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In The Wind

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



J/105 Ontario Women's Championship

Showcasing the Strength of Women's Sailing



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J-105 Sails by J-105 Sailors



J105sails.com

President's Corner

It's mid-year, and we are continuing our great start to 2021 by getting back onto the water racing safely, working to grow our Fleets, and making all boats and crews more competitive while enhancing our one-design reputation as a welcoming, inclusive Class for all who like to race bigger OD boats. So take a look at the J/105 Class Association website calendar and the Regatta Network and Yacht Scoring calendars to see what's coming up including our North American Championship in Annapolis late this October. The rest of this summer and coming fall are looking great for competition.

A special mention of Toronto's Fleet 4 for planning a Women's Championship that was held in August with our J/105 Class Association sponsoring the Perpetual Trophy. This event is an additional demonstration of our Class's total commitment to diversity and inclusion for all folks who want to race sailboats, either as an owner or crew.

Also good news on our 2021 memberships, which are up versus 2020. However, 2021 sail royalty tags are down versus projection related to losing a half year of competition. So if you need a new sail or two for the last half of the year, go for it!

On safety, just a quick mention of something that happened to me in a Galveston Bay Cruising Association OD W/L Bay Regatta this past April. The breeze and seas were moderate. We were headed downwind preparing to jibe the kite when our very experienced spin trimmer lost his footing while crossing over and went overboard right through the low-side lifelines. With the kite up, he was quickly disappearing. My main trimmer immediately did the right thing by pointing to the MOB at all times (we had both taken the Strom Trysail Club's Safety at Sea Seminar with actual recovery drills, but they were all upwind MOB drills). With one crew in the water and one crew pointing, we are now only four to get the kite down quickly without shrimping or fouling our lines and get back to our crew. We managed to get it all done and get our trimmer safely back on board. I'll spare you the details, but I would highly recommend that you practice for something like this. Having that kite up really complicated the situation.

Wishing everyone a safe and great second half of the year both on and off the water, Chuck Wielchowsky
cwielchowsky@comcast.net





Winning team *Womandate* members Mickey McLaughlin, Emily Merry, Jenny Farrand, Mariah Millen, Ali Ten Hove, Ingrid Merry and skipper Sarah Douglas.



J/105 Ontario Women's Championship

Showcasing the Strength of Women's Sailing

On Saturday, August 21, the strength of women's sailing was on full display in the inaugural **J/105 Ontario Women's Championship** at the Royal Canadian Yacht Club on Lake Ontario, Canada. The event was created by J/105 Fleet 4's Doug Bullock and female J/105 skipper Kathy Pask to lower the barriers to women racing in the fleet. Kathy's goal was to encourage and welcome women sailors at every level to participate in the event. The result was 12 J/105s and 96 competitors with an overwhelming enthusiasm, with participation ranging from local club sailors to Olympians and ages that ranged from 15 to 70 years.

Early on, the goal became to run a "Regatta for Women by Women." Felicity Rodness was the Regatta Chair, plus Kathy Pask as the Regatta J/105 Organizer, Anne Sanderson as Race Committee and Lynne Beale as the Jury.

On the day of the event, what looked like a no-wind day turned into champagne sailing and very tight competitive racing with boats finishing within seconds of each other in a total of four races. The skilled competitors and close finishes had the one of the largest spectator fleets cheering from the sidelines, in which many said was some of the most competitive racing they'd watched.



Six boats crossing the finish line within minutes. Photo courtesy of [tillertakes.com](https://www.tillertakes.com)
More photos can be found at: <https://www.tillertakes.com/f220101012>

Each race saw a different winner, and only nine points separated first to sixth place. In the end, team *WOMandate* skippered by Sarah Douglas (just back from a sixth place finish at the Tokyo Olympics) and team Jenny Farrand, Mariah Millen, Ingrid Merry, Emily Merry, Ali Ten Hove and Mickey McLaughlin won the last race to edge out team *Hey Jude* with Karen McRae skippering a team of Charlotte de Heinrich, Laura Chalmers, Mar-

tha Henderson, Charlotte Scythes, Stephanie Hardes and Janine Clark in a tie breaker. Team *Sonic Boom*, made up of team members Emily Sale, Brownyn Richardson, Joanne Prokop, Allison Boyd, Michelle Skutelsky, Kira Fulford and skipper Jen Paterson (Provan), finished third. Be sure to visit the full results online: https://rcyc.ca/getmedia/ddbfe079-a519-415a-8c16-6d15396e6f6f/J/105_Womens.aspx.



The 96 competitors

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Once racing was finished, the competitors transformed themselves from sweat and grit to glitz and glamour at the “Tactics to Tiara” sit-down dinner with a spectacular Island sunset. The success of every woman sailor was celebrated from team biographies to team awards and each crew being personally introduced. Many photos of the racing, teams

and party can be seen at the J/105 Fleet 4 Women’s Racing Facebook Page: <https://www.facebook.com/J/105-Fleet-4-Womens-Racing-111016617486835>.

Next year’s Regatta Chairs Michelle Skutelsky and Emily Sale will carry on the success of this fantastic event—that all believe has a very bright future!



BOAT	OWNER	J/105 WOMEN'S EVENT SKIPPER
<i>Mandate</i>	Terry McLaughlin/Rod Wilmer	Sarah Douglas
<i>Hey Jude</i>	Jim Rathbun	Karen McRae
<i>Sonic Boom</i>	Ian Farquarson	Jennifer Paterson (Provan)
<i>Starcross</i>	Frank McLaughlin	Felicity Rodness
<i>Full Tilt</i>	Kevin Pask	Kathy Pask
<i>Jamaica Me Crazy</i>	Peter Hall	Anne Marie Shewfelt
<i>Forro</i>	Greg Mezzo	Amanda Karahanas
<i>Millicent</i>	Nicholas Hirst/Susan Reisler	Ashley Warburton
<i>Thunder Struck</i>	Andrew Moor	Katie Nicholl
<i>Live Edge</i>	Michael Mountford	Teresa Miolla
<i>H-Bomb (National YC)</i>	Russell Hopper	Jennifer Overbury
<i>Sentient</i>	Mike Chapman	Piper Treadwell

RESULTS: https://rcyc.ca/getmedia/ddbfe079-a519-415a-8c16-6d15396e6f6f/J/105_Womens.aspx

TEAM BIOGRAPHIES: https://rcyc.ca/getmedia/21da4f8c-b424-4a9f-a9c8-c47314b76bdc/Team_Bios_1.aspx

The event would not have been possible without generous sponsorship and donations, namely lead sponsor Mike Mountford and Scotia Wealth Management & The Mountford Group, donations from Jessica Perraton from Yacht Charter Company (a regular J/105 racer on *Jamaica me Crazy*),

Susan Reisler, LUG Bags, Todd Irving and again the generous Fleet 4 J/105 owners who donated the boats:

Thank you to everyone! See you next year.

Felicity Rodness & Kathy Pask

2021 Ontario Women's J/105 Championships Regatta



Regatta Co-Chairs: Felicity Rodness (Starcross) & Kathy Pask (Full Tilt)





2021

J105 North American Championship



- 30+ boats from across the nation expected to race
- Hosted at Annapolis YC's world-class sailing center
- Annapolis routinely experiences medium to strong breezes in October
- Fall Series tune-up regatta two weeks prior (October 9-10)
- Located in the city's historic downtown area, near many great restaurants

Sign up! Visit

www.yachtscoring.com/emenu.cfm?eid=13152

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

RULE CHANGES

We have two more Rule changes to consider this year. Both of these were requested by the Executive Committee.

RATCHET BLOCKS AND LOW FRICTION RINGS

The Executive Committee requested that the Technical Committee prepare a Rule change to allow ratchet blocks on the spinnaker turning blocks. Upon consideration, the Technical Committee saw no reason to not allow a boat to replace any standard block with a ratchet block or for that matter with a low friction ring. Section 5.3 of the Class Rules, which addresses permitted alterations, will be modified to add a new Rule:

5.3.24 Replacement of standard blocks with low friction rings or ratchet blocks.

The selection of standard block, low friction ring or ratchet block for a particular location/application will naturally evolve for whichever is best suited for that location/application.

EQUIPMENT TO BARBER HAUL THE JIB INBOARD

The Executive Committee requested that the Technical Committee prepare a Rule change

to allow the addition of equipment to barber haul the jib inboard. Section 5.3.8 of the Class Rules, which addresses permitted alterations, will be modified to allow for this change by modifying the existing Rule which permits barber hauling outboard as follows:

5.3.8 U-bolts or pad eyes and blocks attached to them, in each case outboard of standard jib track for barber-hauling the jib outboard, or blocks affixed to the stanchion bases or chain plates for the same purpose, provided that the purchase of any barber hauler shall not exceed 2:1; trimming the lazy windward jib sheet, but no additional equipment or running rigging for barber-hauling the jib inboard is permitted.

The Technical Committee recommends against the proposed change. The Technical Committee feels that this addition needlessly complicates the sailing of the boat and rewards the expert sailor at the expense of the less-skilled sailor, creating a competitive disadvantage. Conversations with sailmakers indicate that use of an inboard barber hauler also would require a different cut of jib to fully take advantage of it, resulting in an additional cost as well.

JIB STORAGE

Most of us store our jib(s) on the boat. Here is a lightweight and economical way to store them rolled up, courtesy of Angelo Guarino who is sharing what he does on Crescendo: We roll and bag our jibs. When only storing one when not racing, laying it on the floor from beside the cooler through the head door and under the v-berth is "ok" ... but when racing, that location is underfoot and can get stepped-on when bringing in the spin. And it can get wet if water is coming in the hatch.



(Pic 1)

For those who have the euro-layout (NAV/ sink forward), the other place to store it is on the settee and then back into the lazarette. The problem there is that it is uneven, and the rolled sail can get a dramatic bend in it past the bulkhead. Below are pictures of what I installed in my starboard lazarette. It's basically even with the starboard settee so the sail lays flat from the seat, through the lazarette and a little into the aft section heavy end forward **(Pic 1)**.

- I found a plastics supplier that had PETG plastic sheet. I used 60 mil. I wanted it to have a shape that matched the natural curve of the straps which was about 12". **(Pic 2)**



(Pic 2)

- I rolled the plastic in a tube shape, taped the edge to hold it and covered it with a goose down blanket. Then used a hair dryer to heat the tube (not too hot) on both ends, and let it cool overnight. When I unrolled it, it adopted a curved shape. **(Pic 3)**
- I made ribs out of thin hardwood plywood tracing the lid of a 5 gallon bucket for the shape. **(Pics 4 & 5)**
- Then measuring the length from the ribs, I cut the plastic sheet. **(Pic 6)**
- ... and attached the front rib. **(Pic 7)**
- I used little pieces of Velcro to attach the straps to the plastic, and finally attached the aft rib such that is just in front of the aft bulkhead (helps keep it in place) .. see the first picture.



(Pic 3)



(Pic 5)



(Pic 4)



(Pic 6)



(Pic 7)



Sailor Spotlight: **Shannon Mindich**

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1. Tell us a little bit about how and where you got into racing sailboats.

I grew up in Huntington, NY. It was my mom who taught me how to sail. She had grown up racing, and she was the one who got me out there on the water. No fancy yacht clubs for us, just time on the water in little boats having fun. Sailing came first, not racing. That came later, and kind

of by accident! After I met my husband Jordan, we randomly bought a J/24 in 1999-2000 with no particular plan for it; just a boat to have for fun. One day while we were out tooling around, someone suggested we try racing on Wednesday nights in the beer can series. So, heck, we started racing. We didn't really know what we were doing, but we had a lot of fun!



© STIR/Dean Barnes

2. Describe your time in the J/105 fleet. What are your home waters? Favorite places you've raced? Your typical role on board... what you bring to the team's competitive edge?

Eventually we learned that the J/24 can be a bit of a torture device, so in 2005 we upgraded to a J/105. We bought #488 *Shakedown* from Lake Winnipisauke where it had been a cruiser. We raced *Shakedown* in local one-design events along Long Island's north shore and western LI Sound. We realized how much it

took to have an edge in one-design racing and how much work you had to put into the boat to keep it working and tweak it for performance. We definitely screwed up a lot, but we were still often competitive and finished second and third a few times racing against really good teams at the time like *Gumption*, *Kinsem* and *Eclipse*. Sailors on those teams shared with us some of their J/105 tricks and became good friends. The Class is a good niche of the sailing world, and we had a lot of fun racing. With *Shakedown*, we did a few Block Island Race Weeks, too. Good times!



I typically run the front end of the boat and do some spinnaker trimming, and Jordan drives. I have learned a lot about what it takes to run a boat well and put together a crew. For me, the racing has to be fun. While winning is fun, it is not the only thing.

3. Are there one or two special stories you can share with us - a thrilling victory? An amazing adventure? Some experience unique to J/105 sailing?

One day in 2007, I got the gumption up to go on the internet, look up the St. Maarten Heinekin Regatta and post on the crew board "Anyone need crew?"

A J/125 named *Aunt Jesse* answered so we went down to experience racing in the Caribbean, thinking we would be rail meat. When we got there, the guy said, "Here's the boat," explaining that I would be leading the foredeck and my husband would be on the helm. Oh! It turned out *Aunt Jesse* was a mess, but what else could we do but figure out how to clean it up and run the boat? So we did...and for five years. In 2012, we managed to get second place in class, too, which in turn allowed the boat to be sold. Wouldn't you know it, *Aunt Jesse* became *Hamachi* and went on to win the Transpac!

We took a liking to Caribbean racing, and so we bought ourselves a second J/105

and named it *Solstice*. The J/105 happens to be a great boat for handicap racing down there, especially when there is good wind. (If not, then we struggle against the lighter boats like the Melges 24.) I really like the mode of handicap racing. It is nice not having your competitors on the same boat as you, but on different types of boats.

We still get to contend with amazing sailors pushing for their own best performance, while learning a lot from the different dimension brought by boats with varying design features.

In 2020, right before the pandemic lockdown, we won our division of the Heineken regatta! It was like frosting on the cake.

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Calendar

2021

2021 J/Fest at Sail Newport

Aug 28 – Aug 29 all-day

Rolex Big Boat Series at St. Francis Yacht Club

Sep 16 – Sep 19

2021 J/105 NA Dust-Up

Oct 17 – Oct 24

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.

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