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Bermuda J/105 Invitational Regatta

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Dear J/105 Members,

Writing to you as our San Francisco Fleet One season kicks off with the St. Francis YC Spring One Design Regatta on March 14-15, and the Galveston Bay Fleet 17 runs its first annual J/105 Texas Invitational March 27-29 at Lakewood Yacht Club, modeled after the successful Bermuda format with locally-owned boats sailing with mixed crews (half from outside Fleet 17's area and half local). While all this action is underway, the East Coast is digging out from a sequence of snow storms and northeast bays are frozen. Guys and gals – come west and south for some exciting springtime J/105 sailing! We'll find you slots on local boats.

The big news is the strong pre-registration for the J/105 East Coast Championship run by Fleet 6 as part of Storm Trysail's Block Island Race Week. Over 15 boats are already signed up, including teams from Bermuda, Annapolis and yours truly from the West Coast (once again with a borrowed boat). Around 25 teams are expected. If you are thinking of coming, I can refer you to several NY/CT/RI owners who have offered their boats for charter. This is an A level regatta, and Fleet 6's fearless leader Paul Beaudin is already assisting several owners to get their boats weighed at Cedar Point and other places along the New England shoreline.

Nationally, our membership is stable, with consistent numbers of owners over the last three years. As with all fleets, some have departed and others have joined, and we face the challenge of finding out who they are, as boat brokers do not automatically report sales to us. I've already run into three new owners in SF and also spoken with some on the East Coast who were unaware of the local or national fleet and what they have to offer. We're counting on each of you to reach out to these new neighbors and help them get up to speed, especially if they intend to race.

When new owners ask me why they should join, I used to mention the Forum, formerly an invaluable place to exchange information on the boats – chiefly maintenance, spare parts, racing tips and techniques. We're making progress to reinstate this and make the overall website more user friendly, as well as customizable sections for local fleets. We're in communication with the designers of the new J/109 website as they tackled the same issues and appear to have come up with a significantly better solution.

As always, feel free to reach out to me or any of the other fleet officers if you have a question. We're here to help you get the most out of your J/105 experience.

Bruce J. Stone, J/105 President
bruce@brucestone.com
917-822-4060



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Bermuda J/105 Invitational Regatta

Last November, Fleet 21 in Bermuda hosted its second annual Bermuda J/105 Invitational Regatta, sponsored by XL. As in 2013, the format was for each boat to have three local crew and three crew from overseas, with the visiting skippers helming in the “International” races and the local skippers helming in the alternate “Bermuda” races. The event was designated as “Level C,” and Class Rules regarding owner-driver and crew weight limit were waived. Sailing took place in the Great Sound, soon to be home of America’s Cup racing.

Unfortunately, because of the visits of Hurricanes Fay and Gonzalo a few weeks earlier, only six of the nine boats in Bermuda were able to take part.

The visiting skippers were Greg Turman from Corpus Christi Yacht Club (paired with Ed Faries of Royal Hamilton Amateur Dinghy Club on *Back in Black*), Kevin Murphy from Lake Hopatcong Yacht Club (paired with Peter Bromby of Royal Bermuda Yacht Club on *Chequemate*), Jason Owen of the Royal Yacht Squadron (paired with Jon Corless of RBYC on *Morning Glory*), Bill Lakenmacher of Lakewood Yacht Club (paired with James Macdonald of RBYC on *Passion*), Richard Mitchele of Royal Canadian Yacht Club (paired with Pete Ramsdale of RHADC on *Sadiiqi*) and Stewart Neff of Eastern Yacht Club (paired with Trevor Boyce of RHADC on *Yabsta*).

The first day of the regatta saw two races completed in a light northerly breeze. The first race was for International helms, and *Morning Glory* (Jason Owen) and *Yabsta* (Stewart Neff) led out on the left side of the course, but *Sadiiqi* (Richard Mitchele) quickly headed right into more pressure and led at the first mark, and maintained the lead to the bottom of the course. The next lap of the course, *Sadiiqi* successfully covered the competition and took the opening win, with *Yabsta* second to *Morning Glory*'s third. Race 2, with Bermuda helms, got underway after the course was reset in the now more easterly and lighter breeze. Congestion at the start boat had two boats shut out and having to circle back to

start. *Morning Glory* (Jon Corless) recovered from a poor start and were well placed after the first lap, with *Chequemate* (Peter Bromby) chasing hard. Coming down to the finish it was *Morning Glory* ahead of *Chequemate*, with *Sadiiqi* (Pete Ramsdale) holding off *Passion* (James Macdonald). After the first day, the overall results were *Morning Glory* (4 points); *Sadiiqi* (4 points); *Chequemate* (6 points).

The second day saw five races completed in a stiff northwesterly breeze. The opening race of the day was in 13-15 knots, and the majority of the fleet picked the southerly side of the course to good effect. The opening race went to *Morning Glory* (Jason Owen), with the boat continuing to



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lead the overall. Race 4 (Bermuda helm) had a battle between *Morning Glory* (Jon Corless) and *Chequemate* (Pete Bromby) for the two-lap race, with Bromby taking the win in a close finish. Race 5 (International) saw the fleet split, with *Sadiiqi* (Richard Mitchele) hard left and the bulk of the fleet middle to right. With the left paying handsomely, *Sadiiqi* took her second win of the competition from *Passion* (Bill Lakenmacher), who was having a very consistent day. Race 6 and the breeze had shifted a little to the south and built to 16-18 knots. Both *Morning Glory* and *Sadiiqi* showed solid upwind speed, keeping them ahead of the fracas at the first windward mark as the rest of the fleet converged. At the end of the race, *Morning Glory* took the win from *Sadiiqi*, with *Yabsta* picking up some penalty points. Race 7 was the last race of a very long day. *Sadiiqi* led after the first lap, but *Yabsta* had a better leeward

rounding and took the lead on the second upwind, and then kept a comfortable lead to the finish from *Sadiiqi* and a hard charging *Passion*, making up a number of places. Boat of the day (sponsored by TOPS Limited) went to *Sadiiqi*.

The third and final day saw three races completed in a stiff northerly breeze. The opening race (8) of the day was in 14-18 knots, and the fleet had to deal with large wind shifts as well as difficult chop that this wind direction always brings. The race went to *Yabsta* (Trevor Boyce), his second bullet of the regatta, ahead of *Chequemate* (Peter Bromby). Race 9 (the final International race) started with a shift to the left in strong breeze. A coming together shortly after the start saw protests hailed and flags raised, as the finer points of rules were discussed on the racecourse. *Sadiiqi* came out of this mess pinned out to the right and

behind, never to recover. After two laps, *Passion* (Bill Lakenmacher) beat *Chequemate* (Kevin Murphy) to the line. Race 10 (the final Bermuda race) rounded out the series, with *Chequemate* (Peter Bromby) taking the final win ahead of *Passion* (James Macdonald).

A fun distance race “Last Race” then took the teams on a tour of the Great and Little Sounds, before working down Granaway Deep back to RBYC. *Yabsta* won this race for the prize presented by Triangle Rigging.

After a brief hearing by International Umpire Bob Duffy to sort out the protests, the final results were tabulated and prizes were awarded. The “boat of the day,” sponsored by Butterfield Bank, went to *Chequemate*.

For the International Trophy, sponsored by Bermuda Tourism Authority: *Passion* (Bill Lakenmacher) 13 points; *Yabsta* (Stewart Neff) 15 points; *Sadiiqi* (Richard Mitchele) 16 points.

For the Bermuda Trophy, sponsored by Goslings: *Chequemate* (Peter Bromby) 10 points; *Morning Glory* (Glenn Astwood/Jon Corless) 15 points; *Sadiiqi* (Pete Ramsdale) 18 points.

For the Overall Trophy, sponsored by XL: First - *Chequemate* (Kevin Murphy, Henry Colie, Scott Callahan, Ian Feathers, Peter Bromby, Lee White) 29 points; second - *Morning Glory* (Jason Owen, Andrew McIrvine, Paul Wiseman, Glenn Astwood, Jon Corless, Paul Wring) 33 points; third - *Passion* (Bill Lakenmacher, Daniel Lakenmacher, Peter Sutch, James Macdonald, Mary Geraghty, Nik Smale) 33 points.

The regatta was rounded out by a dinner at Coral Beach Club overlooking Bermuda’s South Shore beaches.



Dear Members of the J/105 Community:

As Class President, I am excited that my home club, St. Francis Yacht Club, will be hosting the 2015 J/105 North American Championship in conjunction with Rolex Big Boat Series on September 17-20, 2015. This is always a challenging regatta with a wide variety of race courses (not just windward-leeward), thereby providing a great test of seamanship and navigational skills. The main website is www.rolexbigboatseries.com while the NOR may be viewed at: http://www.yachtscoring.com/event_documents/1308/2015%20RBBS%20NOR%20Final.pdf

Inspections will take place on Monday, September 14, Tuesday, September 15 and Wednesday morning, September 16 (must be completed by 2 pm). During onsite registration, you'll weigh-in, sign waivers and receive parking passes, competitor badges and other regatta goodies. You and your team are then invited to an opening reception at the Club, sponsored by Rolex—a great chance to meet your fellow J/105 competitors and exchange local knowledge. The PROs will provide an initial briefing and answer questions about the courses.

For the first three days, there will be two races each day, starting either on the Berkeley Circle or on the western face of Treasure Island, with long windward beats and then dramatic downwind runs, including planing across the Bay to a reach mark. The second race will start on the opposite course, and generally finish in front of the clubhouse, a spectacular scene for your friends and family who come to watch.

Mt. Gay and Rolex will host parties at the Club after racing Thursday and Friday, and treat us to a video montage of the action.

Here's what the regatta looked like in 2014:
<https://www.youtube.com/watch?v=toRCldrZOoo&feature=youtu.be>

Your regatta entry fee of \$900 covers dinner for six on Saturday night at the St. Francis Yacht Club's Northwest Room with stunning views of the Golden Gate Bridge. You may buy extra tickets onsite for family and friends.

As a no-throw-out regatta, the competition comes down to what happens on Sunday! This is generally one longer race, a Bay Tour, finishing in front of the Clubhouse. The winner of the J/105 North Americans will have his or her name inscribed on the J/105 perpetual trophy, and will receive the coveted Rolex Big Boat Series Oyster Perpetual Date Submariner (worth almost \$9,000) with an inscription on the back commemorating the victory.

Come on out to San Francisco with your J/105—we'll help you find a talented local rigger and a compatible marina for launching and berthing prior to the event...or let us know if you want us to connect you with a local owner for a charter or a joint-venture. Non-SF Bay teams will be able to purchase HA (heavy air) sails without them counting against their 2015 sail tags as long as they sell them prior to year end. They also have the option to tag them in 2016.

Sincerely,
Bruce Stone, J/105 Class President
bruce@brucestone.com
917-822-4060





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J/105 Fleet One will host the 2015 J/105 North American Championship at the St. Francis Yacht Club during the Rolex Big Boat Series on September 17-20, 2015.

2015 Rolex Big Boat Series & J/105 NAC Schedule of Events

(Preliminary)

Boat Inspections, Registration & Weigh-In: Tuesday, September 15 and Wednesday, September 16

Race Days: Thursday, September 17 through Sunday, September 20

Social Events sponsored by Mount Gay Rum, Rolex and J/105 Fleet One

Awards Ceremony: Sunday, September 20



Check out this exciting 3-minute video from the 2014 Rolex Big Boat Series: <http://youtu.be/toRCldrZOoo>



St. Francis Yacht Club

www.rolexbigboatseries.com

Have questions? Contact Bruce Stone at bruce@brucestone.com or 917-822-4060

Technical Committee Report

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

At the 2014 J/105 Annual Meeting, the Technical Committee prepared a review of sail materials of construction for the mainsail and jib. After discussion, the Technical Committee was asked to prepare a rule change to relax the restrictions on the jib materials of construction. In particular, it was desired to allow carbon and spectra and basically permit all the sailmakers to use the newest construction methods in their arsenal. Accordingly, a revision to Class Rule 6.5.1 has been prepared. The revised rule is based on the corresponding rule used by the J/109 Class. A cost projection was also performed for jibs of different materials of construction for similar sizes below. The result of that analysis for the jib is detailed below.

2015 Class Rule Change #1 – Jib Construction Proposed Change

The present CR 6.5.1 reads:

“The roller jib shall be constructed of either 1) **woven ply**, or 2) **laminated ply** of PET film and PET or PEN (polyethylene naphthalate - such as Pentex) or Aramid (such as Kevlar). The use of Spectra, Vectran, Carbon Fiber, PBO or Cuben Fiber in the construction is not permitted.”

The proposed rule would read:

“The roller jib shall be constructed of either **woven ply**, **laminated ply**, and/or **single ply**. The use of Vectran, PBO or Cuben Fiber in the construction is not permitted.”

This change, regardless of when it is approved in 2015, would not go into effect until January 1, 2016. All 2015 sails must be constructed in accordance with the existing Class Rule. This change is being proposed to allow for advance notice of the change (if approved) so that owners and sailmakers can plan accordingly.

Jib Pricing

A survey of the website published list prices for jibs for J/105s and the boats listed below was made. Prices from Doyle, North and Quantum were obtained. UK and Ullman do not list prices for sails on their websites. Prices for aramid, aramid/carbon and 3Di jibs were obtained. It should be noted that for all the boat classes only some of these prices were available; prices were not available for all the sail types. In general, the most modern methods and materials of construction allowed were the default sail material type, and prices for other methods and materials were not common.

- J/88
- Farr 280
- Farr 30
- Henderson 30
- Olson 30
- Melges 32
- Hobie 33
- Flying Tiger
- J/109
- J/35
- J/111
- Beneteau 36.7

When sailmakers were polled in 2013, the benefit of allowing carbon in the jib was mixed. Some sailmakers said longevity would increase, others said it would decrease. Some said it would increase costs, others said the cost would remain the same or decrease. The opinions appeared to center around the type of carbon used with higher modulus carbons costing more and lasting less time, while the lower modulus carbons last longer and cost less but result in less performance improvement. The current price for Kevlar was also a factor. From the survey of published prices, the average price for an aramid jib was \$12.79/ft² with the J/105 jib averaging \$13.81/ft². Carbon/aramid blend jibs averaged \$16.28/ft² (the Melges 32 and Hobie 33 as outliers) with a range of \$12.43 to \$21.16/ft², supporting the sailmaker statements that the cost could remain the same, go down, or go up. The current average list price for a J/105 jib is \$3,750. Changing to allow carbon could be expected to raise this price to approximately \$4,430, a \$680 or 18% increase although it may also stay the same.

North Sails has stated that they could build a J/105 3Di jib for less than the cost of a carbon jib and with a greater usable life span, although this price statement is not supported by their published prices where 3Di jibs are on average about 20% more expensive than carbon blend jibs. When queried about the price of a J/105 3Di jib, they estimated a price of \$4,300, which is about the same as the estimated carbon blend jib price above. North built a J/105 3Di jib that was passed around Fleets 3, 16 and 17 for trial during beer can races. Even after two years of relatively hard use, the sail still looked good with no sign of being blown out, tears or delamination, indicating that North's claims of increased life expectancy are plausible.



Calendar

Dates	Event	Contact
March 27-29, 2015	Texas Invitational Lakewood Yacht Club Seabrook, TX	Bill Lakenmacher
April 25-26 & May 2-3, 2015	American Yacht Club Spring Series American Yacht Club Rye, NY	Sandy Weil and Don Dowd 914-967-4800
May 1-3, 2015	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davies 401-845-4412
June 12-14, 2015	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davies 401-845-4412
June 13-21, 2015	Cleveland Race Week Edgewater Yacht Club Cleveland, OH	Club Office 216-281-6470



Calendar

Dates	Event	Contact
June 21-26, 2015	Block Island Race Week / East Coast Championship Storm Trysail Club Block Island, RI	Marcy Trenholm 917-519-1376
July 23-26, 2015	Marblehead NOOD Eastern Yacht Club Marblehead, MA	Jennifer Davies 401-845-4412
July 25-26, 2015	Great Lakes Championship at CanAm Challenge Youngstown Yacht Club Youngstown, NY	Tim Finkle 716-745-3862
September 17-20, 2015	2015 J/105 North American Championship (Rolex Big Boat Series) St. Francis Yacht Club San Francisco, CA	Bruce Stone 917-822-4060
September 25-27, 2015	J/105 Canadian Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474
October 20-23, 2016	2016 J/105 North American Championship Larchmont Yacht Club Larchmont, NY	Paul Beaudin 917-584-5194

2014 J/105 North American Championship... 1, 2, 3

The Power to Perform

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