

**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**

2009 J/105 North American Champion  
**Bruce Stone on Power Play**

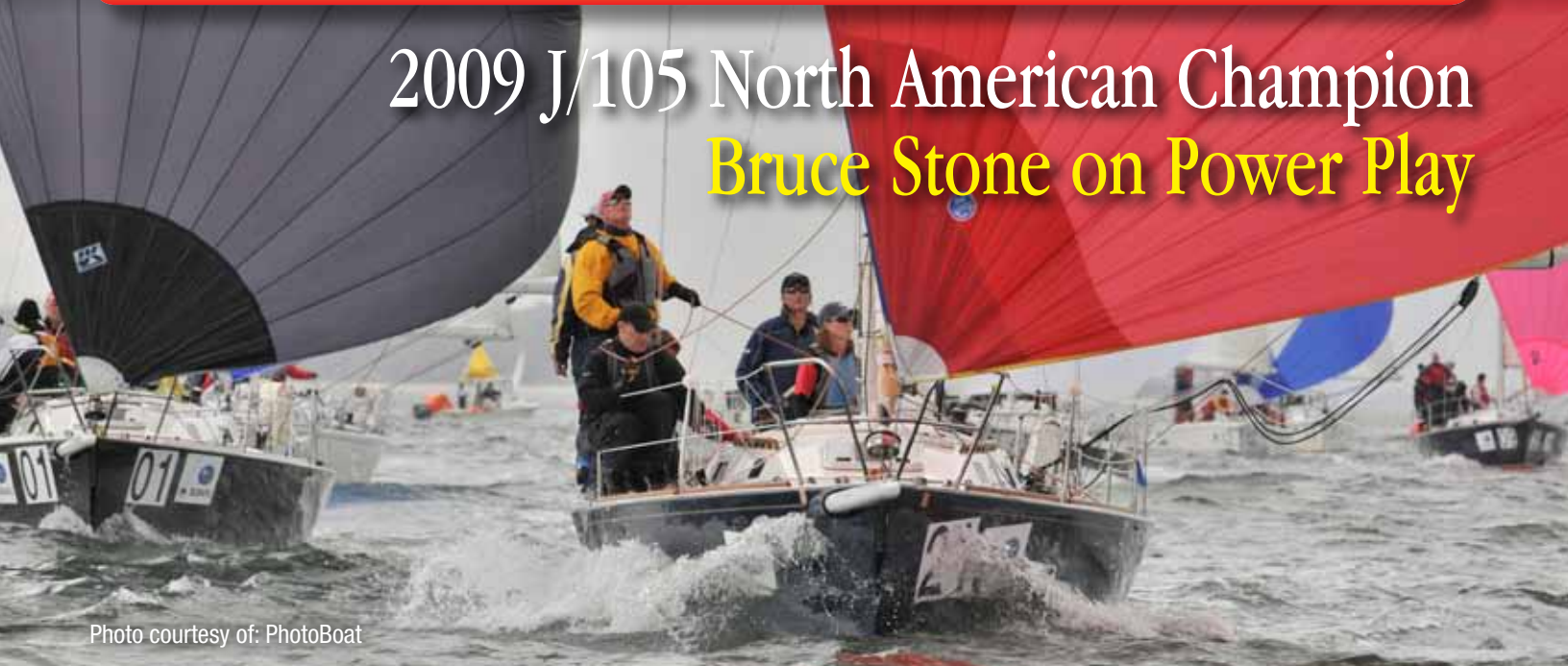


Photo courtesy of: PhotoBoat

**Brian Keane on Savasana**  
2010 J/105 Key West Race Week Champion



Photo courtesy of: Tim Wilkes Photography

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As I look out of the window, the remnants of the massive snow storm the New York area experienced just a few days ago are still all over. A good foot of snow on the ground doesn't inspire thoughts about the upcoming sailing season! But the launch of Kinsem is only six weeks away, and the first race day eight weeks away – it better warm up a bit, quickly!

Last year was a difficult year for sailing, and the J/105s were no exception. Participation at our major regattas was down dramatically where expensive travel was required, such as Key West Race Week. However, participation in local racing in many fleets was quite strong. Here in Fleet 6, our numbers were about the same as in years past, and we had a great season with terrific competition. This year is starting slow again, but there were a few more boats at Key West so there's hope that owners are deciding to travel a bit more this year than in 2009. Team Kinsem will be doing our standard local events, but will also travel up to Newport for the Narangansett Bay Championship organized by Bruce Stone. This is a terrific new concept: three weekends of high-level regattas, with overall prizes for the series, special rates for boat storage between race days, great goodies thrown in by major sponsors, and all that in a great sailing location such as Newport! Thank you, Bruce, for taking a leadership role! Next year, we expect to build upon this concept and roll out other regional championships and "tours" with the hope of providing more incentives for people to travel to other areas.

This year, we are making a few changes in communicating with you, the owners. First, we sent out a questionnaire to all owners asking some basic questions about your desire to participate in out-of-town regattas and how those regattas should be organized – for example, should we have a throw-out at our North American Championships? We got a very encouraging turnout with 133 owners responding. You can find the results on page 13 of this newsletter. If you didn't receive an invitation to participate, you probably didn't receive this newsletter by e-mail either and will need to update your contact information at [www.J105.org](http://www.J105.org) or contact the Howells if you have a problem doing that ([howell@j105.org](mailto:howell@j105.org)).

Second, we are dispensing with the print copy newsletter and are substituting an e-mailed newsletter in pdf format. You are reading the first copy! The idea is that a very high percentage of people read e-mail newsletters all the time on their computers, and if they want to print it out, they can print the pdf in very nice color. This new format is much more cost effective and hence, we'll be able to increase the frequency from two to four newsletters per year and still realize a substantial cost savings. The Howells are also working on improving the content of the newsletter – no more regatta results and other information that is outdated. Instead, we will have content that will focus things like "How I won the NAs" and "How do I trim that mainsail in 5-7 knots"? We hope that you will like the change and will let us know what articles you are interested in for the future.

Third, for those of you into Social Media, we now have a Facebook fan page, J105 Class Association, with all kinds of pictures and other content. Check it out!

Other things that are going on nationally include the following:

- The Class Association has acquired a scale which we will rent out to owners or fleets to weigh their boats. The scale is calibrated, easy to use and comes with detailed instructions on how to use it from our tireless Class Measurer, Walt Nuschke. See [www.J105.org](http://www.J105.org) for details.
- We are working with JBoats to bring you an online store where you can order J/105 crew gear and other J/105 items. Members will receive a discount at the store, and the Class Association will benefit financially from all purchases.
- With the help of long-time Secretary/Treasurer and web-guru Nelson Weideman, we are putting together an online registration "module" that will make entry in future J/105 regattas a breeze and will operate from [www.J105.org](http://www.J105.org).
- We are preparing standard NOR and Sailing Instructions for J/105 championship regattas.

Your Class officers are hoping that you will like all these developments and provide your input for these and other projects that you may find useful. Please contact any one of us – we always love to talk about sailing the J/105!

Joerg Esdorn, J/105 Class President

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Photos courtesy of: PhotoBoat

## Bruce Stone on Power Play

Bests 29 Teams

at 2009 Subaru

J/105 North American Championship

*Racing with Nicole Breault, Bob Dearborn, Stuart Johnstone, Mark Lindquist and Dave Marshall, skipper Bruce Stone led his Power Play team to victory at the 2009 Subaru J/105 North American Championship. American Yacht Club in Rye, NY hosted the event over the Halloween weekend. The San Francisco-based team finished with 55 points over 11 races, beating their closest competitor by nine points overall. Stone was quick to praise his crew, "We raced with two highly qualified bowmen, Bob and Dave, who traded off between the pointy end and the mast, two highly qualified tacticians with Nicole (at main) focusing on optimizing straight line boat speed and Stu (at pit) focusing on wind pressure and positioning, and one J/105 owner, Mark Lindquist, doing all the heavy duty work in the middle, trimming both jib and spin!"*

Stone and crew launched into the lead after winning four consecutive races from Races 6-9. The regatta runner-up was James Rathbun on Hey Jude, hailing from Toronto, Ontario. The bronze medal went to the leading local team of Joerg Esdorn and Duncan Hennes on Kincsem.

Competitors enjoyed four days of breeze and gorgeous autumn weather. But what were the keys to the tricky conditions on Long Island Sound? "We got off the starting line with clean air, or could get to clean air quickly. Then we played the shifts middle left, except one windward leg," Stone explained. "We had to get far enough left to pick up lifts/puffs coming off the north shore of Long Island, lifting us on port tack into the mark. There was also current to take into consideration which was often favorable on the left side of the course."

Each day of the event featured a stand-out team. Rathbun on Hey Jude dominated day one, finishing with 8 points for the day including a bullet in the day's closing bout. Local Josh Burack on Peregrina won the event's first race, and Kevin Grainger on Gumption3 came out on top in race 2. Day 2 belonged to Esdorn/Hennes on Kincsem who scored 1, 1 and 3 and led after 6 races. The last race winner that day was Stone, who went on to win all 3 races on day 3. Two races were completed on the final day of the championship with Jeremy Henderson and Harold Edegran on

Conundrum winning both contests, ending the regatta on a perfect note.

Stone attributed his upwind speed to “good sails, good sail trim and good tuning of the rig for the conditions. We live in heavy air in San Francisco, so we’re used to choppy, windy, puffy conditions where we need to change gears rapidly.” He felt that experience with the large oscillations on San Francisco Bay benefited the team on Long Island Sound. “In the heavy air, that helped us a lot for an edge in speed. I tend to pinch a lot to depower when wind is in the high teens and above, and gain height while reducing heel,” shared the helmsman. “In the lighter air days, we leaned into it to keep the boat moving, and we got a lot of chance to practice that during the past two seasons with both Fleet 6 (Long Island Sound) and Fleet 14 (Southern New England).” Power Play was a chartered boat for the team, which they brought down from Wickford, RI to American Yacht Club for its spring and fall series, as well as the Cedar Point Regatta and Manhasset Bay Fall Series, finishing third overall for Fleet 6 and second in Fleet 14. “The key is the combination of rig tuning, sail trimming and focusing hard on steering to target speeds. It’s easy to get distracted racing J/105s since there are often so many boats on the course. Instead of ping ponging off other people, we would often wave them past and keep going where we intended to go.”

## The top ten:

**Bruce Stone, Power Play (55 points),**

**James Rathbun, Hey Jude (64),**

**Joerg Esdorn/Duncan Hennes, Kincsem (73),**

**Josh Burack, Peregrina (74),**

**Damian Emery, Eclipse (83),**

**Jeremy Henderson/Harold Edegran,**

**Conundrum (101),**

**Brian Keane, Savasana (105),**

**Kenneth Colburn, Ghost (111),**

**David Greenhouse, Skipperdee (113),**

**Kevin Grainger, Gumption3 (136).**

## Bruce’s Tips for Successful Chartering

Preparation is everything. The keys are fair bottom, fair keel and rudder. Then, inventory the boat—get rid of everything! We took about six garbage bags full of stuff off of Power Play, our latest charter boat. Then, work hard to get the rig tuned right. This is critical to boat speed, as the rig has to fit your sails. When you are on the “base settings” for the rig tune, it’s easy to adjust for each race. Use the LOOS gauge to double-check your rig tune each morning to get it back to base settings. It’s easy for the mast to go out of adjustment.

When I bought Arbitrage, #116, in 1999 to race in San Francisco, I asked Nelson Weiderman if he knew of a J/105 in Rhode Island needing crew. He introduced me to Victor Bell, then owner of Vale (Jamestown, RI), and we started out with some of the Fleet 14 regattas. Though Vic soon sold the boat, we have remained friends ever since. Nelson then made a series of introductions over the years which led to our chartering Chuck Schortz’ Singularity for several regattas in Annapolis, Walt Nuschke’s Zephyr (also out of Annapolis) for 2006 Block Island Race Week, Billy Baldwin’s Cyan (out of Mamaroneck, NY) for the 2007 season on Long Island Sound and Rhode Island, and Scott De Weese’s Power Play in 2008 and 2009 (out of Wickford, RI). In each case, I teamed up with an owner who was in the middle of his fleet and wanted to go racing more competitively.

We bought a set of new halyards, sheets, tools, winch maintenance and sail repair kit that travel with us in one large box so that we can strip the charter boat and use our stuff. Without having left the West Coast, Arbitrage #116 appeared in different places around the Northeast when we used our sails, though sometimes the owner has wanted to race under his own name with his own sails. A few years ago, we used up all of Arbitrage’s tags buying AP East Coast sails for the NAC in Annapolis, so my SF-based team wasn’t happy, but since most of them traveled east to join in the fun, it worked out.



Photos courtesy of: PhotoBoat

In each charter, we brought the crew, paid the expenses, and the owner came along as mast or pit person, which saved the charter fee and also made the insurance situation more feasible. By chartering this way, we have met a lot of great people, raced in diverse venues on a reasonable budget, and gained a lot of time in the boat. This diverse experience certainly helped us to pick up our game.

Power Play (#37) is the boat we used to win the Fleet 14 Championship in 2008, plus 2009 Block Island Race Week, 2009 Buzzards Bay, 2009 Manhasset Bay Challenge Cup and the 2009 North Americans. It is owned by Scott DeWeese, who has been terrific both as owner and as team player. Scott actually crewed for us in quite a few regattas in 2007 when we had chartered Cyan, so we knew we could work together on the boat. Another J/105 owner, Mark Lindquist (Sterling #456) trimmed jib and spinnaker for us in the key regattas this season, so we often had three J/105 owners on board which helped a lot when tuning the rig for different conditions.

Scott insisted on buying all new running rigging for the boat rather than using ours, and ordered them from our rigger in San Francisco so they would meet our specs. Scott also wanted all new sails, and was already working with North in Newport RI, so adding to our previous relationship with Will Keyworth, who had helped us in Annapolis, and Seadon Wijsden and Pete McCormick in San Francisco, we got to know the Newport team and received fantastic service, plus some great new designs. In August, we switched to North for our San Francisco heavy air sails as well, and felt we had a speed edge during St. Francis YC Rolex Big Boat Series, finishing second.

For 2010, we are planning to continue our participation with Fleet 1 (San Francisco), Fleet 6 (Long Island Sound) and Fleet 14 (Southern New England). To get ready for a wide range of conditions, Scott just added the newest North VMG spinnaker for Power Play, optimized for light air conditions, up to 10 kts, and ironically, we just bought the newest North main for Arbitrage, optimized for over 15 kts!



## Brian Keane on Savasana Repeats as Key West Race Week Champion

*Brian Keane led his Savasana team to a resounding victory at the 2010 Key West Race Week, marking back-to-back victories for the Marion, MA group. Finishing the 10-race event with just 20 total points, Savasana was trailed in the final standings by Ken Colburn on Ghost (42 points), and Scooter Simmons on Blackhawk (46 points). Competitors raved about the breezy, warm and sunny conditions in Key West, which allowed for two races to be completed on each of the five days.*

Scoring two bullets in the event's final two races, the Savasana team—Keane (helmsman), Mike Danish (tactician/jib trimmer), Eric Knight (spinnaker trim), Harcourt Schutz (mast, compass, external eyes), Jonathan Colarusso (bow) and W Mason (downwind eyes)—put the final touches on a dominating week in the 14-boat J/105 fleet. “It was a pretty good week for Savasana,” summarized Keane. “We arrived on Friday afternoon which gave us the time to set up the boat carefully and check all our key measurements.” Through the boat's travels, its settings became off target, so the crew spent much of Friday afternoon and Saturday morning getting the boat to base settings and checking the equipment. Saturday afternoon and Sunday were spent practicing. “Initially we go off by ourselves and do the basics of boathandling,” explained Keane, who felt his team needed the practice since they hadn't sailed in the winter months. “Upwind, we focus on boatspeed for the corresponding conditions and practice multiple tacks. This is also the time to get the team starting to focus on the compass so we can begin to gauge the wind

shift behavior. Downwind, we do numerous gybes so everyone can get the feel and timing down. On occasion we will also practice a crash gybe because I always manage to disappoint my team with a few of those during the regatta as we make last second tactical decisions. Finally, we like to do several ‘time to mark’ drills, which are especially good for the team to practice rapid acceleration and slowdowns as are typical of starts.” On Sunday, several J/105s got on the water to practice, enabling each team to compare speed and point, and provide tactical situations that demand rapid thinking. “All of this helps get myself and the team mentally ready for the week,” Keane concluded. “The weekend practice against other boats told us that we were at least as fast as any of the other boats, which is all we want going into any regatta and confirmation that the boat is reasonably well tuned.”

The week started the way it ended—with Savasana on top—scoring a second- and first-place finish to end day one with a mere 3 points. Competitors experienced unstable air, big wind shifts and flat water. The other race winner of the day was Travis Weisleder on Lucky Dog from Fishing Bay, VA. Keane remained on top after scoring a 4, 2 on day two. Terrific conditions continued, included warm temperatures, sunshine, flat water and good breeze. Ken Colburn on Ghost (from Southport, ME) leaped into second place with a solid day, scoring a 2, 3. The day's race winners were Bill Zartler on Solaris from TX and Damian Emery on Eclipse from NY.

Keane detailed his assessment of a few of the factors that are specific to Key West that drove their decision-making process during the week, including:

- It is a week-long 10 race series
- There are no throw-outs
- The fleet size was relatively small this year due to the economy, but since the J/105s start after the Melges 24, the J/105s are likely to have a roomy starting line

He continued, “These factors, combined with the fact that we knew that we had plenty of speed and point, meant that our start strategy was to just get off the line with a lane and/or the flexibility to quickly create a lane. We didn’t need to win each start. On the other hand, if we felt our speed was somewhat off, then we would have challenged more aggressively to win the favored end of the line.” Savasana tended to be relatively conservative during the races in key tactical situations, especially during mark roundings. “We didn’t want to make the catastrophic mistake that cost us a bad race. We did have one stupid move, however, when we tried to cross the guys from Texas on port at one of the windward marks within the zone. It looked good until a last minute adverse shift, so we did our circles and watched them win the race while we got fourth.”

Several competitors commented on the boat speed of Savasana, but Keane attributed their success to preparation and changing gears as the wind changed. “KWRW this year was in relatively light air which means there is a premium on rapid gear shifts. I know there are many boats that were hanging with us upwind for long stretches. Then the wind changed slightly, and we made the corresponding adjustments

and then just rocked. So, in my opinion, it is all about making sure that you are basically fast and then make sure that you are alert and changing gears faster than your competition.”

Mid-way through the week, Keane steered Savasana to a first and a fourth, leaving them with a 12-point lead over second-place Colburn on Ghost and a 17-point lead over Simmons on Blackhawk. The other race winner of the day was Weisleder on Lucky Dog. On day 4, two more races were completed, but the top 3 remain unchanged, as Keane stretched his lead to 18 points. Savasana scored two second-place finishes that day, as the battle for the second through fourth place positions heated up between Colburn on Ghost, Simmons on Blackhawk, and Emery on Eclipse. Blackhawk and Eclipse were the day’s race winners.

Keane has been a strong supporter of Key West Race Week, racing every year since 2003, and clearly the team has learned from the experience. “During the winter there is a predictable wind pattern that cycles over and over again,” shared Keane. “In short, there is typically a northerly cold front, and the winds start from the NW and gradually clock to the right all week. Each wind direction tends to have its own characteristics. This year was fun because when everyone would ordinarily expect a left bias, a micro-high pressure area developed that rewarded the right in two or three of the mornings. My biggest advice is to understand what kind of weather pattern you are in while competing.”

Complete results may be found at [www.premiere-racing.com](http://www.premiere-racing.com).

***Start Planning Now to Enjoy the Next Key West Race Week— January 17-21, 2011***  
***By Brian Keane***

First of all, everyone should recognize that the J/105 Class offers some of the best one-design big boat sailing anywhere. I grew up as a dinghy guy so one-design racing is where my passion is. Since I have been in the Class, frequently the J/105 has been the biggest class in

many regattas. More importantly, the competition is good. Look around in our Class! We have All-Americans, former national champions in other classes, and all around great sailors. Within our Class, there are several national level events each year where we can go up against some of the best competition. For me, Key West is one of the top 2 or 3 events in the country. Typically we have the East Coast, West Coast, North, South, Canada,

and Bermuda represented. How great is that?! You will find no better Race Committee anywhere in North America...and the tent party is always a hoot.



Photo courtesy of: Tim Wilkes Photography



# Technical Committee Report

Walt Nuschke – Class Measurer, Fleet 3, Annapolis

Pat Benedict – Fleet 1, San Francisco

Robert Baker – Fleet 4, Toronto

## What is the Technical Committee?

The Technical Committee is in charge of maintaining and protecting the J/105 Class mission as defined by the Executive Committee. The Executive Committee is made up of the Class Officers, representatives of the voting fleets, and at-large representatives who advocate for members who are not in one of the voting fleets. The documents that control the Class mission are the Class Constitution and the Class Rules, including Rule Interpretations.

## Why do we need all these rules?

We are a one-design class and that by default requires rules that define our Class. There is no other way to do it. The foundation of our rules was set by J Boats when the J/105 Class was first formed in the mid-90s. Jeff Johnstone was our benevolent dictator in those days, but now we have grown up and although Jeff is still part of the conversation, the J/105 Class operates in an autonomous manner. Since that genesis point, the rules have been continuously refined, and in some cases re-refined, to the point where we have a very stable definition of who we are.

The J/105 Class has grown to be one of the largest and most successful classes ever in large part because our mission (i.e., our rules) are appealing to the people who buy racing boats. It is common to hear people say, in forums and places where people talk about this sort of thing, that the main reason for the success of the J/105 Class is the organization. It is accurate to say that our rules play a big factor in the continued success of the J/105

Class and the value of our boats. Boats and their classes come and go, and some may be better than others while some not, but without the organization they are just passing anecdotes. We are one of the few sailing classes where regular working stiffs can compete against each other on a level basis. The Class organization backs this up with a structure and a sense of community.

There has been a goal of keeping one set of rules for the Class with the intent of minimizing the number of specialty local rules. This is done so that when we come together for Class events like the NAs, everyone is on the same page. There have been situations where members have regularly sailed under a local rule (or lack of any rules) and then find themselves at odds with the Class Rules when they enter a Class event. This has resulted in some rules that are tailored to a particular set of circumstances that have no apparent importance to most members. This year's revision to 7.10 is an example.



Photo courtesy of: Christopher Howell

## Why do we keep fiddling with the rules?

The small modifications that have been passed in recent times have been a response to specific instances. Each rule modification can be traced back to a situation that actually happened and was not adequately addressed by the Class Rules as they existed. While these changes seem trivial to most, they were important to someone.

The last major rule modification was weight equalization for the 2006 season. This resolved a

continuing problem with the methods that were used to build the boats. The weight rule is not perfect (in fact it was a compromise), but it has been a huge step in the right direction. We are still working to sort out some of the details of how this rule will work into the future, but at least we have level sailing with boats that have evolved over an 18-year build life.

One significant improvement has been the donation to the Class of a scale that will be available to any member to weigh their boat. The scale was originally purchased by Bernie Girod for Fleet 8. When Fleet 8 subsequently purchased another scale, they graciously agreed to donate the scale to the Class. The scale comes with a compact shipping case and will be available to members and fleets for a nominal fee to cover shipping and calibration costs. One of the downsides to the weight rule has been the availability of an accurate, calibrated scale to everyone. This will resolve that problem.

### How do I change the rules?

The process for getting a rule changed or introducing a new rule is simple but for good reasons is deliberate and structured. The following is a “How To” list for rule changes.

1. Get the attention of your ExCom representative. He is the one who will make the request and is also the first barrier in the gauntlet.
2. Assuming you have convinced your representative, he can petition the Technical Committee or alternately bring the rule up in one of the regular ExCom meetings. The time for submitting rule modifications is August and September of each year, and earlier is better than later. Rules passed will take effect on February 1 of the following year.
3. The rule will need to be written up in the exact form it will be presented to the Class. This can be done by the Technical Committee or by the submitter. The



Photo courtesy of: Christopher Howell

wording will probably be modified during discussions but there must be a starting point. The rule should explain the requirement, along with any limitations, in a way that is clearly understood. A rule that is easily misunderstood is worse than no rule at all.

4. Rules are discussed starting in August for the following year. After a couple of rounds of discussion, the ExCom will vote on whether to present the change to the Class membership for a final vote. During this phase it is important to have someone present during the discussions to defend the change. It is also helpful to do some back room lobbying to make sure everyone understands why the rule is important.
5. If the ExCom gives the change the thumbs up, it is then posted on the forum for comment. During this phase it is important to respond to any comments so that members have the correct information. It is easy to misinterpret rule intent, and sometimes this will lead to some rewording because a rule that the members don't understand is not useful. It is also common for members to be against rules that don't affect them directly.
6. At the end of the year, the Fleets will vote and if the rule passes it is goes into effect right after Key West Race Week.

### What else does the Technical Committee do?

The Technical Committee also gets involved with the details of the boat and how it is constructed.

### The new mast.

A prime example of this came when J Boats made the difficult decision to move production away from TPI. This was the right decision for the boat and the Class but came with a lot of peripheral issues.



Photo courtesy of: Christopher Howell

The most significant of those was the mast. Simultaneously, Hall Spars announced that they could no longer support the aluminum mast extrusion that is used for our mast. This resulted from problems with their extruder and the fact that Hall has been moving production to carbon fiber. This chain of events meant that the J/105 would need a new mast to enable the building of new boats and the replacement of broken masts on older boats. Unfortunately you can't run down to hardware store and pick up 50ft. of J/105 mast extrusion. Other options were discussed but ultimately it is difficult to find an extruder that can handle the length and area of section needed to make a J/105 mast.

Sparcraft has been the supplier of the European version of the J/105 mast and is represented in the US by Charleston Spars. They met the basic qualifications of being able to source the extrusion and have the desire to be in the aluminum mast business. It turns out that desire and ability are hard to come by in a cottage industry like sail boat masts. The Sparcraft extrusion, on first analysis, has been described as a tree trunk and various erroneous weight numbers were in the rumor mill. As it turned out, looks (and rumors) were deceiving. We were able to get sample sections of both the Hall and Sparcraft extrusions for evaluation. The Sparcraft weight per linear foot was only a slight amount higher than the Hall extrusion.

The stock version of the European mast was designed to support a mast head spinnaker which meant the full extrusion was carried higher to accommodate the extra load. Calculations showed that if the top taper was moved down to be similar to the Hall mast, and the finish changed from paint to anodize, and the sheave box converted to welded aluminum, the base weight of the mast is nearly identical to the original Hall mast and a lot stronger. When all the various rigging components were factored in, the weight of the Sparcraft mast came in 3 pounds (more or less) heavier than the Hall. That 3 pounds is spread evenly over the full length so the net effect is very low. The mast is stiffer, and as a result has different bend characteristics. Given that the alternative was no mast, this was a satisfying result.

### **Eliminating the headstay length rule.**

The Technical Committee is often in discussion with contractors and sail makers regarding how the rules affect individual boats. This led to a situation where an owner had hired a well-known contractor to set up his rig to match his sail maker's recommendations. The contractor was unable to do this because the boat was one that had all the build variables skewed in a way that made it impossible to position the mast in a way that met the Class headstay rule, and if he couldn't do that meeting the sail maker's specifications was completely out. The contractor at this point asked the Technical Committee

for permission to shorten the mast. The Technical Committee, along with the Fleet Measurer, did an analysis including some mast measurements and various adjustments. There was already awareness that build variables were a constraint on rig tuning and that the headstay length rule was a factor that significantly affected the ability to tune the rig for maximum performance. This comes from the fact that a small variation at the bottom of the mast results in a large variation at the top due to the ratio of the lever arms. This led to the realization that the headstay length rule, which was intended to be a one-design equalizer, was having exactly the opposite effect. The boat in question now sails with the mast at full length and tuned to his sail maker's specifications.

### Improving rules awareness.

The Technical Committee has been working on ways to make sailing a J/105 event as painless as possible regarding the rules. Too often we have owners who show up to race and are not in compliance. This means being more proactive in reaching out to the members who are entered in an event. The simple fact is that our rules are very simple to comply with for those who are willing to pay attention. Why someone would expend considerable effort to go to a Class event, but not spend a few minutes understanding the requirements is a vexing problem for the people who are running the event

To this end, the ExCom is working on a program that will run on the Class website that will streamline the process of registering for an event. This has been a serious problem with events like Key West where another party controls the registration and our Class needs aren't met. Currently much depends on the member following through on a lot of details. This program will make this much easier by linking to the Class data base and giving the opportunity to get the details squared away in advance. We have had too many instances of emergency actions the day before an event, and no one benefits from this. The goal is to run events where everyone shows up and has a good time and the Class Rules are a non-event.

### Sail registration.

The most common pre-event problem has come from erroneous sail registration on the Class website. Frequently the registration information gets mixed up so the information in the Class data base does not

match what is on the boat. This happens because the owner has not recognized the responsibility to make sure this was done correctly. Efforts have been made to improve awareness through posting on the forum and questions in the weekly poll. Unfortunately this does not reach everyone. The new regatta entry program will fill this gap by linking into the sail registration data base so the owner is forced to verify that the information is correct in advance.

Some simple steps to take regarding sail registration:

1. Make sure you have a copy of the registration form for all of your sails.
2. Make sure the number on the sail tag matches the number on the form.
3. Make sure that the sail is registered on the Class website and that the descriptions and numbers match.
4. Do not assume that someone else did this for you.

### Crew classification.

The second most common pre-event problem is crew ISAF classification information. It is very easy to become registered, and just as easy to check for correctness, yet we still have the more-than-occasional owner who has none of this done on race day. The ISAF has just changed the classification system by eliminating Category 2. This means that by April 1, 2010, anyone who was previously Category 2 has to re-apply. In a reasonable world people would be taking care of this problem in advance. Will the Technical Committee be dealing with classification problems as the 2010 season gets underway—yes.

### Answering member concerns.

Another responsibility taken on by the Technical Committee and other members of the Executive Committee has been to respond to member questions on the Forum. We are exposed to a lot of issues through daily interactions so we can often be helpful. Things like headstay adjustment, keel fairing, standard boat configurations, sail design questions, wheel to tiller change, corrector weight placement and off-the-wall rules questions are good examples of contributions from the Technical Committee. If you need a quick answer to a problem, contact the Class Measurer directly. His contact information is available on the Class website. We often get questions that come while an owner or a contractor is working on the boat.

# Survey Says

Thank you to everyone who participated in our recent Member Survey. We had 133 responses. Of the most significant results related to national championships, nearly 70% feel that major regattas should end on a Sunday. More than 52% support three races per day, and more than 67% favor a throw-out race. 77% of the those responding preferred e-mail as the method of communication.

## J/105 Member Survey

Summary Prepared on 03/07/10

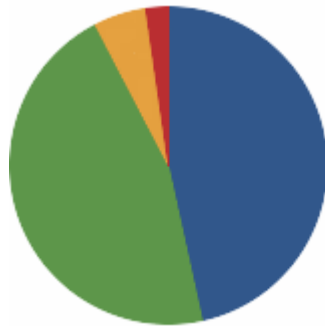
Summary for the results with the following restrictions:

### Response Filters

Invitation Type: all  
Status: all  
Alerts:  
Email Contains:

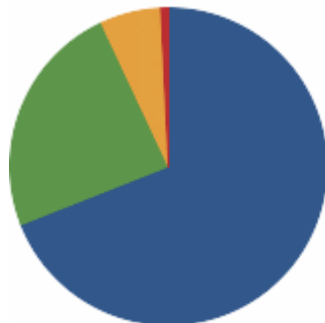
## National Championships

1. What format, as it applies to number of days, do you favor for National Championships?



46.5% [3 days of racing \(61\)](#)  
45.8% [4 days of racing \(60\)](#)  
5.3% [5 days of racing \(7\)](#)  
2.2% [View "Other" Answers "Other" Answers](#)

2. What format, as it applies to days of the week, do you favor for National Championships?



68.9% [Ending the event on Sunday \(89\)](#)  
24.0% [Ending the event on Saturday \(31\)](#)  
6.2% [Ending the event on Friday \(8\)](#)  
0.7% [View "Other" Answers "Other" Answers](#)

3. What format, as it applies to total number of races, do you favor for National Championships?



- 40.1% [As many as can be sailed \(51\)](#)
- 26.7% [9 races \(34\)](#)
- 18.1% [7 races \(23\)](#)
- 11.8% [11 races \(15\)](#)
- 3.1% [View "Other" Answers](#) ["Other" Answers](#)

4. What format, as it applies to number of races sailed per day, do you favor for National Championships?



- 52.4% [3 races per day \(65\)](#)
- 23.3% [As many as you can get in! \(29\)](#)
- 19.3% [2 races per day \(24\)](#)
- 4.0% [View "Other" Answers](#) ["Other" Answers](#)
- 0.8% [4 races per day \(1\)](#)

5. What format, as it applies to throw-out races, do you favor for National Championships?



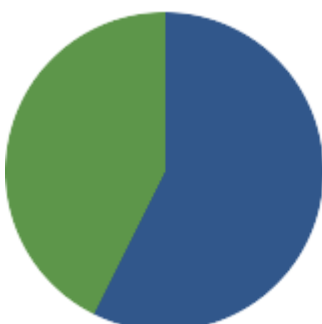
- 42.8% [One throw-out after 5 races have been completed \(54\)](#)
- 29.3% [No throw-outs \(37\)](#)
- 24.6% [One throw-out for every 5 or 6 races completed \(31\)](#)
- 3.1% [View "Other" Answers](#) ["Other" Answers](#)

6. How far would you transport your boat for a National Championship?



- 29.8% [No more than 100 miles \(37\)](#)
- 26.6% [100 to 300 miles \(33\)](#)
- 16.1% [500 to 1000 miles \(20\)](#)
- 12.0% [300 to 500 miles \(15\)](#)
- 11.2% [View "Other" Answers](#) ["Other" Answers](#)
- 4.0% [Anywhere, anytime \(5\)](#)

7. Would you consider using a charter boat to race in a National Championship?



- 57.3% [Yes \(74\)](#)
- 42.6% [No \(55\)](#)

8. Would you make your boat available for charter if you could not attend a nearby National Championship?

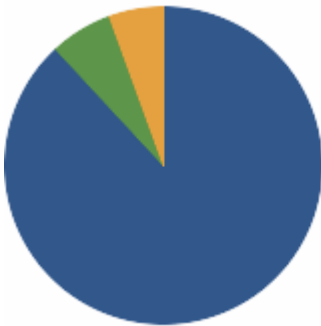


52.3% [Yes \(68\)](#)  
47.6% [No \(62\)](#)

End of Survey Page 2

## Regional Championships

9. Would you attend a Regional Championship?



88.0% [Yes \(111\)](#)  
6.3% [View "Other" Answers](#) ["Other" Answers](#)  
5.5% [No \(7\)](#)

10. If yes, how many days of racing would you support for a Regional Championship?



67.4% [3 days of racing \(83\)](#)  
26.0% [2 days of racing \(32\)](#)  
5.6% [4 days of racing \(7\)](#)  
0.8% [View "Other" Answers](#) ["Other" Answers](#)

11. How far would you transport your boat for a Regional Championship?



36.3% [50 to 150 miles \(44\)](#)  
23.1% [150 to 300 miles \(28\)](#)  
19.0% [No more than 50 miles \(23\)](#)  
14.8% [300 to 500 miles \(18\)](#)  
4.9% [View "Other" Answers](#) ["Other" Answers](#)  
1.6% [Anywhere, anytime \(2\)](#)

12. Does your region currently have a Regional Championship?



53.1% [Yes \(68\)](#)  
 25.7% [No \(33\)](#)  
 21.0% [I don't know \(27\)](#)

End of Survey Page 3

## Communications and Demographic Information

13. Please rank the following methods of communication with your preference:

|                | Preferred              | Somewhat Preferred     | Just OK                | Somewhat not preferred | Not preferred          |
|----------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Website        | <a href="#">58.2 %</a> | <a href="#">25.9 %</a> | <a href="#">14.1 %</a> | <a href="#">0.7 %</a>  | <a href="#">0.7 %</a>  |
| Newsletter     | <a href="#">33.8 %</a> | <a href="#">37.2 %</a> | <a href="#">22.0 %</a> | <a href="#">1.6 %</a>  | <a href="#">5.0 %</a>  |
| Facebook       | <a href="#">6.1 %</a>  | <a href="#">6.1 %</a>  | <a href="#">8.8 %</a>  | <a href="#">12.3 %</a> | <a href="#">66.3 %</a> |
| E-mail         | <a href="#">77.6 %</a> | <a href="#">16.8 %</a> | <a href="#">4.0 %</a>  | <a href="#">0.8 %</a>  | <a href="#">0.8 %</a>  |
| Blogs          | <a href="#">4.5 %</a>  | <a href="#">6.3 %</a>  | <a href="#">16.2 %</a> | <a href="#">14.4 %</a> | <a href="#">58.5 %</a> |
| My local fleet | <a href="#">36.2 %</a> | <a href="#">25.8 %</a> | <a href="#">20.6 %</a> | <a href="#">5.1 %</a>  | <a href="#">12.0 %</a> |

Provide additional comments below:

*You may browse comments online or download the CSV.*

[View Comments](#)

14. How many days of J/105 racing do you participate in per year?



49.2% [10 to 25 \(63\)](#)  
 27.3% [25 to 40 \(35\)](#)  
 15.6% [Less than 10 \(20\)](#)  
 7.8% [40 or more \(10\)](#)

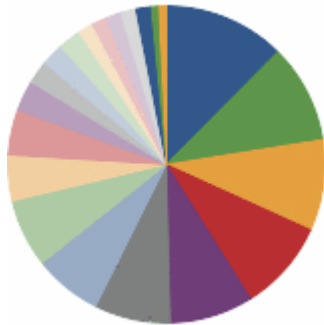
15. How many out-of-town J/105 regattas do you participate in per year?



44.1% [1 or 2 \(57\)](#)  
 29.4% [None \(38\)](#)  
 16.2% [3 to 5 \(21\)](#)  
 7.7% [5+ \(10\)](#)  
 2.3% [View "Other" Answers "Other" Answers](#)



16. What is your fleet number?



|       |   |
|-------|---|
| 12.4% | <a href="#">Fleet 5 - Lake Michigan (16)</a>              |
| 10.0% | <a href="#">Fleet 8 - Southern California (13)</a>        |
| 9.3%  | <a href="#">Fleet 1 - San Francisco (12)</a>              |
| 9.3%  | <a href="#">Fleet 3 - Chesapeake (12)</a>                 |
| 8.5%  | <a href="#">Fleet 6 - Long Island Sound (11)</a>          |
| 7.7%  | <a href="#">Fleet 2 - New England (10)</a>                |
| 6.9%  | <a href="#">Fleet 10 - New York/New Jersey Harbor (9)</a> |
| 6.9%  | <a href="#">Fleet 14 - Southern New England (9)</a>       |
| 4.6%  | <a href="#">Fleet 18 - Detroit (6)</a>                    |
| 4.6%  | <a href="#">Fleet 4 - Lake Ontario (6)</a>                |
| 3.1%  | <a href="#">Fleet 20 - Northwest (4)</a>                  |
| 2.3%  | <a href="#">Fleet 17 - Galveston Bay (3)</a>              |
| 2.3%  | <a href="#">Fleet 16 - Fort Worth/Dallas (3)</a>          |
| 2.3%  | <a href="#">Fleet 15 - Southern Chesapeake (3)</a>        |
| 1.5%  | <a href="#">Fleet 25 - Northern Michigan (2)</a>          |
| 1.5%  | <a href="#">Fleet 22 - Lake Erie (2)</a>                  |
| 1.5%  | <a href="#">Fleet 23 - Gulf of Maine (2)</a>              |
| 1.5%  | <a href="#">Fleet 24 - Eastern Long Island Sound (2)</a>  |
| 1.5%  | <a href="#">View "Other" Answers "Other" Answers</a>      |
| 0.7%  | <a href="#">Fleet 19 - Florida (1)</a>                    |
| 0.7%  | <a href="#">Fleet 21 - Bermuda (1)</a>                    |
| 0.0%  | <a href="#">Fleet 12 - Oklahoma (0)</a>                   |
| 0.0%  | <a href="#">Fleet 13 - United Kingdom (0)</a>             |
| 0.0%  | <a href="#">Fleet 11 - Lowcountry (0)</a>                 |
| 0.0%  | <a href="#">Fleet 7 - Acapulco, Mexico (0)</a>            |
| 0.0%  | <a href="#">Fleet 9 - New Orleans (0)</a>                 |

17. How long have you been a member?



|       |                                      |
|-------|--------------------------------------|
| 51.5% | <a href="#">5+ years (67)</a>        |
| 33.0% | <a href="#">3-5 years (43)</a>       |
| 10.0% | <a href="#">1-2 years (13)</a>       |
| 5.3%  | <a href="#">Less than 1 year (7)</a> |

18. Please feel free to provide a general comment or suggestion for the Class to consider.  
*You may browse freeform responses online or download the CSV.*

# J/105 North American Championship September 14–19, 2010

Hosted by the Chicago Yacht Club and J/105 Fleet 5  
Chicago, Illinois USA

PRO—Vicki Matthews

(has served Etchells regattas, CYC events and the Chicago to Mac race)

Chief Judge—Alan Teske

(qualified to serve on an International Jury and has done many years of judging)

Skippers' meeting will be held at the Mid America Club which will give our guests a stunning view of Chicago and the Harbor.



PHOTO BY WALTER COOPER

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TO BE ON THE  
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**WIMRA**  
WOMEN'S INTERNATIONAL  
MATCH RACING ASSOCIATION

# Narragansett Bay Championship Tour

Fleet 14 (Southern New England) is pleased to announce the J/105 Narragansett Bay Championship

Tour consisting of three closely-spaced regattas that typically draw competitors from Marblehead to Annapolis: Coastal Living Sail Newport (July 10-11), NYYC Rolex/J-105 East Coast Championship (July 17-19), Wickford Yacht Club West Passage Regatta (August 7-8). To make it easy for out-of-towners, Brewer Wickford Cove Marina, adjacent to Wickford Yacht Club, will haul, power wash and store visiting boats during the Tour at deeply discounted rates. During the West Passage Regatta, Sampson Rigging will award the top boats their choice of its newest hi-tech sheets and halyards, West Marine will spice up the Saturday night dinner with some exciting product giveaways, and Waterline Systems, the Portsmouth, RI-builder of the J/105, will award the overall Tour winner the J/105 Narragansett Bay Championship half-model perpetual trophy along with gift certificates for spare parts (anyone need new floorboards, some stanchions or a pushpit?). Along with these generous product contributions, North Sails will provide mark set boats during the West Passage Regatta as well as offering on-the-water coaching for all comers on Friday, August 6, followed by a debrief and welcome party at Wickford Yacht Club. Visit the Fleet 14 website at <http://fleet14.j105.org/> for more information.

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# Calendar

| Dates                 | Event   | Contact   |
|-----------------------|---|---|
| April 8-11, 2010      | Charleston Race Week<br>Charleston Harbor Resort & Marina<br>Charleston, SC                   | Danny Havens 843-722-1030 x18   |
| April 25-30, 2010     | Bermuda International Invitational Race Week<br>Royal Bermuda Yacht Club<br>Hamilton, Bermuda | RBYC 441-295-2214   |
| April 30-May 2, 2010  | Annapolis NOOD<br>Annapolis Yacht Club<br>Annapolis, MD                                       | Valerie Mey 401-845-5112  |
| May 14-16, 2010       | Seattle NOOD<br>Seattle Yacht Club<br>Seattle, WA<br>Corinthian Yacht Club                    | Valerie Mey 401-845-5112  |
| June 4-6, 2010        | Detroit NOOD<br>Bayview Yacht Club<br>Detroit, MI   | Valerie Mey 401-845-5112  |
| June 11-13, 2010      | Chicago NOOD<br>Chicago Yacht Club<br>Chicago, IL   | Valerie Mey 401-845-5112  |
| June 20-25, 2010      | Block Island Race Week<br>Block Island<br>Block Island, RI                                    | Ted Zuse 203-675-9550   |
| June 25-27, 2010      | Long Beach Race Week<br>Alamitos Bay YC and Long Beach YC<br>Long Beach, CA                   | Alamitos Bay Yacht Club and Long Beach Yacht Club<br>ABYC 562-434-9955<br>LBYC 562-598-9401 |
| June 26-27, 2010      | San Francisco NOOD<br>St. Francis Yacht Club<br>San Francisco, CA                             | Valerie Mey 401-845-5112  |
| July 22-25, 2010      | Marblehead NOOD<br>Eastern Yacht Club<br>Marblehead (Boston), MA                              | Valerie Mey 401-845-5112  |
| September 11-12, 2010 | Larchmont NOOD<br>Larchmont Yacht Club<br>Larchmont (Westchester County), NY                  | Valerie Mey 401-845-5112  |
| September 15-18, 2010 | North American Championship<br>Chicago Yacht Club<br>Chicago, IL                              | Fleet #5  |
| September 16-19, 2010 | Rolex Big Boat Series<br>St. Francis Yacht Club<br>San Francisco, CA                          | Race Office 415-563-6363  |
| January 17-21, 2011   | Key West Race Week<br>(Mid-Winter Championship)<br>Key West, FL                               | Peter Craig 781-639-9545  |
| August 10-14, 2011    | North American Championship<br>Eastern Yacht Club<br>Marblehead, MA                           | Doug Morgan 617-833-3881  |



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