

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

2013 J/105 North American Championship

Annapolis Yacht Club • October 31-November 3

www.j105nac.com

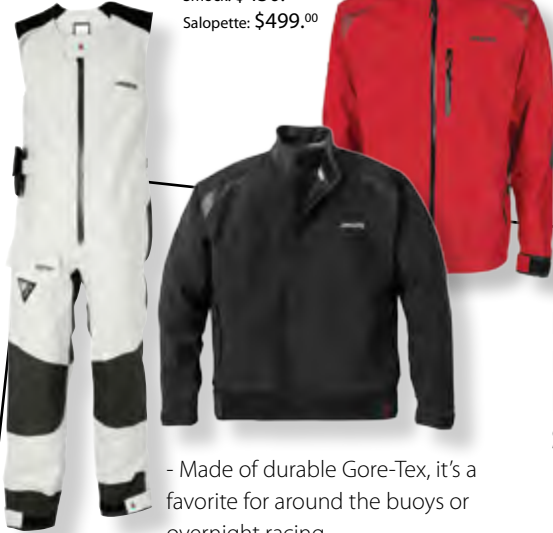


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Promoting Our Boat (*continued*)

In the last newsletter, I talked about various ways to promote our boat and attract new owners. In my opinion, the most overlooked strength of the J/105 actually has nothing whatsoever to do with racing. Now I know this newsletter, and pretty much 100% of all our discussions, revolve around racing the boat, so what I'm about to say may seem like sacrilege to most of you.

If you cast your eyes back over the earliest marketing material from J Boats when the 105 was introduced, you will note that it was not being positioned as a race boat at all. Rather a family daysailer. That's right—daysailing.

As much as I'm fanatical about racing, I also greatly enjoy taking people out for a sail, especially people who have never been sailing—just for the sheer pleasure of it. In most cases, this has included my daughters and many of their friends. Often we will have 10 people sitting around sunbathing, drinking, listening to music, chatting and generally having great fun. All while I handle the boat without help (including flying and dropping the spinnaker!).

So what has this got to do with promoting our boat? Everything!

The J/105 has a huge cockpit. A small jib on a furler. An 'easy to handle' asymmetric spinnaker. And the controls are all at hand as if it were a Laser. When I think back over the 15 years I've owned my boat and all the prospective buyers I've taken out, the pattern was the same, i.e. their priority was one-design racing. However, daysailing and cruising were always at the back of their mind. Once people get over the lack of headroom down below and you point out that studies show people spend 90% of the time above decks (not below), their perspective begins to change.

In my case, what has always clinched the deal was taking them out on a breezy day. I would not only do everything myself but also put the chute up, trim it, jibe it and drop it...all without their help. Try doing that on most boats! A couple of small blocks hanging off the back allows the spinnaker sheets to be led aft and dropped behind the wheel (or tiller), together with a little help from the autopilot for the drop, and a slow 'mexican' drop makes it all seem so easy.

So when we are next pitching our boat to people and we talk about the great racing we have, don't forget to seal the deal and pass on what an awesome boat the J/105 is to go daysailing in.

Ian Farquharson, J/105 Class President

In 2007,
69 boats raced in
the J105 North American Championships
in Annapolis, MD

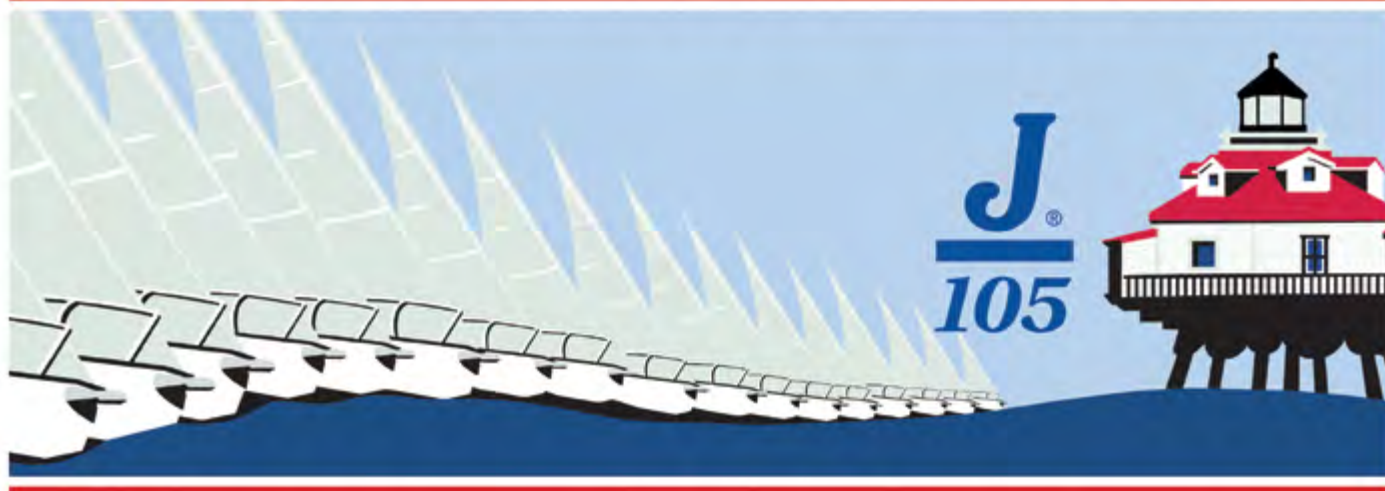
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For more information, visit www.J105nac.com



Photographer: Larry Martin

J-105 NORTH AMERICAN CHAMPIONSHIPS



ANNAPOLIS MARYLAND OCT 31 - NOV 3, 2013

2013 J/105 North American Championship

Annapolis Yacht Club • October 31-November 3

www.j105nac.com

*By: Chris Groobey (Java), Event Chair
Andrew Kennedy (Bat IV), Fleet 3 Captain
Linda Ambrose, AYC Regatta Manager*

The Annapolis Yacht Club and J/105 Fleet 3 (Northern Chesapeake Bay) look forward to welcoming fellow 105ers to the waters of the Chesapeake Bay for the 2013 North American Championship. Following are a few updates on the event, as of early September:

The Notice of Race has been distributed and the regatta website is open at www.j105nac.com. Racing dates are Thursday, October 31 through Sunday, November 3. Registration is Wednesday, October 30. Crew weigh-ins and boat inspections will be required; details are in the NOR and inspections can be scheduled on the regatta website. The entry deadline is October 11.

AYC will be offering free dockage to out-of-town boats, and the entry fee includes all social events for the skipper and five crew. We have also adopted the “West Coast” sail substitution rule to encourage participation by boats based in San Francisco (see NOR 1.3 for details).

We have had a number of requests for charter information and are working with local owners and brokers to see if boats will be available. Please contact a member of the planning committee for the latest updates.

For those interested in arriving in Annapolis early, the Annapolis Yacht Club is offering a J/105 start in the

Fall Series regatta, with racing days on October 5 and 6 (traditional round-the-buoys courses) and October 12 (distance race). This is always a great event, with the same RC as the NAC and likely similar conditions to the NAC.

Please let the regatta committee know how we can help to make your travel and stay in Annapolis as easy as possible. We will be providing information on pre-regatta storage and yard options soon, and there will also be inexpensive post-regatta storage options for those boats who wish to stay in Annapolis before heading farther south or until the spring 2014 NOOD regatta.

We are grateful to our friends from the Toronto fleet (hosts of the 2014 NAC) for offering to host a “Canada night” at our event. And we have already secured sponsorships from PayPal and other companies with connections to Fleet 3. As we all know, more sponsorship money means a more fun regatta so we welcome ideas for additional sponsors and can provide background materials on the regatta and sponsorship opportunities if helpful.

Please let any of us know how we can make this a better regatta for you. Many of the Annapolis fleet have traveled extensively to other clubs, including other NACs, and we look forward to hosting you at what we hope will be remembered as one of the best NACs yet.



Block Island Race Week Thank You

By Rob Béguelin



I wanted to write to thank everyone involved with getting the seven high schoolers from Washington DC and me on the water. From finding the right charter, a J/105 with a great owner Bruce Tait, to a warm welcome from the Storm Trysail volunteers, this adventure came off smoothly.

The conversations and support provided by Harry Morgan and all whom he cc'd with the idea of racing a J/105 were great. I met some of the individuals on Harry's original list including Dr. Olsson whose crew on *Morning Glory* were especially helpful and instructive to our young crew. That is not withstanding *Morning Glory's* on the water statement during one of the last races that a J/111 was looking for crew—my crew—as one offered to jump ship right then and there.

Vice Commodore Lee Reichart and Commodore Nick Langone greeted the kids on the first day and personally welcomed them to BIRW. As one of the kids said, it was the start to the best summer he has ever had.

Commander Gasiorek of the United States Merchant Marine Academy graciously toured the crew through the USMMA tender and most importantly through their Swan 42. Watching the seven of them sitting in the cockpit area while various members of the Kings Point crew explained how things worked was great to see. Ed Stacy, a graduate of USMMA, one of the Swan 42's crew and an instructor at DC Sail, was instrumental in arranging this opportunity.

Through the efforts of Holger Hinsch and with permission from owner Ed Frietag, the kids were able to tour *Down Time*, a Summit 40 during one of the race delays. I asked one of the young crew while they

...the power to perform

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
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Outside Images/Bob Grieser photo

clambered over the boat if he had learned anything. While looking at the carbon fiber mast and without missing a beat, he said, “Yes, Mr. Beguelin, you need a new boat.” The crew of *Shamrock*, berthed next door, and I nearly fell into the water laughing.

I would also like to thank Ian Farquharson, President; Chris Howell, Class Administrator; and Paul Beaudin, Fleet Captain for helping me with J/105 Class Rules. Their support was invaluable. The J/105 fleet is very competitive. The kids and I were proud to have competed in the Class whose winner, *Eclipse*, took overall honors at Block Island Race Week.

As one of the many bonuses, two crew members, during a Storm Trysail organized Tug of War contest on the Narragansett Hotel Beach, met Peter Miller, last year’s Connecticut College Sailing Team Captain. Both crew members are interested in Connecticut College. Peter talked about CT College and recommended that they contact the sailing coach there, mentioning that they had met him while racing at BIRW.

My goal was to give kids who sail and race dinghies with no spinnakers the opportunity to sail on keel boats with spinnakers. The hope is that they will develop enough confidence and love of sailing to continue to sail after school. Towards that, I am happy to report that one crew member on his lay day was asked to race on a J/80. This J/80 is based at Solomon Island, Maryland; consequently, this young man has a berth for the summer. That skipper has a lot of contacts in the fleet so there is hope that one or two of our other crew members will find berths as well. Others have offered to help find berths for these “seasoned” young crew members on J/22s in the Annapolis area. I will be following up on those offers.

The kids do not know of all those who helped make this wonderful adventure a reality, but I do and I thank all for making it possible.



Bucket List

Mike Hatch from SoCal got a last-minute crew position on a J/105 for the Chicago-Mackinac Race, arranged by Bruce Cooper of Ullman Sails Newport Beach. He happily told Bruce, "Thanks for hooking this up...great bucket list item completed." And here is his report:

The J/105 Chicago event gets a sailor's heart pumping when approaching the club. Especially from a West Coast sailor's prospective.

I have never seen so many clean well-maintained yachts rafted up in one place before. So cool to see the GL 70s, Puma and the Max Z86 Windquest. The people were all openly excited to do the 333 statute mile course.

The excitement accelerates when the required path to the committee boat takes you by the famous navy pier where they call out your boat's name and class. There were at least a thousand people there.

J/105 Rocking Horse (Owned by Alexander Curtis... AKA Sandy) got off to a strong start squirting between a few competitors and getting her nose out. It was a dog fight on a tight reach to our first waypoint miles away off point Betsie.

The wind finally bended to 95deg True late in the evening and allowed us to use our secret weapon "New Ullman Code Zero." Our crew coined it the "Womper" as we seemed to have speed on the fleet immediately...this put us in the upper middle of the fleet by morning and into the early afternoon when we found our boat becalmed in a large company of yachts of all sizes and shapes. We went 8 miles in like 10 hours! The Mercury heat index was on the rise, and we found ourselves battling heat exhaustion and sun exposure. To make matters worse, the bugs seem to get blown off the very green and swampy lake shore to your boat where they found a buffet of sailors to eat! The challenge was putting on the sweet smelling and necessary sun tan lotion with Bug Off Spray over the top.

7:30 pm Sunday, the wind gods blessed us with 12 knots, which hit out of nowhere without a cloud in the sky...must have been some kind of thermal convection. With a last look of the fleet in eyesight, the night was upon us and the Code Zero was again in full Womper mode. "Here's Johnny" and "Gonzo" were in striking distance, and others just a mile or so ahead. Rocking Horse charged in the sails sweet spot putting us in fifth or sixth by morning when the wind decided to shut off again. Here we are Monday morning with not a ripple of wind in sight and dreading another day fighting the sun. It got extremely hot, and a swim was in order. Only problem, the bugs seem to like a wet human buffet better than the dry! We had turned our boat hook and battle flag into a sunshade off the backstay to keep the helmsman in full concentration mode trying to get small gaps of progress over the others. Monday night with 85 miles to go was a pretty bleak report from the nav station, and the sunset wind we experienced the night before never came. The mosquitos from Beaver Island figured out how to find us and were literally humming in the cockpit so loudly you could hear them from your bunk! My 4 am watch was up, and the bug spray and long sleeves went on. Rocking Horse had up an

old AP spin and seemed to be blessed with a puff here and puff there in an otherwise glassy lake full of a converging fleet heading for the "Grey Reef Zig Zag." Rounding Grey Reef with a nice aft breeze, the fleet was charging down to Mackinac bridge. Rocking Horse experienced some great gibes that put her in third place by a nose at the last mark to round just after Grey Reef. The code zero went up again and allowed us to stretch a few boat lengths over the others before a lifting breeze forced our hand in putting up the older Runner. 7 to 8 knots of speed and a zig rather than a zag brought us to the finish line in an unofficial sixth place. "Pterodactyl" sailed into first well ahead of the rest of the fleet by taking a higher Milwaukee route off rum line. "Striking," "Sea Lark," "Buzz" and "Here's Johnny" all sailed well and rounded out the top of the J/105 fleet.

The harbor was swamped with race boats all finishing at once and ready for some Veuve Clicquot and rum! Mackinac is an awesome host city that has a vintage character that quickly influences you to return. Our crew jumped onto a horse drawn carriage to a hilltop view in an old Victorian lodge for dinner! I ask you, what other yacht race is that available? The Famous



Pink Pony Bar was packed with live entertainment and tired sailors swapping stories.

The J/105 sailed all the different wind angles perfectly and was a good boat to be on!

This was my first Mack, 24 more and I'll become a goat. The race is special, and you can see why so many participate year after year.

Next year I'm sure with a new set of fresh sails, the Rocking Horse will enjoy a top finish in our class.



Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

(Vacant – Technical Committee Member needed)

Rule change season is upon us. We have discussed most of these changes in previous issues and on the J/105 forum, but now it is time to officially vote on them. There are five rules changes proposed for this year, in contrast to last year when there were none. These changes are designed to reflect what is already being done for the most part, simplify sailing and tuning of the boat, and fix clerical errors.

In addition, the Technical Committee is in need of another member. If you are interested in being a member, let Matt Arno and the Class Office know.

Proposed Rule Change 2013-01

The Class does not have the authority to make and/or authorize some of the changes to the Class Rules that are done for specific series or events, such as when modifications to the sail purchase rules for the North Americans are made to allow San Francisco-based boats to purchase light air sails beyond the sail purchase restrictions. Section 11.8 of the Class Constitution shall be changed as follows:

The following shall be appended to the end of Section 11.8 of the Class Constitution:
“The Regatta Committee may authorize modification of the Class Rules for individual regattas or events.”

Discussion

It is common for deviations from the class rules to be allowed, especially at the local level. Many local fleets use some method to relax the class rule regarding the crew weight limit for intrafleet regattas and series. In general, this serves to increase participation and is

viewed as a positive measure. On a broader level, the 2012 NA's included provisions regarding modification of the class rules regarding sail purchases to permit San Francisco boats to purchase AP sails for use at the NA's. There is a problem in that these changes are not strictly allowed by the applicable portions of the Racing Rules of Sailing, Class Rules, and the Class Constitution. Additionally, these changes are in direct conflict with Section 11.8 of the Class Constitution which states:

“The Officers shall endeavor to ensure that the Class Rules apply without modification to all one-design regattas among J/105s. The Fleets are encouraged to take all steps necessary so that the Class Rules without modification apply to all one-design regattas sponsored by the Fleets or on the Fleets' racing calendars (“**Fleet Regattas**”). In order to ensure a fair competition among J/105s from different Fleets at one-design regattas, no Fleet shall permit any modification to be made to rule 6 of the Class Rules (Sails) for purposes of any Fleet Regatta (provided that this sentence shall not apply to Class Rule 6.3 in any race with a scheduled length in excess of 25 nautical miles).”

The sail purchase change for the 2012 NA's was in direct violation of this. The same change has been proposed for the 2013 NA's. A modification of Class Rule 6.3 to allow two jibs on board for the Midwinters has also been published in the NOR for that regatta.

There is a mechanism in the Racing Rules of Sailing to modify Class Rules. Rule 87 of the Racing Rules of Sailing states that “The sailing instructions may change a class rule only when the class rules permit the change, or when written permission of the class

Technical Committee Report

association for the change is displayed on the official notice board.” However, the J/105 Class Rules have no provisions for permitting such changes to any of the class rules in the sailing instructions. Changes to the Class Rules must be performed in accordance with Section 11 of the J/105 Class Constitution. The process spelled in Section 11 is intended for permanent changes to the Class Rules and must be proposed by September 1 for implementation no earlier than February 1 of the following year. Such a process is unwieldy and impractical for reviewing and approving changes to the sailing instructions for individual regattas or series. A method to formalize and legalize what is already commonly done is needed.

A solution is to empower the Regatta Committee to authorize changes to the Class Rules for individual regattas. Per Section 10.4, the Regatta Committee is composed of the Class Officers and the Past President, and has responsibility for exercising all powers of the Executive Committee contemplated by rule 3 of the Class Rules and such other powers as the Executive Committee may delegate to the Regatta Committee.

Proposed Rule Change 2013-02

Class Rule 6.3 presently states:

“Sails Allowed Aboard: Sails used during a Class Event shall be limited to one mainsail, two jibs, and two spinnakers. Only one mainsail and one jib may be carried aboard during each sailing day.”

It will be revised to read:

“Sails Allowed Aboard: Sails used during a Class Event shall be limited to one mainsail, two jibs, and two spinnakers.”

Discussion

Since only one mainsail can be used during a Class Event, the restriction to only allow one mainsail aboard during each sailing day is moot. However, even though two jibs may be measured in/declared for a regatta, only one can be carried aboard on a given day. The proposal is to allow both jibs measured in/declared for a regatta to be carried aboard.

At last year’s Midwinters, the forecast winds were for 5-10 knots all day. However, once boats were on the race course, the winds increased to 25-30 knots for the entire day. Most boats had selected their best AP jib for the day and left their backup AP jib or heavy jib (if they had one) on the dock. If boats had been allowed to carry both jibs aboard, then many boats would have switched to their second jib once the heavy-air conditions on the course materialized. Similar situations can occur any time that the travel distance/time to the race course from the dock is substantial.

Allowing two jibs to be carried aboard would not increase costs since owners are already allowed to have two jibs declared for any regatta. In fact, allowing two jibs to be carried aboard may reduce costs in that it can extend the life of the primary or AP jib by avoiding situations where it must be used in wind conditions that will hasten its wear.

It is proposed to revise Class Rule 6.3 to strike the last sentence. This would allow both jibs allowed for a Class Event to be carried aboard and would have no impact with regard to mainsails since only one is allowed for a Class Event anyway.

Proposed Rule Change 2013-03

Class Rule 7.9 states:

“While racing, the standing rigging (other than the back stay) and the location of the mast butt shall not be adjusted, provided that this rule shall not apply to any race with a scheduled length of 25 nautical miles or more.”

It will be revised to read:

“While racing, the standing rigging (other than the back stay) shall not be adjusted. The location of the mast butt and the location of the mast at the partners shall not be adjusted after the boat leaves its dock or mooring until completion of all racing started that same day. This rule shall not apply to any race with a scheduled length of 25 nautical miles or more.”

Discussion

Some boats adjust the position of the mast at the partners between races. This is done by means of removable shims in front of and behind the mast and has a similar effect on rig tune as moving the mast butt. The Class Rules are silent on when the position of the mast at the partners can be adjusted and no official Rules Interpretation on the subject has been issued. A modification of the Class Rules to explicitly address this is warranted.

Adjustment of either the mast butt or the mast location at the partners between races is not common and could be viewed as complicating sailing and tuning the boat. On newer boats, the fit of the mast at the partners is so tight as to prevent adjustment. The proposed change simplifies sailing of the boat and “levels the playing field” with respect to boats unable to make this adjustment.

Proposed Rule Change 2013-04

Class Rule 3.3 shall be changed to read:

“An Owner is a person who legally owns 100% of the yacht or is a Group 1 competitor who is at least one-third partner in terms of financial investment in the purchase of the complete yacht and the cost of its operations. All Owners shall be Active or Associate Members of the J/105 Class Association, provided there shall be only one Active Member per boat.”

Discussion

The current version of the rule has a grammatical error. The first sentence reads “An Owner is a person who legally owns 100% of the yacht or is a Group 1 competitor who is **an at** least one-third partner...” (emphasis added). The bolded “an” is extraneous and is being deleted.

Proposed Rule Change 2013-05

Class Constitution Section 11.2 shall be changed to read:

“All changes shall be proposed by September 1 for effectiveness no earlier than January 1 of the immediately following calendar year.”

Class Constitution Section 13.2 shall be changed to read:

“All changes shall be proposed by September 1 for effectiveness no earlier than January 1 of the immediately following calendar year.”

Discussion

The February 1 effective date was originally selected in order to allow the J/105 Midwinters, historically held at Key West Race Week, to be conducted under the existing Class Rules rather than introduce a change shortly before the event. Now that KWRW is no longer the site of Midwinters, the reason for delaying the effective date of Class Rule changes to February 1 is no longer applicable. January 1 is a better date in that it places rule changes at the beginning of the calendar year, allows more time for fleets that do not race over the winter to implement changes as applicable, allows more time for implementation before Midwinters, which is now being held in March, and provides consistency for the issuance of sail tags when rule changes impact sail design.



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Calendar

| Dates | Event | Contact |
|-----------------------------|--|----------------------------------|
| September 26-29, 2013 | Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA | Race Office 415-563-6363 |
| September 27-29, 2013 | J/Fest & Southern California Championship San Diego Yacht Club San Diego, CA | Fleet 8 |
| September 28-29, 2013 | American Yacht Club Fall Series American Yacht Club Rye, NY | Race Committee 914-967-4800 |
| October 5-6, 2013 | Annapolis Yacht Club Fall Series Annapolis Yacht Club Annapolis, MD | Linda Ambrose 410-263-9279 |
| October 5-6, 2013 | American Yacht Club Fall Series American Yacht Club Rye, NY | Race Committee 914-967-4800 |
| October 19-20, 2013 | Annapolis Yacht Club Fall Series Annapolis Yacht Club Annapolis, MD | Linda Ambrose 410-263-9279 |
| October 19-20, 2013 | Manhasset Bay Fall Series Manhasset Bay Yacht Club Port Washington, NY | Race Committee |
| October 27-28, 2013 | Manhasset Bay Fall Series Manhasset Bay Yacht Club Port Washington, NY | Race Committee |
| October 31-November 3, 2013 | J/105 North American Championship Annapolis Yacht Club Annapolis, MD | Chris Groobey 703-201-9945 |
| February 14-16, 2014 | St. Petersburg NOOD St. Petersburg Yacht Club St. Petersburg, FL | Jennifer Davis 401-845-4412 |
| March 7-9, 2014 | J/105 Midwinter Championship Lakewood Yacht Club Seabrook, TX | Bill Lakenmacher 832-419-6181 |
| March 14-16, 2014 | San Diego NOOD San Diego Yacht Club & Coronado Yacht Club San Diego, CA | Jennifer Davis 401-845-4412 |

Calendar

| | | |
|-----------------------|--|--------------------------------|
| April 11-13, 2014 | Lipton Cup Regatta Smyrna Yacht Club New Smyrna Beach, FL | Phil Cornett |
| May 2-4, 2014 | Annapolis NOOD Annapolis Yacht Club Annapolis, MD | Jennifer Davis 401-845-4412 |
| May 16-18, 2014 | Seattle NOOD Seattle Yacht Club & Corinthian Yacht Club Seattle, WA | Jennifer Davis 401-845-4412 |
| June 6-8, 2014 | Chicago NOOD Chicago Yacht Club Chicago, IL | Jennifer Davis 401-845-4412 |
| July 24-27, 2014 | Marblehead NOOD Corinthian Yacht Club Marblehead, MA | Jennifer Davis 401-845-4412 |
| September 25-28, 2014 | J/105 North American Championship Royal Canadian Yacht Club Toronto, Ontario | Doug Bullock 416-488-1474 |

East Coasts 1*, 2, 5

*partial inventory

DOYLE

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2014 MIDWINTER CHAMPIONSHIP



2014 J/105 MIDWINTER CHAMPIONSHIP

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