

**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**

## **STEVE RHYNE'S MOJO RULES**

**J/105 NORTH  
AMERICAN  
CHAMPIONSHIP**



Photo courtesy of Chris Howell

F a l l 2 0 1 7 • V o l u m e 8 • I s s u e 4



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- 1<sup>st</sup> Block Island Race Week
- 1<sup>st</sup> Big Boats Series
- 1<sup>st</sup> Buzzards Bay Regatta
- 1<sup>st</sup> Canadian Championship
- 1<sup>st</sup> Cedar Point OD Regatta
- 1<sup>st</sup> J Fest San Francisco
- 1<sup>st</sup> J Fest New England
- 1<sup>st</sup> NOOD – Annapolis
- 1<sup>st</sup> NOOD – Marblehead
- 1<sup>st</sup> Resin Regatta
- 1<sup>st</sup> Ted Hood Regatta

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Our season ended at the end of September with our Canadian Championship, but since the weather held, we squeezed in a few Saturday afternoons of racing in October. On Lake Ontario, we have a relatively short six-month sailing season from May to October. So to be a successful fleet, you have to have the right combination of boat, culture and schedule to attract and retain owners and crew.

J/105 Fleet 4 Lake Ontario has been a very successful fleet, and I thought I would share what I believe for us are the winning attributes of the J/105 as a boat, the culture of the Class and our own approach to each season's schedule.

Our schedule looks for a balance of our racing life with our other life that really helps owners get the crew out and committed for the summer. Our goal is to hold two regattas per month while ensuring that *every other weekend and every long weekend are free*. This creates a balance that owners, and especially crew, love because it allows them to enjoy other activities during our short summers. It is a winning formula we have used for years.

As for J/105 culture—it is one thing to get people out racing and another to ensure their total experience for the weekend is a good one. There are two essential ingredients of every weekend regatta, the racing and the social.

With the racing, the J/105 Class nailed it with the Corinthian approach to the Rules, and while our fleet is very competitive, it is the camaraderie between owners and crew that is Corinthian to the core. It is this culture of our Class that I believe is one of the true attractions that keeps our fleet alive and vibrant.

With the social, it is the “off the water” receptions, BBQs and dinners that help ensure a regatta is remembered as a good time. This is where the camaraderie of sharing knowledge and helping each other to do better reflects the true Corinthian culture of the J/105 Class. We always work at ensuring everyone attends with free dinner & drinks tickets, live bands and fun games, like Flip Cup, Bocce Ball and Beer Pong.

Then there is having the right boat, and here the J/105 is nothing short of awesome. It was a revolutionary one-design when it came out in 1991 with its asymmetrical spinnaker on a bow sprit, huge cockpit, sleek low profile hull, and it is still one hot boat to race today 26 years later. It is easy to sail, yet challenging to master. We have 21 boats in our fleet, and it is the largest one-design big keelboat on Lake Ontario. Most of the boats have been in the fleet over 15 years, and while the owners may change occasionally, the boats remain. It is just the right boat for us.

I am going into my eighth year of owning a J/105, and while I am never on the podium at our regattas, I never tire of participating in the racing. A great start, a well executed duck or perfect mark rounding give me huge satisfaction. When everyone on my boat is having fun, we have completed the regatta to our best ability and at the end of the weekend everyone had a good time, then I am one happy skipper.

To continue the success of J/105 fleets everywhere, we need to support the one-design nature of the J/105 boat and ensure there is always a balance to all our fleet activities while embracing our Corinthian culture.

Doug Bullock  
Class President

# STEVE RHYNE'S MOJO RULES

## J/105 NORTH AMERICAN CHAMPIONSHIP



Photos courtesy of Chris Howell

Of the 10 races at the J/105 North American Championship from October 26-29, Steve Rhyne's *Mojo* won five of them, en route to a commanding victory in the 22-boat fleet. No races took place Sunday, October 29 due to lack of wind, but it wouldn't have mattered for Rhyne, who had already wrapped up the Championship, hosted by his own Lakewood

Yacht Club in Seabrook, TX. With Brian Shores, Jake Scott, Joe Taylor, Alan Woodyard and Ryan Glaze, the *Mojo* team recorded scores of 4,1,1,2,1,5,1,1,1,6 for a slim 23 points in the no-throw-out series. Fellow LYC members Bill Zartler on *Deja Voodoo* (49 points) and Bill Lakenmacher on *Radiance* (57 points) completed the top three overall.





Photos courtesy of Chris Howell

Rhyne only bought his J/105 in the past year, lured by the strong Fleet 17 in Galveston Bay as well as this Championship at his own club. The conditions did not disappoint over the three days of competition, as winds held in the teens for the duration. “These were physical conditions but not unmanageable,” summarized Rhyne. “After we got the lead

on day one, we went into conservative mode. We felt we had speed, so we just couldn’t do anything stupid with no throw-out. It was about points management.” Rhyne gave all the credit to his team, saying, “Crew is everything on any boat. I think my crew could’ve stepped on any boat and won.”



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Photos courtesy of Chris Howell

**Day 1:** Under sunny skies and with breeze at 10-15 knots, four races were completed. Rhyne's *Mojo* grabbed the early advantage with scores of 4,1,1,2 for 8 points. Zartler's *Deja Voodoo* put together a solid day with a line of 1,3,4,4 for 12 points and second place. Rick Goebel's *Sanity* held the third position with 21 points. Winds began at 10 knots, when Zartler kicked off the regatta with a victory, ahead of two Class Presidents (Past President James Macdonald's *Distant Passion* and current President Lakenmacher's *Radiance*). The breeze built throughout the day to 15 knots. Rhyne earned bullets in races two and three, ahead of Osmond Young and Zartler in the second meeting and in front of two Californians in the third (Bruce Stone's *Good Trade* and Goebel). Goebel took the final win of the day, as Rhyne and Rick Schaffer's *Double Dare* rounded out the top three.



**Day 2:** As the spotlight shifted to Houston for the World Series, so did the focus at the Championship. Locals Rhyne on *Mojo* and Zartler on *Deja Voodoo* continued to dominate the fleet, as seven races were in the books of the no-throw-out series. By way of a 1,5,1, Rhyne held a nine-point advantage over Zartler (*Mojo* tallied 15 points to *Deja Voodoo*'s 24). Lakenmacher's *Radiance* moved up to third overall with 35 points. It was another solid day on the racecourse with winds



Photos courtesy of Chris Howell



between 12-16 knots and puffs into the 20s. Rhyne earned his first of two bullets in the initial contest, trailed by Zartler and Goebel's *Sanity*. Stone's *Good Trade* seized the win in the day's middle battle, as Josh Richline's *Veloce* and Schaffer's *Double Dare* made the top three. The familiar Rhyne and Zartler were the one/two punch in the last race, followed by Lakenmacher.

**Day 3:** Rhyne's appropriately-named *Mojo* continued to cast a spell. Winds at 12-14 knots allowed an additional three races to be completed for a total of 10, with one more on the docket. Rhyne and crew posted another two race wins and added a rare sixth to give the local helmsman 23 points total. With a 26-point advantage, Rhyne secured the Championship. Zartler on *Deja Voodoo* recorded scores of 4,10,11 but maintained a hold on second place with 49 points.



Photos courtesy of Chris Howell





Photos courtesy of Chris Howell

Lakenmacher's *Radiance* stumbled in race 9 with a 15<sup>th</sup> place but recovered with a bullet to retain the third position overall with 57 points. Rhyne and Goebel's *Sanity* locked in the gold and silver spots in the day's first two contests, followed initially by Young and then by Stone's *Good Trade*. Lakenmacher ended the day on a positive note, as did Macdonald's *Distant Passion* and Uzi Ozeri's *Infinity* in the top trio.



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Photos courtesy of Chris Howell

### THE TOP FIVE:

1. *Mojo*, Steve Rhyne, Lakewood Yacht Club, 4-1-1-2-1-5-1-1-1-6; 23
2. *Deja Voodoo*, Bill Zartler, Lakewood Yacht Club, 1-3-4-4-2-8-2-4-10-11; 49
3. *Radiance*, Bill Lakenmacher, Lakewood Yacht Club, 3-6-5-8-4-6-3-6-15-1; 57
4. *Sanity*, Rick Goebel, San Diego Yacht Club, 8-9-3-1-3-7-9/SCP-2-2-18; 62
5. *Good Trade*, Bruce Stone, St. Francis Yacht Club, 12-10-2-6-7-1-8-13-3-8; 70T

Photos are available on the J/105 Class Facebook page, and complete results may be found at [www.j105nac.com](http://www.j105nac.com).





Photos courtesy of Chris Howell

**In The Wind:** Congratulations on winning the North American Championship! Five bullets in 10 races...how did you keep up your boat speed?

**Steve Rhyne:** I think the key to our boat speed was rig tune along with great sails and good keel and bottom. Our focus going in was to be the best downwind boat, which I think we accomplished.

**In The Wind:** You praised your crew following the event. Tell us about them.

**Steve Rhyne:** We had some veterans on board that have won previous titles. Joe Taylor, our oldest team member at 63, has a couple North Americans and a World Championship under his belt. Ryan Glaze and

Jake Scott have also won a North Americans. It was important to have that experience to give us some confidence.

**In The Wind:** Lakewood Yacht Club members finished 1,2,3. How did you use local knowledge tactically?

**Steve Rhyne:** I don't think local knowledge played into this one that much, except for the chop. We had winds from just about every direction, so it was hard to get into a routine. Forecast was key to watch, and it was pretty accurate.



**In The Wind:** How has Lakewood Yacht Club and its members fared in the recovery from Hurricane Harvey?



Photos courtesy of Chris Howell

**Steve Rhyne:** The club didn't have any damage, but I would imagine some of our members were impacted.

**In The Wind:** You are new to the J/105 in the last year but have raced in several other Classes. What is your impression of the boat and the fleet?

**Steve Rhyne:** I have sailed a lot of different J boats over the years and remember well when the 105 first came out. The sprit was revolutionary at the time. It's pretty impressive to see a boat of this size have such large numbers out racing for such a long time. I would imagine the J/105 Class will continue to flourish for many more years.



# Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

## Rule Changes



*At this year's annual meeting, four Rule proposals were voted upon. All four were approved. Each is summarized below. In addition, one new proposed Rule was forwarded to the Technical Committee for review.*

### Approved Change # 1: Driver Eligibility

Rule 3.4 is revised as indicated below. Although this Rule allows for additional flexibility in who may drive, the flexibility must be deliberately selected by the Organizing Authority otherwise, the status quo remains in effect.

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 5 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 (i) during the immediately preceding 12 months, sailed with the Owner on at least 6 race days (whether or not on a J/105), and (ii) during the immediately preceding 24 months, sailed with the Owner on at least 18 race days and in 50% of all sailboat races in which the Owner competed (other than races sailed in dinghies). An individual, while qualifying to be a long-term shipmate, may not drive the Owner's J/105 in a one design event until the conditions of (i) and (ii) have been satisfied and races or race days during which an individual drives in violation of the foregoing do not count for purposes of clauses (i) and (ii) of the definition.

**Level 2:** The driver shall be either (a) a Group 1 competitor or (b) a 100% owner of such boat or (c) a 100% owner and the Charterer of the boat.

**Level 3: OPEN – There are no restrictions on who may drive.**

3.7 If no Level is designated by the Notice of Race or by other Class notice 45 days prior to the event, then Level A1 (**crew and driver eligibility**) shall apply.

## Approved Change # 2: Sails for an Event and on Board

The following change to Class Rule 6.3 was approved. This allows for damaged sails to be replaced.

6.3 Sails Allowed Aboard: Sails used during a Class Event shall be limited to one mainsail, two jibs, and two spinnakers, **except when a sail has been lost or damaged beyond repair in which case it may be replaced with the written permission of the race committee. This class rule may be amended in the sailing instructions.**

## Approved Change #3: Junior Sailing Programs

A new Rule 3.13 to allow for junior sailing teams similar to what has already been allowed for the military academies and universities was approved:

**3.13** In the case of a boat sailed by a junior team all of whom are 18 years or younger in age and all are non-owners, the following shall apply:

**3.13.1** Class Rule 3.4 does not apply.

**3.13.2** The crew may include no more than one adult affiliated with the junior team who shall not be the driver or tactician and to whom World Sailing group designation and Class Rule 3.8 shall not apply.

**3.13.3** The organizer of the junior sailing team (i.e., yacht club or similar) shall be considered the “Owner” of the boat for purposes of these class rules while using the boat.

## Approved Change #4: Replace ISAF with World Sailing

All references to ISAF in our Class Rules are changed to reference World Sailing instead.

## And a new Rule change proposal

Also at the annual meeting, Fleet 2 reported on their experience this year allowing a cam cleat on the mast for the spinnaker halyard. It has also come to light that other fleets have allowed a similar cam cleat for beer-can level events. The Technical Committee was asked to propose a Rule change to allow for a mast-mounted spinnaker halyard cam cleat, to consider whether a clutch should also be allowed, and whether restrictions on position of the cam cleat should be put in place.

After consideration of the matter, the Technical Committee recommends that a mast-mounted spinnaker halyard cam cleat be allowed, but that a mast-mounted clutch not be allowed. With regard to position of the cam cleat, the Technical Committee decided that there is too much variation between boats and differences depending upon which halyard exit on the mast is used to effectively limit the position of the cam cleat. Therefore, the new Rule proposal is quite simple. A new Rule 5.3.22 is proposed which will simply state:

“5.3.22 Mast-mounted spinnaker halyard cam cleat”

The cam cleat can be either a traditional cam cleat or a lance cleat (a variation on a cam cleat). A clutch is not allowed. It is recommended that the position of the cleat be chosen such that pulling the halyard tight on the deck-mounted clutch will automatically pull the halyard out of the cam cleat, however there are no restrictions regarding where on the mast the cam cleat may be placed.



# Winter Maintenance Tips

By Bruce Stone



Remove halyards for the winter, running messenger lines. Have your rigger climb the mast and inspect the sheave box for the halyards. These are stainless steel boxes attached with stainless fasteners to an aluminum mast. Hopefully they were installed with Tef-Gel, but that wears out over time and needs to be removed and reinstalled. The mast section will be reduced over time to a thin layer, with the aluminum oxide collecting at

the base of the mast. We had Hall make us a doubler (essentially a mask) to reinforce this area, then we installed a new sheave box and fasteners.

Other areas that need this attention are the exit of the outhaul under the boom. The stainless fasteners will corrode through the boom. A doubler may be necessary there, then reinstall with new fasteners.

# 2018 J/105 NORTH AMERICAN CHAMPIONSHIP

Little Traverse Yacht Club, Harbor Springs, MI • July 26-28



Sailors all have a bucket list. List 1: Race Bermuda, TransPac, the Chicago Mac. List 2: sail the Atlantic, Pacific, the Black Sea, the Mediterranean and the Great Lakes. Few of us ever seem to find a way to make the time, assemble the logistics and get it done. 2018 is the year the planets align. In one two-week period starting July 21, you can race the Chicago Mac Race, the Ugotta Regatta and the J/105 North American Championship. Northern Michigan is one of the most beautiful vacation spots in the world. Late July is a perfect time to visit. We start in Chicago. We arrive in Mackinaw for a great party, and a bit of history. Then we move to beautiful Harbor Springs for an awesome one-design regatta in a charming little Michigan town. The venue is also a beautiful vacation spot. You can enjoy racing, and your shore crew and family

can enjoy a great summer vacation. This is the chance to transport your boat to the Great Lakes for the summer and maybe also do a little cruising in the North Channel. Every great opportunity has a lot of logistics. Most importantly, before mid-December, get on Yacht Scoring to sign-up for the J/105 North Americans (<http://bit.ly/2hCfw4d>) and visit the LTYC website to work out housing <http://www.j105nac2018.com/>.

The 2017 winners of the J/105 section in the CYC's Race to Mackinac were recognized on November 4. As the largest section in the race, 20 boats were entered with Mark Symonds' *Pterodactyl* securing the win. Vanessa Gates skippered *Striking* to second place, and Clark Pellett's *Sealark* took third. Mark Gurney aboard *Buzz* was fourth. The race is the longest-running fresh water race in the world and consists of 333 miles of varied conditions on Lake Michigan sailed over a two- to three-day period in mid-July. Those participating in next year's North American Championship in Harbor Springs who are interested in racing to the Island the weekend prior should make plans now to apply for an invitation to race. For more information, e-mail Clark Pellett at [cpellett@aol.com](mailto:cpellett@aol.com) or visit the CYC website at <http://www.cycracetomackinac.com/>



2017 winners are pictured: LtoR *Sealark* crew and Clark Pellett (third); *Vanessa Gates-Striking* (second); *Pterodactyl* crew and Mark Symonds (first).  
Not pictured: *Buzz*.

Two *Sealark* crew members who were aboard the overall winner of the Mackinac Cup several years ago pictured with the trophy. Boats compete for the overall based on handicapped scoring as well as a separate trophy for the J/105 Section that are in the permanent collection on display at the Chicago Yacht Club.







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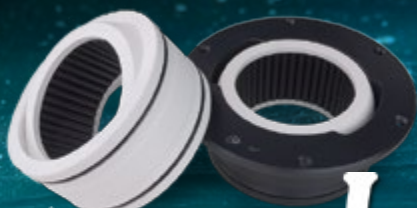
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## Calendar

# 2018

### 2018 St. Petersburg NOOD

St. Petersburg Yacht Club  
Feb 15

### 2018 San Diego NOOD

San Diego Yacht Club & Coronado  
Yacht Club  
Mar 16 – Mar 18

### 2018 Charleston Race Week

Charleston Ocean Racing Association  
Apr 12 – Apr 15

### 2018 American Yacht Club Spring Series

American Yacht Club  
Apr 28 – May 6

### 2018 Annapolis NOOD

Annapolis Yacht Club  
May 4 – May 6

### 2018 Cedar Point One Design Regatta

Cedar Point Yacht Club  
Jun 2 – Jun 3

### 2018 Chicago NOOD

Chicago Yacht Club  
Jun 8 – Jun 10

### 2018 Cleveland Race Week

Edgewater Yacht Club  
Jun 15 – Jun 24

### 2018 Block Island Race Week

Jun 18 – Jun 22

### 2018 Long Beach Race Week

Alamitos Bay Yacht Club & Long Beach Yacht Club  
Jun 22 – Jun 24

### 2018 NYIC One Design Regatta

New York Yacht Club  
Jun 29 – Jul 1

# Calendar

## 2018 Chicago Yacht Club Race to Mackinac

Chicago Yacht Club  
Jul 21

## 2018 J/105 North American Championship

Little Traverse Yacht Club  
Jul 26 – Jul 28

## 2018 Marblehead NOOD

Eastern Yacht Club  
Jul 26 – Jul 29

## 2018 Ugotta Regatta

Little Traverse Yacht Club  
Jul 27 – Jul 29

## 2018 CanAm Regatta

Youngstown Yacht Club  
Jul 28 – Jul 29

## 2018 Rolex Big Boat Series

St. Francis Yacht Club  
Sep 12 – Sep 16

## 2018 American Yacht Club Fall Series

American Yacht Club  
Sep 29 – Oct 7

# 2019

## 2019 J/105 North American Championship

Corinthian Yacht Club  
Sep 4 – Sep 7



Hey Santa,  
What I really want is a new Doyle J-105 sail  
PS please use one of my 2017 tags



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