

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



2023 J/105 North American Championship

J.
105

American Yacht Club // October 03 - 08, 2023



S u m m e r 2 0 2 3 • V o l u m e 1 4 • I s s u e 3

PRESIDENT

Russell Hopper – Fleet #4
416-525-7447
russell.hopper01@gmail.com

COPYRIGHT HOLDER

Jeff Johnstone – JBoats
401-846-8410 (O)
jeffj@jboats.com

VICE PRESIDENT

Nicole Breault – Fleet #1
203-671-7908
nbsailor@gmail.com

FLEET AT-LARGE

Mark Smith – Fleet #16
469-766-0277
mwsmark@flash.net

SECRETARY / TREASURER

Sara Billey – Fleet #20
832-606-1669
sbilley@gmail.com

AT-LARGE

Chip Schaffner – Fleet #22
216-410-7784 (O)
chipsc@oh.rr.com

MEASURER

Matthew Arno – Fleet #16
817-995-6762 (O)
817-995-6762 (H)
marno@alum.mit.edu

AT-LARGE

Jon Slabaugh – Fleet #13
301-675-7810
slabaugh105@gmail.com

CLASS ADMINISTRATOR

Chris Howell
440-796-3100 (O)
howell@j105.org

AT-LARGE

Mark Smith – Fleet #16
469-766-0277
mwsmark@flash.net

PAST PRESIDENT

Chuck Wielchowsky – Fleet #17
713-805-2153
cwielchowsky@comcast.net



President's Corner

Fellow J/105 sailors:

This letter marks the end of my second year as President of the J/105 Class Association. In the upcoming year, the Class will be well served by Nicole Breault in the role of President and Sara Billey filling the role of Vice President. Please join me in welcoming them to their new positions. I am sure they can count on the solid continuing support that I enjoyed.

In my tenure, we have seen the rapid growth of women-focused events across North America. This activity has been driven by some amazing women with a unique leadership that has moved the dial for women on the water. Having this occur in the J/105 Class is not an accolade to rest on – we must continue to support and advance women in our Class. Thank you to each and every woman who organized and sailed in one of these events.

The success of the J/105 is due to a number of factors. It is a great boat, but we cannot minimize the impacts of the people who step up and participate at the executive level, whether this be at the Fleet or Class level. These individuals drive the direction of the Class, and they should be thanked for their efforts in keeping the Class competitive and invigorated. Of course, as always, Class Administration is top notch led by Chris and Julie Howell.

The J/105 is first and foremost a Corinthian Class with strict equipment limitations. All of us have witnessed what happens when professionals hit the scene and competitors can buy an infinite number of sails and talent—there is a bifurcation of the fleet and ultimately, the Corinthian participation drops. We have not gone down that road, and that I believe is a key factor in the success of the Class. To put it bluntly, you cannot buy victory in the J/105...you have to earn it, and that is very special.

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





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 Sails by J-105 Sailors

Recent Results

2023 Red Grant Regatta 1st,3rd,5th 11of the Top 14
 2023 Bermuda One-Two 1st in Fleet
 2023 East Coasts at Block Island RW 10 of Top 14
 2023 Cedar Pt One Design 1,2,3,4,5,6 (Full Inventories)
 2023 Race For The Case 1,2,4,6
 2023 American Spring Series 1,3,4,5,7



Technical Committee Report

Matt Arno – Class Measurer, Fleet 17, Texas

Doug Bailey – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

NEW CABIN PORTLIGHTS

Continuing what seems like the never-ending quest for replacement parts and vendors who stock them, the latest item to be tackled is the cabin portlights. Opening portlights are an optional item with fixed portlights being the “standard” option. However, most boats came with the opening option. Unfortunately, 20-30 years later and most of them leak with the main problem being a bad gasket or the inability to adjust the closure tension because the adjustment screw has seized to the frame. How many of you have to deal with leaky portlights and are using shims or silicone to keep them from dripping all over your settee cushions?

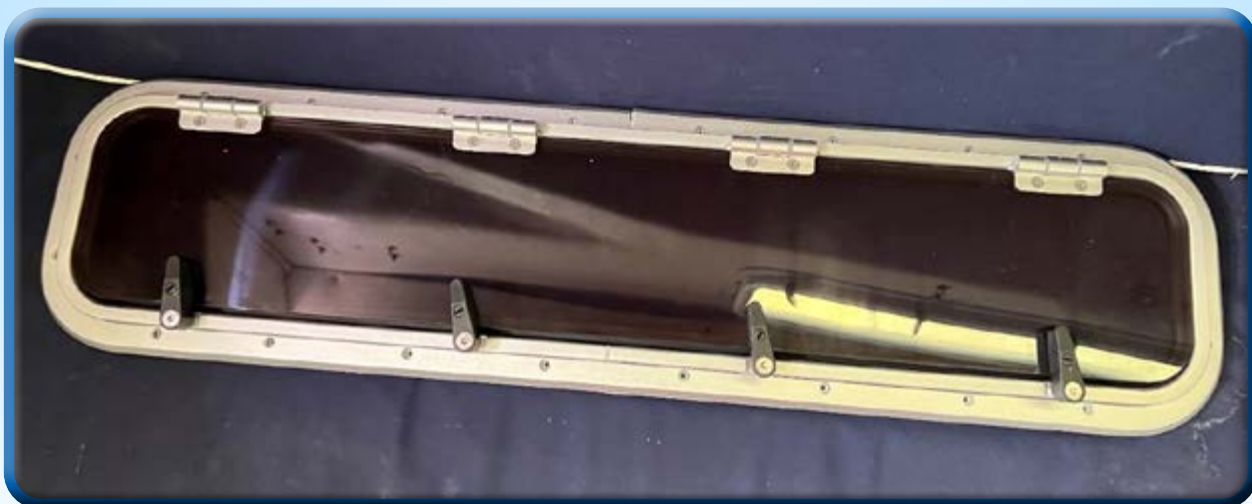
The original vendor, Bomar, no longer makes this particular portlight and doesn't have anything else in their catalog that is the same size. Bomar was approached but declined to do a special production run for us, either in the original model or a special size of something in their current product lines. Lewmar makes one that is only available on the other side of the pond that is close in size but would require extensive fiberglass work or an “adapter” to make it work in the larger cutout used for the original one.

Given the lack of options, we started investigating having a custom portlight made ourselves. After getting exorbitant per-piece costs and minimum orders from US and EU manufacturers, we went where everyone else goes, China. There we found a company that would make us a reasonable number at a reasonable price. They made a prototype and sent it to your Class Measurer to examine. Below are pictures of the before and after and the installation process.

Taking the old portlight out and putting the new one in was a 30-minute job. So if you purchase one, don't let your shipyard gouge you if you don't do it yourself. If you're interested in purchasing new portlights, contact Matt Arno at marno@alum.mit.edu and we'll add you to the order list. As soon as we have enough interest to meet the minimum order, we will place the order and have them in a couple months.



Old Portlight before removal.



New Portlight ready to go in. It looks almost identical to the old one.



The bare hole waiting for a new portlight. It took about 15 minutes with a heat gun, putty knife and pry bar to get the old portlight out. The tackle you see is for an adjustable genoa car which is allowed by the Class Rules as long as it is not used for Class racing.



The new portlight going in. The cabinside is curved so when it is flush in the middle, there is a mm or so gap at the ends. Be sure to use enough caulk.



J[®]
105

The new portlight is a very good fit to the old cutout. You will need to remove all the old caulk and might need to file the fiberglass just a bit on the curves. (I didn't have to.)



The new portlight installed. The lens doesn't have a frame but is substantially thicker than the original. All told, the new portlight is about 1 ½ lb heavier than the old one.



BUILT ON A CHAMPION SPIRIT

Whether it's the North American 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.



View class results and
shop sails on **northsails.com**

CLASS PAGE

YOUR NORTH SAILS J105 EXPERTS:

ALLAN TERHUNE

allan.terhune@northsails.com

SEADON WIJSEN

seadon.wijsen@northsails.com

JACK ORR

jack.orr@northsails.com

JOHN BAXTER

john.baxter@northsails.com



Sailor Spotlight:

J[®]
105

Things I Wish I Had Known When I Started Sailing By Cindy Einhouse

Co-Founder, North Coast Women's Sailing Association 1994

I was about 28 years old the first time a friend took my husband and me out for a sail on a Fire Ball and then on another person's T10 for a race. The cruise was great, but the race experience was terrible. The weather was extreme, we had no gear, and the skipper believed that intimidation and fear were acceptable motivators. The following year, when we were invited to Edgewater Yacht Club to experience sailboat racing on another boat, I have no idea why we ever thought we would want to do that again.

But we did. Maybe it was because it was an adventure and a challenge. Maybe we just had a desire to give it another try. As it turned out, it has been so much more than an interesting experience. Sailboat racing is one of the most intellectually and physically challenging things I have ever done, and it opened up an entirely new world. It is not just a sport; it has become a way of life. Cruising does not teach you about sailing nearly as well as racing does. Racing forces a person to cope with uncomfortable positions and perform tasks at what is often the most inconvenient time. Nothing clears a person's head of work and personal challenges like a sailboat race. Teamwork is taken to an entirely new level when weather becomes extreme, and crew becomes like family.

As one of the many coaches who volunteer their time for the North Coast Women's Sailing Association in Cleveland, OH, I am inspired by the number of women who commit themselves to this sport. Every year, many who have never sailed before decide they are going to sign up and learn to race. Many others decide they want to build on their knowledge and come back for more. It can be frightening, or exhilarating, or frustrating, or satisfying, or all of the above.

Here are some things that "those who have come before" would/should want to pass on to those new to the sport:

- Getting serious about the sport early helps. Don't even show up to race unless you are serious about learning.
- The sooner you learn the names of key boat parts and terms, the better. Don't be that person who has to be told the same information every week; that will hold you back from getting into the more fun and challenging work.
- It's not hard to get involved – just show up consistently and be prepared for anything (including sudden bad weather). Consistency will give you a chance to learn fundamentals and will show the

boat owner that you are someone who can be relied upon.

- Think more than you talk – don't add to the noise and chatter. Be observant of what others on the boat are doing and where other boats are on the course, and environmental conditions.
- Embrace the opportunity to volunteer on a Race Committee boat; it's a great way to learn the big picture of what's happening on the race course.
- Get your own gear – the right gloves, a PFD that fits, foul-weather gear that isn't someone's hand-me-down (and better yet has no holes in it), and boat shoes!
- Know that the more you learn, the more you realize that there is a lot more to learn; after 30 years of sailing, you should still feel like you are learning.
- Remember: "This is supposed to be fun."



J[®]
105

J[®] 105



As you get more proficient and start to acquire the knowledge, consider becoming a coach yourself! Explaining to someone else how to do something really forces the mind to process. Look for one-design racing opportunities where you can see the immediate impact of your actions on how your boat is performing. Racing on different types of boats, with different people, different positions, will help you evolve to a higher level. Travel to other regattas whenever you can! Oh, and when times get tough, remember “This is supposed to be fun.”



2023 J/105 North American Championship

American Yacht Club // October 03 - 08, 2023

J
105



American Yacht Club 2023 Fall Regatta

Sept 23, 24, 30 & Oct 1, 2023



Storm Trysail & Riverside Yacht Club
SHEARWATER REGATTA

2023 Shearwater Regatta
Riverside CT, USA
September 16 - 17, 2023



12th ANNUAL

LIBERTY CUP REGATTA™

9/10 SEPTEMBER, 2023

Hosted by **LIBERTY YACHT CLUB**

Calendar

2023

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 8

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

2024 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