

J/105 News

Official Publication of the J/105 Class Association

October 2001

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*You can get more
OUT OF THE J/105 WEBSITE!*

Did you know...

1. You can do a keyword search on the FORUM. Try "cushions" to find out how to clean your cushions.

2. There's a sailmaker section at <http://j105.org/sails/>.

3. Members have their own private section. If you have paid your dues, register for the site by entering your e-mail address. You'll get a password sent to you.

4. You can change your contact information, e.g. name/address/telephone and boat info. Just go to the login page, enter your id and password and press the "update contact info" button.

5. Seven fleets have their own websites! Just click on the fleet number on the top menu bar.

Texan HOSS captures NA's

Thanks to Nelson Weiderman, Joerg Esdorn, and John Peterson for contributing to this report.

Glenn Darden's HOSS won the 2001 North American Championship, hosted by Larchmont Yacht Club September 21-23.

With partners Reese Hillard and Philip Williamson aboard (Reese trims jib and spinnaker and Philip trims the main and works mid-deck), Darden credited the time they had put in throughout 2001 and said "it has been a total team effort from the very beginning." Tactician Yandell Rogers kept HOSS in the breeze during the light airs on "Long Island Pond". Tony Waldon worked the fore-deck and Darden's thirteen year old



Owners Reese Hillard, Philip Williamson, Glenn Darden (bottom row, l to r) share the trophies. Top row, l to r: Tony Waldon, Chris Darden, and Yandell Rogers.

son Christopher completed the group.

Thirty boats attended the six race regatta, which was dominated by light air afloat and the excellent hospitality of Larchmont Yacht Club ashore. Friday's race finally got underway after an almost three hour postponement in a light easterly.

Jim Sorensen in WET LEOPARD got off the quickest along with HOSS, FLAME, and HEY JUDE. The left paid on the first beat with HEY JUDE taking the early lead at the first mark, followed by HILARIA and DRAGONFLY. By the second weather mark, HEY JUDE had a seemingly insurmountable lead, but HILARIA gained it all back

continued on next page

Winter Getaway: Key West

It's time to get your act together: this winter's Key West Race Week will be held January 21-25, 2002.

Last year's event was sailed in near perfect conditions and won by Robert Johnstone's TERN V by one point over Andy Skibo's PLUM CRAZY. Jim Doane's FLAME and Damian Emery's ECLIPSE were also in contention going into the final race. This year, Bob will defend in TERN 7 (hull #500) and

most of the other top competitors will be returning as well.

In the last three years the number of competitors attending KWRW has increased from 8 in 1999 to 18 in 2000 to 25 in 2001. Well over half of the competitors from 2001 are returning in 2002 and many newbies have already made their arrangements. We can only surmise what the economy, the increased entry fees, and the new national environment will do to the number of entries in 2002, but 30 boats seems like a reasonable expectation.

Even if you are not planning the trip this year, you should consider it for 2003 and start your planning now. The weather is guaranteed. The shorelife on Duval Street and the street performers at sunset on the wharf are like nothing you have ever witnessed before. And the sailing is on a par with (or surpasses) all our other national venues. Some are even starting to consider Key West as our "true" North American Championship.

The handicap for shoal draft J/105s will be 6 seconds per mile over the length of the

draft boats before the registration deadline, there will be separate scoring and awards for them. If there are 12 or more shoal draft boats before the registration deadline, they will get their own start per Premier Racing.

For more information about Key West Race Week, check the website at www.j105.org. Also, look inside for ideas about getting your boat to Key West. (And if you want to beat Bob, he gave away some of his secrets in the April 2001 Newsletter.)

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Premiere Racing has recently dropped sponsorship of Block Island Race Week. Sailing Central, the yachting monthly, is exploring the possibility of taking over the event. Regardless, the Class will make it happen somehow. Dates are June 17-21, 2002; watch the class website for more information

Attacks impact NA's

On Friday, September 14, the Fleet #6 Executive Committee held a teleconference to decide whether to carry on with the North Americans. The issue was primarily one of logistics for the many crews both locally and coming from long distances. It was decided that it would be better to carry on, and the US ensign was flown on many boats to show respect for the victims.

Several boats were directly affected by the tragedy...

ELMO

Owner Bobbi Coffey was in her apartment on the morning of September 11, less than a block and a half from the Trade Center. After the explosions, she began to leave but was sent back up because officials believed that a third plane was on its way. When the towers collapsed, windows on the opposite side of her building were blown out and the roof was blown off the World Financial Center, right next door. With the electricity off and a high volume of smoke and debris, her fifth floor world went black for some time. She was evacuated safely, passing through her lobby which had been converted to a triage center, and finally moving by boat to Jersey.

Bobbi borrowed sails for the event, since she could not get back to her apartment.

PATRICIA ANN

J Corcoran wrote:

"We are moving our boat to Larchmont from Perth Amboy NJ tomorrow [Wednesday] morning. NY harbor is closed to all recreational traffic. The Coast Guard says that it will be open from 8 - 16:00 but that could change. This closure seems to be a combination of security concerns and spectators who are flaunting the harbor's off limits zones. A 10 mph speed limit is in effect."

PFM²

Did not sail: one key crewmember was called up for reserves, and another was working around the clock to fix the clearing system of the stock exchange.

CURRACH

Did not sail: two crew are volunteer fireman and were committed to work downtown.

2001 North Americans

continued from previous page

and won with the boats overlapped at the finish. MAGIC came all the way back from 11th at the first mark to finish third.

A long wait followed until a southerly breeze set in for the second race, which got underway after 4 pm. Local boats REVELATION, KINCSEM and HILARIA were the top three, with the breeze never getting into the teens and 30 degree shifts to contend with.

Saturday morning saw a foggy 6-8 knots from the South. To the surprise of most, the front that had been predicted for late Saturday rolled through on the first upwind leg of race three and a 40 degree shift to the west followed. A few boats somehow got it right and finished a long way ahead. CUP, KINCSEM and FLAME were the top three.

Race four, sailed in around 6 knots, saw the wind go back to the south and new boats in the top three: HOSS, ARBITRAGE and HEY JUDE all found the left side of the course paid both upwind and downwind. Race five had the most breeze of the entire regatta: up to twelve knots from the south, with major shifts on all legs. HILARIA, HOSS and CUP finished one, two, three, moving HOSS to the top of the leader board.

Sunday was the greatest challenge of the regatta. The forecast was for light and variable in the morning and a light southerly in the evening. The locals were expecting a standard Long Island Sound "north-southerly." Instead, the RC got the fleet off in a 4-5 knot easterly. HOSS, CUP

and FLAME went right and most of the boats in pursuit went left. Right turned out to be the better choice, with more pressure under the Long Island Sound shore. Finding the breeze was a challenge and staying on the good



HOSS approaches the first windward mark.

side of shifts no less of one: the breeze moved from 85 to 135 degrees and back to 90 at the end of the race.

CUP, FLAME and HEY JUDE were the top three in this difficult race, while HOSS posted a sixth to take the event.

Great race committee work, under the authority of Butch Ulmer, led to only one general recall and very few protests- unlike some other recent J/105 regattas. Most finishers down to

number nineteen overall had top five finishes in individual races! Obviously, the top in this class is very deep and everyone has a chance.

Ashore, there were overall positive comments

on the food, with the ribs and cookies on Friday night getting favorable reviews. There was also a great deal of positive feedback about Saturday's meal, even though not everyone saw the Key Lime pie.



Shortly after the first start on Friday. L to R: FLAME, WET LEOPARD, HEY JUDE, and HOSS.

CRUISERS CORNER: All the Comforts of...

Stuart Burnett is starting his second year as At-Large Representative and represents all the smaller fleets on the Class Executive Committee. If you have any questions, you can contact him at: (804) 281-2940(W), (804) 932-3925 (H), or srburnet@rnc.com.

We all know the J/105 is a great boat to race and lots of newsletter articles and forum threads have been dedicated to racing topics. But for many of us, more time is spent sailing to and from the race course or just relaxing at the dock after the race is over than actually racing. On those deliveries to the next regatta a little comfort can make for an enjoyable sail, and a few of us get the urge to just sail our 105s to that little cove across the bay for the night. For all those times, here are a few "comfort modifications" you can make to improve your non-racing enjoyment of the boat.

Tunes

Nothing sets the mood for a pleasure sail or relaxing evening in the cockpit like some good tunes. On LEGACY, we installed a Clarion M5275 AM/FM Stereo CD player at the nav station and an M101RC remote control unit in the face of the port cockpit



AM/FM/CD stereo & 120V AC duplex outlet at nav station

locker aft of the traveler. The M5275 is designed for a marine environment and can control a detached CD-changer, but the optional, fully waterproof remote control sold me on the unit. The radio side is connected via a Shakespeare 5240 VHF/AM-FM splitter to a Metz Manta-6 antenna at the masthead. This gives us outstanding radio reception.

The M5275 has 4 x 30 watt amplifiers. The front channel drives high-efficiency Poly Planar waterproof box speakers mounted on the aft bulkhead of the main cabin, while the back channel drives waterproof Jensen speakers customized with Helms quick-release rail mounts and Perko waterproof deck-plugs. We attach these to the outermost uprights of the stern pulpit. I've seen many boats with speakers flush-mounted in the sides of the cockpit, but I just couldn't bring myself to live with two six-inch holes in the cockpit with nothing but a cone of polypropylene keeping the wet stuff out. And when these eventually die, I'll just put the rail mounts on some new speakers.

With the remote control within reach of the wheel, the helmsman can turn the

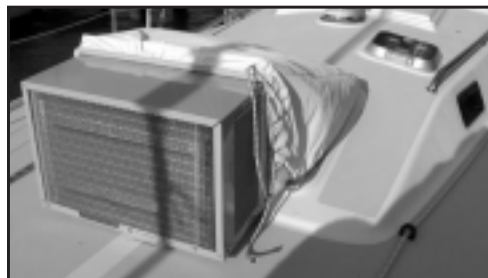
unit on and select CD/AM/FM, adjust the volume, select a CD track or FM station, and instantly mute the audio. "Ah honey, let me get you some more wine while I put another George Winston CD in."

Ventilation

We've made several additions to LEGACY to improve ventilation during our muggy Chesapeake Bay summers. LEGACY is a Euro-interior boat with a starboard quarterberth, which is my daughter's "cabin." To improve ventilation and light there, we installed Lewmar Size 0 opening ports in the end and side of the port cockpit seat. This greatly reduces the claustrophobic feeling of what is otherwise a nice sized berth. Then we added four Hella Turbo fans to the interior, one each in the quarter and v-berths and one over each settee on the rear cabin bulkhead. The Hella's are quiet and very energy efficient so you can leave them on all night, and they really make a difference down below.

In June each year we spend a week on the boat at the dock for our club's Junior Sailing program. Unfortunately the slips are protected from the prevailing southwesterlies, so ventilation becomes a real problem. To keep the boat comfortable while we're in "condo" mode, we position a small, 2000 BTU window air conditioner in the foredeck hatch. I stitched up a white canvas shroud that fits over the hatch and the front of the AC with shock cord. The air conditioner cost about \$200 at the local warehouse store and the shroud cost about \$10 and took two nights of work with my daughter. During the day we leave a 10" oscillating fan on the floor of the head blowing into the main cabin to move the air out of the v-berth. At night the v-berth and settees are plenty comfortable though it's hard to get cool air all the way into the quarter berth. An awning stretched over the boom from the mast to the cockpit helps cut down on the heat in the main cabin and makes the AC more effective, especially during mid-day.

Finally, we installed two Nicro 2000 3" Day and Night Solar Vents on the boat which we leave in whenever we're not under-



Air conditioning & shroud

way. One is installed in the center of the foredeck into the forepeak area in front of the v-berth. The other is installed in the aft-port corner of the helmsman seat opposite the starboard lazarette. These two vents can move 1400 cubic feet of air an hour, which is approximately the interior volume of the J/105. With these ventilators running, we've had no problems with mold and mildew. I do remove the front ventilator and install the plug when we have the AC running.

Cooking

The one-burner alcohol stove that comes with the Systems Group Package is woefully inadequate for any kind of cooking, but there's no room for a propane stove/oven. I started thinking about what I really want to eat on the boat and quickly determined that there was almost nothing I couldn't cook in 6 minutes in a microwave. This would allow us to cook coffee, hot chocolate, soups, stews, and those staples of my daughter's diet, Pop-Secret and Easy-Mac. (If you have to ask, you don't have kids!) In fact, given 15-20 minutes of microwave cooking, we've dined on a Stouffer's lasagna that started the day frozen in the ice chest. Add a bag of ready-made salad and your favorite dressing and your culinary talent will seriously impress your next delivery crew. Cook up some cup-of-soups between races in your frostbite series and you may find your crew performance improves.

The microwave we installed is a compact 600W unit mounted in a cutout over the nav station. Because the door to the head is offset to starboard on a Euro interior, there is significantly more space behind the panel on the port side. The front of the unit is supported by a teak bracket that also supports the stereo, while the back is secured to the hull with a small custom stainless bracket. The microwave is wired directly into the boat's shore power system on its own breaker. (Any wires for instrument sensors routed near the microwave should be shielded. The first time we heated hot chocolate while sailing, my apparent wind instrument indicated we were experiencing a 75-knot microburst!) When selecting a microwave look for compact dimensions, a positive latch on the door, and a carousel that won't slide out when heeled.



Microwave, stereo, & Link 1000 (under DC switch panel)

continued on next page

To Key West and Back

Terence Glackin is the Owner/General Manager of Fast Track Yacht Management, which was formed in 1998 to service medium sized race boats on their national circuits. Terry can be contacted at (401)845-0871 or at www.fasttrackusa.com

Every January crew members and owners deal with the trials and tribulations of getting to Key West; through snow and sleet, and gloom of airport transfers. The one fact that most crew members forget is that the trials and tribulations of getting the boat to Key West actually started for the owner months before. After four years of getting all manner of racing boats to and from Key West I can offer the following thoughts on the matter to help ease the process.

The most logistically challenging aspect of participating in Yachting Key West Race Week with your J/105 will be the transport of the boat to and from Key West. The first question I always ask people is whether or not they own a trailer for the boat. If they do have a trailer then every aspect of their winter trip south becomes vastly easier and much less costly.

The next question is how to pull that trailer to Florida. There are two basic options: you (or a crew member) with a personally owned vehicle, or a service provider. To tow your own boat you must not only be comfortable pulling a 35 foot, 10,000 lb load, but you also must be sure that the boat is properly prepared for over the road travel. Also make certain that the vehicle has what it takes to do the job. The minimum rating for the vehicle should be 250; however, a 350 is much better suited. If you are towing your own boat most insurance policies cover over the road travel, but you should definitely confirm that.

If you decide to employ a service provider

be certain to check that they have 'hauling insurance'. Most boat policies state that a third party employed to transport your boat is not covered for over the road transport by the boat's insurance. The advantage of having a professional move the boat is that the transport company (hopefully) has a great deal of experience moving boats over the road.

If you do not own a trailer then there is no choice but to use a service provider. There are two types of transport companies you can choose from: a trucking company that will build a cradle with stands around your boat on a flat bed trailer, or a company that utilizes a trailer specifically made for a J/105. Either way, there will be additional costs. The boat must be loaded and unloaded from the trailer, and the storage fees in Florida will be much higher because the storage will be on jack stands. All of this loading/unloading and increase in storage fees is repeated for the SORC, then Charleston Race Week events. If you are going to race on the southern circuit for more than one winter I strongly recommend making the investment in a trailer. For most classes that travel on a national circuit, a trailer is a foregone conclusion.

The next decision is when to ship the boat south. I recommend shipping to Florida as early as possible. This has a number of advantages: if the boat goes south by December 10 then you will probably not have to winterize it. Additionally, if the boat is shipped early and something happens to it, then you or your service provider has more time for repairs. Finally, just as the crew may have problems getting to Key West due to snow delays, so too can the boat get snowed in.

Once in Key West there are only two local yards capable of handling a J/105: Robbie's Marine and Peninsular Marine. Both are located on Stock Island (one Key up from Key West) and offer their fair share of local color. Also, Fast Track and Premiere Racing have teamed up to provide a mobile marina which is located close to where most of the boats dock for the week.

There are essentially three options for dockage in Key West: Conch Harbor Marine, the Historic Seaport Marina (run by the City of Key West) and the Galleon Hotel and Marina. The largest of the three is the Historic Seaport Marina and usually provides the best chance for securing a slips. The other two are normally booked a year in advance, though there are drop-outs later in the fall so it doesn't hurt to get on the waiting list. Other marina options in Key West and Stock Island (including docking at the inner wall of the Truman Annex Navy Basin) – are listed on the Race Week Web Page: http://www.premiere-racing.com/keywest/2002%20KW/kw_2002_index.htm. Key West is an interesting place where things rarely stays the same. If you are planning to compete next January, call now to book your dock arrangements.

One simple concept will help your transport south go smoothly: prior planning with arrangements made well ahead of time. I personally have spoken with many J/105 owners about attending Yachting Key West Race Week 2002 and if what I hear is any indication, the J/105 fleet may be the largest one design fleet there. I'm sure it will prove to be great racing, in a great class, in a great location. Good luck and I'll see you in Key West!

Comforts, continued



Two 6V batteries connected in series to left of starting battery

Power

To run a microwave you need a source of 120V AC power. With the addition of a shore power system, that's easy at the dock. Away from the dock

this requires either a generator or an inverter that converts DC battery power to 120V AC. Since we were already looking at a battery upgrade to support a below-deck autopilot (described in an earlier article), the additional energy needed to support the microwave was not that much. We built an economical large battery bank by connecting two 6V golf cart batteries in series, creating a 210 amp-hour bank to supplement the 86 amp-hours of the standard starting battery.

To convert to 120V AC, we installed a Heart Freedom 10 inverter/charger under the port settee with a Link 1000 monitor/interface next to the DC distribution panel. The power is distributed through a small AC breaker panel to standard duplex outlets at the nav station, galley, head, and in the port cockpit locker. We now have the ability to run the microwave as well as other tools and household appliances while away from the dock. Can you say, "Frozen Margaritas?" When we return to the slip and plug in the shore power cable, the charger side of the Freedom 10 controls the switchover from inverter-generated 120V AC to shore power and then manages the smart charging of the two battery banks.

The 6V battery bank and Freedom 10 inverter added 160 pounds to the boat. The

microwave weighs about 25 pounds. For a big regatta, the extra batteries and microwave can be removed in about an hour.

The weight of the inverter is so low, I probably would not remove it unless the boat was way below its float lines.

I'd like to give credit to the craftsman at Andersen Boatworks in Deltaville, VA who took my sketchy ideas and created elegant solutions. Now, if you don't mind, I'll leave the driving to the autopilot while I change the CD and mix up another batch of Margaritas!



Freedom 10 inverter/charger under port settee

Babying Your Sails

Tim Dawson works for North Sails in Portsmouth, RI and is the J/105 class co-leader. You can reach him at tim@sales.northsails.com.

In a perfect world, we all want sails that are light, strong, last forever, and are affordable. The reality is that these factors have to be balanced to create a sail that is high performance enough to win races, durable enough to not be disposable, and doesn't break the bank.

We measure sail durability in two ways, "ultimate life" and "performance life". Ultimate life is the amount of time that a sail maintains its structural integrity. For casual cruisers, this is often the most important measure of sail durability. Performance life is how long the sail will maintain its designed shape, the key for racing sails. Sails will lose their designed shape long before they fall apart. Proper care and maintenance can extend both the performance and ultimate life of your sails.

Different fabric and construction requires somewhat different care. Racing dacron sails, such as the J/105 mainsail, have a very firm finish to reduce stretch. As this finish breaks down, the stretch resistance of the fabric is reduced. In a laminate sail, such as the 105 jib, the biggest factor in the sail life is the breakdown of the Mylar film. Nylon sailcloth used in spinnakers is coated in a similar way to Dacron, but this finish is much softer and is not damaged as easily. Once the

finish breaks down its stretch increases and the fabric actually becomes porous.

Proper attention to trimming, leech cord and halyard adjustments will not only make sure your sails last longer, but will also make you go faster. One of the quickest ways to beat up a sail is by excessive flogging. While sometimes it is unavoidable on the starting line, try to luff your sails as little as possible. When motor sailing with the main up, be sure to tack upwind to keep the sail full.

One of the quickest ways to beat up a sail is by excessive flogging.

Once sailing, pay proper attention to your leech cord tension since a fluttering leech will break down the fabric. Pull on just enough leech cord to stop the fluttering in heavy air, but do not over-tighten. Once the wind goes light again, you will probably need to ease the leech cord.

Sometimes in heavy air, if the jib is over-trimmed, the main will actually flog uncontrollably as you ease the traveler to try to keep the boat on its feet. A full jib and a flogging main is not a fast set-up. The jib should be twisted more by moving the lead aft and/or easing the sheet a little until the

main can remain flying. The boat will be much more balanced and you will go faster.

Many sail controls pull on the edges of the sail to flatten them. Once the race is over be sure to ease your controls to unload the fabric. On the J/105, pay particular attention to easing the halyard tension on the jib and the outhaul on the main. Overloading the sail fabric for an extensive period of time will cause your sails to age before their time.

J/105 sails are a little too big to roll. If they are folded neatly and put into their bags, they will last just fine. Try not to fold the sail in the exact same place each time. With the slugs on the main, the folds will be in about the same place each time, but you can flake it on the boom without hard creases, so this won't hurt the sail. When folding the sails, give them a quick look to see if there are any minor signs of chafe or stitching that require attention. Catching minor potential problems before they become big ones will increase the sail life. Pay particular attention to batten pockets. The Roller battens are somewhat fragile and can require some maintenance.

Be sure to dry your sails before storing them for extended periods. Dacron and nylon can soften up when stored wet. It is also a good idea to rinse the salt off your sails. Never rinse your sails in a swimming pool, since the chlorine will ruin them. That may look like a perfect way to rinse them but it is death for sails.

The best way to monitor the aging of your sails is to take photographs looking up from the foot. Get as close to the mid foot as you can to take the picture. You may have to hold the camera diagonally to get in the entire bottom draft stripe. Take photos when the sails are brand new and then periodically after that. You can then send the photos to your sailmaker to quantify the aging.

Generally, Dacron sails tend to get fuller as they age, and depending on the fabric style, the lower leech may start to fall off to leeward. Laminate fabrics shrink and that affects the shape of the sails. This is especially true with paneled sails that use different weight fabrics in different parts of the sails because the fabrics will shrink at different rates. As a laminate jib ages, it will get a flatter entry, the draft will move aft and the leech will get rounder.

Sails age and that is a fact of life. New sails will always be faster than old sails, but with proper care, you can make sure that you can get maximum performance life from your inventory.



Nelson Weiderman's "babied" spinnaker, obviously at the end of its "ultimate" life.

Recent Results

NA's Results

September 21-23, 2001

1. HOSS	Darden/Hillard/Williamson	27
2. KINCSEM	J. Esdorn	45
3. HEY JUDE	J. Rathbun	45
4. FLAME	J. Doane	45
5. HILARIA	Florence/Schulz-Heik/Villehuchet	48
6. MAGIC	K. Klingler	52
7. TERN 7	R. Johnstone	54
8. CUP	J. Shea	56
9. WET LEOPARD	J. Sorenson	57
10. REVELATION	B. Dougherty	58
11. ECLIPSE	D. Emery	63
12. TERN	J. Coffey	75
13. PLANET B	R. Baker	76
14. DRAGON FLY	S. Young	80
15. WET PAINT	D. Priestly	87
16. ODYSSEY	D. Spentzos	88
17. PUGILIST	J. Grover	99
18. PEEKABOO	M. Pozefsky	102
19. ARBITRAGE	B. Stone	106
20. VIKING	M. Lindberg	115
21. STRANGE BREW	D. Allen	117
22. PEREGRINA	J. Burack	133
23. PATRICIA ANN	K. Mather	135
24. SKIPERDEE	D. Greenhouse	139
25. ACE	L. Collins	141
26. ELMO	B. Coffey	147
27. PREDATOR	R. Savage	151
28. MAX2	W. Manookian	152
29. SYNERGY	Pedersen/Moy/Spence	154
30. JATO	Gillis/Morris	157

NOOD Results

The J/105 Class was represented at 8 of the 9 National Offshore One-Design Regattas during 2001 and at many of them the J/105s represented the largest one-design fleet. A total of 158 different boats participated in these regattas. With the Florida fleet reaching critical mass, expect it to be a clean sweep with participation by J/105s in the St. Petersburg regatta in 2002.

San Diego NOOD (12 boats)

1. Dale Byrne/Sharon Case	NO COMPROMISE	16
2. Tom Carruthers	INCORRIGIBLE	19
3. Phil Gausewitz	PHOLLY	31

Annapolis NOOD (30 boats)

1. Alex Cutler	HOOKED ON TONICS	30
2. Jim Konigsberg	INIGO	31
3. Andy Skibo	PLUM CRAZY	31

Detroit NOOD (17 boats)

1. Bob Cox	CREATIVE LTC	28
2. Mike Elliot	BERNOULI	29
3. The Ruffing Family	C-JEM	32

Chicago NOOD (20 boats)

1. Jon Weglarz	CARESS	20
2. Tom & Marilyn Edman	PRONTO II	24
3. David Wagner	GIGI	25

Marblehead NOOD (10 boats)

1. Bob Swirbalus	PHENIX	10
2. Vern Polidoro	VIGILANTE	11
3. Rich Hill & George Lowden	DARK HORSE 2	12

San Francisco NOOD (35 boats)

1. Jeff Littfin & Steve Pugh	WIND DANCE	12
2. Dave Wilson	GOOD TIMIN'	16
3. Tom Coates	CHARADE	23

Larchmont NOOD (23 boats)

1. Kerry Klingler	MAGIC	31
2. Glenn Darden	HOSS	35
3. Damian Emery	ECLIPSE	38

Texas NOOD (11 boats)

1. Barry Brown	BLUE MAX	8
2. Hal Haltom	CAYUSE	9
3. Doug Haas	#376	12

Block Island Race Week

June 25-29

1. PFM ²	Hourihan	28
2. FLAME	Doane	33
3. PLUM CRAZY	Skibo	36
4. REVELATION	Dougherty	37
5. DRAGONFLY	Young	44
6. KINCSEM	Esdorn	46
7. HEADHUNTER	Leaver	56
8. ECLIPSE	Emery	59
9. WET LEOPARD	Sorenson	65
10. IT WASN'T ME	Tedeschi	66



After a so-so week at Block Island, this group on SYNERGY won the Around-the-Island Race on Friday. From left: Bob Cousineau, Andrew Wilson, and owners Perry Moy, David Spence, Henrik Pedersen.

Class News: Nat'l Meeting

Class Secretary/Treasurer and Webmaster Nelson Weiderman summarizes the recent rules changes.

The annual meeting of the J/105 Class Executive Committee took place on the day before the North American Championship. Seven members attended, and another eight joined via a conference call that spanned time zones from California to Ireland. It was a spirited five hour meeting in which a great deal was accomplished.

The new officers of the Class Association are President **Rick Wollerman** (Fleet #5), Vice President **Jaren Leet** (Fleet #1), Secretary/Treasurer **Nelson Weiderman** (Fleet #14), and Chief Measurer **Joerg Esdorn** (Fleet #6). **Jeff Johnstone** and **Don Trask** were reappointed to the Technical Committee and **Stuart Burnett** was reappointed as At-Large Fleet Representative. The new ExecComm wishes to thank outgoing officers **Don Priestly** and **Don Sutton** for their dedicated service.

The meeting highlight was the approval (17-10) of the 89m² spinnaker for use in the 2003 season. Fleet #5 was granted a one-time exception to use it for the North Americans to be held in Chicago, September 19-22, 2002. The 2003 NAs have been tentatively slotted for San Francisco in August.

Full details of the meeting are available in the Members Area of the website, but a preview on the important recommendations follows. The rules issues that were discussed are being forwarded to the Technical Committee for drafting and eventual posting for member input.

Weight Limits: There was general agreement that the current weight limit is too restrictive. The ExecComm recommended two changes: 1) adoption of the Fleet #1 idea to cap the driver's weight at 220 pounds. 2) raise the weight limit from 970 pounds to 1045 pounds.

Membership and Eligibility: The group recommended tightening the restrictions on professionals. Level A changes would clarify that immediate family members who are Group 3 are not permitted as non-owner

drivers and that Group 3 owners are not permitted to have a Group 2 on their crew.

Level B changes would restrict the crews to one Group 3 and one Group 2.

Sails: Several changes were recommended in this area. With respect to sail purchases, we would align our purchase restrictions to a calendar year rather than have restrictions based on 12 or 24 month intervals. We would keep the same restrictions on number of sails that an owner can purchase, but relax the restrictions on which sails can be replaced in any given year. This change, for example, would allow an owner to replace the mainsail and jib every year and spinnakers every other year, if desired. We decided that sail purchase restrictions should be tied to the owners, not to the boats that they own.

Two changes are anticipated for jibs. First, the weight minimums would be a "bag weight" rather than a cloth weight because cloth weight is so elusive in certain sailmaking technology. Second, the restriction on batten placements would be relaxed to allow the battens to be placed lower for better longevity of the sail. Disappointment was expressed with the durability of Pentex, but no firm conclusion was drawn as to whether to return to Dacron or to allow an aramid. This issue will be studied further.

Additional Rules: We would like to specifically allow block and tackle for the cunningham system and make the snuffer cleats on the side of the cabin optional. We would relax the specification of where twing lines must be cleated.

Floatlines: The floatline program seems to be working well, and proposals will be made to incorporate this weight equalization technique into the Rules.

Of course, as in any rulemaking, the devil is in the details, so keep checking the FORUM for the actual wording of these rules. Be prepared to provide feedback.

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Copyright Holder:	Jeff Johnstone	jeffj@jboats.com
(voting member of the Executive Committee)		

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Fleets

- | | | |
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| New Fleets | | |
| #20 | NORTHWEST | Now Forming |
| #21 | BERMUDA | Now Forming |
| #22 | LAKE ERIE | Now Forming |

Copyright Holder's Report

Jeff Johnstone is the president of J/Boats, Inc. based in Newport, RI.

Since last year's annual J/105 meeting in Annapolis, nearly 100 new boats have been delivered to owners worldwide, with 80 alone being produced from TPI Composites. The class has seen tremendous fleet growth in Detroit, Texas and Southern California, with several other areas nearing critical mass needed for one-design. The first J/105 hit Australia six months ago and has been widely featured in the media and boatshows. A new fleet is developing in Sweden and additional hulls were sold into Holland, France, UK, Bermuda and Israel.

The next available hull is #516 with a January 2002 completion. Last winter, while TPI's production rate was up to 2 hulls per week, TPI invested in both a new overhead crane system and a new lighting system. This has improved the build quality and reduced the amount of required floor space. Of course, just as TPI hit their stride with production, the backlog shrunk enough last spring to force resumption of the one boat per week rate last seen 18 months ago.


In April of this year, J Boats and TPI sent a technical bulletin to all J/105 owners regarding rudder bearings, mast tuning, sprit seals,

battery specs and engine stop cables. The bulletin was also published on the j105.org site. There were a few specific technical changes detailed in the bulletin: 1) Edson rudder bearings beginning with hull #468; 2) change in location of the engine stop cable 3) change in battery spec.

J Composite, our French licensee, has finished a successful first season of building the J/105. The hulls and decks are SCRIMP molded under license by TPI. The production rate is two boats per month with the next available boat in December. The J/105 is appealing more to sailors in the northern European market where many live close to where they sail. Based on the high European demand for a boat like the J/105 but with a live-aboard cruising interior (standing headroom) and an IMS/IRC competitive hull shape, we worked closely with J Composite to recently introduce the J/109 racer/cruiser, a boat we feel will address the mid-range market between the J/105 and J/120. Of interest is that in two boatshows so far (Amsterdam and LaRochelle), the J/105 and J/109 have complimented each other very well; as potential owners must decide whether they live aboard enough to justify spending the extra \$50,000 on a full headroom cruising interior.

The J/105 continues to be sought after for key events. Last year's US Masters Championship was sailed in Fleet #1's J/105s in San Francisco. The Hospice National Championships was sailed in J/105s in Fort Lauderdale in March, and Fleet #6 provided boats for this year's Knickerbocker Cup in New York.

Several J/105 ad placements were prominently visible throughout the year in magazines such as Sailing World, Sailing and Sail Magazine and regatta publications such as Key West, Block Island and North Sails week. The J/105 will be displayed at most major boatshows in Europe and North America this fall/winter. The September cover page of SAIL Magazine featured Tom Coates' CHARADE planing across SF Bay. Overall interest in the boat and class is strong. Resale values remain high.

Going forward, we see a bright future for the J/105, and look forward to assisting the J/105 owners and class in whatever way possible to preserve and promote the good fellowship and competition currently enjoyed. 

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



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