# *Competitive **J/105** Boathandling*

# *Chalk Talk Notes:*

## ***Characteristics of the Boat***

## Dominant Characteristics

Sail Area-to-Displacement
+ Asymmetrical Spinnaker
Unique Sailing Angles

## Sail Area-to-Displacement Factor

- Main and Jib combination
  - Starved for power in light conditions, overwhelmed in heavy air
  - Mainsail trim gains a greater significance in boat control
  - Twist is a dominant factor in both control and optimizing speed
- Asymmetrical Spinnaker
  - Places a heavier emphasis on driver-trimmer coordination in optimizing downwind speed and course

## Asymmetrical Spinnaker

- The asymmetrical adds a greater simplicity
- It reduces the number of processes involved in sailing the boat
- It's greater size and higher coordination requirements that result from consolidating processes result in higher margins for failure

## Unique Sailing Angles

- J/105 sails reciprocal angles upwind and down meaning that as the wind increases and the boat can point higher it can also sail lower angles through greater apparent wind-speed on the downwind legs

- Angles places a heavy premium on the team's ability to judge and execute on opportunities in traffic

## Zoning the Boat

- Match individuals into roles/zones they are comfortable and challenged by to coordinate efficiency and motivation

- Utilizing zones may require special techniques such as sheeting to the cabin-top winches