

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

J/105 Midwinter Championship, March 2023, Lakewood Yacht Club, Texas



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President's Corner

Fellow J/105 sailors:

Spring is here! My boat went in the water, and the energy around our club is fantastic. I have a sense this is everywhere...there is something special about the sailing community.

As I write this, I am arranging crew for club racing and Fleet 4 events as well as a number of PHRF events, which happen every year here in the Toronto area. I think most of us have had challenges at one time or another finding the appropriate crew for the various events in which we participate. In our local fleet, the most common reason for someone not being on the line is a lack of crew. While we would all like to have expert crew at every position at our beck and call with replacements available according to a depth chart, that does not reflect reality for most teams. That being said, in order to get to the mythical place outlined previously, we all need to be developing crew. Yes they get poached the better job we do, but that is a reflection on the training the J/105 can provide. It would be great if by the end of the year, we all had two new crew who can fill multiple positions on the boat. I leave it to you to decide if this is a luxury or a necessity.

Regatta season is upon us, and the first annual Charleston Yacht Club J/105 Ladies Regatta was held at the end of April. This event is on top of the others that took place last year, and we continue to see growth in these women's regattas. Clearly there is a demand, and it is great to see all of the organizers getting going and making these events happen.

Planning continues for the North American Championship to be held in Rye, NY October 3-8. I just checked the Yacht Scoring site, and there are 30 boats registered already. This will be a fantastic event and another great showcase for the J/105.

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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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



J/105 Midwinter Championship, March 2023, Lakewood Yacht Club, Texas

By Bill Mead

Friday started with predicted light wind. Boats sat at the dock until 11:00 when *Yolo* and *Kinderspel*² ventured out and radioed there was a chance to race. Two races ensued with *Rocky* doing everything right, probably for all the wrong reasons. But that's light air sailing.

Saturday, the predicted winds were there with a vengeance: 19-22 knots true. *Rocky* proved herself again in the first race. But then the finishes started spreading out. With that wind, it doesn't take much to get in the tank—whether it's the start, a tangled sheet, an hour-glass asym or guessing which side of the course to favor. But one thing for sure, it was blowing hard. The crews' mettle was tested. One unfortunate boat, *Spitfire*, got their asym hopelessly wrapped in the roller

furler bearing at the mast top, so they had to head downwind for several miles until the halyard was cut. *Spitfire* missed two races while getting their act together but were back in the game for the fourth race (finishing third). *Rocky* got into the same mess but didn't have to climb the mast.

Sunday saw 16-19 knots, but it came in spurts with some 8-10s, shifting right as the morning passed. It was all the RC could do to move the marks quick enough to get three races off. There would have been four, but a further 15-degree shift to the right threw that start beyond the time limit.





Kudos to the talented team from Texas Corinthians Yacht Club who chartered *Pesto* and won first place overall. Their last four races separated the scoring and allowed their win, taking the Midwinters. Our Chief Measurer from Fort Worth Boat Club found his tempo as the series progressed, moving up in the standings after the first day, and taking second overall. *Rocky* pulled in to third place overall, showing a great effort in those last Sunday races.



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The Race Committee, run by Dwight Bengtson and his experienced LYC team of mark setting boats, scorers and signal handlers, got these races off with quite a bit of precision. I noticed though Dwight must really like seeing J/105s up close and running hot, as most races favored the committee boat end of the line. By the way, there were no protests in the series. But don't write Al Goethe, Chief Judge, any sympathy cards, he was just as happy that way.

For complete results, visit https://yachtscoring.com/event_results_cumulative.cfm?eID=15736.





2023 J/105 North American Championship

October 5-8, 2023

American Yacht Club
Founded in 1883



AYC is a full-service club, with amenities including a restaurant, showers, barbecue area and multiple bars. Our waterfront amenities include a robust mooring field, fuel dock, docks for support boats and a professional, full-time marine staff onsite.

Located in Rye, NY, AYC is a 35-minute train ride to New York City. The club enjoys a commanding view of Long Island Sound and the dramatic New York City skyline from its waterfront location on Milton Point.

There are 20+ hotels within 10 miles of AYC, with rates ranging from \$60 to \$160/night. Landfall Navigation and West Marine both have locations in Stamford, CT (a 20-minute car ride).



Pictured L-R: Molly O'Bryan Vandemoer, Karen Loutzenheiser, Olivia Corzine, Sophia Corzine, Nicole Breault, Wendy Corzine, Colin Duffy.



2023 San Francisco Bay J/105 Women Skipper Invitational

By Nicole Breault

On “Mothers’ Day Eve” Saturday, May 13, eight boats of J/105 Fleet 1 rallied for the second running of the San Francisco Bay J/105 Women Skipper Invitational, hosted by the St. Francis Yacht Club. The teams were led by women skippers who had been invited by boat owners to take the helm and show the world their mettle. While some were crewed by the regular team (with the owner or owner-rep taking another job on board), two teams were crewed by an all- or predominantly all-woman crew, expanding impact in another impressive way.

Acknowledging the lack of female J/105 owner-drivers, Fleet 1 conceived of this regatta to celebrate the talented women who already sail in the Class as crew and to attract others interested in getting a taste of the largest one-design racing on the Bay. More specifically, this event provides an opportunity for women sailors to take the lead – or the conn – smashing any real, perceived or accidental barriers to the notion that women can be owner-drivers in this popular, competitive Class.

Around North America, other J/105 fleets have created or re-energized similar regattas that invite women into the competitive

spotlight: Toronto has an all-women championship, Charleston just ran an all-women regatta, Annapolis has a majority-women crew quota for its women-skipped event, and Seattle, Cleveland and Houston have showcased J/105 participation attached to women-specific multi-class regattas. To fan the flame of this veritable grassroots women sailors' movement, the National Class leadership has earmarked funding for trophies for fleets that undertake a project to make a lasting impact on the women sailors of their local racing communities.

Under a beautiful blue sky and the dancing fog of the Golden Gate, Principal Race Officer Peggy Lidster, her all-women signal team, and the skilled mark set teams ran four races to complete a series full of spirited competition and camaraderie. Team *Arbitrage* took wins in Races 1 and 3, but still had their hands full in securing the overall win. Team *Niuhi*, all women and skippered by Maggie Bacon, played the currents strategically well and managed speedy downwind lanes with expert spinnaker

handling until one bad drop at the leeward mark earned them unwanted points to leave them in third place overall. *Blackhawk's* exceptional team led by co-owner Kristin Simmons took firsts in Races 2 and 4 to secure second overall, only two points behind *Arbitrage*.



After racing on Saturday, Nicole Breault, both Regatta Chair and current J/105 Class Vice President, raised the new perpetual trophy for the SF Bay J/105 Women Skipper Invitational – first, to show it off as a new symbol of blending diversity into skipper ranks, and then also as the winner of the regatta as skipper of J/105 *Arbitrage*. “I expect all of you to race again next year and try to take it from me!”

Full results:
<https://theclubspot.com/regatta/aJA1loRPa6/results>

Regatta photos by Chris Ray:
<https://www.crayivp.com/2023-StFYC-Regattas/SF-Bay-J105-Women-Skipper-Invitational-23/>





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The Inaugural ChYC J/105 Ladies Regatta was a Great Success!

By Katie Mallory

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Photos courtesy of Kate Weller & Patrick Chisum

What started out as a fun idea, to an awesome grassroots movement, we were able to get five J/105s with full female crews out for an amazing day of racing on the Charleston Harbor on April 29. The five boats headed to the racecourse on time but were met with light air and a postponement flag. It didn't take long for the breeze to fill in nicely, and the Race Committee was able to get four solid races off. The five ALL-female teams were experienced, and it showed. The racing was tight, and three different boats took race wins with the final results coming down to a tie. *Skimmer* led by Cathy Swanson took first, and *RumFont* led by Katie Mallory ended up second. And then the other three boats all





ended up within 3 points of each other: *Ruckus* led by Sarah Schaihl Colarusso, *Spectacle* led by Mandy Pitcavage and *JoyRide* led by Betsy Pilcher. After racing, the teams and Race Committee were greeted with a Mount Gay Rum tasting and awards celebration. Fun was had by all, and plans are in the works for even more sailing opportunities for the female sailors in Charleston! Watch out for updates for next year's event as we hope to have even more boats available to welcome ladies from other parts of the US for a great day of racing in Charleston!



Photos courtesy of Kate Weller & Patrick Chisum

Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

KEEPING UP WITH THE JONESES

One of the key tenets to the Class is keeping costs under control and is embodied in Class Rule 1.1 which calls for preservation of a low cost of ownership. To that end, the Technical Committee, and the Class as a whole, tends to not be early adopters of new technology. The Class waited several years for the costs of laminate jibs to decrease before allowing them and then did the same thing when it came to allowing carbon in the jibs.

The latest example of this is load sensors. Lately there has been a push at the cutting edge to install load sensors on both the standing and running rigging. While there undoubtedly can be an advantage to

knowing the loads on the standing and running rigging, does it really benefit the Class? Does it preserve ease of handling? Low cost of ownership? Equality of performance? What it does do is increase cost and complexity.

These questions were all being considered by the Technical Committee earlier this year with regard to standing rigging load sensors. Rather than make a decision by ourselves, the Technical Committee consulted with the Executive Committee for their opinion as reflected in the minutes from the April business meeting. With the Executive Committee's endorsement, the Technical Committee prepared a Rule Interpretation (RI) disallowing the use of load sensors other than a pressure gauge on the backstay.



Even before that RI was issued, the same question was asked about the running rigging for which the Technical Committee reached the same conclusion. Below is the text of the latest RI on this subject. It should be noted that as time goes by, the cost of these devices may go down and the ability to integrate them with typical instrumentation suites may become easier at which time this RI may be revisited just as the Class did with laminate jibs and then allowing carbon. However, this is the status for now and likely the next several years.



Rule Interpretation 23-01

Q: *Class Rule 5.3.1 allows “tactical instrumentation” and Class Rule 5.3.15 allows toggles to be installed in the forestay or backstay, or both. Can I install a toggle that is also a load sensor?*

A: No. Whether or not a load sensor counts as tactical instrumentation is a grey area within the Class Rules and thus the need for a Rule Interpretation. There is also a question whether load sensors are consistent with Class Rule 1.1’s mission to preserve a low cost of ownership. The Technical Committee, after consultation with the Class Executive Committee, has determined that installation of a load sensor is not consistent with the Class Rules and thus is not allowed.

Note that a pressure gauge on the backstay adjuster is still allowed as discussed in RI-17-03.

Q: *What about running rigging load sensors such as the North SmartLuff or Cyclops Smartlink or Smarttune.*

A: The same answer applies to the running rigging.

Calendar

2023

Cedar Point One Design Regatta – Keelboat 2023 at Cedar Point Yacht Club

Jun 3 – Jun 4

2023 Chicago Sailing World Regatta Series at Chicago Yacht Club

Jun 9 – Jun 11

J/Fest Northwest 2023 at Corinthian Yacht Club

Jun 10 – Jun 11

East Coast Championship at Block Island Race Week 2023 at Storm Trysail Club

Jun 19 – Jun 23

2023 Marblehead Sailing World Regatta Series at Corinthian Yacht Club

Jul 27 – Jul 30

2023 Ugotta Regatta at Little Traverse Yacht Club

Jul 28 – Jul 30

2023 CanAm Challenge at Youngstown Yacht Club

Jul 29 – Jul 30

Blue Water Regatta 2023 at Atlantic Highlands Yacht Club

Aug 5 – Aug 6

2023 Rolex Big Boat Series at St. Francis Yacht Club

Sep 13 – Sep 17

2023 J/105 North American Championship at American Yacht Club

Oct 5 – Oct

2024

2024 Southernmost Regatta

Jan 15 – Jan 19

2024 St. Petersburg Sailing World Regatta Series at St. Petersburg Yacht Club

Feb 16 – Feb 18

2024 San Diego Sailing World Regatta Series at San Diego Yacht Club

Mar 15 – Mar 17

Charleston Race Week 2024

Apr 18 – Apr 21

2024 Annapolis Sailing World Regatta Series at Annapolis Yacht Club

May 3 – May 5

2024 Chicago Sailing World Regatta Series at Chicago Yacht Club

Jun 7 – Jun 9

2024 Marblehead Sailing World Regatta Series at Eastern Yacht Club

Jul 25 – Jul 28

2024 J/105 North American Championship at Edgewater Yacht Club

Sep 26 – Sep 29

2025

2025 J/105 North American Championship at Royal Canadian Yacht Club

Sep 16 – Sep 21

