



# ***In The Wind***

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

## ***Who Will be the Next J/105 North American Champion?***

**Find out September 29-October 2  
from San Francisco Yacht Club**

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## President's Corner

Fellow J/105 sailors:

This will be my final newsletter contribution as J/105 Class President. It has been my pleasure to fill this role, and I hope I have kept the high standards set by all of my predecessors. I would be remiss if I did not specifically thank the other members of the Executive Committee who contribute their time and expertise to keep this whole thing going. Also, we must not forget the fine administrative work performed by Julie and Chris Howell.

I think we all expected that when the impacts of the pandemic were all but gone, we would see a return to "business as usual" in the sailing world. Unfortunately, this has not been the case as reports of crew shortages and generally lower participation levels are being heard from most fleets and other Classes. My hope is that this is a transitory state as people adjust back to a more normal condition, and that we see a return to the broad base of participation that has been the hallmark of the J/105 Class.

In my last commentary, I mentioned that I would be taking H-Bomb and participating in the PHRF fleet at the LYRA regatta in Sodus Bay. We sailed with four on the boat and had a great time. There are options outside of one-design racing that can be very fulfilling. Now, however, I am back to reality and preparing for the J/105 Canadian Championship. One-design racing is still the best.

As of the time of writing, two of the women's regattas have been held – in San Francisco and Annapolis. Reports from the participants are that these were resounding successes and hopefully they become permanent fixtures on the calendar. The Fleet 4 (Toronto) event occurs in August as well as Fleet 17 (Texas). Hopefully, we see more events like this pop up across North America as they bring a decidedly different feel and level of enthusiasm that can only be good for the Class.

Our premier event, the North American Championship, is being held in San Francisco this year. Strong sponsor support combined with an expected 30+ boat fleet bode well for an excellent regatta. I am told there are still charter opportunities so if anyone is interested in testing themselves in some truly spectacular conditions, get in contact with the organizing committee.

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.

Hope to see you all out on the water.

Cheers,

**Russell Hopper**  
Class President







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**CLASS PAGE**

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# Rum Puppy Top All-Women Boat at J/105 Women's Regatta

*13 Boats Competed in Spectacular Conditions at Inaugural Event*

**J**<sup>®</sup>  
**105**



Photos courtesy of Will Keyworth

The Sailing Club of the Chesapeake hosted the first annual J/105 Women's Regatta for J/105 Fleet #3 on Saturday, June 25. When the PRO Drew Mutch announced at the skippers' meeting that he was running a "105 regatta, not a women's regatta," a large cheer was raised. The next morning, 13 teams consisting of 85 competitors came to the starting line meaning business.

The RC had near-perfect Chesapeake Bay conditions to work with—a fairly steady 5-10 knots out of the south with gorgeous blue skies. Sailors navigated a current change during the day, and the competition was tight. Mutch reported, "A total of three windward leeward races were held near R '2' at the mouth of the Severn River, twice around with the finale bumping up to three laps. Despite aggressive maneuvering and





close roundings, no protests were filed, and all competitors and the protest committee were free to enjoy post-race festivities." The large spectator fleet highlighted the excellent conditions and support for the regatta.

The SIs waived the owner/driver Rule and required a minimum of four women aboard, including the skipper. While the top two boats overall were coed with owners trimming main, eight of the teams were all women. The top three all-women boats were four points apart, with *Rum Puppy* leading *Firebrand* and *Doghouse*.

"It was a ton of fun, and the caliber of racing was excellent," said Alexandra Wardell, skipper of *Rum Puppy*. "After the first start I thought, 'Whoa, ok, this is going to be as fun and competitive as any other regatta!' The focus and nonstop hard work of my crew was at one of the highest levels I have sailed with in a while."

Katie Zimmerman skippered *Firebrand* into second all-women with consistent finishes. Sandra Libby on *Doghouse* proudly announced at the awards ceremony,

"I want you to realize we sailed with a crew of all women over the age of 50!"

*Good Trade*, *Velvet Hammer* and *Rum Puppy* were the top three boats overall. *Good Trade*, which finished with a picket fence of wins, was driven by Marie Klok Crump, who has been ranked as high as number two in the World Sailing Women's World Match Race circuit, crowned twice as Danish Match Race Champion, pursued an Olympic campaign in Ynglings in 2004, and was part of the winning J/80 Championship team in 2021, after also having won it in 2013. Sailing with Crump were owner Peter Bowe, Erin Bak, Tammy Kolbe, Mike McNamara, Maxine Phillips and Madeleine Schroeder.

Amy Harris, the skipper of *Breakaway*, said, "Our team thoroughly enjoyed the whole event and just wished we had more than three practices... yesterday was only the fourth day I had ever driven a 105. Next year I hope to race again and perhaps skipper some WNR in the meantime. And that is what this was all about...giving women the confidence to continue as crew and as helmswomen."



Photo courtesy of Will Keyworth



Photo courtesy of Will Keyworth

Generous sponsors helped celebrate women in racing, including CBYRA, Weather Gage Tech, J/105 Class, J/105 Fleet 3, Sandra K. Libby Group, Vernon Sheen DMD, Kennedy Communications, Fawcett, Steele Sailing, Harken, Gill, J/World Annapolis, Forward Brewing and Scotty's Vodka.

Complete results and photos are available at [https://yachtscoring.com/event\\_results\\_cumulative.cfm?eID=15087](https://yachtscoring.com/event_results_cumulative.cfm?eID=15087)

## BACKGROUND

Part of the success of the J/105 Class has been its inclusion of women in its ranks. The majority of teams across North America have or have had women sailors as integral crew members, including as owner-drivers. In December 2019, the World Sailing Trust released its [Women in Sailing Strategic Review](#), a report that revealed widescale gender imbalance perpetuating throughout the sport and consequently recommended a global effort on the part of sailing

organizations (including one-design Classes such as the J/105 Class) to help remedy the situation by increasing participation and creating space for women to compete. In tune with the J/105's reputation to date as a platform for successful mixed gender teams, the Class responded with an openness for doing more. In addition to incentivizing teams comprised of 50+ percent women with a weight maximum exemption, the Class now encourages local Fleets to launch women's regattas and programs to further expand the interest and involvement of women in the Class.

Fleet #4 in Toronto was the first to act on this grassroots initiative, and last August put on the successful [2021 J/105 Ontario Women's Championship Regatta](#) at the Royal Canadian Yacht Club, with 13 boats raced by all-women teams. Now the momentum is growing for women-centered events like Toronto's in other Fleets across North America. Fleet #1 in San Francisco hosted the [SF Bay J/105 Women Skipper Invitational](#) on May 22, 2022.



# An Outstanding J/105 Ontario Women's Championship in 2022

**By Kirsty Clarke**

Eighty women, 11 boats and one day of highly competitive racing: August 20, the Royal Canadian Yacht Club in Toronto held the second annual J/105 Ontario Women's Championship. *Hey Jude* with skipper Karen McRae won the Championship, Jen Provan Paterson on *Mandate* took second, and Chantal Hearst on *Kernel* (with owner Jan Heisey) finished third.

The Race Committee, ably led by Anne Sanderson and including judge Dale King, squeezed four races into one light wind, but picture-perfect day. After the first start, all were sailed under the U flag, but while starts were close and the racing intense, no protests were made throughout the day.

Felicity Rodness, Regatta Chair, said "It was a great day on the water, with fiercely

competitive teams making the most of the wind we had. This event includes some women with relatively little experience and many with impressive racing records, but has been a great experience for all levels."

The crew bank for the regatta included women new to the fleet, and most were able to find spots on boats for the day, embodying the intent of the event to bring more women into racing on Lake Ontario, and more sailors to the J/105 fleet.

This year saw new competitors from around the lake. Heather McCann from Port Credit Yacht Club brought *NagaDragon*; Anne Marie Shewfelt led *Endeavour* from Mimico; Chantal Hearst skippered Jan Heisey's *Kernel* from Royal Canadian Yacht Club; and Rhonda Joyce sailed with the *Trident Sirens* team





from Port Credit Yacht Club, embodying the theme of the event, *Sailors to Sirens*. Crews embraced the theme throughout the day, from team shirts on the water to siren-inspired outfits at the celebratory dinner in the Rose Garden at sunset.

"We're happy we were able to have so many boats on the water," said Kathy Pask, regatta organizer and J/105 fleet representative. "Owners were generous in donating their boats for use in the event, and women were eager to sign up as skippers and crew. We're already hoping for more boats next year, and looking forward to seeing new competitors."

Continuing her impressive efforts from last year, Piper Treadwell was the youngest skipper again, at age 25, driving *Thunderstruck* with the *Hell's Belles* team.

Regatta organizers Kathy Pask, J/105 Fleet Representative, and Felicity Rodness, Regatta Chair, are grateful for generous sponsorship from Michael Mountford, Scotia Wealth Management, The Mountford Group, and for donations from AI Bags (<https://ai-co.ca/>), and donations and organization of gift bags by Jessica Perraton of The Charter Yacht Company (<https://www.thecharteryachtcompany.com/>).





They also appreciate the many hands involved in making the regatta a success, including Piper Treadwell (regatta t-shirts); Emma Struthers (shore support and social media), Kirsty Clarke and Heather Broll (communications).

Find more photos and info on the Facebook Page, [J/105 Fleet 4 Women's Racing](#) and on Instagram at [J/105women](#).





Last year's Toronto event has inspired similar events across North America this year including the J/105 Women's regatta at the Sailing Club of the Chesapeake in Annapolis on June 25; the San Francisco Bay J/105 Women Skipper Invitational hosted May 22 by St. Francis Yacht Club in the US; and one regatta in Seattle. Others are possible for next year in Texas. The J/105 Class is actively sponsoring and supporting women sailing, so please reach out if you're interested in hosting an event.

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# J<sup>®</sup> 2022

## 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](mailto:Angie.lackey.olson@gmail.com)



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# Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

## J/105 PROPOSED RULE CHANGE #1 FOR 2022 LONG-TERM SHIPMATE & FRIEND PROVISIONS

*A subcommittee of the ExCom met over the summer to consider ways to change Class Rule 3.4 with a focus on the long-term shipmate and friend (LTSF) provisions of that Rule. Option 1 below is the proposal from that subcommittee. In addition, the Technical Committee is presenting an alternative designed to keep the concept of a LTSF while easing the administrative burden of compliance.*

Many people refer to the J/105 Class as an owner-driver Class when in fact it is not strictly an owner-driver Class due to the immediate family and LTSF allowances. The ExCom subcommittee's discussions on this subject centered around the question: "What do we want to do for our highest-level events?" In other events, the Class Rules already allow for the driver (and crew) provisions to be relaxed, and the Class

Association usually grants Rule 87 letters as requested regarding driver and crew requirements for lower-level events. The subcommittee's conclusion was that we should make our high-level events more strictly owner-driver by eliminating the LTSF provision altogether but retain the immediate family member allowance. Option 1 below implements this concept.

The current LTSF provisions require an owner to track both the number of race day and number of races over 12 and 24 time spans. It gets complicated to do so especially for boats with multiple owners and/or owners with multiple boats. The Technical Committee's suggestion is to simplify this to use only a single time period and either number of races or number of days, but not both, and restrict it to J/105 sailing except for owners new to the J/105 Class. Option 2 presents this. Within option 2, whether to count races or race days is a subject for Class discussion. This option also changes when the provision kicks in to 4 minutes before the start, which is when racing begins.

## OPTION 1

**3.4** The Driver shall either be an Active Member or an Associate Member. All races sailed under these rules shall be categorized for driver eligibility at least 45 days prior to the start of the race as either:

**Level 1:** Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) an Owner or (b) a member of an Owner's immediate family. A Driver is defined as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 4 minutes prior to and including the start, until the finish. Any Driver of a boat who is not a Group 1 competitor must be either (a) the 100% Owner of such boat or (b) the Charterer of the boat.

## OPTION 2

**3.4** The Driver shall either be an Active Member or an Associate Member. All races sailed under these rules shall be categorized for driver eligibility at least 45 days prior to the start of the race as either:

**Level 1:** Any Driver who is an Associate Member shall be a Group 1 competitor and be either (a) a member of an Owner's immediate family or (b) a long-term shipmate and friend of an Owner. A Driver is defined as the person or persons who, excepting for momentary absence due to personal or shipboard needs, steer(s) the yacht during the 4 minutes prior to and including the start, until the finish. Any Driver of a boat who is not a Group 1 competitor must be either

(a) the 100% Owner of such boat or (b) the Charterer of the boat. The term "long-term shipmate" of an Owner means an individual who, during the immediately preceding 24 months, sailed with the Owner in at least <<18>> <<races or days>> and in 50% of all sailboat <<races or days>> in which the Owner competed in a J/105. An individual, while qualifying to be a long-term shipmate, may not drive the Owner's J/105 in a Level 1 one design event until this condition has been satisfied and <<races or race days>> during which an individual drives in violation of the foregoing do not count for purposes of meeting this definition. For an owner who has owned a J/105 for less than 24 months, the owner's previous primary boat most similar to a J/105 shall serve as a substitute.

The red text enclosed in the << and >> is meant to indicate options for the Class members to consider:

- Do you want to track races or race days?
- Do you want it to be over the last 1 or 2 years?
- Should the number of races or days be a specific number or a percentage?





## Calendar

**2022**

**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



## 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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