



In The Wind

J / 1 0 5 C l a s s A s s o c i a t i o n

2019 J/105 North American Champions: *Good Trade*



J/105 2019 NORTH AMERICAN
CHAMPIONSHIP

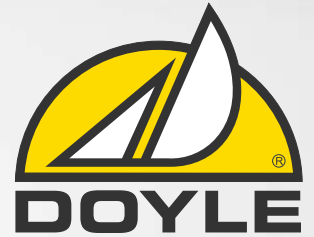


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Ioulou
Block Island RW East Coast Champion



President's Corner

How quickly the time flies.

Fall racing is winding down for many of us. Soon our boats will be packed away, and we will only be able to think about what next season will bring. As Class President, this will also be my last post to the Class. I love sailing my J/105 and have enjoyed my tenure as a Class Officer. I want to take this time to thank everyone who volunteers to work on both the national and fleet level. It takes a village, and without this rotating team of volunteers, the Class would not exist. We have Class Officers and committees on the national level, along with our Class Administrators Julie and Chris Howell, who deserve an extra big thank you for handling the day-to-day business, which includes our web presence, membership rosters and boat and sail certificates. I also want to thank all the local representatives, Fleet Captains,

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secretaries, treasurers and measurers. Finally, all of you.

It is a pleasure to have the opportunity to be part of a great Class and have excellent racing. I look forward to my good friend Jon Corless from the Bermuda Fleet picking up the President's duties for next year.

For my own summary of my year... Besides the usual schedule of one-design events in Fleet 6, I have cruised (taking my boat 500 miles up and down the Hudson River and through the Lake Champlain Canal System), raced PHRF regattas, sailed weeknight races, spent a week on Block Island racing the East Coasts, ran sailing clinics and had many fun day-sails. I guess I am really getting a lot out of my boat. If I look at all the sailing I have done, it is easy to see why the Class has stayed so strong for the last 25 years. I expect to continue sailing my boat for a long time to come.

All the best,

Paul Beaudin

J/105 Class Association President

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2019 J/105 North American Champions: *Good Trade*



Photo courtesy of Bruce Durkee

Good Trade, led by Nicole Breault and Bruce Stone, won the 2019 J/105 North American Championship hosted by Corinthian Yacht Club in Marblehead, MA from September 5-8. On the final day, conditions were considerably lighter after Hurricane Dorian passed by, with winds from the west. Taking the first race of the fourth and last day of competition (race seven) was Ken Horne on *Final Final*, followed by Terry Michaelson's *The Usual Suspects* in second (who slipped to eighth after a penalty) and Californian boat *Ne*Ne*, helmed by Tim Russell, in third. Charlie Garrard's *Merlin* took fourth. The final race of the day made all the difference,

with *Good Trade* taking first place, Garrard's *Merlin* second and Michaelson's *The Usual Suspects* in third. Overall, your J/105 North American Champion is *Good Trade*, followed by *Final Final* in second and local favorite *Merlin* in third. It was a hard-fought regatta over four days, with some great racing and sportsmanship throughout.

This was the second J/105 North American Championship for co-owners Stone and Breault who also won in Larchmont in 2009. The team consisted of Bruce Stone, Halsey Richartz, Bill Higgins, John Sahagian, Nicole Breault and Stu Johnstone.

DAY ONE RECAP: Eighteen teams gathered for excellent early fall conditions in Massachusetts Bay. Winds predictably started off from the Northeast and clocked East and Southeast as the day went on. CYC PRO Mark Toso got off three races for an action-filled first day of competition. Snagging the first race of the Championship was Canadian boat *The Usual Suspects*, skippered by Michaelson, followed by the Stone/Breault gang on *Good Trade* and Horne's *Final Final*. In the second contest, Horne took first, Stone and crew were second again, and fellow Californian Russell's *Ne*Ne* came in third. For the third

and last match of the day, a pair of local boats, Garrard's *Merlin* and Steven Goldberg's *Air Express*, were third and second respectively, while *Good Trade* took first, and moved into first overall. Horne's *Final Final* was in second and Garrard's *Merlin* third. While *Good Trade* had a healthy, but by no means insurmountable lead, the battle for second through fourth places was tight (just like the previous warm-up regattas, the Ted Hood Regatta and the Marblehead NOOD).

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Photos courtesy of Bruce Durkee



DAY TWO RECAP: *Good Trade* remained at the top with 12 points. Conditions were considerably stronger than on day one, with steady winds from the Northeast and ENE between 10-15 knots and building as the day went on, along with the seas. Catching the first win of the second day (race four) was Russell's *Ne*Ne*, followed by Horne's *Final Final* and Garrard's *Merlin*. Team *Good Trade* came in fourth, but made up for it in the next race by taking first, and then a second for race

six, to retain their top spot. *Final Final* was again second in race five, and fifth in race six for a total of 19 points, followed closely by *Ne*Ne* with a sixth in race five, and first place in race six for 23 points and third overall by tiebreak (though numerically tied with *Merlin*, who rolled a 3-4-3 for the day for fourth overall). Michaelson's *The Usual Suspects*, winner of the first race of the Championship, clawed back into fifth place overall, taking third in race five.



Photos courtesy of Bruce Durkee



Photos courtesy of Bruce Durkee



DAY THREE RECAP: Hurricane Dorian kept teams shore.

VR Sports.tv day 1 video: [LINK](#)

VR Sports.tv day 2 video: [LINK](#)

VR Sports.tv day 3 video: [LINK](#)

VR Sports.tv day 4 video: [LINK](#)

Photos are available on the J/105 Class Facebook page, and complete results may be found at <https://yachtscoring.com/emenu.cfm?eID=6023>.

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Photos courtesy of Bruce Durkee



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NORTH SAILS CLIENTS ARE DOMINATING THE J/105 CIRCUIT

2019
US MIDWINTERS
1ST 2ND

Congratulations
Glenn Darden

2019
NOOD ANNAPOLIS
1ST 2ND

Congratulations
Peter McChesney

2019
CHICAGO NOOD
1ST

Congratulations
Gyt Petkus

2019
MARBLEHEAD
NOOD
1ST 3RD

Congratulations
Bruce Stone

2018
NORTH
AMERICANS
1ST 2ND 3RD*

Congratulations
Terry McLaughlin

2018
CANADIAN
NATIONALS
1ST

Congratulations
Terry McLaughlin

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*Partial Inventory Photo: Chris Howell

Technical Committee Report

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

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

WHAT DO YOU DO THAT IS ILLEGAL?

It is always interesting when a Fleet hosts a North Americans after not having done so for a while (or ever). Many boats discover that some of the things they have been doing are not actually Class legal. This discovery runs both directions. The local boats, when subjected to the scrutiny of full compliance with the Class Rules, discover that some of the things the local Fleet commonly does are not actually legal. Visiting boats, when subjected to the same scrutiny, may also discover that their normal practices are not legal when they stand out amid a fleet of boats that do not have those same practices. As Class Measurer, many of those questions come to me for determination of whether they are legal regardless of the location of the NAs.

Even myself as Class Measurer recently became aware of things I do that are not legal. I have sheet bags in the cockpit of my boat for the halyard tails. I have lines tied to my shrouds to prevent the spinnaker from getting wedged in the “V” between the upper and intermediate shrouds just above the lower spreader. I put wooden chocks on my foredeck cleat to prevent sheets from getting hung up on it. I have a line tied around the mast just below the gooseneck to prevent hockles on the mast base turning blocks. Are those things Class legal or illegal? Should some or all of them be allowed?

One of the guiding principles that the Technical Committee uses when debating Rule changes and making Rule Interpretations is that we should not allow changes which increase the complexity of sailing the boat, which generally means not allowing additional lines or blocks and limiting when things can be adjusted. Examples of this are not allowing spin retrieval lines or lines for remote pumping of the backstay. Does having a line tied around the mast or above the “V” in the shrouds increase the complexity of sailing the boat? Probably not. What about a shock cord in front of the primaries to help cut down on overrides? Does that increase complexity? Probably not. Should it be allowed? Maybe.

One of the subjects that the Technical Committee has been discussing lately is the list of required equipment in Exhibit 7.3C of the Class Rules. US Sailing (and other Member National Authorities in other countries) and World Sailing have recommendations for safety equipment depending on the classification of an event ranging from Offshore Category 4 (open ocean) to protected sailing. Each classification level has different requirements for safety equipment. However, most J/105 Class events are held either close to shore and/or in protected waters and the NOR/SIs usually do not specify event-specific safety requirements or invoke specific US Sailing/WS/MNA race categorizations. In that case, the required safety equipment is limited to that required by the Coast Guard or other local regulatory body

and the Class Rules. If the nature of an event is such that race safety categorization is deemed not needed by the Organizing Authority, what do we as the Class want to require?

Usually in this column, the Technical Committee is passing along useful information to the members of the Class. This time around, we are asking you to give us information. What do you do that is illegal that you think should be Class-legal? Keep in mind that according to our Rules, you are not allowed to make much of any changes to the exterior of the boat, how it is rigged or what gear is present on deck. Is there a way to generically allow some of these things without requiring a Rule change in Section 5.3 (Permitted) or 5.4

(Not Permitted) for each one of them? Should we require a Class Rule change for each one or allow the Technical Committee to decide based on provided guidelines?

Let us know. Email TechComm@j105.org with your thoughts and suggestions.



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.

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2019

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 Annapolis YC Double Handed Distance Race at Annapolis Yacht Club

Sep 28 – Sep 29

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

Oct 5 – Oct 6

2019 J/Fest Southwest at Lakewood Yacht Club

Oct 25 – Oct 27

2020

2020 Charleston Race Week

Apr 23 – Apr 26

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 all-day

