

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



RACE RACE Have Fun RACE RACE



J/105
NORTH AMERICAN
CHAMPIONSHIP

September 25-28, 2014
Royal Canadian Yacht Club
Toronto, Ontario, Canada

www.yachtscoring.com/emenu.cfm?eID=987

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I was in Newport for the New York Yacht Club Commissioning in early May. At dinner, I sat with the Vice Commodore of a regional yacht club. In anticipation of being Commodore of his club, he was thinking of buying a J/105, J/109 or similar. He is leaning toward the J/105 because it's a straight forward, competitive and affordable fleet—good for a range of sailors.

Within our J/105 Class leadership, we sometimes lose track that new people join our Class all the time. An appeal of our Class is strict one-design that keeps ownership and competition affordable. But, this also means we might be a bit rigid. Reflecting on my dinner conversation, I realize Class and fleet leadership can find new insights for the Class if we talk to new owners and crew. Understanding why they joined the Class will help us distill a better strategy that keeps the best attributes of the Class and bring in new owners.

In that vein, we have enough commitment from skippers to head back to Key West Race Week this coming winter. We need some more boats to make it really exciting. We are looking into streamlining the process of getting boats down there (perhaps tweaking the pro rule for the event), and streamlining the process for owners to join forces and share a boat. These are only ideas, but it would really help if you could send me an email outlining “what needs to be true” to tip you into going to Key West.

Carter Williams, J/105 Class President
carter@oiventures.com



J/105 Power Play, a Rhode Island boat I chartered from Scott DeWeese and won both Storm Trysail Rolex Block Island Race Week and the J/105 North Americans.

Borrowed Boats

By Bruce J. Stone, J/105 Arbitrage #116, Fleet 1 San Francisco Bay

Many J/105 owners would like to compete in the North Americans or NOODs at a competitive level but just don't have enough experience to pull it off. We're encouraging them to lend their boats to top out-of-town teams, and instead of a charter fee, they get to come along as part of the crew. The visiting skipper pays all regatta costs, including entry fees, meals, lodging, diver, perhaps a haul-out prior to the event to burnish the bottom, and maybe contribute some new halyards or running rigging if needed. This is a win-win for both sides—the regatta has more participants who are serious sailors, and the local fleet member picks up important experience that can translate into better results down the road. This is way more valuable than earning a few thousand dollars from a charter.

We're encouraging each fleet that has a national level event to canvass their members to develop a list of prospective boat donors. There is no shortage of top teams willing to travel. The question always comes down to "where can I find a boat?" If you have a major event and some boats available, I feel reasonably confident we can find some leaders from the other fleets to come to your venue.

The next question is from prospective borrowers: "I don't have heavy air sails (or light air sails), so how can I compete out of my area?"

The Class Association has addressed this by encouraging local fleets to pass an amendment for the specific regatta, exempting visiting teams from falling afoul of the sail tag limits. For example,



My boat, Arbitrage, #116, with the white spinnaker, winning the 2010 St. Francis Rolex Big Boat Series in a tight duel with Masquerade.



Tightly spaced SF Bay J/105 fleet approaching the windward mark in the 2010 Sarcoma Cup, which we won. My boat, Arbitrage, is fourth from left.

Photo courtesy of: Heike Schwab

when our SF Bay team borrowed a boat in San Diego for the North Americans, we were able to buy AP sails for the regatta, and even practice with them in the prior two regattas. As long as we sold them by year-end, which we did, these sails did not count against our tags for the year (we normally buy HA sails). If we decided to keep them, they would have gone against our tags for that year or the following year, at our option, so we could plan our other sail purchases around this. Our sailmaker was pleased to match us up with some cost-conscious customers who then got a nice set of lightly-used sails at a good discount.

Another question about borrowed boats is the insurance. As long as consideration did not change hands, i.e., the boat was not chartered

for cash, then the borrower is covered by the owner's insurance as a permitted user, with or without the owner on board. The borrower can still cover expenses like dockage, repairs and so forth without triggering a problem. If required by the yacht club sponsoring the regatta, a concerned borrower can still call his insurer and purchase supplementary boat insurance for say \$25-30 for the one week of the regatta, which we did for one of the North Americans a few years ago. This is not needed if the owner is on board. Of course, the borrower is responsible for the deductible should there be a collision, and if requested, should provide the owner with a check for that amount.

We'd like to see more out-of-town boats coming to St. Francis Rolex Big Boat Series on September



Photo courtesy of: Heike Schwab



Photo courtesy of: Jeff Johnstone

At the helm of Arbitrage in Big Boat Series 2010.

11-14, 2014, perhaps arriving earlier to get to know the boat and the venue. There is an excellent tune-up event, the San Francisco Yacht Club Summer Keelboat Regatta, on August 16-17. Another example is the 2014 J/105 North Americans in Toronto on September 25-28. You can arrive a few weeks earlier for the Canadian Championship on September 6-7.

Power Play in 30 kt wind at the New York YC Annual Regatta off Newport RI.

We'll doing all four of these, the latter two on a local boat, and hope to see you there!

(Bruce and his team won the 2009 J/105 North Americans and Rolex Block Island Race Week on the borrowed boat "Power Play," as well as the Fleet One Championship and St. Francis Big Boat Series on his own boat "Arbitrage.")

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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

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 will@sales.northsails.com
 410-269-5662

Seadon Wijzen
 seadon@sales.northsails.com
 415-339-3000

Better by Design
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 Outside Images/Bob Grieser photo



RACE RACE Have Fun RACE RACE



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



The J105 North American Championship will be held in Toronto Canada this year. The host will be the oldest yacht club in Canada, the Royal Canadian Yacht Club located on the Toronto Island, home of 17 of the 23 J105s Fleet 4 on Lake Ontario.

The 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 Northwest and the temperature in mid to low 70s. This is fresh water racing with no lobster pots to slow you down.

Registration is open and the Notice of Race is posted on yachtscoring.com

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.yachtscoring.com to register and visit www.rcyc.ca to learn more about the host Club.

RACE RACE Have More Fun RACE RACE Then Celebrate

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TORONTO, CANADA • SEPTEMBER 24-28, 2014 • HOSTED BY THE ROYAL CANADIAN YACHT CLUB AND FLEET #4

[FOR MORE INFORMATION VISIT J105.CA/14](http://J105.CA/14)

AND

2015 J/105 NORTH AMERICAN CHAMPIONSHIP

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In 2016, the J/105 Class will celebrate its 25th anniversary! This edition, In The Wind will reprint a newsletter article from the archives of the J/105 Class. If you have any updated recommendations on the subject, please e-mail howell@j105.org.



Trailing Your J/105

By Bob Taylor, 1999 Class newsletter

Okay, so you've decided you're going to bring your baby to that distant port to see how you and your team match up against the competition. This article will deal with prepping the boat and mast for trailering.

When I prep for a road trip, the first items to be stowed are the dodger, boom vang and boom. I secure the end of the boom with the main halyard and then remove the vang, taping the pins and bolts to the vang itself so they don't get lost in the shuffle. I next pull the mainsheet free, leaving the blocks on the boom and detaching the boom at the gooseneck first. I leave the bolt and pins in the gooseneck, taped in place. After gently placing the front end down, I go back and ease the main halyard to gently drop the rest of the boom to deck level. Carefully stow your boom below, making sure to wrap the sections that might rub against something with carpet strips or bubble wrap.

Once you've secured the boom and vang below, get the dodger down below and secure it, again making sure any areas that might rub against the bulkheads or boom are separated by suitable material.

The mainsheet system can now be disconnected from the traveler car and stowed securely below. Remember to gather your jib cars. Then I secure the halyards to the mast blocks at the foot of the mast by fastening each halyard to itself where it exits the mast, pulling the halyard tight down through the block at the mast foot, and knotting it as it exits the block on its way to the stoppers. Once knotted, you can pull the remaining halyard length from the cockpit through the stoppers and coil them at the mast.

I next check to make sure I have a reference mark on my furling line, then pull it out of the fairleads and coil it as close to the drum as possible. If the drum turns accidentally, I can easily reset it with the reference mark.



In order to duplicate your existing shroud settings, it is imperative to get the measurement from the top to bottom of each turnbuckle. I use a little gauge so that I can make the measurements in millimeters. Once I've recorded these numbers, I'll tape them somewhere in the nav table. I now back off each turnbuckle three or four complete turns. If the uppers refuse the budge, put sufficient backstay tension on until they can be turned. Once they free up, go back and ease the backstay adjuster all the way out and make sure you can still turn them with it eased. Leave the shrouds slack, but not disconnected. Now go back to the hydraulic backstay and ease it all the way out. Disconnect the backstay from the backstay adjuster, and put the bolt and pin back in the adjuster end and tape them in place. Now remove the lower adjuster bolt and pin, tape them to the adjuster unit and secure the hydraulic backstay unit down below. Wrap it up on old carpet to be extra sure that the adjusting knob does not get damaged while in transit. Secure the backstay forward to the mast.

You should have plenty of slack in the headstay now, so remove the bolt and pin below the drum, replacing them back into the forestay attachment,

and tape them in place. Secure the forestay temporarily to a bow pulpit or stanchion and go below to disconnect any wiring that may run through or near the mast blocks. Have a crane pull the mast, and you are ready to go!

When you've arrived at your destination, re-stepping the mast is accomplished with a friendly crane operator and an extra pair of hands. Once you've seated the mast back on the step securely, attach your shrouds loosely, put your mast blocks back in, and secure the mast boot.

I reattach the headfoil next, tensioning the spinnaker halyard (attached at the bow) if I need more slack to get the pin through. Re-tuning the rig should be a snap using the previously recorded measurements. Once you've completed re-rigging and geared up, go for a sail and re-check your mast tune. Bring on the competition. You are ready!

Once you've done a trip and gotten to know your 105 better, it's not such a big undertaking. Lots of old carpet and plenty of duct tape; a little preparation goes a long way.

Unbridled Road Ready Preparations

By Rob Mock

On Way In

- Derig main, jib & spinnaker. Make sure sails are put away dry.
- Remove boom, boom vang, cunningham line, tack line. Remove mainsheet blocks from boom. Mainsheet and mainsheet block in garbage bag on cockpit floor.

At the Dock

- Remove spinnaker blocks. Loosen shrouds for unstepping the mast.
- Disconnect mast head instrument wires, mast lights and radio antenna.
- Remove splash cover at mast and deck partner, and wood blocks.
- Pull shrouds, forestay, backstay to unstep mast.
 - Place turnbuckles in port above navtable.
 - Put backstay in bubble wrap box.
- Boom below deck resting on ladder and forward v birth.

After Haul Out/Mast UN Stepping

- Carefully unscrew masthead instrument. Place in foam on port storage locker.
- Remove antenna.
- Run all halyards up to top of mast; coil all lines on mast, place in garbage bag. Tape or tie bag to mast.
- Remove depth sounder and speedo transducers, replace with dummy plugs.
- Remove wheel and disconnect auto helm. Tape white plastic ring and bolts from falling.
- Place wheel below deck. Will just fit through companion way.
- Use foam under boom at ladder and forepeak, tie down boom.
- Center rudder and apply brake.
- Secure sprit pole with small line to bow cleat.
- Secure KVH and auto helm covers with tape.
- Install bow and stern mast supports. Secure fender to grab rail in front of instrument pod.
- Place 2 tie downs forward, 1 amidships behind instrument pod and two tie downs aft over rudder post.
- Tape propeller closed.
- Install rudder and keel guards.
- Tie furler to mast.
- Mast butt faces forward/tie red flag to top of mast (aft).
- Secure mast to boat.
- Secure boat to trailer.
- Secure trailer to truck.

My Quick Strings

Along with my quick rig tools, I have a simple and effective way to secure my turnbuckles. I use a thin line tied to the middle of the lower turnbuckle body and string it through the holes in the upper studs. Many people find this unnerving, but I have been doing this for years with 100% reliability. I can take this off and retie it in an instant and never lose pins over this side. I did enlarge the pin hole in my intermediate to match the hole size of the larger studs. I just use a few half hitches at the end, which I find easy to untie but they hold.



Let it rip



Once you get the hang of this, you will be able to tune quickly and always get back to your base settings.

Happy sailing!

Paul Beudin is the J/105 expert for Doyle Sailmakers. He lives and works in New York City and sails his own J/105 loulou out of Harlem Yacht Club. He can be reached anytime at PB@j105sails.com.

OPTIONS

2014 American Spring Series

With sail limitations you don't change your sails all at once, so you frequently have a mixed bag. Our customers take time to update their inventories, but the trend is obvious.

Top Three Teams:

All had Doyle PB sails, two partial, one full.

The Common Theme:

Their newest sails were all Doyle.

63% of the racing fleet's newest sails - Doyle

Hot Results News

Chicago NOOD 1st, 2nd
Cedar Point One Design 1st

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Calendar

Dates	Event	Contact
July 11-13, 2014	Southern Chesapeake Bay Leukemia Cup Fishing Bay Yacht Club Deltaville, VA	Judy Buis 804-725-0218
July 11-13, 2014	Newport Regatta Sail Newport Newport, RI	Kim Cooper 401-846-1983
July 16-19, 2014	Rolex Race Week New York Yacht Club Newport, RI	Sailing Office 401-845-9633
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 26-27, 2014	Can Am Challenge Youngstown Yacht Club Youngstown, NY	Tim Finkle 860-917-5416
August 8-10, 2014	Verve Cup Chicago Yacht Club Chicago, IL	

Calendar

August 29-31, 2014	Stingray Point Regatta Fishing Bay Yacht Club Deltaville, VA	Matthew Lambert 757-846-8239
September 11-14, 2014	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
September 25-28, 2014	2014 J/105 North American Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474
January 18-23, 2015	J/105 Midwinter Championship / Key West Race Week Key West Race Week Key West, FL	Kelly Gorman 781-639-9545
September 14-20, 2015	2015 J/105 North American Championship (Rolex Big Boat Series) St. Francis Yacht Club San Francisco, CA	



2015

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Key West Race Week

Dates are set for January 18 - 23, 2015

Quantum Key West is excited for the return of the J/105 class to beautiful Key West.

Join us in January as we host the 2015 J/105 Midwinter Championship.

Race Week is the perfect winter escape with a full racing schedule,
unique shoreside fun, and fantastic sailing conditions.

Event details, information on logistics and planning, and more will be posted on

www.premiere-racing.com