

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

2021 J/105 Midwinter Regatta

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

March 12th - 14th, 2021

Visit www.j105midwinters.com for details

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SAILING FOUNDATION



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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

I hope that all had a great and safe holiday season, and Happy 2021 to everyone. It is a new year with new opportunities for us all to get back safely on the water racing our J/105s, building our Fleets and crews, making all boats more competitive and continuing to enhance our reputation.

The 2021 J/105 racing calendar is looking great so far with a Class Midwinters in March down Texas way and a North Americans in October up Annapolis way. And in the first half of the year there are NOODs scheduled in San Diego, St. Petersburg, Annapolis, Chicago and Marblehead, and Race Weeks scheduled in Charleston, Cleveland, Block Island and Edgartown.

My home Fleet, Fleet 17 Galveston Bay, is now known as Fleet 17 Gulf Coast with the merger of Fleets 16 (Ft. Worth/Dallas) and 17, and we have a full OD and ORC J/105 racing schedule this year consistent with current governmental and yacht club COVID safety requirements.

However, for other Fleets which have more stringent governmental or yacht club COVID safety requirements in place, I am providing some thoughts below from Keith Chappa, Fleet 21 Bermuda, that he sent in late 2020 on how to get back safely on the water consistent with local requirements. I have made a few minor edits and deletions.

"Boating is now allowed by the Bermuda government, with up to 10 people on a boat meeting social distancing requirements with members of the same household not required to socially distance.

Regarding sailing/racing a J/105 in the time of COVID-19 and social distancing requirements, I've made some measurements on the deck and related them to activities required for operating the boat at a high level while meeting all the isolation and social distancing requirements.

My measurements show that there are four zones on a J/105 which allow social distancing to be maintained:

- 1) behind the wheel,
- 2) midzone at and forward of the main jib winches and up to and including the cabin top halyard clutches/brakes,
- 3) foredeck at and forward of the main shrouds and mast,
- 4) in the cabin temporarily to squirrel.

The midzone is the most intensive because that crew will have to manage the jib sheets on upwind tacks, all halyards, the mainsheet, possibly the main traveler, the spinnaker sheets, jib furler, sprit controls and possibly squirrel. The foredeck manages all spinnaker operations forward, assists with jib furling and possibly squirrels. The helm drives and manages the backstay. The cabin is a zone crew temporarily occupy. But if required or desired, crew could be rotated during a race/sail with the rotation occurring in a circular fashion, i.e., the foredeck crew go down the fore hatch while the midzone crew are walking into the foredeck area, or the deck crews can change

places by walking on opposite sides of the boat."

I encourage all to renew their J/105 Class Association membership for the benefit of our Class, and to get back to racing safely as you see fit! And please contact your National Class Officers with any questions or suggestions that you might have. We are here to serve you.

As for me, my family and lovely bride of 52 years regrettably will not let me get back to racing yet, but we are scheduled to receive our vaccine in March /April. So I am totally back in mid-April "lord willin' and the creek don't rise."

The very best to all!

Chuck Wielchowsky

cwielchowsky@comcast.net



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



2021

NORTH AMERICAN CHAMPIONSHIP



COVID UPDATE:

Maryland is continuing to recover and with the positivity rate dropping and vaccinations continuing to ramp up we are cautiously optimistic that we will be able to put on a normal Championship level regatta by this Fall.

SIGN UP EARLY TO IMPROVE EVENT PLANNING

- Sign up link:
[www.yachtscoring.com/
emenu.cfm?eid=13152](http://www.yachtscoring.com/emenu.cfm?eid=13152)
- 18 boats have already signed up (with 8 months to go)
- Brand New AYC World-Class Sailing Center
- For questions, contact
lambrose@annapolisyc.org



ANNAPOLIS YACHT CLUB

OCTOBER 28 – OCTOBER 31



J/105 North American Championship - **Take Two**

Annapolis Yacht Club and J/105 Fleet 3 are looking forward to welcoming fellow 105 sailors back to the waters of the Chesapeake Bay for the 2021 North American Championship. Maryland is continuing to recover, and with the positivity rate dropping and vaccinations continuing to ramp up, we are cautiously optimistic that we will be able to put on a normal Championship-level regatta by this fall. The Notice of Race has been updated, and 18 boats have already registered. Follow the link for additional details and to register for the event (<https://yachtscoring.com/emenu.cfm?eid=13152>).

Don't miss out on what is going to be the best regatta of the year!



Technical Committee Report

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

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

BATTERIES

Recently, the Technical Committee was asked about what sort of battery was required, especially with regard to replacing a heavy lead acid battery with a much lighter lithium battery. The short answer is “whatever you want as long as it can perform its intended function.” In Rule Interpretation RI-16-02, the Technical Committee clarified that equipment required by Exhibit 7.3C of the Class Rules had to be functional for its intended purpose. One of the examples given was that the battery had to be capable of starting the engine.

If you want to install a lighter lithium battery, that is allowed by the Class Rules. Keep in mind that whatever battery you install, it has to function. As a practical matter, that means that after a day of racing and running whatever instrumentation and entertainment you have, the battery must have enough oomph left to start the motor. However, if you do replace the battery, you are required to update your weight certificate, so make sure your Fleet measurer has an opportunity to weigh the battery being removed and the battery being installed to adjust your weight certificate without having to re-weigh the entire boat. This applies any time you change the group size or anything else that results in a different weight battery being installed.

EARLY RULE CHANGES

We have two Rule changes being presented earlier than normal this year.

#1 *SPIN RETRIEVAL LINE*

The first is to allow a spinnaker retrieval line. In years past, a retrieval line was allowed but has not been allowed for some time since it is not specifically allowed by the Class Rules. This Rule change will modify section 5.3 of the Class Rules to allow a spinnaker retrieval line and to also allow an attachment point to be added to the spinnaker. The new Rule would read as follows:

5.3.23 A spinnaker retrieval line is permitted to be attached to the sail. One retrieval line attachment point may be added to the spinnaker.

Discussions with sailmakers indicate that the cost of adding an attachment point is about \$75, an insignificant cost. This Rule addition would also permit the retrieval line to be attached to the tack (or head or clew) of the spinnaker if desired. This change does not permit the addition of rollers, blocks, fairleads or any other new hardware.

While this change would not formally go into effect until January 1, 2022, once it is approved, the Regatta Committee has the ability to issue a generic Rule 87 letter which would let Fleets start using it this year.

#2 SAILS ALLOWED ABOARD

The 2021-2024 RRS update the guidance on what information should be in the SIs and the NOR. Class Rule 6.3, sails allowed aboard, presently may be modified by event SIs. However, this modification is more appropriately done by the event NOR. Therefore, the following Rule change is proposed (emphasis added):

Current:

6.3 Sails Allowed Aboard: Sails used during a Class Event shall be limited to one mainsail, two jibs, and two spinnakers, except when a sail has been lost or damaged beyond repair in which case it may be replaced with the written permission of the Race Committee. This Class Rule may be amended in the Sailing Instructions.

Proposed:

6.3 Sails Allowed Aboard: Sails used during a Class Event shall be limited to one mainsail, two jibs, and two spinnakers, except when a sail has been lost or damaged beyond repair in which case it may be replaced with the written permission of the Race Committee. This Class Rule may be amended in the Notice of Race.

While this change would not formally go into effect until January 1, 2022, once it is approved, the Regatta Committee has the ability to issue a generic Rule 87 letter which would let the Class come into conformance with the new RRS this year.



Sailor Spotlight: **Patricia Santelle Schulze**

Early on, I realized that if I wanted to see my husband on the weekends, I had to take up sailboat racing. I grew up around the water, so it fit well but, boy did I have a lot to learn! Not only was my husband an avid sailboat racer, he was a Naval Architect. My learning curve continues to this day, particularly as I find myself the owner of both a J/105 and a J/70.

I met my husband Gerrit in 1989 at a regatta in North Jersey. He was racing on a J/24 named *Arnold Goes to Hollywood*. He had just relocated to New Jersey after growing up in New Orleans, where his family (parents Al and

Jutta and brother Stefan) raced a J/24 named *Cinderella*. I grew up on the water and, while my family had a Mallard, I had never learned to sail.

A year later, we were engaged to be married, and *Cinderella* joined the growing J/24 fleet racing out of the Corinthian Yacht Club of Cape May.

I became the foredeck crew on *Cinderella*, and we took it to regattas along the Parkway Circuit and to Annapolis for the Fall Series. In the early 1990s, our friend Jay Corcoran bought one of the first J/105s in Annapolis –

ESS, which Jay renamed *No More Trouble*. In addition to Annapolis, a small fleet of J/105s was developing in South Jersey and, while we continued to race *Cinderella*, whenever we could, we started sailing with Jay on "No Mo," both at the Jersey Shore and in Annapolis.

We had to get used to the jibing angles but loved that, under the "Chesapeake Rules," some of the wives got to sail. (In fact, the Chesapeake Rules - in lieu of weight, number of crew by gender qualified for one design racing - gave me the opportunity to sail with my husband as well as so many talented female sailors over the years). In addition to Gerrit and me, Jay's original crew on *No Mo* included Marlene and Dave Mohr, Burt Geigis and Raabe Kemp.

We had so much fun racing on *No Mo* and, on the occasional Sunday in the summer, we would sail off the waters of Cape May simply for pleasure.



For a number of years, our highlight was going to Annapolis for the Fall Series and competing in the J/105 Class one day and the J/24 Class the other day, often with overlapping crew. A highlight was the year we had an overall series victory over a very competitive boat, *Plum Crazy* (No. 90). My husband was so proud to race in (and ultimately be a member of) Annapolis Fleet 3 – to this day, one of the largest and most competitive J/105 fleets in the country.



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In the winter of 2001-02, I suggested to Gerrit that we consider racing only on other people's boats. That discussion was short-lived because he learned that *Plum Crazy* was for sale. It had a tiller, a trailer and two keels (shoal draft for racing in the MidAtlantic/ deep draft for elsewhere). It also had a lot of purple - the tiller, the trailer, the spinnaker sheets and the cushions. By the summer, we were proud owners of the boat, which Gerrit renamed *Max Power* after Homer Simpson's alter ego in a Season 10 episode of *The Simpsons* entitled "Homer to the Max." It was a clever double entendre: tough/cool on the surface, soft/bumbling beneath. We had a long initial delivery down the Delaware

River to Cape May with our friends Jodi and Lindsay Clarkson on a scorching hot summer day (every piece of cloth used for shade).

Gerrit designed a Homer Simpson battle flag that we carry on the boat to this day. Jodi picked up a life-sized stuffed Homer Simpson at a yard sale for \$5, which accompanied us on the annual race across the bay between Cape May and Lewes, Delaware.

We painted the trailer black and the tiller white, but we still have the purple cushions and spinnaker sheets. When the fleet shifted to deep keel permanently, we could no longer keep the boat on a mooring off our yacht club, so we ended up getting a condo with a boat slip that fit *Max Power*. In season, it is one of the first things you see when you cross the little bridge onto the island of Cape May. When the tide is running, coming and going from the slip is an experience.

We raced summers offshore in Cape May, falls in Annapolis and started annual trips to Key West and Charleston Race Weeks. So many colorful stories and wonderful memories. To me, it was the perfect hobby: we got to travel to cool places, spend time



on the water, sail with (and sometimes against) friends, enjoy the competition and meet so many interesting people. For me, it also provided a welcome respite from my career as a lawyer, most recently as the Managing Partner of a mid-size law firm.

For the major regattas, Gerrit's brother Stefan joined us as spinnaker trimmer and tactician.

Our core crew otherwise consisted of our good friends from Cape May and the Philadelphia area: Dave Breder, Jodi Clarkson, Jay Corcoran, Owen Miller, Mark Penny, Chip Rapp, and Tom Slook. We joked that our rock-star foredeck crew, Fred Siegert, came with the boat because he had raced on *Plum Crazy*. In addition to Key West and Charleston, we competed in the North American Championships in Annapolis (twice), Buzzards Bay, Rye and Toronto. We ended up in Toronto because we had so enjoyed meeting the Canadians on the J/105 circuit. In more recent years, we picked up



a Canadian crew Kirsty Clarke.

In the early years, I didn't race in Key West or the North Americans due to the pressures of work and the scale, but I was always in attendance to support; and on the boat for Charleston Race Week, the Fall Series and an occasional Chesapeake Championship. Off the boat, I handled most of

the logistics including crew, travel, housing, provisioning, dining out. I learned where to buy metric wrenches, fix trailer tires and got the cell phone number of the Yanmar repair person in every port. When I was on the boat, I was the pit person and the navigator.

For a few years, we continued the tradition of racing both J/24 and the J/105 in the Annapolis Fall Series until the schedule prohibited it.

After the J/105s stopped racing one design at Key West, we tried PHRF racing there for a couple of years, but it wasn't the same.



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In Cape May, it became all PHRF racing for us, which meant we could take even more people on the boat (including more women as well as junior sailors). In addition to our local offshore series, we raced off Atlantic City, from Avalon to Cape May and between Cape May and Lewes, Delaware. At times, *Max Power* doubled as housing for crew, friends and family who enjoyed its spacious cabin. (Remember: it is a racer/cruiser!)

When the J/70 came out, several racers at our club invested in them. Gerrit was interested but committed to the J/105. One winter, however, our friend and J/Boat dealer Burt Geigis parked a new J/70 (hull no. 900) next to *Max Power* (hull no. 90), and Gerrit said it was destiny. We bought the J/70, and he named it *Mini Max*.

While Gerrit continued to race *Max Power* in the bigger events, he moved to *Mini Max* for the club series. I had no trouble finding a replacement skipper for *Max Power*: Jack

Van Dalen, former skipper of *Arnold Goes to Hollywood*, the J/24 Gerrit was racing on when we met. More friends and experienced racers joined us, including Dave Barry, Lou Joyce and Tom Ward (another inheritance from *Plum Crazy*) as well as, on occasion, my good friends Laurie Rapp and Kim Todd. Thank goodness my crew on “*Big Max*” (new and old) got to know the boat inside and out. Gerrit crewed *Mini Max*, first with Tom Slook and his two sons, and later with the York family (father Matt and twin sons Patrick and Zachery, who had first sailed on *Max Power*).

Gerrit’s last regatta was Charleston Race Week on *Mini Max* in April 2019. The York family joined him. Zachery got to do some steering which, combined with experience on the boat over the upcoming summer, qualified him for the U.S. Junior National Championships that fall.

Gerrit passed away in June 2019. I was immediately surrounded and supported by our wide circle of sailing friends in Cape May and beyond. I took some time off but

returned to *Max Power* later that summer. In late 2019, I traveled to St. Petersburg to see the kids race J/70s in the U.S Junior Championship and, over the winter, I visited Tampa where friends raced *Mini Max* in the Davis Island Series. Gerrit would have loved those experiences. As a result of our life together, I do too.

This past summer, we did a couple of the offshore distance races on *Max Power*, and I joined the Yorks a couple of times on *Mini Max* (it is a sporty boat). The Yorks got a spinnaker with Bart Simpson – hard to miss it! As a result of memorial gifts, we were able to purchase some RS Fevas for the junior sailing program. In Gerrit’s memory, one is named “*Homer (to the Max)*.”

Before the pandemic hit, we plotted to do the North Americans in Annapolis (now rescheduled to this fall) in his memory. I don’t know whether we will organize it for this fall, but I hope there will be some Annapolis J/105 racing in the future for *Max Power*.





My husband lived life so large that it wasn't enough to own a great racing boat or two. Along the way, we also picked up a Hydrasport 26, co-owned with Jay Corcoran and his wife Debbie, which was ultimately named *Higher Power* as a companion to *Max*. While it is a fishing boat, up until now, we have used it for spectating and/or supporting racing in the harbor or the ocean, dolphin watching and lunch stops. And, while I tried to focus this article on the experience of owning/racing our J/105, I would be remiss if I didn't mention that our love of sailing has taken us to the Caribbean, where we competed four times with Team Cape May in the Heineken Regatta (twice on J/120s), as well as countless bareboat charters in the islands of and around Antigua, the BVI, Grenadines, Guadeloupe, St. Lucia and St. Martin. I even managed to get my husband onto the occasional Windstar cruise with the allure of a watersports platform from which he could sail small boats in places like the Mediterranean.

I am frequently asked if I am going to sell the boats, in particular *Max Power*. My answer is always the same: why would I sell something that has brought so much joy to my life? I know that it will never be the same without Gerrit, but his spirit lives on and I am eternally grateful to him for introducing me to his love of and passion for sailing/sailboat racing. It has transformed my life and brought me so many friends and family who have shared the experience with me - past, present and future!



Finding and Retaining Good Crew – *Who Wants to go Sailing?*

By **Mark W. Smith**, J/105 USA69 *Eau La' la*

Since I now recently turned 65 and have been sailing since I was 12, I have a lot of experience in recruiting crew and working to keep it going. In an effort to share some lessons that I have learned through the years, I'm coming at this from my perspective. I bought my first J/24 and have raced the Texas Circuit since 1989, have had periods of campaigning a J/80 and have been sailing the J/105 since 1999. Now I have an additional J/24 that I keep on another lake in Dallas, so I have a J/105 and two J/24 crews. The J/24 is my base boat that gets me recalibrated and keeps me young.

IT TAKES AN ARMY

The J/105 is a lot easier boat to raise crew for, and I have to admit that I am blessed in that department. I have 10 people on the J/24 five-person crew rotation which I can expand quickly, and then we have 13 on our J/105 rotation which includes my J/24 teams. Gathering this many good sailors to race didn't happen overnight, so if you're working to develop a crew, I'd like to share some of what I've learned and hopefully it will help you also build your ultimate A Team.

I have been through a lot of crews. Priorities change and life happens when you're making other plans...roll with it! So just know that we're always interviewing for crew - exchanging data. For our Sunday afternoon club racing, we can have up to nine + a junior on the J/105. That sounds like a lot, but when it comes time for the big event, it's amazing how many people have something else planned. To keep six on your J/105, you need about 10 in the rotation around here. I'll send out a crew text every Friday or Saturday to all of the crew, and we usually end up with six or seven (sometimes nine if it's priceless weather) but just know you need to build up a good rotation to pull from.

Also, crews jump ship to go with someone else. Well let's take a look at that. I too went through years of begging people to come make the club races on the J/24, and I won't kid you - the J/105 can have the same problem. When you have a very active fleet, crew who want to sail will find another ride if you start skipping races and don't have them locked down. When that has happened to me, I've had to ask myself what's going on here? When seeking crew, I think you have to ask yourself if you would enjoy sailing with a skipper like you. How's your team temperament and what level sailor, skipper and boat owner are you? Are you a blood and guts level pro who feels entitled to whip

your crew and scream at people for taking their eyes off the chute for a split second (I hate sailing with those guys) but you win? Or do you prefer to be very competitive yet realize your crew are not paid professionals and thus you may need to allow everyone to drink a beer at lunch to keep a good vibe going and everyone's head in the game? What stage is your program in? Are you in the early stages of development with your team and while you may know **YOUR** job, you're training a fresh crew to find their way around the boat and you have to patiently not explode as the kite fails to come down before the mark rounding and you lose four boats at the rounding? We've all been there, and we're all at different stages of team building. Try not to put your crew in a position to fail! I believe in keeping the crew happy. Just remember also – when you have races several days in a row or a regatta, crew need food to fuel themselves, always make sure your crew has had plenty to eat and is up for peak performance.

The top sailors always seem to have a stable of other top sailors they draw upon, and they compete well because we all know that to do well, you have to have a good crew. There's nothing better than sailing with people who are better than you. I have reached the point where I've sailed with enough friends for long enough that I have a good crowd to choose from. So what comes first?

The number one ingredient I've learned to building a crew and making it good and keeping it together is keeping the fun factor always near the top of the list. Going sailboat racing should not be like out of control going to war where everyone is afraid to touch a line for fear of angering the captain. I like crews who mesh together on a chemistry level...give me crew chemistry. If you bring really good sailors onboard, but your skill level isn't up to their expectations, find ways

to engage and keep them helping everyone on the team. Sometimes it's better to lock in people who are growing with you. I put crew chemistry down as more important than skill really. I can bring you to proficient if you have the desire and mental mechanical ability to learn, fit the team and have the real desire to win races.

Are you "happy" to just be out there or are you striving for top performance yet recognizing the weaknesses within the level of your crew and yourself? I think that while you're sizing up your crew, you also have to size up yourself and be reasonable about whether the team is ready for the crash lee bow or not. You have to work within the confines of your team. Success breeds success, and I frequently have different people sailing with me (like every regatta it seems), and I try to take into account things I know certain people can and cannot do. I try very hard to not put people into a position or ask them to do a maneuver in which they will fail. Reminds me of a Samba we tried the first race of last season. We hadn't practiced in over a year, and yet having a full-leg lead, we managed to go from a definite win to losing. Ouch, but all I had to do was be conservative. I put that note in the big notebook – practice Samba before doing in an actual race. Add wing-on-wing spinnaker to that list too. We keep a notebook when we're really dialing the crew in, and I ask the crew to write in the notebook (which includes rig settings, wind and sea state, what side worked and what didn't). Get the crew participating in the overall weekly improvement (see attachment 1).

Another thing I've learned in building a good crew and keeping it is I usually have a second helmsman on the boat who can drive the boat when I'm not there. I'll even have them drive, and I'll get off the helm

to crew with the team. I think having the second helmsman is a huge help because the crew knows we're always going, and we have helmsman/owner 1A and helmsman 1B both capable of winning. One thing our crew knows is unless it's lightning out or something unforeseen happens, the boat is always going.

So where do we find these new crew members? Junior sailing is the lifeblood of our sport, so if you can get one or two good juniors to come, those advanced kids are great at reading the wind and eager to try new things. We also have a crew board at our club, so that can be a good place to take some people looking to crew out for a test run and see what their experience level is or their athletic level and IQ. I like to give people a "try out." The beginners who go out with you, ask a lot of questions, and get the hang of it will go home and do some reading and come back the next week asking better questions and remembering everything they've learned. They are eager to learn more and actually have the real potential to become good sailors and crew. People who sail with you for months who you still have to explain the first lessons to them every week usually end up staying with the trailer on regatta weekend. I'm not saying that to be cruel, but it's part of the crew evaluation you have to make. Some folks are natural at this sport, and it's a delight to watch them excel. Others end up going on a cruising boat where they fit in better. You can grow your own team. My teams are a combination of previous experience and sailors we've grown into crew.

I used to have four full pages front and back in a notebook of sailors and phone numbers in my crew list. These days I put "Sailor" in the business line of my contacts in my phone, and that's all I need to bring the pages up.

Just for grins, I just checked my phone and pulled up 188 "Sailors" in my contacts. The sailing world is a very close-knit fraternity, and everybody knows somebody who would like to get out to race so ask around!

Cross train your crew so they gain experience in every job on the boat. I have had a bad tendency when the crew is humming and everybody is in sync to forget about getting everybody to try a different position...if they want to. The J/105 has four key positions that you want to have your all stars in: Driver, Main, Pit and Foredeck. The other two crew positions are there to support and fill in the gaps to make the whole crew look great and press the boat!

There are many factors that go into building a good crew who sticks together. My Dad could keep his crew together for 10-15 years at a time because he had excellent boats, the boat was sailed well by his regular crew and he knew how to throw a great crew party! I have strived to create the same atmosphere on my boats. Osmosis, experience and time in the boat are definitely the most important aspects to create a winning team and keep it together. Don't forget to share the trophies. We keep a list of who gets the next one, and I love seeing the trophies in their homes or on their desks in their office. Every trophy is a memory, and crew members relish being included in taking home the silver.

The team who spends its time at the front of the fleet and expects to win and succeed has the most fun and tends to stay together the best. In the end, sailing/racing has a huge camaraderie and a way of life, and we all have an obligation to share this with as many people as possible. If you do that, I have found that the good sailors have a magical way of finding you!

Race Log

No. of Crew / Weight: _____ DATE: _____

Wind direction: _____ Course: _____

Wind speed: _____ Start Time: _____

Temperature: _____ Finish Time: _____

Placed: _____

| Description | Settings |
|----------------------|--|
| Rig settings | Uppers _____ Intermediate _____ Lowers _____ Headstay sag _____ |
| Main Halyard Tension | Loose _____ / Medium _____ / Hard _____ |
| Jib Halyard Tension | Loose _____ / Medium _____ / Hard _____ |
| Outhaul | Loose _____ / Medium _____ / Hard _____ |
| Cunningham | Loose _____ / Medium _____ / Hard _____ |
| Backstay Tension | |
| Vang | |
| Jib Trim | Loose _____ / Medium _____ / Hard _____ |
| Jib Car Settings | |
| Jib Inhauler | |
| Main Trim | Loose _____ / Medium _____ / Hard _____ |
| Traveler | High _____ / Medium _____ / Low _____ |
| Spin Trim | |
| Tackline | |
| Boat Speed | Average Upwind: _____ Maximum Upwind: _____ Average Downwind: _____ Maximum Downwind: _____ |

Comments: Please place additional comments on the back of this sheet.

J/105 One-Design Regatta Series Newport 2021



NYYC Annual: June 11-12-13



Sail Newport Regatta: July 10-11



NYYC ORC East Coast Regatta:

July 16-17-18



Race Weekend by Safe

Harbor at NEB & Newport Shipyard Aug 13-15

J/105 Owners interested in participating in all or any of the above regattas need to make their intentions known as soon as possible to guarantee our One Design starts.

For further Series details contact Robert Taylor, Jinx#246

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2020/21 PANDEMIC SAILING STRATEGY OF FLEET #1 - SF BAY

By Nicole Breault, Bruce Stone & Ian Charles

After a quiet start to 2020, with most yacht clubs having withdrawn from running regattas in 2020 due to COVID, Fleet #1 created our own fully-crewed fleet racing and double-handed racing. We learned that, apart from missing social elements, good events do not necessarily need yacht clubs as regatta organizers, and this may be the way to keep the 2021 season intact as we continue to face challenges.

Our NoR for each event stated that each team should be either in the same bubble or wearing masks. Beyond that, teams instituted their own safety protocols on board, such as allowing only one person down below at a time. Most boats met on the water from our various ports-of-call, and those that happened to be berthed near one another used common sense to prevent unsafe mingling.

Fully crewed: By June, we were itching to race, so we scheduled the first of four weekends of racing in June, August, September and October. We picked a central venue (the Berkeley Circle) and lined up some skilled volunteers: a PRO, his spouse to handle the signal boat and some other same-household folks to set marks. We borrowed suitable RC and mark-set boats from J/105 members and some buoys from the yacht clubs, wrote our own race documents and attracted 19-20 boats. As a bonus, we hired a coach to provide on-the-water advice to all competitors. He also ran post-racing debriefs

by ZOOM with lots of photos on the Thursday after each weekend. We didn't bother with trophies or shoreside parties, and costs were merely reimbursement to motorboat owners for the fuel and the coach's fee. It was highly successful and a lot of fun.

During our winter season, from November to March, we competed one Saturday each month in the RegattaPro series run by PRO Jeff Zarwell, who operates under the auspices of the Sausalito YC. To start our regular 2021 season, Jeff will run a regatta for the J/105s in late March when our summer westerly winds generally appear. Course selection will be adapted to the situation. As a large fleet, we are able to design this to suit our needs. Since people will be eager to compete, and get in a lot of starts, we are thinking of doing two shorter windward-leeward races each day, followed by a longer race incorporating government marks after we round the windward mark. We have invited some other sprit boat fleets (the J/88s and J/70s) to join us. They make sense as they approach the marks at similar angles. Once again with no trophies and no parties, the event will be cost effective and hopefully safe.

If our usual host clubs, the St. Francis YC and the San Francisco YC, do not run their scheduled regattas in 2021 due to COVID, we are considering continuing with more regattas on our own. It may make sense for other fleets to do the same, disconnecting

from the yacht clubs that have significant restrictions and overhead.

Double-handed: We created the Pandemonium Double-Handed Regatta in August and recruited Corinthian YC to run this event. We co-wrote the NoR with their team, set the course options and opened it up to all one design fleets, attracting 55 boats from five fleets: J/105s, J/88s, J/24s, Alerions and Cal20s. Race lengths were between 18 and 25 miles, depending on the fleet. The RC went home after starting everyone, and we finished in front of the yacht club's race deck.

We followed that with three more double-handed regattas, just for the J/105 fleet: the Tandem-Baum Regatta in December, the Bittersweet Chocolate Regatta in January and Valentine's Rally in February. Just one race each time, and with our light off-season winds, the courses have been just 8-12 miles long. No entry fee and no trophies. With Fleet

#1 as OA, and a fleet member as PRO starting people between a fixed mark and the shore, we have been attracting nine boats each time. The PRO stationed his RC flag along the breakwater to account for our currents and to make as square a starting line as possible, then called the start and was able to go home as each competitor noted his or her finish position.

Other low-cost racing: Our fleet was given our own start in the Corinthian YC Friday Night Series, drawing 9-11 105's in the spring, summer and fall, and in the Singlehanded Sailing Society's distance racing for single-handed and double-handed boats such as the Round the Rocks Regatta.

In conclusion, during these tough months we found it best to be proactive in creating events rather than accepting whatever the clubs offer. We hope that other fleets find similar solutions to get out on the water more often, with quality racing experiences.

THE SAILING SITUATION IN FLEET #4

By Russell Hopper

Here in Toronto, we are looking forward to hopefully getting another decent year of racing. While 2020 was not great, it was far from the disaster that it could have been. Boats were launched for the most part by the end of June, and although the overall number of participants was down (average 12 per regatta as opposed to 15 in 2019), we managed to get in a pretty full schedule (8 events, 10 days & 27 races as compared to 9 events, 18 days & 47 races in 2019).

As I am sure everyone knows, COVID-19 has been the single largest influence on pretty much all aspects of sailboat racing, and I think that here in Ontario, we have been subject to significantly greater restrictions than those experienced in parts of the US. For 2021, we have set our schedule and have our fingers crossed that we will be able to get out on the race course.

Our initial challenges are:

- Ontario is currently under a “stay at home” order due to COVID-19
- We would normally launch toward the end of April which gives us three months (as of the date of writing) to get things more under control because our ability to launch will be dictated by imposed health restrictions
- If we launch, there could very well be restrictions on numbers of people on boats, people from different households on boats, etc.
- It is very much a wait and see scenario at this point

If anything positive came out of last year, it was that it opened our eyes to different types of racing than the standard windward/leeward that seems to be our regular fare. On Lake Ontario, we have three other unique racing series/events that present opportunities for the J/105 fleet to get out on the water.

The big one is the Lake Ontario 300/600 which is billed as the “longest annual fresh

water sailing race in the world.” This race essentially circumnavigates Lake Ontario, and it ends up being a 300-mile race. This race was cancelled in 2020, but hopefully it is resurrected in 2021. Second would be the Lake Ontario Short Handed Racing Series (LOSHRS), which is a series of races between 20 and 100 miles in distance and must be sailed either single or double handed. This series was shortened in 2020, but select races did go as scheduled. Third is the AHMEN series, which takes place in and around Humber Bay in Toronto utilizing a number of club marks and navigation buoys to create oddball courses that feature many different points of sail and a mixed fleet (in 2020, the fleet ranged from 40-year-old C&C 25s to a brand new Melges IC37). This series started later in the season, which allowed everyone to get more accustomed to the COVID exposure issues, and the series went off as scheduled.

While the J/105 fleet has not participated extensively in these races, with 2021 shaping up to be another restricted season, these events may well provide a legitimate outlet for the racing bug. We have our fingers crossed that we can get out on the water for the upcoming season.



Calendar

2021

2021 J/105 Midwinter Championship at Lakewood Yacht Club

Mar 12 – Mar 14

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

Mar 19 – Mar 21

2021 St. Petersburg NOOD at St. Petersburg Yacht Club

Apr 2 – Apr 4

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 all-day

2021 Edgartown Race Weekend at The Edgartown Yacht Club

Jul 22 – Jul 24 all-day

2021 Marblehead NOOD at Eastern Yacht Club

Jul 22 – Jul 25

2021 J/105 Canadian Women's Championship at Royal Canadian Yacht Club

Aug 21 all-day

2021 J/Fest at Sail Newport

Aug 28 – Aug 29 all-day

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