

**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**

## **GLENN DARDEN & REESE HILLARD'S HOSS CLAIMS J/105 MIDWINTER CHAMPIONSHIP**



Photo courtesy of RegattaShots.com

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**THE 2018 NORTH AMERICAN CHAMPIONSHIP**

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*Terry McLaughlin & Rod Wilmer*

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\*Partial Inventory Photo: Chris Howell

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## The One-Design Spirit

A great testament to the J/105 Class has been the maintaining of our Class Rules. Keeping the boat simple and the crew size manageable are both big reasons the 105 has maintained such a strong following for over 25 years. Few, if any, big boat one-design Classes can boost such a life span. This year, we have two Class Rule changes up for consideration. These are both important, and as members we should take these seriously and give both items due consideration. Hopefully at this point, your Fleet Captain has reached out for your vote. Strong Class Rules will help protect your investment in your boat and, hopefully, keep your sailing and racing fun.

The two items we have to consider are: changing the Class jib bag weight from 23 lbs. to 20 lbs. This Rule change is entirely driven by the sailmakers, not the membership. For any of you who don't know, I am a sailmaker. The history is the original bag weight was a trade-off when the Class changed from polyester to aramid. So owners with newer polyester sails would not feel that their sails were obsolete. 23 lbs. is on the beefy side and we, sailmakers, make-up for the overage by beefing up the fiber content and the corner reinforcements. Both things are probably making the sails last longer and don't have any real negative effect to the sailor. Going with a lighter bag weight will make it easier for sailmakers that sometimes forget to overbuild their products and give sailmakers a great opportunity to sell more new sails. Good for me, maybe not so good for you. Is three pounds really significant? Probably no, but it is surely something.



Next up is a bigger deal: increasing the crew weight to 1,100 lbs. I am as guilty as anybody of getting bigger as I age. And I am challenged all the time with putting a crew together to hit the Class weight. But I always have a least one woman on the crew, and I think that having a Class with both men and women sailing is important. I am concerned that raising the weight might seem good in the short term, but it could also hurt the Class if the new weight reduces the number of women from crewing. I know that on my boat, adding 55 lbs. could very well do that.

So please take the time to consider all, and any, proposed Rule changes and make sure your voice is heard at the Fleet level. Our Class votes by Fleet, and Fleets with more members have more votes. If you want your Fleet vote to count, you need to be current on your Class dues. Right now is a great time to “pay up” if you have not yet renewed your membership.

All the best and happy sailing,

**Paul Beaudin**

J/105 Class Association President

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## GLENN DARDEN & REESE HILLARD'S *HOSS* CLAIMS J/105 MIDWINTER CHAMPIONSHIP




Photos courtesy of RegattaShots.com

The J/105 Midwinter Championship returned to the calendar this year as 11 teams competed at Fort Worth Boat Club in Fort Worth, TX from March 7-10. Locals Glenn Darden and Reese Hillard led the *Hoss* team to victory with 24 points. They racked up three bullets over the weekend and never finished lower than sixth. Following *Hoss* in second place was Bill Zartler's *Deja Voodoo* (30 points) and Kenneth Horne's *Final Final* in third (33 points).





A large J/105 sailboat is the central focus, sailing on a body of water. The sail is white with a large black section on the right side. The sail features the text "J/105" at the top, "USA 237" in the middle, and "A2U 123" at the bottom. The boat is white with a black hull. In the background, another J/105 sailboat is visible, also with "USA 237" on its sail. The sky is blue with some light clouds. The water is choppy with whitecaps.

Darden summarized, “It was a wild three days of tight racing with winds ranging from 3 to 30 knots. Eagle Mountain Lake always makes it interesting! I would like to thank my *Hoss* team, first, co-owner and long-time shipmate Reese Hillard trimmer, Jake Scott tactics and mainsheet, Tony Waldon on bow, Peter Philpott at the mast and Lindsay Scott doing everything else. They really pulled *Hoss* to the top. The Fort Worth Boat Club ran a top-notch event, and PRO Dwight Bengston and his race management team did an outstanding job in getting in eight quality races in three days.”

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Photo courtesy of RegattaShots.com





Added Matt Arno, J/105 Chief Measurer, “It’s not often you get to race in three different seasons in three days. Winds from 0 to 40 and temps from 40 to 80 gave us the full range of conditions. Despite that, racing was tight for the whole regatta.”



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Photos courtesy of RegattaShots.com





Photos courtesy of RegattaShots.com



Photos are available on the J/105 Class Facebook page, and complete results may be found at <https://yachtscoring.com/emenu.cfm?eID=6095>.

## TOP FIVE:

1. *Hoss*, Darden/Hillard, 5 -1 -1 -1 -2 -6 -2 -6 ; 24
2. *Deja Voodoo*, Bill Zartler, 9 -2 -6 -8 -1 -1 -1 -2 ; 30
3. *Final Final*, Kenneth Horne, 1 -4 -2 -2 -3 -5 -8 -8 ; 33
4. *Beauty*, Dwight Horton, 6 -6 -8 -3 -4 -3 -4 -1 ; 35
5. *DoubleDare*, Rick Schaffer, 2 -3 -3 -7 -8 -9 -3 -3 ; 38

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Photos courtesy of RegattaShots.com



# PROPOSED RULE CHANGES FOR 2019

## CHANGE #1 Jib Minimum Weight

Class Rule 6.5.3 requires that the jib have a minimum weight of 23 lbs (10.43 kg). This rule was put in place when the class initially allowed materials other than dacron be used for the jibs in the early 2000s and was intended to enforce some sort of equivalence between dacron and laminate jibs in terms of sail weight. These days, no boat races in Class events with a dacron jib. As such, having a jib minimum weight based on the weight of a similar-sized dacron jib is irrelevant.

When measuring jibs at the last two North Americans, jib minimum weight was the most frequently encountered measurement violation. To fix the jib and make it meet the minimum weight, the sailmaker(s) add weight at the tack or clew, low in the sail, in the form of additional secondary reinforcement. If you look at most new jibs, you will see that the tack and clew secondary reinforcement is often quite heavy, much heavier than is needed from a structural and shape stability standpoint.

Looking at the manner of construction more broadly, sailmakers design the body of the jib and the corners to meet the intended goals (price, longevity, shape, etc.), weigh it, then add additional reinforcement to the tack and clew as needed to meet the minimum weight requirement. When talking to sailmakers, all of them agree the minimum weight for our class jibs is too high and that they could make lighter-weight jibs that are just as good. As an example of this, the J/111 class has a minimum jib weight of 10 kg, one pound less than the J/105 minimum weight even though their jibs are larger in area. What the various sailmakers do not agree upon and are hesitant to give an opinion about is what a reasonable lower minimum jib weight would be.

Based upon discussions with sailmakers, if the jib minimum weight is reduced or eliminated, the weight of heavy air jibs is unlikely to change at all. The weight of all-purpose jibs may decrease by a couple pounds. San Diego “light air” jibs might see more of a decrease.

To this end, the Technical Committee recommends that Class Rule 6.5.3 be changed to reduce the minimum jib weight to 9 kg (19.8 lb), 3.2 lb less than the current minimum. This rule change is being proposed now even though it would not be effective until January 1, 2020 to allow sufficient time for sailmakers and owners to plan



the inventory and sail purchase decisions accordingly.

Class Rule 6.5.3 would be changed to read: “The jib shall have a minimum weight of 9.0 kg (19.8 lb), including any **battens**.”

## **CHANGE #2** **Crew Weight**

Many fleets have trouble meeting the current maximum crew weight of 474 kg (1045 lb), which works out to an average crew-person

weight of 174.2 lb for a 6-person crew.

It is proposed to increase the maximum crew weight to 500 kg (1102 lb), which works out to an average crew-person weight of 183.7 lb.

The first sentence of Class Rule 7.1 would be changed to read: “The maximum crew weight (in swimming apparel) for one-design racing is 500 kilograms (1102 lbs) with no limit on numbers of crew.” The remainder of Class Rule 7.1 will remain unchanged, including the option for an owner-driver to elect a weight of 100 kg (220 lb).

# **J-105 Sails by J-105 Sailors**



# **J105sails.com**



# SEPTEMBER 4-8, 2019

**By Marty Galligan and Cheryl Harvey, Fleet 2 Co-Chairs**

*We're six months out from the 2019 North American Championship in Marblehead, MA, and it's a great time to plan for a fun regatta for you and your crew. Hopefully the winter snow storms will all be a distant memory by then.*

The Regatta Committee has staffed up the judges list and hired an experienced PRO in Mark Toso. Sponsors are beginning to fall into place, led by local craft brewer Bent Water ([BentWaterBrewing.com](http://BentWaterBrewing.com)) and Petit Vin wines. The event website is [www.j105nac2019.com](http://www.j105nac2019.com), and there's a link there to the Yacht Scoring registration page. We want everyone to have the best and easiest experience attending this year's North Americans, and we have provided information online to help plan your travel and all the regatta details. Currently there are sections for registration, logistics, accommodations, an event calendar and links to sponsors' websites.

With regard to the schedule, we want to make sure everyone is aware that the racing will take place from Thursday, September 5 until Sunday, September 8, providing four full days of racing with Wednesday, September 4 for measurement, crew weigh-in, registration and practice. A weigh-in is available for late arriving crew from 7-8 on Thursday morning.

We already have 20+ boats registered for this event. A strong showing so far from the local fleet has produced 10 local entrants of the expected 20 from Maine, New Hampshire and Massachusetts. Two boats from St. Francis YC, *Ne\*Ne* and *Good Trade*, represent the most distant entries, and *Deja Voodoo* from the Houston area is not far behind. Other entries come from the various Great Lakes fleets and the fleets in the New York City area. Register now to take advantage of the early bird discount!

We hope to see large numbers of you up here to enjoy the September breeze on Massachusetts Bay!



# Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

## FINDING MISCELLANEOUS PARTS

*In the continuing saga of where to find replacement parts, a good source for odds and ends for the mast and boom is RigRite, [www.rigrite.com](http://www.rigrite.com). They aren't too good about answering the phone, but their website has a lot of detail on it if you already know what are looking for and you can communicate with them via email or their quote form. This a good source for mast boots, halyard box sheaves, standing rigging components and similar.*

## HEADLINER REPLACEMENT

Many boats are experiencing issues with the cabin headliner and need to replace it. And yes, you do have to replace it; just removing it is not an option. So what are your options? Previously, you could have ordered one from Waterline Systems, but not anymore.

**OPTION 1:** Replace what was there with similar. The existing headliners are vinyl sheets glued to thin plywood, lauan or similar. You can obtain lauan plywood in 4' x 8' sheets at any big box hardware store. Vinyl can be obtained from a number of sources, but a good place to start to find it is with automotive restoration suppliers. They usually stock a wide variety of vinyl in an amazing number of different colors. Or, of course, once you figure out the keywords, look on eBay or Amazon for the same thing. There is usually a lot of people selling vinyl sheets and rolls. Glue the vinyl to the plywood with 3M #45 or #90 spray adhesive.

You will have to make templates of the existing wood pieces, but with the boat-to-boat variations, you would have to do that regardless, even if Waterline Systems was still around. Get several pieces of posterboard from your local arts and crafts store and use that to make your templates.

**OPTION 2:** Put up a plastic headliner. The most common brand name is StarBoard, but it is really just HDPE sheets. The advantage here is that it will never rot or absorb water. The disadvantage is that it will cost more. The minimum thickness that Star Board comes in is 1/4" which will weigh more than the plywood it replaces, but if you get thinner sheets of other brands of HDPE, the weight will be

about the same. Just don't get too thin or you will have issues with it sagging. 1/4" thickness ought to work.

You will still need to go through the same process of making templates, but this will be the last time you ever have to do it. If you really don't like the looks of the HDPE, rough it up with coarse grit sandpaper and glue the vinyl to it. You may have to experiment to find an adhesive that will stick to the HDPE.

Whatever you do, remember that you want to keep your weight certificate valid and not have to reweigh the whole boat. Save everything that you remove for weighing, and weigh everything that you put on in the presence of your local measurer so your certificate can be adjusted as needed. The easiest time to do

that is after you've cut everything to size from your templates and verified that they fit. Then get them weighed before final installation.



## Your donation makes a difference

The Young American Sailing Academy (YASA) is developing a new generation of offshore sailors. Through the program, juniors establish life-long sailing skills, broaden social/leadership skills, and master high-level racing skills. At YASA, we believe the J/105 is the perfect boat to train enthusiastic sailors, which is why a charitable donation to YASA's growing J/105 team is beneficial to the youth sailing community.

With your charitable donation, YASA will be able to expand the outreach of the program. As a 501(c)(3) YASA will provide you tax deductions. YASA welcomes donations of all kinds including boats and inshore and offshore sails.

**Peter Becker / 917-715-1471 / [peter.becker@yasailing.org](mailto:peter.becker@yasailing.org) / [www.yasailing.org](http://www.yasailing.org)**





# Calendar

## 2019

### **2019 Charleston Race Week**

Apr 11 – Apr 14

### **2019 American Yacht Club**

#### **Spring Series 1 of 2 at American Yacht Club**

Apr 27 – Apr 28

### **2019 Annapolis NOOD at Annapolis Yacht Club**

May 3 – May 5

### **2019 American Yacht Club**

#### **Spring Series 2 of 2 at American Yacht Club**

May 4 – May 5

### **2019 Cedar Point One Design Regatta at Cedar Point Yacht Club**

Jun 1 – Jun 2

### **2019 Chicago NOOD at Chicago Yacht Club**

Jun 7 – Jun 9

### **2019 Cleveland Race Week at Edgewater Yacht Club**

Jun 14 – Jun 23

### **2019 Block Island Race Week at Block Island/Storm Trysail Club**

Jun 23 – Jun 28

### **2019 J/Fest Great Lakes at Royal Canadian Yacht Club**

Jul 20 – Jul 21

### **2019 Marblehead NOOD at Boston Yacht Club**

Jul 25 – Jul 28

### **2019 CanAm Challenge at Youngstown Yacht Club**

Jul 26 – Jul 28

### **2019 J/Fest New England at Sail Newport**

Aug 10 – Aug 11

### **2019 J/105 North American Championship at Corinthian Yacht Club**

Sep 4 – Sep 8

### **2019 Rolex Big Boat Series at St. Francis Yacht Club**

Sep 11 – Sep 15

### **2019 J/105 Canadian Championship at Royal Canadian Yacht Club**

Sep 27 – Sep 29

### **2019 American Yacht Club Fall Series 1 of 2 at American Yacht Club**

Sep 28 – Sep 29

### **2019 American Yacht Club Fall Series 2 of 2 at American Yacht Club**

Oct 5 – Oct 6

## 2020

### **2020 Cleveland Race Week at Edgewater Yacht Club**

Jun 19 – Jun 28

### **2020 J/105 North American Championship at Annapolis Yacht Club**

Oct 29 – Nov 1

