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105

In The Wind

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



Photo courtesy of Will Keyworth Photography

TIM RUSSELL'S NE*NE DOMINATES J/105 North American Championship

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President's Corner

Fellow J/105 sailors:

It is a pleasure to be able to serve as Class President for the upcoming 2022 season. Chuck has done an admirable job in the position for the past year and really helped us all to focus on some key initiatives – most importantly – how to get us all back out on the water safely in the middle of a pandemic.

Please join me in welcoming our new Executive Committee: Vice President Nicole Breault, Matt Arno remains our Chief Measurer, Ken Horne takes over as Secretary/Treasurer, with Chip Schaffner and Jon Slabaugh as our At-Large Members plus Mark Smith as Fleet At-Large and Past President Chuck Wielchowsky.

In 2021, the pandemic continued to dominate the news cycle, and sailing has been a welcome diversion for many over the past year. While the J/105 Class has not returned to a totally normal status, it is pretty close with active racing happening all around North America. The truly telling point is that our showcase event, the North American Championship, had 35 boats on the line.

2022 is shaping up to be an even more active year as pandemic concerns are hopefully in the rearview mirror, and we'll see the North Americans return to San Francisco which has always held a great regatta.

Matt Arno has provided significant leadership over the past number of years in helping us all navigate the various proposed Rule changes. At the recent Annual General Meeting, a number of Rule changes were considered with one approved allowing use of ratchet blocks and low friction rings. Another to be considered by the membership concerns the definition of a "long term shipmate or friend." I encourage everyone to review the minutes of the AGM for complete details.

In my home Fleet here in Toronto, we are fortunate to have a number of outstanding women sailors who took it upon themselves, with the full support of the Fleet, to organize the inaugural Lake Ontario J/105 Women's Championship. This event attracted 12 boats with an outstanding roster of sailors from club level to Olympic competitors covering a wide age range – truly an inclusive event. My hope is that, with the support of all of us, this success can be replicated across North America and this type of event can be a regular event on all of our schedules. For any Fleets who are interested, I am happy to provide an introduction to the current and past organizing committee members who will be happy to share their experiences and insights.

I hope everyone has a great winter – for those of us in colder climates, we are looking forward to spring when the boats go back in the water.

Cheers,
Russell Hopper
Class President



Photo courtesy of Will Keyworth Photography



TIM RUSSELL'S NE*NE DOMINATES J/105 North American Championship

As the 2021 North American Championship hosted by Annapolis Yacht Club in Annapolis, MD wrapped up on Halloween, it was Tim Russell's *Ne*Ne* who tricked the fleet during the seven-race series. With crew John Claude, Bill Higgins, Kyle Hunt, Bob Little and Ted Wilson, the San Francisco-based team on J/105 hull #3 controlled the Championship, winning the title by 24 points. They never finished out of the top four, and will

look to defend their title next year when San Francisco Yacht Club hosts the 2022 Championship. Bill Zartler's *Deja Voodoo* earned the silver position with 39 points, and fellow Texan Ken Horne's *Final Final* gained the bronze with 43 points. There were no discards in the Series. Sunday's winds started at 8-10 knots and increased to 15-20. Race winners were Russell, Zartler and Bruce Stone/Nicole Breault on *Arbitrage*.



SATURDAY RECAP: Mother Nature stepped in on the first two days of scheduled races, losing day one due to lack of breeze, and then day two to a Nor'easter barreling through. It took to day three to put scores on the scoreboard, as four races were completed under sunny skies and winds of 12-15 knots. Damian Emery on *loulou* kicked



Photos courtesy of Will Keyworth Photography



off Saturday successfully, tailed by Zartler and Andrew Kennedy's *Bat IV*. Horne's *Final Final* took the next victory, ahead of Russell and then the *Mirage* team led by Cedric Lewis and Fredrik Salvesen. Zartler earned the victory in race three, in front of Hugh Bethell's *Jester* and Russell. Russell moved up to the top spot in the final contest, with Horne and Kennedy following to shore.



Photos courtesy of Will Keyworth Photography



Ne*Ne

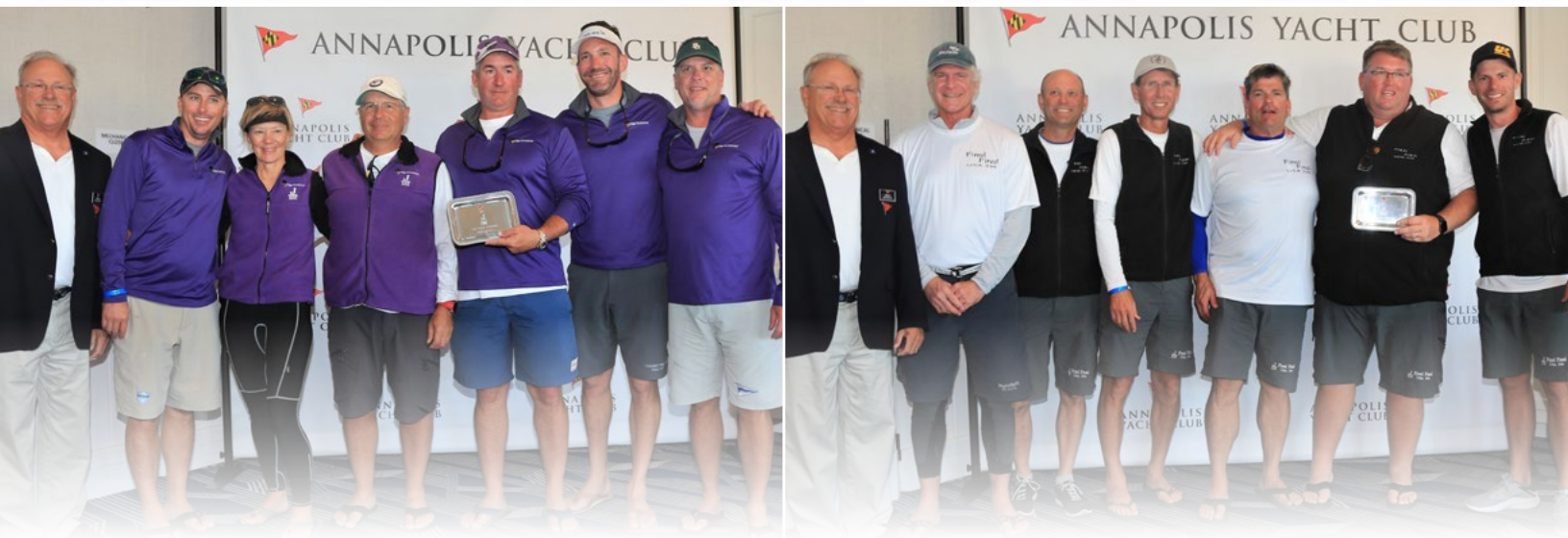
TOP FIVE:

1. *Ne*Ne*, Tim Russell
4 -2 -3 -1 -1 -2 -2; 15
2. *Deja Voodoo*, Bill Zartler
2 -7 -1 -7 -18 -1 -3; 39
3. *Final Final*, Ken Horne
14 -1 -5 -2 -6 -10 -5; 43
4. *Arbitrage*, Bruce Stone/Nicole Breault
9 -6 -7 -10 -12 -3 -1; 48
5. *Key Players*, Andrew Adler/Kevin Elion/
Dan Mathias 6 -5 -12 -4 -3 -14 -12; 56

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Thirty-five J/105s competed from October 28-31. Photos/video are available on the J/105 Class Facebook page, and complete results may be found [HERE](#).

Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

ARE WE AN OWNER-DRIVER CLASS?

I often hear owners state the J/105 Class is an owner-driver Class, and I have to correct them and point out that we are only a “mostly owner-driver” Class. There are exceptions. The first is for members of the owner(s)’s immediate family. The Technical Committee has discussed in more detail in Rule Interpretation 17-01, [SEE HERE](#). This exception is used reasonably often at various events. The second exception is for long-term shipmates and friends (LTSF). An LTSF can drive at a Level 1 event if they meet the requirements to qualify as an LTSF.

Different Fleets manage who can drive in different manners. The Class Rules are set up to allow for this. Fleet 1 has a Fleet rule that tightens the Rules around who can drive such that the driver must be an owner unless advance permission is obtained and an LTSF cannot drive if the owner is on board. Fleet 1 is effectively owner-driver unless the owner is absent in which case someone else can drive.

Other Fleets, such as Fleet 3, declare most of their events to be Level 2 so that any Group 1 sailor can drive regardless of whether they are an LTSF. This is the reason Levels 2 and 3 were put in the Class Rules just a few years ago so that this very thing could be managed by the local Fleets the way that they want to.

The devil is in the details. Have you taken a look at what is needed to qualify as an LTSF? The crewmember must have:

- ***Sailed with an owner for at least 6 days in the last 12 months***
- ***Sailed with an owner for at least 18 days in the last 24 months***
- ***Sail with an owner in at least 50% of all races in which the owner competed whether or not on a J/105 (excluding dinghies)***

You need a spreadsheet to keep track of all that and keep track of not just days where races happened but the total number of races. Since it’s not a qualify-and-done sort of Rule, you also have to maintain rolling averages that meet the above criteria. While requiring a fair amount of record-keeping, the requirements seem straightforward enough. But what about the more difficult situations?

- ***What if there are multiple owners?***
- ***What if the multiple owners have multiple boats?***
- ***What if the multiple owners are sailing different boats at the same time?***
- ***Do you count races or days with any owner? All the owners? One owner at a time?***
- ***What counts as a race day? Do days such as the first two days of the most recent NAs where races were postponed count?***
- ***What if a race is abandoned after the start? Is that a race?***

For 2022, we have a Rule change which made it possible to qualify as an LTSF while driving in a Level 2 or 3 event. It seemed only fair to allow a person to take credit for being on the boat while driving when the Rules allow that person to drive, something the previous construction of the Rule did not allow. However, there is still a lot to figure out.

In the 2021 NAs, one boat was driven by an LTSF. The Technical Committee had to tell another boat that one of their crewmembers didn't qualify as a LTSF although it seemed like they did at first. However, this is the exception rather than the rule. At most NAs, all the drivers are the owners.

So, our question to the Class is this: Do you want to be an owner-driver Class for the top-level events? If so, we should structure our Class Rules accordingly. Levels 2 and 3 allow for a more relaxed approach to who can drive for lower-level events. If we don't want to be a strict owner-driver Class, then we need to re-think how we define LTSFs to make a Rule that is easier to figure out and enforce.

The LTSF dates back to at least 2000. At that time, it was intended as a "no ringers allowed" Rule. Does the Class still need a "no ringers" Rule? The Technical Committee will be preparing Rule change options regarding this in 2022. We expect there will be plenty of discussion so we ask all the Class members to think about what they want and be prepared to let their Fleet Captains know so the ExCom can determine how to proceed.





Your donation makes a difference

The Young American Sailing Academy (YASA) is developing a new generation of offshore sailors. Through the program, juniors establish life-long sailing skills, broaden social/leadership skills, and master high-level racing skills. At YASA, we believe the J/105 is the perfect boat to train enthusiastic sailors, which is why a charitable donation to YASA's growing J/105 team is beneficial to the youth sailing community.

With your charitable donation, YASA will be able to expand the outreach of the program. As a 501(c)(3) YASA will provide you tax deductions. YASA welcomes donations of all kinds including boats and inshore and offshore sails.

Peter Becker / 917-715-1471 / peter.becker@yasailing.org / www.yasailing.org



Calendar

2022

**2022 J/105 Midwinter Championship
at Fort Worth Boat Club**

Mar 11 – Mar 13

2022 Charleston Race Week

Apr 28 – May 1

**2022 Rolex Big Boat Series
at St. Francis Yacht Club**

Sep 15 – Sep 18

**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

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