

**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**

## **J/105 NORTH AMERICAN CHAMPIONSHIP**

**OCTOBER 25-29**

**LAKEWOOD YACHT CLUB • SEABROOK, TEXAS**

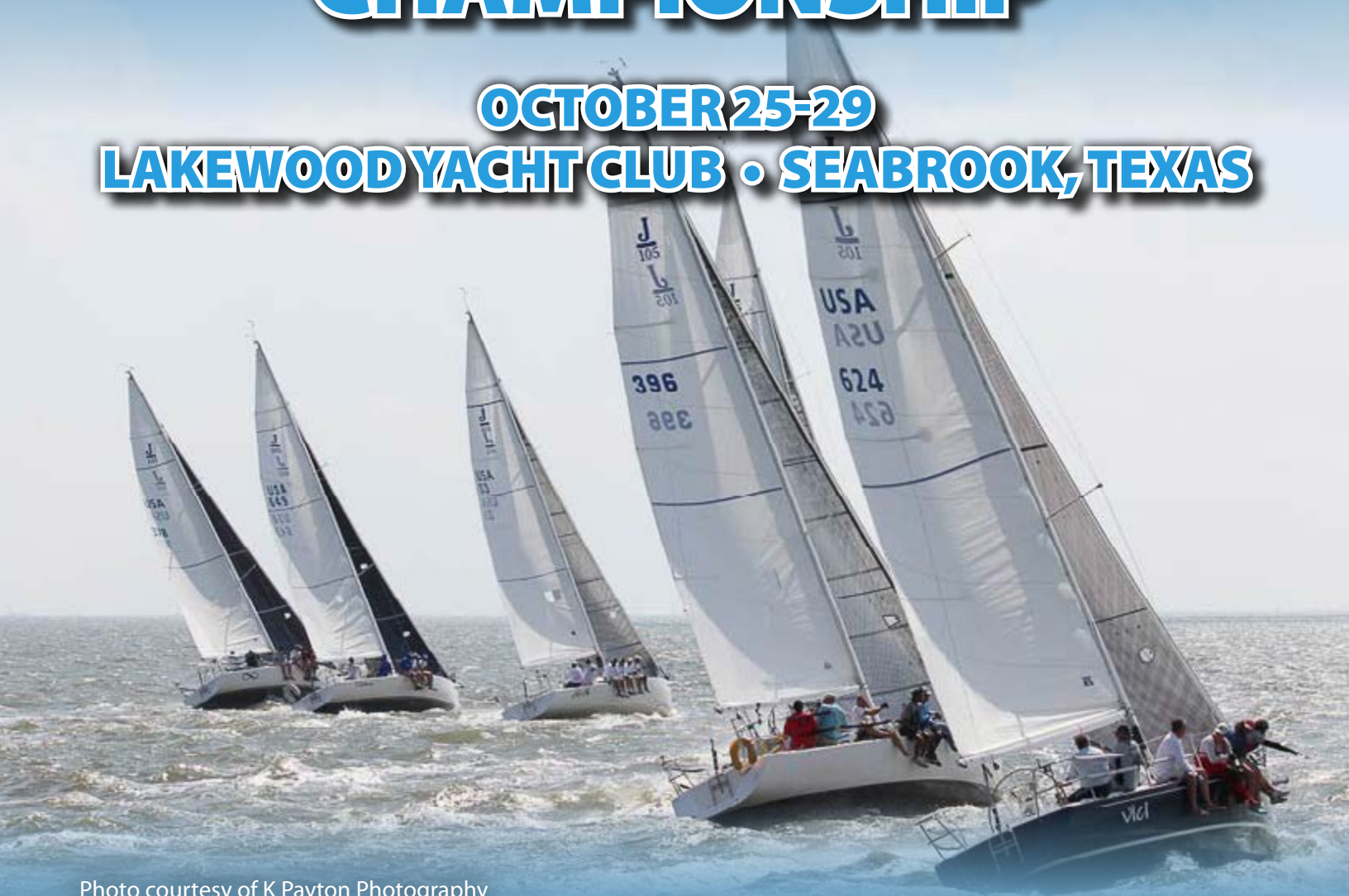


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Trying to decide what aspect of our Class to talk about is not easy. There are a tremendous amount of positives we can discuss. On the racing front, momentum seems to be building at Block Island Race Week and we could see even more 105s registered than in 2015. The same can be said about most of the events, except for Key West Race Week which has struggled overall.

One new facet regarding racing is adapting our Class Rules to make some changes so that it will be easier for youth sailors to participate as skippers. On our last phone conference, we had a strong consensus in favor of doing what we can to encourage more sailors for the future. Clearly there is a gap for many young sailors as they transition out of dinghies before they start racing keel boats. Unfortunately, many young sailors are lost to other interests, never to return. How much fun is it for a 13-year-old to sail an Opti at 135 pounds on a light to moderate wind day? Answer: not so much. Let them fly the chute on your 105 when it is blowing 8-12, and they have all they can handle. Hopefully, we will have the new Rule in place in time for next year's sailing. In the meantime, feel free to ask for an exemption if you are a fleet that is ready to launch an aggressive youth sailing program.

Another wonderful aspect of our boats is their ability to be competitive in so many different types of races. Where I live, the 105s are strong in pursuit races, creative bay races and even one- to two-day offshore contests.

With racing, there is constant work to stay on top or get better, which helps keep us young even though I don't always feel that way when I get off the boat. But let's not forget about the pleasure of day sailing and cruising.

## President's Corner

I remember taking out a few Girl Scout Troops on my 105 for a friend along with Seahorse campers on more than one occasion. I even took some young rushes from my old college fraternity out for a Rum Race. The Girl Scouts and Seahorses were a lot more help. In the case of the young who were soon to be “college men,” it was hard for them to pull in a line while double fisting their beers. I made a decision shortly after the first mark to gybe and sail in as things were quickly deteriorating. They were excited when I told them we had won. My point is that the boat can be single-handed, which is a tremendous benefit. Many sunset cruises have remained fun for “experienced sailors” a.k.a. novices who like to wind the winches counter clockwise by the boat’s ability to be sailed solo.

Past President Ian Farquharson sums it up better than me in his article a few years back. Here is the link <http://j105.org/wp-content/uploads/2016/01/2013-3-Summer.pdf> (see page 3).

I think whether you are racing, cruising or day sailing, the secret is to make sure you just get out and go. It almost always ends up spectacular on a J/105.

Happy sailing,

Bill Lakenmacher,  
Class President





Photo courtesy of K Payton Photography

# J/105 NORTH AMERICAN CHAMPIONSHIP

**OCTOBER 25-29**  
**LAKEWOOD YACHT CLUB • SEABROOK, TEXAS**

By John Barnett, Regatta Chair

*In October 2017, the “Gulf Coast Texans”  
would like to challenge you “The Coasties”  
to participate in Lakewood Yacht Club’s  
J/105 North American Championship.*

## **WWW.J105NAC.COM**





Photos courtesy of K Payton Photography

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We just completed our annual Texas Invitational and, not to anyone's surprise, our newest J/105 sailors did some serious butt kicking. Steve Rhyné and OJ Young, two of our recent 105 owners on Dennis Connor's hull #3, sailed consistently, taking first in both the local and non-local fleets. Their performances added another notch to their many other local and national sailing titles. John Barnett and Uzi Ozeri tied for second in the local fleet. Much to my chagrin, Uzi took the tie breaker. Paul Beaudin from Long Island Sound's Fleet 6 finished second in the non-local fleet and Bill Zartler took third.

Racing on Saturday was interesting to say the least. Rotating Texas north winds working their way through 280 degrees made the racers and PRO Dwight Bengston solve difficult course management problems. Nevertheless, Dwight along with his Race Committee, did a superb job keeping up with all the shifts. My many thanks go to Tom Frankum for rapidly pulling up three anchors per shift. Shifts were frequent enough to cause course changes on almost every leg of every race. Sunday turned out to be one of the more normal racing days with a steady 20 kt breeze out of the south.

Being from Jersey, I understand how the “The Coasties” think about Texas....hot, no wind and lots of BBQ. Yes, we do have good BBQ, but Houston has also become the most diverse city in the US. Did you see the 20 kts in the last paragraph? Yeah, we have some big winds. Oh, and while most of you are just getting you boat ready to splash for spring, we have blasted through at least 12 regattas or series. The weather and winds have been spectacular this year. I have already worn out one jib.

Please consider bringing your J/105s down to Texas in October instead of putting them in winter storage. October on Galveston Bay and in the Gulf of Mexico is usually the best sailing time of the year. We would love for you to compete in our Harvest Moon Regatta. This is a 150-nautical mile offshore race from Galveston to Port Aransas. The regatta typically sees approximately 230 boats competing for the title. Last year, four 105s started, and three finished in the top five. I won this race on my J/105 Vici, finishing with an average speed over 9 knots. Next up two weeks later is J/Fest. Just like it sounds, this is a J/Boats-only affair and is followed by the J/105 North Americans.

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Photos courtesy of K Payton Photography





Photo courtesy of K Payton Photography

Lakewood Yacht Club is not charging slip rentals for either of these events. If you leave the boat for the winter, the charge is approximately \$250/month rental for a slip, depending which type you choose. Airfare from the East Coast to Houston is not expensive, hotels during the winter are high quality and cheap, and you will be able to sail all winter long. Winter in Houston is normally mild with average highs in the neighborhood of 60 degrees and lows around 40 or higher. It is not unusual to sail in short sleeves in January. Oh, and due to Global Warming (what's that?), there is no

snow (what's that?) in Seabrook, TX. It's unlikely that you will have trouble finding crew or even getting some of us locals to help tune you up for local conditions. We can usually help finding excellent local sailors to fill out your team. Most of the small boat fleets sail infrequently in the winter, and many of the small boat sailors are available to fill your crewing needs. Lakewood Yacht Club has a wonderful Sea Scout program developing young sailors into great crew, many of whom also sail with Fleet 17 boats.



There are many hotels in the Seabrook area, plus lots of things to do. The NASA Space Center is down the street with a complete 747 and shuttle, a full sized C5A rocket, and many children-friendly activities. The Kemah Boardwalk is a neat waterfront-based amusement park. The similar Pleasure Pier in Galveston offers even more fun. There are many winter-based regattas and fun races. Every “frost bite race” is usually coupled to an “anti-freeze party” where fun is maximized. Texans are very friendly. In the past, two of my Yankee sailor friends came down to join us in a couple races...they never left. Texan sailors are also very competitive. Last year, local Texas sailors took Block Island, Bermuda, Key West and several other major events. We feel we have a sailing venue during the winter months that is as good as anywhere. Bring your boat down and take advantage of fun competitive sailing at a very reasonable cost. In late March, Lakewood will host the 2018 J/105 Invitational. This will be a great opportunity for you to have done over 20 races before returning to the East Coast to begin your racing season next spring. Because of the potential for some very strong winds, your only big issue may be the need for a new jib.

At the NAs, every J/105 will have its own slip. You will be able to park your car within walking distance of that slip. Bragging rights in the Bermuda-styled clubhouse bar will also be within walking distance. On certain days near the regatta time, launching will be free. On days when launching is not free, nearby Seabrook Ship Yard will be offering a \$325 launch and pull-out including mast. There are professional riggers at Lakewood every day, and you can see the haul-out yards from the club or you can walk from one hotel. Sailmakers are all within three miles of Lakewood, and almost all are available 24/7. Your family is welcome to view the race from one of our spectator boats on the course, and our protest judges are from all over the country. This year, Hank Stuart an International Race Officer, will be the PRO for the North Americans.

We offer you our Texas hospitality and one of the best NAs ever with the ability to race all winter long.

Looking forward to hearing from you and reserving your slip!



Photos courtesy of K Payton Photography

# Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake



## DIY Turnbuckle Pin-Stops for J/105s

Many of us use the Velcro pin-straps available at APS. Though they work well, they have a few failings:

- 1) They seem to only last one season, as the Velcro loses their 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 turnbuckle stud to stud distance to verify the rig without removing them.

Here is a variation on those pin straps developed by Angelo Guarino, the Fleet 3 Measurer and Technical Committee member. Basically, you saw-off standard cotter-pins and use shock-chord to keep them on the turnbuckle. This solves 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 you don't need extra hands.
- 4) The stud ends in the turnbuckle aren't covered so you can measure the rig without removing the pins.

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





## What you need (all available at APS or your local hardware store)

- Qty 8 - 1/8 Cotter Pins
- Qty 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-cord (or 4' of 3/16" shock chord and 2' or 1/8" if you want thicker chord for the larger buckles)

First, you need to cut the pins down to length. I used a vise and hacksaw, but you can use a Dremel-tool with a cutoff wheel if you have one.

Cut the 8 - 1/8 pins to a total length of 7/8" and the 4 - 3/32 pins to a length of 11/16". Use a file to smooth the ends.



Then simply feed the cord through the pins and tie-on with a square-knot. You can put a lock-stitch through the knot if you are worried about the knot coming out, but shock-cord really locks the knot when you tighten it. The 3/32" pin's eye are a tight fit for the 1/8" cord, 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.

I'm showing it tied off the turnbuckle, but you can just tie them on in place. Be sure to position the knot on the backside to cover the pin-end. One thing I'm adding is a short "pull" on the pin-side to make it easier to pull out and also to cover the pin-eye side.



## Best Practices

### By Bruce Stone, Fleet 1

**MAINSHEET:** If you have the Dawid aluminum plate that splits your coarse tune from your fine tune, it is recommended to disassemble and clean your mainsheet system, as this area is prone to corrosion due to stainless fasteners being attached to aluminum. See pitting in the photos. Good time to replace the Harken fittings as they are under a lot of load and wear out.





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## Calendar

# 2017

### 2017 Cedar Point One Design Regatta

Cedar Point Yacht Club  
Jun 3 – Jun 4

### 2017 Chicago NOOD

Chicago Yacht Club  
Jun 9 – Jun 11

### 2017 New York Yacht Club Annual Regatta

New York Yacht Club  
Jun 9 – Jun 11 all-day

### 2017 San Francisco Yacht Club Spring One Design Invitational

San Francisco Yacht Club  
Jun 10 – Jun 11

### 2017 Cleveland Race Week

Edgewater Yacht Club  
Jun 16 – Jun 25

### 2017 Block Island Race Week / J/105

New England Championship  
Jun 18 – Jun 23

### 2017 Long Beach Race Week

Alamitos Bay Yacht Club & Long Beach Yacht Club  
Jun 23 – Jun 25

### 2017 Edgartown Yacht Club Race Weekend

Edgartown Yacht Club  
Jul 20 – Jul 22

### 2017 J/Fest Great Lakes

Ashbridges Bay Yacht Club  
Jul 21 – Jul 23



# Calendar

## 2017 Sausalito Yacht Club J/105 Invitational

Sausalito Yacht Club  
Jul 22 – Jul 23

## 2017 Marblehead NOOD

Corinthian Yacht Club  
Jul 27 – Jul 30

## 2017 UGotta Regatta

Little Traverse Yacht Club  
Jul 28 – Jul 30

## 2017 Buzzards Bay Regatta

New Bedford Yacht Club  
Aug 4 – Aug 6

## 2017 J/Fest New England

Sail Newport  
Aug 11 – Aug 13

## 2017 St. Francis Yacht Club Aldo Alessio

St. Francis Yacht Club  
Aug 19 – Aug 20

## 2017 Ted Hood Regatta

Boston Yacht Club  
Aug 25 – Aug 27

## 2017 Rolex Big Boat Series

St. Francis Yacht Club  
Sep 14 – Sep 17

## 2017 American Yacht Club Fall Series

American Yacht Club  
Sep 23 – Sep 24

## 2017 (216) Regatta

Edgewater Yacht Club  
Sep 30 – Oct 1



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North Sails recommended inventory for J/105:

CM-1 Mainsail 7.52 PK Dacron

Li-5 Light Jib 3Di RACE

Mi-4 AP All Purpose Jib 3Di

A2-2 Asymmetrical AirX 700

# ALL PROVEN WINNERS

North Sails J/105 Offshore One Design Class Leaders:

Will Keyworth	Will.Keyworth@northsails.com	410.269.5662
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Max Skelley	Max.Skelley@northsails.com	410.721.4282
Steve Pickel	Steve.Pickel@northsails.com	410.269.5662

## 2016 J/105 NORTH SAILS RESULTS

### J/105 2016 North Americans | Larchmont YC

- |                                  |                 |
|----------------------------------|-----------------|
| 1. Terry McLaughlin / Rod Wilmer | Mandate         |
| 2. Bruce Stone / Nicole Breault  | Good Trade      |
| 5. Adrian Owles                  | Mad Blue*       |
| 6. David Greenhouse              | Skipperdee      |
| 9. Bill Lakenmacher              | Radiance        |
| 10. James Macdonald              | Distant Passion |

\*Denotes partial North Sails inventory

northsails.com

NORTH SAILS

## 2017 American Yacht Club Fall Series

American Yacht Club

Sep 30 – Oct 1

## 2017 J/Fest Southwest

Lakewood Yacht Club

Oct 21 – Oct 22

## 2017 J/105 North American Championship

Lakewood Yacht Club

Oct 25 – Oct 29

# 2018

## 2018 Long Beach Race Week

Alamitos Bay Yacht Club & Long Beach Yacht Club

Jun 22 – Jun 24

## 2018 J/105 North American Championship

Little Traverse Yacht Club

Jul 26 – Jul 28

# J<sup>®</sup> 105

## Does Your Sailmaker sail a J-105?

Class Specialist Paul Beaudin sails his own J-105 'loulou' on Long Island Sound. He has selfish reasons to make the best J-105 sails. He uses the same sails he sells. *The faster everyone is, the better the class, the better the sailing.* Paul created the first sprit club racer in 1987, sailed on his first J-105 in 1993, owned his own boat since 2010 and is very active in the class. He is always available to help you get the most out of your 105. Maybe he should be your sailmaker.



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# **J/105 Rule Interpretations**

Did you know that the J/105 Class has issued 67 Rule Interpretations dating back to 1999? The entire list is always live at <http://j105.org/rule-interpretations/>. The answers to many questions you or your fleet members may have are located right here. If you come upon an inquiry that hasn't yet been vetted by the Technical Committee, e-mail [howell@j105.org](mailto:howell@j105.org).

RI #	Title	Date
RI-17-01	IMMEDIATE FAMILY	(2017-01-18)
RI-16-02	EQUIPMENT REQUIRED BY EXHIBIT 7.3C OF THE CLASS RULES	(2016-11-23)
RI-16-01	SOFT SHACKLES	(2016-04-30)
RI-15-01	JIB MINIMUM WEIGHT REQUIREMENTS	(2015-04-09)
RI-14-01	DEFINITION OF "PASSING" THE WINDWARD MARK AND RETRACTION OF THE SPRIT	(2014-08-27)
RI-13-01	CLARIFICATION OF OWNERSHIP WITH RESPECT TO 100% OWNERS OF CHARTERED YACHTS AND WHO CAN DRIVE OR CREW	(2013-06-20)
RI-11-01	CLARIFICATION OF HOLLOW LEECH REQUIREMENT IN CR 6.5.5	(2011-06-07)
RI-10-01	REPLACEMENT OF DAMAGED OR DEFECTIVE SAILS	(2010-09-09)
RI 09-01	10KG TOLERANCE SPECIFICATION IN EXHIBIT 7.3A ITEM F	(2009-05-06)
RI 09-02	IMPACT OF NEW WEIGHT CERTIFICATE IN EXHIBIT 7.3B	(2009-05-06)
RI-08-01	BOAT CHANGE EFFECT ON WEIGHT CERTIFICATE	(2008-03-17)
RI-07-01	TAKEUP LINES, ETC.	(2007-05-16)
RI-07-02	OUTHAUL CLEATING SYSTEMS	(2007-06-18)
RI-07-03	SAILS FOR CHARTERED BOATS	(2007-10-01)
RI-06-01	LIPTON CUP SAILS; USED SAIL PURCHASES; USE OF "REPLACED" SAILS; SALE OF SAILS	(2006-10-06)
RI-05-01	COMPETITOR ELIGIBILITY [superseded by changes to Rule 3.5 in 2007]	(2005-03-22)
RI-05-02	RUDDER ADJUSTMENT	(2005-03-22)
RI-05-03	CLOTH WEIGHT FOR CHUTES [revised 10/31/06]	(2005-03-22)
RI-05-04	INITIALLY UNTAGGED SAILS	(2005-04-25)
RI-05-05	BARBERHAULING	(2005-12-13)
RI-04-01	WHEN MAY THE SPRIT BE DEPLOYED?	(2004-10-05)
RI-04-02	REPLACEMENT PROPELLERS	(2004-11-19)
RI-03-01	REPLACEMENT OF DESTROYED SAILS	(2003-04-28)
RI-03-02	MEANING OF RULE 6.6.4 REGARDING 89 SQUARE METER CHUTE PURCHASES	(2003-04-28)
RI-02-01	TRAVELLER STROPS (Superseded)	(2002-02-12)
RI-02-02	PADEYES FOR SPIN SHEETS	(2002-02-12)
RI-02-03	DISCRETION TO CHANGE ISAF GROUP STATUS	(2002-02-12)
RI-02-04	FORWARD AND BACKWARD COMPATIBILITY TO STANDARD SPECS	(2002-02-12)
RI-02-05	DEFINITION OF SAIL PURCHASE DATE [revised 10/31/06]	(2002-02-12)
RI-02-06	RECURTING/ALTERING SAILS	(2002-02-12)
RI-02-07	SAIL TAG CERTIFICATE FILING	(2002-02-12)
RI-02-08	SAIL PURCHASE RIGHTS	(2002-02-12)
RI-02-09	RUNNING RIGGING REQUIREMENTS [amended July 7, 2004]	(2002-02-12)
RI-02-10	KELP WINDOWS	(2002-02-12)



RI-02-11	ZINC REQUIREMENT	(2002-02-12)
RI-02-12	BATTENS CANNOT SUPPORT THE FOOT	(2002-04-02)
RI-02-13	DELETED [superseded by 5.3.8 as of January 2006]	(2002-04-03)
RI-02-14	RATCHET BLOCKS	(2002-05-13)
RI-02-15	SPECTRA SHACKLES (Superseded)	(2002-05-13)
RI-02-16	FAIRING AND OTHER MODIFICATIONS OF KEEL & RUDDER [Revised 8/9/03 and 3/15/04]	(2002-05-29)
RI-02-17	DEFINITION OF "LONG-TERM SHIPMATE AND FRIEND"	(2002-12-19)
RI-02-18	RESTRICTIONS ON USED SAILS AND REPLACEMENT OF DESTROYED SAILS	(2002-12-19)
RI-02-19	DEFINITION OF "EVENT"	(2002-12-19)
RI-01-01	DELETED [Superseded by Rule 6.2 as of 7/1/02.]	(2001-02-16)
RI-01-02	FOUR PART MAINSHEET FINE TUNE	(2001-03-21)
RI-01-03	DELETED [Superseded by Rule 7.3 of 2/15/02]	(2001-04-30)
RI-01-04	MOVING PRIMARY WINCHES	(2001-11-06)
RI-00-01	DELETED [Superseded by RI-03-03 of 4/28/03]	(2000-06-09)
RI-00-02	2nd JIB HALYARD	(2000-06-09)
RI-00-03	SPINLOCK PX CLEAT	(2000-06-09)
RI-00-04(R)	HEADSTAY LENGTH MEASUREMENT	(2000-06-09)
RI-00-05	DELETED [Superseded by Rule 7.1 as of March 2001]	(2000-06-09)
RI-00-06	HALYARD STOPPERS	(2000-10-18)
RI-99-01	TEMPORARY CLEATING OF SPINNAKER HALYARD	(1999-04-28)
RI-99-02	SELF-TAILER UNIT REMOVAL	(1999-04-28)
RI-99-03	TILLER SHORTENING	(1999-04-28)
RI-99-04	DELETED [This ruling has been superseded by RI-99-14.]	(1999-04-28)
RI-99-05	ADJUSTABLE JIB LEADS	(1999-04-28)
RI-99-06	BACKSTAY SHOCKCORD	(1999-04-28)
RI-99-07	RERIGGING MAINSHEET	(1999-04-28)
RI-99-08	PURCHASE RESTRICTION ON THE MAINSHEET FINE-TUNE	(1999-04-28)
RI-99-09	TILLER REPLACEMENT	(1999-04-28)
RI-99-10	DELETED [Superseded by rule 7.9 as of 2/1/03]	(1999-04-28)
RI-99-11	0.5 OZ SPINNAKER CLOTH	(1999-04-28)
RI-99-12	REPEALED	(1999-04-28)
RI-99-13	DELETED [Implemented by Rule 5.4.4 in the March 2000 revision.]	(1999-04-28)
RI-99-14	MOVING JIB TRACKS	(1999-10-28)