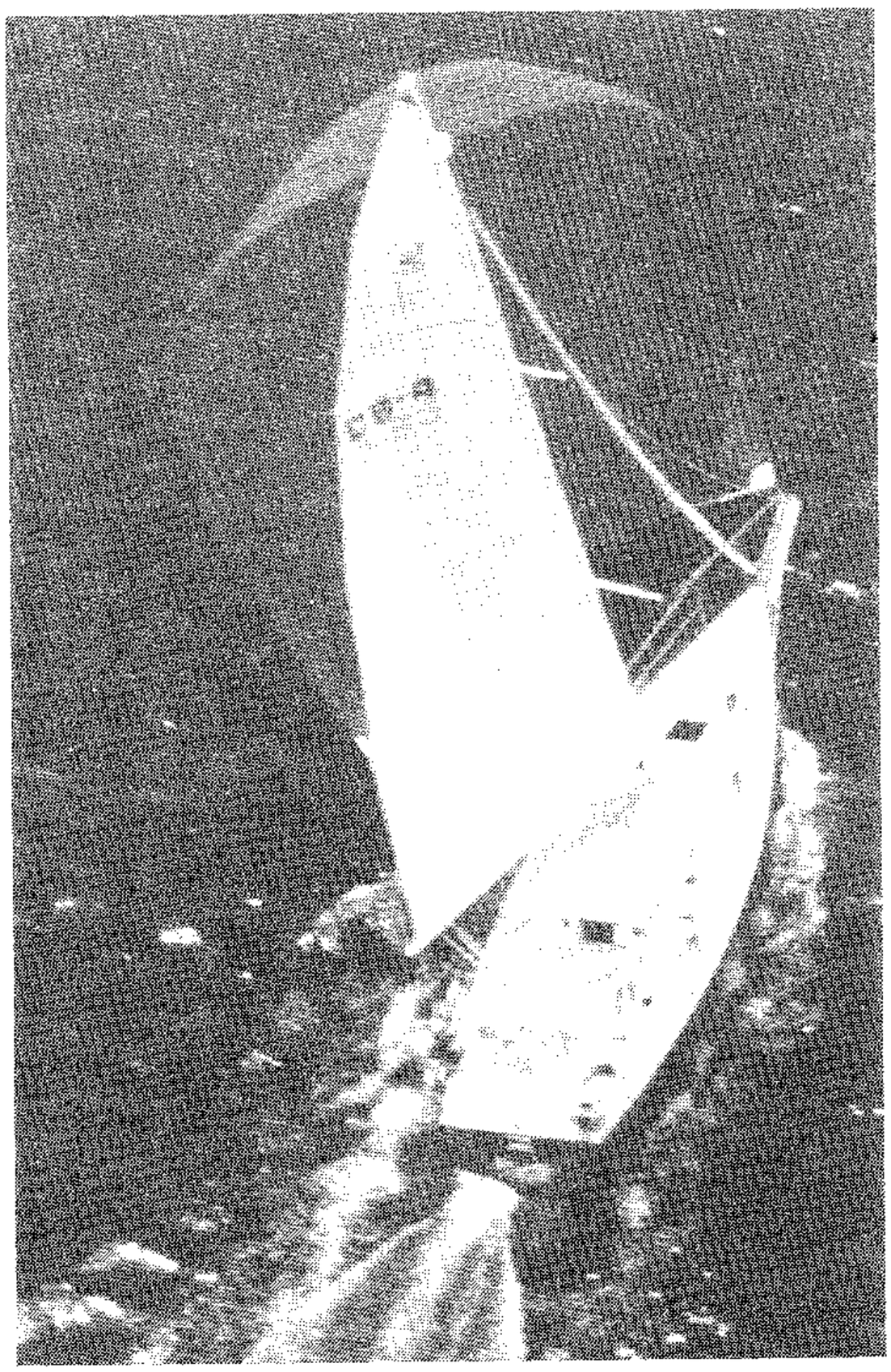
Official Publication of the J/105 Class Association

April 1994

Class Growth

J/105 Sales Continue Strong. Order Backlog Now into July. Hull Numbers Pass 100 Mark.

102 to be exact at press time, March 25th. Class activity on the Chesapeake and San Francisco seem to be leading the steady flow of J/105 orders coming into J Boats. Chicago owners are initiating a fleet. Don Trask is visiting Mexico trying to get a fleet going in Acapulco. John Thompson, Commodore of the Royal Bermuda Yacht Club just purchased a J/105 and is hoping to build a fleet in Bermuda . With such tropical vacation spots, J/105 sailing may become a year-round activity



***Above** - Cesar Rojas of the Club de Pescas, Cartagena, Colombia, volando con Monstruo y cubierto en #4 KON-TIKI. Note: Spinnaker sheets should be behind "taut" snuffer lines, not in front of snuffer lines as shown in photo.*

Coming Events

St. Francis YC Match Race

April 14-17 on San Francisco Bay, the St. Francis Yacht Club hosts its Match Race Invitational with some of the best America's Cup Class talent in the world sailing in J/105s of Fleet #1. The owner will stay with their own boat during the series, while rock stars come on board with 3 person crews weighing not more than 800 lbs. Owners can take a break now and then , if they elect. North is a co-sponsor, making new mainsails available to each owner for less than $1000.

The competitors are: **John Bertrand**- USA(STARS & STRIPES); **Roy Heiner** - The Netherlands; **Magnus Holmberg** - Sweden; **Chris Law** - Great Britain; **Bertrand Pace** - France; **Kevin Mahaney** - USA(PACT '95); **Paul Cayard** - France.

If any owners want to fly out and see this event, even stand in as relief for a Fleet #1 owner if they get tired scrambling back and forth over the hatch, let Don Trask or Art Ball know at 510-522-0545 or Fax 510-522-0641.

New York Yacht Club's 150th

July 23-30th - This promises to be the main event on the East Coast this summer, no matter what you sail. The NYYC approved a Sprit Class for yachts over 25' LOA with centerline tacked A-sails and roller furler jibs which includes J/92s, J/105s, J/120s, J/130s and a couple of custom Rodger Martin designs.

Rod Johnstone and US Sailing Offshore are developing an IMS Experimental Certificate program for all entries

If you are interested in participating, chartering, your boat and going along for the ride, chartering another boat etc.: Please call Bob Johnstone at 401-841-5356 or Fax 401-846-2448 who is acting as Sprit Class information contact for the NYYC Race Committee.

Atlantic Coast Championship

August 7-10 - At YACHTING Race Week, Solomon's Island MD. There are 16 boats now on the Chesapeake. Call Paul Mikulski at J/Port, Annapolis 410-280-2038

New England Championship

August 19-21 -The J/105 One-Design New Englands will be held with at the IBM SAILING WORLD NOOD Regatta in Newport RI . Entries: 401-847-1588.

Pacific Coast Championship

September 16-18 This one-design event is to be held as part of that West Coast Classic, the St.Francis Y.C. Big Boat Series. Contact Art Ball, J/West, 510-522-0545

New England

SUN SHINES ON FIGAWI SAILORS

By JOHN LEANING Cape Cod Times

Front page, column 1 of the Sunday Cape Cod Times , May 30. The seas were kind, the winds more than fair, and sun shone over the start of the 22nd annual FIGAWI race weekend yesterday. 208 boats started off Hyannisport and ended up a few hours later at Nantucket Harbor.

On board TERN, a J/105 skippered by Robert Johnstone of Newport RI , there was a sense of awe among crew members and passengers as the 34.5 foot machine performed beautifully, slicing by competitors for a first place finish in Class B.

Johnstone and his brother Rod own the company that has made the J (for Johnstone) boats famous in racing circles, and they are the ones responsible for the 31 varied J Boat entries in this year's FIGAWI race.

But the first place finish was particularly pleasing to Johnstone because he launched hull number 73, christened TERN, last Wednesday in Newport and sailed the boat on its combination inaugural cruise and sea trials Friday - just in time for the race start yesterday morning.

"This has been one of the greatest sails I have ever had in my life", a beaming Johnstone said after TERN swept past the finish line. He nonchalantly steered the boat with his foot and praised the assortment of non-professional crew members for their work.

"It was a wonderful race for this boat," he said.
The day, which began before dawn for many of the sailors, did not hold much promise. Gloomy skies, rain squalls, a raw wind and the potential for winds of 30 mph prompted Johnstone to review man overboard and other safety procedures, making sure all the crew knew how and where to use safety harnesses.

Once under way in Hyannis outer harbor, TERN competed for sailing space with the more than 200 other boats in the competition. With staggered starts, the slowest boats begin first, with the idea that all the boats will arrive at the finish line at about the same time.

Of course, that could be a total disaster, but it never happens, thanks to the vagaries of the wind, the sea, the skipper, the vessel - and luck.

Johnstone left as little to chance as possible, using the time before his 10:32 a.m. start to practice raising and lowering the vast, white spinnaker, the huge foresail in the bow of the boat that provides enormous power and speed. After a near flawless start, TERN raised its spinnaker immediately , and literally zoomed off on the first leg of the 28.3 nautical mile course, passing other boats as if they were dead in the water.

Using a novel, retractable bowsprit that improves positioning of the sail and eliminates the harrowing experience of struggling with a pole to brace, raise or lower the spinnaker, TERN literally was lifted upward and forward by windblasts that would have sent other boats heeling over to the rail.

Making more than 13 knots in gusts, TERN left a wave resembling a high-powered speedboat.

"I'm trying to find a passing lane," Johnstone mumbled to himself as he peered ahead toward boats he was overtaking on the way to the first of two course changes before the final leg to the harbor entrance.

On the final leg US Navy skippers were looking for passing lanes as a line of patrol boats cut through the race course. The Navy ships did not appear to affect any of the FIGAWI racers.

TERN made it to the finish line in an unofficial time of approximately 3 hours, 20 minutes. Everyone on board was, of course, ecstatic with the speed and the finish, but there was also another reason for all the grins.

Since they were among the first arrivals, there would be plenty of hot water in the marine showers.

Today is a layday on Nantucket. Tomorrow's race is back to Hyannis. A word to the wise among the contestants. Beware the vessel with the name of the bird that flies swiftly.

Editor's Notes. *The first day was a blustery 20-25 Northwest with about a 125-135 degree true wind angle reach (90-100 apparent) to Nantucket. The snuffer works well in these dicey conditions when only 2 people of our crew of 5 had really raced before. Before the start we set and dropped the spinnaker to insure all snuffer lines were attached properly and there were no twists. We approached the start with main only, the jib rolled up, the snuffer hoisted and ready to un-snuff. 10 seconds after crossing the line we were off on a flat-out plane doing 13-14 knots.*

The return race was equally impressive in light air, close to broad reaching. Class B started in zero air and sat on the line while Class A with J/44s, Tripp 47s, 12 Meters, etc. were started right on top of us. On TERN we decided that the best strategy was to set the asymmetric spinnaker, fly it as close to the wind as possible and sail in the general direction of the mid-way mark - even if this meant pointing 30 degrees West of the rhumb line . It made sense based on the weather forecast which was for the wind to swing into the SE and pick up to 15-18 knots. If *we were low when the wind switched, we could come up on a fast angle in front of the fleet.*

Well, it worked. We angled out to the left about 2 miles ahead of the fleet based on a perpendicular to the rhumb line course. The wind shifted and built. Considering a simultaneous start, none of the Class A big boats came close to TERN's elapsed time, all finishing at least 8 minutes behind. J/105s were 1, 2, 4 in Class. It didn't matter whether we rated 81 or 75. Two back-to-back, perfect J/105 sailing days!

REGATTA RESULTS

Block Island Race Week XV (June)

PHRF Class 3 (top 10)

		Rating	Pts
1	PROMISES (Tripp 38) Shelhorse	63	4.5
2	SCHERHERAZADE (Taylor 40) Chandler	60	18
3	JEZEBEL (J/37) Scheideman	72	20
4	TERN (J/105) Jeff Johnstone	78	22.75
5	MAGNA ROSA (Tripp33) Vince Brun	78	24
6	LEVERAGE (Custom 40) Arenella USMMA	63	35
7	STRANGE TRIPP (Tripp36) Sullivan	66	46
8	PREDATOR (Baltic 42) Marki	75	50
9	BLIZZARD (Custom 40) Hartwig	63	52
10	BARLEYCORN (Schock35) Brownyard	75	55

The J/105 repeated last year's win in the Round-The -Island Race and demonstrated competitive off-wind speed with a new poly 110 M^2 asymmetric versus the Tripp 33 - TERN's finishes were 3-4-1-2-(12)-6-7. This is not an easy fleet to win in, racing against boats which are all bigger and rated faster in mostly light to moderate breezes. TERN blasted by many of the larger boats and the MUMM 36s on the exciting reaches around the island.

Michelob Newport Regatta (July)

PHRF B (top 6).

1	TERN (J/105)	Bob Johnstone	14.5
2	TEMPTRESS (Swan 44)	Richard Schulman	17.5
3	WIZARD (J/33)	Richard Chavis	17.75
4	RELENTLESS (Tripp 37)	Len Hubbard	19
5	BARLEYCORN (Evelyn 36)	Brendan Brownyard	22
6	COCONUT TELEGRAPH (J/33)	D'Albora/Johnsn	27

Large 110 M^2 spinnaker and new deck sweeping roller furling 150% genoa (rating PHRF 78) makes the J/105 competitive in mixed competition in a variety of wind conditions. This was a squeaker.

J/105 Atlantic Coast Championship (Aug)

IBM Sailing World NOOD Newport

1	TERN	Bob Johnstone	1-1-2-1	4.25
2	ACE	Fred Stelle	2-4-1-2	8.75
3	ALL RIGHT	Hugh McLean	3-2-4-4	13
4	KIMA	Rick Carey	4-3-3-3	13
5	PHENIX	Bob Swirbalus	5-6-5-6	22
6	JAZZ	Kirk Brown	X-5-6-5	23

This series started off in 18 knots of wind outside in Rhode Island Sound where time on the tiller and snuffer expertise put TERN in the lead. The second day in light/moderate winds up the Bay brought out lots of speed in ACE and KIMA. The final day was an amazing race which saw several lead changes in near calm conditions, then finally an across the bay sea breeze, wind-line surge with about 75 boats all trying to cross the line at once - but all in vain 'cause the time ran out. ALL RIGHT won the race that didn't count with TERN second and KIMA in 3rd.

J/105 Pacific Coast Championship

St. Francis YC Big Boat Series (Sept)

1	NIAWAH	McDonnell & Kent	1-2-1-2	5.5
2	CHIMO	Chuck Winton	2-3-2-4	11
3	MIDNIGHT EXPRESS	Alan Bray	3-4-3-3	13
4	BLACKHAWK	Art Ball	16-5-5-1	15.75
5	BELLA ROSA	Dave Tambellini	5-1-7-9	21.75
6	JOSE CUERVO	Sam Hock	4-8-4-7	23
7	JEST	Jim Cascino	7-6-6-5	24
8	J-OK	John Wylie	8-7-8-6	29

A crew from Newport Beach, ably assisted with some past local knowledge in the form of Sail California's Jeff Trask did the regatta in true J/105 style with an elegance that included fine cuisine, proper attire and an easy-going Southern California approach to yacht racing. 16-20 knots of wind with incredibly close finishes and an ebb tide along the city front made for some interesting downwind tactics on the beach. NIAWAH succeeded by doing this better than the others using the twing, letting off the tack line 3-4' and heeling the boat to weather with all the crew weight to windward. NIAWAH, hull #35, continued her winning ways as INVICTUS under new owner Walt Marti who arrived in California last year with J/24 in tow from Lake Champagne. He decided to join the J/105 fleet. INVICTUS won the San Francisco Midwinter Series and was 3rd in the St. Francis Spring One-Design Regatta last month.

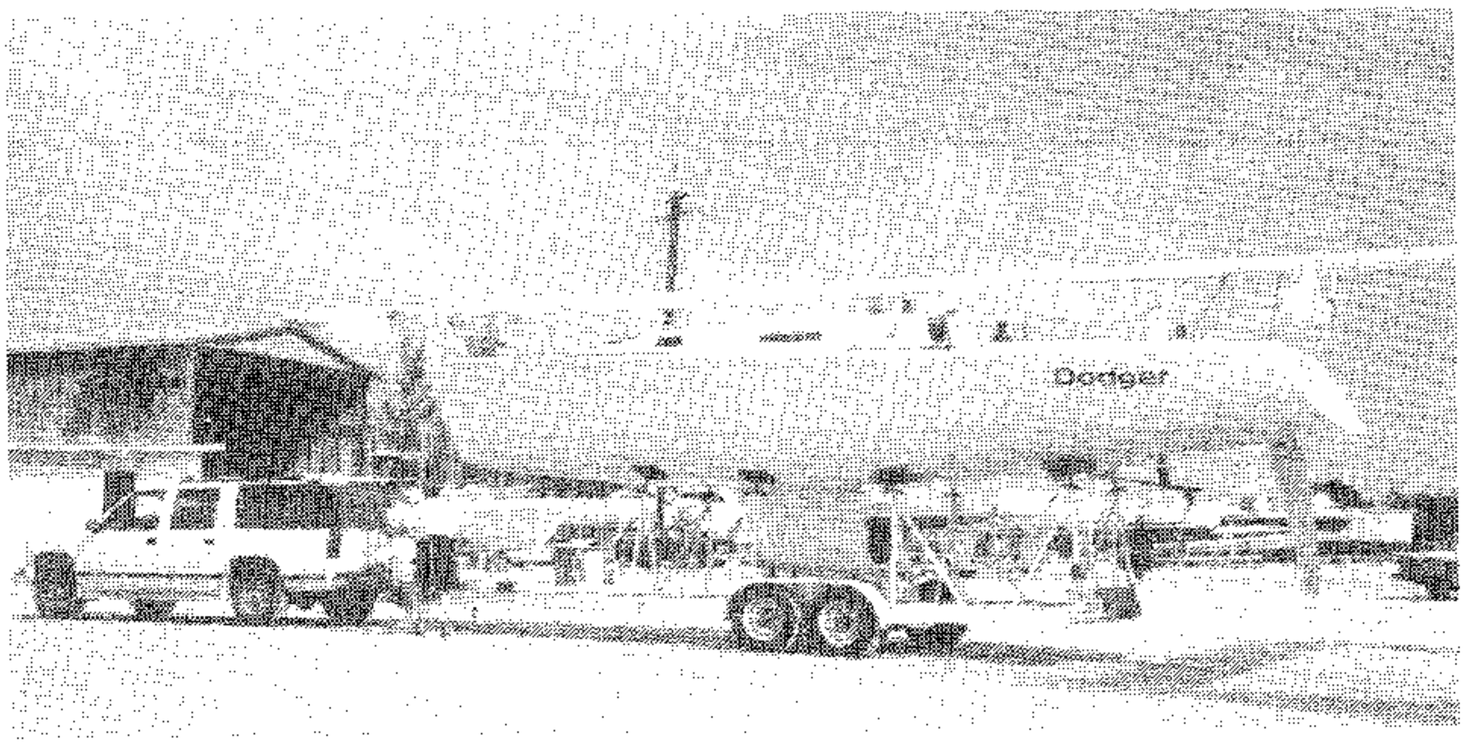
New England Solo-Twin (Aug)

Monohull, Doublehanded w/ Spinnaker

	Top 5 Finishers	Corr Hrs.
1	MODERATION (J/35) Scott & Greg Ferguson	17:50
2	BENGAL(J/35) Dan Dickison & Shaffer	18:18
3	TERN (J/105) Bob & Jeff Johnstone	19:13
4	KATIE G. (Cust 40) Eric Goetz & Telfeyan	19:42
5	HUNTERS CHILD (BOC60) Luhrs & Pettengill	20:37

74 boats entered and only 22 finished this 110-127mile race - thanks to the wind dropping to nearly zero just before dawn. The faster mono-hulls including J/29s and 2 catamarans made it. The start was the most exciting. Pin end was favored. TERN timed it right, steaming down the line on starboard close reaching. MODERATION ducked under her stern on port, while HUNTER's CHILD, Warren Luhrs big BOC 60 had to "crash-tack" from port to starboard at the pin, almost capsizing to windward as she had already filled her port water ballast tanks in preparation for a close fetch out the East Passage toward Block Island in a good breeze. It was a Southwesterly beat all the way around Block, then a nice 90 degree asymmetric reach to No Man's Land off the Vineyard, then a reach and fetch toward Pt. Judith and in to the finish.

It paid to go right on the beat, which is where the J/35s got an insurmountable lead, although TERN got within 10 minutes of them by No Man's then took 2.5 hours to do the last 4 miles.



Roger Buck's trailerable DODGER with 5.5' shoal keel behind his Chevvy Suburban with "Wide Load" sign. At Key West Race Week, they had a great time finishing a credible 7th in Class, beating out the Tripp 33s, a couple of J/33s and Alan Paris's J/105 LEARNING TO FLY

There are many other great stories among J/105s we'd like to publish. So, PLEASE take a moment to send them in. Thanks in advance.

DESIGN

THe Evolution of J/105 Asymmetric Spinnakers - Part II
The Monster Comes to Life!

By BOB JOHNSTONE

Last year we discussed the pros and cons of increasing the size of the Class spinnaker from 77 to 85 or 89 square meters. At the time, there were 100 m^2 chutes in use.

Class Rules weren't changed. The response was that 77 was right for daysailing use, jibed easily and didn't require as many expert crew aboard as the larger chutes - so why change for one-design racing. Let those wanting to win under PHRF add a monster to their inventory.

Later results indicated that 85-89 still wasn't enough to make the J/105 competitive when it came to VMGs downwind. The answer was closer to 110 m^2. This conclusion was also reached with the J/80 and J/92. A centerline asymmetric's area seems to be 71% as effective as that of a conventional spinnaker that can be trimmed back with a pole. The asymmetric has an advantage at 110-135 degrees true wind angle, but that is not an angle that one sees even on Olympic Course reaches. And, it's almost impossible to sail closer than about 82 degrees true wind angle. Added area doesn't help when close reaching with a larger sail.

Interestingly, while the monster chutes don't flow around the headstay on a jibe as easily, twings are no longer desirable as they choke down the slot. The boom applies all the down-pressure needed to the sheet.

Jeff Johnstone sailed TERN to a 4th place at Storm Trysail Club's Block Island Race Week and to victory in the Round-the -Island Race with a 78 Rating using a year old 153% genoa* and the 110 M^2 chute. The J/105 was equal or faster than Tripp 33s downwind. The lead Tripp had North sailmaker Vince Brun (Star, Soling and J/24 Champion) from San Diego on the helm.

TERN went on to win the MICHELOB Newport Regatta. This was very close between a J/33 (PHRF 84) and Swan 44 (PHRF 81). TERN won by default when the Swan was DSQ'd in the last race. Her downwind speed was competitive in both light and heavy air.

The tabular data below describes development trends.

*This genoa is for sale at a great price. Call Bob J @401-841-5356

The original J/105 design, both in proportional size and shape, works out very well as a close reaching, light air. blast runner and all-purpose cruising chute with the snuffer. You can see how the mid-girths are getting larger while the foot and leeches shorter. Operation of this spinnaker requires use of twing lines and easing of the tack line when running downwind - creating more windward projection.

The fabric used is the more durable of two "nominal 0.6 oz. polyesters" originating with Dimension Sailcloth and used by most sailmakers. The one to use is 7722, not 6611. It's really closer to a .75 oz. in weight but it's nearly bulletproof in use. We never got more than a 4" "L" shaped snag after a whole season of abuse which included towing, flying from the masthead in 25 knots of wind, snagging on the spreaders, etc. A further benefit is that it doesn't get wet like Nylon - but it is harder to remove surface water because it doesn't dry on the lawn. It actually creates a tropical rain forest under the spinnaker because it's so non-porous.

To overcome visibility concerns when broad reaching, I installed a semi-clear panel in the lower front half of the spinnaker to give me warning of any obstruction to leeward and ahead. This was satisfactory.

It's important to have Kevlar cords in the luff, leech and foot of all asymmetric spinnakers to help keep the sail together when shock loading.

To conclude, it pays to carry two spinnakers when PHRF racing, even when conditions seem to favor just flying the smaller Class spinnaker. Once or twice per year, you'll get the ultimate angle for the Class spinnaker. FIGAWI results bear this out.

		Jazz	Foxtrot	Jazz	Tern	Luck D	KonTiki	Tern
	IMS	**North**	**Shore**	**Halsey**	**North**	**Melges**	**North**	**North**
	Symm	**Asymm**	**Asymm**	**Asymm**	**Asymm**	**Monster**	**Monster**	**Monster**
Dimension	**Spnkr**	**May-92**	**Jun-92**	**Aug-92**	**Aug-92**	**Jun-92**	**Jul-92**	**May-93**
Luff (SLU)	12.8	13.9	14.8	14.4	14.4	15.5	15.0	16.0
Leech (SLE)	12.8	11.4	11.9	11.1	11.4	13.2	13.4	13.0
Upper 1/4 Girth	7.4	3.7	3.6	4.1	4.1	4.9	5.3	5.4
Mid Girth (SMG)	7.4	6.9	6.6	7.1	6.9	8.7	8.9	9.2
% of Foot > .75	1.00	0.81	0.81	0.89	0.84	0.84	0.95	1.02
Lower 1/4 Girth	7.4	8.4	8.1	8.2	8.2	10.4	9.8	8.9
Foot (SF)	7.4	8.5	8.1	8.0	8.2	10.4	9.4	9.0
AC Cup AREA* M^2	78.9	75.9	76.8	77.0	77.0	108.1	106.5	110.3
Asymmetric vs. IMS Base	IMS	96%	97%	98%	98%	137%	135%	140%
Area Effectiveness Factor		0.68	0.69	0.69	0.69	0.97	0.96	0.99
*AC CUP RULE SPINNAKER AREA (M^2)= [(SLU + SLE) * .25SF] + [(SMG-.5SF)*(SLU+SLE)/3]								

CURRENT J/105 CLASS RULES

J/105 Class Rules in effect are dated August 1992. 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.

CRUISING LOG BOOK

A Duffel Bag of Clothes and a Week's Worth of Memories

Bob & Mary Johnstone describe a short-handed cruise and how well the 105 suits two "50-somethings"

The dog days are those hot, sultry days in August when there's light air, and the dogs don't move. Since the 105 is no dog a short summer vacation cruising in Buzzard's Bay and Nantucket Sound seemed like a great idea - letting the wind blow us where it might with no pre-set itinerary.

DAY 1

Newport to Little Compton RI. We decided to circumvent Aquidneck Island (where Newport is) in a clockwise direction, starting up Narragansett Bay in almost no wind with Jim and Connie Annand. Jim was Mary's former Dean of Berkeley Divinity School at Yale . The sea breeze finally filled in for a brisk beat up the Sakonnet River to 3rd Beach in Middletown where we rowed in to pick up Marek Zabriskie (Yale Divinity School classmate) and his fiance who had just gotten engaged the day before on Nantucket.

In this flat water it was easy to get a newcomer in the groove by giving them four upwind clues for steering:

(1) Keep the windward tell-tale fluttering upward with the leeward telltale streaming aft - for the most part.

(2) Sail so that the angle of heel remains constant once the optimum speed and VMG are reached. - regardless of what the tell-tales say.

(3) Keep the headstay powered up, no matter what the tell-tales may be saying. That means that the entire rig is working in unison to power the boat. This works well at night by turning on the steaming light to see the leading edge of the jib against the dark line of the mast. If you concentrate on how the headstay pops to windward as the boat slows and pinches high into the wind or falls off when the boat is powered up and starting to move - you can eventually anticipate changes in boat speed before they occur, compensating with the helm so as to maintain better sustained speed.

(4) Strive for 6.6-6.8 knot boat speed when sailing to windward, but not at the expense of:

(5) Sustaining a 5.0 knot VMG, computed straight into the wind - as shown by instruments with integrated wind data. You might get the boat up to 7.2 knots through the water, but you will be getting to windward slower as the VMG will drop to 4.5 or less. So, there's such a thing as sailing too fast on the wind. That's usually the time you are heeling too far, also.

After a wonderful dinner aboard around the cockpit table and putting all four guests ashore, the local gendarmes informed us that we would not be welcome tied up to one of 35 moorings that were vacant. So, rather than risk rolling about on a lee shore with the Northeasterly forecast, we decided to motor the two miles over to Little Compton for the night. Luckily, finding a vacant mooring in this small harbor, we rowed ashore to walk several miles along the coast road, and take a look at St. Andrews By-The-Sea with its Rectory.

DAY 2

Little Compton to Cuttyhunk . The primary goal was Hadley's Harbor to raft up for dinner with Norwood & Marguerite Davis on their J/44 PRIMA.

After a good sleep aboard with several squalls gently rolling the boat and causing some shaking aloft, we awoke to a gray, Northeasterly as forecast with signs of the clouds breaking up and patches of blue. Another walk ashore after breakfast in search of distant cousins was successful, with new friends being made. The timing was seemingly perfect as we cleared harbor with a good 20 knots of air funneling down the river. Four other larger cruising boats were clearing the Sakonnet River at the same time, also headed Downeast.

Our course was about 100 degrees which allowed us to fetch the North arm of Cuttyhunk Island. The seas were cresting sharply and breaking in a quick frequency thanks to

Right Jeff, Mary, Rachel & Meggi Johnstone entertain six friends between races of the New York Y.C. Family Weekend Regattaon Narragansett Bay. The J/105 got the kids vote as the most fun to be on and swim off.

the strong Buzzard's Bay flood tide pushing up the waves of the strong Nor'easter. Well, we had the tide with us and the waves against us. But, the J/105 behaved admirably. *Making the main flat as possible by first bending the mast to the max possible pumping the hydraulic backstay cylinder all the way down, then taking all the wrinkles out the luff of the main with the cunningham, and lastly easing the mainsheet to pull the foot of the sail flat to the black band. I then eased the traveller down and put some pressure on the vang so I could ease the mainsheet further without the boom rising up too much and making the sail fuller. The class jib lead on the track was moved back several holes so that the top of the sail twisted off, leaving a large slot for the air to get between jib and main.*

We left the dodger up to keep the companionway dry and Mary warm in the cockpit, then settled down to a steady 6.4-6.6 speed through the water which was excellent considering only the helmsman sitting up on the rail in 15-20 knots of wind and the dodger up. It was much faster than any other boat in sight, most of which were fading off to leeward and behind with the motors going in order to make any headway at all! And, they call those heavy cruisers sailboats?

Well at around 1PM after a very exhilarating but exhausting sail, we decided that 2 more hours would unreasonably stretch the definition of vacation cruising - and knowing that Norwood would figure the same - we decided to pull into Cuttyhunk. It was packed with not a free mooring in sight. Luckily we saw a gap among the moored boats that might fit a J/105 perfectly even if the wind swung 360 degrees. In one of those memorable moments of seamanship, we nailed it on the first try, setting our lightweight Fortress when Mary backed TERN down in reverse.

Time to inflate the Avon, stored in the lazarette locker, row ashore, walk around the island for a couple of hours, check out the local crafts and buy dinner & more ice. The day had cleared up totally and our only worry was the warning we'd received about deer ticks causing Lyme disease. Being such intrepid backwoods hikers and planning to reach the highest point of land, we kept checking. The top of Cuttyhunk is an old WW II fortified concrete bunker and watchtower to spot German submarines. When we got there, the closest thing to submersibles looking Southwest toward the Atlantic were those three cruisers still slugging it out nearly 5 miles to leeward of course. Needless to say, because they couldn't point or make good way, they were suffering the assault of larger seas than we encountered since we could hold up under the windward shore, while they sailed further offshore.

We rowed back to our ship, retrieving the fishing lure of a youngster casting from the bow of a J/40. Thus providing extraordinary builder services, we made new friends which resulted in a get-together two days later in Nantucket. A quick swim and a quiet dinner together brought a close to a wonderful day.

DAY 3

Cuttyhunk to Edgartown Light air out of the Southwest, but clear. We decided to sail off our anchor to demonstrate the J/105s maneuverability. So, hoisted main, pulled up the anchor, hoisted the snuffer and flew the chute down the narrow channel to the inner harbor. Nobody else was sailing. It took the A-sail's power to bring boat speed up to wind speed of 4-5 knots - which wasn't a lot slower than some boats were going under power. We lazed down the North side of the Elizabeth Islands and sailed at a good clip out of Quick's Hole into Vineyard Sound to take advantage of the flood.

A familiar sailplan hove into sight, motorsailing against the current. It was Alan Stuart's J/44 CELEBRATION. We jibed over to intercept and sail a few circles around them to engage in some good natured banter. As we approached West Chop, the wind died completely, but the current swept us around at 3.5 knots, so our record of not using the engine stayed intact. The sea breeze filled in and TERN took off for Edgartown, arriving before 3pm in time for our daily walk and grocery/greeting card shopping before returning for cocktails aboard with friends from church - then dinner ashore.

DAY 4

No plan. Hyannis or Nantucket. Let's let the wind decide. Clearing the North point, it appeared that most of the sails were going toward Nantucket and a close fetch was possible. We passed everyone in sight, but couldn't pull away from two sloops with genoas astern - in fact they seemed to gain in the light spots. Turns out it was the Scott Ferguson and Dan Neri families from Newport cruising on two of the fastest J/35s afloat, MODERATION and BENGAL. After a long beat into the harbor entrance, the three of us entered together amidst greetings.

Highlight of the evening was a raft up get-together with Gerry Jacobs' J/105 GRAND CRU which is based in Nantucket for the summer. This is a beautiful awl-gripped dark blue boat with conventional transom. Gerry and his family were having so much fun that they went sailing 40 times in August. Mornings were for light air sails around the harbor, then ashore for lunch, followed by sea-breeze planing with the more adventurous during the afternoon. GRAND CRU was doing double-duty as the condo for younger working members of the family, parked in the Nantucket Boat Basin.

A good dinner ashore at one of the island's better restaurants, another walk checking out the window fronts of shops, and a good sleep in the protection of the inner harbor.

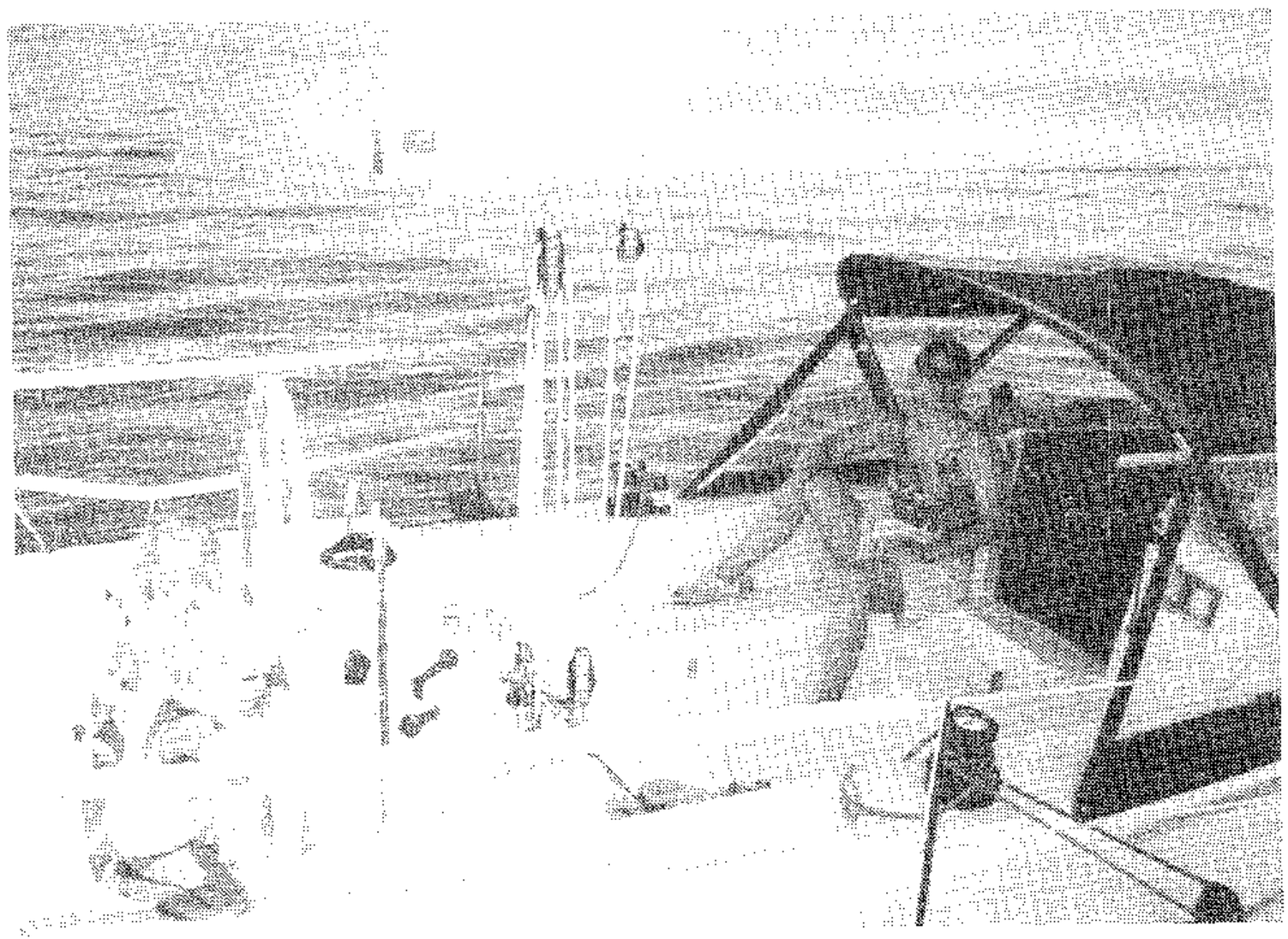
DAY 5

Nantucket to Hyannis Idyllic, smooth water, shimmering sunlight, asymmetric sailing in 10 knots of wind out of the Southeast. Perfect angle for Hyannis. We quickly put all other cruisers hull down astern as TERN glides along at over 7 knots. This had to be at least 2 knots

faster than anything else on the water. In fact, most boats seemed to be motoring in the 6 knot range. We were passing them.

We were making such good time as we approached Hyannis that we decided to relax with some swimming, reading, et al - drifting with sails down. What a life! We were well into enjoying this new mode of J/105 non-sailing pleasure, when our reverie was brought up short by the sudden appearance and loud whump-whump-whump of a Coast Guard Rescue helicopter. No, we're not adrift, this isn't the Flying Dutchman nor the Mary Celeste (that ship was from Marion, MA).We are alive and well.

It was time we started sailing again, anyway, since the sea breeze was starting to build. Up main, unsnuff chute and away we go again to enter Harbor, pick up a guest mooring, check out the yacht club, walk to town to find another good restaurant.



It's not long before the real talent gets to the wheel! Another family scene on TERN from the NYYC Regatta.

DAY 6

Hyannis to Marion Beautiful day as only a sunrise on the waves of an Easterly breeze can be with coffee cup in hand on a beam reach, winding down the long harbor channel and clearing harbor out into Nantucket Sound bound for Woods Hole and Buzzard's Bay.

Two other boats appear close-hauled. They must have gotten up before dawn or be in some kind of race. Wouldn't you know. More crazy "J" sailors. The first boat is a J/36 and the second, a bit further behind is a J/30. No other sailboats appear for an hour or so. Civilized time of 9-10 AM.

Nantucket Sound is tricky. There are many shoals and you can't just take a rhumb line course from point to point. It requires zigs and zags to avoid running aground. I found that by designating one of the on-deck displays to LAT/LON, generated by my GPS, I could interpolate by eye on the chart exactly where I was. Furthermore I could set a limit of a certain latitude or longitude that I wanted to stay above, or to one side of - using LAT/LON as one might use a Loran line. Then checking the readout periodically, I could stay out of trouble.

Going through Wood's Hole is possibly one of the most demanding challenges of seamanship one can take on. Very narrow "z" shaped channel with currents boiling along at upwards of 4-6 knots, dragging the buoys under water like fishing floats pulled under by the strike of a huge fish. Woods Hole is a channel between the first island in the Elizabeth Island chain, South of Cape Cod, between Vineyard Sound and Buzzards Bay.

As we approached in the 8 knot Southeasterly under spinnaker, it appeared by the buoys that the tide had turned against us. And, while not at its peak, was in the 2-3 knot range. Still, all the sailboats were motoring through with mainsails up and genoas rolled. Our jibing angles looked promising through the turns. Our destination was dead downwind., but the channel with its elongated "Z" course gave us 100-135 degree reaching angles. The wind was funneling and probably 10-12 knots in the channel. So, without engine we could net 5 knots plus over the bottom which was better than those motoring.

We decided to go for it with Mary at the wheel and yours truly calling the channel and jibing the spinnaker three times. Because of the barge, powerboat and other traffic coming against us (most sane people plan their trips to go through with the current) one also had to use arm signals to play traffic cop - letting others know which way you planned to turn and whether they should remain on course. For sure they hadn't experienced or expected to see, a sailboat under full sail with spinnaker coming at them against the current.

A couple of times we had to hold our jibe until the last moment, within a boat length of a pile of rocks or masts of a wreck before making a 90 degree turn up the next leg. Then it took some alert steering by Mary to aim the bow directly into the current, so it wouldn't crab the boat sideways out of

the channel. But, it was no more anxiety producing than it would have been with motor. In an emergency we could have snuffed the spinnaker in 15 seconds and spun the boat 180 degrees to sail with main only - or used a power assist.

Clearing out into the calm waters of Buzzards Bay, we had a real sense of accomplishment. To celebrate, we decided to have lunch. While doing so, asymmetric up and apparent wind at 90 degrees,, we blew by half a dozen much bigger boats en route to Marion. The wind died, so we played the streaks on the water and the angles passing a couple of J/22s out practicing for the North American Championship plus a lumbering Bristol 50+ which was getting nowhere with cruising gennaker.

We kept our record intact of never using our engine from harbor to harbor, sailing with spinnaker through the narrow entrance to Marion, yes jibing twice where opposite the Beverly Yacht Club dock we snuffed the chute and asked the launch driver if a guest mooring was available. He wanted us to take the mooring of a dark blue J/34c BREAK-AWAY which was just departing. We had a chance to say hello to Dick Joslyn, a frequent NYYC Cruise participant.

This great day seemed to have no end. A walk around an idyllic seaport village was followed by pursuit of dual missions. Mary took the opportunity to dine with cousin Bunny Bogh-Henrickssen whose Norwegian sailing husband, a favorite of ours, had recently passed away. I caught up with many friends at a reception and buffet dinner hosted by the Beverly Yacht Club for all participants and judges of the 1993 J/22 North American Championship. No, they wouldn't let us enter TERN even though we'd sail with just two people with Mary steering. Skip Whyte was there and remembered how fast we were once in a 470 with Mary steering - except now we'd have an even faster boat which wouldn't capsize when tacking. And, he was one of the boats out practicing earlier when we disappeared from sight in almost no wind.

DAY 7

Return to Newport We had to leave early, otherwise we'd want to stay all day and maybe the next to enjoy the camaraderie of that great group of sailors and this wonderful town. And, we had 50 miles to go and no wind. Well, we may have to break down and use the motor a bit today to keep our average speed over 6 knots. The wind was less than 4 knots and out of the Southeast still.

The "Sun-Shower" on deck near the mast was great using about a half-and-half mixture of boiling water from the stove and cold tap water. It must have been quite a sight for the early morning sportfishermen powering out to the fishing grounds - "Isn't it customary to have the figureheads under the bowsprit instead of at the base of the mast?

The breeze picked up as we cleared Buzzards Bay and the land warmed off Westport and the Sakonnet River. Home again by 5 PM. 7days is the perfect cruise - one duffel bag full of clothes and a week's worth of wonderful memories.

Technical Notes

PHRF Ratings The Designer's notice to all PHRF Committees has this to say about the J/105:

"The closest speed comparison is with the J/35. The standard base J/105 (with PHRF legal genoa and 110 sq. meter PHRF Asymmetric) should rate 6 seconds per mile slower than the J/35. This would be a rating of 78 if the J/35 is at 72. The PHRF number for a J/105 rated with Class 100% #3 jib and smaller 77 sq. meter Class Asymmetric should be 12 seconds per mile slower (9 seconds for the smaller LP of the jib and 3 seconds for the smaller chute) than the J/105 base PHRF rating, or 90 in this particular instance. The J/105 with shallow draft (5.5' vs. 6.5') keel should receive an additional 3 seconds per mile credit."

Take a shoal draft J/105 on the Chesapeake with #1 genoa and Class asymmetric. It should rate 78: 66(J/35) + 6(J/105Base) + 3(Smaller Spin) + 3(Shoal Draft.

Racing Rules Dave McComb of the US Sailing Appeals Committee, in response to specific inquiries, informs us (1) that the J/105 bowsprit to fly an Asymmetric spinnaker does not infringe Rule 64.3 *Use of Outriggers,* because the rule addresses sheeting of the "sheet" not tacking the "tack" of the sail. (2) Along the same lines , use of a whisker pole on the sheet would infringe Rule 64.2 which limits use of this outrigger and/or a spinnaker pole and 64.3(b)ii which essentially says that spinnakers can't be sheeted through outriggers - even a spinnaker pole. The only time a whisker pole can be used is on a jib when the spinnaker is not flying.

Mast Location & Rake With the mast centered by chocks at the deck, the location of TERN'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. The mast rake, measured from the back of the mast to the main halyard, held taught by a full bucket of water, two feet over the cabin trunkon a windless day, should be about 30".

Internal Pole Launching Line - This feature, found on newer boats, eliminates a source of water entering the V-Berth and makes crew work easier in the cockpit. Owners of earlier models can install this system and seal off the old deck opening. A single block is bolted through the forward bulkhead to port of the pole (turning the launch line 180 degrees, instead of its going through the bulkhead), a bullesye fairlead helps turn the corner upward under the front edge of the cabin trunk, plastic thru-deck fairleads are put through the main bulkhead (up close to the deck) and through the back of the cabin trunk just to starboard of the companionway entrance, as high as possible. A Harken camcleat is mounted just under the hole, so you cleat by pushing down 90 degrees on the line. This allows one person to be pulling out the pole while another is working the snuffer controls.

Great Lakes

ROCHESTER RACE ECLIPSE...D

By Hank Stuart - VP Haarstick Sails

Saturday, Sept 4 - The Rochester Race of 32 miles over 4 legs: (1) A 9 mile tight reach in 11kts SW using 150%; (2) Another 12 mile power beat in 11kts of wind; (3) A 6 mile 120 degree reach with the Monster chute, going wing & wing the last 1/2 mile; (4) A 5 mile power beat with 150%.

WE WON, across the line 2nd, 14 minutes behind a J/44! And, there were some good boats: A J/35 with Mark Sertl, the Odenbach's C&C 37R plus three other J/105s SIMPLY COSMIC, RHYTHM & BLUES, and BLUE JAY.

The secrets of our success were:

A Great Start. Abeam and to windward we stayed with the C&C37R for over an hour until they finally squeezed us off. We had to dive to leeward into the lake and a big 180 degree heading wind shift. In 1 boat length we went from a port tack reach to a starboard tack reach heading for the mark. That put us ahead by 1-2 minutes. Gunther never left the helm.

The crew was Terry Polidor, John Metcyer, Kurt (Gunther's Swedish father-in-law) and me on foredeck, jib trim, tactician, navigator, boat maintenance and prep man.

The MONSTER!!! Haarstick sailmakers designed and built a new sail for the boat this year. This was the sail's first race and while we only used it for leg #3, we were faster downwind than the J/35 and C&C37R. The latter with a new .5 oz test 404 sail. We all were amazed. The Monster is a .6 Nylon & Flaming Pink. Thank goodness for Ray Bans.

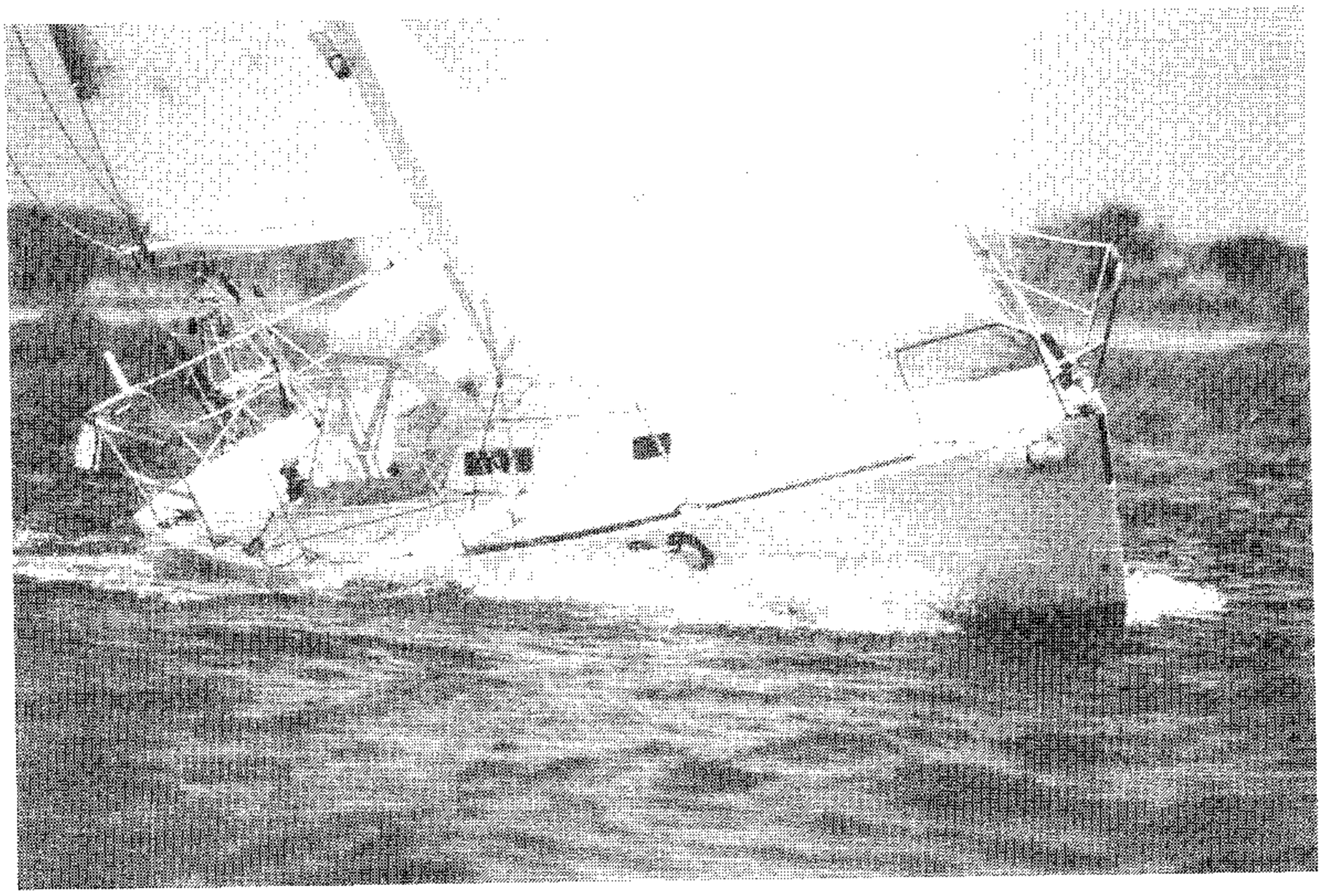
From a distance other boats in the fleet complained because it looked like a mark constantly moving across the horizon. They soon came to know it as the J/105 Haarstick/ Buerman Monster! It's dimensions are in line with other sailmaker's monsters: SLU-15.85; SLE-12.74; SF=9.7. However the design is radically different than others.

Monster Does It Again

The following day, Sunday we raced in two course races, a twice around 2 mile windward/leeward and a once around. We finished 4th in both races, but the Monster once again outperformed the J/35 and C&C37R on the downwind light air legs of race #1. Just asked the other guys, they'll tell you. It was impressive. We are able to sail much deeper with better speed than our competitors.

In race #2 on a moderate air reach we were concerned that the class asymmetric may be better. It was a draw. The monster was not ablaze as on the running angles,, but while strapped, performed no worse than the smaller sails. We were marginal. With more wind or closer angles we might be better with the smaller/. Angles for this leg were just inside 60 degrees apparent.

Our jibing experience was better with the sheets inside. I was the trimmer of both sheets. I would let the clew ease to the headstay while pulling on the new sheet. The wind was light. Perhaps in more wind, outside is better, but in light air the clew has a hard time making it all the way around in front of the luff. As the boat bears away and the apparent wind speed decreases, the clew hangs, the sheets drag in the water and the sail never gets around in front of the luff.



***Above** Peter Chance's autopilot takes SINGULARITY, his single-handed J/105 upwind with Peter below or in the chase boat with Billy Black taking this photograph.*

SNUFFER TECHNIQUE

Bob J. Writes the Definitive Manual After More than 1000 Sets & Snuffs.

Once you learn how, the snuffer system is easy, allowing two people to safely control a spinnaker in strong winds - an otherwise impossible and dangerous task on a large boat (over 30 feet). Like anything really new, old knowledge must be discarded first and a few critical new techniques practiced until mastered.

Snuffer Design

A word of caution. There are a number of snuffer designs on the market.The ones we've found to be must effective have the following features: (a) a good, heavy-duty swivel shackle inside the sock for attaching the head of the spinnaker; (b) a second sleeve in a contrasting color that captures the up-and-down snuffer control line. outside of the main sleeve containing the spinnaker, which avoids the problem of control becoming snagged and also serves as a visible indicator of a twisted snuffer ; (c) a light-weight Kevlar composite, fairlead collar instead of a wire hoop at the bottom: and (d) polypropylene braided line (similar to Marlow) for the snuffer control that's light, won't absorb water and get heavy, and is kink-resistant.

Length of the Snuffer

The length from the bearing point of the upper eye attached to the halyard and the attachment knot of the "snuffer down control line" at the bottom of the snuffer cone bridle, when pulled down hard: Should be about 6 inches shorter than the straight-line distance between the halyard shackle when fully hoisted and the control's block on the end of the sprit (or bow). This allows you to completely gobble up the spinnaker in an emergency while putting some tension on the sock to keep it from flopping in the wind.

Loading the Snuffer

Attach the spinnaker halyard to the top of the snuffer (so you don't loøse the end as its turned inside out), then reach in from the bottom, allowing the sock to accordion over your arm, to grab the swivel shackle for the halyard inside the sock. Attach the head of the spinnaker, then draw it inside the sock, making sure that neither the sock nor the spinnaker is twisting in the process.

Lower Control Block Set-up

A cockpit-operated snuffer is a great safety feature. You don't want to be on the foredeck when there are only two people aboard, in conditions which make you want to get rid of the chute. This system also places the control lines at the luff of the spinnaker which makes them easier to operate and avoids them being twisted if the spinnaker is jibed.

On typical cruising rigs, the procedure is to bear off so the mainsail blankets the spinnaker, then go on the foredeck to operate the controls with the spinnaker still up (and boat rolling about). This is a bit dicey and assumes the spinnaker hasn't been jibed to wrap the control lines around the headstay.

The best snuffer control block at the end of the pole, or on the bow, is a non-swiveling double with a becket (Harken 004 or similar) that is attached in such a way that the sheaves are lined up fore-and-aft. The spinnaker tack line is run through the becket, keeping the block upright & aligned with the sail. The two snuffer control lines are run, side-by-side, through the double sheaves.

Rigging the Snuffer

Detach the snuffer control line from the rope bridle on the snuffer cone, remembering how to re-tie the knot which secures it firmly in the center of the bridle. If it slips off to one side or the other, the snuffer cocks under load, creates friction and doesn't work well. With a J/Sprit, reeve this loose end forward 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 (or the new fairleads) installed on the starboard side of the cabin trunk. Then, make a continuous loop, which stays in the cockpit, by reversing to 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, re-tying 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).The colored stripe (outer sleeve of the snuffer) should be facing forward as you look up when the snuffer is hoisted. There's a proper order from bow to stern of the lines. In front are controls, then tack line then sheets.

Stowing the Snuffer System

There's a big advantage in not having to disconnect and then re-connect all the lines & snuffer each time one sets the spinnaker. In fact, I leave mine completely hooked up all season, including the snuffer control lines, tack line, sheets and halyard (when sailing with 100% LP jib). It's simple. Just drop it down the forward hatch and lock the hatch down (in the vent position) on top of the lines. If one needs to sleep in the V-berth, stow it all on deck in the spinnaker's (hopefully waterproof) original bag.

Tack Line

The tack line needs to be about twice the "J" measurement in length. With a J/Sprit one can set up the tack so that spinnaker will automatically be pulled out of the hatch and snuffer cone, almost to the clew 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 braided 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 shackled to the bale at the end of the Sprit, then under the pulpit and back to the bow cleat, where it is secured, so that the length of the tack line from the tack to the cleat equals the distance from the cleat to the end of the sprit when fully extended.

The tack is then AUTOMATICALLY pulled to the end of the sprit as the sprit is pulled out: Make a mark on the tack line where its inboard end is secured on the bow cleat. On a J/105, the tack of the sail is 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/sheets to create a problem. Or, one can simply take the extra step of pulling the tack out to the mark prior to hoisting the spinnaker, so the corner of the sail doesn't have to be on deck when not in use.

Halyard Feed

Assuming that one is sailing with the #3, 100% jib, the halyard goes out from under the hatch, AND UNDER & OUTBOARD OF THE JIB SHEETS. When the system is stored down the hatch, the halyard is held off to the base of the shrouds with a hook or snap shackle, then tensioned to keep from slapping around. Place a snap shackle on both port & starboard sides, so it doesn't matter which side of the headstay the snuffer is dropped on.

Attach The Spinnaker Sheets

Spinnaker sheets go from spinnaker sheet turning blocks aft, outside the lifelines (flop them up over & inboard to avoid dragging them in the water) then forward around the

headstay behind the snuffer control lines 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 completely around the shackle and base of the furler system, just above the drum where the genoa is attached and over the knot (or drill a second hole and run the furler line back inside the drum before tying the "dead-end" knot) on the top of the furler drum - to keep these projections from catching the spinnaker sheets or rolling them up with the genoa.

Snuffer Limitation When Hoisting

First you must realize that it's impossible to slide the snuffer sleeve up over the spinnaker, without first exposing the clew and knots of the spinnaker sheets. Otherwise, the sock/sail combo bunches up and goes nowhere. There are two ways of doing this: (1) pulling it out prior to hoisting the snuffer or (2) sliding the snuffer cone up over the clew, by holding onto the headstay and reaching forward to either slide the cone up (or with help from the cockpit, yanking the sail out the bottom from the cone) after the snuffer is hoisted. I prefer the former to avoid having to go on the foredeck once the halyard has been pulled up. But, you may have to do the latter if you've snuffed completely and want to un-snuff without dropping the whole program on deck.

Duties on the Hoist

Assume just two people on board, only one of which is experienced (X). It's best always to hoist and drop on the windward side of the jib, so you don't risk dropping the entire system overboard. Here's the process:

X goes forward and in a flowing motion, frees the halyard from the shroud base on the way, opens the hatch, pulls the bottom of the spinnaker and cone on deck, then slides the cone above the clew, until the spinnaker sheets are exposed.

X returns to the cockpit and pulls out the J/Sprit and makes sure the windward spinnaker sheet is free and the leeward sheet is secured in the "broad-reach" mode.

X then hands the tail of the spinnaker halyard to the inexperienced friend, helmsman (H). after insuring that the halyard stopper is in the "lock" mode. He instructs H to take up the slack while keeping the boat on course - when X hoists the sock.

X returns to the mast to jump the halyard where it comes out of the mast. There's little load, because the spinnaker is still in the sock.

X looks up to insure that the sock and lines are not twisted and that the sock is hoisted fully, then throws the hoisted tube around to the leeward side of the headstay.

X returns to the cockpit to roll up the jib and operate the snuffer by releasing the DOWN and pulling the UP controls. X double-checks that the cone of the snuffer is going up smoothly without a build-up of sail inside above the cone.

X then applies lots of tension to the UP and moderate tension to the DOWN, cleating both lines to insure that these snuffer control lines aren't waving loosely - which can foul the spinnaker in a jibe.

If the Sail Bunches Up Inside Sock

If the cone is restricted from sliding up by such an inside build-up, X has two remedies.

(1) Pull the cone back down to the clew by releasing the UP and pulling the DOWN. Then put some tension on the spinnaker leeward spinnaker sheet, so that this pressure will help the sail emerge and start to fill, automatically pulling more cloth out the bottom on the hoist. Or,

(2) X must go forward and grab the foot of the sail near the cone, forcefully yanking out as much sail as possible from the snuffer until the bunched up section above the cone is pulled out.

Snuffer Take-Downs

X unrolls the jib then applies a loose trim and cleats it to take some air flow from the spinnaker.

X releases the spinnaker sheet then immediately releases snuffer UP and pulls the DOWN to snuff out the spinnaker all the way to the bottom.

X then hands the tail of the spinnaker halyard to H with one wrap around the cabin top winch, tells H to, "Hold with tension, until I start pulling down the sock. Then ease the tail of the halyard as fast as I can pull it from you, no faster, because we don't want to drop it in the water."

X then releases the spinnaker halyard stopper. It's OK. The chute's completely contained by the sock now.

X let's the pole retract about 3 feet, by uncleating then recleating the pole launcher line. This is so, he can reach the sock without letting go of the headstay. If it doesn't want to come back, yank the tack line when you get on the foredeck.

X goes forward on the windward side, (a) throws open the hatch, (b) THROWS THE WINDWARD JIB SHEET AFT AND TO LEEWARD OF THE HATCH (c) puts an arm around the sock from the windward side of the headstay and begins to drop down in a crouch while pulling the middle of the sock toward the open foredeck hatch (FORWARD AND WINDWARD OF THE JIB SHEETS), as H eases the halyard.

WARNING

The most important lesson of snuffing!. ALWAYS TAKE THE SNUFFER TUBE IN ON THE WINDWARD SIDE OF THE HEADSTAY. By doing so, the system with tack line & control lines can be made to drop 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. If the tube goes over the side, cone facing forward, the water rushes in and tries to climb to the masthead, the boat stops. The water doesn't get to the masthead, but its weight pulls down hard, tearing the halyard out of H's hand. The Loch Ness monster comes alive alongside the boat and it's almost impossible to pull in.

X closes and secures the hatch (one knob will do), pulling the spinnaker halyard loop off to the base of the windward shrouds where it is attached. (or detaching it, if using genoa)

H takes up slack in the halyard

Dropping Without Snuffer

If not using the snuffer, we've found the best way is to rig a supplementary "dousing" line from the tack, directly over the pulpit, to windward of the headstay and down the forward hatch. Then follow this procedure: (1) unroll the jib and set a loose trim (2) release the spinnaker sheet and retract Sprit (3) have a "below-decks" person start hauling on the dousing line, with help from someone on deck, to pull the sail in around the headstay on the windward side of the jib (and forward/outboard of the jib sheets) Then stuff it down the forward hatch, leaving everything attached (except halyard. with genoa).

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" when dropped.

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, form the base line of your net by stringing a piece of 3/16 Kevlar cord very tightly between the base of the pulpit and the 1st and 2nd stanchions back. Then lace onto that as you would the top lifeline and middle lifeline with a series of three clove hitches or modified rolling hitches between uprights.

Install Harken a camcleat on deck abutting each primary winch to hold loose tail of spinnaker or jib sheet when not in use.

Florida

A Test of a Good Boat

By ALAN PARIS J/105 #14,

Dear Rod, this is just a short note of thanks for designing such a seaworthy vessel in the J/105 and to relay its performance in a "Blow" this January ('94). You may remember I went for a sail with you last November out of Stonington CT on your J/92 and then ended up purchasing the J/105.

On a delivery trip from St. Augustine FL to Key West for the race week, a strong band of thunderstorms came off central Florida at Cape kennedy. Breeze was NW at 35-40 knots with large breaking seas, approximately 20 feet high and fairly regular in direction. It was 2300 hours and the bands of breeze lasted until 0300 the following morning.

We were making great distance averaging 12.5 knots and topping out at 16.5 knots with only a single reefed main up. What a great ride for my second day at the helm on this boat.

At about 0200, a rogue wave appeared out of nowhere (I guess they do that!). The dodger was stowed, companionway hatch and boards were securely in place. The wave had just broken when it hit us dead on the beam, breaking over the entire length of the boat and myself at the helm. One crew member, who was in the cockpit, was thrown along with yours truly against the leeward lifelines to the full extent of our personal harnesses.

There was an instant swimming pool in the cockpit. I looked at my watch and timed how long it took to empty. From above the knee to ankle depth took 20 seconds and then off we went again.

The design of the J/105 with its low freeboard, self-bailing cockpit and strength of construction passed its first test with me. Thank you for designing a great boat!

Lake Michigan

Fleet #5 Formed on Lake Michigan

Mark Dunn, owner of hull #81 informs us that four owners have gotten together to create J/105 Lake Michigan Fleet #5. In addition to Mark who lives in Elmhurst IL, the owners are:

Don Cameron	LUCK DUBIE #46	Chicago
Jack Rose	WILD THING #60	Chicago
Kevin Alcock	REVELATION#64	Palos Hts.

The Fleets are: San Francisco Bay (#1); New England (#2); Chesapeake Bay (#3); Lake Ontario (#4) and Lake Michigan (#5).

Chesapeake

PHRF Sport Boat Class

By BILL SUTTON- J/105 BLONDE ATTACK

At its annual meeting, PHRF of the Chesapeake approved formation of a PHRF-Sport Class, aimed at the growing number of sport boats on the Bay. A 12 race schedule and high point trophy starts with the 1994 racing season.

The class is restricted to boats with a SA:DISP ratio greater than 23 in a PHRF rating band of 70 to 140, including a 155% genoa with either asymmetric or conventional spinnaker. So, J/27s, Melges 24s and Tripp 33s & 26s would be in along with the J/ sprit boats from J/80 to J/105. The J/105s are hoping this will serve as an "incubator" to help create one-design activity. Contact Bill at 703-734-9733 for info.

Editors Note: *The J/105s are likely to be at a disadvantage in a light/moderate air area unless they also go to the 110 square meter Monster chutes and obtain a shoal draft rating 9-12 sec slower than a J/35.*

Join the J/105 Class Association Today

One of the best ways to insure your investment in this wonderful boat is to support the Class. Your dues go toward the **J/105 NEWS** and toward supporting highly visible J/105 events worldwide such as the St. Francis Match Racing Invitational on April 14-17.

Checks covering 1994 Membership for Owners & Helmsmen @ $50 each should be made out to "J/105 Class Association" and mailed to: J/105 Class, Box 90, 557 Thames Street, Newport RI 02840.

Name_____ Boat Name_____ Hull#____

Partner/Spouse_____ Other Helmsman_____

Address_____ State_____ Zip/Code_____ Country_____

Telephones: Days_____ Evenings_____ Fax_____