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The First J/105 Texas Invitational

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By now, almost everyone in the Northeast and Midwest has launched their boats and are getting ready for the initial cruise or regatta. For many NY, NJ and CT teams, it was the American Yacht Club Spring Series or Cedar Point YC One Design—both lovely venues with great race management and perfect warm-ups for Storm Trysail Block Island Race Week (BIRW) a few weeks later, June 22-26.

Paul Beaudin, owner of #334 and Fleet Captain of the Western Long Island Sound Fleet 6, reports nearly 20 J/105s registered for BIRW and anticipating a few more, especially since we will be contending for the J/105 East Coast Championship. A diverse fleet, skippers hail from seven different states (CA, CT, MA, MD, NY, RI, and TX) plus DC and Bermuda. Some attendees have their sights on the 2015 J/105 North American Championship in San Francisco (where we have several boats available for charter), and others are looking further out to the 2016 J/105 North Americans to be held at Larchmont YC. For some, BIRW is their first event against competitors from around the country, providing an important benchmark compared to just duking it out with the locals.

BIRW is managed by Storm Trysail every other year. For 2011 and 2013, it was Damien Emery, #50 (shown below), who finished atop the leaderboard after generally nailing the pin at every start, footing away toward the first shift and crossing the fleet.



President's Corner

Our SF-based team on #116 won in 2009 with #37, then finished in second place in 2011 on #39 and in 2013 on #334. This year, we will be borrowing #129 and hope to be right there at the pin with Damien.

There are many great things about Block, and we look forward to this regatta as much as we do the North Americans and Big Boat Series. It is really special competing at a venue where nobody is on their home court. The island is far enough away from the home port of whatever boat we're chartering that it is an interesting logistical and navigational exercise just to get there and back, especially considering the tides through The Race when coming from Long Island Sound. With BIRW, some crew go over by ferry, but every boat has to be delivered, so you pull together some volunteers and share catering, steering and hopefully flying the kite up or back. The delivery alone has been a great memory for many of our teammates. On the island, we rent bikes to get back and forth between the rental houses and the harbor. Each year, some J/105 owners sponsor a cookout, most recently Mark Masur (#334) who has agreed to host once again, this time sharing the honors with Fred Darlington (#493). Everyone has a chance to meet each other and swap stories. The marquee race of the week is the Around Island Race, which the Race Committee can spring on us any day, and can send us in either direction. Some short-tack the rocks to avoid adverse current, and others go out for more wind, though it is sometimes better close in...

I hope you will be inspired to sign up for BIRW if you have not done so already—go to www.blockislandraceweek.com.

For logistical advice, feel free to reach out to Paul Beaudin, Western LIS Fleet 6, who is our J/105 point person for the regatta and might have suggestions on crew, travel and lodging.

For the J/105 North Americans in San Francisco, please contact me if you are thinking of coming and want to charter a boat, or need help with arranging a local rigger to manage your arrival and commissioning. Our website is <http://www.rolexbigboatseries.com/j105na>.

See you on the water, East or West!

Bruce J. Stone, J/105 Class President
bruce@brucestone.com
Arbitrage #116



The First J/105 Texas Invitational

J[®] 105

By John Barnett, Bill Lakenmacher and Bee Bednar



After participating in two of Bermuda's Invitational Regattas, Fleet 17's Captain Bill Lakenmacher was convinced that the format was viable and could be duplicated in Texas. His proposal to Fleet 17 and Lakewood Yacht Club was immediately accepted, and the first ever J/105 Texas Invitational, hosted by Fleet 17 and Lakewood Yacht Club, became a reality March 27-29, 2015.

Based heavily on the Bermuda Invitational format, the Texas Invitational consisted of 10 races with five helmed by J/105 Fleet 17 owners and five helmed by invited guests. Each team consisted of a local skipper and two crew mated with a guest skipper and two of his crew. Seven

Fleet 17 boats including Uzi Ozeri's *Infinity*, Mark Young's *Killer Rabbit*, John Bell's *Kinderspel2*, Bill Lakenmacher's *Radiance*, Brad Robbins' *Runpus*, Bee Bednar's *Stinger* and Alan Bates' *Zippity* participated. Invited guests included Rob Mock from Cleveland, Glen Darden from Dallas, Matt Arno from Fort Worth, Mark Smith from Fort Worth and James MacDonald from Bermuda.

Just two days before the regatta, PRO Dwight Bengston, was forced to withdraw due to difficult personal issues. Although all of the Fleet 17 owners wanted him to race, John Barnett (*VICI* #624) couldn't arrange a crew, so at the last moment he agreed to step in and run the races. Under absolutely beautiful Texas skies, moderate





temperatures and light winds, John opened the racing and managed to complete five races on March 27. The very light winds on Saturday March 28 made for a more interesting day, but John still managed to complete three races to bring the total to eight. Those first two days saw many position changes but generally included some really nice Texas style racing. The final two races were concluded early Sunday in 16-20 knot breezes. It's safe to say everyone had a great time.

The winning and very dominant guest skipper was Glenn Darden helming Uzi Ozeri's *Infinity*. Glenn proved to have the best score of the week for five helmed races. Bill Lakenmacker's *Radiance* took



first place over Uzi's *Infinity* in the local division, with James MacDonald on *Radiance* taking second behind Glenn in the guest races. Brad Robbins on *Rumpus* (our newest owner) took third in local races, while Mark Smith (also on *Rumpus*) took third in the guest races. It is worth noting that the third, fourth and fifth places were each separated by one point.



Everyone agreed that this was a super way to get J/105 owners together and also publicize and promote the boat and Fleet. Seven J/105s racing in their own regatta raised a lot of local eyebrows and generated a great deal of interest. Drone videos at <https://www.youtube.com/watch?v=nrSWPRlj4p0> and <https://www.youtube.com/watch?v=9jN0NIcdBt4>, and a few thousand pictures at <https://www.flickr.com/photos/lacyphotos/sets> were a definite plus.

Interaction between local and guest crew and helm provided a great learning experience for all. Uzi Ozeri said, “I was so busy thinking about what I’ve learned from Glenn, a world champion, that I forgot to sail my own game. All local owners got to team up with guest teams, and guest teams got to team up with local owners to observe differences and learn what sailing on Galveston Bay is all about. Hopefully more regattas like this will lead to greater appreciation for the boat and for the sailing opportunities in other areas of the United States.”

Fleet 17 extends its thanks to the Royal Bermuda Yacht Club for allowing us to plagiarize their wonderful format, and specifically the Lakewood Yacht Club race committee: PRO John Barnett,



Ash Walker, Dave Hopson, Bob Hunkins, Jim LeSaicherre, Tom McAndrew, Howard Hughes, Gerhart Wittich and David Comeaux for assuring proper pin and mark sets, Tom Macaluso, Rita Matthews, Daniele Comeaux, Andrea and Jim Crate for manning the signal boat. Even with all the wind shifts, the RC completed the specified number of races along with a few practice starts. Amazingly there were no protests and no damage. One sailor was heard saying, "I never sailed that many races in one day and was too tired to drink myself to sleep that night."


LYC is recognized for the Saturday night dinner/entertainment and Sunday awards party to complete a very enjoyable event.

Fleet 17 hopes to hold another Texas Invitational in the future, and we welcome calls from other J/105 Fleets that are interested in hosting races under this new and exciting format.



The top three boats



The logo features a large, stylized white letter 'J' with a registered trademark symbol (®) to its upper right. Below the 'J' is a thick white horizontal bar, and underneath that bar is the number '105' in a white, serif font.A wide-angle photograph of a sailboat race on the water. Numerous sailboats with colorful sails (white, orange, blue, green, red) are scattered across the frame. In the background, the Golden Gate Bridge spans the water, and hills are visible under a clear blue sky.

J/105 Fleet One will host the 2015 J/105 North American Championship at the St. Francis Yacht Club during the Rolex Big Boat Series on September 17-20, 2015.

2015 Rolex Big Boat Series & J/105 NAC Schedule of Events

(Preliminary)

Boat Inspections, Registration & Weigh-In: Tuesday, September 15 and Wednesday, September 16

Race Days: Thursday, September 17 through Sunday, September 20

Social Events sponsored by Mount Gay Rum, Rolex and J/105 Fleet One

Awards Ceremony: Sunday, September 20



Check out this exciting 3-minute video from the 2014 Rolex Big Boat Series: <http://youtu.be/toRCldrZOoo>



St. Francis Yacht Club

www.rolexbigboatseries.com

Have questions? Contact Bruce Stone at bruce@brucestone.com or 917-822-4060

Dear Members of the J/105 Community:

As Class President, I am excited that my home club, St. Francis Yacht Club, will host the 2015 J/105 North American Championship in conjunction with Rolex Big Boat Series on September 17-20. These four days of racing cover a wide variety of courses, not just windward-leeward, thereby providing a great test of seamanship and navigational skills. The main website is www.rolexbigboatseries.com, while the NOR may be viewed at: http://www.yachtscoring.com/event_documents/1308/2015%20RBBS%20NOR%20Final.pdf

We have several boats available to charter – just call or email me, and I'll put you in touch with the owners.

Boat and sail inspections will take place on the days leading into the regatta. Non-SF Bay teams may purchase HA (heavy air) sails without them counting against their 2015 sail tags as long as they sell those sails prior to year end. They also have the option to tag them in 2016.

On Wednesday, September 16, most teams practice between noon and 3:30 pm, then come into the Club for weigh-in and onsite registration. The North Sails team will be on the water taking photos of all boats (not just their clients), and then during the late afternoon weigh-in, they will provide a slide show with individualized pre-regatta commentary on each boat's rig tune, sail shape and even how your crew is hiking!

You and your team are then invited to an opening reception at the Club, sponsored by Rolex—a great chance to meet your fellow J/105 competitors and exchange local knowledge. The PROs will provide an initial briefing and answer questions about the courses.

For the first three days, there will be two races each day, starting either on the Berkeley Circle or on the western face of Treasure Island, with long windward beats and then dramatic downwind runs, including planing across the Bay to a reach mark.

The second race will start on the opposite course, and generally finish in front of the clubhouse, a spectacular scene for your friends and family who come to watch.

Mt. Gay and Rolex will host parties at the Club after racing Thursday and Friday, and treat us to a video montage of the action. Here's what the regatta looked like in 2014: <https://www.youtube.com/watch?v=toRCldrZOoo&feature=youtu.be>

Your regatta entry fee of \$900 covers dinner for six on Saturday night at the St. Francis Yacht Club's Northwest Room with stunning views of the Golden Gate Bridge. You may buy extra tickets onsite for family and friends.

As a no-throw-out regatta, the competition comes down to what happens on Sunday! This is generally one longer race, a Bay Tour, finishing in front of the Clubhouse. The winner of the J/105 North Americans will have his or her name inscribed on the J/105 perpetual trophy, and will receive the coveted Rolex Big Boat Series Oyster Perpetual Date Submariner (worth almost \$9,000) with an inscription on the back commemorating the victory.

Come on out to San Francisco with your J/105—we'll help you find a talented local rigger and a compatible marina for launching and berthing prior to the event...or let us know if you want us to connect you with a local owner for a charter or a joint-venture.

Feel free to contact me if you have any questions. We look forward to seeing you in September!

Sincerely,

Bruce Stone, J/105 Class President
bruce@brucestone.com
917-822-4060



North Sails Continues J/105 Spinnaker Development

Sail testing session on the Chesapeake Bay results in top asymmetric sails now available to J/105 sailors

The North Sails J/105 Class Sail Development (CSD) team spent several days this spring sail testing new asymmetric spinnakers on the Chesapeake Bay with great results. Now that J/105 Class Rules allow teams to carry two spinnakers onboard, North Sails designers spent time testing and comparing two proven downwind CSD designs, one of which was used on the first and second place boats at the 2014 J/105 North American Championship.

“We felt there was room to make some minor adjustments to our downwind sail choices to perform better in a wider range of conditions,” said Dave Scott of North’s (CSD) Class Sail Development Group. “We took Max Skelley’s proven MF-1 MaxForce spinnaker, which was developed in 2013, and our A2-1 (formerly the VForce (VF-1)) spinnaker, a Class favorite for many years, on the water for a few days to see how we could make changes and improvements,” said Scott.

TIP: *In light air, you must sail tighter angles for best VMG. The tack is set 0.2m-0.5m (.5-1.5’) off the sprit. The crew should be forward and to leeward. Keep the crew weight as low as possible. Steer down in the puffs until the pressure sheet starts to get light and then head up slightly. Communication between the trimmer and the helmsman is key. Try to find the lowest angle you can sail before the speed drops.*

“The VF-1 was first designed in 2000 when the J/105 Class upgraded from 77sqM to 89sqM. The characteristics of being easy to set-up and trim have kept it competitive during its lifetime, especially above 11 knots TWS. Once we established our baseline, we tested our current designs against a new prototype sail that was

designed by Dave Hirsch and Ched Proctor. The prototype is a generational progression of the MaxForce; utilizing more positive luff and more shape in the head of the sail. The goal was for the sail to fly forward, out in front of the boat.”

TIP: *In moderate air, there is a wide range where you can sail. Lower is best as long as you can maintain your speed. The tack line is eased 0.3-0.5 (1-1.5’) off the sprit. The same principles apply to steering as in light air. Once the boat feels well pressured, the crew should move to the windward side to help rotate the spinnaker. In this range, the crew should be very active moving to weather when you head down in the puffs and back to leeward when you head up in the lulls.*

Sail testing the A2-2 (#8 Prototype) vs the MF-1 (#3) (below)



The North J/105 CSD and design team sailed in 7-9 knots TWS on the first day and 9-17 knots on the second, which offered ideal testing conditions throughout a wide wind range. The prototype sail exceeded all expectations by achieving more

speed and depth than both older generation North designs. In the higher wind range, near 17 knots TWS, the A2-1 (formerly the VForce (VF-1)) was quick, but the prototype had the ability to sail lower if pushed. The prototype sail also had increased acceleration when it was time to put the bow up in breeze. After two full days, it was unanimous among the North team that the new prototype design, now named the A2-2, was a quantifiable improvement over its predecessors.

TIP: *In over 12 knots, the boat is well pressured up going downwind. At this point, you want to sail as low as possible most of the time. There will almost always be good pressure on the sheet but when you sail too low, the sail will become blanketed behind the main and collapse. The sheet is well eased to get as much of the sail out from behind the main as possible. The crew should be to windward at all times. Heel the boat to windward by as much as 10 degrees. The vang should be set so the top batten is parallel to the boom.*



A2-2 (Prototype Sail #8) - winner of all the tests and new for 2015 (below).



Will Keyworth, a J/105 Class expert, thinks with this new added spinnaker, North is offering the best lineup of downwind sails to date. “We are excited to offer the most competitive option to our clients, especially in the lead up to the 2015 North Americans, which will be held during Rolex Big Boat Series in September.”

Downwind Notes: *Good coordination between the trimmer and helmsman will result in very subtle changes in the sheet. A properly coordinated team will only adjust the sheet by a couple of feet. If you find yourself constantly trimming and easing more than three feet of sheet, then your coordination should be improved. Be careful not to try to sail too low and collapse the spinnaker. A collapse will result in around a three-boat-length loss!*

For more information on J/105 CSD sails, visit:
<http://na.northsails.com/J105.aspx>



The J/105 Speed Team (below) debriefing the day's testing session. Left to right: Cedric Lewis, Steve Pickel, Dave Scott, Ched Proctor, Dave Hirsch, Will Keyworth, and Max Skelley.



Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

For ISAF-endorsed International One-Design classes (not the J/105 Class), Class Rules are written in one of two ways—either as open rules or closed rules. With open rules, anything not prohibited is allowed. Many of these classes are known as development classes. An example of this is the Moth Class. With closed rules, anything not expressly allowed is prohibited. Most international one design classes follow this model, including the various international J/Boats classes. The J/105 Class Rules are not rigidly written to the format needed for actual closed rules. However, Class Rule 1.3 effectively makes them closed rules.

Recently, Rule Interpretation RI-15-01 was issued concerning how jibs may meet the minimum weight requirement. This interpretation highlights issues with the Class Rules when it comes to rigidly interpreting them as closed rules. The interpretation made an exception to the closed nature of the Class Rules in order to acknowledge common practice and to be reasonable. The interpretation also had the effect of making some jibs non-compliant with the Class Rules. Those jibs actually were non-compliant all along under the closed rules concept; they simply were not granted the same exception given to most other jibs.

When it comes to complying with the Class Rules, each skipper has to make a choice of adopting an “ask for forgiveness” or “ask for permission” approach. Sailing is a mostly self-policing sport, including compliance with Class Rules. Using an

“ask for forgiveness” approach is contrary to the concept of self-policing since you are effectively waiting for someone to catch you bending the rules. The Technical Committee asks that all owners use an “ask for permission” approach. The Technical Committee is usually able to respond quite rapidly, the same day or by the next day, to most inquiries, so getting permission should not slow you down in making whatever repairs or modifications you are attempting. It makes the racing more competitive and level, and keeps the Technical Committee aware of ideas that many of you come up with, allowing us to communicate the good ideas to the rest of the fleet.

The text of the recent interpretation is below:

J/105 Class Rule 6.5.3 states: “The jib shall have a minimum weight of 23.0 lbs (10.43 kg), including any battens.”

Q1: Why does the Class specify a minimum jib weight?

A1: Originally, this requirement was intended to make dacron jibs more competitive by requiring that the new (at the time) laminate jibs weigh as much as the dacron jibs. Now, the function of the minimum weight requirement is to result in jibs with a heavier ply weight in the body of the sail to increase their longevity by increasing the amount of load-bearing fibers that can be built into the sail without incurring an overall sail weight penalty while acknowledging that specifying a ply weight in g/m² is not practical for laminate sails.

Q2: What means of construction can be used to manufacture a jib that meets the minimum weight requirement?

A2: Class Rule 6.5.1 specifies what materials may be used in constructing the jib. While somewhat skirting the intent of this rule, we recognize that many sailmakers use heavier-than-necessary tack, clew, and head reinforcement patches to meet the minimum jib weight. Any primary or secondary reinforcements must be made of materials that meet CR 6.5.1. If they do, then that method of meeting the minimum jib weight is legal.

Most jibs use a stainless steel ring at the tack and/or head, and a metal ring or clew board that don't technically meet the requirements of CR 6.5.

This deviation from the Class Rules is allowed as a long-standing common practice. However, the addition of metal weights or any other material to the sail for the sole purpose of meeting the minimum weight requirement is contrary to the intent of the rule and thus illegal. The jib must

meet the Class minimum weight requirement with all the materials used in its construction serving a functional purpose as part of the sail or being comprised of authorized materials.

There is no restriction on the materials of construction of the battens.



Calendar

Dates	Event	Contact
June 6-7, 2015	Bill Volk Raine Regatta Keyport Yacht Club Keyport, NJ	Andy Oeffering 732-757-5021
June 12-14, 2015	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davies 401-845-4412
June 13-21, 2015	Cleveland Race Week Edgewater Yacht Club Cleveland, OH	Club Office 216-281-6470
June 21-26, 2015	Block Island Race Week / East Coast Championship Storm Trysail Club Block Island, RI	Marcy Trenholm 917-519-1376
July 11, 2015	Chicago Yacht Club Race to Mackinac Island Chicago Yacht Club Chicago, IL	Mike Sheppard 630-215-7951
July 23-26, 2015	Marblehead NOOD Eastern Yacht Club Marblehead, MA	Jennifer Davies 401-845-4412

2014 J/105 North American Championship... 1, 2, 3

The Power to Perform

North Sails J/105 CSD Class Leaders:
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Seadon Wijsen seadon.wijsen@northsails.com 415-339-3000
northsails.com    ©Paul Todd/OUTSIDEIMAGES.COM





Calendar

Dates	Event	Contact
July 25-26, 2015	Great Lakes Championship at CanAm Challenge Youngstown Yacht Club Youngstown, NY	Tim Finkle 716-745-3862
August 7-9, 2015	Chicago Yacht Club Verve Cup Chicago Yacht Club Chicago, IL	Mike Sheppard 630-215-7951
September 17-20, 2015	2015 J/105 North American Championship (Rolex Big Boat Series) St. Francis Yacht Club San Francisco, CA	Bruce Stone 917-822-4060
September 25-27, 2015	J/105 Canadian Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474
October 20-23, 2016	2016 J/105 North American Championship Larchmont Yacht Club Larchmont, NY	Paul Beaudin

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