

J/105 News

Official Publication of the J/105 Class Association

Spring 2004

THE PRESIDENT

Class President Robert Smith sails NEW WORLD in Chicago's Fleet #5.

I begin with my sincere admiration and appreciation for all the class volunteers who run fleets, plan meetings, engage sponsors, administer and refine our rules. We are members, crews and families; together we cruise and compete in one of if not the hottest offshore sport boat available today. I know the cruisers enjoy the ease of set up and the speed and security. For the racers, our boat always seems to have more to give; it's like peeling back an onion seeking more ideas to give us an edge.

Our class is quite diverse with some 23 fleets around the country. To help the recognition factor in your area we are now distributing the J/105 battle flag. (See photo right.) Contact Nelson to reserve one for your boat. We also introduced a yellow brag flag this year, which will be flown by the daily leaders of major events and then given to the winners for their year as champions. Enhancing class recognition is our aim.

We plan this year to keep changes to a minimum, but here are a few items under consideration: 1. Insurance selection and communication to fleets. 2. Encouraging measurers to record keel measuring results. 3. ISAF recognition. 4. Improving the float line rule. 5. Class and member recognition. 6. Rule clarification and interpretation.

At Key West in January I helped Nelson, Steve Tedeschi and Jeff Johnstone measure every 105. I was impressed by the spirit of cooperation. Our imperfect process helped level the field with minimal intrusion on practice time, and compliance with class rules was exemplary.

A comment about safety and sportsmanship. On any race day skill levels will vary, but we all have an equal responsibility to play by the rules. We also have an obligation to interact with integrity and honesty, which are the cornerstones of a healthy organization. My goal is for our class to earn respect though our competitiveness, camaraderie and integrity.

Several fleets have organized half day rules sessions. Contacting the fleet captains will give valuable insights into how to implement this needed refresher. Some have gone so far as to make attendance mandatory. It's a really good idea.

Here's to 2004! For those whose boats are still covered up we wait patiently, envying those already underway. To everyone, the best.



Breeze on for Key West 2004



NELSON WEIDERMAN

New class battle flags are available to promote your favorite one design.

Breeze, sunshine and the bright azure waters of Key West once again greeted 29 J/105's in Key West in mid-January. What has become an annual pilgrimage for many sailors has also turned into an international headline regatta, and the J/105's were no exception. With a boat from the Netherlands, three from Canada, one from Bermuda, and a total of fifteen fleets represented, Key West was once again a must do event, especially with the regatta win determined by a tiebreaker.

Defending champion ZUNI BEAR won the tiebreak over MASQUERADE after the two California boats match raced at the start of the last race.

MASQUERADE went out to the corner, which paid all week; ZUNI played the shifts up the center of the course. At the end it was MASQUERADE with the win, but ZUNI's 7th for the day gave her the overall victory.

Measurement was taken to new levels of consistency in Key West. **Bob Smith, Nelson Weiderman, Steve Tedeschi, and Jeff Johnstone** worked together before the regatta to inspect float certificates, float line positions, lifeline tautness, sail tags, and headstays on all the boats. Most owners agreed that it was an unintrusive way to make sure all boats were complying with the class rules.

continued on next page

Preview: North Americans 2004

Beverly Yacht Club (Marion, MA) will host the 2004 North American Championships. The event, which attracts US and international racing sailors, will be held on Buzzards Bay September 16-19, 2004. Buzzards Bay is well-known for big boat sailing and racing, and Marion's village setting offers a marked contrast to the urban environments of recent NAC's. Outgoing fleet captain **Ed Dailey** has no doubt that J/105 sailors will be captivated by the area and by racing in the Bay.

Beverly Yacht Club has sponsored J/105 racing since 1997 and looks forward to a regatta that will feature at least fifty of the best J/105 racing crews in the world. Vanguard Sailboats CEO Chip Johns, who is also a BYC member, will chair the event.

Commodore Henry Roberts extended a

warm invitation to the class. "We already sponsor all of the Buzzards Bay racing for J/105s, and we are delighted to invite J/105 sailors to Marion and Buzzards Bay in 2004."

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Top Five Teams

1. **ZUNI BEAR** San Diego, CA
Rich Bergmann, Shawn Bennett, Tom Purdy, Adam Sadeg, John Horsch, Drew Guay (all amateurs)
2. **MASQUERADE** San Francisco, CA
Tom Coates, Tim Scherer, Mark Chandler, Steve Marsh, Chris Perkins, Mark Chandler (one group 2)
3. **SAVASANA** Weston, MA
Brian Keane, Eric Knight, James Strusse, Adrian Cormier, W. Mason, Gerret Van Duyne (all amateurs)
5. **KINCSEM** Shoreham, NY
Joerg Esdorn, Fred Walters, Duncan Hennes, Rich Hulit, Chris McNickle, Keith Rehder (all amateurs)
5. **ECLIPSE** Shoreham, NY
Damian Emery, Kevin Kelly, Bob Broderick, Paul-Jon Patin, Jim McCarrick (all amateurs)

Fun Awards

Five Aboard

Damian Emery, ECLIPSE

Newbies

Brandon Rose, MACK DADDY

Family

David Wagner, GIGI

Best of the Rest

Barry Brown, BLUE MAX

Mixed Gender

Ken Colburn, GHOST
(second year in a row)

Greybeard

Robert Baker, PLANET B

Most Improvement

John McLeod, Toronto, CANADA

Sailmaker Stats

(A few boats had mixed inventories; the breakdown is based on mainsails)

Ullman (12 boats): average 13.2

North (11 boats): average 16.2

Quantum (3 boats): average 20.7

Doyle (2 boats): average 11.5

UK (1 boat): average 14

Key West Race Week

continued from previous page

One unfortunate incident marred the week for the J/105 family. On Thursday, KINCSEM, owned by Joerg Esdorn of Rye, N.Y., was struck by a rented speedboat while motoring back to port under mainsail. According to witnesses, the 20-foot powerboat launched off a wave and slammed into the mast, breaking it in two places. The powerboat's driver suffered a minor injury; fortunately no one aboard the J/105 was hurt. The KINCSEM crew hacksawed off the rest of the shrouds and the mast went to the bottom. Joerg Esdorn was disappointed, especially since "We just finished the best race of the regatta when this happened." KINCSEM had taken the gun in race eight but was unable to compete on the last day.

On a more humorous note, the Dutch crew was concerned on the first day of racing because some of their newly purchased safety equipment had disappeared overnight. But a call from the race committee quickly ended any thoughts of theft; during practice the previous day the team had launched the whole package over the side when they hoisted their spinnaker. The race committee had very thoughtfully fished it out of the water.

Key West provided a nice variety of conditions over the course of the week. Except for one race, it was full hiking with the best blasts on Friday. The race committee managed a full complement of nine races for the first time in several years, and every single race started on time. There were no general recalls and few races with boats over the line early.

Thanks to JeffJ, much of the fleet enjoyed some amazing video after Monday



Bermuda's ADDICTION rounds the leeward gate

evening's seminar with Will Keyworth. Will recruited Gerrit Schultze (MAX POWER), Damian Emery (ECLIPSE), and Robert Baker (PLANET B) to share their knowledge of tuning and trimming for speed.

2004 also saw the introduction of a new perpetual trophy, the President's Southern Circuit award. It will be given annually to the boat that has the best score in three J/105 Southern Circuit events and also honor the current president and the owner who is deemed to promote sportsmanship and the best interests of the class.

Those in the north should definitely consider putting Key West on the 2005 calendar. Each year it takes place during the week of Martin Luther King's Birthday holiday. Yes, it is expensive, but you should indulge at least once in your life. You won't regret it, and you cannot start your planning too early. Send an e-mail to nelson@j105.org if you would like to go on next year's mailing list (about a dozen e-mails between July 2004 and January 2005).



Clear lanes are hard to come by when the fleet rounds the weather mark this close together.

Six Dirty Little Secrets

...about your Harken Furler

More than 60% of the owners polled in a recent Quickpoll answered "No" when asked if they were confident in making adjustments to their Harken Furling System. At Key West the Harken technicians who were called upon to fix several furlers were miffed that they had yet to find an owner with the Instructional Manual aboard (too heavy, I guess).

Given that it is so important to have your headstay at the maximum allowed by the Class Rules, you would think either that you could "set it and forget it" or that more folks would know how to adjust it. The problem with "set it and forget it" is that it is quite difficult to measure headstay length and there are hundreds of ways to get it wrong (that's a story for another article). So if you go through a measurement process, you may indeed be asked to shorten up or, if you are lucky, be able to lengthen your headstay.

There's no substitute for reading the manual. But if you really want to save weight, just copy pages 23 and 24 and keep them on the boat with your registration papers. This piece is not meant to be a substitute for the Manual, but I will let you in on a half-dozen dirty little secrets about the Furler.

1. It has been known to happen that your dealer has not assembled the furler properly before delivery (very, very, rarely, of course). By reading the manual, and taking the furler apart (and putting it back together again) before you put too many miles on the boat, you can save yourself a lot of heartache and maybe your rig.

2. Inside this infernal device is a turnbuckle. Assuming that you do the job properly and take off the "torque tube" to adjust it, you will be tightening or loosening both sides of the turnbuckle at once. If you see 5 millimeters disappear at the bottom, then 5 millimeters will disappear somewhere inside the furler for a total adjustment of 10 millimeters.

3. The system tightens when turned counterclockwise when you are looking down at the drum.

4. Do not, repeat DO NOT, loosen the furler so that you can see the red dot on the bottom stud. (You only make this mistake once.)

5. The biggest mistake that people make

with the furler is not properly locking the turnbuckle. There is a piece called the locking collar underneath the torque tube. The locking collar needs to be screwed all the way up so that it bottoms out snugly on the underside of the rod fitting. Intuitively, it seems like you should lock it like other turnbuckles by screwing down. Remember ... screw up, SCREW UP, SCREWUP. If this is not locked, it has the same effect as leaving a cotter pin out of a turnbuckle: your forestay will get longer and longer and longer, until the mast goes overboard. If it is not locked, you may have unpleasant disagreements with the measurer because you thought you set it and forgot it, but then it grew during the next three regattas. (Another symptom of this problem is that the drum will not rotate when attempting to furl the sail.)



6. Last secret: the furler needs to be kept clean (especially in salt water venues). According to the manual you should flush with soap and fresh water whenever you wash the boat and at least twice a year the unit should be cleaned more thoroughly by opening the torque tube and flushing the bearings with soap and fresh water and then (after dry) spraying with a dry spray lubricant. What better way to learn how your furler works than to clean it every once in awhile?

So keep your headstay at the max and keep the Furler working like the well-oiled machine that it is. Here are a couple of handy web links:

The Whole Manual: <http://www.harken.com/1unitmk3.pdf>

The J/105 Furler Warning: <http://www.j105.org/j105rigging.html>

SHOW OFF YOUR CLASS



Order your battle flag today!

\$75.00

**for class members
(a \$150 value)**

plus \$5

shipping and handling

**Order online
at j105.org
or contact**

Nelson@j105.org

Renew your membership

Check the back page of this newsletter: if your address label does not have an '04 after your name, we have not yet received your membership dues as of the end of March. If you paid through your fleet, it may be that your Fleet Treasurer has not forwarded your money to the National Treasurer. Otherwise, please save us the cost of sending you a reminder letter by forwarding your dues today.

WHY RENEW?

Here are seven reasons:

- The class keeps the value of your investment high by supporting one-design racing.
- The class keeps racing fair by administering and updating one-design rules.
- The class keeps you informed with a Web Site and Newsletters.
- The class sends you membership decals annually for your boat and/or car.
- The class provides web hosting for fleets.
- The class administers the sail tag program that keeps your dues very low.
- The class provides awards and helps in race administration.

HOW DO YOU RENEW?

You have three easy options.

1. Send \$25 to:

J/105 Class Association
127 Schooner Drive
Wakefield, RI 02879

2. Send \$25 by PayPal to:

nelson@j105.org

3. Go to <http://j105.org> and click:

"Members -->Sign Up or Renew", and pay using a credit card.

What's New with the Class

Secretary/Treasurer Nelson Weiderman reports on the latest class developments. You can contact him at Nelson@j105.org.

Here's what's been going on recently:

Rules: Four 2004 submissions were passed by the Executive Committee (ExCom). The class realized that owners wanted rule stability this year after several years of changes, so changes either close loopholes or save money. Let's look at each change very briefly.

1. A 100% owner who is also a professional can no longer drive another owner's boat.

2. The ExCom can require, with advance notice, that owners be aboard for all racing in certain high-profile events.

3. It is now legal to remove the shackles for the main halyard and outhaul, which will reduce chafe on the main halyard and boom.

4. Owners are permitted to utilize a used jib for regattas (but may only carry one on board for each race). This was requested by owners who did not want to blow out a new jib on a heavy air day during a long series.

ISAF: The International Sailing Federation (ISAF) regulates one-design classes worldwide. In order to run a "World Championship" you need to have their sanction. In October 2003 the Class ExCom asked Jeff Johnstone to investigate ISAF recognition, and Jeff determined that we could gain official recognition with relatively little pain and without becoming an international class. So in March the ExCom authorized the Secretary and Technical Committee (TC) to work with J/Boats to procure ISAF recognized status in time to hold a 2006 World Championship. They further directed the TC to prepare any required changes to the Class Rules and

Constitution, for submission to the Class members in the fall of 2004. So many of the 2005 rule changes will undoubtedly address ISAF concerns.

NAC's: The next three North American Championships are booked. In 2004 they will be in the sleepy New England town of Marion, MA on Buzzards Bay (details on page 1). Almost 60 boats have already expressed interest, and the plan is to break the 2002 record set in Chicago. In September 2005, the NAC will be held in Toronto, Ontario. This will mark both the tenth anniversary of the first NAC and the first time the event is held outside the USA. Fleet #4 and the Toronto Royal Canadian Yacht Club have great things planned for us, and a link to their web site should appear shortly. (We will try to maintain links to the most recent and the next two upcoming NACs on the home page.) Finally, the 2006 NAC is already being planned by Fleet #8 and the California Yacht Club in Marina Del Rey, CA, for August. Southern California has one of the largest and fastest growing fleets and this will be the first time that the Championship has visited that area.

Fleets: As you can see from the results page, the fleets are very healthy indeed. We had season championships (multiple regattas) in 12 fleets throughout the US, Canada, and Bermuda. At Key West we had 15 fleets and The Netherlands participating. Maine, Lake Erie, and the Northwest fleets are all growing. J/Boats continues to support the class even though they are not selling as many 105's as they were a few years ago. We have the flag programs described by Bob Smith. And check out the fleet #1, #4, #5, and #8 web sites, which have turned very professional. National will be looking to catch up! Anybody who is looking for hosting space for a fleet site can contact Nelson@j105.org. 

more news at j105.org

Can We Talk?

Carol Cronin recently won the US Olympic Trials in the Yngling and will be going to Athens in August to represent the US in the Women's Keelboat discipline. Fortunately that will not interfere with her important job as the editor of the J/105 News.

Communication, a skill that most of us take for granted on and off the water, is the magic powder that transforms a group into a team. Poor communication can single-handedly turn an enjoyable day of racing into a long drawn out delay in getting to the bar. And in contrast, a few quality exchanges can transform a group of friends into a race winning team. Seems important enough to be worth practicing... but verbal interaction is seldom addressed even by crews that religiously practice spinnaker douses and mark roundings. Fortunately, there are some general rules that will increase your chances of saying the right thing at the right time.

Rule #1: Develop a verbal shorthand about common maneuvers. Boathandling can usually be significantly improved by making common exchanges consistent. For example, calling "ready to tack" every time the skipper is planning to tack, and then saying "tacking" when the helm actually begins to move will significantly reduce the chance of a crash tack. And make sure to clarify whether there is an expected response or not. Most other boathandling maneuvers will also benefit from consistent phrasing, though the exact timing will always have to be adjusted for waves, lanes, and other details.

Rule #2: Boil down standard communication to a few specific categories. One category that can be easily quantified is upwind sail trim. It is important to develop a standard for adjustment terms and amounts before the race starts, since what looks like a nice open leech to the trimmer might look very closed to everyone else. The best way to coordinate jib adjustment is for the skipper to go to leeward before the race and look at the sail with the trimmer. Together they can establish a baseline, so when the trimmer describes the sail the skipper knows what it looks like without leaving the rail.

Spinnaker trimming could take up a whole article on its own, since the communication between the trimmer and helm is so dependent on pressure—which is in turn affected by angle. But a good starting point is for the trimmer to give constant feedback

about sheet pressure, in order to optimize sailing angle without sacrificing boatspeed. Again, developing a verbal shorthand is crucial to minimizing the misunderstandings.

Speed and height are another category where effective communication is vital for racing success. Just after the start, or during any pre-race tuning, it is important for the whole team to know how the boat is doing relative to others: are we falling into the boats below us, holding even, or coming up under the boats above? Then trimmer and helm can adjust accordingly to maximize the lane. I prefer everyone to talk about the boat we are sailing ("We're higher and faster") since otherwise it is very hard to keep track of who is being discussed. ("She's higher and faster" means exactly the opposite, but sounds annoyingly similar.)

The only way to improve communication is to talk about what worked (and what didn't) after the race is over.

Making the team aware of the boat's position relative to the course and the weather is another area where communication can make a huge difference. Laylines, mark locations, shifts, puffs, current, and breeze lines are all important details that a specific member of the crew should make sure everyone knows about. Don't be afraid to state what seems obvious, within reason; it is always better to have an overabundance of information than to miss something important.

Downwind it is crucial to give a count-down to puffs, since they fill from behind where the skipper and trimmer can't see. But in order for puff information to be useful, there **MUST** be a committed count-down from one team member. Accurate puff calling is very, very hard; the breeze fills differently every day, and it takes time to learn the conditions. Only by committing (and being wrong a lot, especially at first) will calls improve. That means that the puff caller can't be jumped on

for mistakes, since that will discourage a commitment the next time! The long-term goal of predicting puffs downwind is to get the boat lined up for the next one, but that takes time as a team to perfect.

The final category of communication is the boat's position relative to the rest of the fleet. During a lull in the action, one of the crew should look around and give a summary of the big picture: are we in the middle of the fleet, or on one side? With a pack, or by ourselves? With the leaders, in the middle, toward the back? Updating the summary a few times during each leg helps to determine which side of the course is paying off, and keeps the whole team aware of progress. Locally, crews need to warn the helm well ahead of time about crossings and lanes of clear air. And presenting information constructively, even if the situation doesn't look good, will help the entire team stay focused and positive. (My favorite euphemism, when rounding the weather mark toward the back of the fleet, is "We have lots of clear air".)

Throughout the race, it is critical to know what is outside the helm's line of sight and fill in the blank spots. One way to find out what every team member can and can't see is to switch positions for a race. That will give everyone a much clearer understanding of how best to keep the information flowing.

The only way to improve communication is to talk about what worked (and what didn't) after the race is over. Make sure there is some time after racing, perhaps on the way back to the dock, to sort out what could be done better the next time. Every team has room for improvement... which is what keeps us all coming back for more. *J*



Taking a breather between races at the Yngling Olympic Trials in Miami.

Results

2003 Fleet Season Champs

#1

8 regattas • 34 races • 37 boats

1. Wilson/Perkins, GOOD TIMIN', #35
2. Bergmann/Bennett, ZUNI BEAR, #284
3. Bruce Stone, ARBITRAGE, #116

#2

6 regattas • 21 races • 18 boats

1. Kevin & Dee Colcord, CIRCE'S CUP, #306
2. Ed Feeley/Robert Hooper, MGOBLUE, #417
3. Vern Polidoro, VIGILANTE, #483

#3

20 regattas • 42 races • 38 boats

1. Salvesen/Lewis, MIRAGE, #328
2. Bill Sutton, BLONDE ATTACK, #51
3. Alec Cutler, HOOKED ON TONICS, #418

#4

5 regattas • 21 races • 13 boats

1. Jim Rathbun, HEY JUDE, #110
2. Robert Baker, PLANET B, #238
3. Mike Mountford, LIVE EDGE, #267

#5

3 regattas • 16 races • 24 boats

1. Tom Edman, PRONTO II, #101
2. Robert Smith, NEW WORLD, #288
3. Wong/Logelin/Neiman, CERTARE, #390

#6

14 regattas • 27 races • 32 boats

1. Carl Olsson, MORNING GLORY, #389
2. Damian Emery, ECLIPSE, #50
3. Joerg Esdorn, KINCSEM, #324

#8

9 regattas • 44 races • 40 boats

1. Dennis & Sharon Case, WINGS, #514
2. Cummins/Franco, BOLD FORBES, #523
3. Bill Fields & JB Theders, ANCARA, #434

#14

5 regattas • 25 races • 27 boats

1. Jim Sorensen, WET LEOPARD, #307
2. Phil Lotz, INDEFATIGABLE, #493
3. Rob Salk, PICANTE, #413

#17

10 boats

1. Barry Brown, BLUE MAX, #124
2. Roy Crawford, THE GREAT ESCAPE, #430
3. Vic Forsyth, AFTERSHOCK, #393

#18

16 boats

1. Con Ruffing, C-JEM, #420
2. Lattie/Lattie/Meade, PATRIOT, #559
3. Chuck Stormes, DETOUR, #447

#21

15 races, 5 boats

1. D. Ratteray & G. Astwood, PASSION, #541
2. Mark Cloutier, ADDICTION, #74
3. J.T. Thompson, MONKEYSHINES, #178

#23

7 regattas, 9 boats

1. Don Logan, KEEMAH, #240
2. Ken & Ginny Colburn, WITCH, #200
3. B/C Aronson, HAIR OF THE DOG, #509

Key West Race Week

1	ZUNI BEAR	Berg./Bennett	San Diego, CA	28
2	MASQUERADE	T. Coates	San F'cisco, CA	28
3	SAVASANA	B. Keane	Marion, MA	40
4	KINCSEM	J. Esdorn	Rye, NY	62
5	ECLIPSE	D. Emery	Shoreham, NY	62
6	FLAME	J. Doane Jr.	Naples, FL	75
7	NO FACE 2 FACE	W. Geurts	Chan. Is, Jersey	76
8	RUM AT SIX	Harris/Baggett	Beaufort, NC	78
9	PUFFIN	F. Stone, Jr.	Charleston, SC	80
10	MAX POWER	G. Schulze	Cape May, NJ	82
11	WET LEOPARD	J. Sorensen	Newport, RI	83
12	PLANET B	R. Baker	Toronto, ONT	84
13	BLUE MAX	B. Brown	C. Christi, TX	85
14	GIGI	D. Wagner	Chicago, IL	88
15	MACK DADDY	B. Rose	Greenwich, CT	97
16	DEADONARRIVAL	J. Highsmith	Hilton Head, SC	102
17	WET PAINT	D. Priestly	Newport, RI	103
18	ADDICTION	M. Cloutier	RBVC, BER	114
19	GUMPTION3	K/N Grainger	New York, NY	123.3
20	VIT. EXTREME	J. Halbert	Kemah, TX	131
21	HOT WATER	J. McLeod	Toronto, ONT	137
22	GHOST	K. Colburn	Southport, ME	149
23	RUM 'N' JAVA	Groobey/Bddle	Annapolis, MD	156
24	CHARSAR	S. Fox	Carrab. Vly, ME	168
25	STARCROSS	Jones/English	Toronto, ONT	170
26	REVELATION	J. Demere	Houston, TX	195
27	HAZE III	R. Starita	Palm City, FL	201
28	UNBRIDLED	R/C Mock	Gd. River, OH	203
29	WINDSHADOW	J. Murphy	Detroit, MI	213

St. Pete NOOD (6 boats)

1	J'MAKIN WAVES	Steve Olinger	10
2	ORANGUTAN	Robert Glaser	10
3	ANOTHER HAZARD	Ed Chappell	13
4	CATS MEOW	Jim Liston	23
5	RIVA	Dick Crawl	23
6	FIRE & ICE	G/A Cussins	26

San Diego NOOD (26 boats)

1	BOLD FORBES	Ed Cummins	28
2	INDIGO 3	Scott Birnberg	36
3	FLAMBUOYANT	Barney Flam	44
4	NEMESIS	Geoff Longenecker	46
5	WINGS	Dennis & Sharon Case	50

SORC (9 boats)

1	ZUNI BEAR	Bergmann	16
2	FLAME	Doane	16
3	ADDICTION	Cloutier	19
4	MASQUERADE	Coates	21
5	WET LEOPARD	Sorensen	22

more results at www.j105.org

2004 Calendar

For the latest scheduling information, visit the J/105 website.

April			
24-May 1	Bacardi Int'l Race Week	Bermuda	Fleet #21
30-May 2	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
June			
4-6	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
11-13	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
12-13	SFUC Summer Invite	San Francisco, CA	Fleet #1
21-25	Block Island Race Week	Block Island, RI	Zeus, Inc.
25-27	NOOD Regatta	Toronto, ONT	Sailing World/Fleet #5
25-27	North Sails Race Week	San Diego, CA	Premiere/Fleet #8
July			
22-25	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
September			
3-5	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
16-19	North Americans	Marion, MA	www.j105.org/NAC2004
16-19	Big Boat Series	San Francisco, CA	St. Francis YC
17-19	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17
January 2005			
17-21	Mid-Winter Champs	Key West, FL	Premiere Racing
September 2005			
	North Americans	Toronto, ONT	Fleet #5
August 2006			
	North Americans	Marina del Ray, CA	Fleet #8

Plan on the 2004 NAC's

When: September 16-19, 2004
Where: Buzzards Bay (Marion, MA)
 visit www.j105.org/NAC for more info

President	Bob Smith	rls@yahoo.com
Vice President	Tom Carruthers	tcarruthers@netzero.com
Sec./Treasurer	Nelson Weideman	nelson@j105.org
Chief Measurer	Joerg Esdorn	JEsdorn@gibsondunn.com
Copyright Holder	Jeff Johnstone	jeffj@jboats.com

OFFICERS

Fleets

#1 SAN FRANCISCO	Randy Paul rpaul@berding-weil.com
#2 NEW ENGLAND	Andrew Savage asavage@lawfunds.com
#3 CHESAPEAKE	Walt Nuschke lsi@innernet.net
#4 LAKE ONTARIO	Robert Baker bakrob@hotmail.com
#5 LAKE MICHIGAN	Tom Falck tomfalck@yahoo.com
#6 L. ISLAND SOUND	Kevin Grainger kevin.grainger@barcap.com
#8 SO. CALIFORNIA	Doug Werner dwerner@torreypineshealth.com
#10 NEW JERSEY	Rich Walker merlin194@comcast.net
#11 LOW COUNTRY	Joseph Highsmith highcon@hargray.com
#14 NARRAGANSETT BAY	Andy Gillis adgillis@yahoo.com
#15 SO. CHESAPEAKE	Bob Rock Mrreidy@aol.com
#16 FT WORTH/DALLAS	Rob Holmes robertwholmes@msn.com
#17 GALVESTON BAY	Roy Crawford 105@houston.rr.com
#18 DETROIT	Jim Best jbestjr@postelectric.com
#19 FLORIDA	Jim Doane sailnjed@aol.com
#20 NORTHWEST	Rod McKenzie rod@cbmckenzie.com
#21 BERMUDA	Edward Thompson jtatsea@northrock.bm
#22 LAKE ERIE	Robert Mock unbridled@adelphia.net
#23 GULF OF MAINE	Ken Colburn kcolburn@highfieldscapital.com

SMALL Fleet, BIG Plans

Carol Reid works at Sail Northwest, the area J/Boats dealer. They offer "concierge service" for J/Boats in the northwest. Carol recently helped the local J/105 fleet get off the ground.

The Pacific Northwest Fleet #20 is excited about the renewed enthusiasm in class racing. In 2002 out of thirteen boats in the area, only three boats were regulars racing the local regattas. In 2003 we added three new boats to the fleet. We had three class starts in the following regattas; Puget Sound Sailing Regatta, J/Fest and Puget Sound Sailing Championships. The owners loved it!! We have now set up a fleet championship for 2004 using these regattas. PANIC, owned by Chuck Stephens was #19 in the top 20 boats racing in the Pacific Northwest as listed by 48° North Magazine. Fleet #20 is really established now and the members have begun to hold fleet meetings. Our next goal is to interest the J/105 owners who are strictly day sailors and cruisers to participate in the class racing. We have consistently had five to seven boats racing and would love to see that number increase. We currently have sixteen owners in the area, so we hope to see more racers join the regattas in 2004!



This newsletter was printed for the J/105 Class Association by **Skip Malm** (owner of WISH, hull #148) and Activities Press in Fairport, OH.

This newsletter was edited and produced for the J/105 Class Association by Carol Cronin of Live Wire Design Works.

J **105**

Class Association
127 Schooner Drive
Wakefield, RI 02879
www.j105.org