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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



Glenn Darden's Hoss Prevails at J/105 Midwinter Championship



Photo courtesy of Jonathan Witt

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J-105 Sails by J-105 Sailors



J105sails.com

President's Corner

Fellow J/105 sailors:

Spring is definitely here, and that means the J/105s are in the water and ready to go. This will be the first full season for many of us since 2019, and I for one am really looking forward to it. The J/105 has been, and continues to be, a huge success but we cannot be complacent. We are seeing significant turnover in ownership here in Fleet 4 as some long-term owners transition to either cruising or other leisure activities. We have been fortunate over the years to have so many of these owners for such an extended period who were committed to racing and grew the Fleet on Lake Ontario. It remains to be seen whether the new owners who are keeping their boats in the area will have a similar interest in racing and commitment to the fleet. I imagine other fleets will experience the same circumstances, and we as a Class will be challenged to maintain the broad base of racing participation that has made the J/105 such a success.

Along with the usual racing, I have found the J/105 to be a great platform for weekend cruising—kind of like camping, given the rather spartan interior. The boat is fast, safe, easy to doublehand and overall just a pleasure to sail. This summer, we will be cruising H-Bomb from Toronto to Sodus Bay and participating in the PHRF fleet at the annual LYRA regatta.

Planning continues for the North American Championship to be held in San Francisco this year. Details can be found further in this newsletter.

As reported last time, there are a number of women's events planned for 2022:

Fleet 1 (San Francisco) – one day, women skipper, open crew event hosted by St. Francis YC

Fleet 3 (Annapolis) – one day, crew must be at least four women (including skipper)

Fleet 4 (Toronto) – one day, full female crew hosted by Royal Canadian YC

Fleet 20 (Seattle) – woman skipper, mixed crew event hosted by the Sloop Tavern YC

As you can see, there are a number of different formats, but the overall result is the same—greater levels of participation by women in the J/105. Hopefully these events will encourage a broader base of participation going forward. The organizers of these events are to be commended for putting them together. I encourage everyone who is reading this to put a team together for your local event; I am sure they will be a lot of fun with great racing.

I will sign off the same way I always do: The J/105 continues to be the best big boat one-design fleet in North America. This is due to the continued commitment of all of the Fleets to getting boats out on the water. Thanks to all the Fleets across North America for promoting the J/105 and keeping the Class healthy.

Russell Hopper
Class President





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Whether it's the World Championship or a local Wednesday night, we thrive on seeing our clients at the top of the leaderboard. These results are a culmination of many years working behind the scenes. Add North Sails speed and support to your next regatta.



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CLASS PAGE

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2022 J/105 Midwinter Championship

By Mark Smith

The J/105 Midwinter Championship was held March 11-13 at the Fort Worth Boat Club in Texas. Ten boats made it to the starting line with two boats coming up from Houston. Weigh-in and boat inspections were held on Thursday, March 10 followed by a light air practice session comprised of multiple starts and then a very slow practice race in a dying breeze. On Thursday, we started off with boat measurements, and Paul Beaudin came down from Doyle Sails NY and gave us a tuning clinic that was top shelf. Paul then went out and gave some on-the-water coaching. Paul is extraordinary on these boats, and we truly appreciate him coming to Cowtown and sharing a lot of knowledge. He personally looked at anyone's rig who requested his assistance.



Photo courtesy of Jonathan Witt



Photo courtesy of Jonathan Witt

We put the “winter” into the Midwinters this year as Friday started out with a hard freeze with icy precipitation that lasted most of the day and 30 mph winds. The Race Committee led by PRO Dwight Bengtson from Lakewood Yacht Club and Regatta Chair Martin Peacey FWBC made a great call on Thursday evening at the skippers’ meeting, and Friday racing was called in advance so we didn’t have to drive on icy roads to slide down to the club.

Saturday started out as a polar opposite with sunny skies, 70 degree weather and no wind until 3:30 in the afternoon - at which time the fleet went out and popped off three races in winds that were working on settling in. Racing was followed by a super creative “Yardigras” party on the clubhouse lawn with a phenomenal band that had exhausted sailors dancing all night, and the jambalaya carb reload really hit the spot. RC, with all of the skippers signing on, moved the time limit for Sunday from 13:00 to 14:00 so we could get some top-shelf races in.



The real racing took place on Sunday with big breeze of 15-25 mph. We saw some gusts up to 33 mph and caught a few surfing rides on the last downwind leg. Our PRO had a rockstar team on the water working with him, and the courses were perfect. We were able to get in five races Sunday, and the fleet was extremely competitive. In the end, Glenn Darden won with his team of Reese Hillard, Scott Young, John Moran, Blake Billman and Cole Thornton. Glenn is slippery – we'd find ourselves crossing him, and the next thing you know we're rolling into the finish and Glenn had snuck away again for the win. (Glenn went down to Houston the next weekend and won the J/22 Midwinters.) Second place went to Bill Zartler and *Deja Voodoo* from Lakewood Yacht Club, Houston, TX. Third place was Rick Schaffer on *Double Dare*. The racing was tight and the fleet mixed it up – there were no horizon jobs.



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Photos courtesy of Jonathan Witt

Thanks are in order for all of the volunteers and sponsors who made this regatta happen. Top of the list is our Regatta Chair Martin Peacey who made excellent decisions and

pulled off a truly first-class event. Thanks also to our judges who had some customers – Jeff Progelhof from Rush Creek Yacht Club, Steve Comen from Dallas Corinthian and Mike Lipari from Grapevine Sailing Club. We also want to thank our National Measurer Matt Arno for getting everybody checked out and in.

We also couldn't have done it without our sponsors: American Bank and Trust, Coral Reef Sailing Apparel, Polarity Networks and Vertical Datacom.



We love it when a plan comes together! After getting in five races Sunday in big breeze, all of the competitors and RC teams were

pleasantly exhausted. I also want to thank Chuck Wielchowsky for his continual support and guidance and for bringing his boat and team up from Houston.

Time to jump into the plethora of regattas ahead in 2022. The winds haven't died down a bit here yet.

I'll see you on the starting line,

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

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NORTH AMERICAN 105 CHAMPIONSHIP

The San Francisco Yacht Club



SPONSORED BY JEFF BROWN YACHTS

SCHEDULE

Monday, September 26

Measurement 1000-1600

Tuesday, September 27

Measurement 1000-1600

Wednesday, September 28

Late Measurement

(by appointment only) 0800-1000

Practice race 1200

Competitors' Meeting and Welcome Party 1700

Thursday, September 29

3 races scheduled - drinks and food after racing

Owners' Dinner 1800

Friday, September 30

3 races scheduled - Family BBQ / games /

tequila tasting 1700

Saturday, October 1

3 races scheduled - drinks and food after racing

Regatta dinner 1800

Sunday, October 2

2 races scheduled - drinks and food after racing

Awards presentation 1630

Regatta Chair

Angie Lackey

Angie.lackey.olson@gmail.com



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SF Bay J/105 Women Skipper Invitational



The inaugural San Francisco Bay Women Skipper Invitational was won by Nicole Breault and Team *Arbitrage* (with Nicole's husband Bruce Stone at mast/squirrel), followed by Kristin Simmons and Team *Blackhawk* in second (with Kristin's husband Ryan Simmons taking a lot of waves at the bow), and Chloe Lepert and Team *Aquavit* in third. Wind started in the 12-14 range and quickly ramped up into more typical SF Bay conditions with 16-20 by the third race.



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Here is the pre-regatta video that introduced the skippers and included interviews with several SF Bay J/105 owners about their thoughts on owning and racing a J/105: <https://www.dropbox.com/s/tbd8hmo1a2ifhj3/SF%20Bay%20J105%20WSI%20Video.mp4?dl=0>



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Photos from Chris Ray and the Awards are uploaded on the club's photo album site: <https://stfyc.pixieset.com/sfbayj105womenskipperinvitational/>

The eight teams all reported great interest in doing this again next year and hopefully attracting even more boats.



1st - Nicole Breault and Team **Arbitrage**



2nd - Kristin Simmons and Team **Blackhawk**



3rd - Chloe Lepert and Team **Aquavit**



Skippers with Commodore Peter Gilmore:
Shannon Kaiser, Kate Gregory Molitor, Kristin Simmons,
Csilla Andersen, Commodore Gilmore, Nicole Breault,
Chloe Lepert, Libby Zhang (not pictured Marcia Bever)



Commodore Peter Gilmore thanking the participants and announcing the winners

Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

REVISION OF RULE INTERPRETATION 02-05

In response to a proposal sent to the ExCom, the Technical Committee has revisited an old Rule Interpretation regarding sail purchases and sail tags. The motivation behind this is the disruption of the normal sail ordering and delivery times caused by the COVID-19 pandemic and related supply chain disruptions especially over the last year. Many owners place orders for sails in the latter half of the year timed to take delivery just before the end of the year to take advantage of any sail tags they have not used up. Commonly, such an order might be placed in September expecting delivery three months later. However, in 2021 those orders were not completed and delivered by the end of the year due to the supply chain issues resulting many owners not getting their sails in 2021. In recognition of this unusual event, RI-02-05 has been revised to grant a one-time exception to the normal sail tag “date of purchase” requirements as detailed below.

Q1: *What is the date of purchase of a sail for purposes of Rule 6.8?*

A1: *The date of delivery to the Owner is considered the date of purchase of any sail. This date should be shown on the sail tag*

certificate (see Rule 6.9). An exception is granted to this for 2021 sail tags. Due to world supply chain issues delaying delivery of sails, sail ordered in 2021 but delivered in 2022 may be assigned to the sail purchase limits for the boat for 2021. The sail tag list shall reflect the actual delivery date (in 2022) but note that the sail is being applied to the 2021 purchase limit.

If you ordered a sail in 2021 that wasn't delivered until 2022 and has already been recorded with the Class as a 2022 sail, you should take the opportunity to get that sail re-classified as a 2021 sail. Owners should treat this as a one-time exception not to be repeated. Everyone is well aware of supply chain issues by now and should plan their sail purchases with their sailmaker to be able to take delivery in the desired year from here on. Note that although a sail delivered in 2022 may be treated as a 2021 sail for initial sail purchase limits as allowed above, any subsequent sale of that sail will treat the sail as a 2022 sail. This is to recognize that the sail is still newer than the assigned sail purchase year would otherwise indicate.

What to expect from your friendly neighborhood Fleet Measurer and the Class Technical Committee

The Technical Committee (TC) is here to ensure that the level playing field of one-design racing is maintained. The best way to do that is for there to remain frequent and open communication between the TC and

the fleet members. To that end, when it comes to complying with the Rules, “If in doubt, ask.” We would much rather field a lot of “can I do this or that” questions than have to force someone to undo a change or get someone disqualified. So, please “ask away,” and we will get you answers as promptly as we can.

How the Technical Committee is unique among the Committees

RRS 60.4 is one of the main Rules governing what the Class TC and your local Fleet Measurer can do. (Your local Fleet Measurer is your local Technical Committee.)

RRS 60.4 A technical committee may
(a) protest a boat, but not as a result of information arising from a request for redress or an invalid protest, or from a report from a person with a conflict of interest other than the representative of the boat herself. However, it shall protest a boat if it decides that a boat or personal equipment does not comply with the class rules or with rule 50;
(b) request redress for a boat; or
(c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

One of the limitations on the TC is that it cannot initiate a protest as a result of a report from a person with a conflict of interest other than the representative of the boat herself. This means that if a competitor approaches a TC member and alleges that another boat is breaking a Class Rule, the TC member is restricted from protesting the boat on that basis. Keep in mind that your TC members are volunteers, Class-members themselves, and in most instances, they are competing

in the same event with all the work that entails. They do not have the time to independently investigate every allegation that is brought to their attention to overcome this restriction.

You should feel free to approach the TC to get clarification on compliance with Class Rules, but you should not expect us to do all the work. We will be more than happy to serve as a witness, provide an interpretation under RRS 64.4(b) and work with the involved parties to resolve the issue. Sailing is a self-policing sport. If you believe another boat is violating a Rule, whether a Class Rule or a RRS Rule, then it is your duty as a competitor to protest it; otherwise, Rule breaking will continue and become the norm to the detriment of the Class and sport. Please don’t off-load all the protest burdens onto the TC.

The second sentence of 60.4(a) requires the TC to protest a boat if it decides that a Class Rule has been broken. The TC is the only Committee with this burden. All other race officials and competitors have a permissive “may” with regard to filing protests rather than the “shall” imposed upon the TC. This is part of the reason for pre-race inspections at big events. Once the TC “decides” a boat is/has broken a Class Rule, the TC “shall” protest that boat.

The TC (and your local Measurer) would much rather discover issues when there is still time to correct them prior to racing as opposed to being compelled to protest boats after racing has commenced. Therefore, we ask that you cooperate with both the Class TC and your local TC and help us to keep our racing fair and the Rules enforced and evenly applied.



Sailor Spotlight: Allie Cribbs

KPayton Photography



J/105 Women's Sailing in Houston

My first sailing experience on a J/105 was during an Icicle Series Race on Galveston Bay in 2016. Up to this point I considered myself a dinghy sailor who raced J/22s, and it was an amazing feeling to be sailing a boat in January on a boat where you remained fairly dry.

For my first J/105 regatta, I was nervous about our first mark rounding, so I requested that we talk through the maneuver since it was clear this info was not going to come out in advance without some teeth pulling. I started by elbowing our trimmer, pointing and asking what lines to pull and in which order, in a way that probably came across like a toddler asking "what's that?" to nearly everything on the boat. After that first rounding, our trimmer opened up a bit more about what works and doesn't work, emphasizing to always be sure your body is in a safe position before doing anything.



Trimming on the J/105

A few months into racing our trimmer opted to no show for the HOOD regatta at Houston Yacht Club, because of the bleak forecast, and I stepped in to fill his shoes. We spoke about it later, when I asked why he hadn't shown up for the light air day. His response was, "well did you honestly miss me?" He was known to not appreciate light air as much as a self proclaimed 260-lb trimmer on a good day, and I had really enjoyed the opportunity to trim the big kite. These sails are amazing because they are so dynamic, constantly changing shape, depending on how they are trimmed. Because I trim on the J/22 I appreciate that the shoulders look like a symmetrical kite, therefore you can sail deep with the main having minimal shadowing effects.

This has evolved into six years of trimming on the J/105, which has been a terrific experience, and I appreciate the opportunity despite probably being the lightest trimmer



compared to the 'big ole boys' in Texas. Our skipper is tuned into my voice and body language since the trimmer drives the boat heading on the downwinds. To be honest being a

lighter trimmer has its advantages, it means popping off the rail to ease is not as big of a deal. However, the jib trim definitely becomes more of a partnership or team effort in heavy air with the pit person, because the jib needs to be trimmed fast to avoid allowing it to load up after the tack.



Building a Team

In my six years of sailing on the J/105, I have become accustomed to scavenging for team members because it is a crew market in Houston with more boats than people to sail them. My skipper even started to enjoy sailing with a large percentage of female crew, encouraging more skippers to also do so. In preparation for the North Americans when given the opportunity for two female engineers to look at trends, we dove right in to figuring out how to make the boat go faster with all the instrument data at our fingertips. We would frequently be driving the boat with our spinnaker heading requests saying, "Up two" or "No lower".



Allie Cribbs served as Vice Commodore in 2021 for the Galveston Bay Cruising Association. She was a Red, White, and Blue Opti Coach at the St Petersburg Yacht Club, and now is a Lead Engineer for InterMoor working with offshore projects. She raced from 2002 - 2006 on the Eckerd College InterCollegiate Women's Sailing Team.



Women's Sailing on Galveston Bay

Bab Bukowski has set up a Mermaid Regatta foundation through Houston Yacht Club. This race requires boats to be 30' in length and to be crewed by all women, with the option for a male safety officer who is supposed to remain quiet unless emergency situations arise. This regatta has had a great impact on the area, as more and more female crew get experience on these bigger race boats. This is one of five women's regattas on Galveston Bay, two of which require all female crews, and are also open to the J/105. For me personally, I started racing this event in a last ditch effort to help form a spinnaker class. I pulled together my favorite female crew and we all had a terrific time. Since then, we have since grown the J/105 fleet to 3 of the 10 boats who competed last year, with a goal of even more this year. This of course is not a large amount of boats; however, it means roughly 60 women on the water, which is pretty cool on its own.





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 Cleveland Race Week
One Design at Edgewater
Yacht Club**

Jun 17 – Jun 19

**2022 J/Stop at South Bay
Yacht Club**

Jun 18 – Jun 19

**Edgartown Race Weekend
2022 at Edgartown Yacht Club**

Jun 23 – Jun 25

**2022 Sausalito One Design
Invitational at Sausalito
Yacht Club**

Jul 16 – Jul 17

**2022 Great Lakes J/Fest at
Ashbridges Bay Yacht Club**

Jul 23 – Jul 24

Calendar

2022 I-LYA Bayweek Sail Regatta at Inter-Lake Yachting Association

Aug 5 – Aug 7

2022 Summer Keelboat at San Francisco Yacht Club

Aug 6 – Aug 7

2022 Phyllis Kleinmann Swiftsure at St. Francis Yacht Club

Aug 20 – Aug 21

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

J/Fest Southwest 2022 at Lakewood Yacht Club

Oct 21 – Oct 23

2022 J/105 East Coast Championship at Annapolis Yacht Club

Oct 22 – Oct 23

2023

2023 J/105 North American Championship at American Yacht Club

Oct 12 – Oct 15

2024

2024 J/105 North American Championship at Edgewater Yacht Club

Sep 27 – Sep 29

