



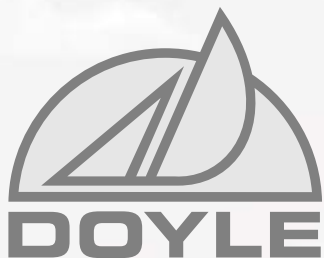
In The Wind

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

Happy New Year 2020

**2020 J/105
Midwinter Championship**
Lakewood Yacht Club, Seabrook, TX
March 20-22

**2020 J/105
North American Championship**
Annapolis Yacht Club, Annapolis, MD
October 29-November 1



Undefeated

Every regatta (12) over the last two seasons
Eastcoast Champion 2018 & 2019

President's Corner

Our 2019 Annual General Meeting took place on October 14, and in attendance were Paul Beaudin (President), Jon Corless (Vice President), Chuck Wielchowsky (Secretary/Treasurer), Matt Arno (Chief Measurer), Doug Bullock (Past President), Chip Schaffner (At-large), Mark Smith (Fleet At-large), Ryan Simmons (Fleet 1), Marty Galligan (Fleet 2), Bill Carruth (Fleet 3), Thom Hering (Fleet 6), Russell Hopper (incoming Secretary/Treasurer), Nicole Breault (incoming At-large) and Christopher and Julie Howell.

As a way of introduction, I have owned and raced my J/105 *Mayhem* for the past 16 years in Bermuda. I started my keelboat racing in Bermuda in the classic way via J/24s, owning two until acquiring the 105. I and some friends then set about with renewed vigor to build a Fleet (# 21) here on the island where we currently have nine boats. We are very fortunate here to be able to sail year-round if we wish to, but I have certainly enjoyed getting off the island and competing at various Class events at places like Key West, Block Island and Annapolis over the past years. One of the best aspects of this has been to meet many other 105 sailors from all over and be able to swap stories, talk boats and generally have fun. This is perhaps the single

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most important factor that helps us to maintain and grow our Class. The boat itself is at an affordable level, and as long as we make it fun for all, easy for the owners and be open to new ideas, we have a great future ahead of us. This is what this Executive will be focusing on.

There have been two Rule changes approved—the jib minimum weight was decreased to 9 kg, and the maximum crew weight was increased to 500 kg. Another issue that has arisen in the last couple months concerns the small things that, many if not most of us do, are technically violations of the Class Rules. Examples of this would be string on the shrouds above the spreaders and rulers on the backstay. We are keen to have an easier process of allowing methods where we can legally sail our boats the way we already are, and to that end the Technical Committee has been empowered to handle this aspect and speed up interpretations as topics arise. The Executive Committee would really like to hear from the owners and Fleets regarding any suggestions that they may have that would make life easier or encourage participation in our Class.

Additionally, it would be fantastic to get regular reports and pictures from the Fleets for our newsletters and website next year. Regardless of the event, we want to hear from you!

I would like to thank Paul Beaudin for his work over the past year, and I look forward to working with the new Executive Committee. Similarly, I would like to recognize the superb and tireless work carried out by Chris and Julie Howell for our Class, especially for regattas.

I hope you all had a good 2019 sailing season and look forward to seeing as many of you as possible at some regattas next year.

Jon Corless, J/105 Class President
corless12@gmail.com



SPYC's J/Fest Regatta

January 24 - 26, 2020

J/88 & J/111 Midwinters

All J/Boats welcome!

***3 Days of Racing on Tampa Bay
Combo of WW/LW & Distance Courses**

***Classes with 5 or more entries will be
sailed one-design
Any class without 5 entries will sail
PHRF**

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***Discounted Launch/Haul & Storage
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***Discounted Hotel Accommodations within
walking distance of Yacht Club**

Local storage available between J/Fest &
St. Pete NOOD Regatta (Feb 14-16)

NOR, Registration, Accommodations:
www.spyc.org/regattas

NOR Available September 1st



J/105 Canadian Championship

Hosted by Royal Canadian Yacht Club,

September 27-29

By Rod Wilmer • J/105 Fleet 4 Captain



FIRST PLACE: MANDATE

Once again, the J/105 Fleet Championship produced great competition amongst the best keelboat fleet on the Great Lakes. Congratulations to the Royal Canadian Yacht Club, the Race Committee and particularly the Regatta Chairman Doug Bullock for putting together a fantastic eight-race event over three days in late September.

MANDATE, skippered by Terry McLaughlin and co-owned with Rod Wilmer with their experienced crew of Sandy Andrews, Ian Howse, Fraser Howell and Andrew McTavish, came through as repeat Canadian Champions, leading from the first race onwards accumulating 10 points. Frank McLaughlin's **STARCROSS** with 22 points challenged their rival *Mandate* throughout the regatta and beat them with superior downwind speed in the breezy race six. Jim Rathburn's ever-present **HEY JUDE** rounded out the top three with 33 points. Notable finishes from **Jamaica Me Crazy** (Peter Hall) and **Thunderstruck** (Andrew Moor) came through the competitive fleet for fourth and fifth places.

Results: https://yachtscoring.com/event_results_cumulative.cfm?eID=6243

Sail Number	Yacht Name	Yacht Design	Owner/Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total
Canadian Championships Racing												
One Design Division												
J 105												
1. CAN 83	Mandate	J 105	Terry McLaughlin / Rod Wilmer	1	1	2	1	1	2	1	1	10.0
2. CAN 371	Starcross	J 105	Frank McLaughlin	2	3	7	2	2	1	2	3	22.0
3. CAN 110	Hey Jude	J 105	James Rathburn	12	2	3	3	4	3	3	2	32.0
4. CAN 158	Jamaica Me Crazy	J 105	Peter Hall	3	4	10	10	7	4	7	6	51.0
5. CAN 358	Thunderstruck	J 105	Andrew Moor	11	10/SCP	8	9	3	5	4	4	54.0
6. 618	Wrecking Crew	J 105	AL Tavares / Kevin Mitchell	5	6	4	6	5	10	10	8	54.0
7. CAN 476	Trident	J 105	Doug Farrand	4	10	5	7	10	9	6	17/UF	68.0
8. CAN 136	Sonic Boom	J 105	Ian Farquharson	14	7	11	4	8	6	9	9	68.0
9. CAN 267	Live Edge	J 105	Michael Mountford	6	11	9	8	11	8	8	7	68.0
10. CAN 54865	Full Tilt	J 105	Kevin Pask	10	9	12	11	6	11	5	5	69.0
11. CAN 560	Sentient	J 105	Mike Chapman	9	12	6	13	9	7	11	17/RET	84.0
12. CAN 293	The Usual Suspects	J 105	Suspect Syndicate	7	17/RET	1	5	13	14	17/DNC	17/DNC	91.0
13. CAN 214	Trueblue	J 105	Doug Bullock	13	8	13	12	12	12	12	17/UF	99.0
14. CAN 238/54315	Millicent	J 105	Simon Hirst	17/DNC	17/DNC	17/DNC	14	14	13	13	17/RET	122.0
15. CAN 641	Endeavour	J 105	Bill Bevan / Paul Martini	8	17/RET	17/DNC	17/DNC	17/DNC	17/DNC	17/DNC	17/DNC	127.0
16. CAN 327	H-Bomb	J 105	Russell Hopper	15	17/RET	17/DNC	17/DNC	17/DNC	17/DNC	17/DNC	17/DNC	134.0

SECOND PLACE: STARCROSS



Late September on Lake Ontario can deliver a variety of racing conditions, and this regatta got it all. Friday started with an AP for an hour, followed by a light-air race building to winds in the mid-teens for the second race and light wind for the third. Saturday saw stronger winds with a steady 12-16 knots for the first race, however a line squall came in and hit the fleet on the final downwind leg of the second race with a 180-degree shift, ending the day for racing. It is a credit to the seamanship of the fleet that the unexpected line squall resulted in only minor mishaps, and the sailors were able to adjust quickly to

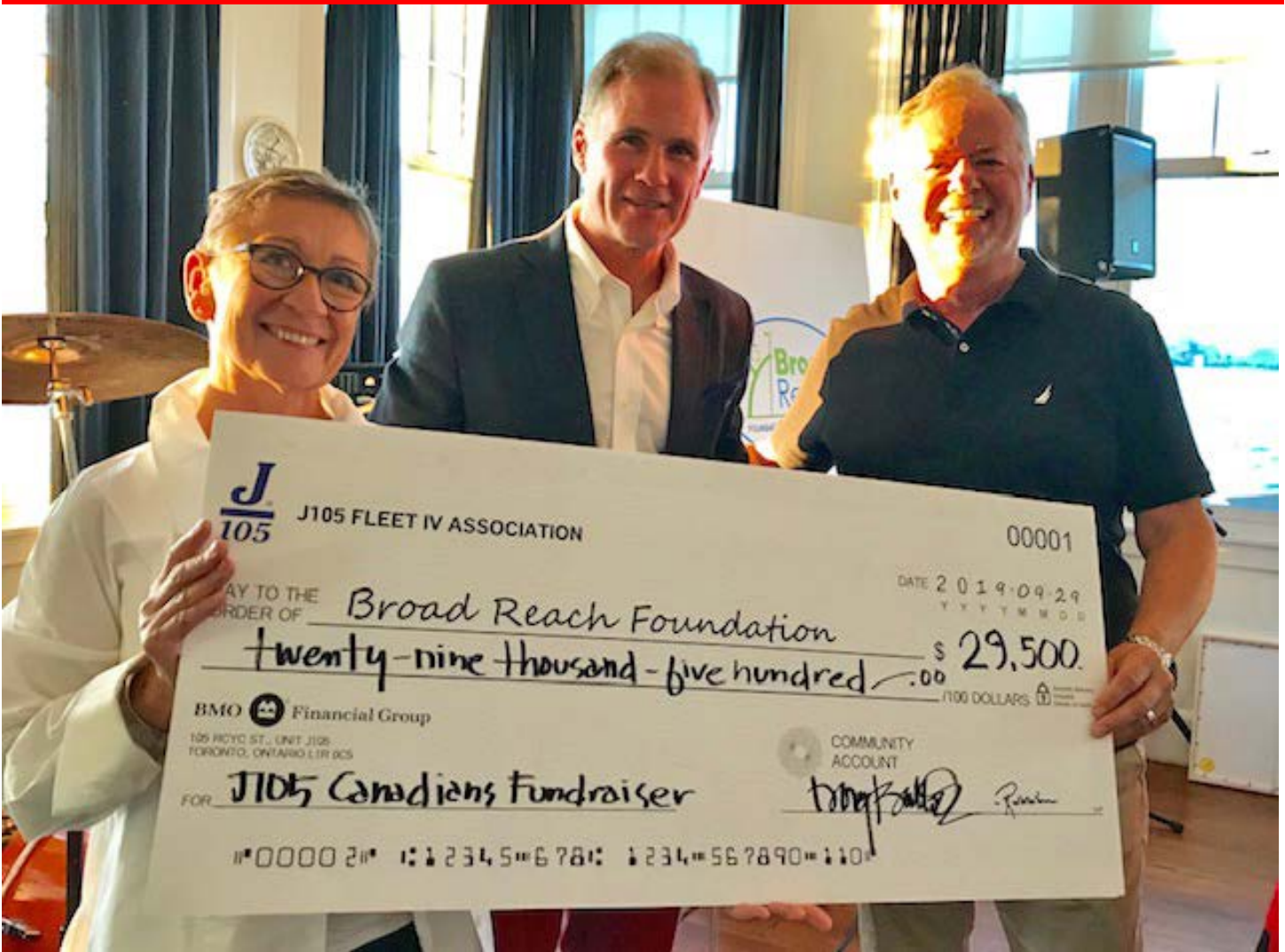
the challenging conditions. The last day saw large seas building from the east topping out at 10-12 feet and winds 16-18 with gusts over 20 knots for all three of the final races. These were challenging conditions for crews upwind, but ideal surfing conditions down.

The regatta dinner held on Saturday night featured 400 oysters, shelled in a record time of one hour by one server, followed by a steak dinner for 140 all included in the entry fee. The legendary reggae musician, Errol Blackwood, provided the night's entertainment.

THIRD PLACE: HEY JUDE



\$29,500 RAISED FOR CHARITY



A Gold Clean Regatta for the third time in a row from the Sailors for the Sea, this regatta had it all covered, from responsible dinnerware and reusable signage to refilling water bottle station and paperless race management. Our goal was to eliminate one-use plastic and reduce the garbage coming off all boats at day's end.

Our J/105 fleet is very fortunate to have incredibly generous members who were able to raise an astonishing \$29,500 that supports our local Broad Reach Foundation that introduces kids at risk to sailing. J/105 Fleet 4 Lake Ontario has been supporting Broad Reach for over 15 years. It is an important part of this regatta and our Fleet culture.

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IN 2019
OUR
CLIENTS
WERE
FASTER
THAN
EVER



EAST COAST

Will.Keyworth@northsails.com
Max.Skelley@northsails.com
Allan.Terhune@northsails.com

WEST COAST

Seadon.Wijssen@northsails.com
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GERMANY

Stefan.Matschuck@northsails.com

northsails.com



NORTH AMERICAN CHAMPIONSHIP

1ST

—
Congratulations
Bruce Stone

MIDWINTER CHAMPIONSHIP

1ST 2ND

—
Congratulations
Glenn Darden & Reese Hillard

EAST COAST CHAMPIONSHIP

1ST 2ND 3RD

—
Congratulations
Fredrik Salvesen

NOOD REGATTA IN ANNAPOLIS

1ST 2ND

—
Congratulations
Peter McChesney

NOOD REGATTA IN CHICAGO

1ST

—
Congratulations
Gyt Petkus

NOOD REGATTA IN MARBLEHEAD

1ST 3RD

—
Congratulations
Bruce Stone / Nicole Breault

NYYC 175TH ANNIVERSARY SPINNAKER NAVIGATOR

1ST

—
Congratulations
Bruce Stone / Nicole Breault

SAN FRANCISCO J STOP REGATTA

1ST

—
Congratulations
Adam Spiegel

Technical Committee Report

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

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

The Technical Committee was recently asked about backstay adjusters again. Specifically, we were asked if the Sailtec -8 backstay adjuster could be used instead of the -10 adjuster. The -8 adjuster is less expensive than the -10. It is also a bit lighter. The Technical Committee approved this change. Then just a few days later, we were asked if a lashing could be used to attach the backstay rod to the adjuster. Apparently, a common variant of the -8 adjuster had an upper fitting designed for lashing rather than a pin. This variant was also approved with one caveat. The lashing can be no longer than 4", similar to the lashing length limit on lifelines by the offshore racing safety requirements.

Note that a spectra/dyneema backstay is not Class legal, but you may use a lashing to attach the backstay adjuster, similar to what is allowed for attaching blocks. Keep in mind that the normal eye fitting on the end of the backstay rod is not designed for lashing and will chafe through a lashing. You will either need to replace that fitting or attach a shackle which is compatible with lashings.

The basic Rule is that equipment can be replaced with functionally identical equipment. In addition, the Class does not mandate specific brands of equipment. For the backstay adjuster, this means that any hydraulic backstay adjuster with an integral handle is allowed, with or without a pressure gauge although the maximum tension should be set to 3000 lb. Remotely operated adjusters are not allowed. As with any other equipment replacements, keep in mind that you must adjust your weight certificate if the replacement equipment is lighter than what you take off.

During the winter break (for most of you, some of us are lucky enough to sail year-round), keep in mind that the new crew Class weight limit of 500 kg will take effect on January 1, 2020 and the minimum weight of the jib will also decrease to 9 kg on January 1, 2020 as well.

The logo for the J/105 Class Association, featuring a large, stylized 'J' with a registered trademark symbol, and the number '105' below it.

Winner's Perspective of the North American Championship



Bruce Stone and Nicole Breault and crew prevailed in the 2019 J/105 North American Championship held at Corinthian Yacht Club in Marblehead, MA. Over eight races held September 5-8, their J/105 *Good Trade* #96 posted a 2-2-1-4-1-2-5-1 for 18 total points. Among the 18 boats racing, the next closest finisher, Ken Horne's *Final Final*, was second with 26 points followed by Charlie Garrard's *Merlin* with 29 points.

This was the second J/105 North American Championship for Bruce and Nicole, who also won in 2009 when the event was held in Larchmont.

Bruce has made a point of traveling to the NAs, sometimes with his boat and other times

with a chartered boat, and we asked him how he approaches sailing in unfamiliar waters. "We're super excited to get out of our comfort zone and race against other people, with wind and tides that take some getting used to. Requires advance planning, and we look 1-2 years out, then always position the boat early so we can compete in the host fleet's regattas and gain some local knowledge. In the case of Marblehead, we sailed from Newport, RI to Marblehead six weeks beforehand, just in time for the Marblehead NOOD, which we won. We then left the boat there and came back for the Storm Trysail Ted Hood Regatta, and finally for the NAs. Thus, we had reasonably good familiarity with local conditions...and pretty much went out to dinner at Maddie's every night! However, the super-light air and significant shifts made the NAs anyone's game. Fortunately, we kept up our boat speed through the lulls and stayed in the ribbons of pressure. Our team has sailed together a lot so there was no hesitation, and our starts and

mark roundings generally went smoothly. We had Bill Higgins on the bow, John Sahagian at mast, Halsey Richartz trimming, Stu Johnstone at pit/wind guru and my wife Nicole Breault at main/tactics.”

In the super-light wind conditions on day one, **Good Trade** finished with 5 points over three races, followed by Horne’s **Final Final** with 10 points. Daily recap video: <https://youtu.be/R0xDlnwBkZY>

Day two started with 9-13 knots building to 19 knots, and two- to three-foot seas. It was great racing conditions, a sunny day and an oscillating-persistent wind shifting from the Northeast to the Southeast during the day’s racing. The leaderboard stayed the same, with **Good Trade** in front with 12 points and **Final Final** with 19. Day 2 video at: <https://youtu.be/IR0gLGvIg9E>

With an approaching hurricane affecting Marblehead, the Race Committee cancelled racing for Saturday (smart move, as it was blowing 30-45 knots offshore from the Northeast). With a full day off the water, regatta chair Fred DeNapoli interviewed Nicole, Chief Measurer Matt Arno and Stu Johnstone for their thoughts on the development and success of the J/105: <https://youtu.be/hWMfub4p1hU>

On the final day of racing on Sunday, the fleet was greeted with light and shift

post-frontal conditions blowing offshore from the North. The finale was shaping up to be an epic battle between **Final Final** and **Good Trade**. At the start of the first race of the day, **Final Final** shutout **Good Trade** at the

starboard (committee boat) end and simply sailed away from the fleet to win the race by an enormous margin. Starting in last place, **Good Trade** clawed their way back into contention, passing 12 boats to eke out a fifth place. At that point, with **Good Trade** ahead by just 2 points, either **Good Trade** or **Final Final** could have won the regatta. In the last race, both started out dead even, but **Good Trade** tacked first and masterfully played the shifts, wind streaks and holes to win the second race by a large margin (thanks Stu!). As a

result, **Good Trade** expanded its lead and won the North American Championship with just 18 points over eight races, followed by **Final Final** in second with 26 points. Top local talent Charlie Garrard and his family-sailed **Merlin** finished the last two races strongly, posting a 4-2 to nearly leap into the silver spot on the podium, securing third with 29 points. The video tells the story: <https://youtu.be/VNhwPWdtA6Q>

Good Trade is now racing with Chesapeake Bay Fleet 3 in preparation for the 2020 North Americans on October 29-November 1 being hosted by Annapolis Yacht Club.



Photo courtesy of Bruce Durkee

2020

NORTH AMERICAN CHAMPIONSHIP



ANNAPOLIS YACHT CLUB

OCTOBER 29 — NOVEMBER 1

Calendar

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

2022

2022 J/105 North American Championship at American Yacht Club

Sep 28 – Oct 2

J[®]
105



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 / www.yasailing.org





J/105

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2020 J/105 Midwinter Regatta

Hosted by Lakewood Yacht Club & J/105 Fleet 17
Seabrook, TX 77586

March 19th - 22nd, 2020

Visit www.j105midwinters.com for details

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