

Fleet Best Practices



Fleet 1, San Francisco, Bruce Stone

Cross-sheeting:

<https://medium.com/@philippberner/j105-boat-handling-arbitrage-us-116-dd5b69ee53d2#.uyt2uypmd>

Take down the headliner every year to inspect for leaks. Or if we approve, take it down permanently so you can spot them more promptly.

Rebed chain plates every year.

Don't use the lock on your wheel or tie down your tiller. Thanks to our dearly departed Walt for this advice. It extends the life of your bearings if there is some movement to move the junk out of there. Install a toggle to connect your backstay to the tang—advice provided by Sailec, who believe this extends the life in between overhauls by around 50%. A backstay fixed to the tang has no “give” and wears out faster.

Don't use tape or rubber on your spreaders, as these trap salt. Leather is better.

Don't let your crew drop the forward hatch as this breaks the hinges and/or the laminate. Install a swimming pool noodle to protect it.

Keep at least a half tank of fuel in the tank, and do not start on a heel, to keep from getting air in the system.

Fleet 2, New England, Fred deNapoli

Fleet 2, like most fleets of not only J/105s but other One Design Classes, continues to struggle keeping numbers up. We have two fleet meetings a year and strive to devote considerable time to finding ways to boost our fleet's profile and garner interest in the boat.

1. Our Facebook site has had a reasonable level of visits, but we need to push it harder.

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2. Fleet 2 is going to try an experiment on being more proactive at the two bigger regattas in Marblehead each summer, the NOOD and the ONE (Offshore New Englands). We intend to buy a booth at these events and distribute literature and book test sails on J/1105s. We also will hire a video team to cover the J/105 racing each race from start to finish and play it back at the party. Goal being to show folks just how close and exciting OUR racing is vs. PHRF (in the case of the ONE), and how even a very dual purpose boat like a J/105 can offer much of the same close racing as a J/70, Rhodes 19s and Etchells....yet with a MUCH wider range of use.

3. We have a family who purchased arguably the winningest J/105 in Mass Bay, yet has struggled mightily with last or next to last finishes for two seasons...to the point where he confided in me that they were thinking of selling the boat. I agreed to go out with him on a Wednesday night, but the date we picked was abandoned with no wind. Finally, we picked the next to last night of the season, and it blew a steady 25-30, with some gusts above that...not ideal! We went out anyway and had a blast. At one point going downwind, we gybed across the whole fleet into the lead, and the crew was going crazy! We had a few boat-handling issues, but ended up a very close second, just nipping my own J/105 being sailed by my tactician and our regular crew. It was an immensely satisfying way to spend an evening on the water, and I would encourage other fleets to try it. This boat, meanwhile, raced the following week, the last night of the year, to a solid mid-pack finish.

Fleet 3, Chesapeake, Angelo Guarino

In the 2015 season, I took over the Measurer chair. After working with the fleet on some ideas, we implemented a couple interesting items. These include:

1. New crew-weighing system
2. Scanning all weight certificates and putting them online
3. Surveying the certificates, getting boats reweighed where needed and helping owners find areas to get lighter.

The New Crew Weighing System around a 1,100 lb. limit: In Fleet 3, we allow boats to sail with any five crew, any six crew as long as at least two crew are female and any number of crew weighs under 1,100 lbs. In 2015, we developed a weighing system which is based upon skipper self-recording/reporting crew weights. We standardized on a single model of scale (after some research), and skippers can use the scale we keep at a central location or they purchased their own of the same model. This way, last-minute crew additions can easily be added to the roster. Skippers simply take a picture of the crew's face and a picture of the scale readout and email those to the Measurer. Crew weights are valid for four months, so active crew are weighed twice per year. We also developed a 'Weight Certification Log' where skippers can record their crew weights and log which crew participated in which race. Again, before or up to three days after a regatta, the skipper can take a picture of the race-log with their phone and e-mail it to the Measurer. All race-logs and crew weights are posted online, under the Rules section of our local webpage: <http://j105fleet3.org/rules.php>

Here is an FAQ regarding how our weighing system works: <http://goo.gl/vFDZNA>

Here is the link to all our boat's crew weight records (each boat has a folder): <http://goo.gl/oyWXrW>

Here is the Crew Weight Record/Skipper Cert form we use: <http://goo.gl/fE6J6q>

Or if they prefer, skippers can use an online spreadsheet to log their crew and weights: <http://goo.gl/ihxCzt>

Here is a video of the scale test which allowed us to feel confident about standardizing on this scale: <https://drive.google.com/file/d/0BwZvng-NdXXzcDB5TDZQR2s5cEk/view?pref=2&pli=1>

Here is an example of how a skipper keeps and uses the crew weight record through the season: <https://drive.google.com/folderview?id=0BwoFSwGmGbljfjRIbEFERW5BNE9kNVliYIBWUFNCZFFldzFqbTYwR1NoOENIWjNuejktDvk&usp=drive>

Best Practices: Hydraulic Backstay

Conversation between ExCom member Bruce Stone and Bob Brehm, owner of Sailtec, maker of the standard backstay on J/105s:

If you want to know when your backstay was manufactured, look at the last two digits on the serial number.

For the backstay to last longer, insert a toggle between the bottom of the unit and the tang attachment on the transom, as this reduces the side loading on the rod seals in the cylinder. Based on years of overhauling units sent back to them, Sailtec has noticed that owners with a toggle get many more years in between overhauls, and recommend the ½ inch Schaeffer Eye Jaw Toggle, model #93-67, though others can work as well.

http://hardware.schaeffermarine.com/index.php?main_page=product_info&cPath=147_129_122&products_id=3622

Bob feels that the units can go seven to 10 years in between overhaul with a toggle, and up to five years with no toggle. Adding the toggle could trigger the need for a shorter backstay, but in most cases there is still enough room to be able to pump the backstay without hitting the end of the throw.

Other ways to extend the life in between overhauls is to wash the unit after every day of racing, especially the wiper at the top as that gets little lubrication. Open the handle and shoot water into the area where it exits the cylinder. Cover the unit when not in use, preferably with a light colored cover to reduce heat build-up, which affects the oil.

Bob says that air and time and heat cause a varnished effect on the valve seat. You should try to visit the boat and pump the backstay every two to three months. If you work the seals, they last longer, as they want to expand and compress. If not used, they lose flexibility.

Oil is hard on the seals. At the end of eight to 12 years, oil molecules have impregnated the “O” ring, making it brittle and ready to fail, so if you are facing an important regatta with an old backstay, you should consider sending it in to Sailtec for overhaul or replacement:

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(920) 233-4242 Kevin Savitt (sales)
or Bob Brehm (owner)