

**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

## **TERRY MCLAUGHLIN PREVAILS AT J/105 MIDWINTER CHAMPIONSHIP**



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I have spent the last few months talking to many different kinds of sailors about the J/105 Class. I have a few observations that, combined with your thoughts, may help the Class continue its growth and unique role.

Just about every one of today's great sailors has sailed on a J/105. I recall some statistic that 25% of people in America have at one time worked at McDonald's. It's an imperfect example, but it seems sooner or later every young sailor has at some point been a crew on a J/105. We sail with six people typically on a boat. How can we engage, train and involve crew to strengthen the Class?

The J/105 remains the perfect affordable boat—big enough for off-shore, and small enough for diverse crew. With 688 boats, you can race the J/105 one design almost anywhere. While other fun boats are out there, you can't take a J/70 on the Chicago Mac. A new J/88 costs more, and a J/111 a lot more. The J/105 is a perfect step up from a J/80, J/24 or J/22. J/105s on their third or fourth owner remain competitive. Our strict one-design rules keep attracting the next generation of sailors working up the competitive ladder. What can we do to reach more of these potential new owners?

Single/double handed sailing is a fast growing segment of racing. With smaller families, new sailboats are all designed for short-handed sailing. As Joe Cooper covers in this newsletter, the J/105 is showing up in more short-handed events. Does short-handed, offshore and PHRF help grow the Class and strengthen one-design competition?

The J/105 is the leading boat for Junior Big Boat sailing. Community sailing schools use the boat as an entry point for training the next generation of lifelong sailors. These kids are looking for opportunities to sail with you. Could each of our fleets work with local sailing programs to make our boats available to train these kids?

I think we all know the J/105 is a great boat. We organize as a Class to take good naval architecture and make it fun. How can you help make it stronger?

Carter Williams, J/105 Class President



# TERRY MCLAUGHLIN PREVAILS AT J/105 MIDWINTER CHAMPIONSHIP



Photos courtesy of: John and Scott Lacy

Terry McLaughlin dominated the fleet at the J/105 Midwinter Championship hosted by Lakewood Yacht Club in Seabrook, Texas. Sailing *Avici* with Paul Parsons, Kevin Taylor, Jeff Cooke, Emmett Dickheiser and Monica Parsons, McLaughlin (recently named Sail Canada's Rolex Sailor of the Year) totaled only 22 points in the 11 race series. They endured a 20 percent penalty in race three, and otherwise tallied all top three finishes. Hometown helmsmen Bill Lakenmacher on *Radiance* (32 points) and Uzi Ozeri on *Infinity* (46 points) rounded out the top three.

McLaughlin raced with Paul Parsons years ago, but actually didn't know the rest of his crew, since Paul did the organizing. "Our win was a true team effort," McLaughlin said while accepting his trophy. He also complimented the great Race Committee, noting, "It has been a long time since I have experienced 10 races in two days!" With favorable breezes on Friday and Saturday, the Race Committee was able to complete five races per day, leaving just one on Sunday (won by Lakenmacher).





Photos courtesy of: John and Scott Lacy

McLaughlin took the lead after day one, winning three of five races. Winds on Galveston Bay held at a steady 10-16 knots. The day's other race winners were Mark Young's *Killer Rabbit* and Lakenmacher. *Avici* lengthened its advantage on day two, which dawned with light breezes around 4-5 knots, as Greg Turman's *Horny Toad* lodged the first victory. *Radiance* won the ensuing contest as the breeze kept creeping up a couple knots so that by the third bout, teams saw 10-12 knot winds (*Killer Rabbit* took the bullet). *Avici* returned to the first spot in the next two battles.

The top five: Terry McLaughlin, *Avici* (22 points), Bill Lakenmacher, *Radiance* (32), Uzi Ozeri, *Infinity* (46), Mark Young, *Killer Rabbit* (50), Greg Turman, *Horny Toad* (51)

Eleven teams competed. Photos (courtesy of John Lacy Photography) are available at <http://www.flickr.com/photos/lacyphotos/sets/72157642007204024/>, and complete results are available at [www.j105mw.com](http://www.j105mw.com).



# Chatting with Midwinters Champion Terry McLaughlin



Photos courtesy of: John and Scott Lacy

*You've had much success on the water over the years. How does the J/105 compare to other boats you've raced on?*

Terry McLaughlin: I have raced 8' Frostfires to 12 Metres. For the most part, I have not really cared what type of boat I am racing as long as there is good, close racing. The J/105 provides that. I joined the fleet as an owner a year ago in Toronto because it was the best keelboat fleet at our club RCYC and in the Toronto area.

*The Race Committee was able to hold five races on each of the first two days. What was your opinion of the RC work?*

TM: The Race Committee, led by Dwight Bengtson, was fantastic. On Friday and Saturday, we completed a total of ten races in 7 to 13 knots. The starting lines were square, resulting in us having no general recalls. After racing, Dwight talked to some of the competitors to take in their opinion about line length, course length, etc. The decision to run as many races proved to be a wise one as on Sunday the conditions were cold and blustery after the front had gone through.



*You noted during the awards that your crew Paul organized the team, and you demonstrated great team work. What are the keys to crew cohesiveness?*

TM: Paul Parsons, who I had not sailed with in 30 years, did a great job finding the boat and putting the crew together. We had a range of experience from us old farts to Paul's 17-year-old daughter who had done some Sunfish sailing. I sometimes worry about sailing with people I have never





Photos courtesy of: John and Scott Lacy



sailed with before. I tend to want to do things my way on the boat and sometimes that can irk a crew member who is set in his ways. I had zero issues like that with this crew. They did their thing and were open to my suggestions. Hopefully everyone learned a lot.

*You led the regatta “wire to wire.” How was the boat set up throughout the conditions? How did you maintain your speed over 11 races?*

TM: It is tough to step onto a boat you have never seen before. With the help of the rest of the team on Thursday after weigh in, we spent a few hours working on the boat. The mast at deck level had been centered shortly before the regatta as was the tip of the mast. The mast was too straight fore and aft in the boat so we moved the mast butt back to a more standard position. We removed a lot of the excess stuff on the boat and, with permission from the Class Measurer, took out about 100 lbs. of floor boards, doors and batteries as the boat was over the minimum to start with. We then went out sailing and started to record rig tension settings for the different wind strengths. Between races, we were fully prepared to adjust the three shrouds if the wind strength had varied at all.

*James Rathbun of Canada is the current J/105 North American Champion and you are now the Midwinter Champion. How do you see the J/105 Class evolving in Canada? In North America?*

TM: Toronto has a good fleet and it is looking like a very competitive fleet. Our fleet captain Doug Bullock does a great job promoting the fleet and





Photos courtesy of: John and Scott Lacy

keeping up the communication amongst members. I think the success of the fleet in North America depends on having good local fleets and that means good fleet leaders.

***Will we see you at this fall's J/105 North American Championship in Toronto?***

TM: I am very much looking forward the North American's in Toronto in September. It should be a great regatta. My goal is to provide Jim Rathbun and his team on *Hey Jude* with some competition.





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September in Toronto is beautiful, with winds of 8 to 12 knots out of

the Northwest and the temperature in mid to low 70s. This is fresh water racing with no lobster pots to slow you down.

Registration is open and the Notice of Race is posted on [yachtscoring.com](http://yachtscoring.com)

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Visit [www.yachtscoring.com](http://www.yachtscoring.com) to register and visit [www.rcyc.ca](http://www.rcyc.ca) to learn more about the host Club.

# RACE RACE Have More Fun RACE RACE Then Celebrate



# D-h Sailing

By Joe Cooper

*One of the easiest boats on the planet to sail double-handed is notable by its absence from the fastest growing slice of keelboat racing: double-handed.*

D-h sailing and racing is much closer to “normal” sailing and racing than fully crewed racing for the simple reason that double-handed is how almost everyone who is not involved in some kind of race actually sails their boat. D-h “racing” uses all the same skills, knowledge, preparation and equipment used for “cruising,” and it is the shortest line between cruising and racing. Look around at the boats out sailing anywhere on any given weekend, and everyone not racing is sailing with one or two people even on some quite large boats.

D-h racing is a great way to enjoy such a fun boat as the 105 (yeah I know I am preaching to the choir), learn something new and frankly have a blast without all the phone calls, beers and sandwiches.

The really good news is that for many double-handed races, a J/105 needs to merely register and show up. Only the offshore or longer races require more equipment than normal. There are many day and overnight races that a well-prepared and outfitted J/105 can enter with very little in the way of extra equipment except, most reasonably, jack lines.

D-h racing has all of the elements of racing that we are used to in crewed events, and more than one person has observed that many crewed races are, largely, D-h in execution until one gets to the corners.

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Sail handling, tactics, navigation and steering are all the same with D-h racing, but all require that elusive component required when operating a boat—seamanship. Both of you get to do everything, but you have to think a few more moves ahead than when sailing crewed. If nothing else, it gives a two-person crew a different view of what happens forward of the traveler.

I count at least seven groups around the country focusing on double-handed racing. Just on Long Island Sound alone in May and early June, there are three regattas with D-h classes, all sailed on the western Sound and so easily within reach of the local 105 fleet. The boats must conform to the local YRA safety regs, which are precisely those that a J/105 has to meet for day racing on Long Island Sound.

For the more adventurous, I count over 20 races between Long Island Sound and Maine that have D-h classes.

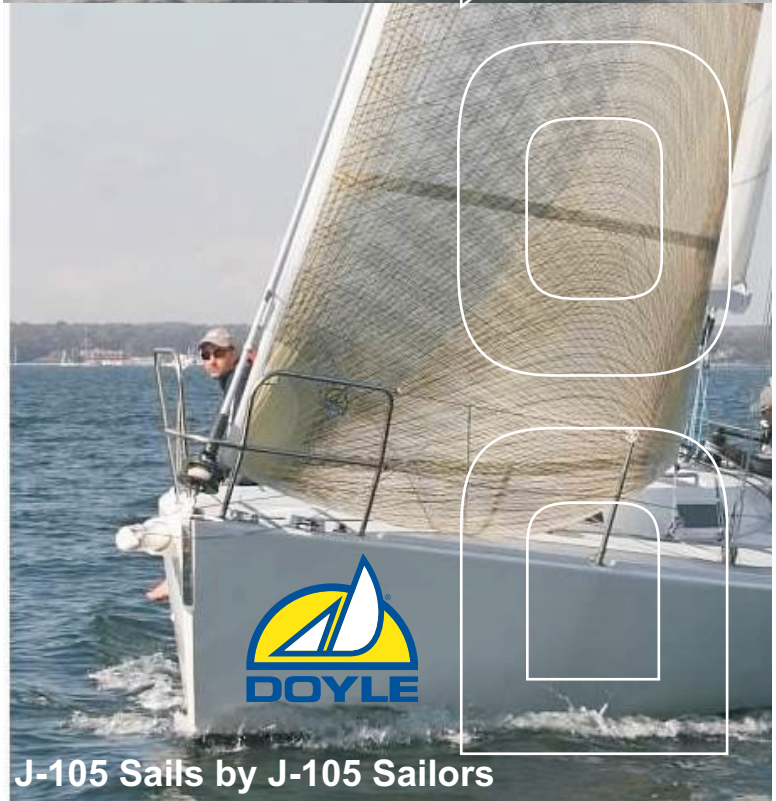
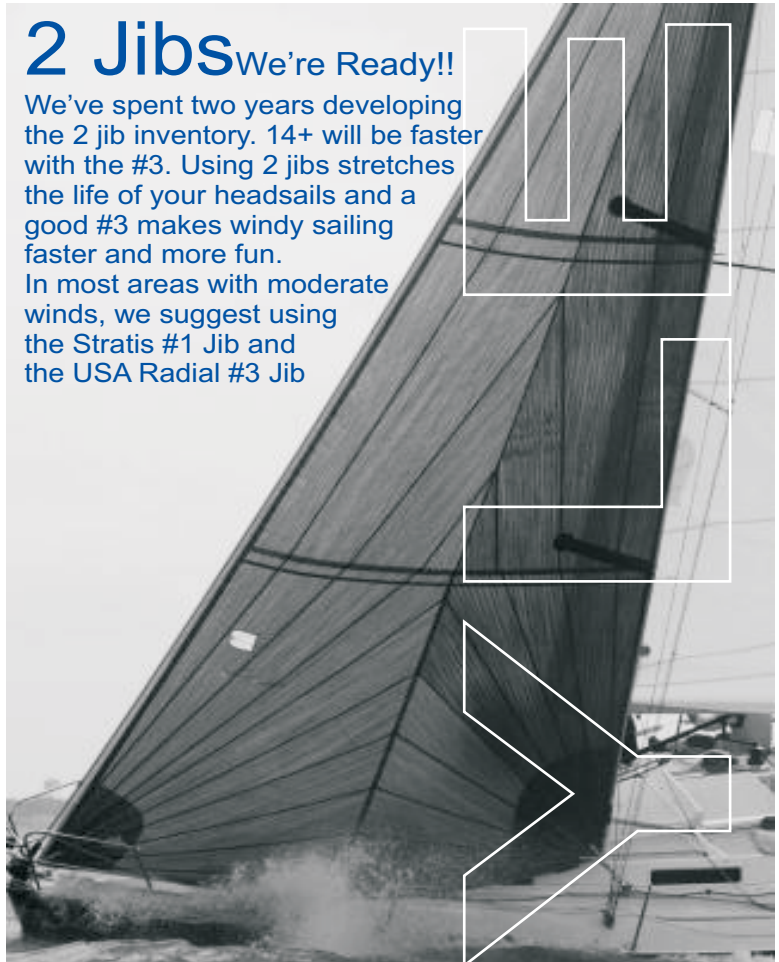
So, come on people, get more value from your boat—sail more often. What better way to learn some new stuff and lower the cost per hour of sailing? Oh, it is a ton of fun and the camaraderie is fantastic.

*About Joe Cooper: Australian born Cooper grew up sailing with his father around Sydney, Australia. After his second America's Cup in 1980 as sewerman/grinder on Australia, he remained in the US. After several years of IOR racing, he became more interested in the challenges involved in solo and DH sailing. He has been active for almost 25 years in promoting this section of sail boat racing and sailing. More recently, he has logged close to 1,500 miles on Jaded, USA92 sailing with owner Peter Rugg in three Halifax races and various other DH races, usually pretty successfully. He lives in Middletown RI with his wife and son and works as a sailing coach, consultant, writer and speaker. [www.joecoopersailing.com](http://www.joecoopersailing.com)*

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# Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

Most J/105s sail predominantly in salt water. Fleets 4, 5, 16, 18 and 22 being the exceptions. With salt water, salt spray and generally humid conditions, corrosion is a big problem. In addition to the normal corrosion of a single material by oxidation, there is also the issue of galvanic corrosion which is accelerated under these conditions. Most of us commonly think of galvanic corrosion with respect to below-waterline issues and making sure the boat's zincs are attached and providing protection. However, just as big an issue is above-deck galvanic corrosion for which the below-waterline zincs provide no protection. This galvanic corrosion most commonly occurs anywhere aluminum and steel are in contact with one another. The mast and boom are aluminum, and almost every fitting attached to them is either steel or attached using steel bolts, screws or rivets. Each one of these is a source of galvanic corrosion. We are all familiar with how big of a pain it is to remove a steel bolt that has seized to aluminum threads. But it can go much further than that. Below is a summary of the saga that Bruce Stone, our Class Vice President, went through recently. Keep his experience in mind next time you are getting your mast and boom serviced, and don't wait too long to do it.

*Last June, I went through a painful process of removing my boom and mast for preventive maintenance. The project resulted in our sandblasting the boom and mast to remove corrosion, welding 20 holes on the boom and 65 on the mast, installing three doublers in various weak points, and repainting. We also replaced the chainplates and rod rigging, and fixed wet bulkheads that were damaged from leaking cabin-top handrails and the jib tracks. I'll mention a few more areas we worked on which*

*added some weight aloft but also extended our safety profile and the longevity of our boat:*

*The spinnaker halyard sheave box is a major stainless fitting attached to the aluminum mast which needs to be removed and serviced. For older boats, it probably needs to be replaced due to corrosion. Aside from replacing ours last June, we also bought a doubler from Hall so as to thicken the section there. Ironically, one regatta after we fixed ours, one of our major competitors on SF Bay had to drop out of a race due to this box flying out of the mast when they hoisted the chute.*

*Same problem with the boom – the sheaves on the outhaul were corroded, and needed to be replaced. The area under the boom needed reinforcing where the crew trims the outhaul. Given the outhaul is stainless and attached to aluminum, this area was thin and ready to blow out. We bought a doubler from Hall and installed it there.*

*The base of my mast was packed full of aluminum oxide – a six inch high beach of powder that had cascaded down the mast over the past seven years since our last mast paint job. The mast section was thin, needing to be reinforced, so we bought a doubler from Hall and installed it there.*

*The vang attachment at the boom was shot, as was the gooseneck of the boom – both reamed out into an elliptical shape due to the poor selection by Hall to use a bolt with threads. No idea why this item was chosen for that function. Every J/105 needs to inspect this area and probably repair the holes and replace the pins.*



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# Calendar

Dates	Event	Contact
April 11-13, 2014	Lipton Cup Regatta Smyrna Yacht Club New Smyrna Beach, FL	Phil Cornett
April 26-27, 2014	American Yacht Club Spring Series American Yacht Club Rye, NY	Nick Everett 914-967-4800
May 2-4, 2014	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davis 401-845-4412
May 3-4, 2014	American Yacht Club Spring Series American Yacht Club Rye, NY	Nick Everett 914-967-4800
May 16-18, 2014	Seattle NOOD Seattle Yacht Club & Corinthian Yacht Club Seattle, WA	Jennifer Davis 401-845-4412
May 30-June 1, 2014	Southern Bay Race Week Hampton Yacht Club Hampton, VA	Lin McCarthy
June 6-8, 2014	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davis 401-845-4412
June 13-22, 2014	Cleveland Race Week Edgewater Yacht Club Cleveland, OH	EYC Office 216-281-6470

# Calendar

Dates	Event	Contact
July 19, 2014	Chicago to Mackinac Island Race Chicago Yacht Club Chicago, IL	
July 24-27, 2014	Marblehead NOOD Corinthian Yacht Club Marblehead, MA	Jennifer Davis 401-845-4412
July 26-27, 2014	Can Am Challenge Youngstown Yacht Club Youngstown, NY	Tim Finkle 860-917-5416
July 8-10, 2014	Verve Cup Chicago Yacht Club Chicago, IL	
September 11-14, 2014	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
September 25-28, 2014	J/105 North American Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474
September 14-20, 2015	2015 J/105 North American Championship (Rolex Big Boat Series) St. Francis Yacht Club San Francisco, CA	