

**J<sup>®</sup>**  
**105**

# ***In The Wind***

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

## **Helly Hansen Junior Crew Gets a Taste of Big Boat Sailing on J/105 at Annapolis N00D**



Photo courtesy of Benjamin Meyers/Sailing World

**S p r i n g   2 0 1 6   •   V o l u m e   7   •   I s s u e   2**

# TWO GREAT REASONS TO WORK WITH WATERLINE SYSTEMS



## **We can make your boat faster.**

Our keel, bottom, and rudder fairing is legendary: since we opened in 1988, our customers have won more World, North American, and National Championships than we can count.

## **We're the licensed North American builder.**

From rudders to bow rails, we have everything you need to maintain your boat to your high standards.

Class-legal parts | Awlgrip finishes | Structural repairs | Refit/Refurbs | Bottoms and foils | New boats

**[waterlinesystems.com](http://waterlinesystems.com)**

**WATERLINE**  
SYSTEMS LLC ESTABLISHED 1988

Waterline Systems, a Division of USWatercraft • 373 Market Street, Warren, RI • 401.247.3000 • [info@waterlinesystems.com](mailto:info@waterlinesystems.com)



## President's Corner

### President

James Macdonald  
Fleet #21  
441-293-8270 (O)  
441-293-8270 (H)  
jimwork@ibl.bm

### Vice President

Bill Lakenmacher  
Fleet #17  
713-266-6188 (O)  
713-682-2477 (H)  
713-266-6887 (Fax)  
bill@lockeprotective.com

### Secretary/Treasurer

Doug Bullock  
Fleet #4  
416-868-1616 x1023 (O)  
416-488-1474 (H)  
dbullock@bullockwooddesign.com

### Measurer

Matthew Arno  
Fleet #16  
817-995-6762 (O)  
817-995-6762 (H)  
877-433-2029 (Fax)  
marno@alum.mit.edu

### Class Administrator

Chris Howell  
440-796-3100 (O)  
216-916-4840 (Fax)  
howell@j105.org

### Past President

Bruce J. Stone  
Fleet #1  
917-822-4060 (O)  
561-423-0350 (Fax)  
bruce@brucestone.com

### Copyright Holder

Jeff Johnstone  
JBoats  
401-846-8410 (O)  
401-846-4723 (Fax)  
jeffj@jboats dot com

### Fleet At-Large

Robert Mock  
Fleet #22  
440-564-7187 (O)  
440-564-7187 (H)  
440-564-7187 (Fax)  
unbridled105@gmail.com

### At-Large

Don Wieneke  
Fleet #1  
415-332-0186 (O)  
415-332-0186 (H)  
dkwieneke@gmail.com

### At-Large

Peter Becker  
Fleet #6  
212-282-2546 (O)  
914-967-9537 (H)  
pbecker@rockgrp.com

I recently returned home after racing in the Annapolis NOOD 2016 regatta in a fleet of 19 J/105s. As is often the case on the Chesapeake, the racing was challenging both because of the competition in the fleet and the conditions on the course with wind and current to be considered. And this year the weather was, shall I say, a bit cool and wet.

The boat yard where we were based still had many boats on the hard, but of course many J/105 fleets have already been active all over North America. As reported in the news section of the Class website, many events have already taken place on the west coast (such as the St. Francis Yacht Club J/Fest in San Francisco), down south (in Houston with the J/105 Invitational at Lakewood Yacht Club) and in the northeast (the American Yacht Club Spring Series on Long Island Sound).

In many ways, the activity in our Class is reassuringly high. There are reports that prospective owners are challenged to find boats for sale, and there are already over 30 entries for the North American Championship at Larchmont Yacht Club in October. In fact, that is causing some difficulty for those looking to charter a boat, so please contact the Class Office if you have a boat suitable for charter for this event.

While no boat is perfect for everyone, the features of a J/105 make it an attractive option for many sailors because it is interesting on the race course but also fun for a day or even overnight casual sail. Having said that, we must collectively work to ensure that J/105s continue to meet the preferences of our sailors.

The Class Executive Committee continues to look at ways, perhaps through amendments to the Rules, to enhance the J/105 experience. We endeavor to do this in a thoughtful way so as to avoid making changes just because something new is the fashion while recognizing that the adoption of new technology can be beneficial. This has been the case with the adoption of a Rule change that allows for newer materials to be used in the jib. This change seems to be popular, at least based on the number of boats using such a jib at the Annapolis NOOD regatta (although boats using older sails did well too).

Another area we have spent time on is to grant Rule waivers for local fleet racing. We have encouraged local fleets to apply for such waivers both for technical reasons (without a waiver, results of an event might be the subject of protest if the organizers allow deviation from the Class Rules) and also because it helps the Class learn what Rule tweaks local fleets believe promote the Class. Many of the requests relate to variations on crew weight while others give some advantage to new owners until they prove themselves to be competitive.

I hope that by the time you read this you have already enjoyed your J/105 on the water this year, and I wish you a great summer of sailing. I hope I will have an opportunity to meet with you at a J/105 event over the coming months.

James Macdonald  
J/105 Class President



Three days of “big boat” sailing at the Helly Hansen NOOD Regatta in Annapolis have four local youth sailors chomping at the bit for more.

By Lisa Gabrielson

Photo courtesy of Benjamin Meyers/Sailing World

# Helly Hansen Junior Crew Gets a Taste of Big Boat Sailing

Sailors are a superstitious bunch, and the same goes for the youth sailors aboard J/105 *More Cowbell*. During a race on Saturday, bowman Andrew Hiller was hungry, and reached into the pocket of his PFD to grab a snack, but his team wouldn’t let him. “The fruit rollup was in his PFD when we were winning the race,” says skipper Kate Riley. “So, it was staying there until we finished that race.”

Riley (16) was one of four Annapolis Yacht Club youth sailors selected by coach Jane Millman to the Helly Hansen Junior Crew. Ben Podlich (15), Andrew Hiller (14) and Annabelle Hutchinson (17) rounded

out the squad. The Junior Crew sailed, with Millman and another adult aboard, in the 18-strong J/105 fleet. As they headed down to the boat on Sunday morning to complete the regatta, Podlich carried a brand new box of fruit rollups in his bag.

“I chose four kids who love to sail first, and love winning second, because I think that’s a recipe for success,” says Millman. “I chose Ben because he has a goofy side to him, but when it’s game time he’s really serious. Kate is a good driver and very focused. She handled a really large boat, compared to a dinghy, well this weekend. I chose Annabelle because she has



a positive attitude to bring to the team, and if things are going wrong I can count on her to keep our morale up. Andrew is a part of the team because, even though he's the youngest on the team, I see a lot of keelboat sailing in his future and I want to start him young."

Pendleton Alexander, an AYC member who was speaking at a conference that weekend, made the opportunity possible. Alexander handed over the keys to his race boat with full confidence in Millman and the AYC youth sailors. Strategy in a keelboat fleet is vastly different than the experience in dinghies, and the four youth sailors enjoyed the change of pace. "It's fun, even though it's been difficult getting used to the boat," says Podlich.

The Junior Crew all sail on different teams, though Millman coaches them all. "Having to communicate every last thing has been challenging but also really helpful," says Podlich. "It's something we'll be able to use again."

Tactics on long-leg races are a change from the small dinghy races the Junior Crew sailors are used to, where starts are the most vital aspect of any race. "The races are long enough that, if you mess up the start, it's not a death sentence," says Podlich. "You can only work back from it. We had a not-great start yesterday, but ended up catching five boats by the end of the race. It wasn't the best race I've ever had but I was happy with our performance."

They finished the regatta in 11th overall, with one seventh place race finish on their scorecard. For these four youth sailors, the Junior Crew is an early step onto the path of their adult sailing career. "You don't get to stay in a dinghy forever, or stay in high school forever," says Podlich. "It's the future for all of us, and it's a great opportunity to get to sail keelboats as early as we are."



Photo courtesy of Benjamin Meyers/Sailing World

# Stella Artois J/105 North American Championship **CELEBRATING 25 YEARS**

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

The North American Championship at Larchmont Yacht Club is in full swing with over 30 boats already signed up. This will be an awesome opportunity to sail a fantastic regatta, hosted by one of the world's premier yacht clubs and on a very unbiased race course. Expect fall conditions with a variety of wind strengths possible. Long Island Sound is a tidal estuary, but current is usually under 1 knot and even across the course.

There is a pre-NA regatta available to sail the weekend before, the Manhasset Bay Fall Series, sailed on

the same race course. Boats will be able to stay at Larchmont for both events. For traveling boats, this is an opportunity to get six days of racing with three lay days in New York City and only miss one week of work. We have options for boats to winter in NYC for a reasonable price and stay for the following year's American Spring Series at the end of April and possibly the East Coast Championship at Block Island Race Week in June.

Please go to the regatta website for more information:  
[www.j105nas.com](http://www.j105nas.com)



*Here is a cool shot of the fleet at a previous Manhasset Bay Fall Series with a bit of speed on!*



# J/105 Fleet 4: Development at Royal Canadian Yacht Club & How it Succeeds



**By Ian Farquharson, Owner of J/105 *Sonic Boom* and Past J/105 Class President**

Having been the person who owned the very first J/105 at RCYC, and thereby creating a monster, I've been told by our illustrious Fleet Captain to pen this article.

Most members who sail at the Club have seen the J/105 fleet on the water often. Especially those who race on Tuesday nights. We are hard to miss since there are around 20 boats in the fleet (most of which are at RCYC), and almost all of them actively participate in racing. This is pretty impressive for a 35' boat on Lake Ontario.

There are many reasons for the successful growth of the fleet and, as one might expect, the boat itself is a lot of fun to race. On top of this, it has attracted many good racers, which makes the quality of racing excellent.

However, when I first bought *Sonic Boom* there were no other J/105s around, so why did I buy it?

A fact that very few people know about is that the J/105 was not designed to be a racing boat. It was designed to be a day-sailer. A fast, fun, day-sailer. The marketing literature at the time pushed the fact

that a couple could hop aboard, be sailing within minutes and could easily handle the boat and the huge spinnaker in over 20 knots of wind! Having come from a C&C 27, I found that very appealing.

What makes it such an easy boat to sail is: very large cockpit, simple, easy-to-reach controls, small jib on a furler, asymmetric spinnaker on a retractable bowsprit and so on.

In fact, in the 20 years I have owned the boat it has been very actively raced but it has also been the perfect boat to take people out for a sail - often a large group of my daughters' friends. It's impressive that I can put the spinnaker up in a breeze, jibe the boat and take the spinnaker down - on my own - without anyone spilling their drinks (they are never impressed because they don't sail - but I am!).

It didn't take long for others to notice the boat on the water and attract other new owners. First up was Jim Rathbun with *Hey Jude* followed by Rob Baker and *Planet B*, John Mcleod with *Hot Water* (now referred to as *Little Hot Water* since John went on to buy a J/133 known as *Big Hot Water*) and so on.

What had occurred to us is that all those features that made the boat a great day-sailer contributed to making it a fun racing boat too. On top of that, the developing Class Rules focused on keeping the day-sailing heritage and, as such, they stressed simplicity and low cost.

Eg. unlike most handicap fleets, we could only carry one small jib on a furler so we could never blame a poor performance on putting the wrong sail up!

The Rules also limited crew sizes, which meant that skippers didn't need to organize a small army of rail meat for every regatta.

There is no doubt in my mind that having an asymmetric spinnaker on a retractable bowsprit is the defining characteristic which set this boat apart as the fleet was growing. It does make for a much easier, safer and fun experience. I can't ever imagine going back to a symmetric spinnaker setup.

As the boat design has aged, and many other hot new designs have flooded the market, our fleet has been remarkably resilient and has even grown during the recession. More used boats are available, especially in the US. Until recently, our dollar was strong and made these boats very affordable. It's a lot of value for the money, in other words.

However, regarding why our fleet has succeeded at RCYC, I would be remiss if I didn't mention the social aspect. There have been many parties, seminars, meetings and other activities which allow people to have fun socializing and helping each other out.

I hope to enjoy another 20 years with them all.

# DOYLE

## Domination

PB 105 sails are the benchmark for fast J-105 sails  
We have not changed our designs in over 5 years  
We don't need to.  
American Spring Series 1st, 2nd and 3rd  
oh and 5,6,7,8,9,10 too.  
On the same waters as this year's NAs

We try to keep sails in stock...

Contact Class Specialist Paul Beaudin  
[PB@j105sails.com](mailto:PB@j105sails.com)



# J105SAILS.COM



# Technical Committee Report

Matt Arno – Class Measurer, Fleet 16, Dallas/Fort Worth

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

## Strops and Soft Shackles

The Technical Committee has issued a new Rule Interpretation regarding soft shackles. It is RI-16-01 on the Class website at <http://j105.org/rule-interpretations/>. It supersedes RI-02-01 (traveler strops) and RI-02-15 (spectra shackles). These previous Rule Interpretations basically prevented the use of spectra shackles and lashings anywhere not allowed by the boat standard specifications, which allowed soft shackles on the main halyard and outhaul. When these Rule Interpretations were written, the use of soft shackles was still relatively new and more expensive than it is now. In the intervening 14 years, the prices and commonality of soft shackles changed considerably.

Rule Interpretation RI-16-01 allows the use of soft (spectra) shackles anywhere stainless steel shackles are currently used. This fits with a broad movement to soft shackles in the boating world and with last quarter's announcement that strops could be used in lieu of boom bails for the mainsheet block attachment. Similarly, no need was seen to prevent the use of a strop on the traveler in that a strop could be considered a very long soft shackle.

The text of the Rule Interpretation is below.

**Q1:** Is it permissible to use spectra shackles in place of stainless steel shackles?

**A1:** Yes. Soft shackles may be used anywhere stainless steel shackles are used. This includes not only sheet, halyard, and outhaul attachments, but also "Ti-Lite" and similar blocks designed to be lashed rather than shackled. This Rule Interpretation supersedes RI-02-15.

**Q2:** Is it permissible to replace the boom bails with strops?

**A2:** Yes, the boom bails can also be removed and replaced with strops. Although not required, owners are encouraged to have these strops professionally installed due to the high shock loads these strops must handle and the need to ensure they do not slide along the boom.

**Q3:** Is it permissible to use a strop to attach the mainsheet blocks to the traveler?

**A3:** Yes. Essentially, a strop could be considered a very long soft shackle. As with boom strops, it is recommended that such a strop be professionally installed to handle the high shock loads it will experience. This Rule Interpretation supersedes RI-02-01.

As mentioned in the answers, fabricating and splicing spectra strops for high load applications is not to be undertaken lightly. If you are not fully comfortable in your or your crew's ability to properly fabricate such a strop, it is strongly recommended that you have the strop professionally fabricated.

## Allowed Deck Repair Methods

In recent conversations with J/Boats and US Watercraft, it has come to light that balsa is not the only core material used in the construction of new boats. High-density closed-cell foam (Penske Board, Extreme 2000, etc.) is used under deck hardware (jib tracks, chain plates, winches, etc.) and has been for at least the last 10 years. Therefore, this material is authorized for use in making repairs to replace wet or damaged core. This material is heavier than balsa but has the advantage that if there is water ingress it will not saturate or rot the material or soak through to other parts of the core.

## Turnbuckle Pin Improvement

Many of us use the scar pins supplied by APS on our turnbuckles. Angelo Guarino, the Fleet 3 measurer, has come up with an improvement on the APS design presented below.

The velcro scar pin-straps available at APS have a few failings:

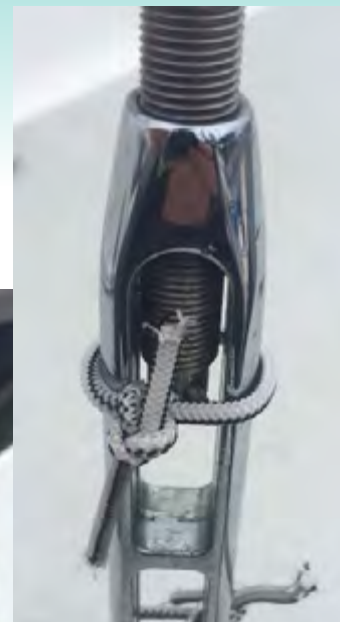
- 1) They seem to only last one season, as the Velcro loses its grip and you have to toss the entire strap.
- 2) They are pretty expensive.
- 3) You have to remove them and put them someplace as you make adjustments.

- 4) The straps are wide, and thus you can't measure the pin-pin distance to verify the rig without removing them.

Here is a modified scar pin that works great. Basically you saw off standard cotter pins and use shock cord to keep them on the turnbuckle. They solve all the failings of the Velcro straps:

- 1) If/when the shock cord loses its stretch, you reuse the pin and just replace the cord.
- 2) Very inexpensive as the cord + pin is about \$1 each.
- 3) After you pull the pin from the turnbuckle, it stays attached, so you won't lose it overboard and don't need extra hands.
- 4) The pin ends of the turnbuckles aren't covered so you can measure the rig without removing them.

Here is a picture of them installed (front and back). You will see that the square knot on the backside completely covers the pin end, preventing anything from getting in and getting snagged.



GO BEYOND

North Sails Recommended Inventory for J/105:  
**CM-1 Mainsail 7.52 PK Dacron,**  
**L-3 Light Jib 3DL,**  
**Mi-4 AP All Purpose Jib 3Di,**  
**and A2-2 Asymmetrical AirX 700.**

# ALL PROVEN WINNERS

#### North Sails J/105 Offshore One Design Class Leaders:

<b>Will Keyworth</b>	Will.Keyworth@northsails.com	410-269-5662
<b>Seadon Wijzen</b>	Seadon.Wijzen@northsails.com	415-339-3000
<b>Max Skelley</b>	Max.Skelley@northsails.com	410-721-4282

#### 2016 J/105 NORTH SAILS RESULTS

##### Annapolis NOOD

1. Jim Konigsberg	inigo
2. Carl and Scott Gitchell	Tenacious
3. James Macdonald	Distant Passion
4. Donald Santa	Santas Reign, Dear
5. Jester	Hugh Bethell

##### San Diego YC Yachting Cup

1. Rick Goebel	Sanity
3. Hurlburt/Driscollo	Juiced
4. Agostino/Fish	Viggen
6. Ed Sanford	Creative
7. Stewart Cannon	J-OK

##### San Diego NOOD

1. Rick Goebel	Sanity
4. Hurlburt/Driscollo	Juiced
5. Stewart Cannon	J-OK

northsails.com

NORTH SAILS



### *What you need .... (all available at APS)*

- 8 – 1/8 Cotter Pins
- 4 – 3/32 Cotter Pins (the brand available at APS have a slightly larger eye, making feeding the 1/8" chord through the eye a little easier)
- 6 feet of 1/8 shock chord (or 4' of 3/16" shock chord and 2' of 1/8" if you want thicker chord for the larger turnbuckles ... as is known in the pictures)

First, you need to cut the pins down to length, as you don't want the end to protrude out the back side of the turnbuckle but also long enough to be always fully engaged in the turnbuckle pin. You can use a vise and hacksaw or a Dremel tool with a grinding wheel if you have one. Cut the 8 – 1/8 pins to a total overall-length of 7/8" and the 4 – 3/32 pins to a total overall length of 11/16". Use a file to smooth the ends.

Then simply feed the cord through the pins and tie it on with a square knot. You can also use small hogrings; just be sure to bury the ends of the hogring in the shock cord. Make sure the shock cord is tensioned enough to keep the pin in place and still be removable. You can put a lock stitch through the knot if you are worried about the knot coming out, but shock chord really locks the knot when you tighten. The 3/32" pin's eye are a tight fit for the 1/8" chord, so it helps to use a hot knife and cut it on an angle or melt the ends and pinch the end while it's still soft to create a tip to help thread. Position shock cord knot or hog ring splice to cover the backside of the pin end.



**QUALITY MARINE  
EQUIPMENT SINCE 1981**

  
**Jefa Rudder  
SYSTEMS**

  
**J  
105**



**ENGINEERED TO ELIMINATE ROLLER CAGES!**

**Self aligning roller bearing**

**Direct replacement of OEM bearing**

**Easily serviceable**

**Includes a stainless steel replacement sleeve**

  
**KiwiGrip**  
Non-Skid Deck Systems



**Apply the perfect texture for  
your needs by varying your  
application technique.**

**Acrylic polymer providing a  
durable, homogeneous,  
elastic surface.**

**Available in white, cream,  
light grey and light blue.**

**One part easy application  
with no fillers.**

**PYI Inc.**  
425-355-3669  
info@pyiinc.com  
www.pyiinc.com



# Calendar

## **Annapolis Leukemia Cup**

Eastport and Annapolis Yacht Clubs  
Jun 4

## **NYYC Annual Regatta**

New York Yacht Club  
Jun 10 – Jun 12

## **Surfin' Safari**

Corpus Christi Yacht Club  
Jun 11 – Jun 12

## **Chicago NOOD**

Chicago Yacht Club  
Jun 17 – Jun 19

## **2016 Cleveland Race Week**

Edgewater Yacht Club  
Jun 17 – Jun 26

## **Long Beach Race Week**

Alamitos Bay Yacht Club  
Jun 24 – Jun 26

## **83st Annual Stratford Shoal Distance Race**

Riverside Yacht Club  
Jun 25

## **Newport Regatta**

Sail Newport  
Jul 8 – Jul 10

## **70th Annual Red Grant Regatta**

Raritan Yacht Club  
Jul 9 – Jul 10

## **NYYC Race Week and J/105 East Coast Championship (East Coast Championship)**

New York Yacht Club  
Jul 13 – Jul 16

## **Larchmont Race Week #1**

Larchmont Yacht Club  
Jul 16 – Jul 17

## **Larchmont Race Week #2**

Larchmont Yacht Club  
Jul 23 – Jul 24

## **2016 Marblehead NOOD**

Boston Yacht Club  
Jul 28 – Jul 31

## **Ugotta Regatta**

Little Traverse Yacht Club  
Jul 28 – Jul 31

## **New England J/Fest**

Bristol Yacht Club  
Aug 13 – Aug 14

## **Aldo Alessio Regatta**

St. Francis Yacht Club  
Aug 20 – Aug 21

## **Verve Cup**

Chicago Yacht Club  
Aug 26 – Aug 28

## **Rolex Big Boat Series**

St. Francis Yacht Club  
Sep 15 – Sep 18

## **J/105 Canadian Championship**

Royal Canadian Yacht Club  
Sep 17 – Sep 19

## **Long Island Sound Championships**

Riverside Yacht Club  
Sep 17 – Sep 18



## **AYC Fall Series #1**

American Yacht Club

Sep 24 – Sep 25

## **AYC Fall Series #2**

American Yacht Club

Oct 1 – Oct 2

## **Manhasset Bay Fall Series #1**

Manhasset Bay Yacht Club

Oct 15 – Oct 16

## **J/105 North American Championship**

Larchmont Yacht Club

Oct 20 – Oct 23

## **Manhasset Bay Fall Series #2 – Distance Race**

Manhasset Bay Yacht Club

Oct 22

## **J/Fest Southwest**

Lakewood Yacht Club

Oct 28 – Oct 30

# 2017

## **Quantum Key West Race Week**

Jan 15 – Jan 20

## **St. Petersburg NOOD**

St. Petersburg Yacht Club

Feb 17 – Feb 19

## **Charleston Race Week**

Charleston Ocean Racing Association

Apr 20 – Apr 23

## **J/105 North American Championship**

Lakewood Yacht Club

Oct 31 – Nov 3

