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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 Showcases Strong Comeback in Charleston



Photo courtesy of @Priscilla Parker.com

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President's Corner

Dear Fellow J/105 Sailors,

Tune the rig for each race? You've gotta be kidding me! I must admit that when I first bought my J/105, I was pretty skeptical about the impact of rig tune. After all, the boat was designed to be easy to sail with less crew than with the standard sym-kite setup, and I was looking forward to that. But now the seller is handing over his tuning guide, tools and calipers and speaking Greek to me about different wind conditions.

Of course, if you're a gifted sailor, you can make a boat perform despite some tuning inconsistencies. After I registered for J/Fest Southwest the first year in Houston, I got a call from the broker who said that Rod Johnstone would be coming down and would like to race a J/105. Would I like to have him as my guest skipper? Since I just had the boat about a year, I said "Sure!" He then warned, "He'll want to re-tune your rig!"

That was an interesting experience. We all got to the boat early that Saturday, and I had the Loos-gauge and tools ready. Rod, though, just wanted a screwdriver and started tapping the shrouds like he was tuning a banjo. My mastman would tighten or loosen the turnbuckles until Rod got just the right pitches that he wanted.

I was curious where things turned out, so after he was done, we put the Loos-gauge on each shroud and jotted down the numbers. It was shocking. The lowers were hard as a rock, the middles 15 pounds less, and the uppers less than that. Rod explained that "the mast needs solid support from the base up."

We did not change the settings during the day but loosened things up a little for the second day with a little lighter air. We were competitive in the upper part of the middle of the fleet that weekend, but keep in mind that my crew was still learning the boat. Rod really was a gifted sailor who had the knack of getting the boat to accelerate well from each tack and gybe. We had a great weekend with him and learned a lot about the boat.

Of course, it took us about a year to un-learn what he had taught us about rig tune. Many of us have had that sensation after a perfect start of seeing the rest of the fleet start creeping away as you are tweaking the sails every way you can but to no avail. There's a clear distinction between the ideas of the designer as to how things should work and those of the competitors and sailmakers who have been racing the boat for years.

Sailing with Rod Johnstone for the weekend on a J/105, though, was a great experience that my crew and I will never forget. He was a gracious skipper, easy to talk to, and we learned a lot. My only regret is that while he was aboard, I did not grab a Sharpie and have him autograph my bulkhead above the nav station!

Enjoy your sailing,

John Bell
#430 *Kinderspel*²
Class President,
Galveston Bay Fleet #17





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



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 CHARLESTON RACE WEEK 2026:
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Photo courtesy of @Priscilla Parker.com

2026 J/105 Midwinter Championship Showcases Strong Comeback in Charleston

The 2026 J/105 Midwinter Championship ran March 13-15 at Charleston Yacht Club, marking a successful resurgence for the event and the first time the championship has been hosted in Charleston. A fleet of 13 boats competed in eight races over three days, as sailors experienced a classic mix of Lowcountry conditions. Friday opened with

strong breeze and exciting racing, while Saturday challenged competitors with light air and tactical decisions. Sunday brought the most dramatic sailing of the regatta, with building wind and current testing crews' skill and endurance. One competitor reported a gust of 28 knots, adding to the excitement of the final day.



The regatta drew teams from across the country, and visiting sailors praised both the racing venue and the hospitality in Charleston. The championship was made possible with support from College of Charleston and Sailing Inc. powered by Evolution Sails.



Photos courtesy of @Priscilla Parker.com



After eight races, Bill Zartler's *Deja Voodoo* secured the overall victory with 14 points, with crew Shawn Burke, Cat Chimney, Gray Rackley, Andrew McTavish and Tom Loutrel. Second place went to Kristen & Brian Robinson's *Velvet Hammer* with 24 points, followed by College of Charleston's Offshore Team 1 sailing *Zephyr*, finishing third overall with 27 points.



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Photos courtesy of @Priscilla Parker.com



Photos courtesy of @Priscilla Parker.com



The event highlighted renewed enthusiasm for J/105 racing in the Southeast with strong participation from both local and traveling teams. Organizers hope the success of this championship will continue to build momentum for future Class events in Charleston.



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For full results and event details,
visit the official regatta page:
<https://charlestonyachtclub.com/regatta/oTdiZ1pbHj/>

Photos by Priscilla Parker.



Photos courtesy of @Priscilla Parker.com

Fleet 20 is excited to host the 2026 J/105 North American Championship in Seattle, WA from October 15-18

More than 20 boats are already registered, with a few more looking to charter local boats. If you're interested in racing, sign up by July 31 before the price goes up.



**NORTH AMERICAN
CHAMPIONSHIP 2026**
CORINTHIAN YACHT CLUB | SEATTLE

Presented by British Virgin Island Tourism

2026 J/105 North American Championship October 15-18 Shilshole Bay Marina, Seattle WA



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.



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



J105sails.com

J-105 Sails by J-105 Sailors

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2026 results 2nd Mid winters 1st Cowtown Stampede
Paul Beaudin class specialist (pb@j105sails.com)

Winter 2026 Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Doug Stryker – Fleet 3, Chesapeake

Forward Compatibility for Winches

Since 2002, the Class has allowed older boats to upgrade to features present on newer boats. One of the things that has changed over time is the size of the winches. The newest specification has primary winches that are size 46 and secondaries that are size 35. Historically, the primaries have been smaller, down to about size 40, and the secondaries down to size 30. If you choose to change out your winches, you need to stay in these size ranges, 40-46 for the primaries and 30-35 for the secondaries.

Hull/Keel/Rudder Modifications

The Class Rules require that a boat be reweighed if the hull, rudder or keel “are faired or otherwise modified in any way...” The intent of this to require a reweigh if anything is done that has the potential to reduce the weight of the boat.

Notably, we have traditionally not required a reweigh for things that won’t reduce the weight. For instance, if you add a layer of bottom paint without fairing or removing the existing bottom paint, you don’t have to reweigh since the new paint will only add

weight. If you remove the old bottom paint before putting on new bottom paint, then you need to be reweighed. Since the boat will be out of the water anyway, that is a prime time to reweigh before launching.

If all you are doing is repairing damage, such as fixing the trailing edge of the rudder or keel after hitting something, you don’t need to reweigh the boat as long as you don’t change the profile. This is because of the small nature of such a repair and the theory that you are putting the boat back like it was before.

Another Coming Rule Change Proposal

At this year’s Helly Hansen Sailing World Regatta in Annapolis, Quantum was sponsoring a coach boat offering on-the-water coaching to the entire fleet. The argument was made that this was OK because it wasn’t an “Individual support or coach boat” since it was offering services to a group. This Rule has not been interpreted in this manner before, and the Technical Committee believes this is not the intent of the Rule. Accordingly, we will be making a Rule change proposal to remove the word “individual” to clarify this Rule and remove a potential loophole.

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Neither the existing Rule nor the change being proposed eliminates the ability to have a coach boat on the water observing your sailing. The restriction is that they cannot communicate with you until after racing is done for the day. After racing is done for the day, they can debrief and provide you feedback and instruction to your heart's content.

Vakaros and the Spray Hood

Several owners in Fleets that have started using the Vakaros systems have complained that the display is hard to read from the helm when it is mounted on the mast. One of the designs of the spray hood over the companionway hatch is a tall trailing edge suitable for mounting instrument displays. If you have that design sprayhood, that is an attractive location to mount the Vakaros. The Technical Committee is investigating whether the mold for that sprayhood still exists or if a new mold could be made. If you would be interested in obtaining one of those, let us know so we can judge interest and whether there is enough interest to invest in a production run of new tall sprayhoods.



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Calendar

2026

May 29 - May 31

**2026 Helly Hansen
Sailing World Regatta**

Detroit

Bayview Yacht Club

Detroit, MI, United States

July 24 - July 27

**2026 Helly Hansen Sailing
World Regatta**

Marblehead

Boston Yacht Club

Marblehead, MA, United States

June 6 - June 8

**2026 Helly Hansen
Sailing World Regatta**

Chicago

Chicago Yacht Club

Chicago, IL, United States

September 16 - September 20
Rolex Big Boat Series 2026

St. Francis Yacht Club

San Francisco, CA,
United States

June 19 - June 21

**Cleveland Race Week
One-Design 2026**

Edgewater Yacht Club

Cleveland, OH, United States

October 14 - October 18

**2026 J/105 North
American Championship**

**Corinthian Yacht
Club of Seattle**

Seattle, WA, United States

July 11 - July 12

**J/105 East Coast
Championship at 80th
Red Grant Regatta**

Raritan Yacht Club

Perth Amboy, NJ, 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

April 30 - May 2

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



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 coming soon.



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.
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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