

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

Happy New Year 2021



Photo courtesy of Chris Howell

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Chesapeake Bay Championships
the largest J-105 regatta of 2020

#1 Jester

#2 Constellation

both used PB-1 Carbon Jibs.

Winner Jester had the PB Main too.

A top competitor stated;

"Right off the line

Jester was untouchable"



DOYLE
J105sails.com

J-105 Sails by J-105 Sailors



President's Corner

Fellow J/105 Sailors,

I wish all in the Class, their families, co-workers and crews the very best and look forward, as we all do, to 2021.

It is my privilege and honor to serve you as your Class President. And thanks to Jon Corless for his service to the Class as President in a very difficult 2020.

However, 2020 was not a total bust for us all, even though we postponed the North American and Midwinter Championships. For example, down Texas way in Galveston Bay, we held an offshore, fun doublehand Galveston to Freeport (and return) regatta with six boats in September, HYC's HOOD W/L with six boats and LYC's J/Fest SW W/L with nine boats in October.

And all, please join me in welcoming our Executive Committee who work on your behalf. Our new Vice President is Russell Hopper, our Secretary/Treasurer is Nicole Breault, Matt Arno remains our Chief Measurer, with Chip Schaffner, Ken Horne and Mark Smith as our At-Large Members.

I have proposed to the ExCom and in this note to you the following focus areas to benefit our Class in 2021 in the following collective efforts:

- 1) how to get everyone back on the water racing safely,
- 2) how we can help all in local Fleets to become more competitive,
- 3) how we can help everyone find and retain solid crew including juniors, women and young adults looking to make the jump to bigger one-design boats,
- 4) and how we can continue to enhance our reputation as the most respected, competitive and welcoming one-design big boat fleet in the world.

Further, I would like to thank and recognize all in the Working Group who gave their time to our new Rules proposals to encourage women to participate more in our Fleets. So congratulations and thank you so much to Nicole Breault, Cheryl Harvey, Russell Hopper, Julie and Chris Howell and Jon Corless. As a reminder to all, the Rule change that passed for next year is that a crew of up to six members with three or more women has no restriction on weight.

So to all J/105 Class members, if you have any thoughts to share with your Class Officers on Class changes or improvements, please do so and many thanks. I am confident that we will listen and respond.

After all is said and done with the administration of our Class, I would guess that you and your Class Officers just like to race sailboats, and in particular, J/105s. So let us do so in 2021.

Chuck Wielchowsky

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NEW MI-5 JIB+ LI-6 JIB

3DⁱRAW™



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1st | 2020 NOOD Annapolis

1st | 2019 North Americans

1st | 2019 East Coasts

1st | 2019 NOOD Annapolis

1st | 2019 NOOD Chicago

1st | 2019 NOOD Marblehead



2021 J/105 North American Championship

Annapolis Yacht Club, Annapolis, MD

October 28-31, 2021

By Linda Ambrose

Fleet 3 Annapolis recently wrapped up their Chesapeake Bay Championship held over Halloween weekend with race management provided by Annapolis Yacht Club, host club of the 2021 J/105 North American Championship. With the event postponed from fall of 2020, plans are in place for the same weekend in 2021 with registration October 26-27 and race days October 28-31. The Event Committee is working on an updated Notice of Race and will have online registration open by the end of the year if not before. While we certainly hope that pandemic restrictions within the State of Maryland will be lifted by then, both the yacht club and event organizers strongly believe that the safety of competitors, Race Committee and AYC staff is of the utmost importance so we'll be monitoring the

situation as we enter the new year. Dockage for out of town boats will be available gratis at AYC and other Annapolis-based slip locations. For those who wish to get a jump start on Chesapeake Bay racing, J/105s compete in AYC's Fall Series which runs three consecutive weekends in October with the J/105s competing the weekend of October 16-17. Annapolis Yacht Club expects the format to be the same as 2020 with multiple drop marks courses on Saturday and a distance race on Sunday. During Fall Series, J/105 teams compete for the Charles S. Dell Trophy which is the perpetual award displayed at the Club for the top finisher at the regatta. Stay tuned for more information and official documents.

<https://yachtscoring.com/emenu.cfm?eid=13152>

Technical Committee Report

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

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

The J/105 Class has what are known as “closed” Class Rules. Anything not explicitly permitted is not allowed. There are a few basic rules to keep in mind when working on your boat.

- All boats shall meet standard specifications and the requirements of the Class Rules.
- No alterations or modifications are allowed except as explicitly allowed.
- All equipment shall be functional for its intended purpose.
- Like-kind exchange is permissible (e.g., swap Harken blocks for Lewmar blocks).
- The boat’s weight certificate must be adjusted for any replacements that are not exact replacements or that do not weigh exactly the same.

The below tables are summaries of Class Rule requirements, official Rule Interpretations, and other decisions and guidance that the Technical Committee has provided. References are provided for many of the entries and should be reviewed for additional detail. These tables are not a complete list of all Class Rules or Rule Interpretations. The Class Rules and official Rule Interpretations on the Class website should be reviewed as necessary.

At the 2019 Executive Committee meeting, the Executive Committee empowered the Technical Committee to approve small changes to the J/105 that make the boat easier to sail, has little or minimal cost, and does not result in an increase in complexity. The below tables include those items that meet these requirements that have been approved by the Technical Committee to date.



ALL

| Allowed | Not allowed | Comments |
|--|---|--|
| Compliance with standard specifications at time of manufacture | Compliance with earlier standard specifications | RI 02-04. Note: Exceptions are approved on a case by case basis. |
| Compliance with later standard specifications | | |
| | Defective equipment | All required equipment shall be functional for its intended purpose. |

KEEL & RUDDER

| Allowed | Not allowed | Comments |
|--|--|--|
| Surface fairing | Alteration of the shape, profile, or contour | Fair of irregularities, including removing low points and high points is allowed. (CR 5.4.3) |
| Repair of damage | Moving the keel | Reducing below the minimum allowed chord length of keel or rudder thickness is not allowed. (CR 5.4.3.b) |
| Angle cutting the trailing edge by up to 30 degrees. | Redistributing lead in the keel | See RI 02-16 for additional detail. |
| | Bringing the rudder closer to the hull | A minimum spacing of 5 mm between the rudder and hull is required. RI 05-02 |

HULL

| Allowed | Not allowed | Comments |
|---|---|--|
| Surface fairing (CR 5.4.3) | Alteration of the shape, profile, or contour (CR 5.4.3.a) | Fair of irregularities, including removing low points and high points is allowed. (CR 5.4.3) |
| Repair of damage (CR 5.4.3) | | |
| Kelp windows for the keel and rudder | | Windows are allowed but not required. CR 5.3.21 |
| Replacement prop with a blade diameter of 15" | | Any folding or feathering prop with an opened blade diameter of 15" is allowed. |
| Prop shaft zinc | Removal of prop shaft zinc | RI 02-11 |

DECK

| Allowed | Not allowed | Comments |
|---|---|--|
| | Relocation of winches | RI 01-04 |
| | Removal of self-tailer units on winches | RI 99-02 |
| Rub strakes | | RI 20-03 |
| Use of spin sheet twings | Additional padeyes for spin sheets | CR 5.3.9 and RI 02-02 |
| | Extra halyard stoppers | RI 00-06 |
| Shortening of the tiller | Tiller with head weighing less than 10.9 lb | CR 5.3.14, RI 99-03 |
| Electronics and instrumentation | | There are no limits on whatever electronics or tactical instrumentation you can have, including mounting location. CR 5.3.1, 5.3.2, 5.3.3 |
| Installed genoa tracks not used | | This includes having genoa cars, but they cannot be used even as turning blocks. CR 5.3.7 |
| Foredeck lifeline netting, shroud rollers, or other anti-chafing gear | | CR 5.3.5 |
| Extra jib track holes | | CR 5.3.10 |
| U-bolts or padeyes and blocks for outboard barber-hauling | | See CR 5.3.8 for detail. |
| Driver foot braces | | CR 5.3.13 |
| Taut lifelines | “Loose” lifelines | See CR 7.11 for details |
| Lifesling or horseshoe buoy on stern rail | Lifesling or horseshoe buoy attached to swim ladder | All equipment shall be functional for its intended purpose and CR Exhibit 7.3C |
| Lashed swim ladder | | All equipment shall be functional for its intended purpose. Any lashing or knot should be a quick release (slip-knot) variety to permit quick deployment of the swim ladder. |
| Sheet & Halyard tail bags | | RI 20-03 Line bags may be positioned wherever desired. |
| Foredeck cleat and fairlead cover(s) | | RI 20-03 A chock, tennis balls, lengths of hose or similar may be used to temporarily block the foredeck cleat(s) and/or fairleads. They must be readily removable to permit use of the cleats and fairlead when docking or mooring. |
| Winch handle holders | | RI 20-03 Holders may be positioned wherever desired. Holders may be pockets or bungees. |
| Lifeline cushions | | RI 20-03 Cushions may be installed on the lifelines. |

MAST, BOOM, & STANDING RIGGING

| Allowed | Not allowed | Comments |
|---|--|--|
| Flag/radar reflector halyards | Second spin or jib halyards | Boats equipped with provisions for second spin or jib halyards shall remove those halyards while racing because not all boats have such provisions. Messenger lines may be run but shall not be used, including in the event of a primary halyard break or loss. RI -00-02 |
| Mast-mounted spin halyard cleat | Cleat for any other halyard or line | CR 5.3.22 |
| | Halyard locks or hooks | CR 5.4.1 |
| | Alteration of the mast, mast step, or lowering of the mast | CR 5.4.5 |
| | Alteration of the boom or bowsprit | |
| Replacing the forestay with 1x19 wire with a minimum diameter of 7 mm | Any other changes to standing rigging. | No change to the standing rigging from standard specifications is allowed except for replacing the forestay. RI 18-01 |
| Double acting backstay | Backstay relief valve set point above 3000 lbs tension | RI 17-03 |
| Backstay adjuster pressure gauge | Remote lines to operate the backstay adjuster | RI 99-06 |
| | Non-integral backstay adjusters | |
| Strings tied above the “V” in the shrouds | | RI 20-03 Strings may be tied above the “V” in the shrouds at the lower spreaders to keep the spinnaker from becoming jammed in the “V”. |
| Boom mainsheet strops | | Strops may be used to replace the boom bails holding the mainsheet blocks. RI 16-01 |
| Toggles in the backstay and/or forestay | | CR 5.3.15 |
| 12:1 outhaul | | 12:1 is the maximum purchase allowed. Less purchase is acceptable. CR 5.3.19 |
| Shroud adjustment between races | Headstay length, mast butt position, mast position at partners adjustment after initially leaving the dock/mooring | These restrictions do not apply to races >25 miles in length. CR 7.4, 7.9 |
| Backstay adjustment at any time | Shroud adjustment while racing | |
| Backstay ruler | | RI 20-03 A ruler or similar device may be attached to the backstay adjuster to facilitate reproduction of backstay settings. |

RUNNING RIGGING

| Allowed | Not allowed | Comments |
|--|--------------------------------------|--|
| Any size line | 2:1 halyard purchase. | There are no restrictions on what may be used for running rigging with respect to size or materials of construction. RI 02-09 |
| Any composition of line | | |
| Soft shackles | | This includes Ti-Lites and similar fittings. RI 16-01 |
| Mainsheet traveler strop | | A strop of any length may be used to attach the mainsheet block to the traveler. RI 16-01 |
| Endless traveler line | Traveler take-up line | RI 07-01 |
| | Additional fittings, hooks, or rings | RI 07-01 |
| Outhaul cam cleat & block | Outhaul swivel cleat | RI 07-02 |
| Barberhauling with the lazy jib sheet | Barberhauling by any other method | RI 05-05 |
| | Ratcheting spin sheet turning blocks | RI 02-14 |
| 24:1 maximum mainsheet purchase | Double-ended mainsheet fine tune | CR 5.3.6, RI 99-08, RI 01-02 The fine tune purchase may be reduced or disabled. |
| Moving the mainsheet swivel cam base forward of the traveler | | The mainsheet gross tune swivel cam and fine tune swivel cam can be mounted in front of or behind the traveler as suits personal preference. CR 5.3.12 |
| Jib sheet track plunger type car | Adjustable jib lead | RI 99-05 |
| Spinnaker sheet twings | | CR 5.3.9 |
| Block and tackle Cunningham to ring on vang swivel | | CR 5.3.11 |
| Shackles or equivalent on jib and spin sheets | | CR 5.3.16 |
| | Spin retrieval line | A spin retrieval line is not allowed regardless of attachment point. Such a line is not part of the standard equipment. CR 1.3 |
| Device to secure spin halyard to stanchion base or shroud | | CR 5.3.17 |
| Bungee in front of primary winches | | RI 20-03 A bungee line may be attached in front of the primary winches to help ensure a fair lead to the winch |
| Mast "fairlead" line | | RI 20-03 A line may be attached around the mast below the boom but above the turning blocks to help prevent line hockles at the turning blocks. |

SAILS

| Allowed | Not allowed | Comments |
|--|--|---|
| Jib secondary reinforcement | Battens on the jib foot | RI 02-12 |
| 4-5 oz dacron chafing patches | Overly stiff chafing patches | A chafing patch stiff enough to act as a batten is not allowed. RI 17-02 |
| Jib minimum weight of 9.0 kg | Anything added to the jib to increase its weight without other purpose | CR 6.5.3 See RI 15-01 for additional detail. |
| Metal rings at the tack, clew, or head. | | |
| Metal clew board | | |
| Jib hollow leach | | The jib leach shall be hollow and a smooth curve. RI 11-01 |
| Jib #6 luff tape | | The jib shall be attached to the roller furler with #6 luff tape. RI 11-01 |
| UV protective tape | | UV protective tape may be applied to the leech and/or foot. RI 11-01 |
| Recutting <10% of a sail | | Recutting more than 10% results in the recut sail being considered a new sail for which a new sail tag is needed. RI 02-06 |
| Use of an owner's sails on a chartered boat | Any other transfer of sails between boats | Sails belong to a particular boat rather than a particular owner and may not be transferred except as part of a sale and purchase agreement. RI 02-08 |
| Sails allowed during a class event: - 1 mainsail - 2 jibs - 2 spinnakers - additional <80% LP jib - storm trysail | | All sails allowed may be aboard the boat. A boat may switch jibs or spinnakers at will. |

CREW

| Allowed | Not allowed | Comments |
|---|---------------------------|--|
| Drivers: • Owners • Charterers • Long term shipmates • Immediate family members | Drivers: • Anyone else | This is for Level A1 events. See CRs 3.4 and 3.6, RI 13-01, and the Level designation for individual events. Immediate family consists of the owner's spouse, children, siblings, parents, grandchildren and grandparents. Cohabiting domestic partners are included in the definition of spouse. |
| Max crew weight is 500 kg | | There is no restriction on the number of crew or a minimum crew weight. |
| A crew of 6 including at least 3 women has no weight limit | | New class rule for 2021. |

INTERIOR

| Allowed | Not allowed | Comments |
|--|----------------------------|--|
| Battery(s) in starboard lazarette immediately behind the aft cabin bulkhead Battery(s) in the compartment behind the engine | Any other battery location | CR 5.3.20 |
| Cruising amenities which do not enhance performance | | CR 5.3.4 |
| | Fuel tank < ½ full | The fuel tank must be at least half full while racing, including at the end of racing for the day. |
| | Anchor + rode < 16 lb | The weight of the anchor plus rode must weigh at least 16 lbs. |
| Soft bag holding tank | | A rigid holding tank may be replaced with a soft bag that has a volume of at least 14.5 gallons. |



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



Sailor Spotlight: Kathy Pask



On Lake Ontario, Canada, we have an incredibly strong J/105 Fleet 4, with a large number of regular women sailors. I am the only full-time female skipper (helming *Full Tilt Boogie* for 17 years at RCYC), although there are a number of other great female skippers who steer on occasion. At least two thirds of the Fleet have women sailors as regular crew and, at some point, every J/105 has sailed with at least one female crew onboard. Our boat, as well as *Jamaica me Crazy* and *Sonic Boom* sail with crews of seven people that regularly include three to four women sailors. On the whole, we are a very tight and competitive group of sailors. In my position at the helm, I receive the same respect as my male counterparts - *as it should be*. Likewise, I feel that all the women in our Fleet are respectfully regarded, having earned their places because of their skill,

sailing smarts and the significance of what they deliver to their role on the boat. They are not in any way 'added weight' or just the outhaul adjuster. There is a willingness, an openness and an understanding throughout of how important women sailors are for our Fleet.

I've been a competitive skipper since I was 14 years old. I had just started sailing school the summer before (ecstatic that I had finally found a sport that I really liked) when my father Kevin announced that I would be joining him on board our C&C 25 on Tuesday and Thursday race nights at Ashbridges Bay. He said, "Ok. Here's what's happening: I steer Tuesday and Kathy you steer on Thursday." So, suddenly as a young teenage girl, I was off racing with his all male crew, steering the boat around the course like it was a big Laser.



Unfortunately, I took criticism in those days. I was either too young or told that my Dad should be steering. I received a lot of stern looks from the 'old guard,' and even got in a protest for asking for room at the mark. But I won that protest and continued to skipper. At some point, the level of respect marginally started to change.

During these same years, my sister Gillian and I were racing Laser II's together. The Ontario Sailing Association had just started a program supporting young women sailors, and we were sent to the Canadian Youth Championship in St. John, New Brunswick. That support was a really important moment in our development and a steppingstone

that led to us becoming Ontario Sailing Team members. We went on to win the Canadian Women's Championship. In 1987, we made the Canadian National Team and did an Olympic campaign in the 470 during our university years. In 1995, I was honored to sail in Pan Am Games in Argentina, being the only female entered in the Snipe Class.

As a family, we had transitioned to a C+C 34. I raced with my Dad, my brother Dave, my sister Gill and every sailing instructor/friend we could put on board—including Gillian T. who still races with me today. In 1987, we changed course to a J/24 that we named *Full Tilt Boogie*. Over a crew dinner out one night, my friend Fiona proposed "why don't





we do the Rolex Women's Championship?" As a result of that comment, I entered the 1995 Rolex along with Fiona, Vanessa, Petra, Catherine and Sarah. We entered again in 1997, and again in 1999 with my friend Felicity. We campaigned the boat for 10 years as a full female team competing locally, at the Canadian level and North American. Sailing is a sport that really tends to lend itself well to creating lifelong friendships that bind you together.

As life moved on with weddings, careers and babies, I was extremely grateful I was still able to keep racing, mainly with the help of my mom Jane, who, before each regatta said, "Let me babysit, GO, go sailing." We bought the J/105 in 2003, the year my second child Megan was born. There were some club race nights I was out there with her in a baby

carrier on my front as I helmed. I usually sail with a crew of seven that includes family (Dad and brother Dave) and always two to three amazing female crew. We are a competitive boat and give all the top boats in our Fleet a run for their money.

We have always put women in roles that other boats might not: Sue or Tania capably do the bow in 25 knots, Kirsty flies the chute in both light and heavy air, Amelie and Gillian run the middle. In my experience, gender is never the factor to consider when preparing for success in all racing conditions. It's having a good core reliable crew who work together as a team, and know their position and at least one other position on the boat. I feel fortunate over the years to have these positions filled by numerous competent women sailors – Berkeley,



Martha, Briar, Daina, Karen, Susi, Ann Marie, Vanessa, Catherine and my sister-in-law Lisa. Onboard, we figure a way to all make it work together, sort issues through communication and have the benefit of many hands on deck if required, and do well! Everyone arrives to the boat on regatta mornings up to the challenge. My philosophy of sailboat racing is fun, family and friendship. Keep it calm, work it out and sail fast. My summers as a Landscape Architect are very busy, so this is what we choose to do in our free spare time, and we make the most of it, on and off the water.

Things have come a long way from that initial *negativity* I received as a 14-year-old female skipper. I'm grateful to my Dad for "throwing" me on the helm without question, and I've raced every single year since then. As Kamala Harris just stated, "Dream with ambition, lead with conviction, and see yourself in a way that others might not see you, simply because they've never seen it before."

As the J/105 international fleet works to find ways to support women in our Class, it's perfect timing with what is happening

globally with World Sailing releasing the Women in Sailing Strategic Review. At our Fleet 4 level, it really comes down to the following: how do we encourage, how do we support and what are some of the barriers we can overcome. After some great discussions, Doug Bullock, our past Fleet Captain and head of Communications, has organized the first J/105 Women's Championship to take place in 2021 in Toronto. The event already has started off with six boats competing / 42 women sailors on the water and growing. I'd also like to look at some local weight changes to really open up sailing with seven crew when there's a minimum of two to three women, to both encourage even more females per boat and also allow for youth sailors to be introduced to the boat.

This was a different year due to the restrictions from COVID-19 for us on *Full Tilt* since we kept our sailing crew to only the family bubble, however that sometimes resulted with eight females on board - my Mom in the back, my sister on the jib, my daughter at the mast and nieces doing spinnaker, bow and main!



Calendar

2021

2021 St. Petersburg NOOD at St. Petersburg Yacht Club

Feb 12 – Feb 14

2021 San Diego NOOD at San Diego Yacht Club & Coronado Yacht Club

Mar 19 – Mar 21

2021 Charleston Race Week

Apr 8 – Apr 11

2021 Annapolis NOOD at Annapolis Yacht Club

Apr 30 – May 2

2021 Chicago NOOD at Chicago Yacht Club

Jun 11 – Jun 13

2021 Cleveland Race Week at Edgewater Yacht Club

Jun 18 – Jun 27

2021 Block Island Race Week – East Coast Championship at Storm Trysail Club

Jun 21 – Jun 25

2021 Marblehead NOOD at Eastern Yacht Club

Jul 22 – Jul 25

2021 J/105 North American Championship at Annapolis Yacht Club

Oct 28 – Oct 31

2022

2022 J/105 North American Championship – Exact Dates to be Announced at San Francisco Yacht Club

Sep 30 – Oct 3

2023

2023 J/105 North American Championship – Exact Dates to be Announced at American Yacht Club

Sep 28 – Oct 2