J/105

In The Wind

J/105 Class Association

J/105 Midwinter Championship

Key West Race Week • January 17-21, 2011

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President's Corner

The J/105 Annual Meeting took place in San Diego on October 22. All of the officers and the Class secretary attended the meeting. Also in attendance were several members of Fleet 8. A number of new initiatives were announced at the meeting:

- We will strive to identify all J/105s in North America with the help of the fleet captains. We will then follow-up with a membership drive in the Spring of 2011.

- We will explore ways to facilitate chartering in order to improve participation at out-of-town events. We hope to come up with sample contracts and terms as guidelines for potential charterers and provide a way for owners to list their boat for charter.

- We have begun an effort to be more specific with Class events and regional championships. It is my view that a number of high-profile events such as the East Coast Championship, Great Lakes Championship and West Coast Championship are not well documented and/or understood. We will try to provide clarification.

- We are exploring the various options for race replay offered by Kattack, Spot, Velocitek and others with the goal of providing a cost-effective solution for J/105 owners. It is always fun to see how you performed during a race, where you gained and lost, and to have the option to review the race at home on your own computer. As always, cost is an issue. This will take some time to sort out. If you have specific knowledge in this area, please send us a note.

We expect 2011 to be a very good year for the J/105 Class. The new rules provide continued improvements to the boats and reduce some of the minor differences among them. The North American Championship in Marblehead, MA—hosted by Fleet 2—should be a wonderful event from August 10-14. It is preceded two weeks earlier by the NOOD regatta, which will provide a good opportunity to tune-up.

Fair winds,

Bernie Girod, J/105 Class President

Dennis Case, *Wings* #514

Dennis Case and team celebrating their victory at the San Diego NOOD in 2009.

One-design sailing for me is the only kind of racing I want to do. Like most of us, I came from PHRF racing before I made the move to one-design. When I sailed in PHRF, I thought I was pretty good but the move to OD sailing taught me some humility. We sailed in the Schock 35 fleet for three years before we won our first regatta. The move to a big successful fleet that had from 20-30 boats on the line was huge. It was like going from checkers to chess. It was the challenge my crew and I needed, and we took to it like ducks to water. The learning curve was tough. First there was boat handling, then there was tactics. Now you think you can compete, but the top group has all of this plus they have a speed edge. It's discouraging to now see how high the mountain really is.

Since 2002, I have been sailing in the J/105 fleet with *Wings*. The S-35 was fading, and the J/105 was soon to become the biggest OD fleet in the So Cal area. This time the boat handling and tactics weren't an issue but boat speed was—and still is—an issue. In some respects, that is the beauty of this fleet. Nobody has a break-away speed advantage. The winning boats are generally the best sailed boats.

The most important advice I can give to new owners coming into the fleet is to not get discouraged. You and your crew should set your goals realistically and incrementally. Improving with each regatta is the goal. Focus on the areas where you can make the biggest gains in first—boat handling—then tactics—then boat speed. The quick way to move up the ladder is to copy those people that regularly beat you. Tune your rig the same way. Use the same sails. Go to the same side of the course. And most importantly after the race, ask them how and why they did what they did to win.

When you do this, you will be surprised when they will also provide other helpful information once they know you really want to know.

A second bit of advice is to not fall in love with boat-to-boat tactics. Do a lee bow only as a last resort if you can't cross or they won't wave you through. Keep the big picture in mind and don't focus on any other boat unless the regatta depends on it. Try to budget yourself to four tacks on the first weather leg and less on the next. Never tack on another boat just because you want to hurt him. That only hurts both of you. Sail where you think you can get around the course fastest, ducking boats to do that and tacking when it helps you. Try to avoid sailing in a group of other boats for several reasons—better wind—able to sail your VMG—avoids costly extra tacks. Be patient and wait for opportunities to develop.

A winning boat has a winning crew. The old question is which comes first. For most of us, the answer is both at the same time and gradually. I think it's important to find crew who shares your same interests in sailing. If it's winning, then get some people with competitive fire and who have excelled in another sport. If you are a strong sailor, you can train your own crew. Remember that if you expect the most from your crew, then they have a right to expect the most from you. In this regard, there is no substitute for having the boat in race-ready condition and personally preparing yourself for each race.

When I'm asked about crew positions and duties, I can tell people how we do it on *Wings*, but in reality, there is no perfect plan for all boats. Each boat sails with crews who have different skill sets, strength and weights. Each should set themselves up for each race based on the talent they have. As your crew becomes more regular, they will want the same assigned positions and that is the best. In some respects, we are not the best model for other boats to follow. We do not have an assigned tactician. That means everybody shares that role, and we are a noisier boat because of it, but we do get more active eyes looking around the course. It works for us because most of my crew are very experienced racers. My wife Sharon and I have sailed together from the beginning, and she is a big part of the *Wings* program. I've always considered myself very lucky in that respect. In fact, it was she that wanted the J/105 over the Etchells 22. What was I thinking? The Etchells is a huge fleet at our San Diego Yacht Club, and I thought it was the next logical step but she said, "That's okay, honey, but I won't race on that boat." Enough said.

Sailing is going through a rough patch at the present with participation down in most fleets. For us in the J/105 fleet to keep our fleet alive until better times arrive, I think we need to work on retaining our current members and the best way to do that is help the boats in the lower half. We have had seminars where Hall of Fame sailors talk to us about the subject our J/105 owners select. We have never been turned down. The guys love it because they are getting information they can trust and their crew heard it too so there is no "yes, but" stuff. The other thing is we need to make our OD boats more visible to our most likely new owners—the PHRF sailor. Organize some of your races with their events. Most of the time, they offer to give us our own start and that's fine with us. You know they are watching us have good, close racing with no protest.

Lately I've been asked about what to expect when we have the North American Championship in San Diego in 2012. For those of you who come our way, you will be treated to some really good sailing. The weather will be in the 60s and 70s and sunny. The wind will be between 8-11kts., most of the time with easy swells to climb coming from the west. You will be trimming for more power to keep your speed up. You will be able to use the whole course with only a slight favoring of the right. Local knowledge is not a premium. No matter what sails you use we have your sail makers racing here on a monthly basis—Brun, Ullman, Snow, Reynolds, Szabo. So you can call them for the inside scoop.

Cleveland Boat Wins BAB Contest

Article courtesy of Adam Cort, SAIL Magazine

Skipper Jim Sminchak of Cleveland's Lakeside Yacht Club and the crew of his J/105 *it* prevailed over a strong field in *SAIL*'s 2010 Best Around the Buoys (BAB) contest and will be heading to Florida in January to take part in 2011 Key West Race Week.

Team *it* received the nod based on its outstanding performance this past year in a number of regattas on Lake Erie, including the Mentor Harbor Yachting Club Regatta, the Lakeside Yacht Club Regatta, the 73rd Annual Falcon Cup (organized by the Mentor Harbor and Cleveland yacht clubs), and the offshore portion of Edgewater Yacht Club's Cleveland Race Week. In each case, *it* took first place in its PHRF division and, in all but Cleveland Race Week, won first overall as well.

The crew also competed in a number of one-design events, including ILYA Bay Week and the Detroit NOOD regatta. In both cases, *it* took first.

According to *SAIL* publisher Josh Adams, the crew of *it* won out over the other 70 entries in this year's BAB due to a combination of its performance on their local racecourse and its cohesion over the years. "With

Best Around the Buoys, we aimed to reward a team for its local PHRF racing performance with a berth on the national stage at Key West Race Week," Adams said. "Jim Sminchak and crew stood out as a winning team committed to performing around the buoys in their region. Their success and the impressive volume and quality of entries to BAB serve as a testament that PHRF racing is alive and well across the United States."

Adams added that the BAB selection panel was particularly impressed by the team's involvement and success in a wide range of events, including handicap racing, one-design racing and point-to-point races. Over the years, team *it* has also competed aboard a number of different boats, including a Tartan Ten, a J/22 and a Farr 30. Sminchak said his crew's wins are no accident, but come as a result of "countless hours of practice, boat preparation and team bonding."

"Our training has us ready to compete at any regatta," Sminchak said.

This year's BAB panel included Adams, *SAIL* senior editor Adam Cort and members from the other partner organizations supporting the contest: Jim Allsopp, head of marketing for North Sails; Peter Craig, president of Premiere Racing, which organizes Key West Race Week; J/Boats Chairman Stuart Johnstone; and Bill Goggins, CEO of Harken U.S.A. US Sailing and Pettit paints are also sponsoring the contest.

As the winning BAB team, Sminchak and the *it* crew will receive free entry to Key West 2011, housing, dockage and the use of a brand-new J/111 equipped with a new suit of North Sails, a go-fast bottom job supplied by Pettit paints, and hardware and sailing gear from Harken.

Johnstone, a former college sailor of the year and longtime Key West veteran, will work with team *it* to help them prepare their J/111 for the regatta. Johnstone will also be aboard during the regatta, but the *it* crew will be the ones doing the actual racing.

"I'm looking forward to sailing with Jim and his team at Key West Race Week. It should be a lot of fun, a great challenge for everyone to get up to speed and to sail competitively," Johnstone said. "It will be fun to help them get around the track in Key West, one of my most favorite places in the world to sail! Since sailing the 1978 J/24 Midwinters in Key West with Mark Ploch as tactician—we won!—it's always been a blast to get back down there and enjoy tropical trade-wind like conditions."

SAIL magazine created the Best Around the Buoys contest to encourage more participation in sailboat racing. BAB provides local and regional sailors the chance to jump aboard a cutting-edge race boat and show the world they can be competitive at an event like Key West Race Week. The contest drew entries from skippers and crews from across the United States, including New England, the Gulf region, a number of small inland lakes, the West Coast and even Hawaii. Their stories spanned the full range of human experience, from heart-warming and emotional, to almost unbelievable in terms of the odds many sailors will overcome to remain a part of the sport they love.

Sminchak said he's been sailing on Lake Erie all his life, after being introduced to the sport by his parents. He added that he and his crew are doing the same with their kids to keep the tradition alive. "Most of the crew has been sailing with us for more years than I can think of. We think of our group as family, and we are competitive, love to sail and most importantly like having fun," Sminchak said. "We take our kids or other young sailors along as much as possible, as we do believe that we need to show or teach them the world of keelboat sailing."

As for Key West, Sminchak said he and his crew are looking forward to the opportunity, but know they have a lot of work to do. "We will get to grips with [the regatta] in the next couple of weeks when I know of all the plans. With the J/111 being so new, we will have a hill to climb in learning what will make it go," he said.

Technical Committee Report

BY Walt Nuschke (Class Measurer, Fleet 3, Annapolis),
Pat Benedict (Fleet 1, San Francisco), Robert Baker (Fleet 4, Toronto)

Headstay Revisited

In 2009, we revised CR 7.4 to eliminate restrictions on headstay length. Over the past two years, I have been monitoring how owners have reacted to this, as it always good to measure the result of any change to the rules. There is an ongoing effort within the Class to figure how to best tune the headstay with respect to the rest of the rig, and I get a lot of questions on this subject. I know from observing my own fleet that those who have been working on headstay tune have become noticeably faster. This subject is still under review so there will certainly be those who vehemently disagree with some of my comments based on their own conclusions. There are definitely some different philosophies that have developed in the local fleets.

Background

The original CR 7.4 was based on the approximately 2 inches of adjustment available in the furler drum and the designed length from the headstay tang on the mast to the stem fitting. The resulting maximum and minimum headstay length in Rule 7.4 reflected the lengths available for an unmodified boat that was built exactly as drawn.

Production tolerances have a big effect on this. This geometry is affected by the relationship of the mast step, main bulkhead, and the position of the partners as determined by the alignment of the deck to hull attachment. Small variations at the bottom make for much larger variations at the top due to the long lever arm.

When Fleet 3 was going through the keel change process, it was necessary to do some detailed measurement of a large sample of boats in an attempt to create matching keels. These measurements, along with discussions with TPI, led to the realization that the main bulkhead has moved over time as changes were made to the underlying grid in the main cabin. There is also variation boat to boat due to normal production tolerances. An example is hull 251 which has a stem to bulkhead measurement of 177.5 inches while hull 252 (my boat) measures 176.75 inches or 3/4 inch shorter despite being manufactured side by side. The position of the step has some variability both port-starboard and fore-aft, as does the position of the deck. These variables combine in some sort of statistical distribution pattern throughout the Class and make cookie cutter tuning guides unrealistic. These variances resulted in an unfair disadvantage for boats that are not near the mean of this distribution pattern. Boats that are farthest from the mean were completely unable to adjust their rig within the limits of CR 7.4. The subsequent rule change enables all boats to tune for maximum performance regardless of build tolerances.

Headstay Adjustment

The interesting part of this comes from discussions with owners around the Class as they search for the magic bullet of speed. Some of the sailmaker tuning guides still call for setting at the old maximum number of 13035mm despite reality. When I talk to owners who are willing to discuss their secrets (not all are), I find that most are setting at somewhere less than "max" based on sail shape.

My personal experience with the headstay (for a boat that has the bulkhead more forward than average) has been that "max" headstay is unbelievably slow. At this setting, I get under load sag of about a foot. Since this causes the jib to rotate around the lead position, the leads must be moved back. The result is an over-twisted, draft aft shape and a boat that will not point. This also points to another issue—lead position—which is highly dependent on rig set-up, and another topic for another day.

When we did inspections for the 2007 NAs, I was well aware of the problems with the headstay rule. Rather than measure each boat, we decided to just alert each owner if the headstay was excessively floppy using the wiggle test. This was done in the form of advice because we knew that a long headstay was not an advantage. I'm sure more than a few owners were

taken aback by this, but there was actually some science behind that approach.

Most modern jibs are designed using CAD programs that use certain boat geometry figures to dial in the shape. The key to getting maximum efficiency is to get the rig matched up with this geometry. The jib geometry is controlled by headstay tension, halyard tension, lead position and sheet tension. If one of these is off, the sail will not perform to design. When asked the question, "What amount of headstay sag is programmed into the design?" the sailmakers have responded with 4–6 inches. This is the first question anyone should ask of his sailmaker before tackling the headstay.

I wrote an article several years ago (that is available on the Class website) detailing how to adjust the headstay. Anyone starting out with headstay adjustment should reference that article before doing anything. The focus of that article was around meeting CR 7.4 as it then existed, but the essence of how to do the adjustment remains the same.

Two different strategies have evolved for working the headstay adjustment into the rig tuning. These are summarized below.

Using the Upper Shrouds to Tune the Headstay

This method of rig tuning relies on the fact that a fractional rig allows the top of the mast to be positioned within certain limits by adjusting the tension on the uppers. If you sight the uppers, you will see that as they are tensioned, the rod rigging eventually becomes straight from the chain plate, through the spreaders, to the hounds. When the uppers are tight enough (under sailing load), then additional tension will only pull downward (compression) and have no more effect on sail shape. At the same time (through careful placement of blocks behind the mast and relative placement of the mast butt), tightening of the uppers will induce mast bend. These factors are the basis for the upper numbers that we always see in sailmaker tuning guides. Please note that butt position and mast chocks are critical to the set-up. If the mast is positioned for maximum rake, with butt forward and no chocks behind, the effects described will not happen because this will rotate the top (hounds) toward the straight upper position.

The strategy is to set the rig for light air shape at some minimum upper tension and then morph into another shape by tightening the uppers progressively. In practice, this means that the mast will be straight with the uppers set at about 30 on the Loos Gauge and gradually bent back, inducing more bend and higher headstay tension to a maximum setting of about 50. The headstay tension is adjusted to be correct at the lower setting and then the uppers do the balance of the work at higher wind speeds. This approach requires a lot of persistence to get right so expect a lot of trial and error. A word of warning: the Loos Gauge is good at repeating your setting but the absolute numbers are not accurate. Always take any numbers as guidance rather than absolute values. The shape of the mast (for example straight) refers to the shape under sail. The shape at the dock will always require some pre-bend (to avoid inversion) due to the forward vector caused by the loaded headstay under sail. It requires trial and error under sail in various wind speeds to get this right.

Using the Furler Drum and Spacers

This approach is in use by some owners I have spoken with. It has the advantage of not being tied to the rest of the rig set-up, so is generally easier to conceptualize, but much more difficult on a daily basis. The revised CR 7.4 only allows this adjustment at the dock or mooring so adjusting to changing conditions during the day is prohibited.

The approach is to set the uppers at some tension and leave them there. The only reason that one would normally adjust the uppers is to control headstay tension, so if that is out of the picture, the uppers can be set and forgotten. I have heard various numbers but tensions from 45-60 have been used.

Headstay tension is adjusted through various means. Gross adjustment can be accomplished by using toggles at the attachment to the stem fitting. At least one sailmaker has recommended this in a tuning guide. Fine adjustment can be done using the turnbuckle built into the furler drum or by pulling the stem pin and adjusting the lower thread only. The process is facilitated by using a push pin at the stem fitting to make removal and replacement easier. I bought one from McMaster Carr and despite warnings that it would not work, have gotten many trouble free years from it. I use the same sized pin as I have on the mainsail tack attachment.

The headstay can be measured using the Class headstay template as a reference. This will allow accurate and repeatable settings.

J/105 Rig Set-Up and Sail Shape

By Nick Turney, North Sails

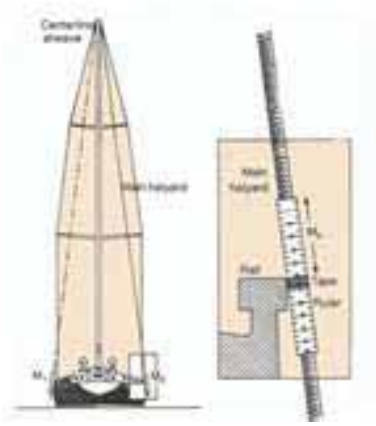
The art of rig tune and sail trim is complicated and always changing. Have you ever had that confused feeling about your rig tune? Am I in the right setting? How should my sails look for this condition? What should the order of depowering be in this condition? In this article, I will explain what to look for in rig tune and how the sails should look for certain conditions—the cause and effect of rig tune to sail shape.

Rig Tune

Before you even leave the dock, there are several steps in rig tune we have to cover. I run through these steps constantly to ensure that my mast is centered in the boat, the mast is in column, and I have equal tensions from side to side.

Mast rake: your mast rake is crucial to your boat's performance. Your rake is controlled by mast butt position and headstay length. Consult with your sailmaker's tuning guide to get the right measurements.

Centering the mast: the upper shrouds or cap shrouds are used in centering the mast. Measure equal distance from the bow stem to point on the rail just in front of and just aft of the chain plates. These are your marks for measuring side to side. To get an accurate guage on how centered your mast is, you can either use a tape measure attached to your main or jib halyard, or a ruler taped to your jib halyard. Either method you use, it is critical that you apply equal amounts of tension when measuring from side to side. Some like to use a fish scale, others use a bucket filled with water—as long as the amount of pressure applied is equal.



Measuring side to side with a ruler

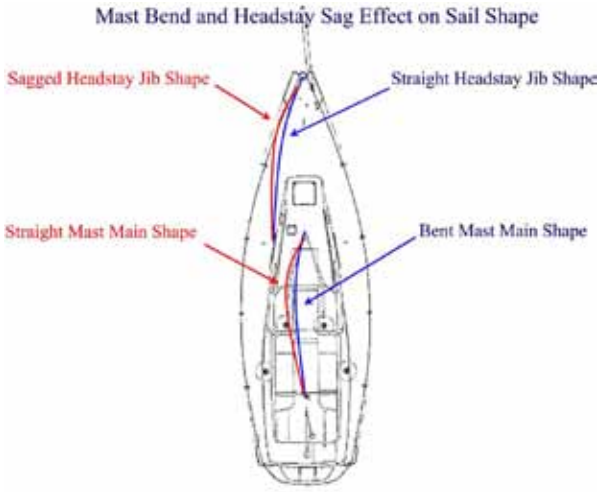
Mast in column: your diagonal shrouds are used in this process. Start out by sighting up the mast track. Make sure that the mast is straight and in column, and make adjustments to each diagonal. Attach your main halyard to a slug and attach a tape measure to the bottom of the slug. Run this up the mast and stop about every 4-5 feet and measure to your mark on the rail. See how close your eye is.

Sighting up the mast

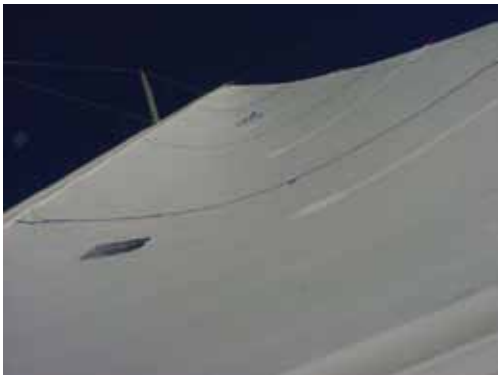
Now that we got the mast centered in the boat, we can set the tensions to your sailmaker's tuning guide. Once you get to your base setting, it is a good idea to check that your mast is centered and still in column.

Following the tuning guide is a good starting point, but each boat and mast are different. Understanding the fundamental concepts of rig tune and how it affects sail shape is important to check and make sure the settings are right for your boat.

Changes to shroud tension affect the rig in two ways: 1) headstay tension and 2) mast bend. Tighter Cap shrouds generate more headstay tension by pulling back against the headstay. A good guide for Cap (upper) shroud tension is that the leeward Cap shroud should just go slack in all but the heaviest of wind conditions. Tighter D1 (lower) and D2 (intermediate) shrouds generate more headstay tension by reducing mast bend and compression. The important factor of the D1 and D2 adjustment is the relationship to the amount of backstay used in each wind condition, which affects mainsail shape. Tight D1s and D2s will make the mast too straight (main too full and draft forward) when no backstay is used, and conversely loose D1 and D2 will allow the mast to bend too much when backstay is used. The final D1 and D2 tensions will be dictated by mainsail shape.



Light Air (0-12 knots): In light air when sailing upwind, the leeward upper shroud should just start to break loose. In this setting, you know that you are getting the proper amount of headstay sag. Set your D1 and D2 up so that when you sight up the mast you see about 1”-2” of leeward sag from the deck to the hounds. This leeward sag is putting more shape and power into the main sail.



Perfect set up for 10 knots

If the D1 and D2 were too tight, the sail would be even fuller with the draft much further forward. If the D1 and D2 were too loose, the main sail would look much flatter.

Medium Air (12-18 knots): In medium air, I would still set the upper shrouds so that when fully trimmed in sailing upwind the leeward upper just starts to go slack. This is giving you the proper amount of headstay sag for that breeze condition. In this condition, your D1 and D2 should be set so that the mast is in column with no leeward sag. The tensions on these should just be tight enough to remove that sag—you do not want these too tight in this condition or the main sail will still be too full when backstay is applied to depower the boat.

This image shows that the D1 and D2 are too loose which is resulting in the mainsail inverting and being too flat.

Heavy air (18+ knots): In heavy breeze conditions, it is important that your upper shrouds are tight enough so that you do not lose headstay tension when easing the main sheet. You do not want to see any slack in the leeward upper. With no backstay on, you should have between 1”-2” of sag in the headstay (this is dependent on your sails too, of course). The same goes for the D1 and D2. These should be fairly tight so that when maximum backstay is applied, the mainsail will be flat and depowered but not inverted. Once you figure out how to achieve each set-up, record your settings for repeatability. You should eventually end up with your own personal tuning chart for your boat.

Stay tuned: in the next issue, we will talk about trimming each sail and how to use each control to achieve the perfect shape for each condition.

Sail Fast!

J/105 Class President Bernie Girod presents Class Measurer Walt Nuschke with a half hull of his J/105 *Zephyr* at the Annual Meeting in San Diego, CA. Thank you Walt for your tireless hours of service and dedication to the Class!

It will be worth the trip!

We expect a strong turnout for Marblehead in 2011 for what should go down as an "instant summer classic." We have already received verbal commitments from boats hailing from Houston, TX, Newport, RI and Annapolis, MD. With our rapidly growing local fleet (now 25+ boats) and proximity to other strong fleets (Newport, Long Island Sound, Maine, New Hampshire, Cape Cod), the numbers could easily swell to 40+. Eastern Yacht Club's highly professional Race Committee will be complemented by event PRO Ken Legler, while Eastern Yacht Club's staff (as well as Marblehead's many local watering holes) will be focused on providing fantastic shore side activities.

For more information, continuing details, online registration and entry list, check out the event website at www.j105northamericans.com.

Arrive early and tune-up at the Sperry Topsider Marblehead NOOD Regatta from July 28-31 (http://www.sailingworld.com/nood-regattas/marblehead) or keep the boat in Marblehead and do the PHRF New England Championship from August 26-28 (http://www.thenewenglands.org/) with highly competitive one-design racing and a fleet of more than 20 J/105s.

A few local tips for the event:

Book Rooms Early

All three major yacht clubs in Marblehead (Eastern: http://www.easternyc.org/, Boston: http://www.bostonyachtclub.net/, and Corinthian: http://www.corinthianyc.org/) have reasonably priced rooms that are most convenient to the harbor…but they are limited and will book fast. Bed and Breakfasts are your next best bet for proximity. Almost all are within walking distance to the harbor, bars, shopping, etc. Larger hotels are available in the neighboring town of Salem, MA (see list at end).

Moorings/Docks

All boats in the harbor are kept on moorings, as dock space is limited. Moorings will be provided by the event, and anyone interested in docking should call the Marblehead HarborMaster. Marblehead Trading Company may have also have limited space (more information in "Boatyards/Launching" below).

Launch Service
Will be provided by the three main yacht clubs to and from moorings.

Boatyards/Launching
Marblehead Trading Company: package price currently being negotiated for boats that require launching, mast stepping and trailer storage. MTC operates three boatyards on Marblehead Harbor with crane service, a ships chandlery, full rigging, electronic specialists as well as full trucking services anywhere in the continental United States for anyone interested in a door-to-door trucking package. Visit http://www.marbleheadtrading.com/main.html.

Measurement
Visiting boats are expected to have their boats certified by their fleets prior to moving them to Marblehead. Each owner will need to provide a copy of the weight certificate, preferably with your race entry application. There will be no provisions to weigh boats in the weeks/days preceding the event. We will be very busy going through the racing checklist for each boat in that time frame. In the event you need to be weighed, we will be weighing a couple boats in spring 2011. Contact either the Fleet 2 Captain Brian Harrington (wbharrington@comcast.net) or Fleet 2 Measurer Ric Dexter (ricdexter@comcast.net). The logistics of adding you to the list in Marblehead or shipping the scale to another fleet is not difficult and can somewhat reduce the cost of the process.

Additional Information:
Marblehead
Marblehead is a vibrant, historic, seaside town home to an extensive collection of shops, galleries, restaurants, lodging, boutiques, nautical services and yacht clubs. Its quaint narrow streets and historic 17th and 18th Century buildings mirror Marblehead as it has existed since its founding in 1629. Several bars, restaurants and grocery stores dot the downtown section of town. A favorite of visiting sailors is Maddies Sailloft, voted one of the "Top 10 Sailing Bars in the World" by *Sail Magazine*. The entrance to Marblehead Harbor is about 11.5 nm northeast of Boston Harbor's Deer Island and about 9 nm southwest of Gloucester Harbor entrance. Marblehead Light is on the tip of Marblehead Neck, and is the only fixed green lighthouse on the East Coast. Within Marblehead Harbor, the Eastern Yacht Club is located about halfway up the east side, or opposite the town side of the harbor. A couple helpful websites: http://www.visitmarblehead.com/index.asp and http://en.wikipedia.org/wiki/Marblehead,_Massachusetts

Eastern Yacht Club

Eastern Yacht Club has played host to a multitude of major local, national and international regattas. These include the Etchells Worlds, Star Worlds, IOD Worlds, Sonar Worlds, Olympic Class Regattas, Viper 640 North Americans, Sonar North Americans, Shields Nationals and the Soling North Americans (a preliminary race for the 1996 Olympics). In 1994, the club received the coveted St. Petersburg Trophy, awarded for the Race Committee's outstanding management of the Star North Americans. In 2007, EYC hosted the Leiter Cup (US Sailing Women's Singlehanded Championship), Manhasset Bay Challenge (sailed in J/105s) as well as a full slate of regularly scheduled summer regattas. Every third year, the EYC hosts the Sperry Topsider NOOD regatta and PHRF New England Championship—each of which draw over 100 boats. The EYC race committee manages these high caliber events with a high degree of professionalism as evidenced by its members who have served as umpires in the America's Cup and as Olympic race officers (including 2008 Beijing Olympic PRO Charley Cook). The EYC website is http://www.easternyc.org/.

Other area Boatyards

Brewers Hawthorne Cove Marina Salem:
http://www.byy.com/Salem/index.cfm
Crocker's Yacht Yard Manchester by the Sea:
http://www.crockersboatyard.com/, 978-526-1971

Accommodations

Bed and Breakfast
(Full Listing:
http://www.visitmarblehead.com/pages/accommodations.asp)
Harbor Light Inn: www.harborlightinn.com, 781-631-2186
Marblehead Inn: www.marbleheadinn.com, 781-639-9999
Flying Cloud Inn: www.flyingcloudinn.com, 781-631-8264
Pheasant Hill Inn: www.pheasanthill.com, 781-639-4799
Marblehead Hotel:
www.marbleheadsummerhouse.com, 781-631-1430
1 Kimball at Marblehead Light:
www.onekimball.com, 781-631-0010
Cap'n Jack's Waterfront Inn, 253 Humphrey St., Swampscott, MA 01907, www.capnjacks.com, 781-595-7910

Hotels Near Marblehead

Hawthorne Hotel
18 Washington Square West.
Phone: 978-744-4080
About 4 miles and under 15 minutes from the EYC

Salem Waterfront Hotel
225 Derby St.
Phone: 978-740-8788
About 4 miles and under 15 minutes from the EYC

Danvers
Sheraton Ferncroft Resort
50 Ferncroft Rd.
Phone: 978-777-2500
About 13 miles and 30 minutes from the EYC

Peabody
Homewood Suites by Hilton Boston/Peabody
57 Newbury St.
Peabody, MA 01960
Phone: 978-536-5050

Marriott Peabody
8A Centennial Dr.
Phone: 978-977-9700
About 9 miles and 30 minutes from the EYC

Calendar

Dates	Event	Contact
January 17-21, 2011	Key West Race Week (Mid-Winter Championship) Key West, FL	Peter Craig 781-639-9545
February 18-20, 2011	St. Petersburg NOOD St. Petersburg Yacht Club St. Petersburg, FL	Valerie Mey 401-845-4412
March 18-20, 2011	San Diego NOOD San Diego Yacht Club San Diego, CA	Valerie Mey 401-845-4412
April 14-17, 2011	Charleston Race Week Charleston Harbor Resort & Marina Mt. Pleasant, SC	Daniel Havens 843-722-1030, x18
April 29-May 1, 2011	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Valerie Mey 401-845-4412
May 1-6, 2011	Bermuda International Invitational Race Week Royal Bermuda Yacht Club Hamilton, Bermuda	Audrey Pope 441-295-2214
May 20-22, 2011	Seattle NOOD Seattle Yacht Club Seattle, WA Corinthian Yacht Club	Valerie Mey 401-845-4412
June 3-5, 2011	Detroit NOOD Bayview Yacht Club Detroit, MI	Valerie Mey 401-845-4412
June 10-12, 2011	Chicago NOOD Chicago Yacht Club Chicago, IL	Valerie Mey 401-845-4412
June 19-24, 2011	Block Island Race Week Race Headquarters: The Oar Restaurant on Jobs Hill Block Island, RI	Dick Neville
June 24-26, 2011	Long Beach Race Week Alamitos Bay Yacht Club & Long Beach Yacht Club Long Beach, CA	ABYC 562-434-9955 LBYC 562-598-9401
June 25-26, 2011	San Francisco NOOD St. Francis Yacht Club San Francisco, CA	Valerie Mey 401-845-4412
July 28-31, 2011	Marblehead NOOD Corinthian Yacht Club Marblehead, MA	Valerie Mey 401-845-4412
August 10-14, 2011	North American Championship Eastern Yacht Club Marblehead, MA	Doug Morgan 617-833-3881
August 19-21, 2011	Great Lakes Championship Royal Canadian Yacht Club Toronto, ON	Jim Rathbun 416-444-0468
August 20-21, 2011	J/105 SoCal Championship Long Beach Yacht Club Long Beach, CA	Chuck Driscoll
September 3-5, 2011	Annapolis Race Week Chesapeake Bay Yacht Racing Association Annapolis, MD	Carl Gitchell 410-626-1055
September 10-11, 2011	Larchmont NOOD Larchmont Yacht Club Larchmont, NY	Valerie Mey 401-845-4412
September 15-18, 2011	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
October 28-30, 2011	J/105 East Coast Championship Annapolis Yacht Club Annapolis, MD	Carl Gitchell 410-626-1055
October 29-30, 2011	Texas J/Fest Lakewood Yacht Club Seabrook, TX	Fleet 17

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