

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



proudly presents the

2020 J/105 Midwinter Regatta

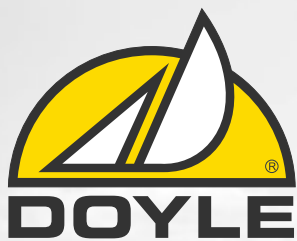
Hosted by Lakewood Yacht Club & J/105 Fleet 17
Seabrook, TX 77586

March 19th - 22nd, 2020

Visit www.j105midwinters.com for details

BAY ACCESS
SAILING FOUNDATION





J-105 Sails by J-105 Sailors

loulou
East Coast Champion 2018,2019

J105sails.com

President's Corner

We are now at that time of the year where most of us are prepping our boats and getting ready for the forthcoming season. Probably no one kicks off quite as early as we do here in Bermuda, although the San Francisco Fleet is close. Across the Class during the year, we have an interesting selection of regattas to consider. Apart from the very important local races that take place every year, we also have some large regattas happening such as the Midwinter Championship at Lakewood Yacht Club in Texas in March, various NOOD regattas across America, and culminating in the 2020 North American Championship in Annapolis at the end of October. This large selection of regattas demonstrates just how far and wide the J/105 has reached, and in consequence just how many people from all walks of life have been able to experience the fun

President

Jon Corless – Fleet #21

441-536-8500

corless12@gmail.com

Vice President

Chuck Wielchowsky – Fleet #17

713-805-2153

cwielchowsky@comcast.net

Secretary / Treasurer

Russell Hopper – Fleet #4

416-525-7447

russell.hopper01@gmail.com

Measurer

Matthew Arno – Fleet #16

817-995-6762 (O)

817-995-6762 (H)

marno@alum.mit.edu

Class Administrator

Chris Howell

440-796-3100 (O)

howell@j105.org

Past President

Paul Beaudin – Fleet #6

917-584-5194 (O)

917-584-5194 (H)

j105loulou@gmail.com

Copyright Holder

Jeff Johnstone – JBoats

401-846-8410 (O)

jeffj@jboats.com

Fleet At-Large

Mark Smith – Fleet #16

469-766-0277

mwsmark@flash.net

At-Large

Chip Schaffner – Fleet #22

216-410-7784 (O)

chipsc@oh.rr.com

At-Large

Nicole Breault – Fleet #1

203-671-7908

nbsailor@gmail.com

and camaraderie that develops from being part of our large “fleet family.” Times and circumstances change, but the most important aspect of fostering growth in our Class (and sport for that matter) is to be as inclusive as we possibly can and ensure we have an environment that welcomes all and that people are attracted to. Your Executive Committee is focusing on this and considering ideas to boost a more diverse participation with our fabulous Class. I look forward to working on this with my committee and keeping you updated.

Lastly, I would like to wish you all a great 2020 sailing season!

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



J/105 North American Championship



The last time the Annapolis Yacht Club (AYC) hosted the J/105 North American Championship was 2013. A lot has changed since then. In December 2015, the main clubhouse was destroyed in a fire. Well, not only has the clubhouse been rebuilt (after several years of operating out of trailers and tents in the parking lot), AYC also opened the new Sailing Center in January 2019. The Club has also added the Activity Center with a casual dining restaurant and pool on the “grassy knoll,” where they used to host the NOOD parties. The new facilities have enhanced the experience for visiting sailors, and we are looking forward to once again hosting a J/105 North American Championship.



The Annapolis Yacht Club and J/105 Fleet 3 (Northern Chesapeake Bay) are looking forward to welcoming fellow J/105 and J/111 sailors to the waters of the Chesapeake Bay

for the 2020 North American Championship for both Classes. That is right, we are planning to hold two separate Championships simultaneously. Each Class will compete on separate race circles with dedicated Race Committees. The social aspects of the events will be combined to get the most return for competitors and sponsors. The Notice of Race is

receiving the finishing touches and will be posted in March. The regatta website (<https://yachtscoring.com/emenu.cfm?eid=11752>) will be open for registration.

Here are some of the details:
Racing dates are Thursday,
October 29 through Sunday,
November 1. On-site registration
and inspection will be held
on Tuesday, October 27 and
Wednesday, October 28 from
1000 to 1800. Crew weigh-ins
and boat/sail inspections will
be required. The deadline for
early entry is September 12,
with late registration accepted
until 1700 on Tuesday, October
20. AYC will be offering free
dockage to out-of-town boats, and the entry
fee includes all social events for the skipper
and five crew. We have had a few requests for
charter information, and we are working with
local owners and brokers to see if boats will
be available. As more information becomes
available, it will be posted to the event site.
For those interested in arriving in Annapolis
early, the Annapolis Yacht Club has a J/105

J[®] 105

start in the AYC Fall Series, with
racing days on October 17 and 18
(round-the-buoys courses). The
J/105 fleet typically has 20+ boats
on the line and provides racers
a great opportunity to become
familiar with the Chesapeake
Bay and the likely conditions to
expect during the NAC. We will
soon provide information on pre/
post regatta launch and storage
options for boats arriving from
out of town. Boats may want to
consider staying in Annapolis

after the regatta and participate in the spring
2021 Helly Hansen Annapolis NOOD. Please
let anyone on the regatta planning committee
know how we can help to make your travel
and stay in Annapolis as easy as possible.

Cedric Lewis & Andrew Kennedy, Co-Chairs

Bill Carruth, Fleet 3 - Fleet Captain



2020

NORTH AMERICAN CHAMPIONSHIP



ANNAPOLIS YACHT CLUB

OCTOBER 29 — NOVEMBER 1

Technical Committee Report

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

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

The process to change Class Rules

Each year, the Technical Committee evaluates several proposed changes to the Class Rules. The origins for the ideas of the changes is split about 50/50 between ideas a Technical Committee member comes up with on their own or as a result of some issue brought to the Technical Committee and changes proposed by other Class members. Many of these ideas never go anywhere for a variety of reasons including impracticality, expense involved, being contrary to the Class principles, etc. Of those ideas that do sound good, the Technical Committee turns the idea into actual proposed language. The proposed change is then discussed with the Class Executive Committee for feedback and an initial vote. After receipt of the feedback, the Technical Committee finalizes the proposed language which is then sent out to Voting Fleets. No earlier than 60 days later, the Executive Committee votes on whether to approve the change.

The Class Constitution requires changes to be proposed by September 1 for effectiveness no earlier than the following January 1. As a practical matter, changes are typically evaluated by the Technical Committee in the first half of the year, presented to the Executive Committee for feedback in July, sent out to Fleets in late August and voted on at the Annual Meeting in late October/early November. Occasionally, as with the changes made to the sail requirements, this process is

completed earlier in the year to allow owners and sailmakers to plan accordingly.

For whatever reason, it seems to be popular to propose changes to the Technical Committee from late August through September, which is too late to make the change that year. If you have an idea for a Rule change, please try to propose it in the spring.

Rule change ideas may be tabled or dropped by either the Technical Committee or Executive Committee at any point in this normal process. However, the Class Constitution requires that any change proposed by at least 20 active members be voted upon. This alternate pathway to a vote has not been used in at least the last 10 years, and review of older meeting minutes has not turned up any time it has ever been used. But it is available if you

feel that the Technical Committee and/or Executive Committee is not giving a proposed change due consideration.

Dates for owners to keep in mind:

- If you have an idea, send it to the Technical Committee in the spring.
- Be on the lookout for description(s) of proposed Rule change(s) in the summer newsletter.
- Let your Fleet Captain know your opinion about the proposed Rule change(s) in early fall before the Annual Meeting.

NEW MI-5 JIB & LI-6 JIB

3Dⁱ RAW™



EAST COAST

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

WEST COAST

Seadon.Wijzen@northsails.com
Alex.Curtiss@northsails.com
Brian.Janney@northsails.com

GERMANY

Stefan.Matschuck@northsails.com

northsails.com

North Sails Has Created Two New Jibs To Meet The Latest J/105 Class Weight Rules

Our newest Mi-5 RAW Jib & Li-6 RAW Jib retain market-leading durability, unprecedented shape holding, and the *ultra-lightweight* performance only found in our 3Di RAW sails.

Contact your North expert today to learn about the new Mi-5 RAW and Li-6 RAW sails for your J/105.



Sailor Spotlight: **Cheryl Harvey,** Fleet 2

J[®]
105

When I was approached to contribute to this edition of Sailor Spotlight, I thought what sage advice I could offer up that you probably don't already know, however it occurred to me that I do bring a unique perspective as a female captain and thought that my experiences may benefit new J/105 owners and hopefully encourage other women to take a leap of faith.

My introduction to one-design started with the J/24 many moons ago, initially crewing

and then later purchasing my own. One-design was a humbling experience coming from PHRF racing, and my J/24 racing debut was one for the books. On my first Thursday night race, unbeknownst to me, a few of my male competitors decided to prank me on the starting line. They converged on me with newly coifed mohawks sporting war paint. The intimidation factor definitely worked, but it was all in good fun, and we had a good laugh back at the bar! There was so much to learn over the next year or two, but the other



J/24s were more than happy to lend a hand. Eventually, I mastered enough of the nuances of one-design to be in the upper half of the fleet.

Five years later, the J/24 fleet was starting to dwindle while the J/105 fleet was thriving. I sold my J/24 and started crewing on various J/105s when they were shorthanded, but found I was spending most of my time on the rail. Eventually, I settled on a boat where the owner was happy to have experience on board. I jumped in wherever I was needed: spin trim, pit, jib, main, bow and occasionally drove when the owner was out of town. He even let me take his boat for an overnight race. I fell in love with the J/105. A few years later, an opportunity came up to buy into a J/105 with a three-owner program. One partner managed the pointy end, and the other two handled the back of the boat. The skipper was being relocated so they were on the search for a

third partner. The skipper and his boat had an excellent track record. They had good systems in place, so maneuvers went like clockwork most of the time. We worked out a shared driver agreement between me and one of the partners, and it has proven to be successful. Eight years later, with the support of my partners and team, the boat still is one of the best in Marblehead.

• **Keeping the Band Together –**

Recognizing that bringing on a new partner was going to be a big adjustment for the team, my first concern was that crew would jump ship. One takeaway from my J/24 days was that having competent and consistent crew was the number one key to success. I also recognized that they have careers, families and busy lives and cannot always be there. How often do you get that last-minute call, “I am stuck

in traffic, and I am not going to make the dock on time?" I start my "Who's coming" email on Monday for our Thursday night races and always "over-invite." You can bet you will have at least one drop-off. I have a "gentleman's" agreement with the other boats on the dock that if I have one too many and they are short, I will loan them someone for that week only, but never the same person twice. Secondly, I cannot stress enough the value of cross training. We make Thursday nights about having fun and training crew for the weekends. Good bow and pit people are worth their weight in gold. You can never have enough of them. Having them switch roles occasionally enforces what communication is helpful to give to the back for the boat and gives you another option when your regular bow cannot make it. Don't sell women short. One of the greatest features about the J/105 is that with its small jib, it is relatively easy to handle, and it is more about timing than strength. I found that there is a whole population of athletic competitive female sailors dying to race. We have seven women in our crew rotation, and I can attest that when it comes to picking the A-team for the big regattas, we always have two women. Not because of what they weigh, but because they are the best. One of the things I am most proud of looking around at the other boats during North Americans was how many women from our fleet were on various boats that started out on or currently crew on our boat.

- **Keep your head in the Game –** Mistakes happen! Get past it quickly, it's a long race. On the way in over beers (or mimosas), you can talk about what went right (yes that is important) as well as what you can do better.
- **Make a plan and stick with it! –** Get out to the course, access the conditions, speed test with others, tune your rig and discuss the plan. Obviously, there are exceptions and things that come up, but 90% of the time the plan works out. Along those lines—Know your competition and use that knowledge to predict their behavior. If the pin is 15 degrees favored, and you know you want to go right and you get there the same time as the person who always bangs the corners, you want to keep your options open. Let 'em have the pin!
- **Invite crew from other J/105s, or even better jump on other J/105s –** Every boat has a different way of doing things. You may pick up one small go-fast tip, maybe something that helps get that chute put away a few seconds faster. Guest crew on our boat are often surprised to learn that we do a one-person spinnaker jibe. The pit person has enough of the lazy sheet pulled in; the trimmer quickly steps into the cabin and is able to bring the chute around keeping it full through the jibe. It avoids all the awkward movement on the boat. I recently was fortunate enough to sail in Bermuda in the Bacardi J/105 Invitational where three "guest" crew from other countries team up with three

Bermudian J/105 sailors. The skipper on the boat was well respected having competed in the Olympics four times. The skippers alternated races driving so they end up competing against other guest skippers. That regatta, I picked up numerous invaluable “match racing” tips that, later I reflected on paper, make so much sense. As I was thanking him for inviting me, he said, “You know, everyone always thanks me for coaching them, but what they don’t realize is that this dog is never too old to pick up a few tricks, and I always pick up a thing or two from guests we have on board.” Truer words were never spoken.

- **Boat Maintenance** – Be proactive. Nothing is worse than having your traveler’s ball bearings explode and having to drop out of a race. Remember when things break, your best resources are the boats in your Fleet. Odds are they already had to rebuild that backstay.
- **Lastly, don’t get discouraged. Just have fun!** – One-design is hard, and it takes time to dial in on all the little things that make the boat go fast. I would like to challenge more women to join our ranks and take the leap of faith. It’s so much fun and a hell of a ride when things go well!

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



Calendar

2020

2020 J/105 Midwinter Championship at Lakewood Yacht Club

Mar 20 – Mar 22

2020 San Diego NOOD at San Diego & Coronado Yacht Clubs

Mar 20 – Mar

2020 Charleston Race Week

Apr 23 – Apr 26

2020 Annapolis NOOD at Annapolis Yacht Club

May 15 – May 17

2020 Chicago NOOD at Chicago Yacht Club

Jun 12 – Jun 14

2020 Cleveland Race Week at Edgewater Yacht Club

Jun 19 – Jun 28

2020 Marblehead NOOD at Corinthian Yacht Club

Jul 23 – Jul 26

2020 Edgartown Race Weekend – Round-The-Buoys at The Edgartown Yacht Club

Jul 30 – Jul 31

2020 Edgartown Race Weekend – Round-The-Island Race at The Edgartown Yacht Club

Aug 1

2020 J/105 North American Championship at Annapolis Yacht Club

Oct 29 – Nov 1

2021

2021 J/105 North American Championship at San Francisco Yacht Club

Sep 30 – Oct 3

2022

2022 J/105 North American Championship at American Yacht Club

Sep 28 – Oct 2

