

**J<sup>®</sup>**  
**105**

# ***In The Wind***

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

**J<sup>®</sup>** 2019   
**105 NORTH AMERICAN  
CHAMPIONSHIP**



**CORINTHIAN YACHT CLUB ► MARBLEHEAD, MA**

**SEPTEMBER 4-8, 2019**



**S p r i n g   2 0 1 9   •   V o l u m e   1 0   •   I s s u e   2**

*"My Sails have to be better"*  
Paul Beaudin Ioulou USA 334



**J105sails.com**  
**J-105 Sails by J-105 Sailors**

## ***President's Corner***

Hi Everyone,

We are just getting our season going here, and I guess it is the same for a lot of you as well. I have my raw water pump in pieces all over my desk, as I write. I am looking forward to getting out a lot on my own boat, and I wish everyone a successful racing year. I just want to touch base on a few ideas and projects I am working on that I think are worth noting. I would love to hear from you about what is working in your fleet.

### ***"SIGN UP EARLY"***

I am pushing a new Class initiative "Sign Up Early." It really works, and is the number one, best way to grow your fleets and put more boats on the starting line. Not to mention - it is free. It takes some persistence to shake the trees and get people



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signed up, but it pays. We just increased our participation in both our Spring Series and the East Coast Championship by getting a critical mass of entries. It has encouraged boats to travel, and this year we have two boats coming all the way from Texas to do the East Coasts at Block Island.

### ***“Going Green”***

I have been struggling with trying to figure out how to get rid of disposable water bottles and not have my crew running around trying to find their water bottles. I just made up these drink holders to hang in the companionway. It seems to be working pretty well the first time out. I keep a gallon water jug down in the sink for refills. Many of us are moving in this direction, and it would be good to hear about any other ideas you might come up with.



### ***“TRAINING REGATTAS”***

A lot of Classes now allow professional sailors, and that can put a quick whammy on any sailing budget. A cool option is to hire a pro for the fleet and create a “training event.” A few years back, the fleet hired Dave Dellenbaugh



to coach all the boats for a day at a weekend regatta, allowing him to talk to boats during and between races, take some pictures and do a debrief at the end of the day. This year, we are going to try a stand-alone event. Our “training regatta” will start with a dock briefing and a tuning clinic. We will then do a series of short windward/leeward races, once around, finishing with a leeward mark rounding. As a twist, a race may require wing-on-wing only, or similar variations, to add further challenges. For the last race, we will have all the boats switch a crew or two (top boat with the bottom, second with second from the bottom and so on). This is a nice way for crews to meet each other and gives the up-and-coming boats a view of how things are done at the other end of the fleet. All finishing up with a dockside debrief and barbeque.

I would love to hear what is going on at all the fleets, and I am always happy to help out with your initiatives. Drop me a note, anytime. See you at the regattas.

Paul Beaudin

J/105 Class Association President

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**SEPTEMBER 4-8, 2019**

**By Ric Dexter and Marty Galligan, Fleet 2**

## ***Welcome to Marblehead for the North American J/105 Championship!***

First off, we want to welcome a few new sponsors that are including the regatta as part of their marketing efforts. They include Samel Insurance of Andover, MA, Coastal Orthopedics of Beverly, MA and Solid-skin sunscreen.

They're joining long-time supporters North East Rigging, Marblehead Trading, North Atlantic Wealth Management, Bent Water Brewing and BMW of Peabody. Additional race support is coming from Doyle Sails, Trident Studio, Hill and Lowden brokerage and VRSports.tv. Links to each of them are on the regatta website at <http://j105nac2019.com/sponsors.html>. These companies make it possible to run the regatta, so be sure to thank them when you see them this summer.

Certifying that all the boats comply with our one-design criteria is an important pre-race check. We will make the measurement process as easy as possible with a little help from the

competitors. We will send out a measurement schedule in the next couple months that so you can sign up for a 30-minute slot for your boat and sail tags.



Local boats will be measured on Friday and Saturday prior to the event. Out-of-town boats will begin the measurement process on Tuesday September 3, and continue into the morning of Wednesday, September 4, most likely at the Corinthian Yacht Club. Owners or owners' representatives need to be available at that time.

Entrants are encouraged to review the J/105 Rules at <http://j105.org/wp-content/uploads/2015/12/Class-Rules-2019-final-1.pdf>, specifically sections 5 and 6 and Exhibits 7.3B and 7.3C.





Please make sure that the royalty tags for sails that you register match and are available at the time of inspection, your weight certificate is up to date, and equipment complies with Exhibit 7.3C. Please make sure your flashlight batteries and flares are up to date.

Sails will be measured randomly. You will be notified well ahead of the NAs as I review the registered sail tag list. We like to sample all the different sailmakers.

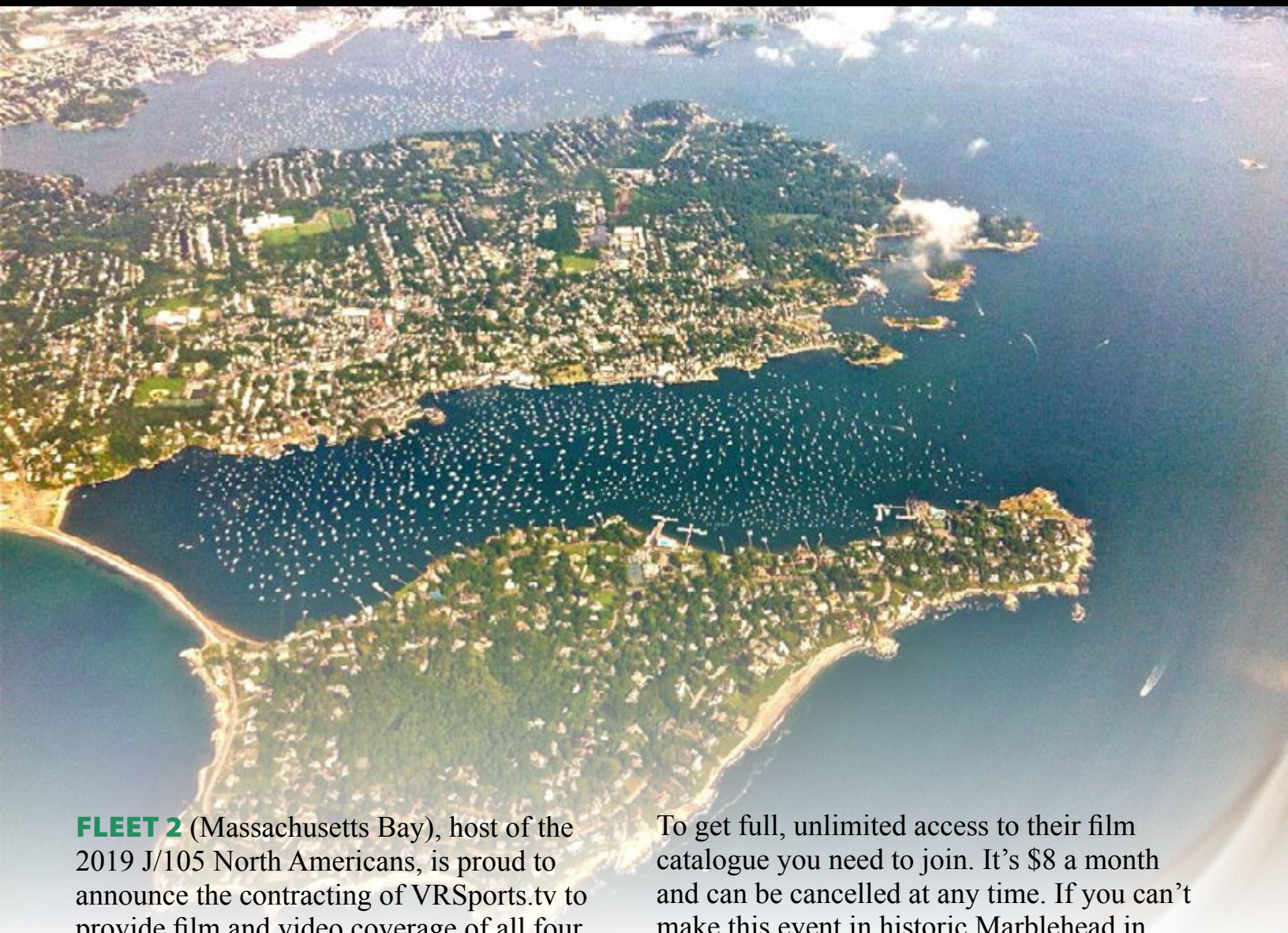
If your boat is not certified for weight, we can make arrangements to weigh and certify up to 2-1/2 weeks ahead of the event (prior to Ted Hood Regatta). Scale rental, boatyard hauling and corrector weight costs are the responsibility of the owner.

We had a very successful outcome in measuring 42 boats in 2011, so we will be using the same process this year.

Contact Ric Dexter, J/105 Fleet 2 Measurer (#345 *Brouhaha*), at any time for questions, schedule and measurement: [ricdexter@com-cast.net](mailto:ricdexter@com-cast.net)







**FLEET 2** (Massachusetts Bay), host of the 2019 J/105 North Americans, is proud to announce the contracting of VRSports.tv to provide film and video coverage of all four days of racing, 5-8 September in Marblehead, MA. One of the most experienced and acclaimed media coverage teams in the world, UK-based VRSports, will be sending over a film and editing crew which includes their founder and Executive Director Simon Butterworth. And while they've covered nearly every one-design Class in the world, they've yet to film a J/105 regatta. At the end of the regatta, they'll be circulating four separate daily films to our national office, who in turn will distribute and loan out to fleets sponsoring major events in the future.

To get full, unlimited access to their film catalogue you need to join. It's \$8 a month and can be cancelled at any time. If you can't make this event in historic Marblehead in September, you can watch the racing day-by-day on the VRSports.tv web page: <https://www.vrsport.tv/new-releases?sort=newest>

Better still, drop everything and start planning to get up to Marblehead and join the fun first hand!

**Fred deNapoli, Event Chair**  
2019 J/105 North American Championship



# J/105 Jib Weight Rule Change: *What it Means for You*

By Will Keyworth, North Sails Annapolis • will.keyworth@northsails.com 410-269-5662 x113

How does the J/105, a boat that was introduced in 1991, remain one of the strongest one-design Classes 28 years later? There are two answers: the sailing qualities of the boat itself and the Class Association Rules.

The boat is simple to sail but complex enough to attract top sailors and crews. For a 34-ft. boat, the J/105 is pretty affordable, especially when it is both an acceptable weekend cruiser and capable offshore platform. So it maintains a high resale value.

But the real success of the J/105 Class is a direct result of the conservative management of Class Rules, which includes a careful consideration of updates. We all balk at change, especially if we don't know what the outcome of that change will be, but it is both natural and inevitable.

So, you ask, ***“How is this jib bag weight change going to affect me?”*** My one-word answer is....”positively!” This is a great Rules update for all J/105 owners who actively race their boats, and Class leaders drafted it only after requesting input from all the Class sailmakers. My view is that the result will be sails that are better, not just lighter.

You've probably already had discussions with other J/105 owners that start off with any of the following questions: ***Will a lighter sail last as long? How does this specifically affect the Light, Medium, and Heavy jibs? Do I have to buy a new sail now that the Rule has changed? Will it cost more?*** All great questions, so let's discuss them.

First, a bit of Class history to explain how we got here. Since this Rule was introduced in the mid-90s, Class-legal jib materials have gotten much stronger: from woven Dacron, to Mylar film/Dacron laminates, to Kevlar laminate, and

finally to Carbon laminates. Meanwhile, the Class minimum weight stayed the same. When Kevlar (and later Carbon) became the material of choice, sailmakers had to add extra weight to the sails just to comply with the Class bag weight. This weight was typically added by applying extra corner patching, especially in the tack; that bulk made it difficult to furl the sail tightly. So to answer ***“Will a lighter sail last as long?”***, consider this: none of that “parasitic” weight did anything to improve durability or performance, and it actually made handling the sail harder.

## ***How does this specifically affect the Light, Medium, and Heavy jibs?***

The Rule change from 23lb to 19.8lb represents a 14% reduction in bag weight, but even so, an AP or Medium jib will have to be slightly over-built (with more load-bearing fibers than it needs) to comply. A Light jib will have to be significantly over-built, while the Heavy jib will end up at the correct weight without adding any extra fiber.

## ***Do I have to buy a new sail now that the Rule has changed?***

You don't have to buy a new sail to comply with the Rule, but the next sail you buy will be a better one.

## ***Last but not least: Will it cost more?***

Check with your sailmaker, but since no expensive material (Carbon or Aramid) will be removed, my guess is that there will be no significant price change.

The bottom line is this: the new bag weight will enhance performance by reducing parasitic weight and improve handling, all without reducing durability. Better performing sails that are easier to handle and equally durable? That sounds like an improvement that will help keep the J/105 going strong, for at least another 28 years.





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## NORTH SAILS CLIENTS ARE DOMINATING THE J/105 CIRCUIT

**2019**  
**US MIDWINTERS**  
**1<sup>ST</sup> 2<sup>ND</sup>**

—  
Congratulations  
*Glenn Darden*

**2019**  
**NOOD ANNAPOLIS**  
**1<sup>ST</sup> 2<sup>ND</sup>**

—  
Congratulations  
*Peter McChesney*

**2018**  
**NORTH AMERICANS**  
**1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup>\***

—  
Congratulations  
*Terry McLaughlin*

**2018**  
**BERMUDA  
NATIONALS**  
**1<sup>ST</sup>**

—  
Congratulations  
*Peter Bromby*

**2018**  
**CANADIAN  
NATIONALS**  
**1<sup>ST</sup>**

—  
Congratulations  
*Terry McLaughlin*

**2018**  
**J/FEST  
SAN FRANCISCO**  
**1<sup>ST</sup>**

—  
Congratulations  
*Bruce Stone*

**CONTACT YOUR SALES EXPERT FOR DETAILS**

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Allan.Terhune@northsails.com

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**GERMANY**

Stefan.Matschuck@northsails.com

\*Partial Inventory Photo: Chris Howell



## Your donation makes a difference

The Young American Sailing Academy (YASA) is developing a new generation of offshore sailors. Through the program, juniors establish life-long sailing skills, broaden social/leadership skills, and master high-level racing skills. At YASA, we believe the J/105 is the perfect boat to train enthusiastic sailors, which is why a charitable donation to YASA's growing J/105 team is beneficial to the youth sailing community.

With your charitable donation, YASA will be able to expand the outreach of the program. As a 501(c)(3) YASA will provide you tax deductions. YASA welcomes donations of all kinds including boats and inshore and offshore sails.

**Peter Becker / 917-715-1471 / [peter.becker@yasailing.org](mailto:peter.becker@yasailing.org) / [www.yasailing.org](http://www.yasailing.org)**







# **JFEST GREAT LAKES REGATTA**

Hosted by the RCYC

**JULY 20 & 21, 2019**

Live Music with Dance Floor featuring Reggae artist **Errol Blackwood**

Special Saturday Night **\$25 Chipotle Chicken BBQ**

**Bean Bag Toss** Championship

**Gold Level Clean Regatta**

Open to all JBoats Fleets including: J22, J24, J27, J35, J70, J80, J88, J105, J111, J120 and J/PHRF

Register at [www.rcyc.ca](http://www.rcyc.ca) and [www.yachtscoring.com](http://www.yachtscoring.com)



# Calendar

## 2019

### **2019 Chicago NOOD at Chicago Yacht Club**

Jun 7 – Jun 9

### **2019 Cleveland Race Week at Edgewater Yacht Club**

Jun 14 – Jun 23

### **2019 J/Fest Northwest at Corinthian Yacht Club**

Jun 22 – Jun 23

### **2019 Block Island Race Week / East Coast Championship at Block Island/Storm Trysail Club**

Jun 23 – Jun 28

### **2019 J/Fest Great Lakes at Royal Canadian Yacht Club**

Jul 20 – Jul 21

### **2019 Marblehead NOOD at Boston Yacht Club**

Jul 25 – Jul 28

### **2019 CanAm Challenge at Youngstown Yacht Club**

Jul 26 – Jul 28

### **2019 J/Fest New England at Sail Newport**

Aug 10 – Aug 11

### **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

### **2019 J/105 Canadian Championship at Royal Canadian Yacht Club**

Sep 27 – Sep 29

### **2019 American Yacht Club Fall Series 1 of 2 at American Yacht Club**

Sep 28 – Sep 29

### **2019 American Yacht Club Fall Series 2 of 2 at American Yacht Club**

Oct 5 – Oct 6

### **2019 J/Fest Southwest at Lakewood Yacht Club**

Oct 25 – Oct 27

## 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

