

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



BILL ZARTLER'S *SOLARIS* **REPEATS AS J/105** **MIDWINTER CHAMPION**

W i n t e r 2 0 1 3 • V o l u m e 4 • I s s u e 1

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

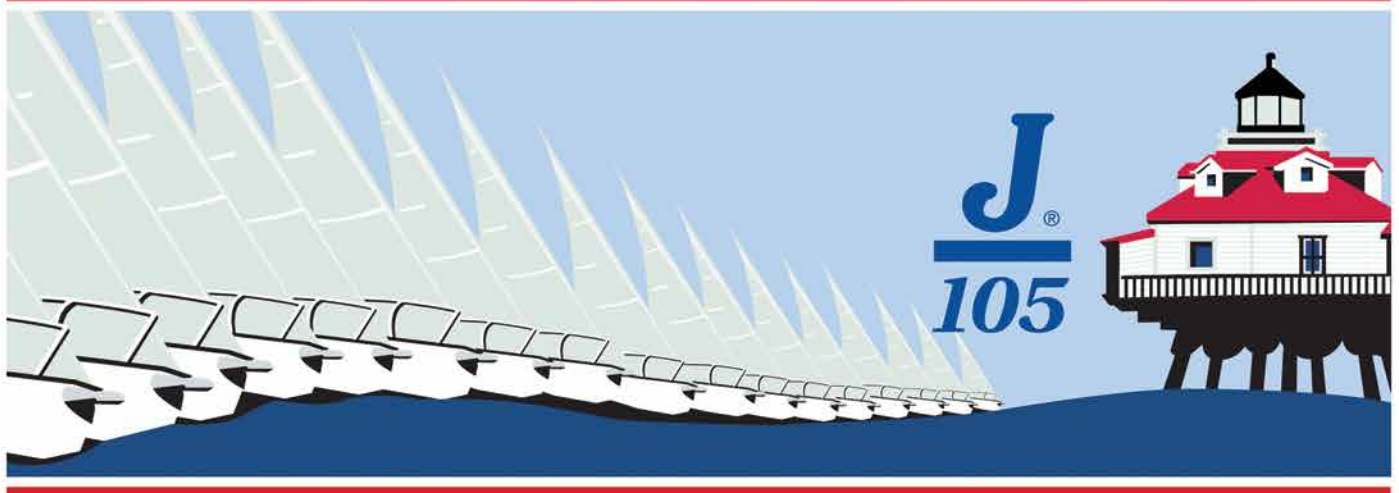
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Photographer: Larry Martin

J-105 NORTH AMERICAN CHAMPIONSHIPS



ANNAPOLIS MARYLAND OCT 31 - NOV 3, 2013

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At this time of year, those of us who are unlucky enough to be based in the more northerly part of the hemisphere (The Great White North, in my case) get particularly jealous of those of you who can sail year round. Solid ice sits between me and my boat right now! I'm wishing I had towed it south so that I could have done the J/105 Midwinters at our new venue in Galveston Bay, Texas. From everything I have heard, this is a wonderful event that is very well organized and reasonably priced. Maybe next year.

So what to do over the winter months?

Well, participating in discussions about the future of our Class has given me new insight into some of the challenges and opportunities we face.

In particular, the age-old dilemma of balancing what changes we allow or don't allow to the boat has been on my mind. It has given me new appreciation for the work our Technical Committee does.

We all know we have a great boat that is not only a perfect day-sailor but fun to race. I've had my boat for 15 years and recall racing with the dodger on, a heavy Dacron jib and a snuffer for the chute! In the early days, I had been a very vocal supporter for not changing anything about the boat. The rationale was that even if we sailed in a wooden bathtub it is still good one-design racing as long as everybody sails in a wooden bathtub.

Not to liken our wonderful boats to bathtubs, but as the design becomes older and older we need to find ways to keep it fresh and competitive with new designs if we want our fleet to remain as healthy as it is. At the same time avoiding an 'arms race' - no easy feat.

I mention this so that we always ask ourselves to think of the long term health of our fleet when new ideas are presented to improve the boat. Every change that has been approved over the years met with some resistance at the time, but is generally well accepted now and hard to imagine doing without.

Ian Farquharson, J/105 Class President

2013 MIDWINTER CHAMPIONSHIP



BILL ZARTLER'S *SOLARIS*
REPEATS AS J/105
MIDWINTER CHAMPION

Bill Zartler and his *Solaris* team will be keeping the title of J/105 Midwinter Champion. Despite placing seventh in the final race, *Solaris* hung on for the two-point victory and back-to-back Midwinter Championship trophies. With crew Chris Lewis, Karen Lewis, Gustavo Escobar, Michael Byrne and Cynthia Powell, Zartler completed the nine-race series with 28 points and a line of 8,1,5,1,3,1,1,1,7. Host Lakewood Yacht Club in Seabrook, TX claimed the top two boats of the event, as Bill Lakenmacher's *Radiance* placed second with 30 points. New York's Paul Beaudin on *Avici* came in third at 40 points.

Zartler praised the Race Committee for fulfilling their goal of nine races, and also commended the stellar competition. "It was great to have competitors coming from all over the country, and see the fleet continue to grow," he said.

Solaris launched to the top of the leaderboard after four races on the first day of the J/105 Midwinter Championship. Zartler began the day with an eighth place tally, then won two of the next three races. LYC's Uzi Ozeri on *Infinity* kicked off the event with a win in race 1. Conditions were perfect on Galveston Bay with 70 degree temperatures and winds between 10-12 knots. Zartler took the victory in race 2, then Lakenmacher moved up to race winner in the third bout. Zartler won the race back to shore by claiming race 4, when wind conditions had increased to 16-18 knots.

Snagging three bullets on day 2, Zartler took a six-point lead into the final day of the competition. It was another beautifully breezy day on Galveston Bay with winds starting at 10-12 knots and building to 16-20, with temperatures around 70 degrees. Ozeri helmed *Infinity* to another regatta victory in the day's first contest. Zartler lodged a third in that race, before winning the next three contests.

Teams were postponed on shore for the final morning when a line of storms came through. When the AP flag came down and the 13 boats were sent to the race course, winds averaged 10-12 knots. Greg Turman's *Horny Toad* won the day's only race.



THE TOP FIVE:

Bill Zartler, *Solaris* (28 points), Bill Lakenmacher, *Radiance* (30), Paul Beaudin, *Avici* (40), Greg Turman, *Horny Toad* (52), James Macdonald, *Distant Passion* (52). The J/105 Class extends its appreciation to the Lakewood Yacht Club and all of its volunteers. Photos are available on the J/105 Facebook page, and complete results may be found at www.j105mw.com.

Following the J/105 Midwinter Championship, Julie Howell of the J/105 Class interviewed Bill Zartler for more insight on his experience:



JH: What was your strategy coming into the event?
How did you prepare?

BZ: My crew and I have, for the most part, been sailing the J/105 for over five years together. We raced in the Houston Yacht Club Midwinter regatta the prior weekend to shake off some the winter cobwebs, went through the boats systems and sails thoroughly, and all got into (well needed) health kicks to make weight.

JH: Tell us about each member of the team and his/her role/contributions to your teamwork as a whole.

BZ: Chris Lewis has been *Solaris*' primary main trimmer and tactician for some time. We have done three Key West Race Weeks together and numerous other races. Chris owns a J/44 which is raced in the distance races as often as possible. Chris has been sailing most of his life, in the UK until moving to the US after college. He is now the proud owner of a new J/70. Gustavo Escobar has been *Solaris*' jib and spinnaker trimmer for many years also. Gustavo hails from Mexico and is a regular sailor on Galveston Bay

for about 10 years. Karen Lewis flawlessly ran the pit as she does on her J/44. She has also been sailing virtually her entire life including in college in the UK. Michael Byrne, aka Sponge, has been *Solaris*' primary foredeck for over five years. He also runs the foredeck on the J/44. He is easy to spot on the bow with his vibrant tie dye sailing gear. Cynthia Powell managed the mast on *Solaris*. She has been sailing with us since she was sailing for the Texas A&M Galveston sailing team over five years ago. She has moved to Brazil, but stayed in town after a visit to race with us.

JH: What makes the J/105 unique?

BZ: The J/105 is a very easy boat to sail fast, but has a few little tweaks that can get it into the little extra groove to help win. It is a great size to race in venues like Galveston Bay, where the chop can make a smaller boat a miserable experience upwind, but small enough not to need an army of supersized trimmers to manage.

MIDWINTER CHAMPIONS

JH: This is our second year at Lakewood YC in Seabrook, Texas for the Midwinters. What is your opinion of the venue?

BZ: Lakewood has put on two great events, and the weather certainly has provided a variety of conditions. March in the Gulf Coast is a great time for wind and good temperatures. The Race Committee was able to get off many races quickly and keep the courses square. Lakewood Yacht Club and Galveston Bay is a great venue for late winter/early spring sailing. The facilities make it easy and inexpensive to launch and haul out-of-town boats.

JH: You excel in breezy conditions. Speaking specifically to windy weather...how did you approach the starts? Mark roundings? Tactics?

BZ: We have been fortunate to know how to keep the boat moving in short chop and wind. The first race of Friday and Saturday slightly favored the pin. We decided our best tactic was, however, not to get pinned too far down the line and find or build a good leeward hole and start toward the boat. We were fortunate in all but two of the starts, one resulting in an over early and the other stuck a bit too far back in the slowing breeze. Certainly in the heavier air, good leeward mark roundings are critical, and safe early spinnaker drops make this much easier. In terms of race tactics, it was extremely competitive racing with the top boats going off on different sides of the course. We needed to make sure we had enough room or lane to stay in phase with the wind.

JH: What do you see as the future of the J/105?

BZ: The J/105 is a great boat and has a good future. With prices softening, it will attract new buyers and continue to be a great amateur race boat that will attract sailors of all levels.



MIDWINTER CHAMPIONS



FROM THE TACTICIAN'S PERSPECTIVE

Chris Lewis: The fleet is mostly very even, making small factors disproportionately important as they later allow a cross or a lee bow that you would not otherwise be able to do. In breeze, we found that tighter cap shrouds than the typical tuning guides advise and a jib that flattens further with sheet tension without closing the slot aggressively provides an edge in speed. Also, trimming main between two modes of traveller setting: down with tight leach or traveller up towards centerline with more twist as the wave conditions dictate between flat spots and chop provides an edge over boats that tend to set up their sails and steer. I have learned to move the fine tune and traveller together in opposite directions to provide smooth gear changes for the boat. It may seem basic but keeping your main sheet coiled and ready to run is vital. Not only to duck a boat, but also to aggressively bear away at the spin hoist and to control the boat effectively at the start. Big sheet movements allow the helmsman to steer accurately with less heel. Our over early was when I had a knot in the sheet!



Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Gyt Petkus – Fleet 5, Chicago

Equipment specifications

The Technical Committee is in a never-ending struggle regarding the Class Rules, equipment specifications, keeping up with changes in technology, and ensuring a level playing field for all competitors. Where is the balance to be struck between maintaining one-design standards and allowing some innovation and taking advantage of new technology?

This past fall, Harken requested that their new double-acting hydraulic backstay adjuster be approved as Class-legal. After initially being approved, this approval was withdrawn due to protests received. The discussion about whether to approve the Harken backstay adjuster is ongoing. The discussion revolves in part around the philosophical question of what it is we want to control with the Class Rules and the one-design specifications.

It has long been the practice to not require replacement with identical equipment. Lewmar winches can be replaced with Harken winches. Brand control over turning blocks is not enforced. There is no specification for the size or weight of the spin sheet turning blocks, even though modern carbon blocks with smaller diameter and weighing much less can be used. The objective is to ensure that the replacement equipment does not offer an undue competitive advantage. An aluminum Harken radial winch with the same power ratio weighs less than the equivalent standard-equipment Lewmar winch, yet this replacement is allowed, subject to the necessary weighing being performed to update the boat's weight certificate, even though this change theoretically lowers a boat's center of gravity and moment of inertia which could be considered an advantage. So the question is what amount of change results in an undue or undesired advantage?

With the backstay adjuster, a double-acting cylinder is theoretically faster since a push-pull stroke pumps

it twice instead of once. However, other factors come into play including the stroke movement per pump, the effort required, ergonomics of pumping in both directions, and similar. Some of these are hard to quantify since they change as the adjuster ages and are affected by the strength and dexterity of the person doing the pumping. Opinions about the adjuster also are impacted by whether you have a wheel or tiller boat. Reaching the adjuster is difficult for the helmsman on a tiller boat whereas it is merely inconvenient for the helmsman on a wheel boat.

There are at least four backstay adjuster manufacturers in the marketplace, two of which make single-acting cylinders and two which make double-acting cylinders. SailTec, the OEM supplier, now makes a smaller backstay adjuster, the -8, than when the boat was originally designed, when the -10 was selected as the original equipment. The -8 unit is smaller, lighter, quicker and cheaper while still providing sufficient stroke length and maximum tension to work on a J/105. Should this unit be allowed? Everyone likes less expensive. Does a decrease in the number of strokes required for a given amount of cylinder movement constitute an undue advantage? Or would the advantage be undue only if the difference was substantial, and how would substantial be quantified? With winches, we don't require the exact same power ratio on replacement winches; we only require that the closest available power ratio to the original ratio be used.

Related requests to allow attachment of lines and a bungee to the adjuster handle to permit remote pumping of the adjuster were recently received. The cost would be minimal, \$10-\$20 for the line. Depending on the configuration proposed, the main or jib trimmer could pump the backstay without leaving their normal position. This change would require a change in the Class Rules. However, it would be incompatible with double-acting adjusters. If this

change to the Class Rules goes into effect, should double-acting backstay adjusters be allowed? Wheel boats may prefer a double-acting adjuster operated by the helmsman whereas a tiller boat may prefer the ability to remotely pump the adjuster at the expense of having additional lines in the cockpit. Each system offers different advantages and disadvantages.

Similar conflicts regarding sail material of construction arise. Carbon, spectra, vectra, PBO, and cuben fiber are not allowed for construction of a jib. The main reason for banning certain materials is for cost control. Depending on which sailmaker you talk to, carbon fiber can be cheaper than Kevlar and thus a jib incorporating carbon fiber would cost the same

as one without carbon fiber. Other banned materials are not practical to use anyway. Should carbon be allowed? Should Spectra be allowed? Historically, changes in sail materials have been authorized when the cost increase is limited, with 10% increase usually being the threshold used.

We all want to maintain level racing for all participants. At the same time, we do not want the J/105 to become outdated. Striking that balance is the continual debate. Proposed rule changes related to these issues will be coming out later this year. Some proposed changes are already posted in the forum. Take a look at them and weigh-in with your comments and suggestions.



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Calendar

Dates	Event	Contact
April 18-21, 2013	Charleston Race Week Charleston Harbor Resort & Marina Mt. Pleasant, SC	Daniel Havens 843-722-1030, x18
April 27-28, 2013	American Yacht Club Spring Series American Yacht Club Rye, NY	Race Committee 914-967-4800
May 3-5, 2013	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davis 401-845-4412
May 4-5, 2013	American Yacht Club Spring Series American Yacht Club Rye, NY	Race Committee 914-967-4800
May 17-19, 2013	Seattle NOOD Seattle Yacht Club Seattle, WA	Jennifer Davis 401-845-4412
May 30-June 2, 2013	Southern Bay Race Week Hampton Yacht Club Hampton, VA	Lin McCarthy 757-850-4225
June 1-2, 2013	Cedar Point Yacht Club One-Design Regatta Cedar Point Yacht Club Westport, CT	Adrian Little 203-858-0503
June 7-9, 2013	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davis 401-845-4412
June 15-23, 2013	Cleveland Race Week Edgewater Yacht Club Cleveland, OH	EYC Office 216-281-6470
June 23-28, 2013	Block Island Race Week/East Coast Championship Storm Trysail Club Block Island, RI	Marcy Trenholm 914-834-8857
June 28-30, 2013	Long Beach Race Week Alamitos Bay Yacht Club & Long Beach Yacht Club Long Beach, CA	ABYC 562-434-9955 LBYC 562-598-9401

Calendar

July 13-14 , 2013	Larchmont Yacht Club 115th Race Week Larchmont Yacht Club Larchmont, NY	Race Committee
July 13-14, 2013	Southern Chesapeake Bay Leukemia Cup Fishing Bay Yacht Club Deltaville, VA	Debbie Bridwell 800-766-0797
July 20-21, 2013	Larchmont Yacht Club 115th Race Week Larchmont Yacht Club Larchmont, NY	Race Committee
July 25-28, 2013	Marblehead NOOD Boston Yacht Club Marblehead , MA	Jennifer Davis 401-845-4412
August 31-September 2, 2013	CBYRA Race Week Chesapeake Bay Yacht Racing Association Annapolis, MD	CBYRA Office 410-990-9393
August 31-September 1, 2013	Stingray Point Regatta Fishing Bay Yacht Club Deltaville, VA	FBYC 804-776-9636
September 26-29, 2013	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
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

Calendar

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
September 25-28, 2014	J/105 North American Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474

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FOR THE RECORD

2012 J/105 NA Champs...
1, 4, 5, 7, 9, 10

MORE 2012 J/105 RESULTS

SFYC Big Boat Series...1, 2, 4
SFYC Aldo Alessio Regatta...
1, 2, 3, 5

Chicago Race to Mackinac...1st
AHYC Blue Water...2nd
Chicago NOOD...1, 2
Race to Oxford...3rd
RYC Red Grant...3rd
Ugotta Regatta...2nd
Annapolis NOOD...2nd
Chicago Verve Cup...1, 2
COLORS Regatta...1st

J/105 Ches Bay Champs...1, 2
KYC Leukemia Cup...3rd
Annapolis Race week...2, 3

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J[®] 105

June 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Chicago N000 * (June 7-8)
 San Francisco N000 (June 23-24)
 Block Island Race Week (June 25-27)
 Long Beach Race Week (June 28-29)

*N000 regattas are subject to confirmation.

J/105 CALENDARS
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