

JY15 North Americans

Rochester Canoe Club, 2010

Here are some notes from the JY15 2010 North Americans in Irondequoit bay, Rochester NY. We felt fast so I thought we would share how we were setup and trimmed. The NAs was all sailed in RCC flat water Bay and it was rare that we were hiked full. Most of the 11 races were in about 5-8kts. Our weight was 310lbs, which was probably a good all around weight for the JY15.

Prep

-We read the class rules and learned there was almost nothing we could change. I do like the simplicity of the class! So besides cleaning the bottom, sanding out a few scratches, switching to thinner sheets, trimming some lines and removing the mainsheet cleat, we could not do much to the boat.

-The sail design is owned by the class and made by North there is only one cut.

Setup

-With the shroud pins even, the mast was curved a bit to one side, so I moved the starboard shroud up one half hole and that straightened it out.

-First we tuned the boat exactly to the tuning guide. With the forestay pin in the top hole for max length, and one chock behind with the other in front we had about 250lbs on the stays and the forestay was fairly loose running at "5" on the loose gauge. There was about 1 inch of prebend in the mast.

-With this standard setup, we went sailing in about 6kts of breeze and looking at the main I thought it was too full, the draft too far forward, and the leach too "hooked". So I experimented with tightening the shrouds on each side one half hole and put both chocks behind the mast. This bent the mast nicely moving back the draft, flattening the main and opening the leach. According to the tuning guide, that was the heavy wind setting, but I liked what I saw and that is how we left it for all 11 races.

-The tighter shrouds made the forestay tighter, but it was flat water in the bay and I was not looking for power that a loose forestay provides, so I did not mind the extra tension.

-We hoisted the main as high as we could with still keeping the luff with some minor wrinkles.

-The jib halyard was loose enough that it was soft between the jib hanks but not sagging.

Upwind Main Trim

-The first thing we noticed was that the centerboard was really small. We decided right away that we could not pinch and we could not let it heal. I liked it best when the helm was almost neutral, which was about 1deg of heal but if it got too flat (0deg) or healed to weather and I had to push on helm, it felt terrible. Claire did most of the body movement to keep that constant 1 degree of heal. It worked best when she looked ahead and predicted the body movement instead of reacting.

-Since the main has a lot of hook in the leach it was very easy to over trim. But it was a careful balance because under trimming meant we could not point. So we removed the mainsheet cleat and I was constantly adjusting the leach tension with the mainsheet depending on changes in velocity and if I was accelerating. It seemed the optimum trim when accelerating out of a tack or through bad air or waves was with the top batten parallel to the boom, but once up to speed in the flat water I thought it could hook in maybe 5 degrees. Any slight pressure change required an immediate mainsheet adjustment.

Upwind Vang

-We left the vang lose until we were fully hiked. With the lose vang, the leach tension was controlled solely by the main sheet trim, I like that for max control. Once fully hiking I would over trim the main for

a moment while Claire snugged up the vang. This kept the leach from opening too much when we had to ease the main in the puffs.

Upwind outhaul

-Outhaul was tight but not stretched. With the leach of the main already hooked we felt an eased outhaul would just make it too hooked down low.

Upwind Jib Trim

-I thought the leads were a bit too far aft for the sail cut so I had Claire trim tight to get enough jib leach tension. We thought it about right when the foot was almost tight and definitely not stretched. We then pulled about 2" of windward sheet on to round out the foot. I think the leads were far enough outboard that this extra inward sheet was ok and the foot looked so much better. Unlike the main where it was in almost constant motion, we adjusted the jib trim only in the bigger velocity changes

Downwind

-Downwind that we had to make a choice of either being wing and wing or broad reaching modes. We would reach when it got too light or for tactical reasons. If we went wing on wing, the boom is held so far in by the shroud that going by the lee did not work, so maybe 5 deg high of dead down seemed best. But if we did not wing, we had to head up enough that the jib was not being blanketed by the main.

-In both modes, the jib had to be held out and down, it was easy to let the leach open up too much.

-The jib always needed to be pulling us. While in broad reach mode, Claire would give me feedback and let me know if she lost pull in the jib and we would decide to either wing, head up more or jibe. I held the jib in wing mode and made sure I too had pull and if I did not I would head up, jibe, or go back to broad reach mode.

-we would loosen the jib halyard downwind to keep the luff soft. We made marks on the mast so we could easily set as we approached the leeward mark to where it was for the windward legs.

-Both in the reach mode and wing on wing, weight had to be really far forward, if not the transom dragged making way too much noise.

-In wing mode, It seemed that the further we could tip to windward and the farther we dared bring up the CB the better. It was on the edge. Claire did the balancing and stood up to hold out the boom and call puffs but she always had her foot hooked under the board as a safety. I stayed still and held the jib.

-We eased the vang so the leach was very open. The shroud is in the way of the boom going out so the bottom of the sail is almost always overtrimmed downwind We trim the vang so that the top batten is about perpendicular to the boat. In lighter winds this meant the vang was always loose. As it got windier, we would snug up the vang to keep the top batten from going past perpendicular.

-We did not touch the outhaul downwind, we left it the same setting as upwind, I don't think we changed it once the whole regatta.

-Mike Ingham and Claire Brodie