

**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**



**J/105 North American Championship**  
**October 17-21, 2012**  
**San Diego Yacht Club, CA**  
**[www.j105nac.com](http://www.j105nac.com)**

**S u m m e r   2 0 1 2   •   V o l u m e   3   •   I s s u e   3**



# 2013 MIDWINTER CHAMPIONSHIP

**2013 J/105 MIDWINTER CHAMPIONSHIP**

March 8-10

Lakewood Yacht Club

Seabrook, Texas

[www.j105mw.com](http://www.j105mw.com)

## President's Corner

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This is the time of year that we all wait for. Sailing season is in full swing, and reports are coming in that all fleets are racing actively around the world. The NOOD regattas continue to be well attended, with congratulations going to Jerry Diercks, Blane Shea and Charlie Garrard for their first place finishes at the Seattle, Chicago and Marblehead NOODs respectfully. As always, the upcoming San Francisco NOOD (September 22-23) will be a highly attended event, and I look forward to see how the results stack out.

Currently we have 22 boats registered for the NAC this year in San Diego. I am sure this number will continue to grow as we get closer to the October 17-21 regatta. The event is being hosted at the San Diego Yacht Club and should be world class in every way. This will be the first time we have a chance to race against Dennis Conner, one of our newest fleet members. This year, surrounding the NAC, there are a number of additional events in San Diego to keep your interest high:

October 13-14 - SoCal J/105 Champs  
October 17-21 - J/105 North Americans  
November 2-4 - J/105 Masters  
November 9-11 - Lipton Cup

One of the highest priorities that your officers had this year was to continue to grow the fleet. We have canvassed the fleets contacting old members and have chased sold boats. We currently list 643 hulls on our website with 270 members and 94 associates. As you can see, the fleet is holding its own, but we need your help. We all know who owns those non-active boats on the dock, so please call and invite them to your local fleet activities. Getting them involved in local social activities will hopefully lead to an additional boat on the starting line. Please let us know if there is anything your officers can do in the effort.

Safe travels to everyone attending the NAC this year, and fair sailing,

Vic Forsyth, J/105 Class President



# Southern California Fall Series

## Top 10 Reasons to Sail a J/105 in SoCal for a Month

**San Diego J/105 sailors have planned a month of racing for you to enjoy. The series of J/105 events include the following dates:**

- October 13-14 - SoCal Championship
- October 17-21 - J/105 North American Championship ([www.j105nac.com](http://www.j105nac.com))
- November 2-4 - J/105 Masters
- November 9-11 - Lipton Cup

*J/105 Fleet 8 has offered the following Top 10 Reasons to Sail a J/105 in SoCal for a Month:*

**#10 Logistics** - Inexpensive trucking to get your boat to San Diego, free trailer storage and free trailer usage.

**#9 Awesome Venue** - San Diego Yacht Club is famous for great racing and world class race management. Enjoy spectacular sailing off Point Loma and Coronado. SDYC is also home to many national and international champions.

**#8 So Much To Do** - San Diego offers endless opportunities for activities that your family will enjoy. Spend the day relaxing at the beach, visiting picturesque seaside villages, exploring the San Diego Zoo, Sea World, Legoland, amusement parks, the USS Midway and plenty more options to discover something new.

**#7 Great Deal** - Driscoll Boat Works is offering a deal on getting your boat ready to sail once in San Diego. Service includes launching the boat and stepping the spar (and re-hauling and un-stepping after the event)...all for \$500! Contact Chuck Driscoll at [chuck@driscollinc.com](mailto:chuck@driscollinc.com) for more details. WOW, now that's a great deal!

**#6 Practice Opportunities** - The SoCal Champs will be held the weekend prior to the NAs, open to all J/105. An excellent tune-up and practice for the big event!

**#5 Dennis Conner** - The newest member of Fleet 8 is already registered for the North American Championship. How much fun would it be to race against America's Greatest Sailor, America's Cup Champion, Etchells 22 World Champion, Star World Champion, SORC Champion, El Toro World Champion?!

**#4 Sail Inventory** - For those in the San Francisco fleet, there is a provision in the Notice of Race allowing a temporary purchase of additional inventory of sails for Southern California sailing.

**#3 Camaraderie** - Catch up with your J/105 friends from around the world gathered in San Diego as we share our sailing exploits with each other after a great day of racing. NOTE: the San Diego YC bar, restaurant and porch are amongst the nicest in the world.

**#2 Social Events** - Not only will the on-the-water activities be enough reason to come to San Diego, there are festivities planned to keep all entertained. Highlights include the "Taste of Point Loma" at SDYC showcasing an eclectic array of eateries offering signature selections to enjoy as well as wine and beer tasting, and the "Surfin' Safari" will be a rockin' beach surf party with extraordinary local cuisine, cool libations and all that is unique to San Diego.

**#1 Awesomely Great Weather** - San Diego is a fantastic place to sail in October with fabulously sunny, warm weather and consistent breeze!



## New Owner Dennis Conner Enters J/105 North American Championship

The J/105 Class has a new boat owner that maybe you've heard of—Dennis Conner—who was recently named America's Greatest Sailor by the membership of US Sailing. Conner is the new owner of J/105 hull #3, now called *DC's Pholly*. In an interview with the J/105 Class, he shared his thoughts on his newest fleet as well as his sailing career.

When asked what led him to purchase a J/105, his answer was clear—the 2012 J/105 North American Championship at San Diego Yacht Club this October 17-21. He summed it up simply, "I like to race, and this is a chance to race against friends, like Dennis and Sharon Case." Long-time members of the J/105 Class, the Case Family actively campaigns *Wings*, and as Conner's neighbor, just might have had a little influence on DC's recent purchase. "Case is the favorite to win the championship," Conner said proudly of his friend. Although he has yet to race on a J/105, Conner plans to learn his way around *DC's Pholly* in the coming weeks prior to the North American Championship.

With almost 700 J/105s in existence, hull #3 has obviously been around for a while. Does *DC's Pholly* need a little TLC? "It needs a little help because it hasn't been sailed much," he admitted. "Our local fleet takes excellent care of their boats, so I'll have to get mine up to those standards. They are such beautiful boats." Conner noted that J/105 Fleet 8 has a reputation for its intensity, and he commended the Class for its favorable reputation. "The boats hold their value quite well, which is a testament to the Class."

Regatta participation has gone down in many classes over the past year or two, but Conner complimented the J/105 Class for holding its own compared to other fleets. "The J/105s really are a robust Class. We've seen the Etchells fleet drop locally from 45 to 12, but not the J/105s." He called out two primary factors in

the current struggle facing many fleets and yacht clubs in maintaining members and participation—time and money. "With two people working, not everyone has the time it takes to be competitive." In his opinion, the J/105 Class has built-in cost control with its sail purchase limits, plus used boat prices are very reasonable. "This bodes well for the J/105 Class."

In a career with a plethora of achievements, three particular accomplishments stick out in Conner's mind. "Winning the Star Worlds in 1977 with 89 boats," he recalled. "It was in Kiel, Germany, and we won every race." And it would be hard not to recall the four America's Cup victories and a bronze medal from the 1976 Olympics. "Winning the bronze was really special. Getting a medal around your neck while hearing the Star Spangled Banner is something I'll never forget." The champion was quick to tip his cap to a few other fellow contestants, including Buddy Melges, runner-up in the "America's Greatest Sailor" contest, and legendary Lowell North. "I really look up to Lowell North," Conner commended. "Imagine, four Star National Championships and being the world's best sailmaker. He is my hero."

Conner is registered for the J/105 North American Championship, and predicted entrants will see ideal conditions on the race course with steady Southwest breezes of 7-14 knots. He also expects stellar shoreside activities at the San Diego Yacht Club. As far as his own expectations, "I'm not sure what to expect. I'm realistic, and my goal is to be competitive and enjoy the regatta. I'm just excited to be part of it!" And so is the J/105 fleet!

*It's not too late to join DC at the 2012 North American Championship!  
October 17-21  
San Diego Yacht Club in California  
[www.j105nac.com](http://www.j105nac.com)*

# Technical Committee Report

Walt Nuschke – Class Measurer, Fleet 3, Annapolis

Pat Benedict – Fleet 1, San Francisco

Robert Baker – Fleet 4, Toronto

## *Rules Review Season*

Every member of the Class had the opportunity to participate in the recent poll regarding the sail and professional portions of our rules. These polls have become the preferred way of sorting out attitudes regarding various proposals that come before the ExComm and the Technical Committee. It is important that members participate in these polls because they are taken very seriously.

### *The status of professionals in the Class:*

The history is that the Class initially had minimum restrictions on professional participation. This led to a certain professional sailing on a boat that was unbeatable, which generated a lot of complaining. Subsequently, our strict no-pro (except a 100% owner) rules were constructed. This has done a lot to maintain participation in the Class and has generally been a good thing. There are several classes that have fizzled over this issue.

Nothing is ever perfect, and it has been repeatedly suggested that the lack of professionals has held the J/105 Class back due to lack of press and inhibited sail development. The sailing press likes to write about famous sailors, and the sailmakers aren't on the boat so don't have much to go with. If you ever wondered why the tuning guides are not so good, this is the reason.

The ExComm has also been doing some market research which indicates that the lack of professionals is holding back sailor development. The suggestion is that a professional on a boat can disseminate a lot of knowledge that quickly raises performance. It is difficult to argue against this point.

The best solution that we can see would be to allow professionals under restricted conditions. Unfortunately, due to a wide variety of local circumstances, it is difficult to write generalized Class rules to make this official policy. After talking to some of the Fleets, we have found various solutions that help to varying degrees. Fleet 3, for example, waives the crew and sail rules for races that don't count for high point. This is helpful except that the pros seem to land on the best boats so I'm not sure how helpful this is. Some Fleets allow professionals if the boat has never won a race. Others allow pros in specific races, and so on. It is easy to cook up a lot of variations on the theme. These variations are all working toward raising the level of competition and minimizing the horizon effect that kills participation by new and inexperienced owners.

The J/105 Class has always encouraged adherence to Class rules at the local level, and many fleets operate this way. Carefully crafted exceptions to the no pro provisions could do a lot toward raising the level of our less experienced owners. The primary consideration being that the professionals end up on the boats that need the help. Generally allowing professionals is not helpful because the professionals will gravitate toward the boats that stand to make them, and the products they sell, look the best.

### *Sail Technology:*

Each year at this time, the Technical Committee does a review of our sail rules to see if anything is out there that would benefit the J/105 Class. This means contacting various sailmakers and getting their input on any changes that might be beneficial. This input ends up being a mix of useful information colored by the desire to have rules that favor that sailmaker's product.

This year, the big issue has been North 3Di technology. You might have seen these sails on the Volvo boats and various other high-end boats. The key to 3Di is the elimination of Mylar. Mylar shrinkage under stress, and the delamination problems that come from gluing layers of incompatible materials, account for the primary failure mechanism in our jibs. 3Di is made from threads of material like Aramid that are bonded into one piece and would qualify in our Class under the “Woven” definition in our rules.

North has proposed a 50-50 blend of Aramid and Spectra, and a J/105 jib has been under test in Fleet 3 in Wednesday night races. The feedback comments have been very high (“bullet proof”, “you only have to look at who won to see who had the jib”, etc.). The sail is not light, but rather built to last.

Unfortunately there is one big problem—cost. The sail is expensive, in part because of materials, but also because the manufacturing process is new. No one has been able to provide a cost to this date, so if you can’t get a cost the answer is high and why is it you were asking? One of the strong principles guiding our sail rules has been to not allow sail technology that would give advantage only to those who can afford it. 3Di is clearly a technology that is a game changer, so until the cost issues are resolved, we will have to wait. This was also true of Aramid, once upon a time.

Regarding conventional laminate sail materials, one of the sailmakers provided some ball park relative prices. If Aramid is the current standard, Pentex cost is 15% less, and Carbon Blend (mix of carbon and Aramid) is about +15%. These cost relationships have shifted in the last few years as Pentex has gone up due to lower volume, and Carbon has come down a lot due to higher volume and the use of blends.

In the Carbon world, there are various grades. Most sails that are sold as “Carbon” are in fact blends. This helps keep the cost in check while giving most of the benefit of true Carbon.



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Paul Beaudin  
J-105 Class Specialist  
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- 2011  
Fleet 6- 1  
LYCRW- 1  
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## J105sails.com

# 2013 J/105 Midwinter Championship

## March 8-10

### Lakewood Yacht Club Seabrook, Texas

[www.j105mw.com](http://www.j105mw.com)

Join the exciting racing at the 2013 J/105 Midwinter Championship on Galveston Bay. Last year was an extremely exciting and windy regatta, compiled of a solid first-time attendance of 14 boats from New York, Annapolis, Bermuda and Texas. In 2012, Fleet 17 rallied the troops and pulled off the regatta to replace our traditional KWRW Midwinters with relatively short notice. Based on the success and feedback from the initial event, we have been given the opportunity to host a second Midwinters with racing March 8-10.

For those who come a day early, Fleet 17 will host an event for sailors at the world famous Houston Livestock Show and Rodeo on March 6. This will give sailors a chance to get into the Texas spirit, practice and prepare their boats. If you don't need practice, spend the next day at the Johnson Space Center (NASA) and learn how to land a vehicle on Mars. Everyone here is still buzzing about that. NASA is only a five-minute drive from Lakewood Yacht Club.

As was the case last year, we will make every effort to keep costs down. We will include crane service in the entry fee, and housing costs will be extremely reasonable. The entry fee is only \$400.

If you are interested in keeping your boat in the Kemah/Galveston Bay area for the winter and competing in multiple events, we would love to



have you join us. Sailing weather is good all winter. Contact Uzi Ozeri at [uzio@hotmail.com](mailto:uzio@hotmail.com) to work out details. Uzi has been hard at work locating reasonable safe accommodations for our out-of-town boats. For other questions, contact Bill Lakenmacher at [bill@lockprotective.com](mailto:bill@lockprotective.com) or by phone at 832-419-6181.

It is only a suggestion...but if I lived in a frigid winter environment and could move my boat South and store and race it for about the same cost as putting it to sleep, occasionally putting on my winter coat to go stare at it and break off icicles, I would have to give some consideration to "snow birding."

Come show us why you are such a "hot shot" in your fleet when you compete against the best from around the US and Bermuda at the 2013 J/105 Midwinters.

See "y'all" in March,  
Bill Lakenmacher, Fleet 17



# SURVEY SAYS

By Christopher Howell

The J/105 Class recently surveyed the membership on a variety of issues. With 113 responses, we have summarized the highlights.

When members were asked if they would favor relaxing the rules to allow one professional sailor on board as crew for local club events, only 45% said YES. The sentiments increased when asked if they would favor relaxing the rules to allow one professional sailor on board as crew for regional events (79% NO), or all events except Midwinter or National events (85% NO). The “No Pro” rule has often been cited as a primary reason why the Class has been so successful, and these results would indicate that feeling is still dominant.

When questioned if they would favor changing the charter rules (3.10) to allow non-owners to charter if they still met the membership and ISAF Group 1 conditions, the results were somewhat more favorable with 65% supporting such a rule change.

In regard to sail purchase issues, the results were telling. For the query of do you think the Class sail rules should be structured solely for the purpose of low cost, 64% said NO. Conversely, when asked if the sail rules should be open regardless of cost, the answer was a solid 82% NO. If presented with

the option of buying a jib that will last one season or another that will potentially last two (or more) seasons, members were probed on how much increase in cost would be acceptable for the longer life jib. 87 % said they would pay 25% more, and 28% said they would pay 50% more. When asked about supporting the idea of allowing two jibs on board so that when the wind is up, an alternative jib can be used as a way to extend the life of the primary jib, 56% said YES.

The survey was taken by a broad sample of fleets across the nation with both east coast and west coast responses. When it comes to communication, the membership has consistently preferred e-mail as the best vehicle for delivering information.

This survey was an effort to get feedback on ideas which have been suggested to, or by, the Class Officers. The Officers and Technical Committee will discuss the results and review the written comments. As always, any suggested rule changes will go through an official vote by the fleets represented on the Executive Committee.

If you have any questions, please e-mail [howell@j105.org](mailto:howell@j105.org).

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# Calendar

Dates	Event	Contact
September 6-9, 2012	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
September 22-23 and 29-30, 2012	American Fall Series American Yacht Club Rye, NY	Paul Beaudin 917-584-5194
September 22-23, 2012	San Francisco NOOD Corinthian Yacht Club Tiburon, CA	Valerie Mey 401-845-4412
September 28-30, 2012	FWBC J/105 One-Design Regatta Fort Worth Boat Club Fort Worth, TX	Richard Edgecomb 214-533-8505
October 13-14, 2012	SoCal Championship San Diego Yacht Club San Diego, CA	Dennis Case
October 13-14 and 20-21, 2012	Manhasset Bay Fall Series Manhasset Bay Yacht Club Port Washington, NY	Paul Beaudin 917-584-5194
October 13-14, 2012	J Fest Southwest Lakewood Yacht Club Seabrook, TX	Fleet 17
October 17-21, 2012	North American Championship San Diego Yacht Club San Diego, CA	Jon Dekker 619-838-5066
February 15-17, 2013	St. Petersburg NOOD St. Petersburg Yacht Club St. Petersburg, FL	Jennifer Davis 401-845-4412
March 8-10, 2013	J/105 Midwinter Championship Lakewood Yacht Club Seabrook, TX	Bill Lakenmacher 832-419-6181
April 18-21, 2013	Charleston Race Week Charleston Harbor Resort & Marina Mt. Pleasant, SC	Daniel Havens 843-722-1030, x18

# Calendar

June 23-28, 2013	Block Island Race Week Storm Trysail Club Block Island, RI	Marcy Trenholm 914-834-8857
June 28-30, 2013	Long Beach Race Week Alamitos Bay Yacht Club & Long Beach Yacht Club Long Beach, CA	ABYC 562-434-9955 LBYC 562-598-9401
September 26-29, 2013	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
October 31-November 3, 2013	J/105 North American Championship Annapolis Yacht Club Annapolis, MD	Chris Groobey 703-201-9945

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 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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