

## San Francisco To Host First J/105 North American Championship

J/105 Fleet #1 and the St. Francis Yacht Club will host the first J/105 North American Championship on October 20- 22, 1995 (Friday through Sunday). In true class spirit, Fleet #1 will qualify their top three boats, and provide the remaining seven boats for use by out of town J/105 owners and crew to participate. Following is the J/105 North American Championship qualification and rules:

**QUALIFICATION:** In general, the purpose is to recognize the top J/105 sailors in areas where one-design activity is the strongest. A total of ten boats are available from the host fleet.

a) The top three boats from the host Fleet (San Francisco Bay, Fleet #1) will qualify, and will be sailed by their owners. One boat will be provided to designer, Rod Johnstone, who is also an owner (#116) but who will not count as a qualifier from any of the areas listed in (b) below.

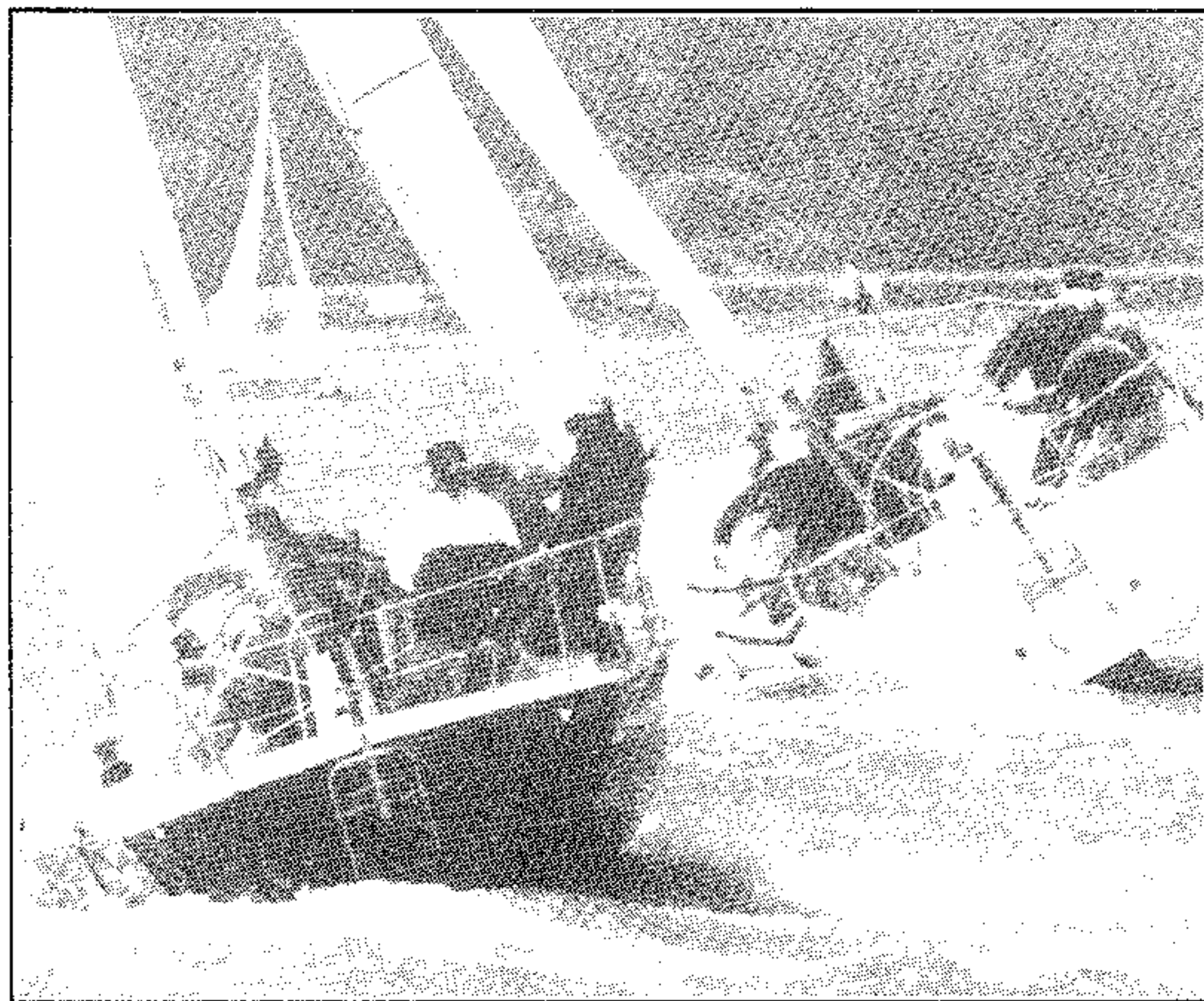
b) Six boats will be provided by the host fleet to qualifiers from areas other than the U.S. West Coast, one each, and will be allocated as follows: New England (Fleet #2), Chesapeake Bay (Fleet #3), Lake Ontario (Fleet #4), Lake Michigan (Chicago, Fleet #5), and Long Island Sound (Fleet #6). The sixth qualifier will be a wildcard slot allocated by J Boats, Inc. to a J/105 owner outside the area of an existing fleet. Please apply for this slot directly to J Boats, Inc. PO Box 90, Newport, RI 02840 FAX 401-846-4723.

c) West Coast J/105 owners from locations other than San Francisco may enter the regatta without qualification, and must provide their own boats.

**RULES:** One-design rules dated 1992 shall apply for this event, except for the following:

a) Rule 5.3.1 - Delete the words "with a total retail price not exceeding \$5,000 installed" in reference to the cost of permitted tactical electronic equipment.

b) Rule 6.6.2 - Delete this rule which defines the snuffer and requires its use.



*Tight racing in front of the St. Francis Yacht Club*

c) Rule 7.1 - Delete the old maximum crew weight of 400 kg (882 lbs) and substitute 423 kg (932 lbs).

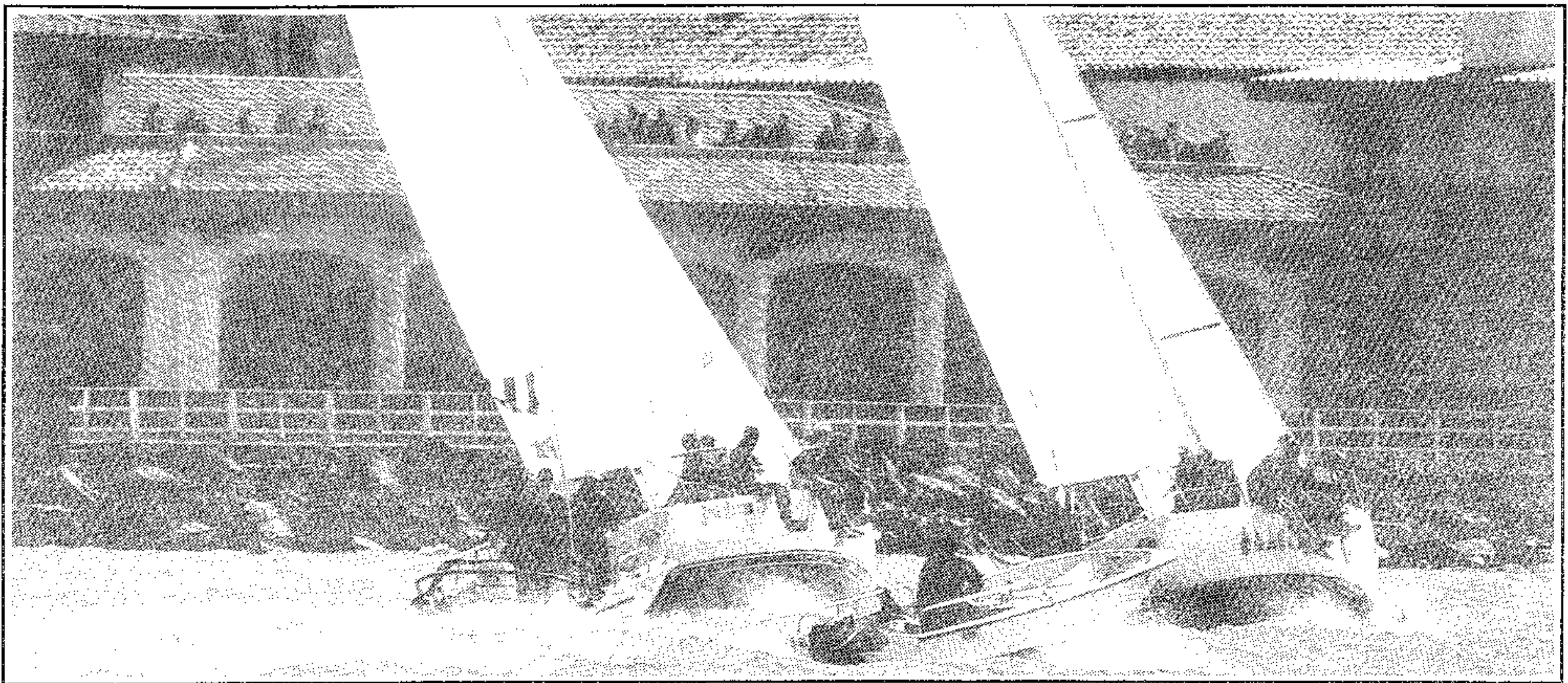
See more information on rules in the 1995 Rules Changes section of this issue.

**BOATS:** The J/105 host owners (those providing boats to the qualifying teams) will be eligible to sail as a crew aboard their own boats. Qualifying teams will cover the nominal insurance costs for "their" boat, a refundable damage fee of \$500, and a preparation fee of \$500 to offset owner's expense in preparing the boat before the championship (clearing gear off, washing bottom, etc.) and returning it to normal condition after.

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## Brut Cup Goes With J/105

San Diego - March 9, 1995 - Brut by Faberge announced the largest cash prize in sailing history with the sponsorship of five international match race events in 1995. A prize of \$250,000 is offered to the sailor who wins three of the five events. This bonus prize is offered in addition to the regular event purses, which range from \$25,000 - \$100,000. Two of the five events (San Francisco and New York) feature the J/105, the high-performance 34.5' sport boat from J Boats with a retractable bowsprit and asymmetrical spinnaker. International in scope, the events will attract the top names in match-racing with venues selected to allow racing to be close to shore for spectators. Skippers race in identical boats and, like in the America's Cup, in a one-on-one format making the racing easy to follow. ESPN will be airing a 30 minute program on each event

## Brut Cup of New York

The Brut Cup of New York, known previously as the Knickerbocker Cup, will be held in Manhasset Bay, New York September 12-17. This will be the fourth of the five event Brut Match Racing Series featuring the top sailors in the world. Sixteen teams will compete for prize money and prestige, sailing on J/105s provided by the Long Island Sound Fleet #6 and New England Fleet #2 owners. Of special note is that one of the sixteen slots is being provided to the J/105 class. The J/105 Atlantic Coasts (Sailing World NOOD Regatta) has been designated as the qualifier for the Brut Cup. The winner of the J/105 Atlantic Coasts will receive an invitation to compete against Coutts, Dickson, Gilmour et. al in September! As in the San Francisco event, only the class J/105 sails (3 sails) will be used.

## Heiner Wins Brut Cup of San Francisco

San Francisco - May 2, 1995 - Dutchman Roy Heiner defeated the World Champion of Match Race Sailing, Bertrand Pace (FRA) to win the Brut Cup of San Francisco (25-30 April 1995) and US \$7,500 in prize money. The overlap of this event with the America's Cup prevented circuit regulars like Coutts, Dickson, Cayard and Baird from attending. But the competition didn't suffer from their absence. Heiner put on a masterful display of match racing skills by going 3-0 against Pace in the best of five series. Heiner and Pace traded leads often in all three of their races as the Dutchman seemed to find the stronger wind near the finish to slip by his opponent by 6 and 9 seconds. In the final race, Pace was just a boatlength behind Heiner on the last leg when he jibed, lost his wind and got caught in an ebb current off the San Francisco city front.

J/105 Fleet #1 owners generously provided their boats for this first of five events in the new Brut Match Race Circuit. The owners crewed aboard their own boats, and were given VIP treatment at the Yacht Club with dinners, free gear, and most importantly: prime parking spots. The owners met following the event and came up with recommendations for improving the handling of the boats. These are being reviewed in anticipation of the Brut Cup of New York in September, where J/105s will again be featured.

### Results of Brut Cup of San Francisco

1. Roy Heiner	NED	5. Chris Law	GBR
2. Bertrand Pace	FRA	6. Morgan Larson	USA
3. Thierry Peponnet	FRA	7. John Cutler	JPN
4. Peter Gilmour	AUS	8. Steve Grillon	USA



# News From 1994

## Bigfoot Sets Speed Record in Malta

Christian Ripard's *Bigfoot* (J/105 #54) set the J/105 speed record for 1994 with a sustained 18.5 knots and a top reading of 23.4 in an overnight race out of Malta in the Mediterranean Sea. The following is Christian's report of this and other notable feats by *Bigfoot* in 1994. The races listed below were sailed with six crew including helmsman in CHS (Channel Handicap System) Class I with a rating of 1.053. *Bigfoot's* record is as follows:

- 1) **Porto Palo Passage Race**, 60 miles, two thirds upwind, placed third.
- 2) **Marsovin Camino Regatta**, three day races of 13, 28 miles, and 8 miles. Placed first in all three races and won overall.
- 3) **Calypso Hunt Regatta**, two races of 13 and 20 miles, placed first and second and won overall.
- 4) **Single-handed Round Malta Race**, 50 miles, placed second overall.
- 5) **The Lowenbrau Ramlabay Weekend Regatta**, 3 races of 13, 6, and 18 miles. Placed first in all three races and first overall.
- 6) **The Gatto Pardo Race**, 208 miles. This race started in six knots of wind with a one hundred mile beat west to Lampedusa Island. From there it was a close fetch 26 miles to the northeast to Linosa Island in 20-25 knot winds and large seas. All this time *Bigfoot* was in sight of the race leader, a Beneteau 45s5, but as they rounded Linosa things changed.

The last leg was an 82 mile run to the finish. After sailing the 50 miles with full main and jumbo chute at over eight knots, the true wind increased to about 40 knots and the waves became huge. "We therefore peeled to our standard size 1.5 ounce chute and took one reef in the main. We also took off! Mad surfing down big waves at 14 to 19 knots and having to jibe six times in the last 30 miles kept us busy, but the boat handled very well without fear of broaching. In fact, jibing has to be done when the boat is going at full throttle, then it's plain sailing, with the exception of some acrobatics by the foredeck man. The last twelve miles was covered in 36 minutes (average of 18.5 knots!!) and our top speed was 23.4 knots. These were perfect conditions for this boat, and now doing less than 20 knots is boring according to my crew."

*Editor's note: This stands as the J/105 speed record to date. Can anyone top this?*

### Other Top Reported Speeds

Tony Soter (Hull #7 *Oeno*) 16 knots in flat water, 25-30 knots wind

Jerry Frabutt (#38 *Jazzy*) 16.6 knots broad reaching with A-sail in 30 knots.

Alan Paris (#14 *Learning to Fly*) hit 16.5 knots broad reaching in 30 knots and 12 foot seas with only a reefed main up.

## San Francisco Big Boat Series

### Excerpted from Latitude 38

"It was the best regatta I've ever sailed - the highlight of my brief career!" stated an ecstatic Art Ball, who switched over to sailing from car racing eight or nine years ago. Indeed, Ball's J/105 *Blackhawk* - named after a famous San Francisco jazz club that he frequented in the late "50s/early '60s" - posted four straight bullets before finally stumbling to a deuce in the finale.

Ironically, Ball was most excited about the last race. "We had mathematically already wrapped up the series, but naturally went out anyway. It turned into an epic battle with *Invictus*, who also had nothing to lose. We threw absolutely everything at each other, and the lead seesawed back and forth. In the end, they beat us by about a boat-length, but it was easily the most fun I had all weekend."

Sharing the fun with Ball were regular crew Todd Barnett, local knowledge expert Bruce Schwab, and two imported "killer crew", Ian Fraser and his girlfriend Teesa Martin. Fraser, a J/Boat salesman in Vancouver, served as tactician

and boatspeed specialist. "I haven't had the same crew twice all summer, so our results have been erratic," explained Art. "But I wanted to do well in this series, so I lined up a really good crew. Everything just clicked."

If anything, this whole fleet is beginning to click. Not only did they surpass the J/35s in terms of numbers this year, but most of the J/105s are now fully up to speed and quite competitive (with the exception of San Diego based J-OK, which suffered from lack of local knowledge, and the week-old, still teething Thrasher). With only three sails to choose from, and with a by now pretty universal understanding of the asymmetrical kites, the racing has become much closer and, accordingly, more tactical. In fact, going into Sunday's finale, any of three boats - *Jest*, *Jose Cuervo*, or *Bella Rosqa* - could have been second.

*Limelight* was just a click behind the leaders, while Walt

*continued next page*

## San Francisco cont.

Marti's season-winning *Invictus* had a string of particularly dismal luck in jammed spinny halyard in one race, a DNF in another due to misreading the course, and various other brain fades. We shot ourselves in both feet," admitted *Invictus* crewmember John Arndt. "We certainly had the potential to win more than just the last race.... Well, maybe next year!"

## Fleet Reports

### San Francisco, Fleet #1

The 1994 J/105 one-design series included the following events: Spring One-Design, J/Fest West, Vallejo, Memorial Day, Second Half Opener, SFYC Invitational, and the NOOD Regatta. Five of the eight boats won at least one regatta!

#### 1994 Season Result

1. <i>Invictus</i>	Walt Marti	11.75
2. <i>Jest</i>	Jim Cascino	18.75
3. <i>Jose Cuervo</i>	Sam Nock	19.75
4. <i>Blackhawk</i>	Art Ball	20.50
5. <i>Limelight</i>	Harry Blake	22.75
6. <i>Bella Rosa</i>	David Tabellini	31.00
7. <i>Chimo</i>	Chuck Winton	45.75
8. <i>Oeno</i>	Tony Soter	54.00

### New England, Fleet #2

Five J/105s gathered in Newport for *Sailing World's* NOOD Regatta last August. Racing was tight with the Long Islanders Bob Carballal on *Tar Baby* (#80) and Fred Stelle on *Ace* (#12) dueling with Kirk Brown's *Jazz* (#19) for top honors. While Brown won the last race, Stelle finished a close second and squeaked out the over-all victory.

#### J/105 Newport NOOD Results

1. <i>Ace</i>	Fred Stelle	8.50
2. <i>Jazz</i>	Kirk Brown	9.50
3. <i>Tar Baby</i>	Robert Carballal	11.75
4. <i>Phenix</i>	Bob Swirbalus	19.00
5. <i>All Right</i>	Hugh McLean	25.00

With six new boats splashing between Newport and New York in 1995, we're expecting a great turnout for the Atlantic Coasts in August.

### Chesapeake Bay, Fleet #3

(As reported in the Fleet #3 Fall 1994 Newsletter)

Did we have a great time or what? The 1994 Annapolis Yacht Club Fall Series saw the first J/105 one design racing on the Chesapeake with a total of seven boats entering all three races. Starting with the PHRF A-1 fleet, we adhered to strict one-design rules limiting us to Dacron mainsail and 100% jib and a 3/4 ounce class A-sail. The experience level of the fleet

#### SFYC Big Boat Series Results

1. <i>Blackhawk</i>	Art Ball	1,1,1,1,2;	5.00
2. <i>Jest</i>	Jim Cascino	2,7,2,4,3;	18.00
3. <i>Jose Cuervo</i>	Sam Nock	5,2,4,3,5;	19.00
4. <i>Bella Rosa</i>	David Tabellini	3,4,5,2,6;	20.00
5. <i>Limelight</i>	Harry Blake	6,5,3,6,4;	24.75
6. <i>J-OK</i>	John Wylie	7,6,7,7,7;	34.00
7. <i>Thrasher</i>	Steve Podell	8,8,6,5,8;	35.00

varied widely from seasoned racers to new owners showing up for their first racing. The result was a great series where everyone had so much fun they're ready for more next year.

Racing for first place was very tight between Bill Sutton's *Blonde Attack* and Jack Detweiler's *Curlew*. In the end the Blonde boat won the series, Curlew was second, followed by Ken and Marj Swiccicki on *Ess*. Major speed differences were seen on the downwind legs, owing to the skipper's racing experience and ability to sail fast and deep. Aggressive adjustment of the tack line is a key to success.

1995 looks great for the J/105s on the Chesapeake Bay. The fleet will be participating in a number of one design events. The first event will be the Eastport Yacht Club Level Regatta where the J/105s will receive a one-design start. Other one design events include the Osius Memorial Race- July 8th, Annapolis Yacht Club Annual Regatta- August 26, Hospice Cup- Sept. 16 and the Annapolis Yacht Club Fall Series on Sept 30, Oct 7 and Oct 14. We hope to use the Level Regatta, Osius Race and Annapolis Annual Regatta as our North American qualifier.

### Lake Ontario, Fleet #4

The following report for 1994 was excerpted from a letter received from Leonard Redon, Pittsford NY: Besides some great racing, we had the thrill of a nine hour sail from Toronto to Rochester on *Rhythm & Blues* to end our summer cruise. The 81 rating and the monster chute has made the boat competitive in PHRF racing.... We had the chance to compete against *Highlander* (J/105 owned by Ted Reilly of Whitby, Ontario) at the Level Regatta in July. They beat us two out of three and took third in division overall. Those ex-J/24 sailors are tough.

The one event where all the boats from the middle of the lake got together in 1994 was the Rochester Race Regatta over Labor day weekend. The racing was exciting with Gunther Buerman winning the J/105 division of the Rochester Race, and Dave Tierson taking third in the PHRF course race Saturday.

With five boats now on the lake and a possible sixth on the way, we can have our own division if we all show up. The purpose of this letter is to suggest we select two or three regattas where we agree to meet and get some one-design excitement going. The four regattas that present the best possibilities for our J/105 one-design series are the Sodus Bay Challenge Regatta in late June, the Level Regatta in late July, LYRA which is at RYC this year the weekend after the



## Fleet Reports cont.

Levels, and the Rochester Race Regatta at a time yet to be determined.

The final issue we need to resolve is what one design restrictions we will sail under. Should we sail under national J/105 one design rules, which have a crew weight restriction and do not allow monster chutes, or do we wish to agree on our own modification of the rules?

## Race Reports From The Owners

### Single Handed in San Francisco

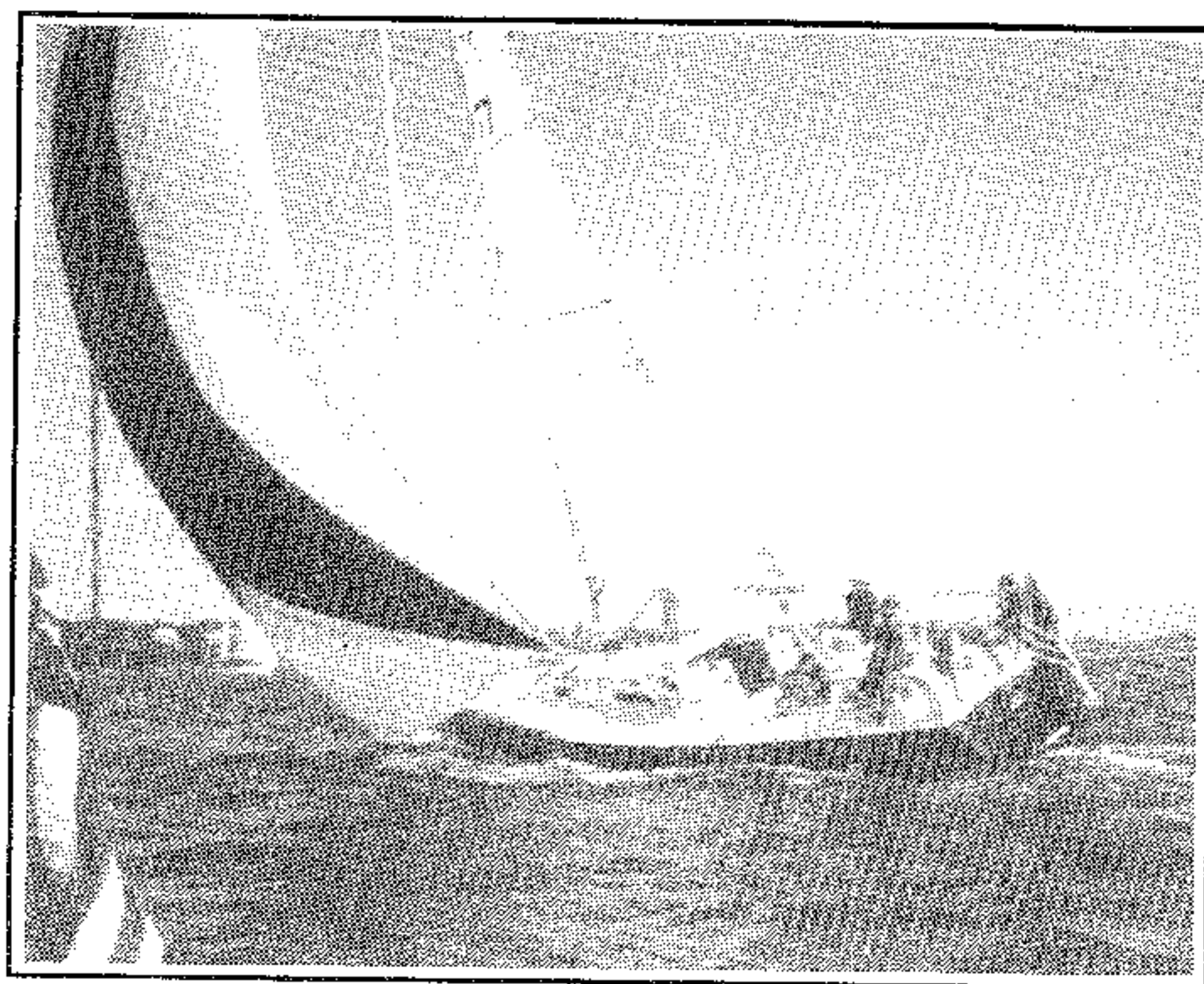
Tony Soter (J/105 #7 *Oeno*) reports on a somewhat damp ocean race called the Single-handed Farallon Island Race conducted by the San Francisco Bay Single-Handed Sailing Society. It is a 60 mile race out through the Golden Gate, around Northeast Farallon Island, and back. Ten knot winds at the start gave way to a 20 knot southerly which built to 30 plus knots as the race progressed. Soter fetched the island jib reaching with a #4 blade and reefed main, doing nine to ten knots. As he rounded the island the waves kicked up to eight feet accompanied by rain and hail. He rounded the island on the transom of Dan Newland, three time single-handed transpac winner, sailing his custom 36' ultralight.

"Pretty hairy hardening to weather. Tack (around the island) and close reach back.... Roll up the little jib. Waves are using dodger as ski ramp to driver's position... Very wet!! Got past Newland on my way back in, trying to stay a little higher against anticipated set to north. Pretty brutal! On closer angle boat stability is super. I'm over my head but the boat is inspiring great confidence, especially with such a fine standard (Newland) for comparison. Wind dies down to 5-8 knots in lumpy, confused water near Point Bonita. Could have used a genoa to finish. Finished under a rainbow in clearing weather. Most of the fleet got stuck out in a contrary tide."

*Oeno* finished first in the ultralight division and second overall.

### Port Huron-Mac Winner

Jerry Frabutt from Livonia Michigan sailed his J/105 *Jazzy* (#38) to PHRF class wins in the 259 mile Port Huron Mackinac Race, and the 75 mile Mills Trophy Race on Lake Erie. *Jazzy's* competition in the light to moderate, mostly downwind, Mackinac Race were Tripp 33's, Soverel 39s, Express 37, C&C 41, Holland 41, Contessa 43, C&C43 and J/105 - all rating from 69 to 75. *Jazzy* also placed first in several local club races. *Jazzy* has been raced with conventional symmetrical spinnaker and pole.



David Semonite's "Black Owl", winner of the 1994 Monhegan Race, close reaching off the Maine coastline.

### Downeast in Maine

David Semonite of Yarmouth Maine reports that his *Black Owl* (J/105 #77) had a spectacular Racing season out of Portland Yacht Club. After finishing second behind a J/120 in the PY June Pilot Regatta, *Black Owl* ran off a string of firsts in the 120 mile Monhegan Race, the PYC Lightship Race and the five race PYC Fall Series. David also cruised with his wife "downeast" to Mt. Desert and found the J/105 "to be one of the easiest boats to handle that we have owned.... Our previous boat was an Alden 44. Quite a change. Enjoying the simplicity."

### Great Lakes PHRF Notes

Peter and Pat Rowe had a busy 1994 racing schedule in Traverse City, Michigan with their J/105 *Skybird* (#57). They finished 3rd in the Little Traverse YC Spring, Summer and Fall Series, won their 15 boat class at the Little Traverse YC Annual Regatta, and then were crowned Little Traverse YC Offshore Champion! Main competition was a J/33, another J/105 and a Tripp 33. Sailing with a full-hoist 155% genoa, *Skybird* typically out-pointed the J/33 and Tripp 33 by 3-5 degrees in over 10 knots. We also positioned the spar all the way forward at the deck and all the way aft at the butt, as we felt our particular sails shaped better with more pre-bend.

Fred Babson from Vermilion, Ohio reports that his J/105 *Fluidity* (#39) was able to beat all but one of the J/35s and all of the Thomas 35s he raced against in Western Lake Erie in 1994. He sailed with a rating of 69 using a 155% genoa and "jumbo" 110 sq mtr spinnaker. His rating was changed to 72, because it was determined that the J/35, at 69, is slightly faster most of the time.



# Cruising Log

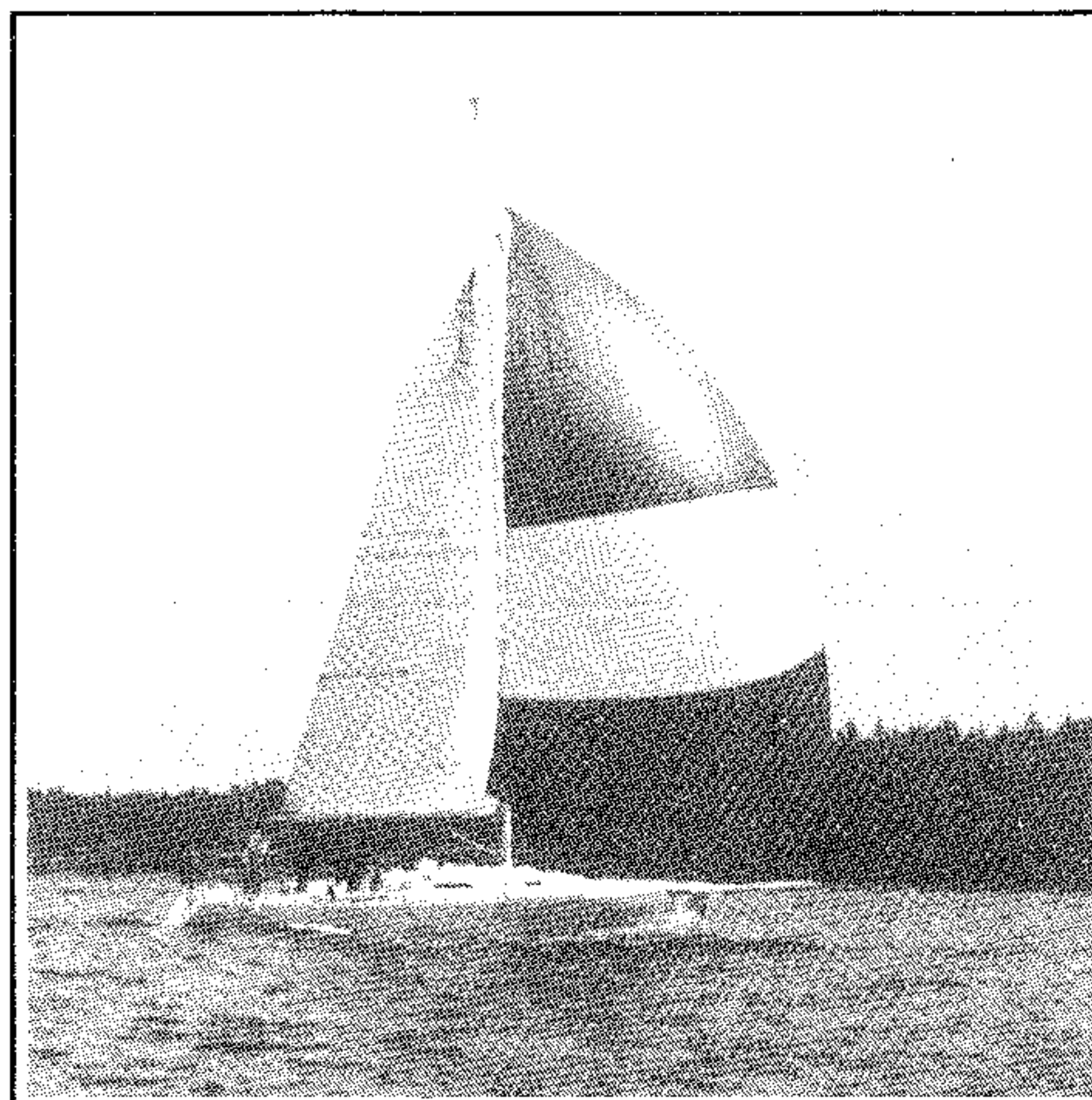
The **Jerry Jacobs** family has put many miles on *Grand Cru* (J/105 #59) sailing out of Annapolis in the Spring and Fall, and Nantucket in the Summer each season. With five kids in the family who all like to sail, day-sailing is the main use, with occasional racing, one-design at Annapolis and PHRF in Nantucket.

**Ed Crist** from Brecksville, Ohio uses his *Vector* (J/105 #91) as a cruiser and daysailer and has logged about 700 miles so far on Lake Erie. Ed does not race. Ed writes: "Congratulations! This boat will become a classic. The fractional rig makes sense. No more struggling with an overlapping genoa of a typical 'racer-cruiser'. No more excessive heeling. Guests need not panic. This cabin remains odor-free. I'm sure not having all that teak and furniture below keeps moisture to a minimum. I considered the Tartan 3500. Gave up 6' of headroom and saved \$40k."

**Pierce Flanigan** sailed *Bad Dog* (J/105 #6) 18 times last season out of Gibson Island. Pierce reports that *Bad Dog* has not raced, but has had "up to 10 people onboard. Great fun. Easy to sail, can be off the mooring with sails up in 8 minutes."

**Alan Paris** of Bermuda sailed *Learning to Fly* (J/105 #14) for 10 days in Bahamas. "Berry Island, Bimini and Abaco Island, then return to St. Augustine, FL. Only one other, never before sailed, crew member on board. No auto-pilot. 35 kt northeaster on return trip to Florida. During an earlier delivery to Key West, *Learning to Fly* hit 16.5 knots broad reaching in 30 knots and 12 foot seas with only a reefed main up. One crewmember was asleep and another praying to Mother Nature. Great boat."

**Wes Herdman** (*pNeuma-J*, J/105 #30) spent most of last summer cruising the Gulf Island on the southeast side of Vancouver Island in Western Canada. "I spent June-mid August literally living on board.....The best part of the summer came in July with a trip up to Desolation Sound. This included myself, my wife Diane and our 5 yr old daughter Susan. We spent one afternoon beating up a long channel with the winds around 20 knots.....We found out that both Diane and I can keep the boat moving at 6.5-7.0 knots to windward with one reef in the main and the 100% jib. We were both delighted at the ease of doing this with either one of us on the tiller..... after doing a lot of racing and cruising in the J/24, the J/105 seems like pure luxury. The boat handled very well - predictable, stable and fast! During docking maneuvers I discovered that she will literally turn on a dime. My wife Diane really enjoys the way she can sail it in 20 knots of win without any difficulty, and it has sufficient amenities down below. I was also great being able to pass virtually every sailboat in sight."



*Wes & Diane Herdman with daughter Susan cruising in Desolation Sound aboard "p-Neuma-J", J/105 #30*

## J/105 Rule Changes 1995

by **Rodney Johnstone**  
Technical Director

Based on sample input from owners and from active fleets of J/105s, the following changes in the J/105 Class Rules are recommended for trial use in 1995. Please react with your comments (Fax/Tel 203-535-2680).

5.3 "Permitted while racing"

5.3.1 **New Rule** "Tactical instrumentation."

**Old Rule** "Tactical instrumentation with a total retail price not exceeding \$5,000 installed."

*Reason for Change:* Price of electronics is not a significant speed factor in one design racing. Owners who go long distance racing might want more electronics on board than \$5,000 will buy.

6.6.2 **New Rule** "The recommended J/105 class snuffer is the ATN brand snuffer having an overall length not less than 13800mm and not greater than 14900mm. Its kevlar reinforced yoke with long oval hoop opening has approximate outside dimensions about 240mmx410mm. The snuffer is optional equipment."

**Old Rule** "The official J/105 class snuffer is the ATN brand snuffer having an overall length not less than 13800mm and not greater than 14900mm and a kevlar-reinforced, long oval hoop opening with outside dimensions of approximately 240x410mm. The snuffer shall be fitted and used."

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# Handicap Ratings

by Rodney Johnstone

What should the J/105 rate under PHRF compared to other J/Boats? The closest speed comparison between the J/105 and a J/Boat rated in most areas is with the J/35. The standard J/105 (with PHRF-legal genoa and 110 sq. meter PHRF spinnaker) should rate six seconds per mile slower than the J/35. Same sail configuration with shallow (5.5') draft should rate nine seconds slower than the J/35. These rating criteria were reflected in PHRF numbers from New England, Long Island Sound, Chesapeake Bay, and Narragansett Bay in 1994. With the J/35 at 72, this means a base rating of 78 for the J/105 is fair. In 1995 Eastern Connecticut and Western Long Island Sound are rating this fastest version of the J/105 at three seconds/mile slower than the J/35.

If the spinnaker is reduced to the small class rule chute of 77sq meters, the rating should be 6 seconds slower, or 84. The Lake Michigan PHRF number of 81 reflects the combination of a large genoa and small (89 square meter) chute, which is how the six-boat J/105 fleet sails one-design in Chicago. In the class rule configuration with 100% roller jib and 77sq meter class chute the J/105 rating should be twelve seconds slower than base rating (90 in this case). The J/105 with shallow draft keel (5.5' vs. 6.5') should receive an additional three seconds per mile rating credit therefore a PHRF of 93.

With over 120 J/105s sailing in 1995 and over three seasons of racing for this boat, ample race results from many areas should be available to further confirm the validity of these suggested ratings for areas where the speed of the J/105 has yet to be proven.

## Tips From The Owners

Alan Paris (*Learning to Fly*, #14) – Drill a hole through the Sailtech backstay adjuster handle and secure it with line to the backstay, so as not to lose another handle overboard.

Ed Crist (*Vector*, #92) – I do a lot of single-handing. I find cross sheeting the jib to the high side winch allows easy jib trimming with one hand on the winch handle and the other for tiller and mainsheet.

Wes Herdman (*pNeuma-J*, #30) – On starboard tack with a full water tank (optional tank), the head and galley water taps tend to siphon. We later stopped this problem by installing plastic ball valves on the hoses between the foot pump and the tap.

Christian Ripard (*Bigfoot*, #54) – I have fit two more teak foot rests on each side of the cockpit floor, about six inches further inboard than the ones already in place. This has made steering easier in the rough stuff.

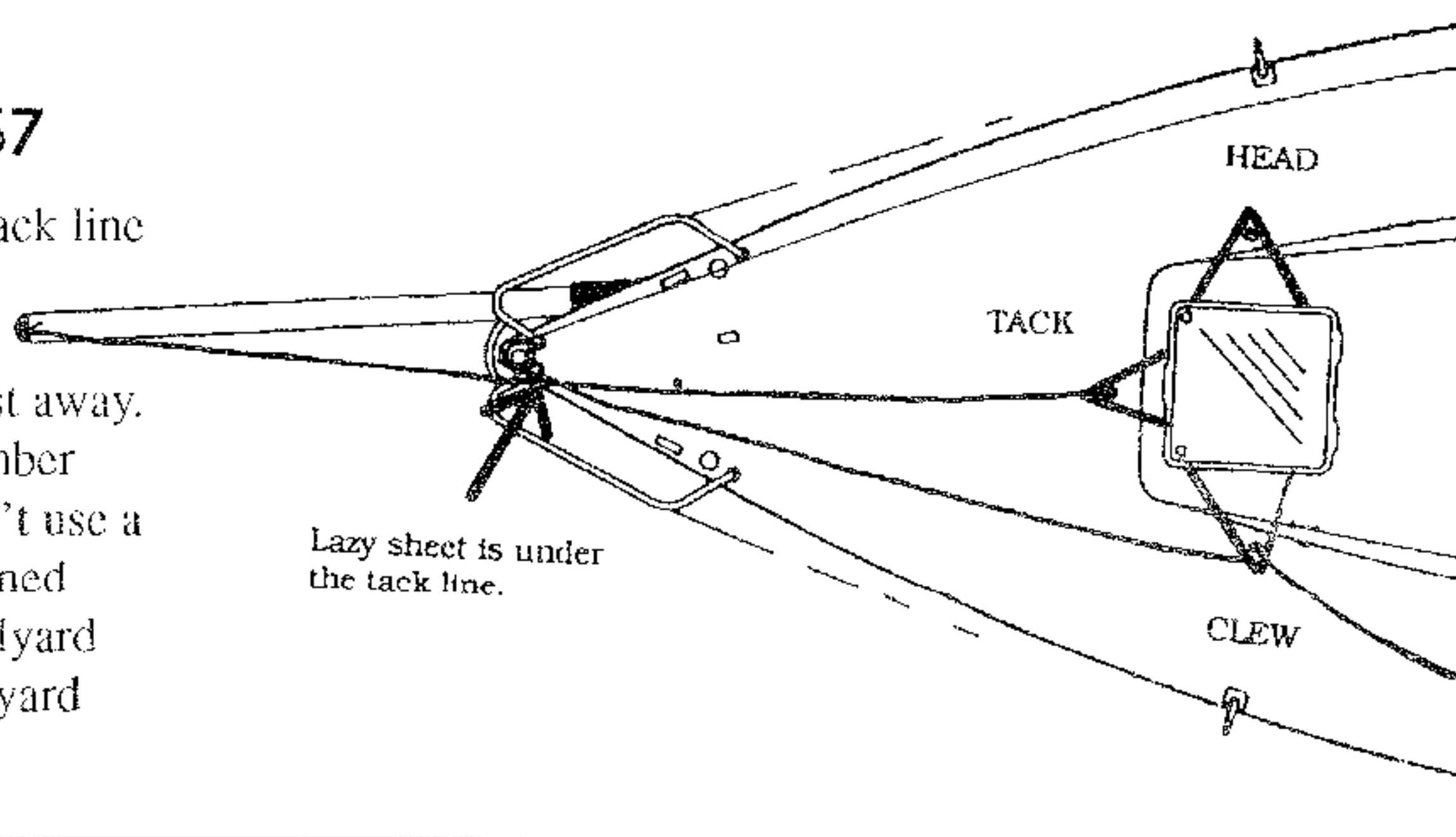
Jeff Johnstone (*Polar Express*, #118) – With the wheel, most helmsman tend to sit too far aft. Ideally, crew weight should be out of the ends for optimum upwind and downwind performance. In most conditions, I like to sit forward of the wheel with my aft foot on the pedestal guard and my front foot on the seat just aft of the traveler. For the best footing, we took a 1" wide strip of nonskid tape and placed this on both sides of the pedestal guard, then added a small teak footrest on the inboard edge of both cockpit seats aft of the traveler.

From J Boats: Securing the Tack Line – The newer model J/105s have an oversized Harken cam cleat aft for the tack line. This is sufficient for most sailing conditions with the class spinnaker, but if you plan to fly the spinnaker regularly in over 25 knots, we recommend either 1) securing the tack line around the bow cleat, 2) taking the tack line tail and wrapping it around the leeward primary self tail cleat, or re-rigging the tack line to a stopper.

### Asymmetrical Setup

By Tom Creeden Quetzal J/92 #67

Refer to the diagram. The lazy sheet is under the tack line (for an inside jibe) and is the only line that is crossed. This makes a very clean foredeck. To set, we set the pole, prefeed the tack and clew and hoist away. This seems to work very well for us. I can't remember the last time we had a wrap during the set. We don't use a bag below, although one could if they were concerned about a snag below deck. When hooking up the halyard as shown in the diagram remember to have the halyard outside the jib sheets.



## J/105 Rules Changes cont.

*Reason for Change:* Compulsory use of a snuffer created more snafus than it solved for most J/105 sailors during round-the-buoys racing. Spinnaker is simpler and quicker to manage for a racing crew without the snuffer.

7.1 **New Rule** "The maximum crew weight (in swimming apparel) for one-design racing is 440 kilograms (970 lbs)."

**Old Rule** "The maximum crew weight (in swimming apparel) for one-design racing is 400 kilograms with no limit on numbers of crew, or five people of unlimited total weight."

*Reason for Change:* To increase maximum crew weight so that three couples (average of 323 lbs per couple) could race together on the boat. The J/105 is very comfortable to race with up to six people aboard. Five people averaging 194 lbs is also permitted under this new weight limit rule. Restriction is on total crew weight, not on number of people in crew.

### Coming Up In Future Issues

Report on the Bermuda One-Two Race  
Update on Tuning and Sail Trim  
The Migration of Curlew- by Jack Detweiler  
Spinnaker Handling Techniques  
1995 Regatta Results

## J/105 1995 Schedule

July 15-16	Michelob Newport Regatta Sail Newport 401-846-1983
July 27	Around Long Island Regatta - Doug Wefer 212-689-4477
July 29-30	San Francisco Mid-Season Opener
July 29-30	Youngstown Level Regatta, NY Don Finkle 716-745-3862
August 5-6	Sport Boat Invite St. Francis Yacht Club
August 11	New England Solo-Twin Regatta J Boats 401-846-8410
August 12	King of the Bays 1995 Regatta Shelter Island, NY 516-298-9755
August 18-20	*J/105 Atlantic Coasts (Newport NOOD Regatta) Sailing World 401-846-1588
August 26	Annapolis Yacht Club Annual Regatta
September 2-3	San Francisco NOOD Regatta Sailing World 401-847-1588
September 12-17	Brut Cup of New York, Port Washington, NY
September 15-17	San Francisco Big Boat Series
September 30	Start of Annapolis Yacht Club Fall Series
October 20-22	J/105 North Americans San Francisco Don Trask 510-522-0546

\* Winner qualifies for slot in the Brut Cup of New York.

## Press Release

J Boats Inc. Newport, RI has licensed MBS Inc of Tiverton, RI as its official J Boats apparel supplier.

Socrates Vavolotis, President of MBAS one-designs that manufactures the apparel states that his company is

developing a line of J gear that can be used for crew, family, and regatta support and is looking forward to working with J Boats Inc., J Boat Dealers, and J Boat owners.

For information contact MBS at 1-800-771-8245.

## 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.

Checks covering 1995 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 \_\_\_\_\_  
Telephone: Days \_\_\_\_\_ Evenings \_\_\_\_\_ Fax \_\_\_\_\_