

**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**



**SEASONS  
GREETINGS**

## **TERRY MCLAUGHLIN & ROD WILMER'S MANDATE RULES**

**J/105 North  
American  
Championship**



Photo courtesy of Christopher Howell

**F a l l   2 0 1 6   •   V o l u m e   7   •   I s s u e   4**

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Following James Macdonald as your Class President is no easy feat. James has done a great deal for the Class, and we were fortunate to have him as our 2016 President. Fortunately for me, he is continuing to serve as the Past President, and I know I can draw on his expertise and advice along with Julie and Chris Howell.

Hurricane Ike is the blessing that led me to purchase a 105. After losing our family's Ensign in 2009 to the tragic storm, I was able to select a more modern boat for our family than the one that had been my parents since 1963 and mine since 1978. I might still restore our old Ensign again one day after rescuing her off of the bottom of the Houston Yacht Club harbor, but for now I have fallen in love with our J/105 *Radiance*. Growing up racing primarily on Sunfish and Ensigns did not fully prepare me for the 105. I had much to learn. I remember my first race. It was a moderate wind, and we were going to weather when my crew notified me that we were being outpaced by some other 105s. "Not possible," I said. "I'm going six knots." "Well they are going 6.5 knots," I was told. Six knots was double my normal Ensign speed in that amount of wind. I had so much to learn.

I immediately set the goal of beating another boat. Big dreams you might say, but that turned into being the best of the bottom three. It is funny how you can find competitive racing at every level. Eventually we broke into the top half and adjusted our goals skyward.

Looking back, I think I learned the quickest from competing at national events. At Key West in 2010, my two main "aha" moments were firstly that if you put five 50-year-old skippers on your boat, you may receive more advice than you can truly appreciate. Secondly, if you can keep your Cuba Libre consumption at five or less per day, the next day starts off better.

In 2011 at Marblehead, I learned how to start in a big fleet thanks to my main trimmer, Jody. I had no way to practice this in Galveston Bay (hard to simulate 40 34.5-foot keelboats on a line), but learned the value of being on the front line and holding your lane for five or more minutes.

A final racing story comes from last month's North Americans in Larchmont. Fleet 6 was kind enough to include wind of varying strengths and directions with a little pelting rain thrown in on Saturday for lagniappe. The racing was exciting, and the host fleet did a magnificent job. On the last leg of the final race Sunday, I could feel our boat was about to break onto a plane. In my skipper voice, I told them to move back. Shockingly, no one retreated to the stern. As we accelerated and plowed through the first wave sending a sheet of water along the deck, they heeded my advice and scampered back. One of my crew, Rob, described the event as "rats coming out of the sewer" as they almost knocked him down while he held the spin sheet. After an ugly gybe, we broke onto a plane again. I have planed before and faster, but never this long. We calculated that we were on port tack on the same plane for roughly three minutes. We never hit 19, but it was a long magic carpet ride. It was our charter boat owner Tim's first time to plane on his own boat.

Where else can you have an experience that spectacular with good friends? After the race, the PRO shut it down for the day as the winds had built to sustained 35 knots. We all had smiles that were permanently affixed to our faces for the rest of the day. What a boat!

With your help, I look forward to enjoying, protecting and building our Class.

Sail happy,

Bill Lakenmacher

J/105 President • *Radiance* #649 • 713-266-6188

# J/105 NORTH AMERICAN CHAMPIONSHIP

**OCTOBER 25-29, 2017**  
**LAKEWOOD YACHT CLUB • SEABROOK, TEXAS**



Fleet 17 welcomes you all to Texas sailing on Galveston Bay. When most of you are putting your boats away, Texas weather is wonderful! In the first week of October, the local major offshore race is October 6-8, a 150-mile race down the gulf coast to Port Aransas, TX. Then October 21-22, Lakewood Yacht Club hosts J/Fest, a J/Boats-only regatta, with one-design fleets sailing windward/leeward courses. This will be the warm-up before the North American Championship, which is October 25-29.

Texas is famous for its wind, and the water is big and open, allowing all sorts of courses. Lakewood Yacht Club has 38 acres of docks up to 125' and a large clubhouse with various dining rooms. One rule is: no blue jackets, but cowboy boots are appropriate. LYC hosted the J/70 North American Championship last summer. All boats will be at a dock, and your car

should be close. Another special offer—bring your boat down in October and leave it for the winter to race in our mild winter races (more like your summer). The docking charge for out-of-state sailors is the normal member docking price of around \$250, depending which dock you are at (floating or fixed). All boating services are very near to the club. Check out the club at [www.lakewoodyachtclub.com](http://www.lakewoodyachtclub.com) or contact John Barnett at [j22b@comcast.net](mailto:j22b@comcast.net). The city of Seabrook has lots of hotel rooms of all types: <http://seabrooktx.gov/index.aspx?nid=110>.

For the family, the area is famous for NASA, the Armand Bayou Nature Center and 11 miles of walking trails. You'll love the shrimp and oysters, and they probably came from the Bay. Needless to say, the eating is great and the club is open to all you racers!



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# TERRY MCLAUGHLIN & ROD WILMER'S MANDATE RULES

J/105 North  
American  
Championship



Photos courtesy of Christopher Howell

It took until the sixth race of the Stella Artois J/105 North American Championship before another team could cross the finish line ahead of Terry McLaughlin and Rod Wilmer's *Mandate*. Following five consecutive bullets, the Canadian team (including crew Graham Hicks, Fraser Howell, Evert McLaughlin and John Millen) added a 2,3 to end the seven-race series with just 10 points, earning their second J/105 North American Championship title in three years. By virtue of a six in the final day's only contest, Bruce Stone and Nicole Breault's *Good Trade* took second place, winning the tie-breaker on points at 27 with local Damian Emery on *Eclipse*. Larchmont Yacht Club in New York hosted the four-day event from October 20-23 for 37 teams representing Bermuda, Canada, Great Britain and the USA.

*Mandate* reveled in the blustery conditions on day one of the Championship. In winds between 16-20 knots, the team lined up perfect scores in the three races to take a five-point lead over second place *Eclipse* (4,2,2 for 8 points). *Good Trade* was in third with 9 points (2,4,3).





Racing was postponed on day two due to a lack of wind, but a cold front drastically changed conditions on Saturday. McLaughlin and Wilmer kept their perfect scoreline through another two races until Stone and Breault won the day's final meeting. *Mandate* earned a nine-point advantage over *Eclipse* going into the final day of racing, with *Good Trade* in third overall with 21 points. Temperatures dropped into the forties under gray skies, in winds that began at 12-15 knots and quickly jumped to 18-20 with major puffs.





Bill Lakenmacher's *Radiance* won the seventh and final race of the event in breeze that started around 25 knots, and then increased to 35 by the end. "If we had another race, we might have worn hockey helmets," joked McLaughlin. "This was good Canadian weather, and a real test of crew work." Rod Wilmer added, "We had solid starts, focused on finding a lane and getting clear to stay out of trouble."



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Photos are available on the J/105 Facebook page, and complete results may be found at [www.j105nas.com](http://www.j105nas.com).



### TOP FIVE:

1. *Mandate*, CAN83, Terry McLaughlin / Rod Wilmer - 1 -1 -1 -1 -1 -2 -3; 10
2. *Good Trade*, USA96, Bruce Stone / Nicole Breault - 2 -4 -3 -8 -3 -1 -6; 27
3. *Eclipse*, USA50, Damian Emery - 4 -2 -2 -3 -2 -3 -11; 27
4. *loulou*, USA334, Paul Beaudin - 7 -7 -6 -6 -4 -8 -12; 50
5. *Mad Blue*, GBR8, Adrian Owles - 3 -5 -7 -12 -18 -4 -2; 51





Photos courtesy of Christopher Howell

***In The Wind:*** *This North American Championship had one of the highest attendances in many years. What keeps a 25-year-old boat like the J/105 relevant in 2016?*

**Terry McLaughlin:** I often comment that the J/105 is a great and comfortable boat to sail. Unlike a lot of boats, I find it very nice to race on whether you are at the back of the boat, in the middle or up front. I like the fact that you can go down below and comfortably sit or lie down when waiting for races to start. It is not a modern foiling multihull, but speeds between boats are similar and that provides close racing.

***In The Wind:*** *The breeze was on for all seven races. In those circumstances, what is the most important factor during the start? Upwind? Downwind?*

**Terry McLaughlin:** In the NAs this year, we had good breeze and big waves on the first day and then quite strong, gusty winds with less waves on the weekend. On Friday, there was little wind, and we didn't quite complete the one race that was started. In the breeze and current, having a good idea of exactly where the starting line is was key. It was important to have a bowman who was good at getting transits on land and being able to use those transits in the large fleet. We also put a lot of emphasis on getting good pings with our Velocitek Prostart. This always gave us a good idea of how far back from the line we were. Upwind in the breeze, it was important to have the headstay as straight as possible, and when necessary move the jibs leads back enough so that we didn't lose the mainsail. Downwind in the puffy conditions, it was important to move the crew weight fore and

aft depending on whether the puff was on or not, and always have someone with a hand on the vang, especially coming out of a gybe. As we learned in race six, it is also important not to allow both spinnaker sheets to wrap themselves around the same winch in a heavy air gybe.

***In The Wind:*** You also won the North Americans in Toronto two years ago, which was more of a light air regatta. What are the ideal conditions for a J/105?

**Terry McLaughlin:** The J/105 is more of a challenge in the light air, as it is somewhat of an underpowered boat. The first thing we did when we bought *Mandate* is to switch over from wheel to tiller steering. I think there is much more feel in the light air with a tiller. When the breeze is on, the boats come alive. The good thing is that, as the fleet proved in Larchmont, most crews can handle the boat in 20-30 knots of wind.

***In The Wind:*** Many Classes seem to struggle with attracting youth and women sailors. What can the J/105 Class do to better appeal to those demographics?

**Terry McLaughlin:** We might not be the best example of a coed crew. Perhaps it is the name of our boat that keeps us usually as a male crew. There are quite a few women in the fleet in Toronto, including two helmspersons. The Class crew weight limit promotes lighter crew members on boats when the crew includes some big guys. Lighter can often mean female or youth, both of which are good for the Class. In Toronto, it is the most competitive one-design fleet so that does attract younger sailors.

***In The Wind:*** Do you prefer to have a throw-out race when a certain amount of races has been completed? Why or why not?





**Terry McLaughlin:** It is my belief that in a lengthy series like the NAs where 11 races were scheduled, having a throw-out after six or seven races have been completed makes sense. It is one thing to reward consistency, but having your regatta score ruined by one breakdown, OCS or just an off race can leave a bad taste in one's mouth.

**In The Wind:** *The J/105 Class has detailed Rules limiting sail tag purchases and professional sailors. Did that play a role in why you got involved with the Class? Do these Rules sustain the Class or are they restricting it?*

**Terry McLaughlin:** I think the sail restriction and Category 1 rules are good for the Class. They both assist in controlling the cost of campaigning a J/105. I am not sure that my boat partner Rod Wilmer and I would have bought into the Class if we thought it was going to be any sort of an arm's race to be competitive.



# Technical Committee Report

Matt Arno – Class Measurer, Fleet 16, Dallas/Fort Worth

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

An issue that has come up a few times recently concerns the equipment required by Exhibit 7.3C of the Class Rules. Most of the items on this list are safety items. It is in the best interest of the skipper (and everyone else on board) that these items be present and functional. However, there are always owners that push the Rules to the limit, requiring us to clarify things. The Technical Committee has issued Rule Interpretation RI-16-02 for this purpose. The full text of the RI is below. The fundamental point being made in the RI is that the required equipment must be functional for its intended purpose. If it is not, then it is pointless to have it and circumvents the intent of the Class Rule.

The requirements for the anchor and rode are the most vague, and the Technical Committee wrestled with this one a bit. On the one hand, J/105's race in a wide variety of conditions comprised of different bottom types, wind and current conditions and water depths. Each combination of these elements could lead a responsible J/105 owner to choose a different anchor type, weight, chain and rode. On the other hand, there is no other item which represents as much weight that is at the owner's discretion. That is what it comes down to of course—weight. The only reason one would skimp on this safety item is to save weight.

Though many J/105 racers think primarily of the anchor's racing purpose (holding the boat at station against current in little to no winds) as a safety device, the anchor and tackle must be sized to hold a J/105 in both high winds and currents. As such, it is not only important to size the anchor properly, but it's equally important to properly size the length and weight of the chain and rode as they all have dramatic impacts on the anchor's holding ability. For instance, the weighted-chain forms a curved catenary shape as the rode reaches the anchor, helping to translate the forces in a sideways direction. Likewise, ensuring enough rode for a 5:1 scope helps the anchor to set and resist pulling out.

In the end, we determined it would not be fair to allow a competitor to carry an undersized anchor and tackle, thus potentially gaining an equipment-weight advantage. Therefore, we focused on developing a minimum total weight of the anchor and tackle combo to provide each owner the flexibility to carry an anchor they feel is appropriate without dictating any specific type, while at the same time removing any weight advantage by under-sizing the equipment. In developing the resulting RI, we looked to manufacturer recommendations as well as what other OD boats of similar characteristics require.

We looked at Practical Sailor's review (see table) of many styles and materials of anchors for sailboats in the 30'-35' range (sized by each manufacturer's guidelines), and the lightest-weight anchor appropriately sized for a J/105 was the Aluminum Fortress FX-16 (10 lbs.), married with 6' of 5/16" proof chain (6 lbs.). The weight of this anchor was also consistent with what was required by other OD Classes similar in windage and displacement, such as the J/111. A video showing comparative tests can be seen at <https://youtu.be/c5ODGARx34>.

Therefore, we based our minimum combined weight requirement (anchor + chain + rode) on the Fortress FX-16 anchor and tackle:

Anchor Weight: 4.5kg (10 lbs.)

Min Chain Length & Size: 1.8m (~6') of 8mm (5/16") proof chain = 2.75kg (6 lbs.)

**Min Total Weight of Anchor + Chain + Hardware + Rode: 7.25kg (16 lbs.)**

When it comes to rode length, 40m is suggested (though shorter lengths are allowable). Though many of us race in deeper waters, we used a typical 25' depth and a target minimum scope of 5:1. If you race in deeper water, owners are encouraged to carry a longer rode.

## Rule Interpretation RI-16-02

**Q1:** The Class Rules require an anchor with attached chain and/or rode to be on board at all times while racing. What type and size of anchor is required?

**A1:** It is not possible to specify a single type and size of anchor that is required. There are many different types of bottoms and anchoring conditions that a boat may encounter. The anchor and rode must be appropriate for a J/105. In reviewing what other Classes require, a minimum anchor weight of 4.5 kg (10 lb.) and a minimum anchor + rode/chain weight of 7.25 kg (16 lb.) is appropriate. For the required rode, a minimum rode length of 40 meters is suggested but not required. Keep in mind that an anchor and rode, like most of the required equipment, is a safety item, and cutting corners is a safety risk. See the Fall 2016

Name	weight	sand	mud	combined	sand	rank	mud	rank	holding	rank
Barnacle	28#	16	9 tie	12 tie	355#	9	800#	1	577#	4
Bruce	22#	3	2 tie	1	307#	11	550#	8	429#	10
Bulwagga	17#	1	8	4 tie	816#	2	680#	3	748#	2
Lewmar Claw	22#	8	2 tie	4 tie	283#	14	520#	9	401#	12
CQR	35#	15	2 tie	9	583#	3	760#	2	672#	3
Danforth Deepset II	20#	14	15	14	363#	8	640#	5	502#	6
Delta	22#	13	1	7	496#	4	610#	6	553#	5
Fortress FX-16	10#	9	13	11	471#	5	420#	12	446#	8
Hans C-Anchor	15#	17	12	15	0#	17	350#	15	175#	15
Herreshoff	17#	6	-	-	300#	12	-	-	-	-
Hydro-Dyne	10#	failed	-	-	-	-	-	-	-	-
Nautical Engineering	20#	11	14	12 tie	235#	15	390#	14	313#	14
Seagrip	33#	12	-	-	200#	16	-	-	-	-
Supermax (adjustable shank)	26#	7	2 tie	3	410#	7	430#	11	420#	11
Supermax	26#	5	2 tie	2	350#	10	400#	13	375#	13
Spade Model 80	16.5#	2	7	6	1000#	1	660#	4	830#	1
Vetus	12#	4	9 tie	8	285#	13	590#	7	438#	9
West Marine Performance	25#	10	11	10	456#	6	460#	10	458#	7

Note: the Bruce model is no longer made for recreational boats. The Lewmar Claw is a close copy.



# I Feel Good

Paul Beaudin really helped me setup and sail my boat faster. And, the sails are awesome

Marcus Wunderlich Stratos 343

# J105SAILS.COM

Class newsletter for more discussion of suggested anchors and rode.

For purposes of Class Rules compliance, the requirement is that the anchor + rode/chain weigh at least 7.25 kg (16 lb).

**Q2:** What are the requirements for the functionality of required equipment?

**A2:** Required equipment must be functional for the intended purpose. Examples are:

- Flares must not be expired.
- Fire extinguishers must be charged.
- The battery must be capable of starting the engine.
- The VHF and GPS must work.
- The flashlights must have batteries and work.

**Q3:** Does my smartphone qualify as basic nav gear?

**A3:** Yes, if you have some sort of chartplotter software and appropriate maps downloaded on it. Apple Maps or GoogleEarth do not count. Although most J/105 racing is conducted within range of cell towers, the software must be capable of functioning without a cell signal/data connection.



GO BEYOND

North Sails recommended inventory for J/105:

CM-1 Mainsail 7.52 PK Dacron

L-4 Light Jib 3DL

Mi-4 AP All Purpose Jib 3Di

A2-2 Asymmetrical AirX 700

**ALL  
PROVEN  
WINNERS**

**North Sails J/105 Offshore One Design Class Leaders:**

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Seadon Wijsen	Seadon.Wijsen@northsails.com	415-339-3000
Max Skelley	Max.Skelley@northsails.com	410-721-4282

**2016 J/105 NORTH SAILS RESULTS**

**J/105 2016 North Americans | Larchmont YC**

1.	Terry McLaughlin / Rod Wilmer	Mandate
2.	Bruce Stone / Nicole Breault	Good Trade
5.	Adrian Owles	Mad Blue*
6.	David Greenhouse	Skipperdee
9.	Bill Lakenmacher	Radiance
10.	James Macdonald	Distant Passion

\*Denotes partial North Sails inventory

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## Calendar

### 2017

#### Quantum Key West Race Week

Jan 15 – Jan 20

#### St. Petersburg NOOD

St. Petersburg Yacht Club

Feb 17 – Feb 19

#### St. Francis Yacht Club Spring One Design

St. Francis Yacht Club

Mar 4 – Mar 5

#### San Diego NOOD

San Diego Yacht Club & Coronado Yacht Club

Mar 17 – Mar 19

#### San Francisco Bay J/Fest

St. Francis Yacht Club

Apr 1 – Apr 2

#### Charleston Race Week

Charleston Ocean Racing Association

Apr 20 – Apr 23

#### San Francisco Yacht Club Resin Regatta

San Francisco Yacht Club

Apr 29 – Apr 30

#### Annapolis NOOD

Annapolis Yacht Club

May 5 – May 7

# Calendar

## **St. Francis Yacht Club May**

### **One Design Regatta**

St. Francis Yacht Club

May 13 – May 14

## **Cedar Point One Design Regatta**

Cedar Point Yacht Club

Jun 3 – Jun 4

## **Chicago NOOD**

Chicago Yacht Club

Jun 9 – Jun 11

## **San Francisco Yacht Club Spring One Design Invitational**

San Francisco Yacht Club

Jun 10 – Jun 11

## **Cleveland Race Week**

Edgewater Yacht Club

Jun 16 – Jun 25

## **Block Island Race Week**

Jun 18 – Jun 23

## **Long Beach Race Week**

Alamitos Bay Yacht Club & Long Beach  
Yacht Club

Jun 23 – Jun 25

## **Sausalito Yacht Club J/105 Invitational**

Sausalito Yacht Club

Jul 22 – Jul 23

## **Marblehead NOOD**

Corinthian Yacht Club

Jul 27 – Jul 30

## **UGotta Regatta**

Little Traverse Yacht Club

Jul 28 – Jul 30

## **J/Fest New England**

Sail Newport

Aug 11 – Aug 13

## **St. Francis Yacht Club Aldo Alessio**

St. Francis Yacht Club

Aug 19 – Aug 20

## **Rolex Big Boat Series**

St. Francis Yacht Club

Sep 14 – Sep 17

## **J/105 North American Championship**

Lakewood Yacht Club

Oct 25 – Oct 29

# 2018

## **2018 Long Beach Race Week**

Alamitos Bay Yacht Club & Long Beach  
Yacht Club

Jun 22 – Jun 24

## **2018 J/105 North American Championship**

Little Traverse Yacht Club

Jul 26 – Jul 28