

**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



**2018 J/105 NORTH AMERICAN CHAMPIONSHIP**  
Little Traverse Yacht Club, Harbor Springs, MI • July 26-28

**J.**  
**105**



Photo courtesy of Chris Howell

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## Battle Flags, Duct Tape and Tupperware

By Doug Bullock, J/105 Class President

**Battle Flags:** If you are looking for a sure way to raise awareness and promote your fleet, there is no easier way than simply getting everyone to fly their J/105 battle flag. Just watch the America's Cup, the Vendee Globe, Volvo Ocean Race or the Olympics...there is always a flag somewhere promoting the event. Flags have a long tradition with our sport, and our battle flag is a real attention getter and easy to use.

Flying the J/105 battle flags is all about branding the Fleet, and I would say that during our regattas, the majority of our Fleet now fly their flags while at the dock and then when going out and back from the race course. There is certainly a great sense of being part of something special when a Fleet of J/105s leave the docks with their battle flags flying. We hoist ours off the bow with the spinnaker halyard on the top and the tack line on the bottom.

We even have one gold battle flag, just like the Tour de France, which is flown by the latest regatta winner. The ritual of handing off from one winning skipper to the next has created some fun moments.

**Duct Tape:** While the traditional *silver* duct tape is in every handyman's tool bag, being a J/105 sailor I always go with a fresh roll of *white* duct tape on my boat at the beginning of each season. The primary purpose is to put a strip of tape on the bulkhead on each side of the companion way, where using a black sharpie we put all wind bearings. It is way easier to see the marker than pencil and easily removable at the end of each day.

The other great use for white duct tape is for a quick protective band aid to any minor damage from a collision, which have been known to happen in our Fleet. Not that I have had to use it for this purpose yet, but having been a Boy Scout, best to be prepared.

**Tupperware:** I have to admit that I have not been the most environmentally responsible skipper as it was just too easy to fill one garbage bag with all the beer cans, sandwich wrappers, plastic water bottles and other stuff at the end of a long day racing. Well, that all changed last year when I declared our goal would be zero garbage coming off the boat. What helped was that the Fleet declared our Canadian Championship a Clean Regatta. Since then, everyone has been working at reducing the garbage they produce.

We now use refillable water bottles, and we have a reusable bag for the beer cans that we recycle. The philosophy on my boat is now very much like wilderness camping; what you carry in, you carry out. The one thing I have found most satisfying and easiest to use for the reduction of waste is Tupperware containers. Our sandwiches and snacks are now stored in Tupperware which are reusable, dryer and easily stack in the cooler.

Well, those are my tips for this year: battle flags to promote your fleet, white Duct Tape for emergency repairs and Tupperware to help the environment.





*Registration is open at <https://yachtscoring.com/emenu.cfm?eID=4490>. Make your plans for a fun and fabulous four days of racing on Little Traverse Bay. There is a full line-up of social events for your crew and families. Northern Michigan is one of the most beautiful vacation spots in the world, and late July is a perfect time to visit. On the registration site, you can check out the current entry list, Notice of Race and other information.*



Secure your lodging now, as most locations will book up early for this popular vacation week in July. Little Traverse Yacht Club has reserved a block of rooms at nearby Boyne Highlands (<http://www.boynehighlands.com/>). Boyne will provide shuttle bus service to and from Little Traverse Yacht Club located in Harbor Springs. To reserve rooms, contact Boyne Central Reservations at 800-462-6963 and ask for the J/105 North American Championship rate. The Harbor Springs Visitors Guide provides a list of lodging and rentals in the area: <http://www.harborspringsvisitorsguide.com/lodging.html>. You may also want to search Airbnb.com and VRBO.com for rentals.

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For those of you trailering your boat to the event, here are a few suggestions to help with logistics:

- For those of you wishing to launch in Chicago, Crowley's Yacht Yard (<http://crowleys.com/>) is recommended.
- For those wishing to launch and recover in Harbor Springs, Irish Boat Shop (<http://irishboatshop.com/>) has put together a complete service proposal.
- For those looking for help with moving their boat, Jeff Goff has experience moving boats and can provide full concierge service. For more information, contact Jeff at 904-495-1894 or [MoJomarine34@gmail.com](mailto:MoJomarine34@gmail.com).

## CHICAGO MACKINAC INFORMATION

For those of you planning to race the Chicago Mackinac, the Notice of Race has been published and can be accessed at <http://www.cycracetomackinac.com/2018-notice-of-race-released/>. If you have not raced the Mackinac before, you should start the process to request an invitation immediately (returning competitors receive an invitation).

Connect to the J105 2018 North American Championship page on Facebook. And if you have any questions, e-mail [info@j105nac2018.com](mailto:info@j105nac2018.com).



Photo courtesy of Chris Howell

# Downwind Tips and Tricks

By Steve Pickel and  
Will Keyworth

J<sup>®</sup>  
105



**10 knots of wind. Crew forward and to weather to help the spinnaker rotate to weather. The tack line is eased to increase luff windward projection. Two people looking aft to ensure that we get into and stay in the puffs.**

**We often see teams get a little too relaxed when sailing downwind, even though this is where you will make the largest gains (and losses) when racing your J/105. You are trying to get to the bottom mark as fast as possible, so you need to sail as deep as possible while still keeping your speed up. Since the J/105 is primarily a displacement boat and doesn't plane easily, the key is to coordinate several critical elements as you sail through velocity changes.**

## Puffs and Lulls

Sailing with the wind, you will only see about half as many puffs as you did sailing upwind, so it is critical to designate one crew to call the breeze. A constant stream of verbal puff and lull communication will help keep your team in sync and anticipate the next change in velocity.





# J<sup>®</sup> 105

***Wing on wing in FLAT water. Crew forward and to weather with spinnaker trimmer holding sheet out to ensure that it is not affecting trim. Crew looking aft to help find puffs.***

## Helming

The goal for the helm is to minimize rudder movements while steering the boat downwind, using crew movement and sail trim to steer the boat. Make sure you are in a comfortable position with good visibility. We often see the helm trying to sit too far forward, which makes it difficult to steer accurately. As a driver, you are going to be working hard all race, so get comfortable!

## Kite Trimming

The spinnaker trimmer and helm should maintain a continuous dialogue, discussing the pressure on the spinnaker and the correct angle to sail. “Up in the lulls and down in the puffs”...right? Yes, but make sure the angle changes are slow and smooth. As the breeze starts to drop, begin to “heat” up slowly—before the boat speed crashes—until you reach the angle that will keep your speed up in less breeze. When the puff returns, bear away and gradually build speed until you reach the new lower target angle.





***Crew forward and to weather with good spinnaker rotation.***

In non-planing boats like the J/105, the goal is to get the spinnaker to rotate to weather, which increases its projected area and gets the sail out of the disturbed air behind the mainsail. To accomplish this, we use both heel angle and tack line ease. In all but very light wind, keep the boat flat (or even slightly heeled to weather). This will also help the boat sail deeper in the puffs with less helm movement. Generally speaking, you can ease the tack line of the spinnaker as long as it goes straight up or to weather; if it goes to leeward when eased, keep it tight.

## **Weight Placement**

The J/105 is very responsive to weight placement, and moving crew weight to help turn the boat will minimize the amount of rudder needed. To head up, the crew leans to leeward; to head down, the crew hikes/leans to windward. In light air, we like to keep only the helm and main trimmer behind the cabin top winches; put the rest of the crew at the shrouds. As the breeze picks up, we move weight back just enough to keep the bow from digging in.

At least once a season, we like to completely empty the boat of EVERYTHING. This is a great way to see how much excess weight is on board, as well as an opportunity to pare back to the bare necessities.

## **Stabilize the Rig**

Keeping the rig from bouncing around in puffs and waves will mean the sails are pulling the boat forward and not just moving the mast. Apply enough backstay tension to make it “just snug,” and tension the jib sheets after furling to take the “slop” out of the headstay.

# **Four Modes of Downwind Sailing**

## **Light Air VMG**

In VMG mode, the apparent wind will be around 90 degrees. Make sure the trimmers are easing sails in the puffs so the driver can work lower. The crew will be sitting forward and to leeward in the light spots, moving to the centerline and even up to weather in the puffs to help steer the boat down. Constant communication between the trimmers and helm is critical!

## **Moderate Air Running**

The crew sits just behind the shrouds, heeling the boat to weather to help rotate the spinnaker out from behind the main. Ease the tack line as much as possible while keeping the spinnaker stable; don't let the tack fall to leeward.

## **Heavy Air Running**

The crew slides aft to help grind in the spinnaker and to keep the bow from digging in. If you are having a hard time steering straight, there is too much weight forward.

## **Wing on Wing**

Sailing wing on wing can be very beneficial, especially for tactical reasons. Our recommendation is to sail conventionally, unless the water is very flat or you need to dig low for tactical reasons. A winged-out spinnaker is not as stable, and recovering from a collapse is very slow.

When all of these variables work in harmony, huge gains can be made by continuously sailing lower and faster and smoother than the boats around you. By working on these elements in practice and then applying what you learn on the race course, you can definitely “up your game.”

*Steve Pickel and Will Keyworth are North Sails J/105 experts.*

*They are located in Annapolis, MD. To contact them,*

*email [steve.pickel@northsails.com](mailto:steve.pickel@northsails.com) or [will.keyworth@northsails.com](mailto:will.keyworth@northsails.com) or call 410-269-5662.*



# Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

**A new year is upon us. All the Rule changes proposed last year passed. Make sure and review the latest version of the Class Rules at <http://j105.org/rules/>. The Rules that changed were:**

- **3.4 and 3.7 concerning driver eligibility**
- **6.3 concerning sails allowed**
- **3.13 was added concerning junior sailing programs**
- **And “ISAF” was replaced with “World Sailing”**

As many of you are aware, US Watercraft was the only J/Boats authorized builder of J/105s. They went bankrupt and their assets were sold at auction, including the molds and templates for the J/105. Presently, those molds and templates are in a state of limbo. It appears that the buyer is not interested in them and just wound up with them (and the molds and templates for other boats as well) as part of the assets in a bulk purchase that included the True North line of boats. The Class has to face the very likely possibility that there will never be any more J/105s produced given the lack of interest by the current owner of the molds and the high labor costs here in the US to even think about resuming production. So we need to hold on to what we have.

As part of that trend, making repairs and replacing broken parts remain a concern. One item which recently came to the attention

of the Technical Committee is that it is difficult in some areas to repair or replace the forestay rod. Some portions of the country do not have ready access to a rigger with the equipment needed to fabricate a replacement rod forestay. For myself, the closest rigger with the necessary (stationary) equipment is 60 miles away overland which requires me to transport the luff tube to them for any repairs. I have a J/105 trailer that lets me transport a 45-foot long straight piece of metal overland, but not everyone is in that position. Therefore, the Technical Committee has decided that it is acceptable to replace the forestay rod with 1x19 wire with a minimum diameter of 7 mm. This size wire has the same or greater strength and the same or less stretch than rod but does come with a weight penalty. This change was made to make it easier to keep boats sailing without conferring any competitive advantage. This change has not been approved for the shrouds or backstay. Since those can be ordered remotely, coiled, and readily shipped, there is not the need to authorize a substitute.

On the subject of replacement parts, Hall Spars USA is effectively out of business, although it is still possible to obtain some replacements parts, but the stock is dwindling. The Technical Committee will be investigating what alternatives exist as the need arises. In addition to the mast and boom, Hall manufactured the vang. An almost identical replacement is available from Nautos USA ([www.nautos-usa.com](http://www.nautos-usa.com)) part #91192 at a quite reasonable price, \$506, as of the writing of this report.

# Pacific Northwest PNW J/105 Fleet 20 Highlights for 2017

By Jim Geros, J/105 Fleet 20 Captain, J/105 #212 *Last Tango*



**Active PNW J/105 Fleet has beautiful racing venues and is highly competitive.**

The PNW J/105 Fleet is active and building over that past few years. The fleet is composed of 14 Seattle-area-based boats and four Portland-based boats. Each of these home bases has active sailing races during the year with a mix of formal competitive buoy and distance races as well as local evening “beer can” racing, both PHRF and one-design. There are regularly 7-13 boats on the line for key races. In the Seattle area, turnout for J/105s includes 18 major races, 22 Wednesday evening one-design buoy races and 15 Monday evening PHRF distance races. In these races, the J/105 fleet gets its own class and start when turnout is five or more boats, which is regularly the case. The Fleet maintains an active Facebook group page with key events

and race outcomes during the year (<https://www.facebook.com/groups/J105PNWFleet/>). The J/105 Fleet is becoming more competitive every year as the new owners get to know how to make their boats go fast and rise in the standings. Many times, the top J/105 boats in the fleet seem to have results where order can be random as to leadership outcome—true one-design racing. The J/105s also rank high in the standings against other PNW PHRF non-J/105 boats in the PNW.

In 2017, one boat consistently took home bullets throughout the year—J/105 #114, *Mor Jubilee* owned and skippered by Erik Kristen. Erik has consistently been in the top rankings for many years.





**Erik Kristen (*Mor Jubilee* #114) accepted CYC Seattle Boat of the Year for 2017.**

*Mor Jubilee* was honored with the prestigious CYC Seattle Boat of the Year award in a ceremony held January 2018. Erik had firsts at Scatchet Head, Three Tree Point, Puget Sound Sailing Regatta, Puget Sound Sailing Championship, Puget Sound One-Design, all four Wednesday night series, Tri-Island Short Course, winner of the Northwest Challenge Cup and seconds at Grand Prix and double-handed Race to the Straits.

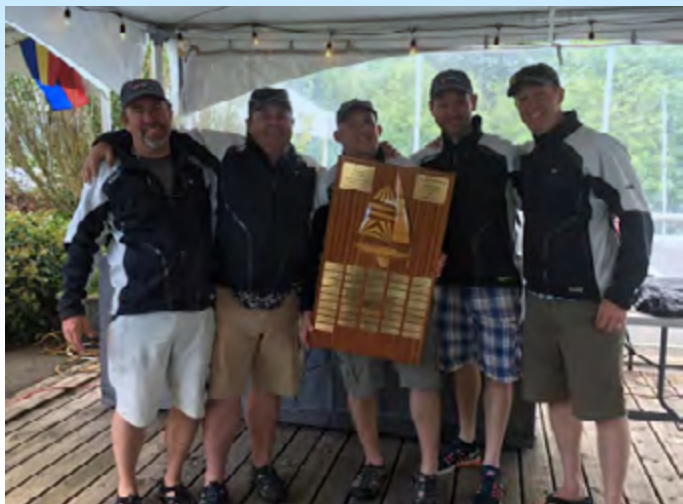
Erik's consistent racing results won out over other nominated finalist CYC members' boats including a Melges 32, Farr 39ML, Farr 30, J/29 and a Wauqueiez Centurion 40. This was the second year in a row that a J/105 won this CYC award (last year's 2016 winner was *Last Tango* #212).

48° North magazine each year recognizes the high level of racing in the Pacific Northwest. Tracking the racing results of selected series from Olympia, Washington to Vancouver, B.C., this Top 25 rewards not just the occasional bullet, but participation and consistent, top-notch sailing. With a mix of distance and multi-race regattas, the 12 races in the region used for scoring make for a good representation of Northwest racing. This year,

Erik Kristen's J/105 *Mor Jubilee* #114, took the coveted first place spot in the Top 25 list (<https://48north.com/2018/01/03/48-norths-top-25-sailboats-of-2017/>). Congratulations to Erik and his crew for having a 100% perfect race result for the scored races. This was also an impressive outcome for the J/105 fleet with three in the Top 10 and six in the Top 25 with *Mor Jubilee* #114 (1<sup>st</sup>), *Last Tango* #212 (9<sup>th</sup>), *Jaded* #299 (10<sup>th</sup>), *Inconceivable* #403 (20<sup>th</sup>), *Delirium* #272 (21<sup>st</sup>) and *Moose Unknown* #89 (25<sup>th</sup>).

*Mor Jubilee* with Erik Kristen also capped off his performance with being awarded the Fleet 20 PNW J/105 Championship Trophy for 2017!

PNW J/105s participate in many of the Seattle racing events. There were 13 boats out for the past two years at Whidbey Island Race Week (<http://whidbeyislandraceweek.com/>), eight boats at Swiftsure International Yacht Race (<http://www.swiftsure.org/>), three boats for Oregon Offshore International Yacht Race (<http://www.oregonoffshore.org/>) and five boats at Round the County (<http://roundthecounty.com/>), just to name a few.



### ***Free Bowl of Soup* winning First Overall for Oregon Offshore Race.**

The Oregon Offshore International Yacht Race, hosted by CYC of Portland, has had a few J/105s competing over the years, but 2017 was the first year that sufficient number of J/105s registered to have their own class. This distance race starts outside the Columbia River in the Pacific and runs north along the Washington coast, turns into the Strait of Juan de Fuca and finishes in Victoria Canada. Finishing order in the J/105 class was *Free Bowl of Soup* #519, *Abstract* #459 and *Escape Artist* #372. This year, *Free Bowl of Soup* had the honor of taking the prestigious trophy for winning first Overall PHRF in the Oregon Offshore. This trophy will have another THREE names emblazoned on it this year—Doug Schenk, Erik Hopper and Matt Davis. The trio sailed their J/105 *Free Bowl of Soup* to an overall victory in the 2017 race under blustery conditions. Congratulations to that boat and crew! (<http://www.oregonoffshore.org/2017/05/first-in-class-first-overall-first-on.html>)

The Swiftsure International Yacht Race is hosted by the Victoria Yacht Club of Canada. PNW J/105s have been in this race for a number of years, but 2017 was the first year we had seven boats (four from Seattle and three up from Portland, Oregon) for the 102 nmi Cape Flattery long course, which resulted in having our own division. We needed to have five or more J/105s turn out and that happened in 2017 (currently five are registered for 2018). It's a great race with a great host city, lots of boats from all over and competitive camaraderie. Top three finishers were *Last Tango* #212, *Jaded* #299 and *Panic* #482.

### **Swiftsure J/105 pre-race dock party in Victoria Harbor Canada.**







#### Finish report for Last Tango (212) as of May 28 09:11



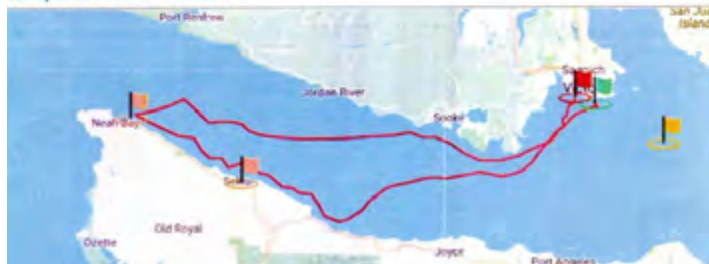
Race: Cape Flattery  
Division: L-3  
Race Status: **Finished**

#### Recorded Times

	Time Source	Actual Time	Elapsed Time	Corrected Time
Starting	<b>Race Committee</b>	<b>27th 22:55:10</b>	<b>13:45:10</b>	<b>12:25:07</b>
Finish	<b>Race Committee</b>	<b>28th 08:54:30</b>	<b>23:44:30</b>	<b>21:06:33</b>

Note: all information based on best data available at the time of printing and is subject to change.

#### Transponder Track Recorded



**Happy Last Tango J/105 #212 crew winning Swiftsure Class trophy.**

Big time congratulations to the committed and consistent competitors that make our PNW J/105 Fleet racing fun and competitive. And every bit as important, thanks to everybody who takes to the water to be a part of the racing community, whether the races are long or short, serious or casual, fully-crewed or short-handed, and everything in between!

**J<sup>®</sup>**  
**105**

# NICOLE BREAUT

## Wins St. Francis Yacht Club Yachtsman of the Year

The St. Francis Yacht Club has presented its prestigious Yachtsman of the Year Award to Nicole Breault, co-owner (with husband Bruce Stone) of J/105 *Arbitrage* #116 and J/105 *Good Trade* #96. Nicole is the first female recipient of this prestigious award in the 80-year history of the Club.

In its citation, the Club referred to Nicole's role as skipper or main/tactician in winning 10 major regattas in 2017, eight of which were in J/105s:

- St. Francis YC Spring One Design (main/tactician)
- SF J/Fest (main/tactician)
- San Francisco YC Resin Regatta (main/tactician)
- Cedar Point YC One Design Regatta (main/tactician)
- Storm Trysail Block Island Race Week (main/tactician)
- Buzzards Bay Regatta (skipper)
- Storm Trysail Ted Hood Regatta (skipper)
- American Yacht Club Fall Series (skipper)



And as skipper of a J/22 representing the St. Francis YC in winning the SF Challenge Cup (match racing) and as skipper of a Sonar representing the St. Francis YC in winning the Hinman Grand Masters Team Race.

Furthermore, "Nicole is not only the top-ranked women's match racer in the U.S., she has been an important role model in motivating women to improve their skills and lose their fear of taking responsibility on board. She created and coached the immensely successful women's learn to sail program in the spring, the women's learn to match race program in the summer, and was an on-going supporter and leader of the Wednesday night J/22 program, which has attracted younger people to join the Club and has enabled many regular members to come out of retirement and go sailing. She also serves as national grading secretary for US Match Racing, a time-consuming job given the numerous events around the country, and is an active participant on the US Match Racing Committee where she chairs the Women's Match Racing Subcommittee."





# 2018

**2018 Center Sound Series (1 of 3)  
at Corinthian Yacht Club**

Mar 3

**2018 Center Sound Series (2 of 3)  
at Corinthian Yacht Club**

Mar 10

**2018 San Diego NOOD at San Diego Yacht Club  
& Coronado Yacht Club**

Mar 16 – Mar 18

**2018 J/105 Fleet 17 Invitational at Lakewood  
Yacht Club**

Mar 17 – Mar 18

**2018 St. Francis YC Spring One Design at St.  
Francis Yacht Club**

Mar 17 – Mar 18

**2018 Center Sound Series (3 of 3)  
at Corinthian Yacht Club**

Mar 24

**2018 Blakely Rock Benefit at Sloop Tavern  
Yacht Club**

Apr 7

**2018 SF Bay J/Fest at St. Francis Yacht Club**

Apr 7 – Apr 8

**2018 Charleston Race Week at Charleston  
Ocean Racing Association**

Apr 12 – Apr 15

**2018 Puget Sound Sailing Regatta  
at Corinthian Yacht Club**

Apr 21 – Apr 22

**2018 Tri-Island Race Series (1 of 3)  
at Seattle Yacht Club**

Apr 28

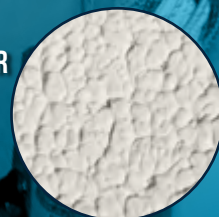


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# Calendar

## **2018 J/105 Series Stopover at St. Francis Yacht Club**

May 5 – May 6

## **2018 Race to the Straits at Sloop Tavern Yacht Club**

May 5 – May 6

## **2018 42nd Annual Oregon Offshore at Portland Yacht Club**

May 10 – May 13

## **2018 Tri-Island Race Series (2 of 3) at Seattle Yacht Club**

May 12

## **2018 Pacific NW One Design Racing at Corinthian Yacht Club**

May 19 – May 20

## **2018 San Francisco YC Elite Keel at San Francisco Yacht Club**

May 19 – May 20

## **2018 75th Swiftsure International Yacht Race at Royal Victoria Yacht Club**

May 26 – May 28

## **2018 Cedar Point One Design Regatta at Cedar Point Yacht Club**

Jun 2 – Jun 3

## **2018 Tri-Island Race Series (3 of 3) at Seattle Yacht Club**

Jun 2

## **2018 Chicago NOOD at Chicago Yacht Club**

Jun 8 – Jun 10

## **2018 San Francisco YC Spring Invitational at San Francisco Yacht Club**

Jun 16 – Jun 17

## **2018 Three Buoy Fiasco at Sloop Tavern Yacht Club**

Jun 16

## **2018 Block Island Race Week**

Jun 17 – Jun 22

## **2018 Long Beach Race Week at Alamitos Bay Yacht Club & Long Beach Yacht Club**

Jun 22 – Jun 24

## **2018 Seattle J/Fest at Corinthian Yacht Club and Sail Northwest**

Jun 23 – Jun 24

## **2018 NYYC One Design Regatta at New York Yacht Club**

Jun 29 – Jul 1

## **2018 Whidbey Island Race Week at Oak Harbor Yacht Club**

Jul 19 – Jul 22

## **2018 Chicago Yacht Club Race to Mackinac at Chicago Yacht Club**

Jul 21

## **2018 J/Fest Great Lakes at National Yacht Club**

Jul 21 – Jul 22

## **2018 Sausalito YC J/105 Invitational at Sausalito Yacht Club**

Jul 21 – Jul 22

## **2018 CanAm Regatta at Youngstown Yacht Club**

Jul 28 – Jul 29

## **2018 Down the Sound at Sloop Tavern Yacht Club**

Aug 4 – Aug 5

## **2018 San Francisco YC Summer Keelboat at San Francisco Yacht Club**

Aug 4 – Aug 5

## **2018 St. Francis YC Phyllis Kleinmann Swiftsure at St. Francis Yacht Club**

Aug 18 – Aug 19

## **2018 Rolex Big Boat Series at St. Francis Yacht Club**

Sep 12 – Sep 16

## **2018 J/105 Canadian Championship at Royal Canadian Yacht Club**

Sep 21 – Sep 23



## Calendar

### **2018 American Yacht Club Fall Series at American Yacht Club**

Sep 29 – Oct 7

### **2018 Foulweather Bluff at Corinthian Yacht Club Edmonds**

Oct 6

### **2018 Puget Sound Sailing Championship at Corinthian Yacht Club**

Oct 13 – Oct 14

### **2018 Grand Prix Invitational Regatta at Seattle Yacht Club**

Oct 26 – Oct 28

### **2018 Round the County at Orcas Island and Friday Harbor Sailing Clubs**

Nov 10 – Nov 11

# 2019

### **2019 J/105 North American Championship at Corinthian Yacht Club**

Sep 4 – Sep 7

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