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105

In The Wind

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**J/105 North American Champion:
Shawn Bennett
on team *Jose Cuervo***

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I suspect many of our sailors are in the process of putting their boats away for the winter. Here in Bermuda, we have a few race days left before we take a break over the year end, which included our invitational event on 19-21 November. We enjoyed welcoming some of our fellow J/105 sailors to Bermuda for interesting racing.

For those of you who do not know me, I live in Bermuda where I grew up and, among other things, learned to sail. In 2005, I purchased my first keelboat, J/105 *Passion*. For the most part, my sailing before then had been in dinghies such as Lasers, 505s, International 14s and Tornado catamarans. I even had some experience over a few summers long ago in Bermuda fitted dinghies.

It took me a little while to adjust to sailing a larger boat with a wheel, but I quickly came to enjoy racing a 105. I took *Passion* to Key West Race Week in 2007, which was both a humbling and enjoyable *experience*. After that event, I decided I wanted to do more racing away from Bermuda. However, the logistics of getting a boat from Bermuda to mainland North America led me to decide to purchase another J/105, *Distant Passion*, which I keep on a trailer in the US. Since that purchase, I have had the pleasure of racing her in a number of venues (some on multiple occasions) including San Francisco CA, Rye NY, Key West FL, Annapolis MD, Houston TX, Block Island RI and Toronto Canada.

It is always interesting to sail in a different venue. Each has its own characteristics and benefits of local knowledge. But, of course, the most interesting thing is to meet and compete against fellow J/105 enthusiasts. Usually we will come away with some good ideas of how to improve our performance.

One of the great things about a J/105 is that the crew does not have to be physically imposing. But they do have to be a good team and very good sailors to do well. In all the locations I have raced, it is a challenge to place in the top third of half of the fleet.

Over the coming year, we hope to accomplish a number of things including reviewing the Rules to see if there is anything we can revise to improve performance or handling at little or no cost to owners. For example, we are working on a proposal to allow the replacement of the stainless boom bails with straps. This would avoid a number of problems including the tendency of the bail attachment bolts to carve their way through the softer aluminum boom.

We also want to stop the steady reduction in owners registered as Class members. I believe the Class remains attractive to a segment of the sailing population, and we are keen to build on that.

I would like to thank Bruce Stone for all of his hard work as President of the Class over the past year and as an officer before that. Many of you have had an opportunity to meet Bruce as he traveled to many events across North America, and I know we appreciate his accomplishments on behalf of the Class.

I hope you have all enjoyed your 2015 sailing season, and I look forward to working with you over the coming year.

James Macdonald
J/105 Class President

J/105 North American Champion: Shawn Bennett on team *Jose Cuervo*

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Opening the regatta with what would prove to be his worst finish, a fourth, Shawn Bennett and his team on *Jose Cuervo* then racked up four first-place finishes for a nearly perfect record against 26 other teams competing for the 2015 J/105 North American Championship, run concurrently with Rolex Big Boat Series at the St. Francis Yacht Club (San Francisco, CA). Bennett won not only the right to have his name inscribed on the J/105 NA half-model trophy, but also the St. Francis YC Commodore's Cup, and he received a coveted Rolex Submariner Watch. In second place was *Mojo* (Jeff Littfin), with *Risk* (Jason Woodley/Scott Whitney) in third place, last year's Big Boat Series winner *Arbitrage* (Bruce Stone) in fourth, and *Blackhawk* (Ryan Simmons) in fifth.

If any regatta is worthy of doubling as a major championship for one of its classes, it is the St. Francis Yacht Club's Rolex Big Boat Series, which started Thursday, September 17, hosting 89 boats on San Francisco Bay. Held annually for over five decades and revered for its keen offerings both competitively on the water and socially ashore, the four-day event served as the North American Championship for the J/105 Class, which with 27 boats comprises the largest fleet. That first day, the unthinkable happened, when the club's Race Committee—known for expertly conducting more than its fair share of regattas thanks to San Francisco's ideal winds (consistently strong), challenging conditions (currents aplenty) and superior setting (stadium sailing at its best)—had



to postpone the morning race for two hours due to lack of breeze. It left the J/105 sailors champing at the bit, but in the end nothing was missed when both of the day's scheduled races were completed in 15 knots of westerly breeze. As all Classes must do, the J/105s rotated each day between the Treasure Island circle and the Alcatraz circle. The J/105s started with Treasure Island, sailing a 10.9 mile course, and followed it with an 11.1 mile race on the afternoon's Alcatraz course. The latter race's downwind finish wowed spectators at Crissy Field and the St. Francis Yacht Club Race Deck as competitors jockeyed for position under their large spinnakers. As tradition calls for, all Classes finished their second race the same way and at the same place: between the Race





Deck and a mark set just shouting distance from the shore, with the Golden Gate Bridge set to the west as a backdrop. Bennett's *Jose Cuervo* and Simmons' *Blackhawk* were tied for first with 5 points each, after both tallying a 4 and 1. Littfin's *Mojo* was one point back in third.

It was a clean sweep on day two as Bennett won both races to tally 7 overall points. Littfin stood in second with 12 points and Stone in third with 14. Winds ranged from 8-10 knots at the start of racing to 16-18 by the end of the day.

On day three's only race, *Jose Cuervo* found herself back in the second tier early on, passing Alcatraz in fourth, but continuously made gains throughout the race, picking off boats on each leg and eventually taking the gun to ensure a solid lead going into the final day. No races were completed on day four, as the wind did not fill in during the allotted time frame.





Photos are available on the J/105 Class Facebook page, and complete results are available on the event website at www.rolexbigboatseries.com.

Be sure to check out the T2P video from the event at <https://youtu.be/7CksFjKSBLs>!

Winner's Debrief: Shawn Bennett, Jose Cuervo



In The Wind: With the North American Championship a part of the Rolex Big Boat Series, the courses were not the 'typical' windward/leeward. How do you adjust your tactics for that type of racing? Do you prefer that to windward/leeward courses? Why or why not?

Shawn Bennett: Going into the event, I felt like it was a bit unorthodox to combine the BBS and the North American Championship, but I really ended up enjoying the up-the-city-front battles and sorting out the Alcatraz cone and the Golden Gate Bridge. In the end, I think boat speed, starts and tactics were the critical elements just like any other talented one-design championship. Also just like many one-design races, at times we saw that the top 10 boats coming to the weather mark were made up of boats that went left and boats that went right (or, in this case, boats that played the cone and boats that played the city front) so the features didn't drastically affect the results, in my opinion. They add a lot of interesting puzzles to solve versus a basic windward/leeward. I would say the part I didn't like as much was getting tangled with the other fleets, and I am sure there were boats that were negatively impacted by that, but we were all dealing with the same challenge.

ITW: Tell us about your crew and the role each played.

SB: I had a great crew of very talented sailors. There were no big egos aboard trying to prove anything to anyone (they are all plenty proven already) so our focus was on sailing the boat as well as possible as a team and having a good time. I had Tom Purdy and Eric Baumhoff up front doing the bow and sail handling but also contributing a lot of current and wind information. I had Nick Gibbens and Dave

Gruver in the cockpit trimming the sails and making sure the boat was always going fast, and then I had Melissa Purdy Feagin on main and tactics (along with everyone's input). Suffice it to say that several people came by the boat each day and said "Wow that's the dream team." They probably didn't really need me at all actually...

ITW: The event saw a range of wind speeds. How do you shift gears?

SB: We were very methodical about marking all the sheets and halyards for the various conditions, as well as talking a lot about the changes in the wind and if we were set up right for that breeze. Being a Bay area sailor, we are not too used to light spots, and I think we tried to focus on shifting gears a lot, thinking if we improved that it could become an area of advantage for us. Prior to the race, we would try to guess if the wind was in an escalating phase or not and tune the rig to that setting. We would also try to spend a lot of time looking at the other boats' set-up and see if we were any different.

ITW: What advice can you give others in battling the current?

SB: Other than the obvious effects on the laylines/starting line, I would suggest learning as much as you can from all the sources available (looking at current programs versus what you are seeing on the course and buoys) to help form your choice about where to go. But if you and your crew see something different going on, try to adjust your thinking around that new information. Have the crew carefully watch the other boats around (for example, if there is a boat on your hip) for signs of water changes/differences as well as using SOG instruments if available. When it comes to



sailing up the city front to get relief, the effective way to play the current includes not overcompensating for its effects. Sometimes we find ourselves tacking too often, ignoring shifts and puffs, and only worrying about the current's effects and getting passed as a result.

ITW: The San Francisco fleet is the largest J/105 fleet in the world. What attracts people to the J/105 in your area?

SB: In my opinion, the J/105 is a great boat for the Bay. They are not only durable enough to hold up to

the sometimes rough conditions we sail in, but they actually sail really well in it and aren't so difficult/painful to crew on that your friends stop returning your phone calls when a regatta is coming up! They are also simple enough that it doesn't take enormous resources and time to prep them for a regatta, which means more time sailing and less time working on the boat. Yet they are big enough to manage the Bay conditions without getting too tossed around. I am guessing with the price of a competitive J/105 being as low as they are now, we will see the fleet holding up for a number of years to come.

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 American Spring 1,3,4,5
 Stratford Distance 1,2,3
 Block Island Race 1st in fleet
 Red Grant 1,2
 Marblehead Nood 1

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Stella Artois J/105 North American Championship

Celebrating 25 Years

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Long Island Sound Fleet 6 is happy to have partners Stella Artois and Larchmont Yacht Club on board to host the 2016 North American Championship next October. 2016 is also the 25th anniversary of the introduction of the J/105.

The October event will ensure great fall sailing on an open body of water able to provide reliable and fair racing conditions. Larchmont is one of the premier yacht clubs of the world, with a 135-year track record of hosting successful championships, including the 54-boat Viper NAs this year.

Fall in New York offers several great regattas leading up to the event including the Long Island Sound Championship, American Fall Series and the Manhasset Fall Series Pre-NAs sailed on the same course the weekend before.

Traveling boats will have plenty of services for launching, storage and hauling. Truly race-ready charter opportunities will be available.

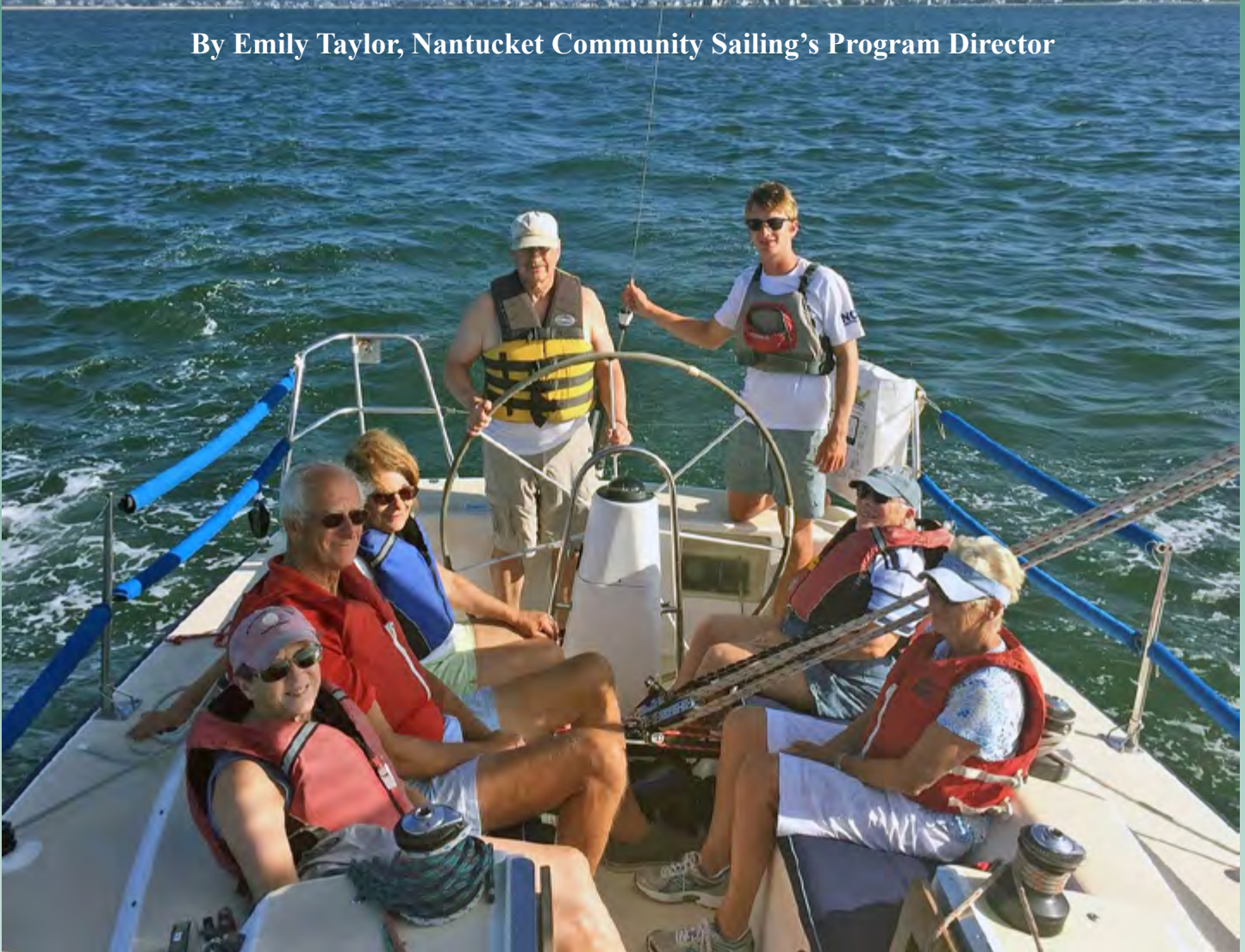
Travelling from afar? Take one week off, sail the Pre-NAs, enjoy three lay days in New York City and sail four more days at the North Americans. Six days of racing with only five days out of work!

Contact: Paul Beaudin at
paulbeaudin@doyleplochsails.com.
More information to follow...



Nantucket Community Sailing

By Emily Taylor, Nantucket Community Sailing's Program Director



Nantucket Community Sailing was founded in 1994 to offer Nantucket children access to the water. We are honored to continue to serve this mission over 20 years later. We currently have over 1,000 enrollments in our youth programs, 30% of which are local island children. We provide roughly \$100,000 in scholarship funds to these local students.

In 2006 and again in 2007, we received the generous donation of J/105s to our youth programs. This has had a tremendous effect on our programming capabilities. It allowed us to launch a junior big boat sailing program in 2008, and subsequently gave us more options for working with local community groups for our free outreach programs.

Our current youth programming consists of daily morning and afternoon classes on our two J/105s, *Prima* and *Clio*.

In “Keelboat Green” class, held each weekday from 9:30am-12pm, we enroll 14 8-12-year-old students and use both J/105s for teaching. This program has afforded our youth the opportunity to try “big boat sailing” at a very young age. Our students absolutely love the relaxing and fun way to experience sailing. They learn new lessons on navigation, safety and more that they wouldn’t have access to if they only participated in our dinghy programs.



In “Keelboat Blue” class, held from 1-4pm four days each week, we enroll between six and 12 13-18-year-old students and use either a single or both J/105s, depending on demand. On the fifth day of class each week, held on Wednesday evenings, the teen group participates in the local PHRF racing series as part of their instructional class. This class has seen tremendous success with teenagers—a group that we (and other programs) have struggled to retain in a non-dinghy racing environment. Our teen group also has the option to race *Prima* and *Clio* in our “Race to Nantucket” and “Sail Nantucket” Regattas as part of our biggest annual fundraiser, Nantucket Race Week. This gives our teens, who enjoy the camaraderie and thrill of big boat racing, three more full days of racing each summer—and this time against boats visiting from other areas of the country.

In addition to the youth programming that we run on the boats, we also use the boats for Keelboat Lessons for adults and families. These lessons can be booked in the afternoons and weekends throughout the summer months. They are a great way for local and visiting families to get out on the water in a safe and comfortable environment.

One of the greatest successes we have seen with the J/105s is through their use in community outreach. The J/105s have been vessels for us to offer local community members a *free* “taste of sailing.” Over the

years, we have worked with school groups, members of Palliative and Supportive Care of Nantucket (hospice), the Nantucket Boys and Girls Club, and perhaps most successfully with the Saltmarsh Senior Center. By partnering with the Saltmarsh Senior Center, we have been able to offer four to five “Sails for Old Salts” each summer. These sails are absolutely core to our mission of providing access to the water and couldn’t be more enjoyable for our sailors and instructors alike.





Regatta. The J/105s have proven to be our most successful option in our organization for letting teams of students and instructors work together.

This past summer, we had 128 students enrolled in the one-week Keelboat Green and Keelboat Blue programs. We used the boats to take an additional 40 community members out on free sails. The two J/105s have been wonderful additions to our programs and the outreach and opportunities we are able to provide. Without them, these students may not have had the opportunity to sail.

Given that our J/105s are fully booked throughout the summer, we would greatly appreciate the donation of another one (or two) J/105s to add to our fleet and allow even more children and adults to experience the thrill of big-boat sailing.

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508-228-6600
www.nantucketcommunitysailing.org

Finally, our J/105s have competed in many local “off-island” regattas over the years, providing an opportunity for enhanced team-building and navigational opportunities. Our local high school sailing team, supported by Nantucket Community Sailing, races one of the J/105s each year in the annual Figawi Race from Hyannis to Nantucket. Our seasonal sailing instructors use the J/105s each year to compete in the Buzzards Bay Regatta, the Vineyard Cup, the Vineyard ‘Round the Island Race,’ and the Hyannis



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NORTH SAILS

Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

A new J/105 owner who bought his boat recently did a fairly comprehensive study of the prices of J/105s sold or advertised on Yacht World. The full spreadsheet of his work is posted on the Class website, but we wanted to summarize the high points for you. Below are tables of the average selling price for all J/105s for the past five years and the average selling price over the last five years by boat year of manufacture. Keep in mind that the condition of the boat has a significant impact on the actual price and that these numbers do not take that into account.

The selling price for J/105s overall does seem to be holding steady. 2012 through 2014 were all about the same, and the data for 2015 is not a complete year. 2011 was likely down due to the overall economic conditions at the time. As a function of boat year (i.e. age), the boats that are much newer (built in 2000 and after) are selling for more, and the oldest boats are selling for less. While not terribly surprising, it is worth noting that the pre-SCRIMP boats are the less expensive ones, which some people think are actually the better boats to race. Whether that is a function of the pre-SCRIMP boats that are on the market not being in race condition, needing repair due to overall age, or something else is not known.

Year Sold	# sold	Average Price
2011	4	\$61,250
2012	12	\$76,458
2013	21	\$74,246
2014	21	\$74,086
2015	14	\$58,107
Total	72	\$70,708

Boat Year	# sold	Average Price
1992	10	\$54,150
1993	5	\$60,500
1994	2	\$47,500
1995	4	\$69,075
1996	2	\$79,250
1997	5	\$61,600
1998	5	\$66,300
1999	7	\$66,509
2000	11	\$76,636
2001	11	\$80,555
2002	2	\$85,250
2003	8	\$89,063

At the request of the Executive Committee, the Technical Committee has revisited Rule Interpretation RI-02-01. This Rule Interpretation prohibited the use of a strop to attach the mainsheet block to the traveler. Part of the justification was the potential for self-made strops to break. Since that interpretation was made in 2002, the use of strops, soft shackles and lashings in lieu of shackles has changed considerably. In reconsideration, the Technical Committee has voided this interpretation. It will now be allowed to use a strop to attach the mainsheet block to the traveler. In addition, strops may be used to attach the mainsheet blocks to the boom in lieu of the boom bails. The Technical Committee feels that the existing boom bails are completely adequate but that allowing the use of strops permits a less expensive method of attaching the mainsheet blocks to the boom to be used when the boom bail holes become elongated and no longer usable. Regardless of the type and method of attachment of strops, it is the responsibility of the owner to ensure they are adequate for the intended purpose. If you do not trust your own splicing abilities, get the line professionally sized and spliced.

There are a couple things that you should keep in mind if you use strops on the boom. The first is that you will not be able to use a clew slide on the main since you will not be able to slide it past the mainsheet strops. You will need to put a strap on your main clew that can be slid on from the aft end of the boom. The second is that you will need to also have some means to keep the strops from sliding along the boom. Especially when the boom is eased out, the strops will have a tendency to slide. Passing a piece of small line through the boom bail holes and around the strops would be one way to do it. You can also attach an eyestraps to a track slug in the track on the top of the boom and use that. Below are pictures from a J/70 and from a cruising boat that use strop attachments.

You can also use long strops to reduce the length of mainsheet needed. You can achieve a reduction of about 12 feet. It is best to put the long strop between

the mainsheet block and the traveler though. You want the lead angle from the gross and fine tunes to go all the way up to the boom, so the blocks on the boom should be attached as close to the boom as possible. This also limits the amount these blocks can fly around and potentially hit someone.



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Calendar

Dates	Event	Contact
January 22-30, 2016	Chiloe Islands Race Club Nautico Oceanico de Chile Santiago, Chile	Ana Maria Salinero + 56 9 98375904
February 12-14, 2016	St. Pete NOOD St. Petersburg Yacht Club St. Petersburg, FL	Jennifer Davies 401-845-4412
March 18-20, 2016	San Diego NOOD San Diego & Coronado Yacht Clubs San Diego, CA	Jennifer Davies 401-845-4412
April 29-May 1, 2016	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davies 401-845-4412
June 17-26, 2016	Cleveland Race Week Edgewater Yacht Club Cleveland, OH	EYC Office 216-281-6470
June 17-19, 2016	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davies 401-845-4412
July 28-31, 2016	Marblehead NOOD Boston Yacht Club Marblehead, MA	Jennifer Davies 401-845-4412
October 20-23, 2016	2016 J/105 North American Championship Larchmont Yacht Club Larchmont, NY	Paul Beaudin 917-584-5194
October 31-November 3, 2017	2017 J/105 North American Championship Lakewood Yacht Club Seabrook, TX	Uzi Ozeri 713-253-5553

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