

J
105

In The Wind

J / 1 0 5 C l a s s A s s o c i a t i o n

US Teams Travel to Chile for Regata de Chiloe



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I suspect that some of you, as you read this, may be thinking that winter will never end and that the 2016 sailing season will not arrive. Of course that is not the case, and we will all be out sailing again in a month or two, if not sooner.

Indeed a couple of fleets, including here in Bermuda, have begun racing. Some fellow J/105 sailors and I have been busy getting our boats ready for another season. I am sure most of you have a similar routine each spring of making sure your boat's bottom is in good condition, the winches are serviced, the engine starts and the sails and running rigging are ready to go.

In addition, each of us also has to ensure our crew are prepared. One of the good things about the J/105 is that we have an opportunity to sail with some great people because they enjoy sailing on a J/105. But it does take effort to put together a crew for an entire sailing season. But it is worth the effort because, not only do you need crew to be able to get out racing, but also because (at least to my mind) one of the best ways to ensure good racing performance is to have a consistent team on board. When the crew is used to working with each other, everyone knows what to do and what to expect, which in turn makes it easier to go into those difficult situations such as a crowded mark running with confidence that the boat handling will go well. So I would encourage you to be thinking about your crew for the coming year now; you may not be able to service your winches because your boat is covered in snow, but you can reach out to your crew.

And you can plan for the coming season in other ways too. Maybe this is the year you want to go to a regatta outside your local area. Sailing in other locations is interesting and a great way to enhance your skills. And more importantly, it gives you an opportunity to meet fellow J/105 sailors. It would be great to see you at the North American Championship in October at Larchmont. Alternatively, there are some other great regattas that are listed on the Class website. I know you would be welcome at any of them, but it would be good to start planning now.

Perhaps you have been meaning to take out on your J/105 someone who would be a potential owner of a J/105. Why not approach them now to see if they would be interested in going for a sail with you?

Or you can start work on getting youth sailors at your club involved in a J/105, perhaps for the Wednesday night racing.

I am sure our most active fleets have already held Class meetings to plan for the coming season. If yours has not, perhaps you can make that happen. A big part of the success of any local fleet is to encourage everyone to be ready for the new season.

So my theme in this newsletter is to encourage you to work on your plans now to ensure you have an interesting and fun sailing season this year. The foregoing are just some suggestions for you to consider. I am sure there are many other actions you can take to get ready.

Finally, please don't forget to pay your Class dues. That is also something that can be done from your desk notwithstanding the weather, and it only takes a few minutes online. We greatly appreciate your support!

James Macdonald
J/105 Class President

Regata de Chiloe



Two J/105 teams from the St. Francis YC, one led by Bruce Stone and the other by Ralph Silverman, journeyed south in January to Patagonia, Chile to compete in the prestigious Regata de Chiloe 2016, held every other year in the lovely Chiloe archipelago, framed by volcanoes to the east and Pacific Ocean to the west. Bruce reported that the regatta is run by the Chilean Navy under the auspices of Club Nautico Oceanico de Chile, and with eight days of racing, it might be one of the longest in duration. He said, “Ending up in a different small port each night, it places a premium on navigation and also juggling shoreside logistics. Aside from the Race Committee’s ocean-going patrol boats and helicopters, over 50 private support boats (for meals and lodging) followed the fleet, and had their own subtle competition, trying to get to the next port for a great anchorage prior to the arrival of the 70 racing boats. Each was at anchor with hot showers and a late lunch ready for whenever their team arrived, the earliest being 4:30 pm and the latest 8:30 pm. Per Chilean custom, shoreside events or dinner onboard generally began around 10:00 pm, therefore racing did not start until between noon and 2:00 pm. With just two days of windward-leeward buoy racing, and five days of 25-30 mile point-to-



point racing, the courses wound around islands and required skill in avoiding shoals and the salmon fishing farms along the shoreline.”

Stone’s team, on the chartered J/105 *Patagonia Virgin*, included Bill Higgins (bow) and Bruce’s wife Nicole Breault (main/tactics), together with owner Santiago Said (trim), Ignacio Alvarado Segovia (mast) and Victor Cook (pit). Ralph chartered Harald Schilling’s J/105 *Sandy* and was supported by Melissa Purdy Feagin (main/tactics) and daughter Whitney and husband Randle made an appearance onboard for the final long-distance race.

Stone further commented, “The Chilean J/105 fleet is strong and growing, with just over 30 boats racing, and more expected to buy boats in the next one to two years. Members expressed satisfaction with the size and cost of the boat, and the fact that they could race with family members on board, as did every J/105 in this regatta except for the Navy cadets.”

He continued, “This week offered an extremely difficult combination of light air and strong current, placing a premium on local knowledge, and we were in fourth place going into the last day. We then found our wheels in perfect SF Bay conditions of 14-18 knot

winds, scoring a third and then a bullet to take the top spot on the podium. The Baeza family team on *Utopia* and Jorge Gonzalez on *Plan B* tied for second with *Utopia* winning the tie-breaker, then Jose Manuel Ugarte on *Scimitar* just another point back to take fourth. Martin Baeza told us that competing in the 2015 J/105 NAs at St. Francis Rolex Big Boat Series took their game up to a much higher plane, and they intend to come to the NAs in Larchmont this October. Ralph and his team on *Sandy* turned in a solid performance, hanging really close but finishing sixth.”

Along with Baeza, several other Chilean teams, including the naval cadets, now intend to come to the U.S. for the J/105 North Americans, while both Bruce and Ralph are considering returning to Patagonia for the next Regata de Chiloe in 2018, or possibly sooner for the Chilean J/105 fleet’s National Championship in December, held in the north near Valparaiso. For complete event information, visit <http://www.regatachiloe.cl/>.

Patagonia Virgin (J/105 #346) just squeaking across the bow of the committee boat, “Piloto Pardo”, of the Chilean Navy in a mixed fleet start of the opening distance race





To read sail trimmer Philipp Berner's article, go to <https://medium.com/@philippberner/j105-boat-handling-arbitrage-us-116-dd5b69ee53d2#uyt2uypmd>.

The Regatta saw a women's sailing team racing as Team *HDI Seguros*. They were sailing Campeonato Nacional Oceanico de Vela in the archipelago in southern parts of Puerto Montt. The General Manager of the company HDI Seguros accompanied the team during the event, observing from a motor yacht "mothership." The *HDI Seguros* team was the only one competing in the event with an all-women crew that included Paula Herman, Elisa Vial, Marcia Suazo and Ana Maria Salinero. <http://impresa.elmercurio.com/MerMobileIphone/HomeSlide.aspx?q=2&dt=2016-02-07#pagina-13>



Santiago Said, J/105 #346 *Patagonia Virgin*

santiagosaide@gmail.com

Santiago Said, owner of J/105 #346 *Patagonia Virgin*, and Bruce Stone, owner of J/105 #116 *Arbitrage*, getting ready to race in the Regata de Chiloe 2016

My competitive sailing history began six years ago when I started racing here in Chile with my father and some friends. We won many regattas in our category racing an IMS boat, where we learned a lot and had fun. However, we were always uneasy about the fairness of the handicap racing system and wanted to compete in a One Design Class.

When the J/105 Class started in Chile, it was great news for many who, like us, wanted to embark on a OD Class. Before this, the only option was to race in the Soto 40, an ultra-modern racing boat filled with professional crew—not what we were seeking.

After a year of racing the J/105, my crew and I started having some trouble with logistics to race the whole season, so the team began to disintegrate. We all wanted to sail, but as many crew members became parents, weekend time became priceless family time.

There is one specific event in the Chilean National Championship that takes place every other year that nobody wants to miss: the Chiloé Regatta. This eight-day regatta takes place in the south, Chilean

Patagonia, starting from the big island of Chiloé. The fleet then sails past many islands, ending each night at a small village, finishing in Puerto Montt, capital city of the Lake District. Even for this magnificent event, the crew was unable to make it, at which point I was prepared to wait for the 2018 event.

A few months before the race, I received an e-mail from another Chilean sailor, Martin Baeza, who had just competed in the J/105 North American Championship in San Francisco. He felt his racing had improved dramatically as a result, and asked if I was interested in chartering my boat, *Patagonia Virgin*, to Bruce Stone, previous winner of the North American Championship and J/105 Class President. Before this, I had never thought of chartering my boat, but with no crew to sail with, it turned into the perfect opportunity to race Chiloé and learn from their experience.

After Bruce and I agreed on the terms, I started working on all the details needed to make racing possible and the obstacles we'd face. First, I was afraid that the boat would not be in the condition that the U.S. team expected, which is why it had

to endure many repairs before everyone arrived in order to get in top shape. The second concern is that Chiloé is quite far away from where all the J/105s are usually berthed, which means hauling it about 1,000 kilometers south before even thinking about sailing.

I met with Bruce, his wife (and tactician) Nicole Breault and Victor Cook (pit) in Puerto Montt a week before the regatta and went straight to the marina to check on the boat. I was hoping we could get the boat in the water that same day and set sail for Castro, but the boat needed extra work so our learning process started with trips to the local hardware and marine stores for among other things, miles of tape, shock cord, line, and Bruce's favorite go-fast item—a small laundry basket to hang inside the rear hatch

for his thermos of espresso, charts, snacks and spare hats and glasses. Also, we needed to pay a visit to the supermarket and stock up the boat with three days of food, water and, of course, some wine for after sailing. Even though the boat was ok to sail, Bruce and Nicole's experience has taught them many tricks that would

help us sail faster and with greater comfort. After checking the sails and scrubbing the hull, we launched the boat on Monday night and went to bed to prepare for a long delivery to Castro, about 120 miles away.

The four of us left early on Tuesday destined for Mechuque, a tiny island off the coast of Chiloé, with great seafood and beautiful palafitos (houses on stilts cantilevered over the water). Sailing with us was *Darwin*, our first mother ship, a 50-foot Grand Soleil with chef and housing.

Whenever there was wind, we would kill the engine and take the opportunity to sail. So far, we didn't have any training as a crew, and we needed to work together to see how the boat felt along with getting a taste of the local currents and wind (or lack thereof). We arrived in Castro on Wednesday afternoon, where we were joined by Ignacio Alvarado Segovia (mast), the other Chilean member of the crew, and Bill Higgins (bow). We finally had the complete crew on

Thursday morning, so we started training just two days before race day.

Without a doubt, sailing in a different language is hard, as the already complicated nautical terms become even more so when you need to translate them. It took Ignacio and myself a few tacks and jibes to get it all sorted out. We tried cabin-top and cross-sheeting (depending on the wind strength), marked sheets and halyards, and organized the crew work on board. Knowing we'd have some reaching legs, we set up an extra jib sheet with a snatch block and open hook for outboard barber-hauling. In Chile, for some unknown reason, no one barber-hauls outboard nor do they cross-sheet the jib, helpful in windy conditions to maintain all the weight on the rail and create a quiet

cockpit during tacks. Most in Chile have never even heard of it. It was some sort of a secret weapon of our Chilean/American crew.

After two days, we felt comfortable with the maneuvers and went out training with other boats. Almost all of the other J/105 crews had raced Chiloé before, so getting to know the local waters was

essential. We trained with the other U.S. team who chartered *Sandy*. However, skipper Shawn Bennett couldn't make it to the regatta and his crew managed to race without him.

Once the regatta started, we observed how currents played an important part in the race and were witnesses to Chiloé's unpredictable and changing conditions. Each day, we raced for about 25 miles, and almost always the wind changed direction in the middle of the day. This meant that the fleet got compacted, and the race started all over again. When this happened, some boats played the current in a way that allowed them to be in a much better position when the wind picked up, resulting in great frustration for the other boats, especially if you were one of the leaders and then ended up in the back.

As the days passed by, we continued to learn and managed to keep our boat in the upper part of the scoreboard, doing well on buoy races but not so well



in the longer distance races. When the last day came, we were in fourth place, just three points from the lead, but in a complicated situation. The race was not in our hands, as even with two bullets we needed the leaders to make some mistakes, which was difficult considering the evidence seen over the past seven days of sailing, which showed that these guys knew what they were doing.

Chiloé is very special—it's not only a regatta, but also a test of endurance. It lasts eight days (which is longer than almost all regattas that don't go around the world), and the venue forces the crews to live together on a mother ship for the same period of time. Our initial mother ship was replaced by a 50-foot Bavaria for the racing days, with nine of us in that boat (our six crew plus the Captain, chef and a fiancée of one of the team). We all slept, showered, ate and spent our free time in that boat for over a week. Not knowing anyone on the crew prior to this race, I admit to being somewhat nervous about how this might work since eight days in a confined space can create some tension! Luckily, we got along very well. The captain of the mother ship indulged all of the special meal requests from the crew and was always waiting with a smile to cheer us up on bad racing days. We created a relationship that began with sailing and grew into a friendship.

As the regatta came to an end, part of the team thought that we had no chance of winning. It looked very difficult on paper, but I knew that we could do it even if the chance was slim. On a previous Chiloé race in the IMS Class, we needed an even harder result and we got it, winning on the last day tying for first place. With perfect SF Bay conditions of 16-18 knots, Bruce and Nicole felt confident of putting on a good show, and Bruce tuned in to "Ride of the Valkyries" on our stereo to inspire us.

The first buoy race had a general recall as many boats were over the line, so the Race Committee hoisted the black flag, meaning that all boats over in the next start were immediately disqualified. With a very

conservative start from the whole fleet, we managed to get to the windward buoy in third place. As we set up the kite, we saw that the scoreboard leader at that time dropped its spinnaker into the water! This cost them a lot of time, and they got overtaken by most of the fleet. We managed to stay third for the rest of the race but still had the problem that the second boat on the overall ranking, Martin Baeza's *Procasa* had won, making it almost impossible for us to take the event.

For the second buoy race of the day, we had a great start and rounded the mark in first place. There we saw that two boats were in trouble. *Scimitar*, a previous winner of the North American Championship who was currently in third place overall, had hit the mark and could not maneuver out of it. The other boat was

Procasa, the leaders of the event at this point, whose crew just came back from sailing in San Francisco Bay.

We needed to keep sailing, hold onto our lead, and hope that enough boats got in between them and us. We won the last race of the day.

After the racing concluded, we didn't know what the final scoring was, so we

had to go to the regatta committee office and wait to see the results. To our surprise and delight, we had won!! Thanks to the final day's results and the complications suffered by the leading boats, we made the jump from fourth to first in just two races.

Final thoughts

This experience taught me some very important lessons, many of which were learned on the water, but those most important truly had nothing to do with sailing.

Bringing in an American crew created bridges that allowed other Chilean crews and myself to see the possibility of chartering a boat in the United States as a very tangible option to race in another country. I am unsure whether it was just the heat of the moment, but at least three teams, including the Naval Academy, said that they would be in New York for the North





American Championship and some warm-up regattas beforehand. As for me, I will come to San Francisco in March to continue my education by crewing with Bruce and Nicole on *Arbitrage* for the Spring One Design Regatta and the Dave Perry seminars at St. Francis YC.

The importance of sailing with different and more experienced people than yourself has allowed all of us to learn from one another and share our knowledge about the boat and the challenging venue. Also, many other crews approached us because of their own interest in what the US Class is doing and how we were sailing our boat.

As I've mentioned earlier, chartering was not on my radar before this race, but today I really recommend it to anyone short on crew, or even someone who just wants to learn and improve their sailing abilities. Many boats sit on the dock while Championships take place, which is why these boats should be available for charter, allowing other crews to race and make the J/105 Class even better.

After the race ends, you are left with a boat in better condition, a deeper knowledge of the game and certainly, with some great new friends.



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2015 results
Fleet 6 overall
Larchmont RW 1,2,3
CPOD 1,3,4,6
American Spring 1,3,4,5
Stratford Distance 1,2,3
Block Island Race 1st in fleet
Red Grant 1,2
Marblehead Nood 1

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www.yachtscoring.com/emenu.cfm?eID=1658



**October 19-23, 2016
Larchmont Yacht Club in New York**

Everything is in full gear for this year's North American Championship, hosted by Larchmont Yacht Club on Long Island Sound, just outside New York City. Sailing in October in New York will provide good breezes and pleasant temperatures. There is another regatta sailed the weekend before on the same course, and complimentary moorings will be available at Larchmont through both events. Contact me for preliminary information on charters, marinas for launching and anything else. We do have several rooms right at the club on reserve at reasonable prices for anyone interested. We also have very good charter boats available. More than 25 boats are committed to this event 10 months out, so it should be a great turnout.

The Notice of Race and entry will be posted on Yacht Scoring shortly, and we will notify everyone when that happens. Entry fee will be \$750 and will include moorings at the club, plenty of après festivities with food and grog, breakfast and a sit-down dinner on Friday.

Looking forward to see you here in the fall!

Paul Beaudin, Fleet 6
j105loulou@gmail.com
917-584-5194

More about the club: www.larchmontyc.org



Fleet Best Practices



Fleet 1, San Francisco, Bruce Stone

Cross-sheeting:

<https://medium.com/@philippberner/j105-boat-handling-arbitrage-us-116-dd5b69ee53d2#.uyt2uypmd>

Take down the headliner every year to inspect for leaks. Or if we approve, take it down permanently so you can spot them more promptly.
Rebed chain plates every year.

Don't use the lock on your wheel or tie down your tiller. Thanks to our dearly departed Walt for this advice. It extends the life of your bearings if there is some movement to move the junk out of there.
Install a toggle to connect your backstay to the tang—advice provided by Sailec, who believe this extends the life in between overhauls by around 50%. A backstay fixed to the tang has no “give” and wears out faster.

Don't use tape or rubber on your spreaders, as these trap salt. Leather is better.

Don't let your crew drop the forward hatch as this breaks the hinges and/or the laminate. Install a swimming pool noodle to protect it.

Keep at least a half tank of fuel in the tank, and do not start on a heel, to keep from getting air in the system.

Fleet 2, New England, Fred deNapoli

Fleet 2, like most fleets of not only J/105s but other One Design Classes, continues to struggle keeping numbers up. We have two fleet meetings a year and strive to devote considerable time to finding ways to boost our fleet's profile and garner interest in the boat.

1. Our Facebook site has had a reasonable level of visits, but we need to push it harder.

Fleet Best Practices

2. Fleet 2 is going to try an experiment on being more proactive at the two bigger regattas in Marblehead each summer, the NOOD and the ONE (Offshore New Englands). We intend to buy a booth at these events and distribute literature and book test sails on J/1105s. We also will hire a video team to cover the J/105 racing each race from start to finish and play it back at the party. Goal being to show folks just how close and exciting OUR racing is vs. PHRF (in the case of the ONE), and how even a very dual purpose boat like a J/105 can offer much of the same close racing as a J/70, Rhodes 19s and Etchells....yet with a MUCH wider range of use.

3. We have a family who purchased arguably the winningest J/105 in Mass Bay, yet has struggled mightily with last or next to last finishes for two seasons...to the point where he confided in me that they were thinking of selling the boat. I agreed to go out with him on a Wednesday night, but the date we picked was abandoned with no wind. Finally, we picked the next to last night of the season, and it blew a steady 25-30, with some gusts above that...not ideal! We went out anyway and had a blast. At one point going downwind, we gybed across the whole fleet into the lead, and the crew was going crazy! We had a few boat-handling issues, but ended up a very close second, just nipping my own J/105 being sailed by my tactician and our regular crew. It was an immensely satisfying way to spend an evening on the water, and I would encourage other fleets to try it. This boat, meanwhile, raced the following week, the last night of the year, to a solid mid-pack finish.

Fleet 3, Chesapeake, Angelo Guarino

In the 2015 season, I took over the Measurer chair. After working with the fleet on some ideas, we implemented a couple interesting items. These include:

1. New crew-weighting system
2. Scanning all weight certificates and putting them online
3. Surveying the certificates, getting boats reweighed where needed and helping owners find areas to get lighter.

The New Crew Weighing System around a 1,100 lb. limit: In Fleet 3, we allow boats to sail with any five crew, any six crew as long as at least two crew are female and any number of crew weighs under 1,100 lbs. In 2015, we developed a weighing system which is based upon skipper self-recording/reporting crew weights. We standardized on a single model of scale (after some research), and skippers can use the scale we keep at a central location or they purchased their own of the same model. This way, last-minute crew additions can easily be added to the roster. Skippers simply take a picture of the crew's face and a picture of the scale readout and email those to the Measurer. Crew weights are valid for four months, so active crew are weighed twice per year. We also developed a 'Weight Certification Log' where skippers can record their crew weights and log which crew participated in which race. Again, before or up to three days after a regatta, the skipper can take a picture of the race-log with their phone and e-mail it to the Measurer. All race-logs and crew weights are posted online, under the Rules section of our local webpage: <http://j105fleet3.org/rules.php>

Here is an FAQ regarding how our weighing system works: <http://goo.gl/vFDZNA>

Here is the link to all our boat's crew weight records (each boat has a folder): <http://goo.gl/oyWXrW>

Here is the Crew Weight Record/Skipper Cert form we use: <http://goo.gl/fE6J6q>

Or if they prefer, skippers can use an online spreadsheet to log their crew and weights: <http://goo.gl/ihxCzt>

Here is a video of the scale test which allowed us to feel confident about standardizing on this scale: <https://drive.google.com/file/d/0BwZvng-NdXXzcDB5TDZQR2s5cEk/view?pref=2&pli=1>

Here is an example of how a skipper keeps and uses the crew weight record through the season: <https://drive.google.com/folderview?id=0BwoFSwGmGbljfjRIbEFERW5BNE9kNVliYIBWUFNCZFfIdzFqbTYwR1NoOENIWjNuejktDvk&usp=drive>

Best Practices: Hydraulic Backstay

Conversation between ExCom member Bruce Stone and Bob Brehm, owner of Sailtec, maker of the standard backstay on J/105s:

If you want to know when your backstay was manufactured, look at the last two digits on the serial number.

For the backstay to last longer, insert a toggle between the bottom of the unit and the tang attachment on the transom, as this reduces the side loading on the rod seals in the cylinder. Based on years of overhauling units sent back to them, Sailtec has noticed that owners with a toggle get many more years in between overhauls, and recommend the ½ inch Schaeffer Eye Jaw Toggle, model #93-67, though others can work as well.

http://hardware.schaeffermarine.com/index.php?main_page=product_info&cPath=147_129_122&products_id=3622

Bob feels that the units can go seven to 10 years in between overhaul with a toggle, and up to five years with no toggle. Adding the toggle could trigger the need for a shorter backstay, but in most cases there is still enough room to be able to pump the backstay without hitting the end of the throw.

Other ways to extend the life in between overhauls is to wash the unit after every day of racing, especially the wiper at the top as that gets little lubrication. Open the handle and shoot water into the area where it exits the cylinder. Cover the unit when not in use, preferably with a light colored cover to reduce heat build-up, which affects the oil.

Bob says that air and time and heat cause a varnished effect on the valve seat. You should try to visit the boat and pump the backstay every two to three months. If you work the seals, they last longer, as they want to expand and compress. If not used, they lose flexibility.

Oil is hard on the seals. At the end of eight to 12 years, oil molecules have impregnated the “O” ring, making it brittle and ready to fail, so if you are facing an important regatta with an old backstay, you should consider sending it in to Sailtec for overhaul or replacement:

Sailtec, Inc
2930 Conger Court
Oshkosh, WI 54904
(920) 233-4242 Kevin Savitt (sales)
or Bob Brehm (owner)



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northsails.com

NORTH SAILS

Calendar

Dates	Event	Contact
March 18-20, 2016	San Diego NOOD San Diego & Coronado Yacht Clubs San Diego, CA	Jennifer Davies 401-845-4412
April 2-3, 2016	Texas J/105 Invitational Regatta Lakewood Yacht Club Seabrook, TX	Bee Bednar
April 23-24, 2016 and April 30-May 1, 2016	American Yacht Club Spring Series Regatta American Yacht Club Rye, NY	Sandy Weil and Don Dowd 914-967-4800
April 29-May 1, 2016	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davies 401-845-4412
June 17-26, 2016	Cleveland Race Week Edgewater Yacht Club Cleveland, OH	EYC Office 216-281-6470
June 17-19, 2016	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davies 401-845-4412
June 24-26, 2016	Long Beach Race Week Alamitos Bay Yacht Club Long Beach, CA	ABYC 562-434-9955
July 28-31, 2016	Marblehead NOOD Boston Yacht Club Marblehead, MA	Jennifer Davies 401-845-4412
August 13-14, 2016	New England J/Fest Bristol Yacht Club Bristol, RI	Tim Kohl 203-233-9709
September 15-18, 2016	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
September 17-19, 2016	J/105 Canadian Championship Royal Canadian Yacht Club Toronto, ON	Doug Bullock 416-488-1474

Calendar

October 20-23, 2016

2016 J/105 North American Championship
Larchmont Yacht Club
Larchmont, NY

Paul Beaudin
917-584-5194

October 31-November 3, 2017

2017 J/105 North American Championship
Lakewood Yacht Club
Seabrook, TX

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