

Cole Yacht Club Sailing Fleet

Flying Junior

The International FJ is a doublehanded, ISAF International Class, trapeze planing dinghy. It is small, light and fast, suitable for virtually any combination of skipper and crew, from couples, to parent/child teams, and siblings.

The FJ is very a competitive one-design boat, meeting strict Class Rules. The fact that the FJ is a one-design means that the boats are raced boat for boat, without handicapping. The light weight of the boat, combined with the trapeze as a hiking aid, means that a small crew can sail the FJ very effectively, and the relatively small size of the spinnaker is ideally suited to less-experienced or younger crews as well.

Many one-designs are "builder's classes", meaning that the builder controls the boat, and has the sole right to build and sell that particular Class. This means the boats usually qualify to be legal in the Class simply by being made by that builder. In fact, as the tooling or molds wear out, later hulls are different than the originals-- are they faster, or slower?? Who knows? It is a less precise way to ensure compliance with Class Rules.

Examples of Builder's classes are: JY-15, Vanguard 15, Flying Scot, Capri 14, Lido 14, etc.

The International FJ, on the other hand, can be built by any yard, or even a private builder. Each boat is "Measured" after building, thus ensuring boats built closer to the original design. The boats are not "FJs" until this Measurement process is complete.

International FJs are also an "International Class"; this is a prestigious designation given to sailing classes that are sailed around the World, in a minimum of six countries on three continents. The International FJ has active racing organizations in- Europe- Holland, Germany, Austria, Italy, Asia- Japan, as well as in North America, the United States. The international nature of the Class means that you can compete at any level-- local, Regional, National, Continental, or the bi-annual World Championship.

For more info:

<http://www.ussailing.net/fjus/>

1976 Flying Junior

The 1976 Flying Junior sailboat has a fiberglass hull and has an overall length of 13.25 feet (sometimes referred to as LOA). The width (or beam) of this craft is 41 inches. This boat is rigged as a Sloop. The sail area for the sailboat is 100 square feet. The displacement for the boat is approximately 200 lbs. The draft of this sailboat is approximately 2'9". (Draft refers to the bare minimum amount of water needed to sail your vessel. If you are buying a sailboat, check the waters where you plan to sail to make sure they are not too shallow for the craft you plan to buy.)

For historical info:

<http://www.ussailing.net/fjus/History.htm>

Club Flying Junior



Force 5

The **Force 5** is a small one-design racing sailboat that is similar to the more well known Laser but with a hard chine aft. Although it is designed for single-handed racing, two people can easily fit into the large cockpit. The boats are currently built in Long Island, New York by Weeks Yacht Yard.

History

The Force 5 was designed in 1972 by Fred Scott and Jack Evans who were well known for their boat designs. AMF Alcort manufactured the boats in increasing quantities and by the late 1970s the boat and class was highly popular. In 1989, Pearson Small Boats, which owned AMF at that time, was bought out by SLI who also owned the rights for Laser sailboats. Because the boats were similar they decided to concentrate on only one model and the Laser won out, eventually becoming more popular and causing the production of Force 5 boats to cease. Eventually, Weeks Yacht Yard bought the rights to the boat and it was re-introduced at the 1994 SAIL EXPO in Atlantic City, New Jersey and it continues to be produced in Patchogue, on the Great South Bay of Long Island.

Rigging

The Force 5 has full sail controls, including a cunningham, outhaul, boom vang, and traveller. The mainsail has a sleeve which fits over the 3-piece aluminum mast. A junior sail is available with reduced sail area for better handling when used by lower weight individuals. The rudder and centerboard are solid varnished mahogany but recently fiberglass versions became available.

Specifications

Length Over All (LOA)	13'10"
Beam	4'10"
Displacement (hull only)	145 pounds
Sail Area (Standard Rig)	91 square feet
(Junior Rig)	62 square feet
Draft	3" board up
	3'2" board down

For more info:

<http://www.force5sailboats.com/>

Mistral 16

The Mistral 16 sailboat has a fiberglass hull and an LOA of 16 feet (length over all). The boat has a 61 inch beam. This sailboat is set up to sail as a Sloop. The craft has 141 square feet of sail area. Displacement for the boat is 365 lbs. The draft of this sailboat is approximately 3'10". (For those brand new to sailing, draft is important to remember since you can run aground if you venture into waters which are too shallow.)

Sunfish

If you are looking for a sailboat that allows you to get away by yourself and enjoy the water for hours on end, the Sunfish Sailboat may be perfect for you.

Originally introduced in 1951, the Sunfish Sailboat was designed by Alcort, a company that was created in the 1940's by the team of Cortland Heyniger and Alex Bryan. The Sunfish Sailboat was designed to engage a growing market of persons who loved to boat, but were not interested in upkeep and maintenance of larger boats. The original design has sometimes been described as an over-sized surfboard that has been outfitted with a sail and a rudder. While the Sunfish Sailboat had it's detractors early on, the design began to catch on and by the mid 1950's had proven to be immensely popular.

Carl Meinelt, an employee at Alcort, helped to refine the basic design of the Sunfish Sailboat as the decade progressed. As plastics and fiberglass began to be used more commonly for boat construction, the Sunfish Sailboat became lighter and even easier for its crew of one to maneuver. Before the decade was over, Sunfish Boat Races began to pop up in many places around the United States, eventually branching out to other parts of the world as well.

One of the enduring qualities of the Sunfish Sailboat is the fact that it is very simple to operate. Essentially, two ropes allow the sail to be adjusted with great ease. The steering mechanism is a simple tiller, which allows the passenger to control the rudder. Because the boat is very light, it requires no special trailers or equipment to move it from land to sea. Taking down the sail for storage requires little more effort than it would take to fold a large bed sheet. The size of the boat itself makes for easy storage in a garage or storage facility.

Keeping up a Sunfish Sailboat is also a breeze. Any cleansers that would normally be used for a boat will work just fine with a Sunfish. The simplistic

board-like design of the boat means there are few nooks and crannies to clean out. The lack of an engine or any type of electrical equipment translates into no need for tune-ups, oil changes, or replacement of expensive parts. Most of the upkeep will revolve around the sail itself, which is not very labor intensive, provided care is given to follow the manufacturers instructions.

Sunfish Sailboats that are used for racing rather than recreation are slightly more complicated, but even then they are still much more simplistic than many sailing boats. In addition to the standard issue design, a racing sunfish will most likely sport vang lines, a quick release adjuster, and an out-haul. Additional equipment may be come standard with the racing variety as sunfish racing continues to gain popularity all around the world. In any given year, local and regional competitions easily number in the thousands.

Whether you are looking for a fun sport to participate in or just want some time on the water by yourself, the Sunfish Sailboat is a great solution, and one that will not cost a lot of money.

For more info:

<http://www.sunfishclass.org/>

Wayfarer History

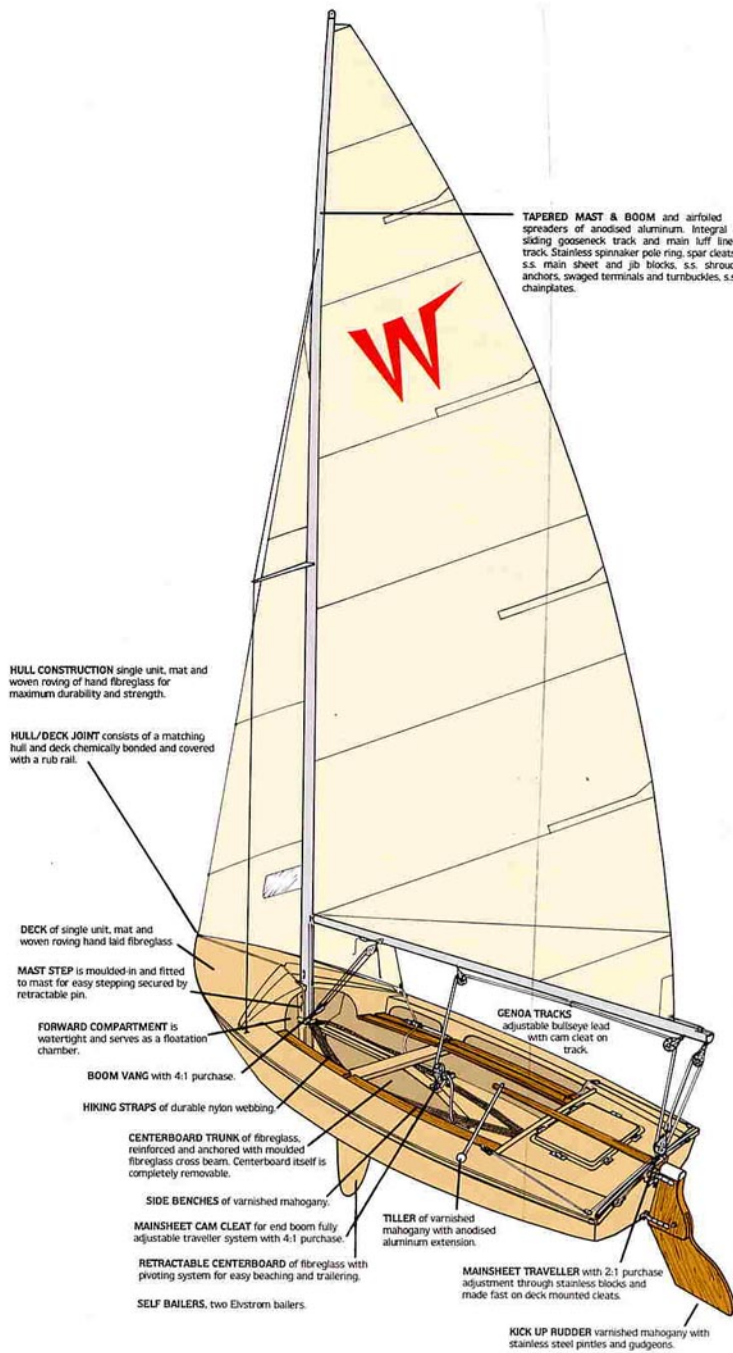
The Wayfarer sailing dingy was first produced in 1957 as a wooden boat. Since then the Wayfarer has gone through numerous versions in fiberglass. The hull shape and sail plan have been tightly controlled to keep all of the versions of the Wayfarer competitive.

When Englishman Ian Proctor initially set about drafting the lines of the Wayfarer in 1957, his objectives were threefold. First, he wanted a boat that performed well enough to be suitable for competitive class racing. Secondly, the boat needed to be roomy and stable to make it an attractive family boat. Lastly, it was to be endowed with features such as large stowage compartments and other cockpit amenities, which would enhance its utility as a camping/cruising boat. All of this was with the view that the dinghy would be sailed for the most part in the rough, turbulent, coastal waters of the British Isles. Ian Proctor succeeded with remarkable genius in achieving all three of his goals.

The Wayfarer is a capable boat that behaves well under a variety of conditions. With a 6-foot beam and generous freeboard the Wayfarer feels and acts much larger than a typical 16-foot present day sailboat. When it comes to performance it is lively and will come up on a fast plane when conditions are right. The combination of the forward and aft watertight compartments provides positive buoyancy as well as loads of stowage space--enough to hold clothing, camping gear and food for a two to three week cruise. The two aft side seat benches are easily lifted out (by undoing a couple of wing nuts) and can be placed cross-ways upon the forward seats. This makes a roomy aft cockpit for sleeping (on the floor) and more space for preparing meals on board if anchored away from shore, or in the event of rainy weather. In this configuration the aft seats become a temporary shelf for getting bulky items out of the way. On day excursions the Wayfarer will hold four adults safely and comfortably. For long distance cruising it is a superb boat for the single handed sailor, as well as for two people. As always, whether day sailing or cruising, the helmsman and crew need to possess the skills and experience necessary for the degree of difficulty that may be encountered. Gain experience and skill gradually through progressively more difficult steps.

For more info:

<http://www.uswayfarer.org/index.php>



General

Sailing is a great activity and can provide you and your family and friends with many hours of enjoyment. To help ensure your safety, we highly recommend sailing classes since sailing can be a challenging activity where technique and skills are important.

Proper maintenance and care will help our boats stay in good condition. More importantly, the right maintenance, care, and equipment will help you to have a safer, more enjoyable time on the water.

Please consider joining the **Cole Yacht Club** to help the Great Lakes Council provide a quality sailing experience at Cole Canoe Base.