

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

Good Trade Earns
'BEST PERFORMANCE FOR THE WEEK'
at Block Island Race Week,
Wins New England Championship



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Sailing at most clubs is in full swing, and hopefully you are making the most of it. I have not been, as I had to have a knee operation, but I got back at the helm in early August for a fun race called the Bay Cup. Hooray!

The J/105 Class has had another busy and productive year. It seems like I am always reading or hearing about 105 sailors who have won a PHRF event or are taking place in local or national one-design racing. I think that 105s have been racing for about 26 years at an extremely competitive level. I'd like to acknowledge the Johnstones for such a revolutionary boat that has stood the test of time. Of course, there are other boats that have come and gone that had amazing sailing specifications. What's the difference? For starters, we have a large number of boats in our Class so we can almost always find someone to race against. Secondly, we have good support from J/Boats. Lastly, and in my opinion most importantly, we have a lot of fun and helpful people to be around within our Class. This is the main reason a fleet survives and flourishes.

When it comes to fleet building, I think most sailors look for the size boat that they think they might enjoy and then pick the one that is the most active with the most inclusive fleet members. Take a moment to help the skippers in your fleet. It is contagious, and all of you will sail faster and more frequently for it.

My hydraulic backstay ram sprung a leak this spring, and my fellow competitor John Barnett (with whom I was in a three-way-tie) had a spare that he loaned me so that I could be more competitive the next day. He wants to beat me at my best. That's Corinthian competition. Thanks again, John.

Speaking of John, he has been hard at work with other Lakewood members readying for our 2017 North American Championship on Galveston Bay. The event is October 25-29. Many of you have not signed up who are planning to come...please take the time to do so as it will encourage others who are on the fence.

Lastly, I would like to thank my board, committee workers, Julie and Chris Howell and Fleet Captains for their time and effort keeping our Class strong while I have served as President. Best wishes to all of you.

Happy sailing,

Bill Lakenmacher,
Class President

Good Trade Earns **'BEST PERFORMANCE FOR THE WEEK'** **at Block Island Race Week,** **Wins New England Championship**



Team on J/105 *Good Trade*,
from left to right:

John Sahagian (mast)
Bill Higgins (bow)
Nicole Breault (main/tactics)
Casey Williams (jib trim and pit)
Marc Acheson (spin trim)
Bruce Stone (helm)

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105



Rigadoon is owned by Bill Riggs and skippered by his 20-year-old grandson (second from left) Kyle Riggs, finishing ninth in his first regatta skippering the boat. The oldest crew member was 21 years old.

After five days of hard racing at Block Island Race Week, on Friday, June 23, there were 16 ecstatic winners and an equal number of disappointed runners-up. One of the happier crews was located at the far end of the Champlin's dock aboard the J/105 *Good Trade*, owned by the husband-wife team of Bruce Stone and Nicole Breault. *Good Trade* sailed impressively all week en route to capturing the J/105 New England Championship, winning five races and placing second in two others in posting a low score of 12 points. That was seven better than runner-up Eclipse (Damian Emery, Shoreham, NY), and earned Stone and Breault the prestigious Everett B. Morris Memorial Trophy. First awarded in 1967 and rededicated in 1991, the Morris Memorial Trophy is presented to the Block Island Race Week entry that wins its class and, in the judgment of the race committee and Storm Trysail Club commodore, put forth the Best Overall Performance. "We were on fire, really in the zone," Breault said. "We sailed the boat really well and minimized our mistakes." Stone steers while Breault calls tactics on *Good Trade*, which they bought last May from the Massachusetts Maritime Academy. The couple resides in San Francisco and races a J/105 named *Arbitrage* on the West Coast.

Stone said, "We're having a really strong season so far and hope to keep it going." Marc Acheson (headsail trimmer), Bill Higgins

(bow), John Sahagian (mast person) and Casey Williams (jib trimmer) complete the crew on *Good Trade*, which opened the regatta with a third then reeled off a steady string of firsts and seconds the rest of the way. "Our crew work is so solid that I can call for any type of maneuver at any time and not worry one bit," Breault said.

The fleet also featured team *Rigadoon*, owned by Bill Riggs and skippered by his 20-year-old grandson Kyle Riggs. Kyle finished ninth in his first regatta skippering the boat. The oldest crew member was 21 years old.

IN THE J/105 CLASS OVERALL:

1st for Friday, 1st overall, winner of the EVERETT B. MORRIS MEMORIAL TROPHY for the Best Performance for the Week and the 2017 J/105 New England Champion: Bruce Stone & Nicole Breault, *Good Trade*

2nd for Friday, 2nd overall and 2nd in the 2017 J/105 New England Championship: Damian Emery, *Eclipse*

3rd overall and 3rd in the J/105 New England Championship: OJ Young, *loulou*

For complete event information, visit www.blockislandraceweek.com.

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J/105 New England Championship: My Summer Vacation at Block Island “with the kids”

By Paul Beaudin, 334 *loulou*



Photo courtesy of PhotoBoat.com

For those of you who do not know, Block Island is located about 10 miles off the coast of Rhode Island and is the home of a biannual week-long regatta run since 1965 by the Storm Trysail Club. It is a quiet summer vacation community with a large protected harbor created by a channel cut into the island's natural mile square salt pond. Rolling hills dotted with grey shingled houses on majestic bluffs create the quintessential New England experience without the hustle and bustle of other more populated destination spots.

The regatta is run every other year by the Storm Trysail Club, which has done a great job of attracting the best East Coast racing talent; this year being no exception as the event hosted 143 boats and several Classes sailing their national championships on three separate circles. The J/105 Class has been sailing here since the early days of the Class and always gets a solid turnout, even with the extra logistics and cost.

I really wanted to sail at the New England Championship at Block Island Race Week this year, but it can be an expensive event. After the NAs, my traveling budget was pretty much tapped out. But Block is a fabulous event, and it is worth the effort to make it happen. I commonly get the crew to pitch in to make

it happen, but this year had everyone stretched thin with other obligations.

Back track to spring, in my office, the phone rings and Uzi from Fleet 17 in Houston is inviting me down for their Texas invitational regatta, which is worth a whole other story on its own. So, always looking forward to any excuse to get down to hang with that very fun fleet, I happily accept Uzi's offer and rustle up two of my regulars to mosey on down for a weekend on Galveston Bay.

With the upcoming North Americans at this club, many things were buzzy on the dock that weekend. One was this a-bit-older OJ Young, just shy of 80, who bought Dennis Conner's

boat #3, and the fact he was fast and could kick ass.

Unexpectedly, after this event, OJ rings up to see how he can look at my sails. I suggest he come up and sail Block Island Race Week, get a crash course on the boat, five days of racing against top teams and see how the sails fair. The goal was to bring as many of OJ's crew up as possible, but with all kinds of life and Class weight issues, it looked like none would be able to make it. After a few weeks of scrapping, OJ calls up with the news that he has a couple of kids from his original town, New Orleans (available at the right weight) to go, and with some of my *loulou* crew we were, preverbally, off to the races.



Photo courtesy of PhotoBoat.com

Now, we are trying to figure out what is up with kids OJ has...these junior sailors or what? Turns out these kids worked for OJ at his boat business 40 plus years ago and had kids and grandkids of their own. So, we added Cal Herman and Chris Wientjes to the crew—both very accomplished southern racers. OJ has quite a pedigree, too, including national titles and big boat victories (too many to list). But OJ has been out of the game for about 30 years. Car racing became the sport of choice, but at 78 he decided his hand to eye coordination at race car speeds was probably not going to be successful. So, with the NAs at Lakewood, let's get a J/105 and go sailboat racing. The crew rounded off with Barbara Gold and Lionel Crear (both regulars on *loulou*), and both had been on the boat for the last BIRW.

THE DELIVERY:

Getting the boat to Block turned into a bit of a super ordeal. I had a music gig (electric bass) in the yacht club house band that Friday night, so at midnight after the show, Lionel and I headed out to start the 16-hour delivery... right into pea soup fog, tugboats and only half the nav lights working. It was so damp in the fog that it was raining under the canopy. Thankfully, after poking along all night, the fog cleared enough and we got the boat to Block the next afternoon, with Chris and Hal waiting on the dock with very appreciated adult beverages.

Sunday, we head out to practice, still damn foggy, but decent wind at 15-20. The average age of the team is 58, just because we have a 30-something kid on the bow. I think we got him to keep our average age under 60. OJ may have been out of the game for several decades, but get him going in a straight line and he is still fast as ever. Settling in to a new boat is always a challenge along with that small bit

of Atlantic Ocean chop. But hey, OJ wanted mileage, and he was going to get it.

Now, no real kids on the boat...no problem. That is the great thing about the 105, it is a pretty easy boat to sail. Of course, it still takes a bit to settle in a put-together crew and get the feel of a new stick, but in general, the J/105 is a very workable platform. Let's get to the racing.

DAY ONE:

We spent the whole day in postponement, first an hour and then two. Fog so thick, at times, you could not see the end of the dock. OJ was having fun, holding court, telling war stories from the SORC and Olympic trials on the dock benches. While I was trying to keep the crew out of the mudslides, I noticed some black crap coming out of the bottom of the backstay integral. Awesome, four more days of breezy racing with a backstay about ready to blow. So, a call to the mainland and with "sort of" next day shipping and a lot of money, you can get anything. I love Block Island.

DAY TWO:

Starting out a bit like day one. RC: "Let's wait a bit for the fog to clear." OK. "Let's wait a bit more." Cool, maybe the backstay adjuster will show up. Nope. App says it was delivered, but locals say, "They sign for it on the mainland before it goes on the ferry." Awesome, glad I sprung the extra two C-notes for next day. Noon time, crew wants mudslides. Let's wait. Sure enough, the fog clears, and we head out ("we might race"). Conditions are real nice at 10-15. OJ barrels into the line, damn the torpedoes and full speed ahead. Bruce Stone tries to tack in front of us, but OJ is coming on so fast he only gets half ways around. That was close, but we get off clean. OJ is making his usual comment, "Who was that 'old

man'?" We have a very solid race, finishing second right behind Block Island favorite Damian Emery's *Eclipse*. *Good Trade* came back quick from their penalty circle to take third. We head back into the dock, and the lashing I put on the backstay held. The new backstay is waiting on the dock, with a round of mudslides. Hey, Block is getting more fun.

OJ is getting a workout. Tacking around my long tiller is a pain, and my foot rests are too low for him. But OJ is cut from a different time, with barb wire hiking straps and never say never, never. I ask him why he does not sail with a wheel? He says, "Screw that, can't see the luff of the jib properly." We head back to the house, and he turns me on to his favorite health drink: "a 'Pickle Juice' that will fix you right up. I shipped up a case with my gear." Pickle Juice, you got to be kidding.

DAY THREE:

Here we go, sun is out and breeze is solid 10 projected to build. RC has given us the news of one buoy race, then the proverbial 'around the island' race. First race, OJ is on, Chris does a great job on the main and we pull another deuce. Distance race starts, "crap, over early." Dig back, should we set the kite before the first big turn around the back side? *Eclipse* and *Good Trade* set, but they are struggling. Crap, they pull it off and make the turn first. Now the breeze is starting to build, and we sail right into the first fog bank. I am trying to navigate on my iPhone, but can't see anything. I am severely editing the colorful language that was really used throughout. Let's gybe, sail out of the fog and now we are the inside boat, chute up with a planing breeze, going 15,16...17 right back into the lead all the way down to the bottom of the island. Cut to 'Fog Bank Two' rolling in on the last ¼ mile... right into the abyss. 100' visibility. Suddenly,

we have upwind boats coming out of the fog at us. "What the hell, where is the mark?" Bruce is now coming on strong to leeward, and I have no idea why the mark is not where it seems. Finally, I zoom in on the phone and the waypoint is 100 yards to port of the bell. Bruce is sneaking in, after we snuck by him in the first fog bank. So *Good Trade* noses around the last turn just ahead. Now breeze up to 20+. Zero visibility, and the RC announces new coordinates for the finish over the radio. Who has time to write this down? We miss it twice, finally I get it and write it in marker on the deck. Damn iPhone is so wet, my finger doesn't work. I must come off the rail to enter the coordinates. I hope they are right, or we are.... Crossing tacks with Bruce, they are face planting us hard on every cross. On the last split, they get a jump of 100 yards. We are getting close to the finish, and boats are all over the place in the dense fog. It clears a bit, here is the line. Another second place. I will take it after being OCS, but we did have the lead for a stretch. I need a mudslide now. OJ's ass is bruised from banging around in the back of the boat. We all need alcohol and padded shorts. Kudos to Bruce, Nicole and the *Good Trade* team, as they are now sporting a 3,1,1.

DAY FOUR:

OJ got his padded shorts so we should be in business. Weather is clear...let's go racing. Race 5. Damn, over again. This time, we just can't get it together, never seem to get back in phase, take a 12. Aargh, that will hurt the average in a no-throw-out-regatta. At least OJ is getting some relief. But this is the beginning of the longest day. Two more races, we get back in the game, redemption and a cold beer for the sail in. This makes for an earlier night. Even with postponements and cancelled races, we have been racing hard, and weeklong regattas just do not happen much anymore.



OJ (right) holds court with L-R Cal, Chris and Lionel.

DAY FIVE:

The week is taking its toll...one more race and home. We finish the regatta with a third. Respectable for a pickup team. Bruce and Nicole and the *Good Trade* team rocked the event and took the well-deserved win and overall honors as Boat of the Week. Damian and the *Eclipse* team earned a solid second, and *Trifecta* from Long Island rounded out the top in fourth.

This is a long regatta, but we have had a great time on Block Island. Big fleet, solid breezes, good race management, big parties, fun house hanging, crazy war stories. Thanks to the *loulou* crew and OJ Young for making this a very fun summer vacation and turning me on to 'pickle juice.'

J/105 NORTH AMERICAN CHAMPIONSHIP IS QUICKLY COMING

OCTOBER 25-29
LAKEWOOD YACHT CLUB • SEABROOK, TEXAS

By John Barnett, Regatta Chair

Photo courtesy of K Payton Photography

If you've never been to Texas, this is the time to come. Getting here may be your greatest effort, but once you're here, the warm hearts of Texans take over to help you enjoy this great event.

On certain dates, we will splash and pull your boat for free. On other dates, the cost is only \$350 at Seabrook Ship Yard for in and out with stepping and pulling the mast. Docking is free at the yacht club during the events, and parking is being able to throw a bag to your boat from your car. If you wish to stay all winter, docking is only around \$250 per month (depending on slip), and we have 18 races planned for the winter, which is our best sailing time.

We will have a tent at the harbor for every night's race bragging with special spirits.

In Seabrook, hotels are half the price compared to East Coast units and very close to the club. See <http://www.seabrooktx.gov/index.aspx?nid=110>.

Even your entry fee can be tax deductible because it goes to Bay Access Foundation, which puts non-yacht club kids or special kids thru sailing classes. Last I knew, one of these kids is now coaching at an East Coast school.

Saturday night, there will be a big party with a band, tied into our bar and lounge, so it could get crazy (of course the leaders got to go home early).

Local knowledge? Well, if the 12-18 knot seabreeze (SE) is blowing, it's a real tough, slow clock to the right with chop. North breeze? Good luck, I am still trying to figure that wind out. Tides...not much here, and no side winds from it.

If you look at our club website, www.lakewoodyachtclub.com, you will see your family and friends will enjoy our club facilities on 38 acres, with a great pool, dangerous bartenders and they will gain weight with our wonderful dining. There are plenty of things to do in the area, such as NASA down the street. The birds will be coming south with 287 species flying through Seabrook with 28 parks and butterflies heading south. Shopping? Well, that's a family problem. Weather-wise, it's our best time.

A race warm-up? J/Fest Southwest is the weekend before (see www.jfestsouthwest.com). Need parts, sails or repair? I can see these vendors all from the club.

Come on down and have some great racing and fun in Seabrook, Texas!

WWW.J105NAC.COM

Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

Rules, Rules, Rules



It's the time of year to be thinking about Rule changes again. This year, there are four proposed Rule changes. The Technical Committee has also just issued a Rule Interpretation about chafing patches and secondary reinforcement on sails.

Let's start with the Rule Interpretation. It has come to the attention of the Technical Committee that some sailmakers are putting extra thick chafing patches on the foots of the jibs. A chafing patch is definitely necessary or the stanchion would quickly wear through the jib as it rubbed on and/or over the stanchion with each tack. However, what the chafing patch is not allowed to do is to effectively function as a stiffener and provide support for an extra large jib foot roach. To clarify this, the Technical Committee has issued the following interpretation.

Rule Interpretation 17-02: Stiff Chafing Patches/Secondary Reinforcement

Q1: Can a jib chafing patch (stanchion patch) on the foot of the jib provide support to the jib foot roach?

A1: Rule Interpretation 02-12 previously established that the jib may not have battens on the foot and that a leech batten could not

support the foot either. While we commonly think of battens as the typical fiberglass rods or bars, they may come in other forms as well. The World Sailing Equipment Rules of Sailing (ERS) defines **stiffening** as “corner boards and battens.” Reversing that definition, **stiffening** other than corner boards can be considered to function as a batten whether it is removable or sewn into or on the sail.

A jib **chafing patch** that is made of sufficiently thick material or multiple layers of material such that it provides support to the jib foot roach is effectively a batten and thus is not allowed by the Class Rules. The best way to quantify these subjective terms is to use the ERS to define what is allowed.

Any **secondary reinforcement** on a sail must meet the ERS definition of that term, i.e.: not more than two **ply** thick (commonly one layer on each side of the sail) with each **ply** not thicker than the maximum thickness of the **ply** of the **body of the sail**. Anything thicker or heavier constitutes a batten and is not allowed.

As a practical matter, sticky-back polyester is commonly used. This material is basically a wide piece of 4-5 oz. per square yard dacron sail repair

tape. Chafing patches made from this or similar weight material are legal. Multiple layers of material or substantially heavier material is not allowed by the Class Rules.

Rule Changes

The Technical Committee was requested to consider three Rule changes this year by the Executive Committee. One concerning driver eligibility, one about having back mainsails for events, and one about junior sailing teams. In addition, the Technical Committee has proposed a clerical change. Each change is detailed below.

Proposed Change # 1: Driver Eligibility

In the last couple years, there has been a lot of discussion about how to encourage participation, especially in the small fleets. Part of this is encouraging potential new members to buy a J/105 or for existing owners to have crew members drive who do not qualify as long-term shipmates and friends. To this end, a Rule change is proposed to permit local fleets to decide how rigorous they wish to be. This flexibility mirrors the flexibility allowed for crew composition. The default Rule would be the existing Rule unless the Organizing Authority specifies otherwise. The added text is highlighted in red in the modified text below.

3.4 The Driver shall either be an Active Member or an Associate Member. **All races sailed under these Rules shall be categorized for driver eligibility at least 45 days prior to the start of the race as either:**

Level 1: Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) a member of an Owner's immediate family or (b) a long term shipmate and friend of an Owner. A Driver is defined as the person or persons who,

excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 5 minutes prior to and including the start, until the finish. Any Driver of a boat who is not a Group 1 competitor must be either (a) the 100% Owner of such boat or (b) the Charterer of the boat. The term "long term shipmate" of an Owner means an individual who (i) during the immediately preceding 12 months, sailed with the Owner on at least 6 race days (whether or not on a J/105), and (ii) during the immediately preceding 24 months, sailed with the Owner on at least 18 race days and in 50% of all sailboat races in which the Owner competed (other than races sailed in dinghies). An individual, while qualifying to be a long-term shipmate, may not drive the Owner's J/105 in a one design event until the conditions of (i) and (ii) have been satisfied and races or race days during which an individual drives in violation of the foregoing do not count for purposes of clauses (i) and (ii) of the definition.

Level 2: The driver shall be either (a) a Group 1 competitor or (b) a 100% owner of such boat or (c) a 100% owner and the Charterer of the boat.

Level 3: OPEN – There are no restrictions on who may drive.

3.7 If no Level is designated by the Notice of Race or by other Class notice 45 days prior to the event, then Level A **1 (crew and driver eligibility)** shall apply.

Proposed Change # 2: Sails for an Event and on Board

The Technical Committee was asked to consider revising the Class Rules to permit the use of two mainsails at an event. The argument in favor of this is that, on occasions like at the 2016 NAs, there are very windy days and it does not make sense to force owners to use their best main on these days. Fleet 1 has a local Rule that allows a backup main that is at least two years old to be declared for an event for such occasions. Another factor to consider is that under the current Class Rules, if a boat's mainsail is damaged beyond repair for whatever reason, the owner does not have the option of switching to another main because only one main may be declared for an event.

As part of considering this proposal, the Technical Committee checked to see what similar Classes allow. The J/24, J/80, J/109, J/111, Melges 32 and Beneteau 36.7 Class Rules were reviewed. J/24, J/80, J/111 and Melges 32 Classes are International Classes whose Class Rules are controlled by World Sailing. The J/109 and Beneteau 36.7 Classes are not.

All six Classes allow only a single mainsail to be carried aboard. All six also allow only a single mainsail to be declared for an event, with some Classes placing an event length limit (five or eight days) on this requirement. Five of the six do allow a sail that has been lost or damaged beyond repair to be replaced. The J/109 Class is the lone exception, and it should be noted that they have the least comprehensive Class Rules and their Rules appear to have been based on an old version of the J/105 Class Rules. It should be noted that the J/24 and J/80 Classes allow only a single jib (and a genoa for J/24) and a single spinnaker while the other four, which are closer in size to a

J/105, allow at least two jibs and two spinnakers. This is consistent with what the J/105 Class allows. The excerpts from the respective Class Rules are below.

The consensus across multiple Classes, both larger and smaller than the J/105, is that only a single mainsail should be declared and carried aboard for events of moderate duration (less than five or eight days), which includes effectively all J/105 events. However, there should be a provision to allow sails lost or damaged beyond repair to be replaced. Modifying our Class Rules to be consistent with these other Classes addresses the second factor for consideration above of allowing a boat to continue in an event after incurring damage to their mainsail but does not address the first issue of putting perhaps excessive wear and tear on a new(er) sail during an event. While this is true, all competitors are in the same position, maintaining the one-design nature of the competition. This also may be somewhat of a cost control measure, preventing owners from trying to maintain both AP and heavy race-worthy mainsails in their inventories at the expense of wearing out their primary sail faster.

In the opinion of the Technical Committee, revising the Class Rules to allow a second mainsail to be declared for an event is not warranted as a default standard and is not consistent with what other similar Classes allow. The Technical Committee does believe that modifying the Class Rules to allow a sail that has been lost or damaged beyond repair to be replaced is a worthwhile change to make to the Class Rules. That being said, there is merit in allowing flexibility such as what Fleet 1 presently does. Permitting the Class Rule to be modified by the sailing instructions like what the J/24 Class allows would accomplish this. The following change to Class Rule 6.3 is proposed:

6.3 Sails Allowed Aboard: Sails used during a Class Event shall be limited to one mainsail, two jibs, and two spinnakers, **except when a sail has been lost or damaged beyond repair in which case it may be replaced with the written permission of the race committee. This Class Rule may be amended in the sailing instructions.**

Proposed Change #3: Junior Sailing Programs

The Young American junior program at the American Yacht Club in Rye, NY has been competing with a junior team on a J/105. Usually, the boat's owner has been onboard, which has made their participation (mostly) compliant with the Class Rules. Other clubs and owners have expressed interest in having similar junior racing, but compliance with the Class Rules has been an issue. Therefore, we are proposing to modify the Class Rules similar to what is allowed for the military academies and universities except that the junior sailing programs do not own the boats they are using. The following new Rule is proposed:

3.13 In the case of a boat sailed by a junior team, all of whom are 18 years or younger in age and all are non-owners, the following shall apply:

3.13.1 Class Rule 3.4 does not apply.

3.13.2 The crew may include no more than one adult affiliated with the junior team who shall not be the driver or tactician and to whom World Sailing group designation and Class Rule 3.8 shall not apply.

3.13.3 The organizer of the junior sailing team (i.e., yacht club or similar) shall be considered the "Owner" of the boat for purposes of these class rules while using the boat.

Proposed Change #4: Replace ISAF with World Sailing

ISAF has changed its name to World Sailing. All references to ISAF in our Class Rules should be changed likewise. The impacted Rules are:

- 2.8
- 3.1
- 3.5
- 3.11.1
- 5.3.18

In each rule, "ISAF" will be replaced with "World Sailing."



2018 Race to Mackinac and North American Championship

By Clark Pellett



CHICAGO
YACHT CLUB



LITTLE TRAVERSE
YACHT CLUB

The 110th Race to Mackinac will kick off in Chicago on Saturday, July 21, 2018. Here's your chance to participate in the longest-running freshwater race in the world.

The challenge is 333 miles from Chicago's Monroe Street Harbor to the Straits of Mackinac on Lake Michigan with the CYC Mackinac Cup on the line—and the largest OD section in the race.

For the past three years, more than 20 J/105s have been on the line for the start of this storied race. Participation is by invitation only. Those interested should email cpellett@aol.com with the subject line RACE TO MACKINAC.

Entries fill up quickly, so let us know as soon as possible. For more information visit: <http://www.cyracetomackinac.com/faq/>

After reaching Mackinac Island, boats will then transfer to Harbor Springs, Michigan for the 2018 North American Championship hosted by Little Traverse Yacht Club (ltyc.org) in one of the most beautiful bays along the Michigan shoreline. The Notice of Race will be posted shortly, but expect W/L racing to begin on Thursday afternoon (7/26/2018) and run through Saturday (7/28/2018), with Sunday morning being a possible make-up day. Some intense racing will see the winner being crowned the J/105 North American Champion.

There will also be an overall combined Championship with your placement in the Chicago Mac and the North American Championship being scored together.

So mark your calendars for some of the best sailing the Midwest has to offer. There will be plenty of logistical support in Chicago and Harbor Springs to get boats, trailers and equipment to the right spots. Crowley Yacht Yard in Chicago and Irish Boat Shop in Harbor Springs offer convenient, easily accessible facilities and excellent quality workmanship. Sail lofts in Chicago will also provide on-the-road support to Harbor Springs.

If you've never raced on Lake Michigan (and are old enough to remember Ted Turner), this ain't no millpond! <http://archives.chicagotribune.com/1980/07/25/page/25/article/12-men-beat-the-fury-of-stormy-lake-michigan>

To advance interest in the J/105 and offshore sailing amongst juniors, we are advocating five yacht clubs around the country to each sponsor a junior boat. These boats would race the MAC and NAC, and there would be an award for the best team. The designation for a "Junior Boat" would mirror Rules used in the Bermuda race.



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Calendar

2017

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

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 Charleston Race Week

Charleston Ocean Racing Association

Apr 12 – Apr 15

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[®] 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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