

**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**

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## President's Corner

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In Harbor Springs, MI this summer, we celebrated the 80th anniversary of the Northern Michigan, also known as an NM. First launched in 1934 at the height of the depression, my historian friends at New York Yacht Club tell me the NM is one of the oldest active one design classes in the world. About the size and shape of an IOD or Etchells, the NM is the base inspiration for many great boats. Dave Irish, now in his 70s, first sailed an NM when he was 12 years old. Dave skippered his boat this season with a young girl from the local sailing school on his foredeck. On any weekend, a crew of an 80 year old, 40 year old and 12 year old will be out competing with a crew of teenagers from a local sailing school. What makes the NM a durable one design class are the people.

This summer, I took my J/105 on the Chicago-Mackinac Race. Andy Giglia, another great sailor, and I did our first Vineyard Race when we were 15 on Dooie Isdale's Fair American. So, I took four junior sailors on the Mac so they could "Level Up." The youngest of my crew was Ben Varner, age 14. We finished ninth out of 20. The kids may have drifted off a bit at 2am and been a bit queasy at times, but they survived. As we left Chicago, I told the kids about Jim Mertz who did the Newport Bermuda race 30 times. I suggested to Benny, as one of the youngest kids in the Mac, he has a head start on setting his own record for passages. I wonder, when Benny is 70 will he race the Chicago Mac on a J/105?

The J/105 is a truly great one design Class. Pure amateur competition, not check book champions. The Class attracts talents of all ages and capabilities. At 23 years old, it is not quite an NM, but the Class continues to thrive because of the individuals who sail it. While the Class leadership can make sure we adapt the Rules over time to keep the boat competitive, the fleets and local sailors are ultimately the source of the Class's vitality. The NM fleet survived because individuals ran races, maintained boats, learned to crew, sailed as kids, and skippered as adults. The J/105 is a boat that everyone will sail at some point. The future of the fleet is not about technology, design or fancy sails. The future of the fleet is about people of all ages enjoying sailing with others, sort of like Dave Irish. It is about each of us taking kids sailing, working as a team to win a regatta, offshore races, perhaps some single/double, building lifelong friendships, and having important memories while enjoying sailing with others.

Carter Williams, J/105 Class President

**Note:** To read more about the NM history, visit <http://ltyc.org/sailing/fleet-directory/nm/>.



**Out with the old!**

# J/105 Keel Sump Repair

By Will Harris, Waterline Systems

If you watched the last edition of the Volvo Ocean Race, you might have seen video of the repair to Sanya's bow after they found a container. Basically, they built a mold, constructed a replacement section of VOR 70 and scarfed it in place. If you can swing it, that is the best way to do a huge repair.

The trouble is...it is wildly expensive! Unless you already have the mold.

This winter, a J/105 came to us after an epic losing battle with a rock. Her keel sump and associated floors

and stringers were...well... destroyed. For any yard but us, this would be a repair that verged on impossible. For sure, the repair would be expensive and heavy and weak to boot.

We on the other hand just happened to have a suitable mold lying around. The one she came out of originally! We prepped the mold, laminated and infused the sump and enough hull to catch all the damage and voila—a section of J/105!

In with the new!



From there, it was a matter of cutting out the bad bits and scarfing in the new bit. A bit of glass, a bit of filler, a bit of paint, some new structure inside and back in the water!

We are doing more and more repairs this way. It's lighter, stronger and best of all, cheaper! Hull sections, deck sections, even interior moldings!

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North Sails J/105 CSD Class Leaders:

**Will Keyworth** will.keyworth@northsails.com 410-269-5662  
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northsails.com    Outside Images/Bob Grieser photo



# J<sup>®</sup> 105

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



## Crew Organization

By Bob Taylor, October 2000 Newsletter

Here's a guideline for organizing a five-person crew to make it around the buoys.

### BOWMAN

Anything and everything from the mast forward is your responsibility, including the jib and spinnaker, halyards and shackles, sprit and furling drum function. Communicate with the helmsperson and tactician about their starting and race strategy. Dress accordingly, you'll get wet before anyone else!

**Start:** Keep your helmsperson alert to other boats and call distance to the line. Then get off the bow and seated on the rail as soon as possible.

**Upwind:** Relay information about incoming puffs and wave sets, adjust outhaul, vang as requested, cunningham if rigged at the mast.

**Final approach to weather mark:** Free spinnaker halyard, open forward hatch, double check all lines, stand at mast ready to hoist spinnaker.

**Weather mark/downwind leg:** Hoist spinnaker, be ready to troubleshoot wrap, assist in tack line adjustment, close forward hatch, face backwards and call out puffs and waves as they come down the course, adjust outhaul and vang. During the jibes, pull in on new spinnaker sheet to get the clew around the furling jib.

**Leeward mark:** It's **CRITICAL** the lazy jib sheet is put behind the open foredeck hatch prior to starting the douse. Grab the lazy sheet and hand down to the "squirrel." At the douse, pull aggressively on the lazy sheet until you can grab the spinnaker tape and gather and guide the kite into the hatch. Once the tack is released, get that in the hatch, and "dog" down the hatch over the tack, sheets and halyard. Pull some slack in the spinnaker halyard and get back on the rail.



## PITMAN

**Before the start:** Everything from the mast back to the primary winches is your responsibility, as well as gear stowage and placement below decks. While tuning up, adjust halyard tensions, check onboard electronics for function. Help the trimmer with the jib sheets during the pre-start maneuvering, be ready to hike to either side after the start.

**Upwind:** Constantly monitor and relay your boat's speed and gauge with boats on your weather side to the tactician and helmsperson. Make any halyard adjustments during tacks.

**Final approach to weather mark:** Stay hiking as long as possible, then pre-feed the spinnaker tackline and be ready to extend the sprit.

**Weather mark/downwind:** Once bow is at the mark, extend the sprit fully. Tail the spinnaker halyard. Adjust halyard setting and tack line height. Prepare the lazy spinnaker sheet for a jibe, clean up and flake spinnaker halyard. Fly the kite just prior to the jibe and release the sheet through the jibe.

**Leeward mark:** Make sure spinnaker halyard will run freely, get below to the forward hatch. During the douse, pull in the spinnaker sheet and then the tape. Keep your head away from the starboard side as the pole's on its way in! Then hustle back to the weather rail.

## MAINSHEET TRIMMER/TACTICIAN

**Before the race:** Your responsibility is all things from the traveler to the stern. Check the mainsail for rips and the battens for tension, check shroud tensions for the racing conditions expected and adjust if necessary. Develop a strategy for the race and constantly reassess the conditions. Trim the main during the pre-start and set up a plan to pick an area on the starting line to implement your race strategy. Don't block the helmsperson's view of the boats ahead.

**Upwind:** Set the main up for speed right at the start and get to whichever rail is needed to properly balance the boat. During the tacks, take up the lazy jib sheet and hand over to the jib trimmer once fine tuning is needed. Be ready to release the mainsheet if a big dip is anticipated.

**Approaching the weather mark:** Take over the jib trimming duties. As the bow rounds the mark, ease off the jib sheet and furl the jib as soon as the kite is 50% hoisted.

**Downwind:** Control the main on the jibes if it's blowing hard, otherwise balance out the boat, have a good view of the surrounding boats and implement tactics to gain positions.

**Leeward mark:** Call for upwind settings on outhaul, vang, backstay. When ready to douse, unfurl the jib and put the working jib sheet with one turn around its winch. Put the spinnaker



halyard around the starboard secondary winch with one turn. When the douse starts, control the halyard release with pressure on the secondary winch, stopping the douse if necessary with the halyard sheetstopper. As the douse is nearing completion, release the tack line and sprit, remember to forewarn your “squirrel” that the pole is coming. Jump back to the mainsheet and trim to upwind settings as you round.

## TRIMMER

Before the start: Make sure your gloves fit well and your kneepads are thick enough! When sailing upwind, check the jib shape. When trialing the kite, look for rips or tears in the cloth. Get a good feel for the breeze and be nice to the helmsperson, communication between the two of you is what makes it all work.

Upwind: Final trim on the jib and giving the helmsperson the groove s/he needs is the priority. Hike on the rail once the jib is set. You’re first off the rail to release the jib sheet for any tack.

Final approach to the weather mark: Hand off jib trimming duties to mainsail trimmer and set up working spinnaker sheet on secondary winch. Be on the weather side with spinnaker sheet in hand as the bow rounds the mark.

Spinnaker set and downwind: As the spinnaker is hoisted, trim in on the sheet to spread the corners of the spinnaker. Once the kite starts to fill, ease the sheet to get it flying properly. Constantly communicate with the helmsperson as to the amount of pressure on the sheet.

Jibes: Hand off the working sheet to the pitman, grab the lazy sheet and cross over the coachroof, under the boom during the jibe itself. Trim in hard on the new sheet and be ready to ease big time once the kite fills.

Leeward mark: Continue to fly the kite as best you can while the jib is unfurled. Once the douse begins and the bowman has the lazy spinnaker sheet well in hand, release the sheet and jump to the new working jib sheet. Trim the jib to the necessary setting as you work back up to speed upwind.

## HELMSPERSON

Before start: Get feel of the boat, the wind and the waves. Discuss race strategy and tactics with tactician, be nice to trimmer(s).

Around the course: Stay focused on boat speed and communicate with trimmers. Don’t forget to smile every once in a while and remember to compliment your crew!



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# Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

It is the season for proposed rule changes. This year, there are three proposed changes. The first concerns advertising, the second certification of weight certificates, and the third how to handle damaged and lost sails. In addition, we have a rule interpretation to add clarity to when the bowsprit may be extended and when it needs to be retracted.

## Proposed Change 1: Advertising

Class Rule 2.8 currently reads:

“Advertising for the Class shall comply with the International Racing Federation’s Racing Rules of Sailing, as in effect from time to time (referred to herein as “RRS”) and Category A of Appendix 1 thereto (or any successor appendix).”

The successor to the referenced appendix 1 is ISAF Regulation 20, which does not have a Category A or anything similar like what was contained in the old Appendix 1. This rule needs to be changed to update it to reference the current ISAF Regulation 20. The Technical Committee believes this rule change will be contentious and does not take a position on what the Class should do; we are simply preparing the alternatives for a Class vote. Three proposed changes to the class rule are proposed.

- Option A is the least restrictive and allows most any advertising. This option is equivalent to the current status of the Class Rules. If no rule change is approved, then effectively this will be the option chosen.
- Option B is the most restrictive and only allows advertising provided by the organizing authority and manufacturer’s marks and returns this rule to

its original intent when there was a Category A of Appendix 1.

- Option C allows advertising selected/obtained by the Person in Charge only on the boom and spinnaker. This option is a middle ground presently in effect in some fleets per their fleet-specific rules.

The wording of the three options are:

Option A:

“Advertising for the Class shall comply with the ISAF Regulation 20 (or any successor regulation).”

Option B:

“Advertising for the Class shall comply with the ISAF Regulation 20 (or any successor regulation). No advertising is permitted other than that allowed by Section 20.3.1, 20.4 and 20.7”

Option C:

“Advertising for the Class shall comply with the ISAF Regulation 20 (or any successor regulation). Advertising chosen by the Person in Charge may be displayed on the boom or spinnaker(s) only. No other advertising is permitted other than that allowed by Section 20.3.1, 20.4 and 20.7”

# Technical Committee Report

## Proposed Change 2: Weight Certificates

Class Rule 7.3.1 currently reads:

“Certification of Minimum Boat Weight. Unless otherwise specified in the sailing instructions, while class racing, each boat shall have an Empty Weight of at least 3,890 kg, with its Empty Weight being determined in accordance with Exhibit 7.3A, and there shall be on board a certified J/105 Class Weight Certificate in the form of Exhibit 7.3B (the “Weight Certificate”), and signed by an Owner of the boat, the Chief Measurer or his or her designee or any Fleet Measurer or his or duly completed her designee, and by the signature or seal of the Class Administrator to signify that the certificate has been registered with the class. New or existing non-certified certificates should be forwarded through electronic (Word or pdf) or printed format to the Class Administrator. The Class Administrator will complete the certification and secure backup of the certificate and return one copy to the Owner and a second copy to the respective Measurer. Certified weight certificates will only be available at the request of the Owner or the Measurer at any Class Event that the boat has entered.”

Historically, the Class Administrator has not completed the certification (signature or seal), which has raised issues of rules compliance, especially for J105s entered as a one-design class in larger regattas with other classes of boats. Theoretically, the entire J105 fleet could be disqualified from a large regatta. It is proposed to modify this rule to reflect current practice. The rule is also modified to allow the Class Measurer access to weight certificates at any time. The modified rule would read:

“Certification of Minimum Boat Weight. Unless otherwise specified in the sailing instructions, while class racing, each boat shall have an Empty Weight of at least 3,890 kg, with its Empty Weight being determined in

accordance with Exhibit 7.3A, and there shall be on board a certified J/105 Class Weight Certificate in the form of Exhibit 7.3B (the “Weight Certificate”), and signed by an Owner of the boat, the Chief Measurer or his or her designee or any Fleet Measurer or his or duly completed her designee. New certificates should be forwarded through electronic (Word or pdf) or printed format to the Class Administrator. The Class Administrator will register the certificate with the class. Copies of registered weight certificates will only be available at the request of the Owner or the Measurer at any Class Event that the boat has entered or to the Class Measurer.”

In redline format, the modified rule is:

“Certification of Minimum Boat Weight. Unless otherwise specified in the sailing instructions, while class racing, each boat shall have an Empty Weight of at least 3,890 kg, with its Empty Weight being determined in accordance with Exhibit 7.3A, and there shall be on board a certified J/105 Class Weight Certificate in the form of Exhibit 7.3B (the “Weight Certificate”), and signed by an Owner of the boat, the Chief Measurer or his or her designee or any Fleet Measurer or his or duly completed her designee, ~~and by the signature or seal of the Class Administrator to signify that the certificate has been registered with the class.~~ New ~~or existing non-certified~~ certificates should be forwarded through electronic (Word or pdf) or printed format to the Class Administrator. The Class Administrator will ~~complete the certification and secure backup of the certificate and return one copy to the Owner and a second copy to the respective Measurer~~ register the certificate with the class. ~~Certified~~Copies of registered weight certificates will only be available at the request of the Owner or the Measurer at any Class Event that the boat has entered ~~or to the Class Measurer.~~”

# Technical Committee Report

## Proposed Change 3: Damaged Sails

Class Rule 6.8.1 currently reads:

“Any sail that, in the written opinion of the Chief Measurer or the relevant Fleet Measurer, is defective or so substantially damaged that it cannot reasonably be repaired, may be replaced, provided (a) such opinion, the certificate required by rule 6.9 and the sail tag of the defective or damaged sail are all received by the Class Secretary, (b) the replacement sail is delivered within one year of the delivery date of any sail being replaced, and (c) a replacement sail does not count against the sail purchase limitations of the first sentence of rule 6.8. A sail is “defective” for this purpose only if its material or manufacture (rather than its shape) is defective and the sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.”

Occasionally an issue arises where a sail tag on a damaged sail cannot be returned. The most common reason for this is when sails are damaged and lost during a mast failure and the mast must be irretrievably jettisoned overboard for the safety of the boat. It is proposed to revise this rule to require return of the sail tag when possible. The revised rule would read:

“Any sail that, in the written opinion of the Chief Measurer or the relevant Fleet Measurer, is defective or so substantially damaged that it cannot reasonably be repaired, may be replaced, provided (a) such opinion, the certificate required by rule 6.9 and the sail tag (if possible) of the defective or damaged sail are all received by the Class Secretary, (b) the replacement sail is delivered within one year of the delivery date of any sail being replaced, and (c) a replacement sail does not count against the sail purchase limitations of the first sentence of rule 6.8. A sail is “defective” for

this purpose only if its material or manufacture (rather than its shape) is defective and the sail maker has notified the Class Secretary that it has agreed to replace it and all similarly defective sails without cost to the owners involved.”

## Rule Interpretation RI-14-01

The latest interpretation concerns Class Rule 7.2. In particular, there is somewhat of a grey area with regard to what it means to “pass” the windward mark. Recently, a question was also asked about when the sprit needs to be retracted.

### J/105 Class Rule 7.2 states:

“When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be retracted so that the tip of the sprit is aft of the forwardmost point on the bow. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. The bowsprit shall be retracted at the first reasonable opportunity after taking the spinnaker down.”

**Q1:** When has a boat’s bow “passed” the windward mark?

**A1:** A boat’s bow has passed the windward mark when the boat’s bow has crossed a line extending directly to windward from the windward mark.

**Q2:** What does “in the process of setting” mean?

**A2:** “In the process of setting” means, in addition to extending the pole, that you are pre-feeding the tack of the spinnaker to the end of the pole and readying the halyard for the hoist, which may or may not include sneaking the halyard up part-way. A boat may extend its bowsprit once it has passed the windward mark as discussed above and proceed to pre-feed the tack and ready the halyard even if the actual hoist of the spinnaker does not occur until the boat turns down at or near the offset mark. The bowsprit may not be extended if subsequently the tack is not promptly pre-fed and the halyard readied for the hoist.

## Technical Committee Report

**Q3:** What if I think I can fly the spinnaker on the way to the windward mark?

**A3:** That is allowed, but you must have the spinnaker fully set and filled prior to reaching the zone of the windward mark to be legal.

**Q4:** A boat retrieves her spinnaker before arriving at a leeward mark. She rounds the mark and trims her sails for the windward leg before retracting her bowsprit. Has she retracted her bowsprit at the first reasonable opportunity?

**A4:** No. The first reasonable opportunity to retract a bowsprit begins at the moment that the spinnaker is no longer exerting sufficient tension on the bowsprit to prevent it being retracted and ends soon after the spinnaker has been fully retrieved. In other words, as soon as the crew has finished feeding out the halyard and tack line, he or she must retract the pole. Delay past that point is no longer reasonable.

**Q5:** A boat retrieves her spinnaker and retracts her bowsprit. However the bowsprit is not fully retracted, and the boat continues sailing. Has the boat broken Class Rule 7.2?

**A5:** If the bowsprit is extended only a short distance and is promptly retracted as the crew tidy the boat after the mark rounding then a protest committee may consider that the error was corrected at the first reasonable opportunity. However, once the boat is fully powered up with the crew on the windward rail, then the first reasonable opportunity has passed.

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# Calendar

Dates	Event	Contact
September 25-28, 2014	2014 J/105 North American Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474
September 27-28 & October 4-5, 2014	American Yacht Club Fall Regatta American Yacht Club Rye, NY	Nick Everett 914-967-4800
November 1-2, 2014	J/Fest Southwest Lakewood Yacht Club Seabrook, TX	J/Boats Southwest 512-423-2179
January 18-23, 2015	J/105 Midwinter Championship / Key West Race Week Key West Race Week Key West, FL	Kelly Gorman 781-639-9545
September 14-20, 2015	2015 J/105 North American Championship (Rolex Big Boat Series) St. Francis Yacht Club San Francisco, CA	



# Rolex Big Boat Series



A year after the contest for the 34th America's Cup, world-class sailing is still alive and well on San Francisco Bay. In fact, for four days (Thursday, September 11 through Sunday, September 14), the 50th Anniversary edition of the Rolex Big Boat Series hosted hundreds of sailors on 99 teams, rotating onto three strategically-placed race circles that triangulate the constant wind and tide challenges of the largest Pacific estuary in the Americas. Having developed stadium sailing long before the America's Cup made it a local colloquialism, the St. Francis Yacht Club ensured fast fun for spectators as well as competitors by designing each day's second race (always sailed in a blustering afternoon breeze) to finish within cheering distance of the clubhouse's famous second-story race deck that commands attention east to Alcatraz Island and west to a sun-drenched, or alternately fog-shrouded, Golden Gate Bridge. The J/105s made up the largest fleet at Big Boat this year, and Bruce Stone's Arbitrage held the lead every day, earning the team the Commodore's Cup plus the Rolex watch. "This is the toughest fleet in the country I think," said Stone who missed winning last year by a narrow margin. "We felt that the courses were really interesting compared to the past, and St. Francis Yacht Club did a really excellent job," he said. "For us, it was all about keeping the boat moving with all the lulls and gusts and changing of conditions and tides." Scooter Simmons' Blackhawk took the silver position, and Phillip Laby's Godot the bronze. For complete results, visit

[http://www.yachtscoring.com/event\\_results\\_cumulative.cfm?eID=1097](http://www.yachtscoring.com/event_results_cumulative.cfm?eID=1097).



Photos Copyright: ROLEX / Daniel Forster



2015

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# **Key West Race Week**

**Dates are set for January 18 - 23, 2015**

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

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

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

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

[www.premiere-racing.com](http://www.premiere-racing.com)





*J/105 Fleet 1 will host the 2015 J/105 North American Championship at the St. Francis Yacht Club during St. Francis Rolex Big Boat Series on September 17-20, 2015. The winner will receive his or her yacht's name inscribed on the national trophy as well as on a half-model to keep, and an inscribed Rolex.*

## EVENT SCHEDULE for 2015 NAC

(Preliminary)

Boat Inspections: Tuesday, September 15, 0900-1700

Wednesday, September 16, 0900-1500 - St. Francis YC Dock - by appointment

Registration: Wednesday, September 16, 1200-1800 - St. Francis YC Starting Line Room

Weigh-In: Wednesday, September 16, 1530-1800 - St. Francis YC Chart Room

Skippers' Meeting: September 16, 1800 - St. Francis YC Golden Gate Room

Competitors' Reception: September 16, 1800-2000 - Starting Line Room

Late Weigh-In: Thursday, September 17, 0800-0900 - St. Francis YC Chart Room

Mt. Gay Rum Party: cocktails and hors d'oeuvres - September 17, 1800-2000  
Starting Line Room and Courtyard

Rolex Party: cocktails and heavy hors d'oeuvres - September 18, 1800-2000  
Starting Line Room and Courtyard

J/105 Party: drinks and light dinner - September 19, 1800-2100 - Hosted by J/105 Fleet 1

Rolex Awards Ceremony: Sunday, September 20, 1700 - St. Francis YC Golden Gate Room



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