

J/105 News

Official Publication of the J/105 Class Association

April 2001

NEWS
SAYS

At the annual meeting in September 2000, there were 21 votes on the Executive Committee (active fleets with 10 yachts or more get one vote, plus one additional vote for each 20 yachts in their fleet). By the time the current rules revisions were voted on in March 2001, there were 27 votes on the Executive Committee. We added three active fleets (#17, #18, & #19), and two fleets added a third vote by achieving 40 active yachts (#1, #3). J/105 fleets are still growing by leaps and bounds and represent a strength enjoyed by none of the other 30+ foot "hot" racing classes.

On March 15, 2001 the J/105 Class Association Rules were amended by vote of the Executive Committee. A summary of the rule revisions is on page 4. If any of it sounds fuzzy or ambiguous, see the exact wording on the website for clarification.-NHW

Tern V takes Key West '01

by Robert Johnstone

With about 50% more J/105s than in 2000, and surely most of them better prepared each year, the 2001 Yachting Key West Race Week had the makings of a challenging regatta. The weather was on average much lighter than the previous year which didn't exactly play into our plans of having a 1200 lb crew. (Key West rule modification was maximum of 6 people of any weight.) Mostly it was 7-10 with only Friday being in the 12-15 range. The sea state was lumpy for the wind velocity.

In terms of boat preparation, we've known for years that J/105s with an underpowered rig in light air must have a smooth bottom. TERN V has a Waterlines (no templates, just faired) VC Offshore bottom which the crew took to 1000 wet/dry.

TERN V had difficulty the first two days with the combination of height and speed upwind.



Masquerade surfing downwind.

BILLY BLACK

PLUM CRAZY and MASQUERADE were as fast and higher in point. That put us in a bit of a tizzy in terms of rig tensions and sheeting angles. We paid rapt attention to Andy Skibo's and Jim Doane's comments at the J/105 seminar under the tent that night expertly moderated by

Jeff J. Fortunately, we settled down to a workable average with 40, 20, 7 (Uppers, Intermediates, Lowers) and the mast slightly hooked forward with no backstay tension. As the wind picked up I could apply a moderate amount of backstay to open the mainsail upper leech (Ullman), then sheet hard to set the headstay. To get through waves, I bore off while easing the fine-tune about 20" (arm's throw) which would power up the main and jib simultaneously. I was seeing apparent wind angle readings as high as 36-37 degrees,

continued on next page

Detroit Fleet Expands

Cynthia and Jim Best own #396 PHANTOM, one of three Detroit boats that made it to Key West this year. Cynthia manages an athletic club and Jim is an electrical contractor. They have a nine year old daughter Jessica, who cries every time they close up the boat and go home.

Why did the Detroit fleet take off from two boats to 20 in one year? The simple answer is we were ready. Sailboat racing is big in Detroit with races on Saturday, Sunday, Tuesday, Wednesday, and Thursday. We have the NOOD and the Port Huron to Mackinac race.

I am a perfect example of the type of person who bought a 105. I have been racing for 25 years in everything: Wayfarer, J-24, J-30, Santana 35. The one thing I have learned is that I never want to race handicap again. We have had a great economy here for a number of years and a lot of us were looking to move into new boats. Last year I was close to buying a J-35 which has a class in Detroit but could not get past the small cockpit and was tired of owning boats I was continually rebuilding.

A couple of years ago I attended an

organizational meeting for the 1D35 class and left with the feeling that it cost way too much for a throwaway boat.

Last winter I received a packet of information from Wally Cross of North Sails Detroit. Wally had negotiated a fleet purchase for 10 boats at a very attractive price and mailed out an information packet to a number of people he thought would be interested. After reviewing it and checking out the website, my wife Cynthia and I decided we were in. The following week we attended a meeting and all of the boats in the original group purchase were sold and more.

We have a diverse group of people. All have been very active, most from one design classes (J/35, J/24, Express 27, Tartan Ten, S27.9, Santana 35). We all want to race in a good one-design class and the 105 is perfect. The odd thing is that very few of us knew each other previous to the first meeting. I don't think any of us had ever sailed a 105 and most of us had never seen one except for pictures when we decided to buy them

Lucky for us we were first to take delivery in late November and sailed for three weeks in the snow preparing for Key West. The entire time we sailed in Key West I kept saying "What a Great Boat". We feel that if we work hard this summer and keep the excitement high we could sell another 5-10 boats.

All of us in Detroit thank Wally Cross for putting the whole thing together. Hopefully, we will see some of you at the Detroit NOOD or in the Port Huron to Mackinac Race. 🚢

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2001 Key West/Midwinters



The fleet approaches the weather mark.

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sometimes hitting 40. It was pretty crazy!

We seemed to conquer our slows upwind by Wednesday. Key was moving the jib lead two holes forward from where we'd been the previous year. That made a big difference. Now we were high and fast.

Downwind, we seemed to have speed on the fleet and managed some significant gains during the week. Key to sailing downwind was over-riding the "pressure, no-pressure" input from the spinnaker trimmer with a 6 knot target boat speed. In other words, we steered deeper angles only if we had the 6 knot speed, no matter what the spinnaker trimmer was saying about having pressure. And we tried to stay away from packs of boats



NELSON WEIDERMAN

Contrast: ECLIPSE needed two fourwheel drives just to get out of the driveway for the Key West trip.

which would prevent us from scalloping our way down the course.

This may sound like a promoter's implausible logic, but our downwind sailing experience at Key West leads me to believe that the proposed adoption of the 89 m/2 chute may make it easier for less experienced crews to consistently keep the boat moving above the

6 knot threshold downwind. Now, the spread between front and back of the fleet seems to widen dramatically on the downwind legs, particularly in winds under 10 knots.

I guess we were more successful than not. The first race, we took advantage of an opening right at the RC boat by shooting head to wind for 20 seconds to take the far right start. Lucky! On Wednesday, we were buried in the

2nd tier and had to tack onto port ending up on the unfavored side of the course. Bad News! That nearly sank our regatta. We had race 6 in the bag with a 100 yard lead and forgot to check where the layline to the 2nd weather mark was...overstanding by 150 yards, nearly gifting the regatta to PLUM CRAZY. A rather embarrassing move!

Possibly the scariest moment was the start of, I believe, race 7 when the pin end was highly favored and the starboard approach was up tide. We decided to start on port, managing to run down the line, then hardening up at the gun to cross a line of starboard tackers who were struggling for speed and carried below the line by the current. I could have kissed the skipper of one boat who waved us across when it was going to be close.

Another lesson often forgotten: in light, shifty air, the favored end of the starting line is not always the place to start. The first boat to the windward mark in the above race with the skewed line was ECLIPSE. **Damian Emery** with crew including owners **John Coffey, Tom Rolfes, and Nelson Weiderman** actually started at the unfavored boat end on starboard, tacked to port and went all the way right to catch more wind velocity, take a slight header, tack and clear the fleet. The RC had set the line for the wind direction fed to them by the weather mark boat. The wind at the start was not the prevalent condition across the course. So, Damian's beeline to the right corner was the best strategy, thinking of the big picture.

Our goal was to finish in the top 10 for the first 4 races... trying to focus on staying ahead of the biggest number of boats. It wasn't easy. First we had to deal

with ourselves then the rest of the fleet. As usual what one does and what one intends to do on the race course can be quite different. So, in trying to apply the above lessons to your future races, you can do better than TERN V if you do what I say rather than what we did.

The J/105 Class is probably the best group of people in terms of their attitude on the race course that I've ever sailed with. You don't hear any hollering and the drivers seem to



The C-JEM team from Detroit turns downwind.

WALTER COOPER

make allowance for each other, not using the rules as a weapon but trying to win by better sailing. It doesn't get any better than that. Key West was a fantastic learning experience for us, and surely for others, in sailing the boat. It was an opportunity to make a lot of new friends in the class. Congrats to everyone who was there.

And, it looks as though next year will be even bigger. The first call I got returning to Charleston was from **Jack King** who plans to take MERRYTHOUGHT next year and wanted the numbers of Truman Annex, Key West Bight Marina and Fast Track to make his reservations now. Jack, you may know, was captain of the US Admiral's Cup Team and successfully campaigned his large Frers for many years in all the major offshore events.



Winning team, from left: Scott Elliot, Peter Willauer, Bob Johnstone, Rob Mairs, Dan Steadley, Chris Mairs.

NELSON WEIDERMAN

Photo Essay: Autopilots Below

Installing an autopilot down below gets it out of the elements, but it is an extensive project that involves various components. *Stuart Burnett* shares what he learned on his own boat. For more information about autopilot installation, contact Stuart or read the *West Advisor* on *Selecting an Autopilot* on pages 158-159 of their 2001 master catalog.

Here are some pictures of my Nexus autopilot (AP) installation.



1. The AP servo (its electronic brains) is mounted to the front of the port cockpit ring frame. Note that there are some significant power cables going into the servo unit.

Also, if not wired correctly, the AP will try to draw enough current to run the pump over the Nexus data bus. This is NOT a good idea!



2. The AP pump and the custom reservoir we built to replace the small glass stock one. Any type of container can be used for the reservoir because it's on the low pressure side. Mine has

a sight-glass so I can easily look through the frame and tell if the fluid is getting low, and it holds enough fluid to keep the system running even with a small leak! The pump and reservoir are mounted on the backside of the port cockpit ring-frame at the back of the port cockpit locker. We originally ran the fluid lines UP to the deck/hull joint where all the electrical cables are run; don't do that! Running them UP makes them impossible to bleed and makes the system mushy. Running them down allows the auto-bleeding component of the system to work properly. The best path would be to have them going along the bottom of the ring frame into the middle of the boat, then aft along the longitudinal frame that defines the engine, battery, and steering cable space. After we discovered this problem, we dropped the lines to run aft along the bottom of the boat.



3. The AP ram looking at the transom from the port cockpit locker area. The large black hose is the port cockpit scupper. The

ram is mounted to the port edge of the swim platform indentation. If you mount the ram on the transom, you'll need to beef up that area of the boat or the transom will flex. My yard glassed in a small piece of foam and placed a polished 3/16" SS backing plate on the outside.

4. The AP ram from the starboard lazarette space looking to port. The large aluminum arm at the bottom of the picture is the Edson tiller arm which is custom-made to fit the J/Boats rudder.



This was not a cheap piece, but it keeps the AP separate from the steering quadrant and makes the two systems completely independent except for the rudder and shaft. You can get a good view of the foam pad that makes up the base for the ram from this angle. Also, note that Nexus specifies the optimum distance for the ram arm from the center of the rudder shaft. With this much power, not a lot of leverage is needed. The small black arm on the ball joint just to the left of the green rudder shaft is the rudder angle sensor for the AP.



5. Here's a closer view of the tiller arm, steering shaft, and quadrant from the

same perspective as photo #4. Note that the tiller arm was trimmed down to clear the rudder stop molding on the inside of the transom. Mounting the AP ram directly to the quadrant would be a little dicey, the way the cables are wrapped around to the adjusting eyes. The tiller arm is two pieces so the rudder does not have to be dropped to install it. After bolting the pieces together, the space around the rudder shaft was filled with a high-density epoxy slurry to attach the arm to the shaft.

6. Details of the rudder angle sensor, which is mounted to the back of the cockpit just below the engine panel. The black hose running to the bottom left of the picture is the port cockpit scupper. Note that the sen-

sor can be oriented at any angle, so long as the radius of movement of the link's two ends is the same. The blurry shaft in the bottom left of the photo is the AP ram's arm coming over to the back of the tiller arm.



7. The Nexus AP control head mounted on the aft end of the port cockpit seat. This is the only thing that hasn't worked well. I would probably try to mount this somewhere on the pedestal if I were to do it over. It's safely out of the way here, but it's also hard to read and use.



8. The aft side of the port settee bulkhead (LEGACY is a Euro interior



boat) with the mesh opening to the main cabin just visible bottom right. The black box to the left is the main processor. The black box on the right is my A/C distribution panel. In the very upper right of the picture is the antenna mixer box for the Garmin 215D, which adds the AM differential signal to the satellite signals so only one antenna cable actually runs to the back of the unit. The terminal strip below the antenna mixer is a data connection for the Garmin to pass location and steering info to the entire system.

Nexus is now also selling an integrated drive unit which has the pump built into the ram. This saves the hose connections, but increases the weight in the stern. I also wonder if the integrated pump is as efficient as the remote pump, which is one of Nexus' advantages over other units. Their power consumption has always been rated low while their actuator speed is high. I've always understood this to be a result of their particular pump technology.

Stuart Burnett is a computer systems programmer and sails #198, LEGACY, out of Deltaville, VA. If you have any more questions, you can contact him at: (804) 281-2940 (W), (804) 932-3925 (H), or srburnet@rmc.com.

Acura SORC 2001

March 1-4

Robert Johnstone can be considered the Godfather of the J/105 Class, having participated in its conception and design and written its first set of rules. For results see page 6.

Banking low over the race course on the final approach to the Miami airport, conditions didn't look too promising. Hardly any wind, just a few dark patches indicating light air streaks. The two **Dans, Steadley & Dickison**, had trailed TERN V down from Charleston the previous night. With Fast Track's help she was launched in time to have lunch at Miami Beach Marina, register and head out for a practice session with **Ken Heithoff's** new #404 AIRBORNE. Surprise, a 10-14 knot seabreeze materialized by 3 PM. But our Harken roller furling unit seized up, so the jib wouldn't roll out. Since the 3 set-bolts of the collar were frozen, we had to drill them out to get at the locking cylinder inside. Sure enough, it had come loose. We had to drill and tap set-bolts into the collar, but it lasted the regatta.

The two San Francisco boats, **MASQUERADE** and **OUT OF OPTIONS**, were in their element. As one OoO crew member commented, "We love it! Same wind

and waves, but the water temperature is 20 degrees warmer!" And when you looked down through the waves in 28 feet of water, you could see the bottom. The hour long motor out to the start from downtown Miami was entertaining, what with all the traffic(ers?), cruise ships, ferries, etc.

Race Management work under the leadership of Peter Reggio (a friend and crewmate from the past) was impeccable. He was open book the whole way, apologizing to all for any errors made, talking with the weather mark boat about the wind shifts up the course. Very refreshing.

Our 40/20/7 Key West settings seemed to work for the two races in 8-12 knots of breeze the first day with the jib leads in our forward-most position. Our strategy for the series was pretty much the same as Key West. Be conservative, avoid close situations. We felt a major error here would be more costly than in a larger fleet, because it would be much harder to make up lots of points on the leaders. As it turned out, TERN V was the only boat finishing in the top 4 for all races.

That consistency was almost blown in the

3rd race of the day on Saturday. On our first set as we led going around the first mark, the bowman left the spinnaker for a moment to jump the halyard and a wave took it over the side, managing to pull down harder than our man could pull up. Next thing you know, we're dead in the water. Chute catches on the end of the boom and rips. We blow the tack, pull it aboard, hook up the back-up (all this seeming to take hours), hoist and start chasing the 5th and 6th boats. Fortunately, we were able to gain back a 3rd place before the finish.

Upwind in these wavy conditions, we dropped the traveler almost to the leeward seat and moved back the port jib 2 holes and the starboard 1 hole in an effort to twist off the jib and open the slot. We checked our rig tensions on the dock at the end of the series and they were 52/35/40 (backstay off). Undoubtedly, the 52 would have dropped off into the 30s somewhere if we had checked it with the backstay in the upwind location.

As we jibed to go home after finishing the last race, the mainsheet block swivel post blew up. Somebody up there is watching over TERN V.

Class News: Rules Changes

Class Secretary/Treasurer and Webmaster Nelson Weideman summarizes the recent rules changes.

On March 15, 2001 the J/105 Class Association Rules were amended by vote of the Executive Committee. There were 14 submissions. Twelve of these were passed by substantial margins; two were rejected. The website has all the details of the rules proposals. (Learn how your fleet voted in the "Members Only" section.) The following is a summary of the rule revisions in layman's terms.

The first nine submissions were a major revision to the Member Helmsman section of Rules. Whereas the previous version of the rules only dealt with helmsmen and ownership, this revision includes both helmsmen and crew and the title of the section was changed to "Membership and Eligibility". One major change is that ownership for one-design racers can be held by up to three amateur sailors, but professionals must be full owners. Helmsmen are now called "drivers" and they must be members of the Class Association. Drivers must be owners, with exceptions only for members of the owner's immediate family or for amateurs who are long-term shipmates of the owner.

The rules on crew were designed to provide flexibility to individual fleets. There are

three levels of crew eligibility (A, B, C) which must be specified at least 45 days prior to the start of a race. Level A (the default) allows one crew to be a member of the sailing industry. Level B allows up to one "professional" and any number of sailing industry representatives. Level C permits any number of professionals. "Professionals" and "sailing industry representatives" are defined according to US Sailing eligibility requirements. The rules in this section also now make it clear that crew (even pros) cannot be paid, other than for out-of-pocket expenses.

Submission 10 permits the removal of the dodger and forward V-berth cushions for racing.

Submission 11 permits the separation of the mainsheet fine tune from the coarse tune. The factory setup (fine-tune ratchet fiddle block piggybacked on top of coarse-tune ratchet) is considered awkward by some owners since the fine and main tune mainsheet falls can get tangled and it creates a tall block combination. It also reduces the throw of the fine tune. The submission allows owners to convert to a cleaner mainsheet system if they so choose.

Submission 12, which was debated intensely on the FORUM, was defeated by a vote of 10-16-1. The proposal called for replacing the 77 sq.m. spinnaker and 77 sq.m. backup

with an 89 sq.m. spinnaker and 77 sq.m. backup. While many argued that the larger spinnaker was unnecessary for one-design sailing, others thought providing more spinnaker power in light conditions would help build new fleets. Some potential supporters of the larger kite voted against the proposal citing the two sizes as unworkable and the timing as too soon.

Submission 13 also failed by a vote of 10-16-1. It called for aligning sail purchase restrictions with the calendar year and increasing the number of sail purchases (effectively) from 2-1/2 per year to 3 per year.

Submission 14 clarified that the weigh-in prior to the regatta is the only weigh-in required.

The floatline procedures for implementing rule 7.3 to equalize "sink" for one-design racing got a tryout in Key West and are being refined. More details are available on the website.

Thanks to the Technical Committee (**Bill Sutton, Jeff Johnstone, and Don Trask**) for carrying these 14 submissions through many revisions, to the owners who made their views known to their representatives on the Executive Committee, and finally to the Executive Committee who faithfully represented the wishes of their constituents.

Mark Roundings from the Bow

Kevin Kelly sails with Damian Emery on ECLIPSE as part of the team that won a record six consecutive regattas on Long Island Sound in 1999. A faculty member at the Medical School of SUNY at Stony Brook, he does research on the treatment of children with behavioral and mood disorders. Kevin offers the following advice for the all-important bow position at mark roundings. (Photos by Tim Wilkes.)

The bowman has some important prep work to do before the race:

Connect the spinnaker at all 3 corners and tape the shackles (we have a shackle on the tack line, one on the halyard, and none on the sheets). It would take me about 10 seconds to remove the tape if I needed to. I'm not sure how long it might take to go up the mast after the halyard.

Pull the pole all the way out and pull the tack out to within 12 inches of the end of the pole. Put a strip of tape on the side of the cabin, forward of the tackline cleat. Mark the tackline with tape at the same spot and show the main trimmer how to preset the tackline to the tapes. You will want to use tape so that you can move these marks to suit the wind conditions.

Mark the pole line with permanent marker



#1 TACK IN: Tackline in my right hand, head of spin over left arm, mastman still on rail.

(this mark will never move) and show that mark to the main trimmer. Bring the spin halyard to within 18 inches of the top and mark the halyard with permanent marker at the mast exit. Show this mark to the mastman.

Run the starboard sheet under the furling basket to keep it from getting caught up when furling the jib.

Slipknot the halyard to the shroud base to keep it out of the way.

We ALWAYS set and take down on the port side. Also, we always use the cabin top winches for both the jib and the spinnaker. On the last tack to starboard for the final approach to the rounding, the jib is trimmed to the port primary winch so that the spinnaker sheet can be set up on the port cabin top winch.

The following is the order of events in "average" conditions (10-15 knots of breeze, low waves, no offset mark).

SETS

At about four boatlengths from the windward mark, the bow asks the tactician what the plan is but prepares for anything (bear away, gybe set, set gybe, etc.).

If the call is a bear away set or a set-gybe, at about 2 boatlengths from the windward mark I stand up, open the hatch, lift the tack and the starboard sheet over my legs with my left hand, put my left foot against the port toe rail, and sit on the forward edge of the hatch opening. Then I tug the head to release the slipknot in the halyard and drape it over my left arm (photo #1). Next I prefeed the tack

...the bow asks the tactician for the plan but prepares for anything.

over the bow pulpit by pulling on the tack line with my right hand and helping the sail out of the hatch with my left hand (photo #2).

While still sitting on the rail, the mastman starts to "sneak" the halyard until the head is about half way up the back of the jib (photo #3). He does so by pulling on the halyard between the turning block at the base of the mast and the cheek block on the cabin top. This keeps some weight on the rail and reduces the chance of a knot at the turning block. Meanwhile, the main trimmer hands the mainsheet to the driver, sets the tackline via the tapes, and takes up the slack on the tail of the halyard.

As the bow passes the mark:

I call for the pole and the main trimmer pulls it out to the mark as I feed the rest of the tack of the sail forward (photo #4). The spinnaker trimmer brings the clew back to the shrouds and holds there. The mastman jumps the halyard to the mark at the mast exit, calls it made, releases the outhaul, and adjusts the vang.



#2 TACK OUT: Hauling on the tackline to get the tack over the pulpit.



#3 POLE IN: Mastman "sneaks" from the rail as pitman tails the halyard.

The main trimmer takes the tail of the halyard back with him so that he can help get the main out and release the port jib sheet.

I stand up, furl the jib, close the hatch, and, standing just in front of the spinnaker trimmer, flip the lazy sheet out from under the furling basket and call "bow is ready to gybe at anytime".

In less wind everything is the same, but a little later and a lot slower. In more wind I would start at about 3 boatlengths out and be careful not to sneak the halyard up too high. It's critical to keep the head of the sail against the back of the jib to reduce windage and keep it from hitting the mark or another boat.

With 6 crew you would keep the main trimmer on the mainsheet and have a pitman setting the tackline, pole, and tailing the halyard.

For a gybe set, I flip the starboard sheet out from under the basket before I open the hatch. Then I make the following changes:

As the bow passes the mark:

I help the spinnaker trimmer bring the clew forward until it's just around the forestay. As the boat gybes, I duck under the jib and walk the bulk of the spinnaker forward and around the forestay. The spinnaker trimmer hauls in the slack and trims in the sail. I furl the jib, close the hatch, and, standing just in front of the spinnaker trimmer, call "bow is ready to gybe back at any time".

An offset at the windward mark can give you a little more time to clean things up for the final set. However, you need to know ahead of time if the offset is square and not upwind or downwind of the turning mark. On a square offset, the pole goes out at the mark so I am careful not to let the foot of the sail get away from me while we're reaching to the offset. If the offset is far enough downwind of the turning mark, the spinnaker can go up early so be pulling before you get to the offset, but read your SIs to see if this has been disallowed! If the offset is upwind of the turning mark, be very careful not to get things going too soon. In this situation you would treat the offset as if it were the turning mark in your approach.

continued on page 8

Recent Results

2000 Fleet Season Champs

#1 9 regattas • 25 races • 40 racers

1. Wilson/Perkins, GOOD TIMIN', #35
2. Ian Charles, SAILS CALL, #112
3. Dean Dietrich, BLACKHAWK, #40

#2 6 regattas • 6 racers

1. George Lowdon, DARK HORSE 2, #151
2. Bob Swirbalus, PHENIX, #55
3. Ernie Hardy, JAGUAR, #102

#3

1. Julian Bigden, MOJO, #327
2. Pete Schellie, FREEDOM, #242
3. Jamie Brohawn, LE RENARD, #113

#4 6 regattas • 31 races • 12 racers

1. Jim Rathbun, HEY JUDE, #110
2. Robert Baker, PLANET B, #238
3. Ian Farquharson, SONIC BOOM, #136

#5 29 races

1. Dorin Candea, MESSY JESSY, #288
2. Tom/Marilyn Edman, PRONTO II, #101
3. Rick/Gretchen Wollerman, FAST FORWARD, #219

#6 8 regattas • 42 races • 32 racers

1. Damian Emery, ECLIPSE, #50
2. John Coffey, TERN, #73
3. Joerg Esdorn, KINCSEM, #324

#8

1. Betsy & Brian Dougherty, LEGACY, #190
2. Stewart Cannon, J-OK, #45
3. Clint McClellan, CLOUSEAU, #275

#11

1. Robert Johnstone, TERN V, #304
2. Schley Knight, GEECHIE GRACE, #278
3. Jack King, MERRYTHOUGHT, #227

#14 7 regattas • 29 races • 15 racers

1. Nelson Weiderman, KIMA, #300
2. Moore/Brodsky, ILIAD, #189
3. Don Priestly, WET PAINT, #334

Key West 2001

January 15-19

1	TERN V	R. Johnstone	Charleston, SC	34
2	PLUM CRAZY	A. Skibo	Ocean City, NJ	35
3	FLAME	J. Doane	Naples, FL	40
4	ECLIPSE	D. Emery	Mt. Sinai, NY	44
5	HEART THROB(C)	Harris/Baggett	Raleigh, NC	59
6	MASQUERADE	T. Coates	Newport, RI	59
7	HOSS	Drdn/Hillrd/Wmson	Ft. Worth, TX	63
8	WET LEOPARD	J. Sorensen	Newport, RI	76
9	PHANTOM	C/J Best	Detroit, MI	85
10	SLAM DUNK (C)	E. Astrup	Oslo, NOR	89
11	ODYSSEY	D. Spentzos	Port Jefferson, NY	91
12	SO. CRSCNT (SD)	D. Kerekhoff	Naples, FL	104
13	OUT OF OPTIONS	D. Berman	San Francisco, CA	109
14	C-JEM	C.J. Ruffing	Detroit, MI	111
15	WNDR WAGON (C)	B. Tedeschi	Marblehead, MA	112
16	CAYUSE	H.V. Haltom	Houston, TX	115
17	BABE	M. Bremer	Houston, TX	122
18	WET PAINT	D. Priestly	Newport, RI	123
19	CYAN	Java Team	Annapolis, MD	138
20	PATRICIA ANN	K. Mather	Bensalem, PA	150
21	CURRAGH	P. Tuite	Charleston, SC	151
22	ATTITUDE	G. Moore	Detroit, MI	165
23	VALE (C)	T. Wilson	Jamestown, RI	165
24	HAZE II (SD)	D. Starita	Palm City, FL	189
25	ABSOLUTELY!	R. Wieters	Jenkins Island, SC	195

C=Charter

SD=Shoal Draft



ECLIPSE comes out of the water after Key West.

SORC 2001

March 1-4

1.	TERN V	R. Johnstone	10.5
2.	MASQUERADE	T. Coates	12
3.	OUT OF OPTIONS	D. Berman	24
4.	WET PAINT	D. Priestly	27
5.	ODYSSEY	D. Spentzos	28
6.	AIRBORNE	K. Heithoff	31
7.	CYAN	W. Baldwin	36
8.	VALE	V. Bell	51

2001 Calendar

For the latest scheduling information, visit the J/105 website.

April	26-29	Charleston Race Week	Charleston, SC	Fleet #11
May	4-6	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
June	1-3	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
	9-10	Pacific Coast Champs	San Francisco, CA	SFYC/Fleet #1
	15-17	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
	21-23	North Sails Race Week	Long Beach, CA	Fleet #8
	24-29	Block Island Race Week	Block Island, RI	Storm Trysail/Fleet #14
July	26-29	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
September	1-2	NOOD Regatta	SF Bay, CA	Sailing World/Fleet #1
	7-9	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
	20-23	Perpetual Challenge	SF Bay, CA	St Francis YC/Fleet #1
	21-23	North Americans	Larchmont YC	Fleet #6
	21-23	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17
January 2002	14-20	Mid-Winter Champs	Key West, FL	Premiere Racing

C O N T A C T S

Premiere Racing		kwinfo@premiere-racing.com
www.Premiere-Racing.com	781-639-9545	617-639-9171
SORC		sail@sail-depot.com
www.acurasorc.com	954.763.1974	954.767-0076
Storm Trysail Club		stormtry@aol.com
www.stormtrysail.org	914-834-8857	914-834-6484
Sailing World		noodinfo@aol.com
www.sailingworld.com/nood/	401 847-1588	401 848-5058
St Francis YC		raceoffice@stfyc.com
www.stfyc.com	415-563-6363	415-563-8670
San Francisco YC		wmmelbo@pacbell.net
www.sfyc.org	415-789-5647	415-789-5648

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#17 GALVESTON BAY	Hal Haltom, Jr.
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#18 DETROIT	Doug Livermore
(248) 576-2656	DRL15@DAIMLERCHRYSLER.com
#19 FLORIDA	Jim Doane
(914) 261-4744	JimD@welshse.com

Mark Roundings from the Bow

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DOUSES

Windward takedown:

At about 5 boatlengths from the leeward mark I tell the main trimmer that he will be releasing the pole, then the tackline, and to wait until I call for the halyard. I also make sure the halyard and spinnaker sheets have been flaked.

At about 3 boatlengths from the leeward mark . . .

Mastman goes below and stands on the floor of the head area. The mastman **MUST** stay away from the path of the pole. I stand just to windward of the hatch and get a good grip on the lazy sheet. The driver calls for the jib to come out. When the driver calls for the takedown, the main trimmer blows the pole, blows the tackline and watches for the clew to come around the forestay. Once I get the clew around the forestay I call for a controlled release of the halyard, grab the clew and hand it through the hatch to the mastman. The mastman's job is to work all the way up the tape from the clew to the head while I gather the body of the sail into the hatch. The mastman makes sure that all of the sail is up in the forepeak and comes out the back to get to the rail.

Leeward takedown:

At about 5 boatlengths from the leeward mark I tell the main trimmer that he will start by releasing about 6 feet of the halyard and then wait until I call for more. The pole and



#4 POLE OUT: I use tackline to help the pitman get the pole all the way out; mastman stands to jump the set.

the tackline come in last.

At about 3 boatlengths from the leeward mark . . .

I take the starboard (lazy) sheet and reach for it under the jib as I bring it around the forestay tucking it under the basket. I hand the lazy sheet through the hatch to the mastman. The driver calls for the jib. When the driver calls for the takedown, the

main trimmer eases the halyard so that I can reach under the jib and pull the foot of the spinnaker on board. A controlled ease of the halyard allows the mastman to work all the way up the tape from the clew to the head while I gather the body of the sail into the hatch. Finally, I call for the pole and the tackline.

“Mexican” takedown (Gybedowse):

At about 5 boatlengths from the leeward mark I tell the main trimmer that he will start by completely blowing the halyard. The pole and the tackline come in last.

At about 3 boatlengths from the leeward mark . . .

The main trimmer sets up the starboard jib sheet on the cabintop winch. The driver calls for the jib to come out on the wrong side. When the driver calls for the takedown and starts to gybe for the mark, the spinnaker trimmer overtrims the sheet and I reach down and pull the foot of the sail on board. The mainsail trimmer blows the halyard and the sail falls to the deck and is stuffed down the hatch. Finally, I call for the pole and the tackline. **-Kevin Kelly, ECLIPSE** 🏆

This newsletter was edited and produced for the J/105 Class Association by Carol Newman Cronin of Live Wire Design Works.

J
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