

In The Wind

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



**SEASONS
GREETINGS**

2019 J/105

MIDWINTER CHAMPIONSHIP

FORT WORTH BOAT CLUB, FORT WORTH, TEXAS

MARCH 7-10, 2019

2019 J/105

NORTH AMERICAN CHAMPIONSHIP

CORINTHIAN YACHT CLUB, MARBLEHEAD, MASSACHUSETTS

SEPTEMBER 4-8, 2019



09 J
105

NORTH SAILS CUSTOMERS DOMINATE IN 2018

**TERRY MCLAUGHLIN
ROD WILMER**
NORTH AMERICANS

PETER BROMBY
BERMUDA NATIONALS

CHARLIE GARRARD
NOOD – MARBLEHEAD

**TERRY MCLAUGHLIN
ROD WILMER**
CANADIAN NATIONALS

STEWART CANNON
YACHTING CUP

**BRUCE STONE
NICOLE BREAUT**
AYC FALL SERIES – EVENT #1

BRUCE STONE
JFEST, SAN FRANCISCO

ROBERT SCRIBNER
CHARLESTON RACE WEEK

STEWART CANNON
NOOD – SAN DIEGO

**CEDRIC LEWIS
FREDRIK SALVESEN**
NOOD – ANNAPOLIS

BRUCE STONE
NOOD – CHICAGO

**FREDRICK SALVESEN
CEDRIC LEWIS**
ANNAPOLIS LABOR DAY REGATTA

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Photo: Chris Howell

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A Look Back

By Paul Beaudin, J/105 Class President

Amazingly, we are going into the 28th year of the J/105 with 217 member boats (plus 83 additional co-owners and associate members) and 11 voting fleets. We actually added voting fleets this year. I would just like to say, “Really well done everyone.” I am very happy I own and sail a J/105.

Prepping for this article, I went back into the archives to review some past Presidents Reports and discovered the first newsletters from 1992. They are all archived on the Class site at <http://j105.org/j105-information/j105-newsletters/>. Following are some of the highlights from the June 1992 Newsletter. “Class jib and snuffer stay. Genoa a local option.” Then it goes on, “Concern was raised on making the snuffer optional as it would virtually eliminate its use.” Another article titled ‘Tuning the Rig’ said a test set of checkstays only improved headstay sag 1/2 “but with slower boat speed.” “Headstay length is standard with 2 1/2 inches of thread showing under the drum. Tune the upper shrouds with a wrench, as tight as you dare without stripping the threads. Sailing upper wind in 12-14 with maximum backstay, add two more full turns.” We have certainly evolved quite a bit from then.

My personal history with the modern sprit sport boat goes back a little further and is equally as funny. In 1987, I bought a Kiwi 35. Yes, one of those crazy wing boats with folding side decks and held together with door hinges. It came with a standard spinnaker and pole. In 1988, inspired by the International 14 and Ultimate 30 dinghies, I modified it with a retractable sprit and an asymmetric spin. That was ground zero, the first asymmetric spinnaker sport boat. The first sprit on my Kiwi *Adrenalin Again* was deck-mounted, articulating, aluminum and 12’ out the front. It also had a wire bobstay and adjustable guide wires going out to the wings. We had no idea what we were doing, but we went really fast and had a bunch of crazy rides and adventures.

That was five years before our J/105s, which I think were the first real production sprit boat. I had two Kiwis—the first was damaged in a yard accident in 1989. On hull 2, with the deck-mounted sprit proving unreliable, we went to the through-hull side mount which is now the industry standard. I really wanted a center-line mount, but the amount of effort to modify the stem of the boat was, to put it mildly, prohibitive. The side mount was a collaboration between me, Chris Morgan, a lack of patience and a hole saw. We even had it fitted for trapeze, for which we even got a PHRF rating, but it only lasted one weekend. After they saw us on the course, the ‘trapeze rating’ was immediately rescinded. Check out a picture of that weekend.



I guess this makes me the grandfather of sport boats, or at least, one of. Not surprising that I like my J/105, which is still the perfect grown-up sport boat.

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FORT WORTH BOAT CLUB

EAGLE MOUNTAIN LAKE

Fort Worth, Texas

March 7th-10th

Visit yachtscoring.com to register

1st Place Mandate



2018 J/105 Canadian Championship

Rod Wilmer & Terry McLaughlin

September is a remarkable month in Canada. Most of us think of it for back to school, and the change of season. For the Canadian J105 fleet, it brings on the finale to our season, the championship event, the highlight of the year and this year did not disappoint.



Friday had been hyped as a heavy wind affair as we watched the path of hurricane Florence wreck havoc through the Carolinas and turn north.

There was talk on the dock as to at what sustained wind strength should racing be cancelled. In fact, Florence dissipated, though the isobars over Southern Ontario narrowed significantly. As we set out on Friday morning we experienced 18knts of wind building to 22knts from the SSW. A heavy sea built up from across the lake.

Challenging conditions indeed, but the J105 is the best keel boat class for a reason. It performs brilliantly in these challenging conditions.

Race one start saw 17 boats pitching up and down with flogging sails. Boats that set up early and high near the RC boat found themselves being denied entry at the windward end as the east to west current carried the fleet to the line earlier than expected. The key decision was when to pull the trigger to sheet in and go. Some boats found themselves being called over early. Heartbreak for *Jamaica Me Crazy*, who for brief moment, had the whole fleet tucked away below them. *Mandate* got her nose out, hiked hard and was able to tack and cross followed by *Hey Jude*.

Starcross was early on back in the pack and was a victim of a port tackler who failed to duck the additional seven feet necessary to avoid a collision. Despite that incident, they were able to move into second place on the first run before being passed back by *Hey Jude*.

The downwind legs were epic sailing with fantastic surfing conditions. The crews worked hard to get the boat up on top of the waves providing big rewards for the boats who were able to literally surf by other competitors at 15knts. Though a few spinnakers were shrimped, blown out and shredded, I don't think too many crews will forget the experience of high excitement downwind sailing.

2nd Place *Hey Jude*



3rd Place Starcross



Races two and three on Friday were sailed in similar conditions with a slight build in velocity. The compass was rock steady, and the seas continued to roll down the lake. *Mandate*, *Hey Jude* and *Jamaica Me Crazy* rounded out the top 3 in race 2. In race 3 *Mandate*, *Usual Suspects* and *Hey Jude* claimed the podium, despite *Hey Jude* sailing the whole race with no spinnaker.

At this time there was a developing trend at the top of the fleet. Fresh off a North American Championship win *Mandate* revelled in the windy conditions. *Hey Jude* was challenging and *Usual Suspects*, *Starcross* and *Jamaica Me Crazy* rounded out the top 5 at the end of day 1.

Unfortunately, someone turned off the fan for Saturday. Race 4 was away in a dying NNE breeze that was very shifty and puffy and continued to fade over the course of the race. *Mandate* and *Usual Suspects* worked the left side off of the starting line, which produced a two-boat battle at the front with *Mandate* hanging on downwind for a $\frac{1}{4}$ boat length win. Is it possible that the narrow victory was made certain by the skipper of *Usual Suspects*, just before the finish line, going to the back of the boat in the light air to crank on the backstay thinking that they had another upwind leg to go? We will never know. After two attempts at starting a second race of the day in the dying breeze the PRO, Mike Milner, sent the fleet back home.

Sunday brought no wind in the morning, so the fleet remained on shore for a few hours. The RC was finally able to get a race underway in 6knts of breeze out of the SE. *Hey Jude* and *Mandate* worked the middle left on the first beat to come out on top at the first mark. A good battle ensued with *Mandate* taking over the lead on the last downwind. With *Starcross* placing 3rd and *Usual Suspects* 8th in the race, the former managed to slip by the latter in the standings to take third overall. *Jamaica Me Crazy* claimed fifth overall.

The Canadian Championship is a well-run event and Doug Bullock is a true workhorse. The whole fleet is grateful for his continued efforts. The Saturday

evening festivities was a huge success with Errol Blackwood and his band transforming the club into a reggae goombay smash.

We should all be proud of the effort to share our good fortune with the Broad Reach Foundation. Thank-you Doug Bullock and Susan Reisler for organizing the silent auction and Michael Mountford for going above and beyond in finding sponsorship. Let's continue to build our class on and off the water. We will see you next season on the water and at the AGM in November.

Broad Reach Foundation Presentation

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SEPTEMBER 4-8, 2019

By Marty Galligan, Fleet 2 Co-Captain

Marblehead's Fleet 2 is delighted to be hosting the 2019 J/105 North American Championship next summer.

The first weekend of September will feature four days of racing on Massachusetts Bay with peak weather conditions. Marblehead has been a major yacht racing center for well over a century, and that tradition continues into the current year (a 91-boat J/70 World Championships was held here a couple months ago). There are good feeder races leading up to the North Americans. First, there's the NOOD regatta on July 25-28, and that's followed by the Ted Hood Regatta on August 23-25. And every Wednesday and Thursday evening, there's racing out of the local clubs.

The social schedule for the weekend will feature a fleet dinner for Friday night and a poolside barbecue on Saturday. And you can count on the local restaurants and bars to be buzzing every night.

Traveling boats will have plenty of options for launching, storage and hauling. There are one or two fully-equipped marinas in every harbor from Marblehead along the shore up to Manchester, all within 6 nm of the race course. And if you want to come and charter a boat locally, we'll do our best to accommodate you. E-mail info@j105nac2019.com for more information. The NA's committee and the fleet

measurer will work with you to make sure boats are race ready and competitive.

The shore crew or those with a few days to spare after the regatta can hop down to Harvard Square, tour the Harpoon Brewery or catch a Red Sox game. We welcome any and all 105 racers to Marblehead. Races will be competitive and well managed, the weather's fantastic that time of year, and there's plenty of entertainment both on and off the water. Come on down!

Here's contact info if you have any further questions:

Fred deNapoli, phred304@gmail.com or 617-240-1820

The event website is www.j105nac2019.com and on Yacht Scoring at <https://yachtscoring.com/emenue.cfm?eID=6023>



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J105sails.com

Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

SAIL TAG 101

There has been some confusion lately regarding exactly what the sail purchase Rules say. The average J/105 owner purchases one sail a year, so much of this may not impact what you do, but it is important to be aware of what the Rules say. And frankly, a lot of the inquiries we get on this issue come from someone inquiring about whether what someone else is doing is legal or not. The relevant Class Rule is 6.8, reproduced below.

6.8 Sail Purchase Limitations: For purposes of class racing, sail purchases shall not exceed (a) two sails in any calendar year, *plus* (b) one additional sail during any period of two consecutive calendar years. In addition, during the calendar year in which a boat is first used by all new Owner(s), one additional sail may be purchased.

6.8.1. Any sail that, in the written opinion of the Chief Measurer or the relevant Fleet Measurer, is defective or so substantially damaged that it cannot reasonably be repaired, may be replaced, provided (a) such opinion, the certificate required by rule 6.9 and the sail tag (if possible) of the defective or damaged sail are all received by the Class Secretary, (b) the replacement sail is delivered within one year of the delivery date of any sail being replaced, and (c) a replacement sail does not count against the sail purchase

limitations of the first sentence of rule 6.8. A sail is “defective” for this purpose only if its material or manufacture (rather than its shape) is defective and the sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.

6.8.2. Transfer of sails to a new boat: A sail that is transferred from one boat to another boat, and has an original registration date recorded with the Class Secretary that is during the year of transfer or the immediately preceding year, will be counted toward the sail purchase limits of the new boat, as defined in rule 6.8 (a) and (b), as if the sails had been purchased at the original purchase date. The total of sails for the year prior to transfer, and the year of transfer, must not exceed the sail purchase limits specified in 6.8.

SAIL TAG LIST

Before we get too deep in the Rules, let’s take a look at an excerpt from the sail tag list on the Class website. We’ll use Dennis Conner’s ownership of Hull #3 as an example. In 2012, Dennis bought four sails in 2012 and two more sails in 2013. His last sail was a jib from Quantum, certificate # 1308225Q. Decoding the certificate #, the 13 is the year of the certificate, 08 is the month the certificate was issued, 225 is a sequential number during that year, and finally the Q is for Quantum. Although the certificate was issued in August

Hull	Purchaser	Certificate No.	Sailmaker	Delivery Date	Sail Type	Fleet	Notes
3	Dennis Conner	1209221U	Ullman	2012-09-28	J	1	
3	Dennis Conner	1208179U	Ullman	2012-09-28	M	1	
3	Dennis Conner	1209222U	Ullman	2012-09-28	S89	1	
3	Dennis Conner	1209223U	Ullman	2012-09-28	J	1	
3	Dennis Conner	1308224Q	Quantum	2013-12-19	S89	1	
3	Dennis Conner	1308225Q	Quantum	2013-12-19	J	1	

(08), the sail was delivered on December 19, 2013 as indicated in the 5th column of the table. The rest of the table is self-explanatory.

SAIL PURCHASES

The first thing to keep in mind is that sails belong to the boat, not the owner. An owner with multiple boats cannot transfer sails back and forth. By the first paragraph of CR 6.8, a boat can purchase up to five sails in any two consecutive calendar years, i.e., three sails one year and then two the next, but no more than three in any one year. Once you have purchased three sails in a given year, you aren't fixed on only being able to purchase three sails every other year from then on, for instance only in odd-numbered years. You can purchase 3-2-2-3 sails in consecutive years if you like, as long as any two-year stretch only has five sail purchases.

The exception to this is when a boat is purchased by all new owners. Then an additional sail may be purchased in the first year of use. This is what Dennis Connor did by purchasing a fourth sail in 2012 as shown above. He then purchased only two in 2013. You could also configure it the other way around. In the first year of use, you could purchase three sails and then in the second year, purchase another three sails. Year One would be your "two sails" year and Year Two your "three sails" year by the normal purchase limits, and then use the new owner allowance to get a third sail in Year One.

An important thing to keep in mind is that for purposes of the Class Rules, sails are not purchased when you order them or the decoded year/month on the sail tag #; they are considered purchased when they are delivered based on the delivery date recorded on the sail tag list. If you call your sailmaker in December 2018 and order a sail but he doesn't deliver it to you until January or February of 2019, then that sail counts against your 2019 sail tag allotment (rather than your 2018 allotment).

SAIL REPLACEMENT

CR 6.8.1 allows defective sails or substantially damaged sails to be replaced without using up a sail tag, but only if the replacement sail is delivered within one year of the delivery date of the defective sail. If you have a sail that is determined to be defective or substantially damaged more than one year after its delivery date, you are out of luck and will have to use a sail tag to replace it. The most common reason we've encountered lately for owners invoking this Rule is for sails that are damaged or lost during rig failures that result in the mast remnants having to be jettisoned.

SAIL TRANSFER

CR 6.8.2 allows owners to buy and sell and transfer sails between boats. What it does not allow is the seller to recoup another sail tag to use. Let's say hull #702 bought three sails in 2018 and then decided to sell one of them to hull #710 in 2018, hull #710 would have to

use one of its allowed sail tags to make the purchase. Hull #702 would still have already used up its allowed sail tags and cannot purchase another sail to replace the one that was sold. The “registration date” of a sail is the original delivery date of the sail to the original purchaser of the sail. If hull #710 has already used up its 2018 sail tag allotment, then it would not be allowed to purchase the sail.

This Rule applies to sails originally delivered in the current calendar year and the year before. A sail older than that may be bought and sold without regard to sail tag restrictions. So today, 2016 or older sails may be freely bought and sold. Just don’t forget to notify the Class administrators about the transaction so that the sail tag list can be updated.

BOAT CHARTERS

A boat charterer can choose to use their own sails, or the sails that belong to the chartered boat, but may not mix and match between the two sets of sails.

“OTHER” SAILS

Class Rule 6.3 allows you to have one mainsail, two jibs and two spinnakers on board during a Class Event unless this Rule is modified by the Sailing Instructions. However, CR 6.7 allows you to have more sails than this. Specifically, you may **also** have a storm jib, a heavy weather jib of less than 80% LP and a second reef point in your main. We do not require storm jibs to have Class sail tags or meet other Class Rules regarding construction, however, it must meet the definition of a storm jib as defined by the Offshore Racing Rules to be considered a storm jib. The heavy weather jib would be any other jib with an LP less

than 80%, effectively a #4 jib. An 80% jib would have to have a tag and meet Class Rule 6.5. As a practical matter, the Class does not restrict how many reefs you have in your main although I cannot say I’ve seen any boats with more than two.

You can show up at next year’s North Americans with a main with two reefs, two regular jibs, two spinnakers, a storm jib, and an 80% jib and be Class-legal. If I had had an 80% jib, I probably would have used it during this year’s Chicago-Mac race for the first 30 hours or so.



Calendar

2019

**2019 St. Petersburg
NOOD at St.
Petersburg Yacht Club**
Feb 15 – Feb 17

**2019 J/105 Midwinter
Championship at Fort
Worth Boat Club**
Mar 7 – Mar 10

**2019 San Diego
NOOD at San Diego
Yacht Club &
Coronado Yacht Club**
Mar 15 – Mar 17

**2019 Charleston
Race Week**
Apr 11 – Apr 14

**2019 Annapolis
NOOD at Annapolis
Yacht Club**
May 3 – May 5

**2019 Chicago NOOD
at Chicago Yacht Club**
Jun 7 – Jun 9

**2019 Cleveland Race
Week at Edgewater
Yacht Club**
Jun 14 – Jun 23

**2019 Block Island
Race Week at Block
Island/Storm
Trysail Club**
Jun 23 – Jun 28

**2019 Marblehead
NOOD at Boston
Yacht Club**
Jul 25 – Jul 28

**2019 J/105
North American
Championship at
Corinthian Yacht Club**
Sep 4 – Sep 8

**2019 Rolex Big Boat
Series at St. Francis
Yacht Club**
Sep 11 – Sep 15

2020

**2020 Cleveland Race
Week at Edgewater
Yacht Club**
Jun 19 – Jun 28

**2020 J/105
North American
Championship at
Annapolis Yacht Club**
Oct 29 – Nov 1

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