

J/105 News

Official Publication of the J/105 Class Association

April 2002

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Quite a few new rules went into effect on February 15. The weight limit went up to 1045 lbs, with a cap of 220 lbs. for the owner/driver. Sail purchase restrictions moved to a calendar year system with more flexibility. This transition took quite a bit of craftsmanship (and arcane wording). Chief Measurer Joerg Esdorn explains the new system in plain English on pages 4 and 5.

Our sail measuring procedures and terminology are now aligned with the ISAF Equipment Rules of Sailing (ERS). (More interesting for sailmakers than owners.) And we now allow more flexibility in batten placement and have replaced jib cloth weight minimums with a bag weight minimum.

ExCom decisions: President Rick Wollerman had to resign because of a relocation out of the sailing mecca of Chicago, and Ed Dailey of Fleet #14 was elected to fill out his term. We also awarded the 2003 NAs to Fleet #1 and the St. Francis Yacht Club in San Francisco, planned for August 13-17.

Website: The national site now has dropdown menus and a weekly straw poll. Stop by at least once a week to register your opinion on all kinds of issues and view the results of previous polls. Also, all registered sail tags are now accessible on the web.

A reminder to new owners: we have a free classified section, an owners list that can be sorted six different ways, the ability to change your contact info on line, and websites for nine of the larger fleets. Use the FORUM and its search feature to answer your questions. You can also "register for free" and get email whenever a new post is made to your favorite topics.

If you have any suggestions for web content or straw polls, or you see errors on the web, please contact the webmaster. If you don't report errors, it will reflect poorly on the Class and the resale value of your boat will plummet! I'm also accepting, for a limited time, offers to write articles for the October Newsletter.

Finally, you need to be a member of the national class to race. By now you should have either paid through your fleet, paid directly to the National Treasurer by check, or paid by credit card on the website. Soon we will roll forward to the 2002 memberships and laggards will miss the next Newsletter and their Members Only access to the website. -Nelson

PS: Those with a keen eye (and anyone who regularly reads Scuttlebutt), will know that our newsletter editor, Carol Cronin, has the top-ranked US Yngling crew (ahead of 5 Rolex winners) and is aiming for the 2004 Olympics. Catch her at www.teamcronin.org.

Key West Dishes up a Mix

Thanks to Nelson Weideman and Bob Johnstone for contributing to this report.

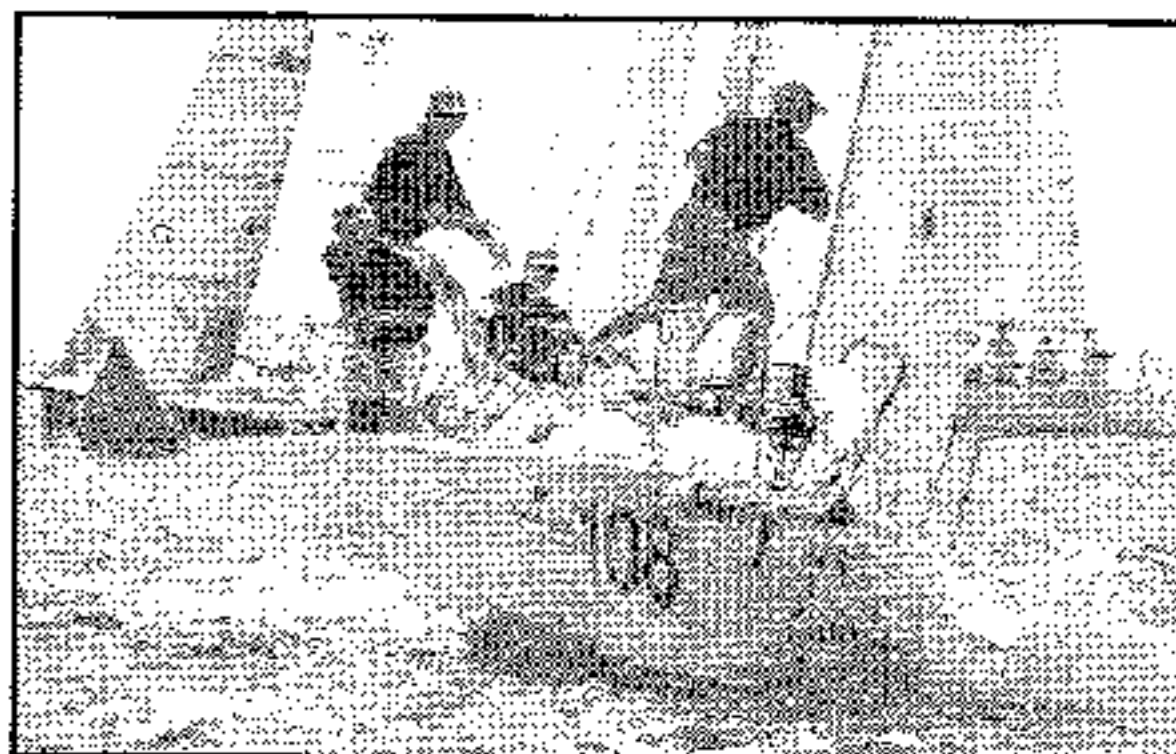
Only three days of racing were completed in Key West this year, due to light winds on Monday and Friday. But those three days were simply spectacular sailing. With searing hot sun and temps in the 80s, and snow up north, no

one seemed to mind sitting around in Key West that week. A quote from Tom Leweck in SCUTTLEBUTT of January 28th sums up the attitude:

"It would be really hard not to have a good time at KWRW - sailing in warm water with 15 knots of breeze wearing tee shirts and shorts.

"However, I came home from KWRW with the feeling that it was not the racing itself that make this regatta so special. It's the fact that [it's] the ultimate weeklong reunion for racing sailors. ...And after all - isn't it the people who make our sport so special?"

Robert ("BobJ") Johnstone on TERN 7 repeated last year's Key West victory



TERN rounds the weather mark with MASQUERADE and ZUNI BEAR in pursuit.

with a different crew. With Robbie Wilkins (Columbia, SC) as tactician, Dan Dickison and Verner Daniel (Charleston, SC) as bow and navigator, Alan Joseph (Northeast Harbor, ME) trimming and Joe Schutz-Heik (Larchmont, NY) filling in for a last-minute illness,

TERN never posted a finish out of the top six. With no throwout due to the shortened series, that consistency turned out to be very significant.

For anyone worried about "aging out" of the J/105, 83 year old Lewis Gunn opened the series with a bullet in the first race on Tuesday. His crew on DEAD ON ARRIVAL got to the right early on the first beat and never looked back. In the second race, David Wagner's GIGI took the win and moved into second for the regatta. Larry Harvey's ANGRY BEAVER with two seconds took the early overall lead.

continued on next page

Preview: 2002 North Americans

When: September 19-22, 2002

Where: Chicago, IL

The 2002 J/105 North American Championship regatta will be hosted by Fleet #5 and the Chicago Yacht Club at Monroe Station, located directly east of Lake Shore Drive at the foot of Monroe Street. Dockage will be provided for the duration of this event, and can be extended by prior arrangement. Launching and mast stepping options are available on the Fleet #5 website.

For those who want a jump start on local knowledge, consider attending one or more of the events on the Fleet #5 summer calendar. Visit the website for more details.

Hotels abound in Chicago. The most logical choices are just a ten minute walk northwest of Chicago Yacht Club. We are exploring group rate possibilities with several of the hotels in the heart of Chicago near Michigan Avenue shopping and great restaurants.

For lunches on race days Chicago Yacht Club will offer great box lunches at a nominal price and maximum convenience.

Breakfast is available at Chicago Yacht Club and a variety of locations around downtown for those that partied hard the night before!

For more information, go to www.j105.org and follow the link to the Fleet #5 website, or contact the Logistics Committee Chair:

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J/105

What's Inside

Sailing Upwind in Waves	3
Sail Purchase Restrictions	4
Regatta Results	6
Calendar	7
Fleets and Contacts	7
Are you Covered for Towing?	8

BobJ's Race That Never Was

It might be fun for the class to see how tight the situation was going into the last race at Key West and what each of the skippers was faced with. We had completed 6 races, but we needed 7 to earn a throwout. Therefore, one had to assume a throwout in computing the scoring. I woke up about 4 am Friday morning and made the following notes:

Current score excluding worst race:

TERN	14
ZUNI BEAR	14
FLAME	16
GIGI	17
ANGRY BEAVER	23
TASTES LIKE CHICKEN	23

TERN and ZUNI BEAR were absolutely tied with a throwout. TERN would win if she and ZUNI BEAR both had bad races, since TERN's worst finish was a 6th place and ZUNI had a 29th. But several other boats could also win, so TERN couldn't just blanket ZUNI into a bad result. Here's what each boat had to do to win:

TERN: Stay within 2 places of FLAME if she is in top 3. Beat ZUNI if she is in top 5. Finish 3rd if GIGI wins.

ZUNI BEAR: Finish 5th or better. Beat TERN. Not have FLAME finish more than 2 boats ahead. GIGI must finish worst than 3rd.

FLAME: Finish 3rd with ZUNI and TERN 6th or worse and beat GIGI.

GIGI: Must finish 2nd with TERN and ZUNI 6th or worse and beat FLAME

Then for lack of sleep, I started to wonder what order of finish would be mostly likely to earn BOAT OF THE WEEK honors, which goes to the winner of the most hotly contested class! The following Hollywood scenario would have done it:

Hypothetical finish in 7th race	Total Points	Overall Position
1. ANGRY BEAVER	24	5
2. TASTES LIKE CHICKEN	25	6
3. GIGI	20	3
4. FLAME	20	4
5. Any other boat		
6 ZUNI BEAR	20	2
7+ (throwout) TERN	20	1

2nd biggest class at Key West, 4 boats in a tie-breaker for 1st and top 6 boats within 5 pts... what a class! I thought about proposing such an outcome, but knew such a fanciful scheme wouldn't fly. Trouble was: there was no way the four way tie could be engineered without TERN winning the tie-breaker. So I chalked it off as another impossible marketing scheme. Maybe, it's a good thing we didn't race on Friday. If my thinking was this goofy at 5 AM, no saying how crazy I would have gotten by the time of the race!

-Bob Johnstone

Key West Race Week

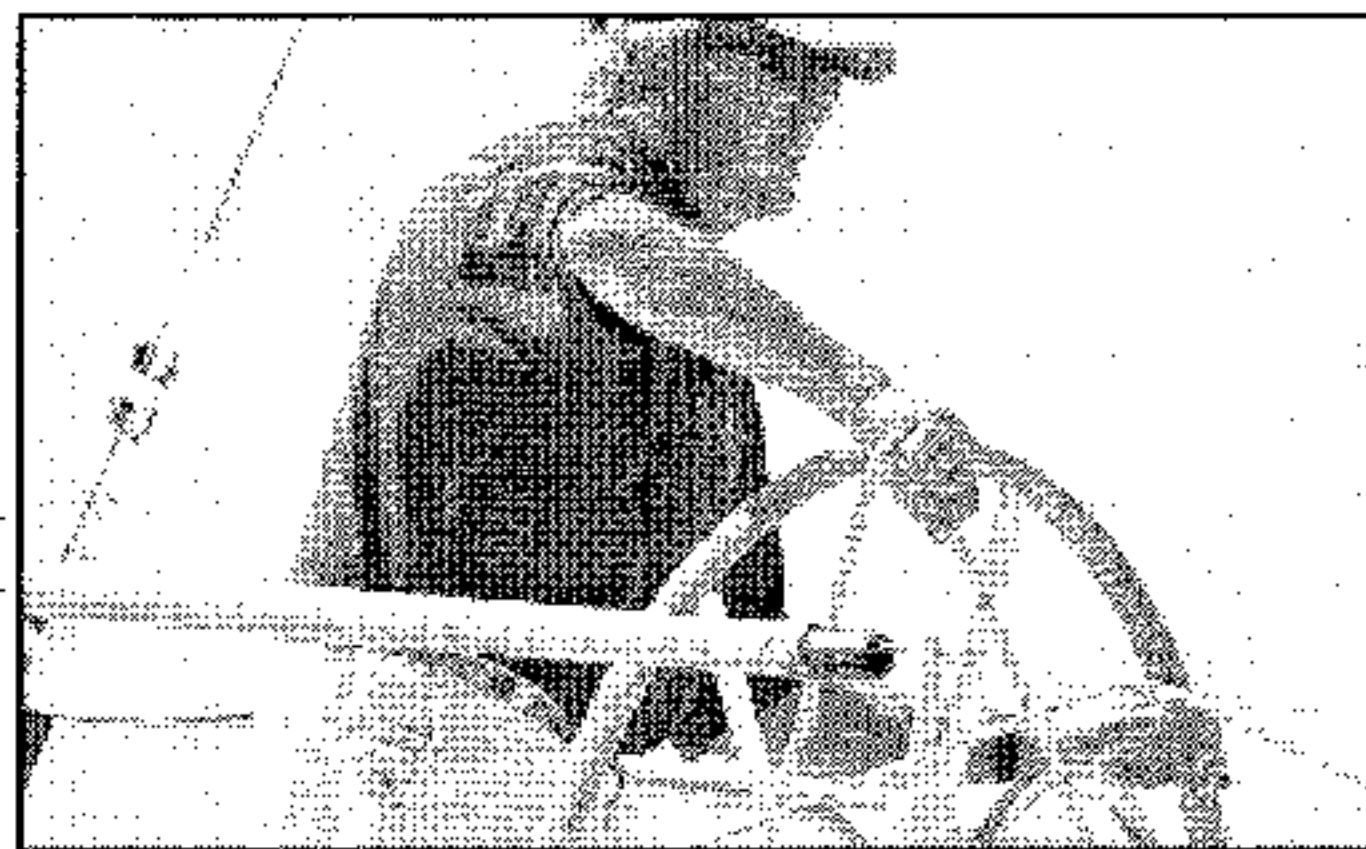
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Wednesday: the fleet sailed out to the race course in 20+ knots and 4-6 foot seas. But by the time the race started it had calmed down to about 16 knots, where it remained for much of the day. There was a little in the way of surfing conditions in the first race, with the wind steady out of the SE (130 degrees). TERN 7 got a bullet in the first race and the California coalition aboard ZUNI BEAR won the second. Jimmy Doane on FLAME had two seconds to move up the ladder.

Thursday: high winds and high seas prompted a few to don foul weather gear as the waves crashed over the bows. But by the time the race started, the wind had again calmed to about 16 knots. Before the second race the wind died down considerably, around 10-12. The boats that went left (toward Key West) seemed to benefit both races from a little more pressure and a little less chop. This was despite the line of Melges 24s coming down under spinnaker. The TERN crew won another race to move into the top slot overall, but with a throwout, anything could happen. (See sidebar.)

Friday's forecast called for little wind in the morning, building to low single digits in the early afternoon. During the two hours of waiting, ZUNI BEAR sailed around under spinnaker in 4 knots (maximum) of breeze, trying to persuade the RC that there was enough wind since they had the potential to move up from sixth to first with a throwout.

watercooperphoto.com



Bob Johnstone steering Tern 7 with wheel in one hand and fine tune in the other.



TOM ROLFES

Nelson presents the Mixed Gender award to Kathleen Dushane and Helen Fogarty of CARESS.

But the RC concluded their weather models were not encouraging and sent the fleet in, ending the week one race short.

On Friday night a good number of owners and crew gathered at the JBoats hospitality tent for the Fun Awards and a replay of the video that JeffJ had taken on Thursday.

HISTORICAL FOOTNOTE: Ever wonder how Key West Race Week originated? Back in 1977, J/Boats was trying to get the best sailmakers to buy the new J/24. Since the Ft. Lauderdale to Key West race was a big deal, BobJ asked to use their tent for a week afterward and they staged the first J24 Midwinter regatta. In January 1978 twenty boats showed up and the names of the skippers reads like a Who's Who of yachting. RodJ sailed with his gangly 19 year old son JeffJ while BobJ shot still photography from a chase boat. The J/24s continued alone for a couple of years before the concept became Key West Race Week. The rest, as they say, is history.

results on page 6
and at j105.org

5 LESSONS FROM THE WINNER

It seems the talent of the fleet gets deeper each year. Last year 14 boats had at least one finish in the top 25% of the fleet. In 2002, that figure increased to 17 boats (60% of the fleet).

JIB SHAPE

In light air, we were faster by almost eliminating the luff wrinkles when there was slop. Adjust the lead to keep the leech of the jib parallel to the back of the mainsail.

RIG TENSION

(Or lack thereof.) In light air we were down to 28, 12, 0 (Uppers, Intermediates, Lower) on the Loos gauge. Check the leeward shrouds when sailing upwind; they should be just slack but not waving around in the breeze in all wind velocities.

CREW POSITION

Upwind in light to moderate air, the boat seems to like weight to leeward and forward as much as possible.

DOWNWIND

Ease the main, twist off the upper leech of the mainsail, and heel the boat as much as possible to windward.

UPWIND

A number of boats claimed it was fast to move their traveler cars as far as possible to windward in moderate air, with the boom pulled 6" to weather off centerline. I haven't tried it yet, but I will for sure.

Sailing Upwind in Waves

Todd Berman is a two-time J/105 NA Champion as helmsman on Bob Taylor's HIJINX, and an Environmental Analyst in Hartford, CT. Todd also operates New Yankee Marine Services LLC, based in Ivoryton, CT (860) 767-0363 (newyankceems@aol.com). Todd is available for group, private coaching, and deliveries.

As all J/105 sailors know, speed differences are quite subtle when racing upwind in flat water. When the wave pattern gets larger and bows start to pound, the disparity in speeds become greatly exaggerated and more regatta points are won and lost.

Some of the basic constraints of the J/105 need to be restated when considering how to get the most out of the boat upwind in waves. There is only one size jib so that sail needs to cover the full range of wind velocities and sea conditions. That jib is mounted on a very stiff headstay (the furling unit restricts sag), which also reduces the power that sail can generate. As a result, the J/105 is underpowered in light winds. Also, the design of the cockpit tends to draw crew weight slightly farther aft than is optimum for hull trim in light to moderate winds.

HELMSMAN TECHNIQUES

The conventional wisdom that the helmsman should head up on the front (uphill) face of waves and bear off on the back (downhill) face of waves works well, but I find this oversimplifies the difficulty of sailing in erratic wave patterns. A modified principle gives the helmsman two priorities to keep in mind:

1) Keep the bow in the water. The helmsman's primary function is to steer so the bow is never thrust out of the crest of a wave into the air. Once the bow is out of the water, it will inevitably come crashing down again and cause dramatic deceleration.

2) Steer around the worst sections of the wave pattern. Often I see helmsmen only concentrating on the waves directly in front of the boat. The best helmsmen are those who can manage the waves that the boat is going to encounter in the next two or three seconds, while simultaneously considering how to avoid the worst sections of water in the next ten to fifteen seconds.

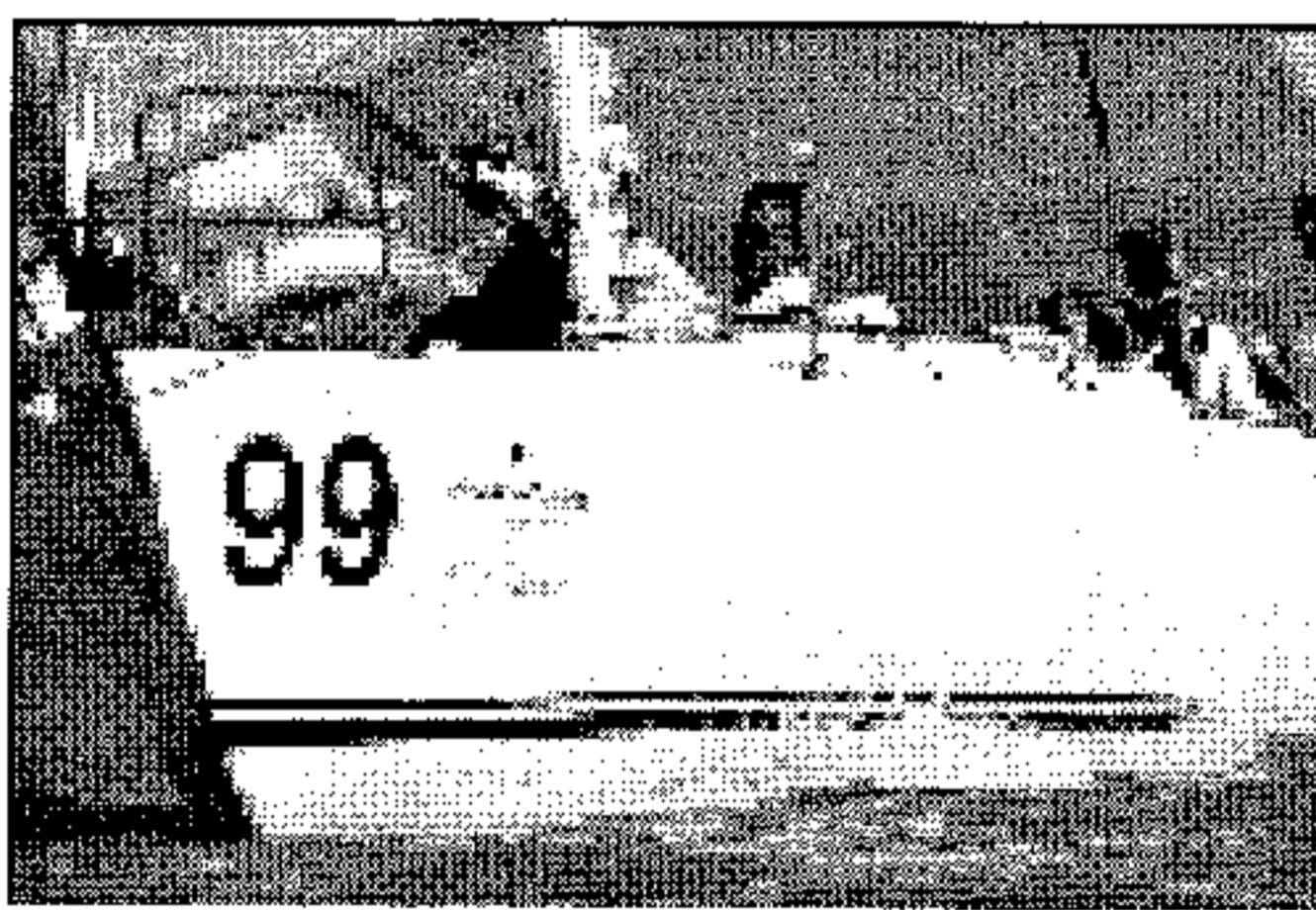
To suit the dual objectives of keeping the bow in the water and avoiding the worst wave patterns, the boat must be set up with a wide steering groove. The term "wide groove" means that subtle alterations in heading and apparent wind angle will not cause the sail plan to stall or the boat to heel excessively. In addition to setting up for a wide groove, the sails must be set up to allow for frequent re-acceleration.

SETTING UP THE SAILS

A wide steering groove and frequent re-acceleration are both achieved with sails with a "draft-forward" shape. A draft-forward shape

is one where the maximum draft is between 35% and 40% back from the luff. Fore and aft draft position is controlled primarily with luff tension. To move the draft forward, the luff tension needs to be tighter than in flat water conditions.

The overall depth or amount of draft in the sails is controlled by headstay sag (for the jib) and mast bend (for the main). Overall sail depth affects the amount of power in the sail plan. In general, set up the sails for maximum power until the wind increases enough that crew weight can no longer keep the boat flat.



ABSOLUTELY powers through the waves in Key West

RIG TENSION & HEADSTAY SAG

I am not an advocate of adjusting shroud tension for different wind and sea state conditions. Find a good configuration that is versatile and concentrate on performance, not by expanding the number of potential variables but by reducing them. If you use multiple rig settings, the relationship of mast bend and increased headstay sag will be different each time you use the backstay. There are enough variables already in sail boat racing, and generally success is generated by efforts to reduce those variables.

The following are a few tips for optimizing upwind performance in waves in a range of wind conditions:

LIGHT WIND: The jib trimmer should be working both windward and leeward sheets to keep the boat moving through any chop. The windward sheet is tensioned as a barberhauler to increase roundness in the foot of the jib, while the leeward sheet is eased as the helmsman bears off for any significant waves. The amount of shape designed into each jib will have a significant impact on how much each sheet has to be adjusted. The jib leads should be about one hole forward of moderate air position.

The mainsail should be quite full to generate maximum power and the upper leech needs to be flowing nearly 100% of the time. Zero backstay should be used to maximize headstay sag and mainsail fullness; often additional backstay slack can be generated by pulling up on the hydraulic piston when it is fully released.

Crew weight should be placed forward and

out of the cockpit as much as possible. Two people can be seated on top of the keel below; a third person (the tactician) can be standing in the companion way. Induce heel with crew weight only enough to give the helmsman slight windward helm. Tack in flat spots if possible and go to great lengths to avoid tacking if the bow will pound. Make quicker turns than in flat water. A very deliberate "speed build" may be required after the tack.

MODERATE WIND: Crew weight is placed on the rail as needed to reduce heel. When maximum crew weight on the rail does not sufficiently limit heel, begin depowering the sail plan. Crew on the rail can alert the helmsman to bad waves or areas of flat water. Jib halyard tension should be increased to keep the draft forward. Keep the boat as flat as possible to give the helmsman slight windward helm. Tack in flat spots if possible, making quicker turns than in flat water.

HEAVY WIND: Jib and main halyards need to be tighter than normal, just on the verge of inducing a vertical wrinkle when the sails are not trimmed in hard. The main should be flattened as needed and the traveler should be used to keep heel to a minimum. The boom vang can be used to induce low mast bend and further flatten the main as needed. Everyone but the helmsmen should be hiking on the rail. J/105's set up so the helmsmen control their own traveler have a significant advantage when sailing upwind in heavier winds and big waves. The helmsmen have a better line of sight and the righting force generated by the extra crew member on the rail is significant. As needed, the jib lead can be moved one hole aft of its normal position to open the upper leech. Keep the boat as flat as possible and tack in flat spots using quicker turns than in flat water.

OTHER IMPORTANT FACTORS

A few additional details in setting up the boat will minimize pitching in waves. All weight should always be concentrated in the center of the boat and the lazarette lockers should be absolutely empty. Weight distribution is an area in which to be obsessive and meticulous. All tanks should be as near empty as possible to minimize the free surface effect of liquids sloshing about. Often the sloshing in the main tank continues after the boat has started sailing on its lines again after a series of waves. This is a principle normally considered only on big ships, but it makes a difference. Carry extra diesel in a small plastic jug. It is better to have a near empty fuel tank and a full jug since the fuel in a full plastic jug does not slosh around and is only weight.

[Be careful here – powersailing after the race with little fuel can make the engine go air bound. Either keep a half tank or know how to bleed your diesel. – Ed.]

Understanding Sail Purchase Rest

Chief Measurer Joerg Esdorn uses two fictional boats to spell out the revised sail restrictions.

On February 15, 2002, a number of revisions to our class rules became effective that deal with the number and type sails that may be purchased for a J/105 during any given period. It has been pointed out by some friendly souls that the provisions are "a bit complex." Others have encouraged me to do up an instruction manual for the new sail purchase rules so that "normal mortals" can understand what's intended. Same point, I guess. Well, let me offer one really easy "summary" for those of you who don't buy a whole lot of sails anyway: As long as you never buy more than two class sails a year, you're fine under the new rules. Don't read the rest of this – just skip to the next article. For those of you, on the other hand, who want to push it to the limit and aren't lawyers, it's time to run through a few examples. I trust everyone will see how easy and clear the new rules are (just kidding, of course)! So here we go....

We'll be playing with two boats: First, there is OldJ. It's a 2000 boat and has a jib, which was new in 7/01, a chute, which was new in 10/01 and a main, which was new in 3/00. Then there's NewJ, which is still on the assembly line, due to be delivered 5/02.

Question 1: How many sails can the owner of OldJ get in 2002? Let's look at the relevant rules. Rule 6.8 sets up the basic sail purchase rule:

"For purposes of class racing, sail purchases shall not exceed (a) two sails in any calendar year, plus (b) one additional sail during any period of two consecutive calendar years."

Thus, sail purchases are now by calendar year and we can purchase 2 sails or 3 sails in alternating years. Question is: in 2002, can the owner of OldJ get 2 or 3 sails? That question is answered by the transition rule 6.8.1:

"For all boats commissioned before 2002, the first sail shall not be purchased under rule 6.8(b) until the second year after the year during which the last mainsail was purchased."

OldJ's last main was purchased in 2000. So 2002 – the second year after 2000 – is the boat's "3 sail" year. But wait a minute. OldJ got a new chute just a couple of months before 2002 began! Well, there's another transition rule that's relevant here:

"Any mainsail purchased during the last calendar quarter of 2000 or 2001, and any jib or spinnaker purchased during the last calendar quarter of 2001, shall be considered purchased during the next following calendar year."

So while 2002 is a "3 sail" year for OldJ, the rule effectively says that OldJ already got a new chute in 2002 since the last chute was purchased during the last quarter of 2001. Hence, the owner can only buy two more sails in 2002.

So to sum up: OldJ can get two new sails in 2002. This could be a jib and a main, but also could be a main and a chute, or two jibs or two chutes, for that matter. Owner's choice. One final note on this rule: Notice that rule 6.8 starts out with the words "For purposes of class racing." These words mean that rule 6.8 does not speak to sails used only in handicap racing, such as PHRF. Thus, those sails do not count against the basic "2/3/2" limit.

Question 2: What if OldJ's owner buys only one sail in a "2 sail" year? Can the owner "catch up" in the next year (the "3 sail" year)

As long as you never buy more than two class sails a year, you're fine under the new rules.

by buying 4 sails? What about buying only two sails in a "3 sail" year? The new rule is quite clear on this point: in any given year, only two sails may be purchased under clause (a). Hence, any sail purchase allotment that is not used in a "2 sail" year expires and cannot be carried forward to subsequent years. On the other hand, if an owner doesn't use the allotment to purchase the third sail in a "3 sail" year, he or she effectively turns the "3 sail" year into a "2 sail" year because a third sail may be purchased under clause (b) if during the preceding year only two sails were purchased. Thus, the owner can purchase a third sail in the following year. So what's normally "2/3/2/3 etc" can turn into "2/2/3/2/2/3 etc" if not all sail allotments are used.

Question 3: What if the owner orders a sail in 2001 and takes delivery in 2002? Is that a 2001 or a 2002 sail? The answer to this question is not in the rules, but is addressed in Rule Interpretation 02-05: The date of delivery to the owner is considered the date of purchase of any sail. This date is shown on the sail tag certificate (see rule 6.9).

Question 4: How many sails can the owner of NewJ get for the boat? That's straightforward under the quoted language of rule 6.8 above: 3 new sails. But there's more:

"In addition, during the calendar year in which a new boat is first used ("year one"), one used mainsail, one used jib and one used spinnaker ("used" defined as at least 6 months of sailing use) may be purchased."

This rule permits the owner to acquire a used backup chute, for example.

Question 5: If the owner of NewJ gets a used jib or chute under the above provision, can those sails be used in a regatta if the new jib or chute is damaged? Rule 6.2 addresses that issue:

"Sails carried aboard, or used during an event where J/105s are competing as a class amongst themselves shall be limited to one class mainsail, one class jib and two class asymmetrical spinnakers; provided that the second spinnaker shall only be used if the first or primary spinnaker is damaged or, if due to extreme wind conditions, the boat owner reasonably believes that such primary spinnaker will be substantially damaged or destroyed. If a second spinnaker is deployed, the primary spinnaker shall not thereafter be used in the same race."

In this provision, an "event" means a regatta, not a single race or race day. Hence, the used chute is truly a backup sail: it can be carried aboard and used if the primary sail is damaged or in "extreme wind conditions." RI 00-01 states that "[a]s a guideline, wind conditions would be considered "extreme" at approximately 25 knots or greater." On the other hand, the used jib cannot be carried on board or used during a regatta if the primary jib is used or on board in the same event. Thus, the owner has to decide before the event which jib or main he or she wants to use – the new one or the used one. The purpose of this rule is to make it impossible to switch sails to suit the particular conditions; it limits the expenditures that owners need to make to be and remain competitive.

Question 6: What if the owner of NewJ took delivery of three new sails in 2001 – months before the boat is commissioned? Can he or she buy two additional, new sails in 2002 (i.e. up to 5 sails total in 2001 and 2002)? This question is addressed in the third sentence of Rule 6.8 and the answer is NO:

"Any sail purchased before year one shall be considered purchased during year one."

Year one is the year in which the boat is "first used" – 2002 (see rule 6.8). Thus, the sails purchased in 2001 are counted as having been purchased in 2002.

Question 7: OldJ's 10/01 chute blows out in the first race of the 2002 season. Can OldJ's owner get a new one? This is addressed by the

continued on next page

Restrictions: Explanation by Example

following sentence in rule 6.8:

"Further, any sail that, in the written opinion of the Chief Measurer or any Fleet Measurer, is destroyed or so substantially damaged that it cannot reasonably be repaired, may be replaced, *provided* such opinion and the certificate required by rule 6.9 are received by the Class Secretary."

Let's assume the owner replaces the chute in 5/02. Does this count against the two sail allotment for 2002? No, this is in addition to the two sails that may be purchased under the first part of rule 6.8. But notice how the replacement sail counts against the basic "2/3/2" rule: In 2003, the owner may purchase two new sails under the first sentence of rule 6.8 (quoted under question 1 above). However, clause (b) does not permit the purchase of a third sail until 2004 since three sails were purchased in 2002. The effect of replacing a sail in a year in which two sails were purchased (2002 in this example) is that the "three sails" year is moved to the next year (here 2003). See the comments to Proposal 11C of the 2002 Rules Proposals.

Question 8: OldJ's owner races in fleet 6, which follows the national rules (77m² chute). He or she wants to race in the 2002 North Americans to be held in Chicago. As previously announced, that regatta will be sailed using the new 89m² chute, rather than the 77m². If the owner purchased his two new sails permitted under rule 6.8 at the beginning of 2002, how can he or she purchase an 89m² to practice before and sail during the regatta? Under rule 6.6.2, the class legal size of our chutes changes from 77m² to 89m² on 1/1/03. Thus, if purchased during 2002, the 89m² cannot be used in class racing unless OldJ's fleet (like the Chicago fleet) has a local rule changing rule 6.6.2. This means that if the owner purchases an 89m² in 2002, it's like buying a PHRF 110m² chute: the sail can't be used in class racing and, therefore, is not covered by the sail purchase limitations of rule 6.8.

Question 9: Let's say the owner of OldJ purchases one new 89m² in 7/02 and the owner of NewJ, which sails in Fleet 1 (also a 77m² fleet) doesn't. What happens in 2003, which is a 3 sail year for OldJ and a 2 sail year for NewJ? Rule 6.6.4 reads as follows:

"If a boat does not have at least two full sized, legal 89m² spinnaker on January 1, 2003, one or two 89m² spinnakers, as applicable, may be purchased before December 31, 2004 to make up the deficiency. If an additional spinnaker may be purchased under rule 6.8 on January 1, 2003, the number of sails that may be purchased under this rule 6.6.4 will be reduced by one."

The second sentence of 6.6.4 applies for both OldJ and NewJ: in fact, it applies to all J105s ever made. Here's why the sentence is there: that sentence was to address the possibility that the rule change going to the new calendar year system might not pass (as happened in 2001) and, therefore, an owner may not be able to purchase a new chute until 12 months from his last purchase had expired (which was the old rule). In that case, it was possible that the owner may not be able to get a new chute until later during 2002. Bottom line: Since the calendar year system passed, every boat is entitled to get at least two new sails in 2003 under rule 6.8; so 6.6.4 permits only one additional 89m² chute to be purchased and only if the boat doesn't have any full sized, class legal 89m² chute at the beginning of 2003.



Sails in use at Key West Race Week 2002.

Having cleared that up, here's how these rules apply for OldJ. OldJ already owns one full sized 89m² on 1/1/03 and the "deficiency" referred to in the first sentence of rule 6.6.4 is one sail. However, that's wiped out by the second sentence of rule 6.6.4 and OldJ doesn't get to buy any additional sails in 2003 *under this rule* (i.e. rule 6.6.4). It's limited to the three new sails under rule 6.8, which, at the owner's election, can include one or more chutes.

For NewJ, the "deficiency" referred to in the first sentence of 6.6.4 is two sails, which is reduced to one sail under the second sentence. Thus, 6.6.4 gives the owner of NewJ the right to buy one new 89m² chute before 12/31/04. Note that this is a stand-alone right: The owner of NewJ gets to buy two new sails under

6.8 in addition to the one new 89m² under rule 6.6.4. Thus, assuming the owner doesn't buy a new main in 2003 and only one new jib, he or she gets to buy two 89m² chutes in 2003. Compare that to the situation where NewJ, when purchased new, had gone into one of the fleets that have the local 89m² rule: In that case, the owner would have purchased a new 89m² in 2002 and would be entitled to buy a new 89m² in 2003, thus ending up with two 89m² as well (although one of them was used for one season). The effect of rule 6.6.4 then, is to level the playing field between 89m² fleets and 77m² fleets as much as possible beginning in 2003. It was thought not practical to require the 77m² fleets to buy one new and one used sail since there's no significant market for used 89m² chutes.

Question 10: The owner of NewJ wants to go to Key West Race Week in January 2003. He gets together with the owner of OldJ and charters a local Florida boat. What sails can the team use at KWRW? This is addressed by new rule 6.10:

"During a charter, the Charterer shall use either the sails of the chartered boat or, if the Charterer is an Owner, the sails of his or her own boat. Borrowed sails shall not be used during any regatta, except that a second spinnaker (Rule 6.2) may be borrowed and except as permitted by the first sentence of this rule for charters."

We also need to look at the definition of "Charter" in new rule 3.10: "A Charterer is the person who charters a J/105 for one or more regattas, provided (a) the charterer is an Active or Associate Member, and (b) the charterer is otherwise an Owner of a J/105 or the ExCom has determined that the charterer is a Group 1 competitor and is likely to become an Owner of a J/105 in the near future." Under the first sentence of rule 6.10, the team has three choices: First, if the owner of NewJ acts as the "Charterer" for the team, the team can use NewJ's sails. Second, if the owner of OldJ acts as Charterer, the team can use that owner's sails. Third, the team can use the sails of the chartered boat. Thus, for example, if the team expects a heavy weather series, it may want to use the heavy weather sails of the San Francisco boat. Note that the team may not mix sails from the three boats with one exception: The second sentence of rule 6.10 gives the team the option to borrow a backup chute from any boat whose sails are not otherwise used.

Hope that clears it all up
for you guys.

See you on the water!

Results

2001 Fleet Season Champs

Acura SORC

#1 10 regattas • 32 races • 45 boats

1. Wilson/Perkins, GOOD TIMIN', #35
2. Ian Charles, SAILS CALL, #112
3. Pugh/Littfin, WIND DANCE, #375

#2 7 regattas • 20 races • 12 boats

1. George Lowden, DARK HORSE 2, #151
2. Bob Swirbalus, PHENIX, #55
3. Ernie Hardy, JAGUAR, #102

#3 29 races • 41 boats

1. Jim Konigsberg, INIGO, #351
2. Salvesen/Lewis, MIRAGE, #328
3. Alec Cutler, HOOKED ON TONICS, #418

#4 6 regattas • 26 races • 14 boats

1. Robert Baker, PLANET B, #238
2. Jim Rathbun, HEY JUDE, #110
3. Ian Farquharson, SONIC BOOM, #136

#5 4 regattas • 18 races • 20 boats

1. Jon Weglarz, CARESS, #464
2. George Petkovic, USA370, #370
3. Tom/Marilyn Edman, PRONTO II, #101

#6 7 regattas • 34 races

1. Damian Emery, ECLIPSE, #50
2. Joerg Esdorn, KINCSEM, #324
3. Florence/Shultz-Heik/Villehuchet, HILLARIA, #92

#8 6 regattas • 27 races • 21 boats

1. Byrne/Merrell, NO COMPROMISE, #100
2. Tom Carruthers, INCORRIGIBLE, #435
3. Bill Johnson, DESPICABLE, #374

#14 5 regattas • 23 races • 27 boats

1. Jim Sorensen, WET LEOPARD, #307
2. Nelson Weideman, KIMA, #300
3. Don Priestly, WET PAINT, #334

#18 13 races • 16 boats

1. William Cox, CREATIVE LTC, #422
2. Chuck Stormes, DETOUR, #447
3. Listwan/Palm, TENACIOUS, #423

Miami Beach is a tremendous location for keelboat racing. The race course was 20 min. from the marina and deep water everywhere. Our class was luckier than most to avoid the rain: we are all sunburned and our hands are sore!

The race committee work was flawless. Where else are you going to sail 3 races per day and even 2 on Sunday? And Saturday's cancellation due to lack of breeze gave us the opportunity to visit the beach and take in all the sights. Our goal was to sail clean and constantly hunt for boatspeed; we accomplished this goal. Even in breeze our rig was soft. GIGI and ANGRY BEAVER turned out to be much tougher than we had planned. In the end it took very aggressive match racing tactics to keep both in check, which was not necessary in Key West. CARESS and TASTES LIKE CHICKEN also showed strong boat speed. Before their unfortunate DSQ in the last race, ANGRY BEAVER had won the regatta by literally 5 feet! The impeccable committee work, exciting venue, and really tight racing in the J/105 class truly make SORC an integral regatta in the southern circuit.

—Jim Doane

1. FLAME	Doane	22
2. GIGI	Wagner	24
3. TASTES LIKE CHICKEN	Tedeschi	26.5
4. CYAN	Baldwin	30
5. ANGRY BEAVER	Harvey	31
6. CARESS	Weglarz	35
7. WET PAINT	Priestly	39
8. GONZO	Canch	42
9. MESSY JESSY	Candea	48
10. PAPER MOON	Bovio	48.50



Jim Doane (center) and FLAME won SORC and placed at KWRW. At left: Tim Hotchkiss. At right: Chris Neal.

Key West Race Week

1. TERN 7	R. Johnstone	20
2. FLAME	J. Doane, Jr.	23
3. GIGI	D. Wagner	24
4. T. L. CHICKEN	Tedeschi/Johnstone	32
5. ANGRY BEAVER	L. Harvey	36
6. ZUNI BEAR	R. Bergmann	43
7. MASQUERADE	T. Coates	46
8. WHITE KNIGHT	A. Wallenberg	65
9. MESSY JESSY	Team Messy Jessy	67
10. WET LEOPARD	J. Sorensen	69

2002 Calendar

For the latest scheduling information, visit the J/105 website.

April			
25-28	Charleston Race Week	Charleston, SC	Fleet #11
May			
3-5	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
31-June 2	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
June			
8-9	Pacific Coast Champs	San Francisco, CA	SFYC/Fleet #1
14-16	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
20-22	North Sails Race Week	Long Beach, CA	Fleet #8
17-21	Block Island Race Week	Block Island, RI	BIRWYC/Fleet #14
July			
20-21	Volvo Leukemia Cup	Boothbay Hbr, ME	BHYC/Fleet #23
September			
Aug 31-1	NOOD Regatta	SF Bay, CA	Sailing World/Fleet #1
6-8	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
12-15	Perpetual Challenge	SF Bay, CA	St Francis YC/Fleet #1
20-22	North Americans	Chicago YC	Fleet #5
20-22	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17
January 2003			
20-24	Mid-Winter Champs	Key West, FL	Premiere Racing

Fleets

#1 SAN FRANCISCO	David Tambellini
(650) 321-5888(O)	abellarosa@aol.com
#2 NEW ENGLAND	Ernest Hardy
(617) 846-5000 x124 eeh.ewhr@winthropma.com	
#3 CHESAPEAKE	Walt Nuschke
(717) 762-2191(O)	lsi@innernet.net
#4 LAKE ONTARIO	Robert Baker
(905) 305-8438	bakrob@hotmail.com
#5 LAKE MICHIGAN	Robert Smith
(630) 543-0875	rls339@yahoo.com
#6 L. ISLAND SOUND	Joerg Esdorn
914-921-3595(H)	JEsdorn@gibsondunn.com
#8 SO. CALIFORNIA	Tom Carruthers
(619) 224-4774	tcarruthers@netzero.com
#10 NEW JERSEY	Andy Skibo
(609) 391-0579	adsaas@aol.com
#11 LOW COUNTRY	Robert Johnstone
(838) 579-0902 (H)	bobj@jboats.com
#12 OKLAHOMA	Harry Potter
(918) 749-1213	fraudnot@cs.com
#14 NARRAGANSETT BAY	Ed Dailey
(617) 443-9292 (O)	supple_dailey@mac.com
#15 SO. CHESAPEAKE	Stuart Burnett
(804) 281-2940(O)	srburnet@rmc.com
#16 FT WORTH/DALLAS	Rob Holmes
(214) 695-4243	robertwholmes@aol.com
#17 GALVESTON BAY	Vic Forsyth
(713) 609-5345	vforsyth@hess.com
#18 DETROIT	Doug Livermore
(248) 576-2656 DRL15@DAIMLERCHRYSLER.com	
#19 FLORIDA	Jim Doane
(914) 261-4744	JimD@welshse.com
#20 NORTHWEST	Gerald Hirschler
(425) 827-9384	ghirschler@hirschler.com
#21 BERMUDA	Edward Thompson
(441) 298-7826	jtatsea@northrock.bm
#22 LAKE ERIE	Skip Malm
(440) 357-5076	wish105@mindspring.com
#23 GULF OF MAINE	Bill Hunt
(207) 878-4674	jwhunt3@maine.rr.com

Got Insurance?

continued from page 8

from the Companyand policy endorsed to cover the trip."

6. Boat/US, "Our review ..shows that it is actually safer to sail a boat 1200 miles than it is to trailer a similar distance."

The good news among all this negative stuff is that there are agents who race sail boats and broker marine insurance who can locate insurers that provide protection for your boat EVEN when you are racing and EVEN when you are trailing it to Key West. My email penpal Andy Skibo of PLUM CRAZY fame suggested that I contact his insurance agent Jay Kopp, a J/24 racer who brokers boat insurance through National Group Insurance

Brokers and Agents, Cape May, N.J.; 800-642-3710. Jay fixed me up with a Beacon One company with real coverage and reasonable premiums.

The impact of 9/11 has caused most insurance companies to make their underwriting rules more stringent and increase their premiums. To avoid last minute scrambling I urge you to confirm that your present policy covers you, EVEN when you're racing and towing. If there is any question about existing coverage, write your insurance company and have them confirm by letter that you are covered, EVEN when you are racing and towing. ¹/₂

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OFFICERS

Does Your Insurance Cover Towing?

Barry M. Brown owns J/105 BLUE MAX and races with Fleet 17 on Galveston Bay. He is a retired financial planner and former Army helicopter gunship pilot and is active as a community volunteer and ceramic artist. Nabbrown1@aol.com

Thinking about towing your J/105 for the first time to Block Island Race Week, Key West or the North American J/105 Championship in Chicago? Just contact the trusty insurance agent and have them add a premium rider and your concerns are solved, right? WRONG!

What a shock when I contacted my insurer, Boat/US, to confirm that my coverage was good while racing at Key West. And, by the way, "What would it cost to add a rider for towing my boat to Key West?" "Whaddaya mean you don't cover owner-towed boats over 30 feet? Owners tow J/105s all over the country!" I was convinced I had a non-sailing underwriter, but subsequent discussions with supervisors and finally the head marine underwriter for Boat/US confirmed that they would not insure me for self-towing my J/105 to Key West.

They would insure me if a professional boat transporter did the towing. FastTrack quoted me \$7500 round trip (\$2/mile plus an additional \$500 if I didn't own a trailer), which for a retired owner seemed like a lot for one trip. For about the same amount I could buy a trailer and tow every year to

every regatta. (Never mind that I didn't own a tow vehicle!) But I needed an insurance company that had a more enlightened view of owner towing.

At that time, there were no discussions on the 105 website devoted to boat insurance. Nelson gave me the name of his insurance company and the names of several folks he knew who regularly self-towed. I also asked all of the folks then scheduled to be self-towing 105s to Key West for the name of their insurance company so I could get a quote.

Several kind J/105 owners gave me contacts, and I faxed each of these agents a copy of my existing coverage, told them of my plans to self-tow to Key West 2002 and similar events in the future and requested a quote. Apparently I raised a lot of red flags, since most of the people were not sailors and I was proposing to cancel my current policy half way through the policy year.

Several companies chose not to offer a quote because they were not interested in new racing business due to losses, or they were not taking new business from hurricane prone areas like the Texas Gulf Coast. Of those who offered quotes, the premiums were within a few hundred dollars a year but the coverage proposed was starkly different; in some cases what I choose to term "garbage" coverage.

A sample of responses from insurance companies who currently cover other J/105 owners who self-tow:

1. "At present the market with Chubb..... on the coast is closed. I do not at present have another market open to quote."

2. From Voyager Marine, "While racing the vessel, there is no coverage for the sails. A deductible of 50 % of the cost of repairs or the hull deductible (whichever is greater) to the mast, spars and rigging. While being trailered, a 10% hull deductible applies."

3. From Palos/Chudy Co. LTD. Lakewood, Ohio. "It's that you are trailing to Key West. They don't want the coverage as they have had problems in the past."

4. USAA. "We'll insure you for \$1400 a year but spars and sails are NOT covered while sailing."

5. Boat/US added on a Trailering Exclusion Endorsement AFTER I inquired about self-towing, "There will be no coverage for the boat or attached equipment while being transported over land unless it is handled by a commercial transport carrier or permission is obtained

continued on previous page

This newsletter was edited and produced for the J/105 Class Association by Carol Cronin of Live Wire Design Works.

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