



In The Wind

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



ANNAPOLIS YACHT CLUB

OCTOBER 28 - OCTOBER 31

PRESIDENT

Jon Corless – Fleet #21
441-536-8500
corless12@gmail.com

VICE PRESIDENT

Chuck Wielchowsky – Fleet #17
713-805-2153
cwielchowsky@comcast.net

SECRETARY / TREASURER

Russell Hopper – Fleet #4
416-525-7447
russell.hopper01@gm-ail.com

MEASURER

Matthew Arno – Fleet #16
817-995-6762 (O)
817-995-6762 (H)
marno@alum.mit.edu

CLASS ADMINISTRATOR

Chris Howell
440-796-3100 (O)
howell@j105.org

PAST PRESIDENT

Paul Beaudin – Fleet #6
917-584-5194 (O)
917-584-5194 (H)
j105loulou@gmail.com

COPYRIGHT HOLDER

Jeff Johnstone – JBoats
401-846-8410 (O)
jeffj@jboats.com

FLEET AT-LARGE

Mark Smith – Fleet #16
469-766-0277
mwsmark@flash.net

AT-LARGE

Chip Schaffner – Fleet #22
216-410-7784 (O)
chipsc@oh.rr.com

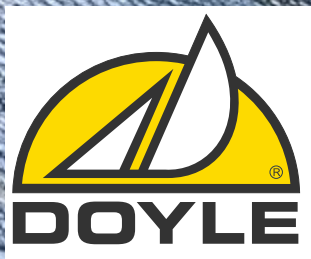
AT-LARGE

Nicole Breault – Fleet #1
203-671-7908
nbsailor@gmail.com



J-105 Sails by J-105 Sailors

**The New Structured Luff Jibs
available for 2021 delivery.
contact PB@J105sails.com**



J105sails.com

Sailor Spotlight: **Nicole Breault**



Photo courtesy of Sailboatartwork.com

Sailing the Bay in an Entirely Other Way

It seems like many of us are finding silver linings here and there as our lives wrestle with the dangers of the pandemic. One of these for me has been exploring the challenges of a whole new type of sailing: double-handed distance racing.

Since the announcement of the new Olympic event slated for the 2024 Games, the notion of trying this adventurous type of racing has been seeping into the sailing community. In fact, my husband Bruce has been angling for us to campaign together since last winter, even enrolling us in a Safety at Sea Seminar and applying for a J/88 charter as part of the special double-handed class that was meant

to compete in this summer's Chicago-Mac as a qualifier for the Worlds in October offshore Malta.

To be honest, I've been quite the realist about undertaking this kind of challenge. You can't just throw around that "O" word lightly, as anyone who has dabbled in campaigning will attest. Not to mention that Bruce and I can be described well as fully programmed inshore buoy racers who enjoy the creature comforts of evening apres-racing as much as being on familiar waters

with our full crackerjack crew while duking it out with friendly competition. Let's say we hammer down and learn the skills of short-handed sailing and sophisticated navigation, and even convert our aged bodies into athletic machines that can operate efficiently in the middle of the night while sleep-deprived, then we'd be facing off with medal-obsessed competitors who actually built a life around this kind of sailing and have track records of round-the-world, transoceanic racing that was their starting point in the quest for 2024 glory.



J[®]
105

Photos courtesy of Sailboatartwork.com



Photos courtesy of Sailboatartwork.com



Yeah right. So, this was my impression and my prejudicial respect for the game, and I was dragging my feet all the way. Until a pandemic hit, and suddenly, Bruce was the only person I could go sailing with safely under the shelter in place orders. Now I am not saying I am fully on board with an Olympic effort, but at least I could sample the endeavor with some local racing on San Francisco Bay. (Assuming I could sleep in my own bed at night.)

As it turns out, there is a deep roster of short-handed sailors who race on and from San Francisco Bay, and out into the Pacific Ocean. The Single-handed Sailing Society runs events for soloists and double-handed teams several times a year. As August approached and virtually every J/105 and match racing event on my calendar toppled to the realities of COVID-19, the SSS offered us a chance to feed our passion for racing while giving us a taste of the vogue mixed-crew, double-

handed discipline. Its Round the Rocks race attracted 122 entries, 80% double-handed and the remaining folks their traditional single-handed clientele. We finished third in a hotly contested eight-boat J/105 fleet that was led by Ryan Simmons in *Blackhawk*, followed by Pat Benedict in *Advantage3*. This was followed by Richmond YC's Island Tour Regatta with 80 entries (nine single-handed and 71 double-handed). We skipped that one because it was PHRF, and raced the following day in the double-handed, one-design 2020 Pandemonium Regatta hosted by Corinthian Yacht Club with 37 double-handed boats, including eight J/105s. We finished second in a terrific duel all the way around the course with Bill Woodward's recently rebuilt *Russian Roulette*.

The amazing aspect is that's a total of over 200 double-handed boats crossing the starting line in August! The Single-handed Sailing Society is de facto becoming the Double-handed Sailing Society.



Photos courtesy of Sailboatartwork.com

Here's a recap of the Round The Rocks on August 8:

We had a huge turnout indicative of the pent-up demand for racing – 122 registered. We rallied the J/105 fleet and got eight entries and our own one-design start. SF Bay delivered classic midsummer conditions with a heavy marine layer ushering in prevailing westerly wind in the upper teens to mid-twenties throughout the day. Despite my underlying goal to simply survive the race and get safely home, competitive instincts awakened as I realized I was responsible for getting both jib and main set off the start line!

Starting deep in the Bay at the Berkeley Circle, leg one was a starboard beat/tight reach to Blossom Rock, a central navigation marker in the triangle of the SF City Front, Alcatraz and Treasure Island. The drag race that emerged was all too familiar, with rival *Blackhawk* charging hard to windward while Bruce and I managed *Arbitrage's* speed and point to stay leeward and ahead.

We prevailed, rounding Blossom in first, but then proceeded to play the wrong hand up the City Front against the flood tide to Blackaller near the Golden Gate Bridge.

There is really nothing more demoralizing than arriving to the City Front way down by Pier 39 only to find minimal current relief, knowing you must short-tack something like four miles – and you're the only crew on a J/105. A few boats followed us to their chagrin, while others went with *Blackhawk* to the current relief in the cone of Alcatraz, enjoying much longer tacks in doing so, before hitting the shore. They were far ahead when we came back together again. We had slipped to fourth, and I was very tired.

We regrouped mentally and played the second part of the beat well, recovering to second at Blackaller. *Blackhawk* rounded first with a comfy lead, but we had much more sailing ahead and anticipated changes when passing through tricky waters off Tiburon. With the flood tide ripping by now, the trip across the Golden Gate called for a jib reach. Once we passed the blast of the westerly and hit the windbreak off Sausalito, we set the chute for the run through Raccoon Strait. The winds were swirly behind the headlands and light in the Strait, so we were focused on exploiting the race compression to maybe regain the lead, but of course anxious about the boats threatening from behind.

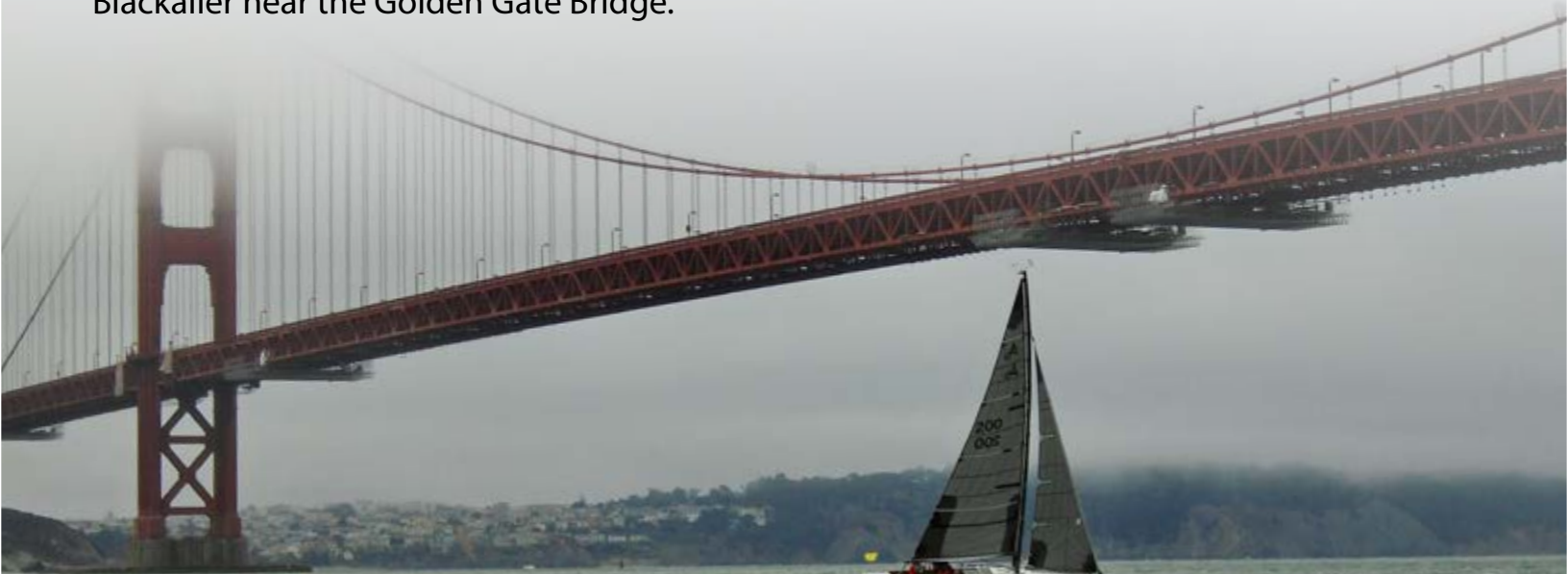



Photo courtesy of Sailboatartwork.com



Having little experience with the strategic considerations of the Tiburon shore, our logic turned out wrong and *Advantage3* found the corridors of pressure to blaze past us into second while we wallowed in the oddly protracted hole between Tiburon and Richmond. Oh, the secrets I learned on that spinnaker leg! Apparently there develops a harbor hurricane off Paradise Cay. And there are important techniques for safely dropping an asym kite on a tight reach once you escape the lee of Marin and meet the northerly-slanted piping pressure... and you are double-handing. While we doused our chute the 'normal way' you would with a full crew, we witnessed extra long tack-blowing letterboxes happen around us and some using a spinnaker snuffer.

We chased *Blackhawk* and *Advantage 3* around the Brothers Islands just north of the Richmond Bridge, and fended off *One Trick Pony* as we fought the flood back to the finish line inside Potrero Reach, home of the Richmond YC. Was I relieved the spinnaker stayed below for the remainder of the race.

So, there are people who specialize in this kind of racing! They do it all the time, and they are amazing sailors! This was my main take-away from the Round the Rocks race that saved me from my endless landlubber summer, locked down in our house, our refuge from COVID and the foul air due to raging forest fires around the Bay. Being out sailing felt great.

The race fueled Bruce's fire for mixed gender double-handed racing too. Apparently, there are local races like this popping up in places like Annapolis, Oyster Bay and Newport, addressing the hunger for racing while complying with the constraints of COVID-19 household-only restrictions. Bruce decided SF Bay needed an event geared just like this and organized one with the Corinthian Yacht Club, calling it the 2020 Pandemonium Regatta. This was organized expressly for one-design fleets and attracted a lot of J/24s, Alerions, Cal 20s, J/88s and J/105s. A special Panda trophy was awarded to mixed gender crews.

The regatta was held August 30, and became my second foray into short-handed racing. This time my goal was to avoid injury and not yell so much at Bruce. Again, the competitive juices kicked in at the start and the focus became winning.

With the start off the west face of Angel Island into a dying flood tide, we made a hard play to the Sausalito shore along Yellow Bluff for early ebb. *Arbitrage* took an early lead in the eight-strong J/105 fleet, but we played the shoreline too hard and *Russian Roulette* slipped by on the stronger outside pressure as we got to the Golden Gate Bridge. The course called for us to race out to Point Bonita, then back into the Bay to Red Rock up in the Bay near the Richmond Bridge, then back through Raccoon Strait to finish off the Corinthian YC race deck.

Calamity visited as we headed outbound, favoring the north shore for relief from the flood. While short-tacking the Marin Headlands near Pt Diablo, an override locked the starboard jib sheet as we approached the rocky shore! It's enough to do all this work to crew the boat when everything is going well, much less have these stressful challenges pop up. Panicked scrambling yielded to the simple solution of tacking slowly to reduce pressure on the sheet, but it cost us our comfortable margin over two boats, *Strangelove* and *Jam Session*, who came into striking position. And we lost the benefit of our hard work in grinding down *Russian Roulette*. We don't usually race in waters beyond the Golden Gate Bridge, so while doing all this work we enjoyed the views and the challenge of different tidal patterns.

Russian Roulette hoisted first and headed toward the south shore, seeking tidal relief from the beginning ebb. We later learned that was also to avoid extra jibes! We chose a more direct route to the Golden Gate Bridge, almost laying south tower, and closing the gap given the wind was so southerly. Positions stayed the same all the way as the wind built to mid-20s en route to Raccoon

Strait where the wind went light. As trailing boats stayed on a plane and compressed with us, *Strangelove's* kite exploded, and we didn't expect to see them again. We initiated a jibing dual and caught the leader by heading to the rocks for tide relief at Pt. Stewart on Angel Island. However, as we gained an inside overlap and ran out of sea room, Bruce turned a bit too quickly, and we wrapped the kite. This gave *Russian Roulette* the advantage they needed to continue in the lead the rest of the way to Red Rock and back to the finish. Kudos also go to Justin Oberbauer who was able to clean up the mess on *Strangelove*, hoist a backup kite and dig back in to gain a third place, just ahead of *Jam Session* in fourth.

After heading home and derigging the boat, we were exhausted – and it was just a 24-mile race! What will happen if we ramp up to the 100 milers and then eventually 300+ that's envisioned for the Olympics? Bruce says we've got to start training now, and we'll propose some longer routes to Corinthian Yacht Club, who have graciously supported this effort to expand the opportunities for double-handed one-design distance racing. As for me... hm, we'll see.

J[®]
105

Photo courtesy of Sailboatartwork.com

Technical Committee Report

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

Doug Bailey – Fleet 1, San Francisco

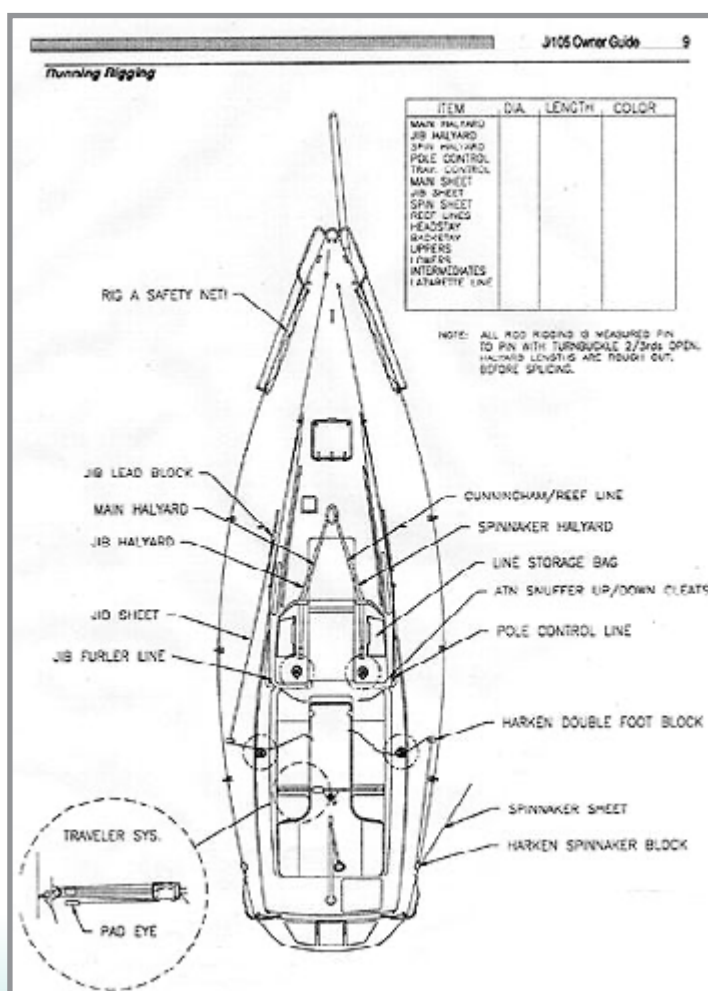
Angelo Guarino – Fleet 3, Chesapeake

Despite the fact that most people either aren't sailing this summer or sailing very little compared to a normal season, it's still been somewhat busy on the Rules front. There have been two Rule Interpretations and two new Rule proposals, each of which is detailed below. Do remember that you can find the full list of Rule Interpretations on the website at <http://j105.org/rule-interpretations/>.

In addition to those, the interest in short-handed racing with a J/105 continues to grow. As part of that, interest in allowing labor-saving devices and other equipment that facilitates short-handed sailing has increased. While the Technical Committee has not taken any action in that regard, we do anticipate that we will need to in the not-too-distant future.

Along those lines, there is one thing already allowed that makes short-handed sailing easier. Many of us have likely forgotten that the J/105 was originally equipped with a spinnaker sock. Equipment intended for use with an ATN sock-type snuffer, to control the spinnaker during deployment and retrieval, became standard equipment beginning with hull #50. The "J/105 Owner's Guide"

(currently on the J/105.org website) refers to this snuffer-equipment as well as operational instructions on how to use it. Many J/105s still have the two cam-cleats installed on the starboard side of the cabin trunk. Since this was standard equipment, a boat may install two cam cleats in the same location for this purpose. The "Running Rigging" drawing below shows the appropriate location for the "ATN Snuffer Up/Down Cleats."



From the J/105 Owner's Guide:

"Snuffer Control Loop: run through the starboard sheave on the double block fixed to the end of the J/Sprit aft under the pulpit to the upper Harken cam cleat on the starboard side of the cabin trunk, back through the middle cam cleat forward to the port sheave on the sprit end and reattached to the snuffer bridle using the same knot as ATN. (Hull #'s before #50 were not outfitted with these cleats. We are sending a free upgrade kit for all J/105s already delivered)."

THE NEW RULE INTERPRETATIONS ARE:

Rule Interpretation 20-01: Advertising

Q: I have a flag with my boat logo on it and another with the logo of my beverage of choice on it. Am I allowed to fly those under Class Rule 2.8?

A: You can under certain conditions. Generally speaking, you can fly whatever flags and display any *advertising* you want if you are not *racing*. CR 2.8 applies to boats and competitors while *racing*. CR 2.8 also invokes World Sailing Regulation 20. There may be other *rules* for the event which limit *advertising*.

Regulation 20 allows the Organizing Authority of an event, in the Notice of Race, to require supplied bow numbers, backstay flags, and other event *advertising* to be displayed at all times. Also, Regulation 20 sets aside certain portions of the boat for specific stakeholders, such as the organizing authority, sailmaker's marks, etc. You cannot interfere with those areas if they are in use.

Please keep in mind that our sport and especially our big events depend on sponsorship. Therefore, please limit your advertising displays so that you are not directly competing with them, whether allowed by the NOR or not.

The term "*Advertising*" is defined in World Sailing Regulation 20.1.1.

The terms "*Racing*" and "*Rule*" are defined the Racing Rules of Sailing.

The current WS Regulations can be found here: [World Sailing Regulations](#)

Rule Interpretation 20-02: Minimum Fuel Level

Q: Class Rule Exhibit 7.3C states that the fuel gauge must read at least 1/2. If I leave the dock with 1/2 a tank but it goes below 1/2 motoring out for the first race, does that comply with the rule?

A: No, that breaks CR 7.3C.

The first line of Exhibit 7.3C states that the items listed "must be on board at all times while *racing*". The term "*Racing*" is defined by the Racing Rules of Sailing which states that a boat is *racing* until she *finishes*. Therefore, you must finish the last race of the day with the tank reading at least 1/2. It is recommended but not required that you still have at least 1/2 a tank of fuel when you return to the dock at the end of the day to make compliance verification more straightforward.

THE PROPOSED RULE CHANGES ARE:

Proposed Rule Change #1 for 2020: Delete Owner-Driver weight election

Class Rule 7.1 allows an owner who is the sole driver for a regatta to elect a weight of 100 kg (220 lb) for that regatta. A rule change has been proposed to eliminate that election.

CURRENT:

"The maximum crew weight (in swimming apparel) for one-design racing is 500 kilograms (1 102 lbs.) with no limit on numbers of crew. An Owner who is the sole Driver for a regatta may elect a weight of 100 kg (220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check...."

PROPOSED:

"The maximum crew weight (in swimming apparel) for one-design racing is 500 kilograms (1 102 lbs.) with no limit on numbers of crew. ~~An Owner who is the sole Driver for a regatta may elect a weight of 100 kg (220 lbs.) for that regatta, in which case he or she shall not be subject to weigh-in or other weight check....~~"

The remainder of Class Rule 7.1 would remain the same. With the increase for the total crew weight that was effective on January 1, 2020, a skipper weighing up to 126 kg (277 lb) could still sail with the same crew composition as the boat had in 2019.

Note that this rule change is separate from proposed rule change #2. One and/or both may be approved or disapproved independently.

Proposed Rule Change #2 for 2020: Female crew incentives

The Inclusive Participation Working Group has proposed two additions to Class Rule 7.1 designed to encourage participation by women.

CURRENT:

"The maximum crew weight (in swimming apparel) for one-design racing is 500 kilograms (1 102 lbs.) with no limit on numbers of crew...."

PROPOSED:

"The maximum crew weight (in swimming apparel) for one-design racing is 500 kilograms (1 102 lbs.) with no limit on numbers of crew except that:

- (a) a crew of up to 6 members with 3 or more women has no restriction on crew weight
- (b) a crew of up to 7 members formed entirely of women has no restriction on crew weight....

The remainder of Class Rule 7.1 would remain the same. Note that this rule change is separate from proposed rule change #1. One and/or both may be approved or disapproved independently.



STRUCTURED LUFF

J[®]
105

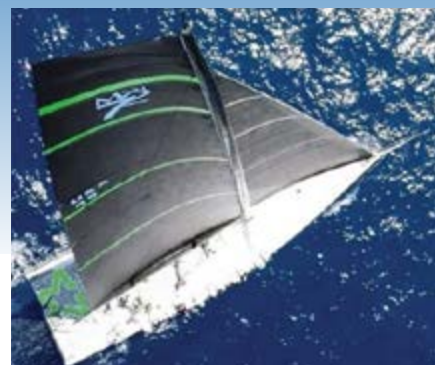
Headsail Evolution

By Paul Beaudin

Well I have been certainly racing less these days. So not to be too idle, I am applying technology that has been a big success for my company in the grand prix sailing world. I am always working to make my J/105 sail better and go a little faster. Our design team based at our New Zealand headquarters have been developing a new sail design incorporating a lens integrated into the luff of the sail that has the strength of the headstay, creating a new evolution in the design of headsails. Currently, large loads are generated by the forestay working in opposition to support the sail. With a sail that is self-supporting, the loads are substantially reduced. This is making sails that can fly with much less sag, even positive luff round at a fraction of previous loads.



When used in conjunction with a headstay, it creates a new dimension of versatility we have not had before.



Let us explore what this can mean for a J/105. In our current toolbox, we use rig tuning, backstay, and different sail cuts to make the boat work through a variety of wind conditions. Over the last 25 years of Class racing, these tools have been well refined. We can set our boats up for the specific conditions. The bigger challenge is when conditions change. Then changing gears on the J/105 gets limited and difficult. We can only tune the rig in between races. We can only adjust the headstay for the day. The backstay is slow and impractical. To adjust jib

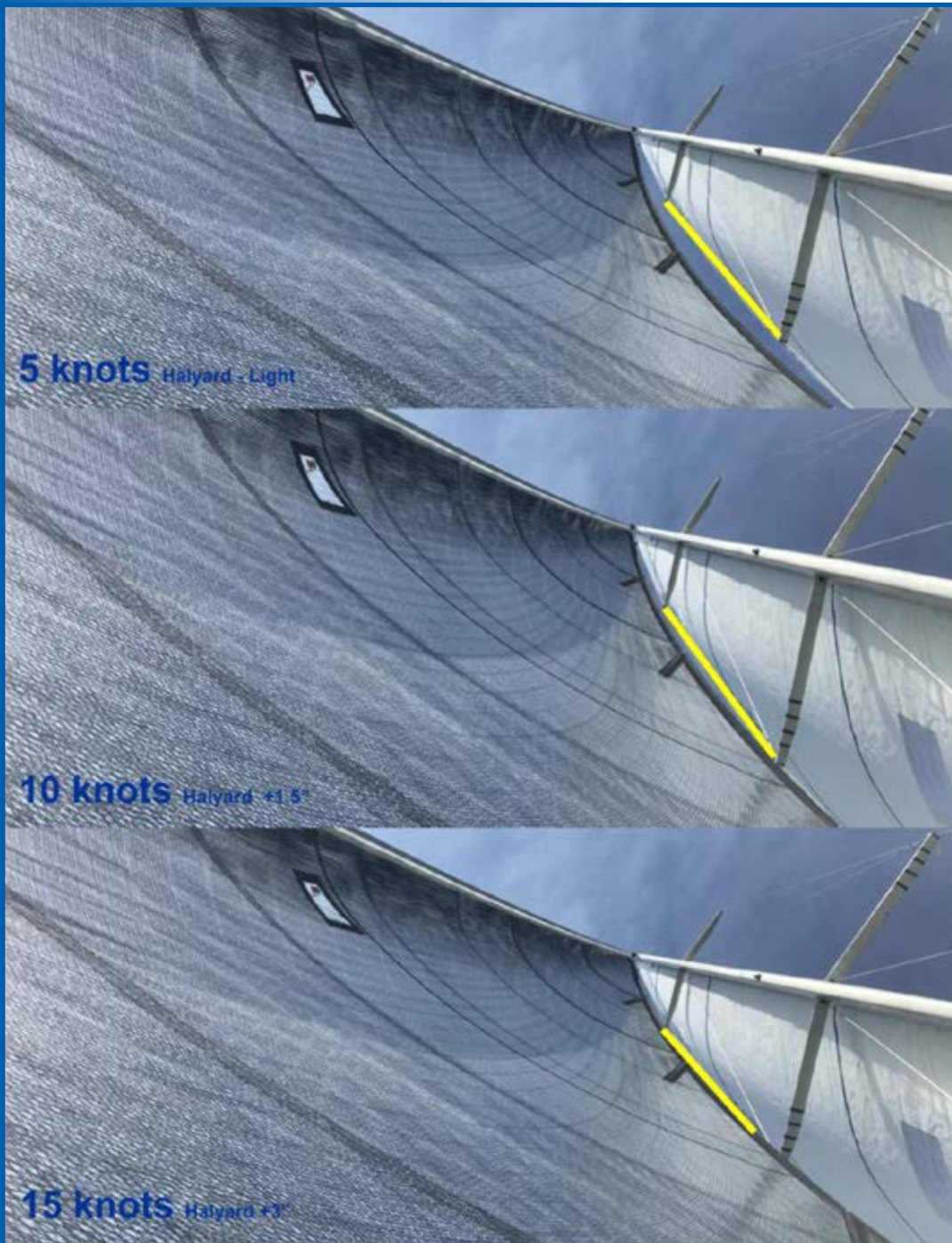
leads, we need to tack. Current jibs with low stretch high-tech fibers are good but do not stretch like the old sails. They do not change shape. So, when we sail into a new wind, lull or puff, we are limited in our ability to change gears. In puffs we can depower the mainsail, but the jib stays too full and the sailplan is out of balance. In lulls we can ease only as much as the rig tune will allow. What if things were different?

Enter the new element we called the Structured Luff. Now we can change sail shape from a powered-up light air sail to a flatter higher speed foil just by adjusting the halyard. Not only is the sail shape changing, but we are adjusting the rig tension and balance all in one simple action.

In these pictures, I start with sailing in a light 5 knot breeze. The jib is fully powered up, halyard light, rig tension light, headstay length maximum with a good amount of sag in both the luff and leech. This is a nice example of a "Powered Up Mode."

Next the breeze is increasing up to 9-10 knots. All I am doing here is tightening the halyard 2". The sail starts to override the headstay load, pulling the mast forward and tightening the rig. Sag is reduced, and the jib shape gets flatter. The vertical profile of the sail and rig straightens. The sail now has a better shape for the wind speed. To achieve this with a conventional jib, I would probably have to tighten the rig. Here I have changed gears in real time.

This last picture, we tighten the halyard another 2". This has a dramatic effect, and we have not adjusted anything else. This flattens the sail while keeping the draft forward for a very good breeze-on shape, even with the shrouds tuned to a light setting. This greatly improves the jib, also stiffening the mast allowing for better control of mainsail along with moving the sailplan forward, reducing helm. The halyard is now assuming a good portion of the headstay load, and sail shape is looking great for higher wind. With the new Structured Luff jib, the halyard has become a new aggressive tool to alter the shape of the jib through a wider wind range, creating changes that will improve the sailplan.





In one-design, we go to extensive lengths to achieve variables in performance in increments of less than 1%. A 1% improvement in boat speed over a standard weather leg can be 2 ½ boat lengths. At 6 knots, that is not ¼ knot difference, but less than a tenth of a knot. It does not take much to change the game in one-design racing. A 1% improvement in point over the same course can be greater. This is a fraction of one degree, virtually unmeasurable with wind instruments. But, side by side, boat for boat, small differences are everything in our sport.

I am still finding possibilities and applications for this new technology, but so far, these advancements have been extraordinary.



Past class president Paul Beaudin races *loulou* 334 in Fleet 6 and is the J/105 Class Specialist for Doyle Sails. He is based in New York City.



Ever since we went to what we consider modern laminated sails, we have gained a great amount of shape holding, but the feature has equally limited the ability to alter the shape of a sail. With our current jibs, the shape is very locked in, and the cloth will not stretch and recover, like a woven fabric. There are not a lot of things we can do to alter the shape. What if we could?

A sail that could go from a light to medium shape, and a medium that could go to a heavy shape without tuning the rig? How does that work?

The new structured luff design has a lens of carbon fibers built into the nose of the sail that can assume the load of the headstay. These sails were originally designed as reaching sails that could furl without a cable in the luff, i.e., cable-less. What we quickly found is with the lens, you could put a positive luff curve that would support itself and project the sail forward and to weather, greatly enhancing the pointing ability of these types of sails. The other huge benefit is this can happen with a fraction of the load. The traditional style has a sail pulling against a headstay in opposition. Two forces working against each other. The new structured luff has the sail assuming its own load, which now only requires a third of the halyard force to achieve a better result. This is a game changer. In this year's Sydney to Hobart Race, all the top boats were flying Structured Luff sails.

Next, the application was applied to more upwind types of sails with the same effect. Less sag, less load, more speed, more point. We now have grand prix boats with

masthead jibs, trimmed to the end of the bow sprit, that work. We have also had great success with headsails on stays, in both the MC-38 and 18-foot class. Less sag with much less load.

So you ask...how does this help with my J/105? Reasonably, the first Structured Luff sail we designed for a J/105 wasn't even a Class sail, but a cable-less Code 0 for distance racing. The results have been so strong, we were very excited to see how they would work on a jib on a Harken-type furler. With a boat with limited tuning and trim controls.

Real application: Oscillating puffy offshore breeze. Footing to the new wind line with more pressure. Tack in the new wind. Tighten the halyard. This not only reduces the headstay sag, but in doing so, tightens the rig helping the mainsail shape. Jib has a flatter shape, less sag, more point. The mainsail is better supported. The mast is straighter laterally in the boat. This is Game Over.

Light air day and setup, loose rig, aggressive headstay sag, jib leads forward, backstay loose halyards eased. Now a puff rolls in. Well there are several things you can do, but everything still leaves the forestay soft and the jib too full.

List: apply backstay. With the loose rig tune, the mast bends quickly and the forestay stays soft. Trim harder, does about the same thing. Change the jib lead, hard to do. What if you could change from a light jib to a medium jib and tighten the rig with just one adjustment? Enter the Structure Luff Jib. Tighten the halyard.

2020

2020 American Yacht Club Fall Series at American Yacht Club

Sep 26 – Sep 27

2020 American Yacht Club Fall Series at American Yacht Club

Oct 3 – Oct 4

2020 Annapolis Yacht Club Fall Series at Annapolis Yacht Club

Oct 17 – Oct 18

2020 J/105 Chesapeake Bay Championship at Annapolis Yacht Club

Oct 31 – Nov 1

2021

2021 Charleston Race Week

Apr 8 – Apr 11

2021 Cleveland Race Week at Edgewater Yacht Club

Jun 18 – Jun 27

2021 Block Island Race Week – East Coast Championship at Storm Trysail Club

Jun 21 – Jun 25

2021 J/105 North American Championship at Annapolis Yacht Club

Oct 28 – Oct 31

2022

**2022 J/105 North American
Championship – Exact Dates to
be Announced at San Francisco
Yacht Club**

Sep 30 – Oct 3

2023

**2023 J/105 North American
Championship – Exact Dates to be
Announced at American Yacht Club**

Sep 28 – Oct 2



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 / www.yasailing.org

