

This page contains the changes that have been made to the J/105 over its production life. They address the stock boat, not the various options that are available. Some of these changes represent improvements that owners of older boats might wish to incorporate in their refitting exercises.

Please note: ALL HULL NUMBERS ARE APPROXIMATE.

Beginning Hull Number	Specification Change
12	Switch mainsheet from 5:1 to 6:1 with a 12:1 fine tune.
17	Deleted stainless loop on bow and replaced with 8" cleat.
20	Reduce sprit line purchase from 4:1 to 2:1.
46	Add two stern cleats.
58	Newer style "Ocean" hatch from Lewmar to update Rollstop hatch.
62	Change from Bariant to Lewmar winches.
64	Change mainsheet to 6:1 rough tune, 24:1 fine-tune.
71	Jibtracks moved inboard approximately 1".
72	Change stoppers from Spinlock to Lewmar Superclutch.
73	<p>New water trap for bowsprit. Instead of draining from hole in sprit sleeve into forward compartment to port drain just above waterline, capture water with integral funnel at the sprit sleeve and drain through hose to starboard well above waterline.</p> <p>Eliminate floor in forward compartment.</p> <p>Modify forward bulkhead from solid to a ring frame with mesh zipper enclosure.</p>
96	Pole extender line routed internally through headliner.
101	New welded stemhead fitting.
105	Double rail pulpits instead of single rail with triple bolts instead of single bolts

	on each side. Delete twing hardware, change to Marlow "bright" line package.
111	Switch to optional "European interior" as new standard.
132	Advanced Composites becomes new vendor for bow sprits.
155	Switch from vacuum bagged to SCRIMP for hull construction.
198	Pair of bow cleats port and starboard instead of one on centerline.
200	Back to Spinlock stoppers.
224	<p>Deck</p> <ul style="list-style-type: none"> Redesigned bow pulpit with more upright angles. Incorporated companionway instrument pod/dodger boss on seahood. Deleted recessed instrument moldings on aft face of cabin house. Added spring type cockpit seat locker latches in lieu of hasp type. Added standard tack-line stopper in lieu of cam cleat. Added second bow cleat standard. Replaced vinyl covered 7x7 SS lifelines with 1x19 uncovered SS lifelines. Replaced discontinued aluminum Harken rudder bearings with new Harken plastic rudder bearings. Added cam cleats just aft of primary winches for lazy spin sheets (for use when sheet is not under load). <p>Interior</p> <ul style="list-style-type: none"> Added teak divider/organizer fiddle in nav table for pencils and dividers. Replaced teak and holly cabin sole with synthetic cabin sole material (looks like teak and holly but lasts longer and wears better). Same as used by The Moorings. Minor modifications, adjustments, and improvements to main cabin interior cabinets. Standardized aft bulkhead location to allow quarterberths to be added later by dealers. <p>Options</p> <ul style="list-style-type: none"> Ventilation Group Package: Includes (2) opening ports with screens in lieu of forward fixed ports, screens for companionway drop board and

	<p>skylight hatches, (2) opening ports with screens on aft face of cabin house.</p> <ul style="list-style-type: none"> • Modified Shore Power w/Charger Option to include 3-step 30 amp charger.
230	Now clearcoating the bow sprits instead of painting them white.
336	<p>Incorporated molded in foredeck toe-rails in lieu of the white plastic.</p> <p>Moved the small head hatch aft to prevent the foredeck hatch from hitting it when fully open.</p> <p>Modified the area around the companionway to reduce the amount of teak to maintain.</p>

If you know of any other changes, please email them to Nelson Weideman at nhw@ids.net