

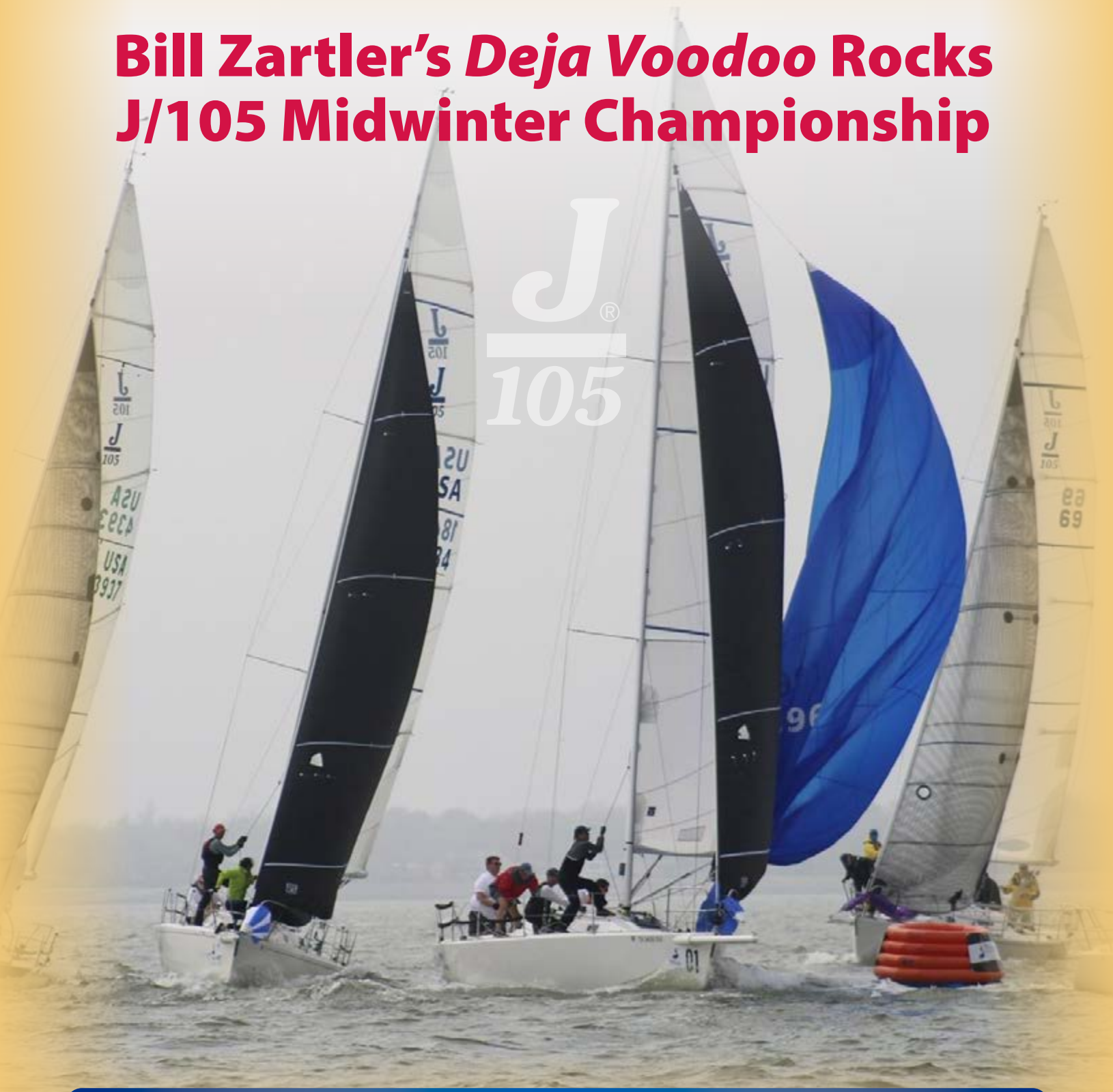
J[®]
105

In The Wind

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

Bill Zartler's *Deja Voodoo* Rocks J/105 Midwinter Championship

J[®]
105



S p r i n g 2 0 2 1 • V o l u m e 1 2 • I s s u e 2

PRESIDENT

Chuck Wielchowsky – Fleet #17
 713-805-2153
 cwielchowsky@comcast.net

VICE PRESIDENT

Russell Hopper – Fleet #4
 416-525-7447
 russell.hopper01@gm-ail.com

SECRETARY / TREASURER

Nicole Breault – Fleet #1
 203-671-7908
 nbsailor@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

Jon Corless – Fleet #21
 441-536-8500
 corless12@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

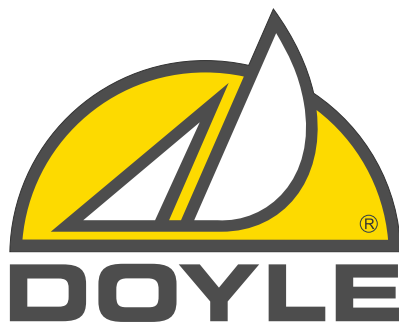
AT-LARGE

Ken Horne – Fleet #17
 832-606-1669
 kenwhorne@gmail.com



*Why do I work so hard to
 produce damn good J105 sails?
 because I use them myself.
 These still very pretty sails
 on Raven are 2 season old.*

*J105 Sails by J105 Sailors
 Paul Beaudin loulou 334*



J105sails.com



President's Corner

What a great start to the first half of 2021! Our Fleets and crews are back safely on the water racing in many parts of the USA now, and we are hoping that our friends in Canada and the rest of the world will be doing so safely soon. And we hope all Fleets are working on growing, making all boats more competitive and continuing to enhance our reputation. And again, each Fleet might want to take a look at the April 6 Scuttlebutt article on how to build and sustain Class racing in your area.

Nationally over the past few months, we had a great NOOD in San Deigo with seven J/105s racing, an outstanding J/105 Midwinters with 13 boats entered down in Texas in March, J/105s competing in the St. Pete NOOD, nine J/105s in Charleston Race Week and 21 J/105s in the Annapolis NOOD. And congratulations to Bill Zartler and Ken Horne from Gulf Coast Fleet 17 in the 21-boat Annapolis NOOD for their first and second places!

And all, please re-up your membership in the biggest and best one-design "big boat" Fleet in the world! Darn hard to beat racing OD J/105s.

Also, please check out the two upcoming Rule changes on a spin retrieval line and the sails allowed on board notice being in the NOR vs the SIs.

If anyone has any ideas on how I or the Executive Committee can do more to help all in the Class do better on our goals, please let us know and we will be all over it like stink on a skunk! (And I know that smell very well given I have a long-haired German Shepherd that has been sprayed twice.)

The very best to all!

Chuck Wielchowsky
cwielchowsky@comcast.net





J[®]
105

2021 J/105 Midwinter Championship Hosted by Fleet 17 & Lakewood Yacht Club

By Mark W. Smith, Fleet 17, J/105 *Eau La' La'*

This event was scheduled for 2020, but as we all know, many events were shut down due to COVID. Since we can't assume anything these days, Lakewood Yacht Club proposed to host the 2021 Midwinters during our January 2021 conference call, which was approved. Fleet 17 did a great job of pulling this event together in a little over a month. The 2021 Midwinters was held March 11-14.

Ken Horne took the bull "by the horns" as we say in Texas and snapped together a great event with super weather and racing. We had 12 boats hit the starting line, of which the top boats in Houston were present. John Bell came up from Corpus Christi with his boat *Kinderspel 2* a few weeks early and participated in multiple regattas (which he won and dominated). Yours truly—Mark W. Smith—brought *Eau La' La'* in from Fort Worth Boat Club to mix it up. Given the short notice, we knew it would be difficult to get on everybody's calendar so we decided to have an "old home week" between friends who have been racing and beating each other up for a very long time.

Lakewood Yacht Club is one of the premier clubs in the country and always puts on a great show. Everyone is respectful of the health conditions, but at the same time Seabrook and Kemah (like most of Texas) are back to an excellent state of normalcy. In addition to the fine dining at Lakewood, popular sailor spots like the Classic Café, Tookie's and T-Bone Toms are alive with the sounds of sailors. We put this down as a weeklong vacation for our team, put the cell phones away and had a blast.

The regatta took care of the crane for everybody, and our Chief Measurer Matt Arno was there in person to check out all of the boats. We had a Thursday practice race in warm and sunny 10 mph winds with several practice starts and a practice race, followed by cocktails and an outdoor socially distanced skippers' meeting.

Friday, we saw winds starting out at 12 mph with the seabreeze working it up to 15 with puffs to 20. In the mornings, it was 55 degrees with temps cranking up through the day into the 70s. Yes, sunscreen was required! We had four races on Friday and four on Saturday. Both days saw excellent conditions, and our PRO Bob Hunkins (working with a well-polished on-the-water team) gave us excellent courses. Lakewood has built a steady team of Race Committee members led by Dwight Bengtson who was on the water supporting the event. There were course changes as the day heated up, and overall it was the best type of sailing we enjoy on Galveston Bay. On Sunday, we were facing ominous potential storms and not much in the way of moving up or down so the fleet opted to work with RC and make the reasonable decision to cancel the two races scheduled that day.





On the racecourse, nobody had an answer for Bill Zartler. With all bullets and one second-place finish, *Deja Voodoo* set the pace. Congrats Bill and team of Ryan Glaze, Chris Lewis, Karen Lewis, Jake Scott and Brian Shores. We expect to see you next tearing up the East Coast! Ken Horne and *Final Final* were no doubt in a similar elite class and took the only bullet *Deja Voodoo* would give up. In third was Uzi Ozeri in his new boat *Bon Bon*. Behind Uzi, the fleet tightened to single points between the next four spots.

What this regatta did was whet the appetite for more big-fleet J/105 racing, and there will be more events planned in Texas as well as putting boats on trailers and heading out to other locales!

Thanks are in order to all of the volunteers who made this regatta happen. I don't think our Chief Judge Al Goethe from Lakewood Yacht Club had any customers. Thanks also to Matt Arno for providing double duty measurement and Judge, and Joe Erwin from Dallas to complete our jury pool. We cannot thank the volunteers in our sport enough for all they do!

Let's use this successful Midwinters regatta as a 2021 lead in to successful J/105 regattas all over the world. Thank you Lakewood Yacht Club and Fleet 17 for starting the season in the right direction and let's keep the momentum going!

Complete event details are at: https://www.yachtscoring.com/event_results_cumulative.cfm?eID=14324



J/105 North American Championship **WARM-UPS!**

Mark your calendar for warm-up races on Sundays October 17 and 24! For teams who want to get a feel for sailing on the Chesapeake, or just want to get some practice in, Fleet 3 will host a couple of days of informal racing. Courses will be in the same area where the North American Championship will be. NOR will be posted on the Fleet 3 and National Association websites soon.



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

Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

GETTING GREENER

Sailing is an inherently green activity. Issues about end-of-life disposal aside, we sailors don't use a lot of fuel; we got our motive source from the wind for the price of a bit of sweat. That being said, we can be greener. One way to do that would be to replace the diesel auxiliary engine with an electric motor. The Technical Committee has fielded a few initial inquiries from owners curious about doing that.

In the Technical Committee's opinion, it is conceptually acceptable to replace the diesel with an electric motor. In most cases, we allow equipment to be replaced with similar equipment and for the boat's weight certificate to be adjusted as necessary. An example of this was discussed in the Winter 2021 newsletter regarding replacing a lead acid starting battery with a lithium battery. However, in the case of replacing the diesel engine and associated equipment, much more weight is involved. In the interest of

keeping competition fair, we will be requiring that the weight of the electric motor system be at least as much as the weight of the diesel engine, transmission and fuel system removed. Our preliminary investigations indicate that this won't be that much of an issue. The available electric motors are close in weight to that of a Yanmar 2GM20F, and by the time you add enough batteries to provide a reasonable cruising range under power, you'll equal the weight of the diesel system.

GROUND-BREAKING VOLUNTEER WANTED!

The Technical Committee is looking for a volunteer boat to be the initial test case for installing an electric motor. We've reached the point in our investigations where it is difficult to hypothesize further what such a system would look like in detail. We need a partner interested in actually doing the switch to assist in fully spec'ing out the system. Two points that must be met are that the existing prop and prop shaft must be used and the motor must be at least 16 HP (12kW) to match the Yanmar 2GM20F. Minimum run time is still a matter under consideration, but it will need to be at least 4 hours at full power. If you are interested in being the first to install an electric motor, let us know.

UPCOMING RULE CHANGE PROPOSALS

At the April Executive Committee meeting, the ExCom asked the Technical Committee to process two Rule change proposals. The first was to allow ratchet blocks on the spinnaker turning blocks. The Technical Committee is in favor of this change and also sees no reason why an owner should not be permitted to replace any free-wheeling block with a ratchet block if they so desire. Accordingly, we will be proposing this change later this summer.

The second change was to permit installation of lines and hardware to barber-haul the jib inwards. Initial feedback on this change has been mixed. Some owners are fervently in favor of it and others are not. Response from one sailmaker is that a different cut of jib would be needed to best use a barber hauler and that it would reward the more skilled sailors more and those capable of sailing to a narrower groove. In addition, it does add to the complexity of sailing the boat.

Unlike the two Rule changes already passed this year, there is no particular need to rush these through and thus they will be considered in our normal Rule change approval cycle. Do give us and your Fleet Captains any feedback you have to assist in the processing of these Rule change proposals.



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

Email: ic24us@gmail.com Cell/Text msg: 443-223-6268



GOOD THINGS COME (AGAIN) TO THOSE WHO WAIT

By Joe Highsmith, *Dead on Arrival*, USA 433

When we bought Hull 433 in 2001, life was good. The Low Country, as we affectionately call the lower South Carolina coast, had a lot to offer a J/105 program. We had around eight boats and the man to beat, Bob Johnstone, lived in Charleston. Charleston Race Week was in its infancy, but would have upwards of 15 or so boats on the line. What a time!

Then along came the 2008 financial meltdown, and J/105 sailing fell into a deep slump with it. What little competition there was remained in Charleston, but 105s were relegated to one of the CRW offshore circles, and PHRF at that. Not enough boats on the line to justify a one-design start.

Fortunately, due in large part to the Herculean efforts of Patrick Chisum (*Ruckus*) and others, the J/105 fleet in the Low Country began to come back to life. This

year, there was a fleet of nine boats on the line for an *in-shore*, one-design start that included three boats that traveled from as far away as Texas and Ohio. A very profitable trip for those two, as they handily took first and second! Bear in mind that this was a regatta that had to be managed under lingering COVID rules, preventing much of the gathering and camaraderie that naturally attends Charleston Race Week. Hats off to Randy Drafts for having the foresight and fortitude to make the whole thing happen at all this year.

All this speaks well for a growing 105 fleet in the coming years. For those of you who have not visited Charleston, you are missing out on a treat. The town, the sailing venue, the race management, the night life - they all come together to make for a fabulous event. We hope to see more of you come to experience it next year!



J[®]
105



Mom

Sailor Spotlight: **Justine McLoughlin**

I learned to sail in Ireland, a country known for her breathtaking beauty and where the weather can turn in an instant, making some days out on the water in winter just plain cruel. But I'd follow the old philosophy "no such thing as bad weather, just a poorly dressed sailor." I'd load up in my drysuit and for every gust of cold wind, a surge of adrenaline kept me going as I sailed my little Mirror dinghy across the course.

My early motivation to sail fast was to win the battle of the boys changing rooms. Our junior course had a balanced gender split so we girls devised a plan to challenge the boys

for the larger room. Each week we'd race for it and play card games, each week we'd win. [Mayo Sailing Club](#) now offers equally sized facilities, the friendliest hospitality and lush landscapes in case you're wondering where to plan your post-COVID sailing adventure!

My mother was my biggest supporter. She and many other mothers shaped the future of the club by investing in and building out the junior program. Weekends and holidays were spent packing up the boat trailer and driving to regattas. Mom would always be waiting at the slip to welcome us back and deal with whatever mood we were in. She'd always

find a way to make me want to get back out on the water the next day. I'm grateful that she and my Dad made me stick it out, in part because it has opened so many doors in my travels around the world.

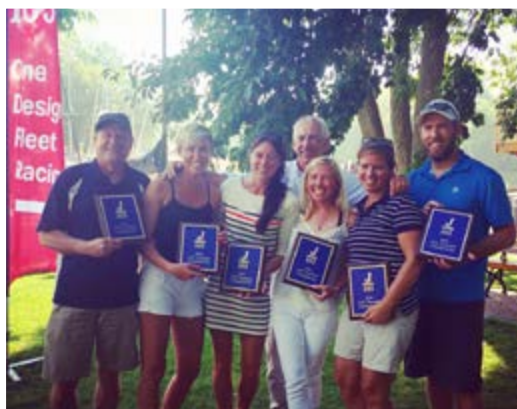
Sailing teaches you to persevere among many other skills, but it's the friendships I've made that keep me part of this global community - connected by our shared love and passion for being on the water.

I have met some of my best friends through sailing. I'm not talking about childhood friends you grow up with who know everything about you. I'm talking about the kind of friends who, when you're on foredeck and have a hold on the spin sheet going into a gybe and a 30-knot gust hits the boat lifting you up in the air, grab the back of your foulies and secure you on deck. Or when you do go overboard, they don't let you out of their sight until they get you back, then they give you the warm clothes off their backs and bearhug you until you stop shaking.

When I landed in Canada and joined *Sonic Boom*, a J/105 that raced out of the Royal Canadian YC, that's when I really learned to appreciate strong women in sailing. We were able to sail with seven, and what we lacked in muscle we made up in speed and teamwork. We had an extra set of hands, and we were all quick and nimble. As we did our own jobs, our eyes darted around for ways we could support each other, making sure we were always ready for the next command from the skipper.

We had an appreciation for teamwork across all aspects of the boat, even shoreside tasks. Someone always made sure to make the sandwiches, another brought water, someone was on sunscreen and lip balm, and of course... we always needed fresh juice from the local market for post-racing cocktails back onshore. We took care of each other, we split the jobs to be done and we had fun... lots of it!

Sonic Boom Crew





Arrived!

When I moved to San Francisco, I looked to join the type of crew that you can roll with both on and offshore. People you spend your free time discussing tactics and wind direction, current and velocity. People you spend six hours with putting your heart and sweat into every pull on a line, only to make it back to shore to spend the next six hours talking about the day with cheeks flushed from windburn, hair mangled from the water, and everyone's having a drink with a side of adrenaline. I found that on *Arrived!*.

I guess what I find most rewarding about racing J/105s has been the blend of teamwork and camaraderie on *Sonic Boom* of Toronto and *Arrived!* of San Francisco Bay. Sailors come together out of a common passion, but we each bring unique qualities that combine in special ways to make a team strong. In exploring options for my next adventure in racing - offshore - I may have found a skipper who has a clear understanding of this. For his next Pac Cup, his goal is to sail with 50% women on board.

Calendar

2021

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 – at San Francisco Yacht Club

Sep 29 – Oct 2

2023

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

Sep 28 – Oct 2



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

