

**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

## **2026 J/105 Midwinter Championship**

**March 13-15, 2026**

**The Midwinter  
Championship is  
BACK!**



**Charleston Yacht Club,  
Charleston, SC**



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Harbor/Charleston  
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## President's Corner

Dear Fellow J/105 Sailors,

As a one-design sailing fleet, each year we discuss various changes to our Class Rules. We try to implement changes with a year or two years advanced notice so that sailors can plan accordingly. Last fall, the Executive Committee voted to adopt a Rule requiring that weight certificates be updated every five years, with a five-year transition plan to get everyone in sync. Since my weight certificate is nine years old, I'm in the first group to need to get re-weighed this year.

Several years ago, we voted to permit laminated carbon-fiber jib sails. In fairly short order, the active fleets all featured various shades of dark gray jibs, and it makes it fairly easy to spot the J/105s on the racecourse with the white Dacron mainsails and the dark gray jibs.

One of the critical features of a one-design fleet is having Rules that provide a level playing field for all competitors. In one sense, it doesn't make so much difference what the different Rules actually are, so long as they are consistently applied for everyone. In another context, though, we want a set of Class Rules that work for everyone – or at least a pretty clear consensus of the sailors who compete.

A hot topic at our last Executive Committee meeting was the issuance of Rule 87 letters to local Fleets, allowing variances from the Class Rules for local regattas. Our Fleet 17 typically permits crews of six persons regardless of weight but allows more crew if they comply with the 500kg weight limit. Other Fleets have different local variations in order to encourage larger fleets for local races.

Fleet 3 in Annapolis will be requiring use of the Vakaros RaceSense system on each J/105 in local regattas if the requirement is set out in advance in the Notice of Race. From a race management perspective – and for the competitors particularly at the start – it's a real game changer. It can eliminate the problem of general recalls when individual boats cannot be seen in the pack.

The challenge that we have is making sure that for larger regattas, when boats may be coming in from out of town, that we make sure to follow our Class Rules. At the same time, we like to afford flexibility for local Fleets to do what they need to do to get as many boats as possible on the line for local racing and be competitive.

The choice about enforcement of our Class Rules is an existential one for our fleet. It doesn't necessarily matter too much what standards we have to follow, but it matters more that all of us on the racecourse are equally-matched. So, while you are preparing for racing this year and as you get out on the racecourse and talk about your Fleets (and how well you did or did not do), talk about the pros and cons of different proposals out there concerning Class Rules changes. We all need to participate so we can be on the same page – and in the same one-design fleet.

Enjoy your sailing,

**John Bell**

#430 *Kinderspel*<sup>2</sup>

Class President,

Galveston Bay Fleet #17





*PB J105 Sails by Doyle*

# *Make Fast Easy*

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use full inventories of PB J-105 sails.*

*Paul Beaudin class specialist (pb@j105sails.com)*



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Offshore Sailing Academy

## 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**



# 2026 J/105 North American Championship

October 15-18

Shilshole Bay Marina, Seattle WA

Fleet 20 is coordinating with the Corinthian Yacht Club (CYC) as the Organization Authority. CYC is the northwest's premier sailboat racing club and has mounted many national regattas over its 77-year history, including the J/24 World Championships in 2024 and Tasar Worlds in 2022.

***Fleet 20 is excited to host the 2026 J/105 North American Championship in Seattle, WA from October 15<sup>th</sup> through the 18<sup>th</sup>. The Puget Sound is a world-class sailing venue featuring a deep saltwater tidal body with light to very heavy breeze. The Olympic Mountains frame the racecourse to the west and Shilshole Bay Marina and Mt. Rainier to the east.***



**NORTH AMERICAN  
CHAMPIONSHIP 2026**

CORINTHIAN YACHT CLUB | SEATTLE

Presented by British Virgin Island Tourism

The event's debut in the Pacific Northwest will pair world-class racing with one of the most popular sailing venues in North America. In addition to racing, the event will include a number of Northwest-themed social functions including a unique Opening Ceremony, can't miss post-race refreshments with daily awards and an engaging Closing Ceremony.



For more information on the 2026 J/105 North Americans including links to registration, see the website <https://www.2026j105northamericans.com/>.



# Winter 2026 Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Doug Stryker – Fleet 3, Chesapeake

## Rules Roundup

### **Mainsails**

Every four or five years, there is a renewed initiative to reconsider the Class Rules regarding the sails. Previous initiatives led to changes in jib materials of construction and jib bag weight. Previously, changes to the mainsail have been proposed but never approved. This year, two changes to the mainsail have been offered for consideration. The first is to allow non-Dacron mains. The Technical Committee surveyed the primary sailmakers for the Class and came to the realization that a laminate main would cost twice as much as a Dacron main. It might last twice as long or maybe not. Given the significant cost difference, the Technical Committee has dropped any further consideration of this change.

The second proposed change recommended to the Technical Committee was to remove the requirement that the main be attached to the mast with slugs. There are some boats that would prefer to use a boltrope. The benefits of using a boltrope versus slugs are subject to a lot of opinion. Yes, it closes the gap between the mast and the main, and yes it can give you a smoother luff curve. On the downside, it reduces the projected area of the main, makes hoisting and lowering the sail more difficult, and the benefit of closing the gap is marginal at the boat speed of a J/105.

The proposed change would make slugs optional so owners could choose whether to use slugs. The Technical Committee feels that this change has no real value and allowing different methods of attaching the main to the mast reduces the one-design character of the boats. This proposal will be put forward for the Executive Committee to vote on it in the coming months, but with a recommendation from the Technical Committee to reject the change.

### **Cushions**

If a boat is overweight, it is allowed to remove the settee cushions. A request was made for all boats to be allowed to do this. The Technical Committee feels that this reduces the family friendly aspect of the boat and contributes to a stripped-out feeling for the boat. It should also be remembered that what is good for one boat in one situation is not good for another boat in a different situation. Although most boats are kept in a slip where loading and unloading gear is relatively easy, some boats are on moorings and those boats want to be in ready-to-go configuration whether they are headed out for a moonlight sail or for a race. Thus, no change to this requirement is being advanced at this time.

## Equipment exchange

The Class Rules require a 54-quart Igloo cooler. It has been the long-standing practice of the Class to not require a specific make and model of equipment. You can swap out Harken for Lewmar for Ronstan however you want. The same applies to the cooler. It needs to be in the standard location under the companionway stairs, and it needs to be approximately 54 quarts in size. But it does not have to be an Igloo. It can be a Campmor, RTIC, Yeti or any other brand you desire.

## Corrector weights

The Technical Committee is pursuing a change to the corrector weights. The proposal will be to reduce the amount of weight that can be in the cabin area from 400 lbs to 200 lbs and to eliminate the required 70/30 split for any remaining corrector weight that is required. The objective is to reduce some of the SCRIMP/pre-SCRIMP difference for the ultra-lightweight boats. This would require some boats to move some of the correctors they already have in place, although the number of boats impacted is expected to be less than 20.

## Battery placement

A detailed reading of the Class Rules regarding battery placement has been brought to the Technical Committee's attention that the allowed battery location can vary based on the cabin interior arrangement (UE vs Euro), although the French interior is not addressed. It has been the long standing practice of the Technical Committee to allow any boat to use either location, i.e., behind the engine or in the starboard quarterberth. This practice will continue, and we will initiate a Rule change to codify that position in the Class Rules.



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# J/105s Set Your Sights on 2027 ORC North American Championships in Fort Lauderdale, Florida

5 days of championship racing out of Pier Sixty-Six.  
Warm water. Reliable breeze. World-class race management.  
This is offshore racing at its best.



## Two Ways for J/105s to Race:

### ORC Fleet Racing

Sail with the full ORC fleet using an ORCi Certificate and be SER Ocean equipped

### J/105 One-Design Racing

If 10 J/105s pre-register, SORC / Storm Trysail Club will offer dedicated One-Design racing.

November 14–20, 2027

[stormtrysail.org/orcnas2027](https://stormtrysail.org/orcnas2027)

## Who wants to go racing in Ft. Lauderdale in November 2027?

The SORC is hosting the ORC North American Championship November 14-20, 2027. The J/105 Class has been invited to participate as a one-design fleet at the event, so long as we have 10+ boats. The main regatta will be sailing with ORCi certificates and SER Category 1 requirements (life raft, AIS, etc.) and feature a combination of inshore buoy racing, medium distance coastal races and one overnight distance race. For the J/105s, they are proposing traditional buoy racing, which would not require the offshore safety equipment. The J/105 North American Championship is being held in Houston, TX in 2027, so including this event in your travel schedule could be a fun addition.

Event organizers are asking interested J/105s to please sign up (no financial commitment at this stage) so they can gauge interest and set up a one-design class if there is critical mass. Event page at SORC:

<https://www.sorcsailing.org/orc-ncr>

**Link to pre-register interest: [HERE](#)**

Please specify ORCi or One Design.

To host one-design for five days, 10 boats are needed. The Notice of Race is expected in April 2026.



# Calendar

## 2026

**March 13 - March 15**

2026 J/105

**Midwinter Championship**

**Charleston Yacht Club**

Charleston, SC, United States

**April 16 - April 19**

**2026 Charleston Race Week**

Charleston, SC, United States

**May 1 - May 3**

**2026 Helly Hansen  
Sailing World Regatta**

**Annapolis**

**Annapolis Yacht Club**

Annapolis, MD, United States

**May 29 - May 31**

**2026 Helly Hansen  
Sailing World Regatta**

**Detroit**

**Bayview Yacht Club**

Detroit, MI, United States

**June 6 - June 8**

**2026 Helly Hansen  
Sailing World Regatta**

**Chicago**

**Chicago Yacht Club**

Chicago, IL, United States

**June 19 - June 21**

**Cleveland Race Week**

**One-Design 2026**

**Edgewater Yacht Club**

Cleveland, OH, United States

**July 24 - July 27**

**2026 Helly Hansen Sailing  
World Regatta**

**Marblehead**

**Boston Yacht Club**

Marblehead, MA, United States

**September 16 - September 20**

**Rolex Big Boat Series 2026**

**St. Francis Yacht Club**

San Francisco, CA,

United States

**October 14 - October 18**

**2026 J/105 North  
American Championship**

**Corinthian Yacht**

**Club of Seattle**

Seattle, WA, United States

# Calendar

## 2027

**February 12 - February 14**

**2027 Helly Hansen  
Sailing World Regatta  
St. Petersburg**

**St. Petersburg Yacht Club**

St. Petersburg, FL,  
United States

**May 7 - May 9**

**2027 Helly Hansen  
Sailing World Regatta  
Annapolis**

**Annapolis Yacht Club**

Annapolis, MD,  
United States

**May 28 - May 30**

**2027 Helly Hansen  
Sailing World Regatta  
Detroit**

**Bayview Yacht Club**

Detroit, MI, United States

**June 4 - June 6**

**2027 Helly Hansen  
Sailing World Regatta  
Chicago**

**Chicago Yacht Club**

Chicago, IL, United States

**July 22 - July 25**

**2027 Helly Hansen  
Sailing World Regatta  
Marblehead**

**Boston Yacht Club**

Marblehead, MA, United States

**September 29 - October 2**

**2027 J/105 North  
American Championship  
Lakewood Yacht Club**

Seabrook, TX, United States

