

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



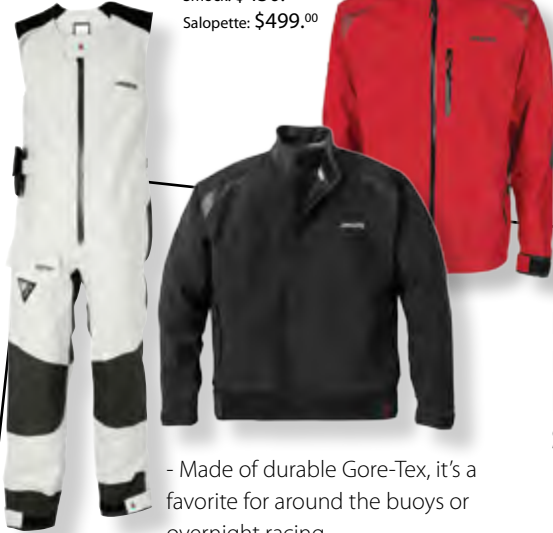
James Rathbun Earns J/105 North American Championship

F a l l 2 0 1 3 • V o l u m e 4 • I s s u e 4

MPX Gore-Tex Jacket, Smock and Salopettes

by Musto

Jacket: \$519.00
 Smock: \$430.00
 Salopette: \$499.00



- Made of durable Gore-Tex, it's a favorite for around the buoys or overnight racing
 - Worn by more APS staff than any other piece of gear we sell



Outhaul Upgrade

by APS

\$198.65

- Improve your system from 6:1 to 12:1
 - No more struggling in heavy air
 - Kit includes all the necessary line, blocks and shackles for an easy transition

High Performance "Y" Bridle Spinnaker Sheets

by APS

\$533.89

- "Y" shaped spinnaker sheets
 - Made with high tech Newswift spliced with Amsteel
 - Incredibly lightweight Equiplite Dyneema Connector spliced onto end for easy attachment



3000 Shorts

by Camet

\$72.00



Crügear
 Custom embroidery & more...

Show your team or class pride with decorated tech tees, jackets, and more with APS Crügear.
APSltd.com/Crugear

Be prepared for cold sailing!



Designed specifically for sailors
 Stay dry and comfortable for extended periods of time

Active Baselayers

by Musto

Top: \$70.00
 Trousers: \$80.00



The World Leader in Outfitting Performance Sailors.

visit: www.APSltd.com
 call: 800.729.9767
 turf: Annapolis, MD



President's Corner

President

Carter Williams
Fleet #25
314-517-5725 (O)
314-995-6998 (H)
carter@oiventures.com

Vice President

Bruce J. Stone
Fleet #1
917-822-4060 (O)
561-423-0350 (Fax)
bruce@brucestone.com

Secretary/Treasurer

James Macdonald
Fleet #21
441-299-4950 (O)
441-293-8270 (H)
441-298-7843 (Fax)
jmwork@ibl.bm

Measurer

Matthew Arno
Fleet #16
817-995-6762 (O)
817-995-6762 (H)
877-433-2029 (Fax)
marno@alum.mit.edu

Class Administrator

Chris Howell
440-796-3100 (O)
216-916-4840 (Fax)
howell@j105.org

Past President

(voting member of the ExecComm)
Ian Farquharson
Fleet #4
416-721-9754 (O)
416-920-8542 (H)
416-408-2872 (Fax)
farquharson.ian@gmail.com

Copyright Holder

(voting member of the ExecComm)
Jeff Johnstone
JBoats
401-846-8410 (O)
401-846-4723 (Fax)
jeffj@jboats.com

Fleet At-Large

Robert Mock
Fleet #22
440-564-7187 (O)
440-564-7187 (H)
440-564-7187 (Fax)
Unbridled@roadrunner.com

At-Large

Don Wieneke
Fleet #1
415-332-0186 (O)
415-332-0186 (H)
dkwieneke@gmail.com

At-Large

Bill Lakenmacher
Fleet #17
713-266-6188 (O)
713-682-2477 (H)
713-266-6887 (Fax)
bill@lockeprotective.com

As a teenager, I learned to sail at the American Yacht Club in Rye, NY. My dinghy coaches included the Perrys and Dellenbaughs. I raced with Courtney Becker, who later went to the Olympics and America's Cup. We had an active Big Boat program for juniors, led by Lorna Hibbard, a peer of my grandmother's, who at age 70 still windsurfed. She taught my father to sail when he was a teenager. After college in 1989, I went to work at McDonnell Douglas in St. Louis. Over the years, I sailed occasionally on our family's Alden 44. After 18 years in St. Louis, a few good business choices allowed me to sail again.

I picked the J/105 to start sailing again—easy to trailer, big fleet, one design and sprit pole. I arrived back at AYC one fall for the North Americans, finishing dead last. Fairly embarrassing! I regrouped, got a coach, changed around crew, and finished mid-fleet in Key West. Then fourth in the Chicago North Americans. I raced the boat out of Harbor Springs when not traveling. This last summer, we won in class and overall for the Ugotta Regatta with a mostly junior sailing crew, beating out a range of modern high performance boats including the J/111 and J/70.

I enjoy sailing because it's a social multi-generational sport. Hard work, at any age, earns success. AYC's Junior program uses a J/105 as a training boat, as we do in Harbor Springs. Courtney Becker's brother Peter is the new Lorna Hibbard, volunteering to teach the next generation of juniors. These kids won the Vineyard Race this last September. As is true with any great sailing venue, whenever I visit AYC, no matter how long since my last visit, I can pick up a conversation where it was left off, with peers of my parents and old sailing friends. Sailing and racing is a binding community that strengthens our relationships and families.

An essential element of the J/105's continued success is the connections we make through sailing. Teaching juniors to race their first big boat, strengthening rusty skills as we wobble back in racing, moving up from a J/22 or J/24, or trying something new like racing single/double handed. Our fleet will continue to evolve, persisting as a great boat for all kinds of sailors while adapting to new technology. I am eager to work with any of your thoughts on strengthening the Class and opportunities for the J/105 to impact sailing on all levels. The J/105 is a great fleet, and each of us makes the Class better.

Carter Williams, J/105 Class President

James Rathbun Earns J/105 North American Championship



James Rathbun of Toronto, Ontario led after day one of the J/105 North American Championship and never relinquished his advantage. He is now the 2013 J/105 North American Champion. With crew Mark Robertson, Dave Jarvis, Andrew Van Nostrand, Ian Richardson and Scott Collinson, *Hey Jude* tallied 6, 3, 1, 1, 1, 4, 5, 2 for just 23 points in the eight-race series. Damian Emery's *Eclipse* of New York placed second with 39 points, and local Cedric Lewis on *Mirage* came in third with 45 points. The event was hosted by Annapolis Yacht Club in Maryland.

The standings couldn't have been much closer after day one (Thursday) when just four points separated the top five after three races. Rathbun held the top position with 11 points but Bruce Stone's *LouLou*, Stephen Phillips's *Le Renard*, Ken Colburn's *Ghost* and Lewis's *Mirage* all had 14 points or less. The

day's race winners were Colburn, Emery and Rathbun. Winds on the Chesapeake Bay were between 12-14 knots, with some gusts and a 2-foot chop.

Hey Jude won both of Friday's races to open up a 10-point lead on day two of the event. Teams were postponed onshore until noon, waiting for a line of storms to pass through the area. Once they did, the fleet was sent out for two races. The first was started in about 5 knots of breeze that died quickly as the boats went up the first beat. When the wind filled in, it shifted left and settled in at 6-8 knots for the rest of the day.

After racing was cancelled on Saturday due to lack of breeze, conditions allowed for three races on Sunday in winds between 12-16 knots. Jim Konigsberg's *Inigo* won the opening contest, and Emery took first in the final two bouts.



THE TOP 10:

- 1) James Rathbun, *Hey Jude*, 23 points
- 2) Damian Emery, *Eclipse*, 39
- 3) Cedric Lewis, *Mirage*, 45
- 4) Bruce Stone, *LouLou*, 56
- 5) Jack Biddle, *Rum Puppy*, 58
- 6) Ken Colburn, *Ghost*, 61
- 7) Stephen Phillips, *Le Renard*, 63
- 8) Hugh Bethell, *Jester*, 68
- 9) Michael Mountford, *Live Edge*, 96
- 10) Jim Konigsberg, *Inigo*, 102

27 teams from Bermuda, Canada and the USA competed in the event. Extensive photos are available on the J/105 Facebook page, and complete results may be found at www.j105nac.com.



Winner's Debrief with David Jarvis of *Hey Jude*



1) At the awards, James Rathbun gave most of the credit for winning to the crew. How did your team secure the Championship for *Hey Jude*?

David Jarvis: The NAs crew for *Hey Jude* have all sailed with Jim for a long time. Mark Robertson makes sure everything goes according to plan up on the bow, Ian Richardson trims the spinnaker downwind, Andrew Van Nostrand trimmed upwind, Scott Collinson trimmed the main and worked with Jim to always keep the boat going fast, and I tried to put us in the right spots on the race course. Having Jim, Scott and Andrew trimming upwind and keeping us fast meant I could keep my head out of the boat looking up course. On the last day of racing always being able to look upwind with the northerly puffs and shifts, we thought it was an advantage over boats that have their main trimmer also as tactician.

2) You started the regatta with the lead on day one and held on to that advantage throughout. How do you maintain that level of concentration and boat speed over a four-day event?

David Jarvis: Usually we treat every day of the regatta as its own and work to be in the top three for the day. We like thinking about it this way as it balances being focused on the day at hand. If you had a great day

before, you're starting from scratch again. If you've had a bad day before, the mindset allows you to put it behind you. It also keeps you thinking as far as being consistent and not taking high risks.

3) Several teams put together great scores as well. For example, *Eclipse* won three races and *Mirage* kept at a close distance to the top of the leaderboard. Did your strategy change during the event? If so, how?

David Jarvis: *Eclipse* had a great regatta. They came out of the blocks fast on day one, but had a bad third and fifth race which would prove their undoing. *Mirage* was fast, and *Ghost* and the *LouLou/Mystery Machine* team also were teams to watch. After the first day, I think there were four boats within 5 points. Our strategy changed a bit for the final day of racing, as we were going into the day with a 13-point lead and the RC couldn't run more than three races for the day. We agreed to start conservatively and try to make sure we didn't put up any big numbers; or if we did, that our competition was putting up scores. Again, *Eclipse* was the big mover on the final day with a 2,1,1 finish moving them into second.



4) What expectations did you have coming into the North Americans?

David Jarvis: *Hey Jude* has sailed 10 of the 15 J/105 North American Championships and has a pair of thirds (Larchmont YC and Chicago YC) and a second place finish (American YC), but has always had a bad race or two mar the score sheet. We had set the goal early in the season to do well at the NAs, so being on the podium was the goal at the start of the season. To that end, we had the boat's bottom worked on at the beginning of August to make sure it was smooth. For our sails, we had been working with Evolution Sails out of Toronto for the past four years, were happy with the sail shapes and had a new main, jib and spinnaker delivered for the NAs as well as some new cordage. We had our logistics such as boat hauling and launching, housing, etc. also lined up well in advance. One thing that didn't happen was coming down to Annapolis mid-October to do some sailing prior to the NAs, as last-minute conflicts in schedules prevented this from happening.





5) How long have you been racing the J/105?

David Jarvis: *Hey Jude* is hull #110 and was purchased from the Rochester area. The boat came with genoa tracks, symmetrical spinnaker gear, hydraulic pump on the front of the cockpit—everything that could have been added had been. As the fleet became one-design as more boats came to Fleet 4, *Hey Jude* was updated, or stripped down to race within the fleet. And the name, it's not the Beatles song, but Jim's wife Judy that the boat was named after.

6) Next year's J/105 North American Championship is in Toronto. What can competitors expect on the water? And on shore?

David Jarvis: The Royal Canadian Yacht Club is based out of an island across the harbor from downtown Toronto. The yacht club is an oasis for the club members, only minutes away from downtown offices. While weeknight racing is held within the harbor, the J/105 North Americans will be held outside on the lake, which can serve up just about any weather. The organizing committee is working (and willing) to try and help with just about anything—whether that is getting across the border, launching and hauling, providing slips. They will help where they can. Doug





Bullock, who many met at the Annapolis regatta, is the Fleet 4 Captain and can be reached through the RCYC Sailing Office (sailing@rcyc.ca).

Helmsman James Rathbun addressed how is the J/105 Class evolving in Canada and in North America: “The J/105 Class is steadily increasing in the Toronto area. The largest fleet is at the RCYC, where we have very vigorous Tuesday night racing in the bay on a triangular course. We often have 10-12 boats competing on a very tight course interspersed with many PERF boats of varying sizes. Our weekend racing is on Lake Ontario, and we have had up to 19 boats on the line on a regular basis. Our fleet is strong, and with the price of boats becoming more reasonable I can only see our fleet expanding in the future. We are looking for 35 boats for next year’s NAs. As far as North America is concerned, there continues to be large fleets on the west coast and a number of smaller fleets on the east coast. The advent of the J/70 will likely eat into our fleets to some degree, but for a certain age of sailor (skipper), the J/105 is the perfect race boat in the 35’ range. It is not onerous to trailer the boat to regattas when most events can be got to in 1-1½ days. I think this fleet will remain strong for many years to come.



RACE RACE Have Fun RACE RACE



September 24 to 28, 2014 • RCYC, Toronto, Canada



The J/105 North American Championship will be held in Toronto Canada in 2014. The host will be the oldest yacht club in Canada, the Royal Canadian Yacht Club located on the Toronto Island, home of 15 of the 20 J/105 Fleet on Lake Ontario.

you do not have to worry about local knowledge, just focus on going fast.

We will be sure to schedule a couple of free nights to allow you and your crew the opportunity to explore all Toronto has to offer: theatres, restaurants, night life and professional sports. Plus some amazing tourist attractions like the CN Tower Edge Walk and Ripley's New Aquarium.

The 2014 North American Championship will be sure to be a great test of sailing skills, crew work, boat preparation and a whole bunch of fun.

Visit www.j105.ca for details and updates. Mark your calendar now, you will not be disappointed.



Our goal is to make this the best Regatta experience you have ever had, filled with over the top competitive racing, fun activities off the water and lots of great camaraderie in one of the most unique Yacht Club settings in the world.



September in Toronto is beautiful, with winds of 8 to 12 knots out of the North West and the temperate in mid to low 70s. This is fresh water racing where

RACE RACE Have More Fun RACE RACE Then Celebrate

BERMUDA INVITATIONAL 2013

November 21st-23rd, 2013



The final day of competition in the Bermuda J/105 Invitational Regatta, sponsored by XL got underway shortly after the breeze filled in. With everything to play for the teams had a single race to decide the local winner, and a single race to decide the international winner, plus a fun race back to Hamilton Harbour to round out the event.

Race 9 had two general recalls before the race committee, led by Charles Tatem, resorted to starting under more punitive conditions – anyone over the line early now had to restart by rounding the end of the line. The racing finally got underway in the freshening

conditions, and the win went to Back in Black, with Elusive and Yabsta taking 2nd and 3rd.

Race 10 started under the “black flag rule” – anyone over early now was out of the race – this enabled an orderly start, and after three circuits of the course the win went to Mayhem, followed by Elusive and Back in Black.

The event now concluded with a long distance race back to Hamilton Harbour, taking in the Small Sound and the channel up to dockyard. Mayhem took line honours and won the “Bermuda Project Managers” prize.



BERMUDA INVITATIONAL 2013

November 21st-23rd, 2013

The “Tops Limited” boat of the day was Back-in-Black.

RESULTS

The Overall (XL Trophy) - in 1st place was Elusive (21 points), followed by Passion (24 points) and Mayhem (42 points).

The top International helmsmen (Bermuda Tourism Trophy) - in 1st place was Bill Lakenmacher (11 points), followed by Steve Cucchiaro (15 points) and Greg Turman (17 points).

The top local helmsmen (Goslings Trophy) - in 1st place was Chuck Millican (6 points), followed by James Macdonald (13 points) and Jon Corless (16 points).

 **FOR THE RECORD**
2012 J/105 NA Champs...
 1, 4, 5, 7, 9, 10

2013 RESULTS
J/105 Midwinters, Houston...1st
J Fest, San Francisco...1st
Aldo Alessio Regatta, San Francisco...1st
Sperry Top-Sider Chicago NOOD...2, 4
Cedar Point Yacht Club One-Design Regatta...1st

North Sails J105 CSD Class Leaders:

Will Keyworth will@sales.northsails.com 410-269-5662	Seadon Wijzen seadon@sales.northsails.com 415-339-3000
---	---

Better by Design
www.northsails.com
Outside Images/Bob Grieser photo

The Dream Regatta:

Bermuda's inaugural International J/105 Regatta

By Bill Lakenmacher and Rob Brann



My wife and I, along with crew and spouses, recently returned from the Royal Bermuda Yacht Club's inaugural J/105 International Regatta. This is one of the premiere sailing events that I have ever attended.

The Bermudians have introduced a novel idea which should help participation and assist in growing all J/105 fleets. Fleet 17 hopes to duplicate this idea in Texas—although we cannot offer the scenery, perfect sailing conditions, or hospitality.

The premise is simple: each skipper invites two of his/her usual crew, and then invites another skipper and two of his crew (from another fleet or country in this case) to join forces and become one crew. The combinations of skills, personalities and sail selection seem limitless. The format was alternating skippers every race. First an International skipper, then a Bermuda skipper and so on for ten races.

We had three days of windward/leeward racing. As the season's first cool fronts moved through the area, temperatures ranged from a cool 68 degrees to a balmy 74 degrees. Wind conditions changed direction daily, but the velocity was amazingly consistent with 18-24 knots on day one,

reducing to 16-18 knots on the third day. The crystal clear Bermuda water was relatively flat considering the wind's velocity. It does not get much better than this. Did I mention the beautiful scenery?

The first day included a practice race followed by four races. The second day saw four races, two of which had three laps. The third day had our final two races plus a "Chamber of Commerce" style race which took the fleet on a tour of Bermuda. Enjoying the sites, we reached in three abreast through various land marks including "Two Rock" (famous for grabbing J/105 keels). Luckily for the trimmers, we only had 10 hours of daylight because the outstanding Race Committee seemed intent on maximizing our time on the water. Races started on time, and marks were moved for significant wind shifts. Hats off to the PRO and the R/C.

It was amazing how well the crews sailed and got along with no prior sailing time together—a prime



example of how just throwing people together with a common love of sailing works. I don't believe any protests were filed. As the skipper of *Mayhem*, Jon Corless wisely stated to me "protests interfere with drinking time." These prophetic words lead me to the nightlife. Almost every evening someone opened their home or club for an outstanding party. One should not party too hard if you are riding your scooter home (hopefully on the left side of the road), but for those of us in taxis, the rum, wine and champagne flowed late into the night.

Special thanks to all of the Bermudans that worked so diligently to put on this event. Additional gratitude should be mentioned for our host James Macdonald and his wife Jan (owners of *Passion* and *Distant Passion*) and his crew Mary Geraghty and Nik Smale, and my crew Rob Brann and Andrea Pola. James' crew became my crew and vice versa. It would be an honor to sail with any of them again.



J-105 Sails by J-105 Sailors

"I race my own boat and need the best sails.
If you want it done right, do it yourself.
Wind speed 35 / Boat speed 22.4."

Paul Beaudin USA-334 Ioulou
J-105 sail developer and class expert



Need to get fast?
contact Paul at pb@j105sails.com

2014 J/105 MIDWINTER CHAMPIONSHIP

March 7-9, 2014

Lakewood Yacht Club, Seabrook, Texas

www.j105mw.com



If you start feeling antsy in your favorite chair flipping through sailing magazines this winter, we have the cure for you in Texas. Break out of the doldrums with some heavy air crosses—crosses that are a little close for comfort after a series of unexpected waves.

How about finding out just how good your foredeck crew really is? Of course if you just want to wash down some Texas BBQ with cold beer and listen to both types of music (Country and Western), we will have a night of that as well.

This year's Midwinters are scheduled for March 7-9, and will be hosted at Lakewood Yacht Club for the third year in a row. As usual, we have kept the costs down for traveling boats with free dockage and haul in and out service included in the registration. Last year's Block Island winners all participated in Galveston Bay to keep their skills sharp, and it paid off in spades.

It's time to stimulate the economy by hiring a driver and having your boat delivered to Texas. Leave it here for a few weeks and race in two or three regattas. If you don't spend the money, your Uncle Sam will.

Give me a call if you have any questions on my cell 832-419-6181.

Happy Holidays,
Bill Lakenmacher, Fleet 17

2014 MIDWINTER CHAMPIONSHIP



2014 J/105 MIDWINTER CHAMPIONSHIP

March 7-9, 2014

Lakewood Yacht Club

Seabrook, Texas

www.j105mw.com

Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

(Vacant – Technical Committee Member needed)

2013 NAC Measurer's Report, Cedric D. Lewis, Fleet 3 Measurer

Let me start by thanking Chris Groobey and Linda Ambrose for their outstanding support and leadership in planning this event. The 2013 North American Championships by all accounts was a huge success. We had a little bit of every possible wind condition from dead-calm to 30 knots and from every direction on the compass rose. Here are my observations with “lessons learned” or suggestions indicated in *italics*.

Planning

The NOR was released at the end of May. Measurement planning began on July 3 with a teleconference between myself and Julie and Chris Howell. The primary discussion focused on setting up the regatta module and boat inspections. The questions posed were:

1. Which days
2. When to start & stop each day
3. How long for each inspection
4. Frequency at each time slot

Racing was scheduled to start on Thursday, October 31. From the last time Annapolis hosted the NAC (69 boats), I set up the inspections to accommodate up to 64 boats (wishful thinking on my part). Inspections were set up for 1) Tuesday, October 29 and Wednesday October 30, 2) from 9am to 5 pm, 3) each inspection was 30 minutes, 4) two inspections per time slot.

Scheduling

Subsequent to setting up the regatta module, J-port of Annapolis signed on as a sponsor and scheduled practice starts and short courses for the afternoon of Wednesday, October 30th. Also as the event drew closer it became apparent that we would only have ~ 30 boats attending the event. I contacted Chris to see if he could block out Wednesday afternoon to allow

anyone that wanted to participate in the practice the opportunity to do so. He said there was no way to do this but since I was also a participant in the regatta, I could sign up for multiple time slots. I ended up signing Mirage up for every time slot on Wednesday afternoon from 12-5pm. In addition, I had several boats that had already picked a time slot during this time and I contacted them to pick a different slot and then had Chris free up the vacated time slot. There were also several boats that needed to reschedule to a later slot (like the boat from Houston that hit a telephone pole). *I would like to see the regatta module change so that if a boat owner goes back and changes his inspection time, the system would automatically free up the old time slot.*

Registration/sign-up

There was a fair amount of confusion about how to sign up for an inspection time. Part of this stemmed from the fact the registration was done in Regatta Network and the inspection sign up was using the regatta module. I fielded numerous questions about how to complete registration and upload insurance documents using Regatta Network in addition to questions about how to use the regatta module. I had AYC send out several communications with detailed instructions and the links to get to the regatta module. *Having registration, inspections and scoring in three different places caused a lot of confusion.*

Volunteers

Fleet 3 is blessed to have a great group of members and crew that truly cared about putting on a quality event. In addition to myself, I had eight additional volunteers helping out. They included Bob Revees (A-Train) who also did trophies, Jay Corcoran (A-Train), Doug McClendon (Inigo), Bob Putnam (Mousetrap), Dan and Chuck Laurence (Froya), Andrew Kennedy (Bat –IV) and Fleet 3 president, and Scott Gitchell (Tenacious). *This allowed me to allocate everyone a 4 hour time slot and I was able to float and supervise inspections.*

Technical Committee Report

Preparations

The inspection checklist was emailed out to every boat owner well in advance of the inspections to hopefully prevent anyone from being surprised. To prepare for the inspections involved printing out inspection checklist for each boat. In addition, each boat's registered sails were also printed. I also had two yardsticks to measure lifeline sag. The paperwork was arranged onto two clipboards in order of inspection times. Another improvement to the regatta module would include the ability to run a report for all boats with just registered sails.

Crew/weigh-in

ISAF certification was handled by Chris and Julie offline and completed prior to inspections. Crew weigh-in was conducted starting Wednesday morning and was handled by Linda and her volunteers as part of registration.

Inspections

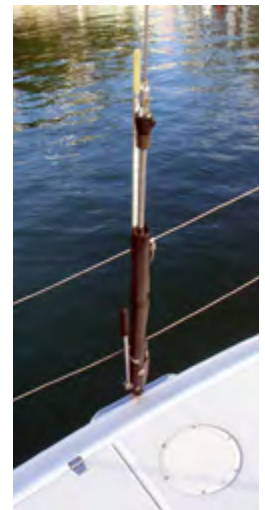
Inspections went off without a hitch mostly due to good planning and preparation. There was a designated dock to perform the inspections. *Each morning/afternoon, I met with the volunteers to go over the inspection procedure and to answer any questions.* My original intent was to scan the weight certificates for all the out of town boats to help populate the database so hopefully, in the future, this step could be checked in advance and eliminated from the checklist. Unfortunately the weather did not cooperate and we began inspections in the rain. The inspection slots filled from the back. Most people selected the later slots and as a result there were not many inspections scheduled for Tuesday morning but Wednesday morning was completely booked. Because we had so many volunteers it allowed us to complete four of the local boats located on M-dock while inspections continued for the out of town boats on the T-dock. This allowed us to get ahead of the last minute rush on Wednesday morning. Most boats passed inspection on first try. There were several boats missing one item or another on the checklist with the number one violation being expired flares. The completed forms were submitted to the registration desk to indicate the inspection was complete and they could complete registration and get their bow

numbers. Only one boat, Eclipse, failed to use the regatta module to select an inspection time or to register any sails. They were inspected last just before the skippers' meeting.

Bermuda J/105 Invitational Observations by Matt Arno

Although I was not able to make it to the NAs, I did have the honor of being invited to the Bermuda J/105 International Invitational. From a Class Rules and Technical Committee perspective, the regatta was held under relaxed conditions, no crew weigh-ins, no equipment checks, etc. What was interesting is that the Bermuda fleet (Fleet 21) is an even mixture of American and French boats and this was my first opportunity to look at a French-built boat. On the race course, the boats were evenly matched, neither type had a performance advantage. Most J/105 owners are in North America and have never seen a French-built boat and when we talk about the factory installed equipment, we tend to focus exclusively on the US-built boats. However, there are features that are different.

- One difference that impacts discussions the Technical Committee has been having lately and that many people have asked about is the backstay adjuster. The French boats come stock with a NavTec adjuster and the adjuster has a pressure gauge installed. As OEM equipment on some J/105s, this unit is legal for any boat to use. The NavTec unit is substantially longer than the SailTec unit, so it would require shortening the backstay to swap from the SailTec unit to the NavTec one and would not be a casual swap. The first day of the regatta was in windy conditions, so I was pumping it down and releasing it frequently. While I did not count, the effort and number of pumps required was not qualitatively different than when I use the SailTec unit on my own boat. I did find the NavTec pressure release knob thin and hard to grip.



Technical Committee Report

- The boom is longer by about 3 inches. This has two important implications. The first being that it will hit the wheel when pulled down extra far. The second is that if you are used to standing behind the wheel where the Hall boom will just not hit you in the head during tacks and gybes, the Sparcraft one will catch you, as I discovered to my chagrin a couple times. Since we don't use measurement bands on the boom and mainsail size is limited by measurement of the sail, the extra length is inconsequential from a performance perspective.

- The Sparcraft mast butt has a larger adjustment range but less ability to be fine-tuned due to the need to line up bolt holes.



- The forward bulkhead is sealed with no opening to the v-berth. This makes it useful as an anchor locker since it has a deck hatch, but also means when it takes on water, it has to be bailed from the bow as it does not drain to the bilge.

- The mast base turning blocks are attached to a deck plate at the partners rather than being attached to the mast, something important to keep in mind if you need to replace a Hall mast since only the Sparcraft ones are available now.



- There are triple clutches on each side of the cabin top with triple turning blocks to lead lines back to them. As you can see, the turning blocks are mounted above the recess built into the deck mold rather than being flush as on the US-built boats. A spacer fills in the gap.



- The engine is a Volvo Penta three-cylinder which is noticeably smoother running than the Yanmar 2GM20.
- I must also admit to some jealousy seeing the gimballed propane stove rather than the dinky fixed alcohol stove in my own boat. That is a feature retained from the early single-digit US-built boats. The French-built boats used hull #2 as the template for the molds. There is a propane locker in a port lazarette next to the rudder shaft that is accessible from the cockpit.



J[®]
105

WATERLINE

SYSTEMS LLC ESTABLISHED 1988



Your **#1 Resource**
for J/Boats Parts
and Service

- ◆ Bottoms and Foils
- ◆ Race Prep
- ◆ Awlgrip Finishes
- ◆ Structural Repairs
- ◆ Refit / Refurb
- ◆ Yard Services
- ◆ Winter Storage

WATERLINESYSTEMS.COM

373 MARKET STREET WARREN, RI 02885

PH 401.247.3000 INFO@WATERLINESYSTEMS.COM

Calendar

Dates	Event	Contact
February 14-16, 2014	St. Petersburg NOOD St. Petersburg Yacht Club St. Petersburg, FL	Jennifer Davis 401-845-4412
March 7-9, 2014	J/105 Midwinter Championship Lakewood Yacht Club Seabrook, TX	Bill Lakenmacher 832-419-6181
March 14-16, 2014	San Diego NOOD San Diego Yacht Club & Coronado Yacht Club San Diego, CA	Jennifer Davis 401-845-4412
April 11-13, 2014	Lipton Cup Regatta Smyrna Yacht Club New Smyrna Beach, FL	Phil Cornett
May 2-4, 2014	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davis 401-845-4412
May 16-18, 2014	Seattle NOOD Seattle Yacht Club & Corinthian Yacht Club Seattle, WA	Jennifer Davis 401-845-4412
June 6-8, 2014	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davis 401-845-4412
July 19, 2014	Chicago to Mackinac Island Race Chicago Yacht Club Chicago, IL	
July 24-27, 2014	Marblehead NOOD Corinthian Yacht Club Marblehead, MA	Jennifer Davis 401-845-4412
July 8-10, 2014	Verve Cup Chicago Yacht Club Chicago, IL	
September 11-14, 2014	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
September 25-28, 2014	J/105 North American Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474