

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



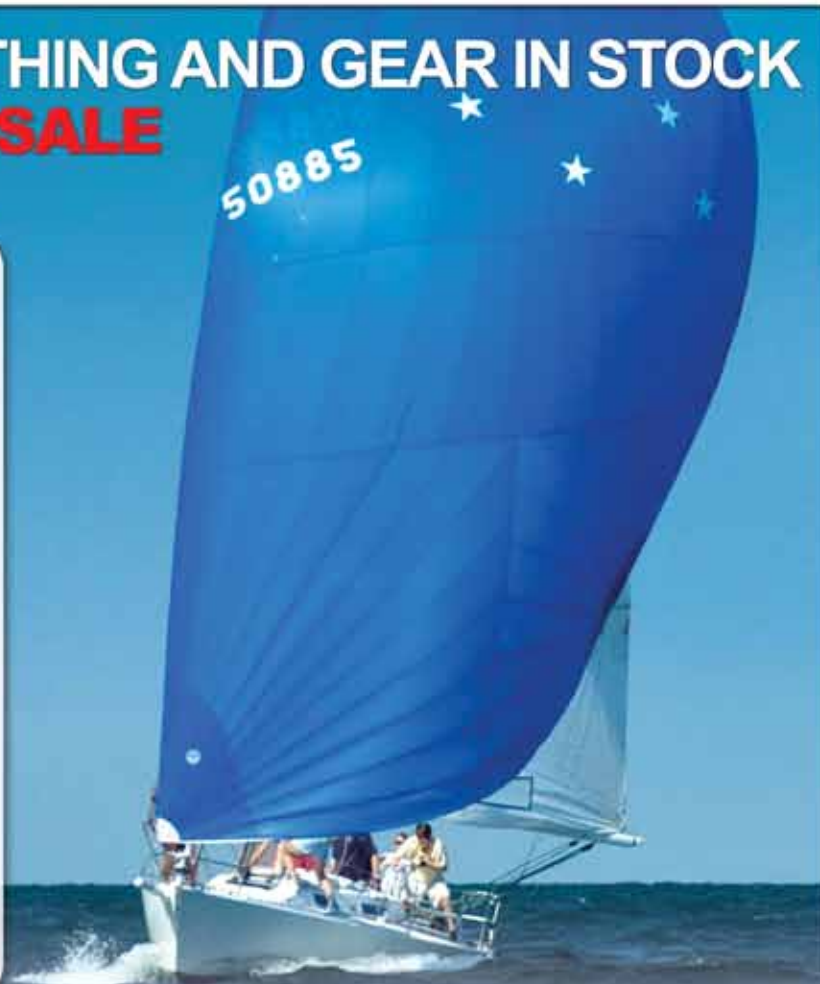
**Henry Brauer and Stewart Neff
on *Scimitar* Triumph at J/105 North
American Championship**

Photo courtesy of: PhotoBoat

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It was a great summer for J/105s. In mid-June, 11 boats competed in the Chicago NOOD. *Messy Jessy*, *Striking* and *Sealark* took the first three spots. Block Island Race Week followed with 13 boats. *Eclipse*, *Jouster* and *Shakedown* topped the fleet. After finishing in second place at Block Island, Bruce Stone won the San Francisco NOOD on Arbitrage a few days later. Second place went to *Donkey Jack* followed by *Blackhawk* in this very competitive fleet with 17 boats racing.

Fourteen 105s competed in the dramatic Chicago Mac with *Pterodactyl*, *Buzz* and *Sealark* taking the top spots. The SoCal Championship followed: *Wings*, *Blow Boat* and *Triple Play* were on top. They will be the boats to watch when the North American Championship moves to San Diego next year.

The Marblehead events began with the NOOD at the end of July with 31 boats competing. Marblehead was at its Chamber of Commerce best with spectacular scenery, excellent facilities at the Corinthian YC, good weather and wild windshifts. *Shooting Star*, *Got Qi* and *Rock & Roll* took the top three spots. Only six points separated the top seven boats. The winners were not decided until the end of the last race as a 75 degree wind shift rolled through the fleet.

The North American Championship followed two weeks later. The event was very well organized by Fleet 2, and the facilities at the Eastern YC were wonderful. Most of the top boats in the country participated. After 11 races (including a triangular course called by PRO Ken Legler), *Scimitar*, a local boat sailed by Henry Brauer and Stewart Neff, won decisively. Second was Brian Keane on *Savasana*, the Key West champion. Third was Bill Lakenmacher on *Radiance* out of Houston, TX. It was clear that the boats were very even: Pre-Scrimp and Scrimp boats, wheels and tillers competed on equal footing. All races could be followed and replayed on Kattack which made it fun for all.

J/105s were also very active in the UK. Seven boats competed in the Round The Island Race. A total of 1,908 boats entered this race, 1,305 finishing. J/105s were one and two in the 45-boat IRC Division 2. A 105 won the Azores and Back Race, a double-handed endurance race from Falmouth, UK to the Azores and back. J/105s also distinguished themselves at Cowes Race Week and in the Fastnet race. The boat is clearly fast and rugged.

Chris and Julie Howell wrote a very good article in Scuttlebutt entitled "Surviving without the Pros." It reminds us how much fun it is to sail a 105 with your family and friends in this very competitive class. The key word is FUN, which is what the 105 is all about.

All the best,
Bernie Girod, J/105 Class President



Henry Brauer and Stewart Neff on *Scimitar* Triumph at J/105 North American Championship

Photo courtesy of: Chris Howell

Henry Brauer and Stewart Neff on *Scimitar* were victorious on their home turf to win the 2011 J/105 North American Championship in Marblehead, MA. With crew Stuart Johnstone, Julia Langford, Will Walters and Steve Cucchiaro, *Scimitar* never scored worse than a 16 in the 11-race series, including three bullets and two runner-up tallies. With a total score of 68 points, the team finished 13 points ahead of its closest competition in the 42-boat fleet.

Brian Keane, J/105 Midwinter champion for the past three years on *Savasana*, followed *Scimitar* with 81 points, then Texan Bill Lakenmacher on *Radiance* with 86 points. Conditions on the final day of the four-day event allowed two more races in breeze starting at 6-8 knots, building to 8-10. Racing was delayed just under an hour as the winds filled in.

Brauer and Neff built a narrow lead over Keane after the first day of racing, starting the event brilliantly with a 2, 1, 4, followed by a 10 in the day's last race for a total of 17 points. *Savasana*'s second in that last race brought them to 18 points after previous scores of 4, 9 and 3. The top three on day one matched the final placements exactly, as Lakenmacher rounded out the top three with 31 points after day one. Conditions were gorgeous as the 42 teams kicked off the regatta. Winds started at 8-12 knots, and built into the teens in the afternoon out of the WNW. It was shifty and blustery with plenty of sunshine.

Scimitar barely maintained their lead on day 2, when the local team scored a 16 in Friday's first race but rebounded with a first in the day's only other

race to finish with 34 points midway through the championship. *Savasana* trailed by a mere one point, after finishing with an 11,6 tally. Ken Colburn on *Ghost* moved into third with 52 points. Racing was delayed until 1:20 p.m. as the breeze filled in at about 6 knots.

It was on day 3, when Brauer and Neff opened up their lead, scoring a 10, 1, 2 in Saturday's three races and heading into the final day of the regatta with 47 points (20 ahead of Keane). Bill Lakenmacher moved back into third with 70 points after solid results of 1, 2, 11. The fourth and fifth place positions were only separated by two points. Joerg Esdorn and Duncan Hennes on *Kincsem* registered 86 points, and Colburn's *Ghost* was just two points back. Racing was delayed shortly as the breeze settled in at 6-8 knots.

The top 10 are:

Henry Brauer/Stewart Neff, *Scimitar* (68 points), Brian Keane, *Savasana* (81), Bill Lakenmacher, *Radiance* (86), Joerg Esdorn/Duncan Hennes, *Kincsem* (104), Ken Colburn, *Ghost* (112), Damian Emery, *Eclipse* (121), Bruce Stone/Julian Croxall, *Jouster* (135), Kevin Grainger, *Gumption3* (146), Bernard Girod, *Rock & Roll* (158), Matthew Pike, *Got Qi* (161).

Thank you to the staff and Race Committee at Eastern Yacht Club for a great event! Visit www.j105northamericans.com for complete results plus links to recorded racing through Kattack. Photos are available at www.PhotoBoat.com and on Facebook at www.facebook.com/J105CA.

Journey to the 2011 J/105 North Americans

by Henry G Brauer

Day one race one of the 2011 J/105 North American Championship proved to be a defining moment for Team *Scimitar*. We came into the Championship confident in the ability of our team, secure in the knowledge that our boat was well prepared, but concerned that our speed in light air might not be at par with the rest of the fleet. We had been working hard to correct this problem but had run out of time to confirm whether the changes we had made would be sufficient. The first race was a true test as it was started in under 8 knots. When we rounded the first mark in sixth and then climbed up to finish second, our doubts were quelled. We knew we could now produce the speed we needed in the lower wind ranges to be competitive.

Our decision to participate in the 2011 North American Championship started out during a chance encounter with Doug Morgan on the porch of the Boston Yacht Club in May 2009. I wandered down to the BYC on a nice April Sunday to watch the end of the Jackson Cup Team Race. Stew was sailing for Eastern, and I thought I would say hello to the EYC team and other friends who were sailing for the

various clubs competing in the event. Doug was on the porch having had the same idea, enjoying an early spring day on the harbor (a rare event in Marblehead).

Stew and I had enjoyed sailing against the Morgan father/son team in the Sonar Class. Doug and his father Peter had purchased a 105 several years earlier and were enjoying lots of success having won Race Week several times. While Doug and I were catching up after our long winter hibernation from sailing, he mentioned that Fleet 2 had been awarded the opportunity to host the 2011, J/105 North Americans. The wheels started to turn almost immediately. I asked Doug if he thought it was possible to charter a boat, how the local fleet was fairing, and some of the preliminary plans regarding schedule and expected number of boats.

I mentioned to Stew that Marblehead would be hosting the 2011 NAs, and we agreed that it sounded interesting. We were focused on the 2009 Sonar World Championship, which was scheduled for Newport in mid-late September. Unfortunately the Sonar Class decided to change venues from Newport to Long



Photo courtesy of: PhotoBoat

Island Sound, and our interest level went from high to none at all. We had both escaped LIS 30 years earlier after our junior sailing careers were over and had no desire to take vacation time to race on Western LIS.

One weekend in late June, we were floating around in the Sonar on a light air day commiserating on our lot in life as we watched with envy as the J/105 fleet steamed out to their starting line at 6.5 knots under power...and then later in the day steamed back into the harbor at 6.5 knots. All the teams seemed to be smiling, even after a light air day. All were enjoying cold beverages from their onboard coolers. We were trying to hitch a tow back in, and our small cooler was empty. As we were hauling our boat out on the hoist, Stew and I began to discuss the benefits of changing classes and making a real run at the 2011 NAs.

On Monday morning, I called Rich Hill and told him we wanted to go look at some boats. When I called Stew to lock in some time, I think he was surprised that I had acted so quickly. Stew had never sailed, let alone raced, on a boat with an asymmetrical spinnaker. I had been racing a J/100 in Maine the past several years and figured it would be an easy switch...my first mistake. So we took off a day from work and jumped in the car with Rich to look at some boats available in the Newport-Boston area. Of course while

we were in the car in Newport the cell phone rang, and it was my wife. She was curious where we were, and we had to come clean that we were off with Rich looking at some boats...caught again.

We looked at three boats, two with tillers and one with a wheel. When we got on the wheel boat, we both looked at each other and tried to figure out what one did with this large round device in the stern of the boat. We are both dinghy sailors at heart so the concept of steering with a wheel was a large leap. We decided we needed to do some research on the benefits of tiller vs. wheel. Of course we received lots of free input and no consensus. In the end, we decided that since we would not be racing San Francisco Bay in the big breeze, that the tiller would be a better fit for us. We also concluded that the boat in Newport, which was Brian Keane's old boat, was probably the best opportunity. We negotiated a deal and made arrangements to truck the boat to Marblehead.

We took delivery of our new J/105 two days before the start of the Marblehead NOOD regatta. As we sat on our new boat trying to figure out what we needed to do to get ready for the regatta, we realized we needed some help. So we called our old college friend Stu Johnstone, and as we were busy asking questions Stu responded that he would meet us in Marblehead in an





Photo courtesy of: PhotoBoat

hour and a half to help us finish rigging the boat and take us out for a quick primer. Our time with Stu got us up the learning curve really fast, and we went out and finished third in the NOOD. As is typical for July in Marblehead, it was a light air affair so that gave us time to get used to the new boat. I also realized that the 105 was very different than my 100... I had a lot to learn.

The next event on the calendar was the PHRF-NE Championship. We had time to assemble a more experienced team, which would become the core group to take us to the 2011 NAs. On board for the PHRFs were Stew at the helm, me at mainsheet, Stu J calling tactics, Will Walters at the mast and Julia Langford on the bow. Our friend Frank McNamara joined us too. It was a magical weekend, interrupted by a hurricane racing up the east coast which shortened the regatta to two days. The first day presented a 12-15 knot easterly—the most wind we had encountered on our new boat. The first race, we had good breeze and some decent swell. As we were heading downwind for the first time in the middle of the pack, Stu J looked back at Stew, his old college roommate, and yelled, “Steer it like your laser and pump the main to get it up on the wave.” That’s all the encouragement Stew needed, and with our new North kite we proceeded to make good ground on our competitors and we won the first race. We went on to win the New England Championship by 18 points.

We came away from our first season on *Scimitar* feeling good, but also realizing that we would need to step our effort up to make sure we were competitive with the experienced teams that would arrive in two years for the NAs. The competition in the local fleet was good, but no one was testing themselves outside of Marblehead. We spent the winter planning how to take our campaign to the next level. The first issue was choosing a sailmaker. We knew the Doyle team well as they were local, and we had worked with them for many years in the Sonar. However, their sails were not being used by any of the top boats outside of Marblehead. Our choice came down to Ullman or North. We decided to go with North for two reasons—first, Bruce Stone was having a great year using these sails; second, Will Welles, who is an old friend, is a North Sails guy and we knew we would get excellent service. This was a tough decision as we had just won the NEs using Ullman’s main and jib, and there were times over the next two seasons when we would question our decision.

During that first winter, we also undertook a full restoration of the boat including fixing the bottom and keel where some cracks had developed, full renovation down below including installing a new head, and varnishing all the teak. This work was all performed by Chris Small. Our rigger, Kenny Harvey, built all new running rigging for the 2010 season. We installed a new GPS/chart plotter on a bracket that could swing out and be read in the cockpit, a new VHF radio with

remote RAM mic in the cockpit, and an auto pilot for deliveries. The wind farm on top of the mast was removed to reduce weight aloft. Our approach was that the 105 was just a large dinghy, and Class Rules prohibit changing sails during the race day so wind speed and apparent wind were not necessary. We only needed boat speed and compass. We also decided to travel to Newport to test ourselves against some more diverse competition.

A funny thing happened on the way to the 2010 season. As Stew and I mulled over the schedule and upgrades to *Scimitar*, Will Welles and I decided to create a partnership in a J/80 for the World Championship that was scheduled for Newport in October 2010. The two campaigns dovetailed nicely. My business partners weren't too thrilled, but we were in between funds and you only punch the card once. There were some valuable lessons learned during the 80 campaign that ultimately made a difference for us in the 105. I was able to spend more time with Stu J as he was our tactician in the 80. No doubt that the more time you spend with teammates the stronger the team gets, and the relationship between tactician and the back of the boat is extremely important. Will and I asked Bill Shore to be our coach. It had been 30 years since I had received any coaching. Bill's input made a significant impact on our growth as a J/80 team and on my confidence as I tried to step up my game. I met Karl Anderson, who raced with us on the 80 in the Buzzards Bay Regatta; and ultimately reworked the keel on the 80 that improved our performance at the Worlds. This relationship led to our asking Karl to take a look at the blades on the 105, and in March 2011 *Scimitar* was hauled off to Karl's boat shop for some remedial work.

Our time in Newport racing *Scimitar* in New York Yacht Club Race Week was invaluable experience. Some of the class's best were in attendance. The wind for the first two days was a solid 15+, and it was our first regatta with our North main and jib. We had good speed upwind, but were being out-classed downwind and off the starting line. What did we learn: adjusting the backstay is critical, tuning the rig in changing conditions is a must, and working the boat hard downwind in waves and wind is required to stay in the top of the fleet. We came away humbled, finishing 11th, but knew we had made great strides up the learning curve. The remainder of the 2010

campaign on *Scimitar* was frustrating. We had a poor performance at the Marblehead NOOD, as we never seemed to be going in the right direction or very fast. The PHRF-NEs was slightly better but equally frustrating. Stew was not onboard due to some family commitments. We had a good team including friend Doug Sabina, Stu J, Julia and Will, but the fickle winds and less than stellar light air speed were frustrating.

We started planning for the 2011 season and the upcoming NAs. We hoped to bring the boat to Newport again to get more time racing against some of the Class super stars; however, business and family commitments forced us to ratchet down the program and stay in Marblehead. We made sure that we secured the same team for both the Marblehead NOOD and the NAs, and ordered a new jib and spinnaker from North. We were fortunate to add Steve Cucchiaro to our team. Steve is a former collegiate All-American, Olympic and multiple class national champion. He brought lots of big regatta experience and smarts to the team and got us to within five pounds of max crew weight. Steve became our strategist and navigator, and he and Stu J created a great relationship to provide constant input to the back end of the boat. The other important planning for the final run to the NAs was securing our J/80 coach Bill Shore for a day of observation during the NOOD regatta and having Will Welles available for final tuning input at the practice day of the NAs.

The Marblehead NOOD turned out to be a watershed event for our team. Many of the top teams came to Marblehead to tune up for the NAs. We had a range of conditions during this regatta; we confirmed that we had good speed above 10 knots, but continued to be off the pace in the lighter conditions. The crew work was good and our post-race debriefs allowed us to continue to improve communication among all of us and to refine the data flow from Stu J and Steve to Stew and me. We entered the last day of the regatta tied with Bernie Girod for first place and ended up fourth. Our greatest weakness continued to be light air upwind speed...we had two weeks to fix the problem. After a debrief with Bill Shore on Sunday after the regatta, he felt confident that we could solve the problem. He had provided some great input on Saturday too. I felt better, but the team was really concerned. After much discussion, we made the difficult decision to order a new jib from Ullman.

We were fortunate to have one more sail on our card. We understood the pitfalls of changing sail configuration before a big regatta, but felt we had to be creative to solve the problem.

The Wednesday afternoon before the start of the NAs, we left open for sail testing. We had secured the first slot that morning for inspection, and I had been through a dry run that weekend. All went smoothly, Kenny Harvey had time to service the winches and he and I did a final check of the systems on the boat to make sure all was prepared. Stew and I are fortunate that we had both been taught how to prepare a boat for a major campaign by our legendary college coach and mentor, Joe Duplin. So, but for the selection of a jib, we knew our equipment was ready to go. After lunch, Team North descended on our boat to help us solve our light air performance issue. In addition to Will Welles, Will Keyworth and Jack Slattery came aboard. The decision was made to shorten the head stay, and Will Keyworth discussed tuning techniques. We realized that we had not been aggressive enough in light air in allowing the rig to develop bend to leeward.

With our new knowledge, we headed out to tune and look at jibs. Will Welles and I took turns on the RIB to view the sails from various angles. We started out with the new North jib. Everyone got a good look, and we continued to loosen the rig to develop the appropriate mast tune and sail shapes. We were all amazed at what we were observing. Then we put up the new Ullman jib and sailed with that for awhile. It is a different

sail. Ultimately we decided to stay with the North set-up until we were convinced that we were not fast in light air. We knew the North Sails were quick in over 10 knots, but it was too risky to make such a radical change before the regatta, plus the weather for day one was for wind above 10 knots. Our greatest regret, at the end of the day, was not having a tuning partner to get confirmation that our changes delivered better speed. We would be left to address speed performance in the Championship.

Anytime you win a major championship, it is extremely satisfying; however, to take the top podium spot in the 2011 J/105 North American Championship was special for Team *Scimitar*. Stew and I made a large leap and commitment to enter a new class that is filled with excellent sailors who have been racing successfully in the Class for many years. We were able to assemble a talented team that was willing to commit the time and the effort. The team is larger than the sailors onboard—it includes a good sailmaker, rigger, talented speed experts and access to a top level coach. All of these ingredients came together at the right moment for us to win the 2011 North Americans. We had our share of difficulty getting off the line cleanly in some races, but Stu J and Steve picked more shifts than they missed, Stew Neff steered impressively throughout the series, and Will and Julia were near flawless on the front end. We will all remember Marblehead 2011: for the great competition, impressive regatta and race management, and making new friends. We look forward to continuing to compete in the Class.



Photo courtesy of: PhotoBoat

The ABCs of Getting a Good Start in a Large Boat Fleet

By Will Keyworth, North Sails

With the success of the J/105 as a one-design boat, the sailor is sometimes faced with the always “exciting” experience of starting in a large group fleet. The past North American Championship in Marblehead was no exception with 42 J/105s on the starting line!

As we all know, there is nothing like the sound of the five-minute gun to get your blood flowing. To blend in 40 other “nervous” racers in the pot can really make things interesting to say the least. With that said, let’s make a few simple rules so calmer heads can prevail and take away from the confusion of the “big fleet start!”

1. Get out to the race course early and, like any good athlete, “warm up.” Sail upwind and downwind. Check the wind direction, current, compass headings on both tacks and jibes. Get the crew warmed up and practice the maneuvers necessary for the race. Match-up against another boat (especially one of the “good guys”) and check your pointing, boat speed and rig tune. Get your team’s head “in the game.”

2. Make sure you have a common language onboard. Basically everyone should know what each maneuver is called and know what their personal job in that maneuver entails. It is really important in the heat of battle to say one word or one phrase that carries a lot of implied information, and it’s equally important that the entire team understands and executes without a lot of extra dialog. This allows everyone to stay focused—especially at the start when there is a lot of noise from other boats—and allows your team to be calm and in control.

3. Make a plan. Look at the race course and make a strategy. Strategy is, by definition, a game plan. Tactics is a tool you use to implement your strategy. The race course is like a baseball diamond, and we start at home plate. First base and third base are the starboard and port laylines to the windward mark, which is second base. As we go up the race course after the start, the sailing territory gets gradually larger till about half way and then begins to get smaller again as we approach either layline and eventually the windward mark. From a strategic standpoint, going all the way to either first base (the starboard tack layline) or all the way to third base (the port tack layline), one of these options will have an advantage. Be it from current, more wind, geographic considerations or wind shifts, you need to know which side of the race course is the favored side and make a “strategic” decision to try to do most of your sailing on that side of the race course. I like to ask my tactician or my trusted crew this question, “If there were no other boats out here and you could only tack once, would you go all the way to the starboard tack layline or the port tack layline?” The reason that this is important to decide is that in a large fleet it has an impact on where on the starting line you place yourself from a tactical standpoint to implement the strategy of where to go up the beat.

4. Go right? Start right! Go left? Start left! Think of the starting line as a segment and divide it into three sections. If your strategy says the right hand section of the course is favored, then your plan should be to start at the committee boat or right third of the starting line. If the left is the favored side of the course, then you should plan on setting up at the pin end or left third

of the starting line. Most of the time this is easier said than done because if you have managed to figure out the best side of the race course, chances are so have about 90 percent of your best friends. All are going to want a piece of your personal section of the starting line. The more one side of the course is favored, the more aggressive competitors will be to “win” that side. This is why I recommend thinking of the starting line in thirds. Often the best start will not be right at the pin or the committee boat, but up or down the line a bit as others fight for that “perfect” spot that only one or two boats can occupy. You sail away clean just a bit above or below the “fur ball” cluster, who are all fighting for clear sailing. I once asked Judd Smith at the Etchells Midwinters in Miami how he was consistently in the top couple of boats at the weather mark in an 80+ boat fleet. His answer was simple but all so true, “Recognize the best side of the course, start so you can sail that side and make the fewest number of tacks you can up the beat.”

With that said, here are a few rules of thumb. These all seem simple when reading them but tend to get more complex when you try to implement them.

- As soon as possible after the crowd of the start, find clear air and sail in clear air as much as possible.
- Keep tacks to a minimum and sail the closest tack to the mark the highest percentage of the time.
- Always allow yourself the ability to tack easily and into clean lanes.
- Anticipate what boats ahead will do so you can keep your options open and not become a ping pong ball bouncing from one tack to another trying to find clean lanes.
- Always work on boat speed when in a good lane.
- Look up the course. Learn from other fleets and other boats what is coming your way.
- Be flexible in your strategic considerations. If the side of the course you thought was best is not, then be early to switch strategies.
- Learn from the good guys. Watch what they do, where they go and how they sail their boats. Don't be afraid to ask questions after the event as most sailors are more than willing to offer advice and help to their fellow competitors.

Good luck and good sailing!

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Calendar

Dates	Event	Contact
October 29-30, 2011	J/105 East Coast Championship Annapolis Yacht Club Annapolis, MD	Carl Gitchell 410-626-1055
October 29-30, 2011	Texas J/Fest Lakewood Yacht Club Seabrook, TX	Fleet 17
January 16-20, 2012	Key West Race Week (Mid-Winter Championship) Key West, FL	Peter Craig 781-639-9545
April 19-22, 2012	Charleston Race Week Charleston Harbor Resort & Marina Mt. Pleasant, SC	Daniel Havens 843-722-1030, x18
June 18-22, 2012	Block Island Race Week Duck Island Yacht Club Westbrook, CT	Ted Zuse 203-675-9550
June 22-24, 2012	Long Beach Race Week Alamitos Bay Yacht Club & Long Beach Yacht Club Long Beach, CA	ABYC 562-434-9955 LBYC 562-598-9401
October 17-21, 2012	North American Championship San Diego Yacht Club San Diego, CA	Jon Dekker 619-838-5066

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FOR THE RECORD

J-105 RESULTS 2010
 Chicago NOOD.....2nd
 Verve Cup.....2nd
 Macinac Sec.....3rd

MORE RESULTS
 KWRW.....1,2 5
 Annapolis NOOD.....1st
 SCC Spring Big Boat..1,2
 Miles River Race...2,3,4
 Solomons Island Race..1st
 Screwpile Regatta....2nd
 CBYRA Race Week...2,3,4
 Race to Oxford.....1st
 Hammond Memorial..1st
 Hospice Cup.....2nd
 Ches Bay Champs...2,3

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 415-339-3000

I've been asked to reflect on what it was like campaigning *Radiance* in the 2011 J/105 North American Championship. I think people are curious to know how difficult it was to travel from Texas which is approximately 1,800 miles away, coordinate crew, etc., and was it worth it? In a nutshell, yes it is difficult, and yes it is worth it! At this point, I have not seen my charge card, but yes it was worth it. In order to make weight, we had to make a few crew adjustments and the skipper had to lose some weight. We had a practice schedule, and the reward was Marblehead.

Starting on a line with so many boats was not anything that we could duplicate on Galveston Bay in our fleet. For that reason, we decided to race the NOOD as well as the NAs. The NOOD would be our practice regatta, and we would try to find out what makes our boat go fast in Massachusetts' Bay. We had one really good race and gained confidence. The crew grew more comfortable with each race, and my starts got better with the kind calm voice of my main trimmer/tactician Jody Lutz.

I think the members of Eastern, Boston and Corinthian Yacht Clubs realize what a special place they have to sail, and they should be commended for their willingness to share their beautiful waters and clubs. All three clubs stop what they are doing for colors each morning and night. I am going to try to get my club, Lakewood Yacht Club, to institute the same practice. I found the patriotism very refreshing. All of us decided we wanted to be launch operators for a few hours each day in our retirement. The NAs coincided with a classic wooden boat regatta hosted by CYC over the weekend. The twin 76' sister sloops Wild

Horse and Wild Wing were just one more beautiful distraction among many.

My oldest son, Daniel, and I spent the entire time together and both improved our sailing skills. He is in college now so I relish the time we get to spend together. He told me his version of the one race we won. He said he knew we would win the race because while we were on this miracle lifted port tack we were following whales that were only 25 to 50 yards in front of our boat for approximately five minutes. No one told me as I suffer from ADDOLSS (ADD oh look something shiny), and they wanted me to stay locked in from my cornhusker position. We don't get a lot of whales in the Houston area or perhaps we just can't see them through the water.

I can't imagine a better way to ramp up your crew for local competition than to participate in a North American Championship. Our crew—made up of Corrie Lambert, Rob Brann, Michael Hassler, Daniel Lakenmacher, Jody Lutz and alternate Tony Knapp—grew close and worked well together. Special thanks to “Doug the Diver” and his dog Scruffy for their work keeping our bottom fast. It would be hard to believe any sailing school could ever teach you this much. Fortunately we have a new transmission in our truck now for *Radiance's* ride back home with Jay McArdle instead of that old dirty one, which is my way of saying there are some expenses. However, the expenses paled in comparison to our fantastic experience and our good fortune of third place against tough competition in a well-run event. Thanks again to our host clubs, RC, Fleet 2 and the patriotic citizens of the Commonwealth of Massachusetts.

From Texas to Massachusetts

By Bill Lakenmacher

Technical Committee Report

By Walt Nuschke (Class Measurer, Fleet 3, Annapolis),
Pat Benedict (Fleet 1, San Francisco), Robert Baker (Fleet 4, Toronto)

North American Championship Follow-Up

This year's North American Championship, hosted by Eastern Yacht Club and Fleet 2 in Marblehead, MA, was a well run event in every way. The organizers for future events would be well advised to follow this template, especially regarding the marketing for the event. Doug Morgan and the entire team got going early with sponsors and advertising, and the result was 42 boats racing, and minimal hassles, especially considering the number of competitors. I was able to get up to Marblehead to provide some support during the Wednesday measuring, but Ric Dexter and his team had things well under control and I was able to spend my time meeting some of the competitors and helping out with some of the sail measuring issues. I would like to congratulate Ric for his excellent planning as he was able to get all 24 of the Fleet 2 boats that were entered weighed and corrected well in advance of the event. It doesn't happen without a good plan in advance.

Observations on Weight Correction

This was the first year that the new rule 7G (regarding weight correction) was in effect, so I was anxious to see how this worked out in reality. Ric Dexter was able to provide me with detailed weight data for the Fleet 2 boats so it is possible to draw some conclusions.

Twelve of the Fleet 2 boats took advantage of the new 7G. The maximum weight reduction was 108 lb. with a total of 712 lb. for the 12 boats for an average of 59 lb. per boat. It was interesting that 7 boats that were above Class minimum chose not to do any correction. I also noted a small number of discrepancies between the existing weight certificate and a reweigh. The

weighing for this event was done using our Class scale, which was recently calibrated, and required no correction.

The correction amounts by item were variable. This indicates to me that there was some variability to the original cabinetry that was installed at TPI and probably some accuracy problems with how they are weighed. Scales vary at weighing lower weights. The most practical option for weighing smaller items is a shipping scale, and even the low cost ones are quite accurate. Bathroom scales are not accurate especially at lower weights.

Below I have tabulated the items and the corresponding weight ranges. No one chose to remove cabinet doors, and I think this is for the good reason that they don't weigh much and are located in a position of minimum impact. Two boats chose to remove the head door even though it sits near the center of balance of the boat and removal will make the female crew unhappy.

Cabin Cushions:	12 – 16
V-Berth Top Port:	9.5 – 11.5
V-Berth Top Stbd:	10.5 – 11.5
V-Berth Lower Fwd:	5.0 – 9.0
V-Berth Lower Aft:	7.5 – 10.5
Head Door:	14.5
Second Battery:	38.0 – 50.0
Qtr. Berth Fwd.:	5.0 – 8.5
Qtr. Berth Aft:	7.0 – 12.0
Stove:	10.0

Sail Measurement

Sail Measurement was divided up over a couple of sail lofts in Marblehead with the goal of a loft not measuring their own sails. The sails to be measured were selected on a quasi random basis with the goal of measuring a representation of newer sails from each sailmaker.

There are two keys to good J/105 sail measurement. First, the measurer must be familiar with the procedures spelled out in the Equipment Rules of Sailing. There are nuances on locating the measurement points that are critical to accurate results. Many sailmakers are hands-on people who are knowledgeable in the measurement techniques so they are the best resource for measuring at a regatta. These guys are also very good in providing the necessary space and time. I am sure they don't mind getting a detailed look at the competitors' product. They deserve our thanks. Second, it is necessary to have an accurate scale as our rules specify a minimum jib weight. Since a fraction of a pound is the difference between success and failure, it is important to have the right number.

Main sails are very easy to measure, and historically there have been very few problems with rules compliance. A lot of this comes down to the physical restraints that a main must fit. Luff too long and it won't fit the mast. Foot too long and you run out of outhaul room. Too much roach and it gets stuck on the backstay worse than it already does.

Jibs most often have a problem with the minimum weight of 23 lb. which is the weight with battens included. Note: when your jib is to be measured, make sure the battens go with it. The sail cloth used by several sailmakers results in a jib that only weighs about 19 lb., although a couple of sailmakers have beefed up the cloth so they can get to the minimum weight with a stronger product. The light-cloth-sailmakers have been making up the difference by adding weight to the tack patch and sometimes in the batten pockets. This work is typically done at the local loft so there is some variability in the result. This resulted in some last minute additions to a small number of jibs to bring them up to weight. There was one jib that did not meet the mid-girth requirement, but otherwise all jibs measured to the rule.

Spinnakers are a different story. There is more flexibility in design, due to the nature of the beast, so it is fairly common for spinnakers to measure large. This problem is enhanced by the fact that nylon grows as it absorbs moisture from the surroundings. A few spinnakers measured large but after a thorough drying were OK. Clearly the sailmakers are working hard to get the most out the rule, and maybe some are working a little too hard. I watched the Kattack data for evidence of this, but it quickly became obvious that sail size is a very small factor in downwind speed. Downwind performance, especially in a fleet of 42 boats, is dominated by clear air, tactical position, trimming and driving—to the point that a small difference in sail area isn't much of a factor. There are various philosophies employed by the different designs, and size might not matter. The correct answer regarding spinnaker design for the J/105 is still in the TBD category. There is definitely a lot of experimentation going on, spawned by the previous rule change that removed restrictions on which of the two spinnakers can be used. Initially there were some reaching designs, but in my follow-up discussions with some owners who bought one, the consensus has been that they don't use it. The so-called AP design continues to be the large favorite, although sorting out who is doing what is difficult.

The RC did run one triangle course that resulted (after a wind shift) in some very tight reaching with the spinnaker. Some have picked up on the technique of using the jib in combination with the AP or VMG style spinnakers to create an effective reaching sail. The jib, in addition to providing more sail area, serves to steer the flow, allowing the spinnaker to keep working at much higher angles. The result is a significant speed boost over the spinnaker alone at apparent wind angles tighter than about 70 degrees.

Herding Cats

Ric Dexter, J/105 Fleet 2 Measurer



Herding Cats at a large company is my day job. Inspecting 42 boats at the J/105 North Americans was no different, but the big change was that these were cool cats.

The skippers, crews, Eastern Yacht Club dock master Mike Smith's staff and Marblehead Trading Company made the all the difference in the world. For me, the process went better than expected with cooperation and true teamwork from all involved.

What also made the process strong was the discipline that the J/105 Fleet nationally has achieved in almost 20 years of racing. The J/105 rules level the playing field for boat weight and crew weight, plus limits the arms race on sails and go-fast equipment. You are left to your own victory or demise on the race course.

Fleet 2 boat certification preparations for this event started in 2008 and led right up to days before weighing 26 Fleet 2 boats in six sessions. For the NAs, we started a barrage of e-mail traffic to all the entrants about six weeks ahead, setting expectations that the checklist was king. E-mail and phone communication, especially from the out-of-town boats, was brisk and helpful.

The inspections were split into four days, starting Saturday before the event. Much to my surprise on the first day, only three out of 10 boats inspected passed 100%. Folks were scattering to comply by visiting marine supply shops for in-date flares, radar deflectors and just about anything else you could think about on the checklist.

My biggest fear that nobody really reads e-mail (guilty) was now reality. But what I realized on that day and throughout the process was that people are really busy with their lives and jobs, trying to save the economy. We were easily able to help everyone get their boats qualified in short order.

A final e-mail salvo went out Sunday for the remaining 32 boats, and things began to improve as we approached the first race. We pumped out each boat in less than 30 minutes, much less if well prepared. Fleet 2 Captain Brian Harrington and I tag teamed the inspections for the last 24 boats and things were clicking like a well oiled machine on Tuesday and Wednesday.

The worst thing that happened during the inspections was extra slow lunch service at an on-the-water restaurant. "I'll take that to go, thank you very much," as I watched the afternoon J/105 parade begin.

With approval of the Fleet, we took a different approach to sail measurement. Since we had no space to pull sails for immediate measurement, we chose to take representative samples of each sailmaker's newest sails and shipped them to three local sail lofts.

That process worked well for us and for most of the owners. It was an interesting exercise because no sailmaker measured his own sails. What was also interesting is that we flagged four of the six sailmakers with out of tolerance sails that got corrected prior to race day. That fact will prompt future expectations and possible rule revisions.

All that said, this venue was a rewarding and educational experience for Fleet 2. The Marblehead weather was as fickle as usual but held for some great racing. Hats off to PRO Ken Legler and Eastern's Susie Schneider for flawless execution with no general recalls in 11 races. This effort was on par with any top regatta including KWRW.

Thanks to all who participated. It was a ton of fun. We look forward to hosting again in the near future.

Thank You Bernie Girard for your time and service as Class President!



Photo courtesy of: Chris Howell



PHOTO BY WALTER COOPER

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