

J/105 News

Official Publication of the J/105 Class Association

Spring 2006

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The Executive and Technical Committees have been busy recently. The J/105 is an unusually robust boat, but a few more mast breakages than we were comfortable with encouraged us to look for patterns. The fact that we can set the boat for intentional mast bend and still have a mast at the end of the day creates an attitude that we can do anything and nothing bad will happen. But in high winds and big waves, any slamming force is transferred directly to the rig. If the rig is loose, the mast has corresponding freedom to move around, or pump. This results in lots of fatigue stress and, potentially, breakage.

Here are a few tips to help you avoid breaking your mast:

1. Tension the shrouds to match the conditions. If the leeward shrouds are firm or just slightly slack when sailing upwind, then the

rig has enough tension.

2. Use the vang with caution.
3. Replace rig components periodically.

BOAT WEIGHING

Last fall, the Class unanimously passed a modification to Rule 7.3 allowing boats to be weighed as an alternative to using float lines for weight equalization. In the future this effort will greatly streamline the measurement process at major regattas. Several fleets have already implemented weighing programs, and to date close to 100 boats have been weighed for the 2006 season.

The scale requires a single point of attachment to the lifting mechanism. Most yacht yards that have a crane also have a suitable lifting rig. It is possible to make a one point lift (See Lowell North's article on page 3). Fleet #1 has developed a frame that is lifted by a travel lift with the scale and boat suspended from the frame. There are many options for weighing, and best of all the knowledge that the boats are more equal will make for a stronger class. *-Walt Nuscbke*

Further details on these two topics can be found inside (pages 3 and 4) and in the Members section at j105.org. Click Members, then Tips/Articles. (You have to pay your annual dues to use the Members section -- see page 4.)

Breezy Midwinters in Key West



PUFFIN. Skipped by Fred Stone, surfs down Tuesday's unusually large seas in Key West.

TIMWILKES.COM

Sailors flock to Key West every January for three reasons: warm air, great breeze, and tough competition. Acura Key West 2006 delivered on all three counts for the 29 boat J/105 Midwinters. Defending champion **Thomas Coates** and his team on **MASQUERADE** (**Tim Scherer, Chris Perkins, Will Sharron, Steve Marsh, and Mark Chandler**) posted five bullets and two seconds to almost lock in first overall a day early. "This is a big win for us," said Coates, who hails from San Francisco's Fleet #1. Eleven fleets were represented in the overall standings.

A long-time rival, **Rich Bergmann** on **ZUNI BEAR** (San Diego, CA), finished second overall. ZUNI won Key West in

2003 & 2004. **Brian Keane's SAVASANA** won the first and last races and took third overall.

The event got off to a rough start when several boats were damaged by the high winds of a cold front during the practice weekend. **FLAME** was tied up at Truman Annex, and the crew aboard had to abandon the boat when the breakwater gouged an open wound of more than six feet along the rail and transom. **ALLEGIANCE** sustained similar damage from the Coast Guard wall. Fortunately both boats were put back together and while not pretty, were able to race all week. Others were not so lucky; the same night, a sixty footer at Truman Annex backed down on top of a Kiwi 35 and sank it.

continued on next page

2006 NAC

The 2006 J/105 North American Championship will be August 21-27 at the California Yacht Club in Marina del Rey on the waters of Santa Monica Bay. Cal Yacht Club is minutes from the Los Angeles Airport, and hotel accommodations are within walking distance of the Club. Restaurants, beaches and tourist stops are all nearby. For more info and the Notice of Race, go to j105.org and follow links to the J/105 North Americans.

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Top Five Teams

1. **MASQUERADE** San Francisco, CA
Tom Coates, Tim Scherer, Mark Chandler, Steve Marsh, Chris Perkins, Will Sharron
2. **ZUNI BEAR** San Diego, CA
Rich Bergmann, Shawn Bennett, Drew Guay, Randy Carper, Karen Yingling, Bob Capita
3. **SAVASANA** Weston, MA
Brian Keane, Eric Knight, Mike Danish, Harcourt Shutz, John Bowden, Andy Buckingham
4. **GUMPTION 3** Rye, NY
Kevin Grainger, Jon-Claude Zucconi, Bill Howard, Jamie Morris, Thomas Cagnina, Cullen Wible
5. **CONVEXITY** Chicago, IL
Donald Wilson, Jennifer Wilson, Russ Gallery, Phil Nieman, Maurie Matias, David Muzzal

Fun Awards

Young Blood

Steve Olinger, J'MAKIN' WAVES

Five Aboard

John Gottwald, EAGLES WINGS

Newbies

US Naval Academy, ALLEGIANCE

Family

Chris Groobey, JAVA

Mixed Gender

Ken Colburn, GHOST
(third year in a row)

Greybeard

Jon Weglarz, CARESS

Sailmaker Stats

Ullman has increased market share in 2006. But don't read too much into these numbers. The sailors make the boats go fast to a much greater extent than the sails.

Ullman (13 boats): 2nd-7th places

North (9 boats): 1st place

UK (4 boats)

Quantum (1 boat)

Schurr (1 boat)

Big Breeze in Key West

continued from page 1

Sunny skies and temperatures in the 70's prevailed all week. After light winds on Monday, Tuesday's two races took place in a 20-25 knot southeasterly that combined with unusually large seas to provide some thrilling action. WASABI lost her mast and seriously injured a crewmember in the process. But for those prepared for heavy air it was, in the words of **Nelson Weiderman**, "definitely fun out there".

On Wednesday it blew even harder with the wind speed building to 25-30 by late morning, and after a ninety minute postponement one race was run on most courses. COLTRANE lost her rig, and several spinnakers had to be brought in for repairs. RUM AT SIX posted a third, while FLAME proved that a battering from a seawall couldn't slow her down by finishing fourth.

Thursday's races were sailed in heavy air by most standards, but gusts in the twenties seemed light compared to the previous two days. MASQUERADE posted two bullets, giving her a lead of 20 points over second place ZUNI. But with no throwouts, a disaster on Friday could still have cost her the regatta.

And for those that think Key West is nothing but a big party, here is an excerpt from Nelson's blog:

"Just to give you an idea of how things work here, we get up at 6:30 a.m., have breakfast at Harpoon Harry's on the corner of Margaret and Caroline, then go to the boat for the 8:30 harbor start. Get out to the circle in about an



Masquerade shows off the team work that allowed her to dominate the fleet in the big breeze.

hour, sail two races, back in by 2:30 or so. Take a shower, rest and catch up on e-mail for an hour and an half, then go to the J/Boats tent and the big tent, then have dinner, then crawl into bed around 10 p.m. Not a whole lot of time for partying for this crew."

Two races were sailed on Friday, which provided "Chamber of Commerce" weather for the final day of racing. ZUNI BEAR won the first race while MASQUERADE sailed to a conservative fifth, which would be their only score out of the top two for the event. SAVASANA won the second race and the day, solidifying third.

Alice Leahey from Los Angeles, CA was delighted about GRACE O'MALLEY's sixth place finish. "It's a very competitive fleet," said Leahey. "In a large fleet, sometimes it's easy to get flustered. The key is keeping your head and not getting worked up when things go wrong." 

This article was compiled from daily reports published by Premiere Sailing, and fleshed out through ample reliance on Nelson's blog which can be found at j105.org.



ZUNI BEAR leads Savasana across the finish line.

How much does your boat weigh?

Walt Nuscbke founded a company that has done electronic product design, development and manufacturing for the past 27 years. He has three grown children and one grandchild. If he didn't sail, he would play golf... which he says is a good reason to sail.

The Class Technical Committee has been monitoring the results of boat weighing and has recorded some interesting statistics.

- The average SCRIMP boat weighed 8611 while the average pre-SCRIMP weighed 8289 lbs.

- Some SCRIMP boats weighed unusually light. This is attributed to keel fairing to minimum offsets, which requires removing a significant amount of lead. SCRIMP boats that have not had extreme keel fairing ranged from 8530 to 8905 pounds.

- Pre-SCRIMP boats have ranged from 8035 to 8450 pounds.

- Pre-SCRIMP boats that were previously float line compensated weighed up to 300 pounds over the 8577 base weight. This difference has been quite variable, with most around 200 pounds over, while some have been under.

SETTING UP TO WEIGH

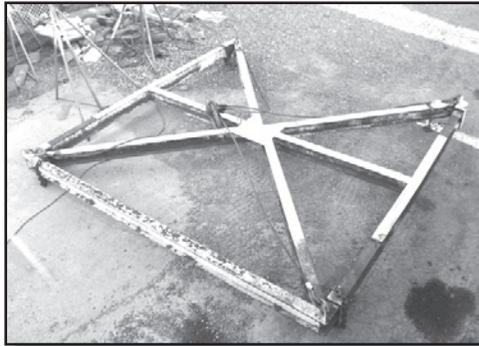
The scale requires a single point of attachment to the lifting mechanism. The preferred lifting mechanism is a crane. A spreading frame is best because it allows the lift straps to be located on the boat's lifting points. Most yacht yards that have a crane also have a lifting rig.



The lifting arrangement in action. The boom does not have to be removed, though it has been in this photo.

A ring or bar, with straps radiating out, is a simple alternative but should be used with care as the forces are not vertical with the boat's internal bulkheads. It is also possible to make a one point lift by bolting a tab to the aft keel bolt. (See Lowell North's article at right.)

Fleet #1 has developed a frame that is lifted by a travel lift with the scale and boat suspended from the frame. This is a creative way for those who don't have convenient access to a crane.



This lifting arrangement at Muller Marine in Annapolis, MD has stood the test of time.

Contact Fleet #1 Measurer Pat Benedict for details on this rig.

THE SCALES

The scales used are generically referred to as "Crane Scales". They are load cell based, which means that an electronic strain gauge measures the force, and they are accurate and very rugged. It is important to trace the calibration of the scale and establish the tare weight. Tare is the weight that the scale measures with everything on it but the boat (slings, lifting mechanism). Most scales will automatically subtract the tare once it is set.

The capacity of the scale must be at least 10,000 pounds to accommodate the boat and the rig. The larger the capacity of the scale, the lower the resolution. Fleet #8 has purchased a 20,000 pound scale and is willing to lend it out. Contact Bob Kieding (bkieding@chandlery.com) to make arrangements.

Avoid jerky movements when lifting as this can knock the scale out of calibration. Allow any excess water to drain from the lifting straps, rig, and boat before calibrating the scale or recording the weight.

HOW TO WEIGH YOUR FLEET

The most efficient way is to do all the boats as a group. A few suggestions:

1. Allow 20 minutes per boat.
2. Insist that each boat show up emptied out and ready to weigh.
3. Maintain duplicate copies of all documentation.
4. Check weight against previous data as confirmation that the weighing is accurate. Contact the Class Measurer for more detailed data.
5. Don't weigh if it's raining or snowing.
6. Check the tanks. Boats have been found with full holding tanks that they thought were never used.

Single Point Lifting

In his youth, Lowell North started a little company called North Sails. He has several world championships to his credit. He recently acquired TRIPLE PLAY and with his two partners is "trying to learn how to make her go fast."



Last Sept. three of us decided to buy a J/105. We bought #105 and named her TRIPLE PLAY. I decided to put in an internal lifting sling to make painting and weighing easier. The sling is attached to the aft two keel bolts. One keel bolt is strong enough but I used two bolts because I have seen keel bolts break when lifting Star boats.

I used a right angle clip as shown in the photo. If I had to do it again I would use a U shaped strap instead. Use a 2 1/2" by 12" by 3/16" strap and bend it in the middle so it wraps snugly around the nut. Drill a 1" hole at each end and a 1" hole in the middle before bending. Use 7/8" nylon 3 strand with a stainless thimble which picks up both sides of the strap. Make a separate sling for each bolt. I used 3/8" line to pull the sling aft of the open hatch. The top photo shows the three parts going around the small winches and then one part to the big winches. The slings ended up about 1" away from the open hatch which gives about a 5 degree bow down attitude.



Join the Class

Preserving Your Rig

Walt Nusebke summarizes the recent Class analysis about what causes rig failures—and also talks about how to prevent them.

Check the back page of this newsletter: if your address label does not have an '06 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.

Analyzing past rig failures allows us to pass preventative information along to owners and hopefully prevent repeat occurrences in the future. Our analysis starts with a report from the owner, with pictures if available, and includes input from Hall Spars on the cause.

MAST COMMON SENSE

I doubt that any of us would go cruising with our rig set at 23/7/-2, yet many of us do this regularly when racing. The J/105 rig is primarily supported by the triangles of the mast, shrouds and spreaders. Rig pumping occurs when the supporting forces are unable to hold the mast in column. The mast can therefore invert both fore-aft and port-starboard. This results in lots of fatigue stress and if the motion exceeds the modulus of elasticity, breakage. When the rig is pumping a slow motion camera would show waves of motion going through the mast.



This mast died of compression failure in Key West.

The practice of sailing downwind with a slack backstay (and therefore a slack headstay) removes two of the key supporting elements. When sailing in heavy winds and waves (particularly downwind) the headstay and backstay need to be firm. Inducing some aft bend (with the backstay) in the mast prevents pumping and improves stability.

HOW TO PREVENT MAST PUMPING

1. Tension the shrouds to match the conditions. If the leeward shrouds are firm or just slightly slack when sailing upwind, the rig has enough tension. If the shrouds are flopping around, tighten

them immediately, keeping in mind that rule 7.9 prevents adjustment during a race.

2. Use the vang with caution. It is normal to tighten the vang a lot upwind in heavy air. The tight vang makes the boom very rigid and transfers all the sail loads directly to the mast-deck junction. If other supporting members do not pick up this load, the mast will break off at the deck right below the vang.

3. Do not over tension the rig. Too much of a good thing can be bad. The result can be compression failure where the mast collapses like an accordion.

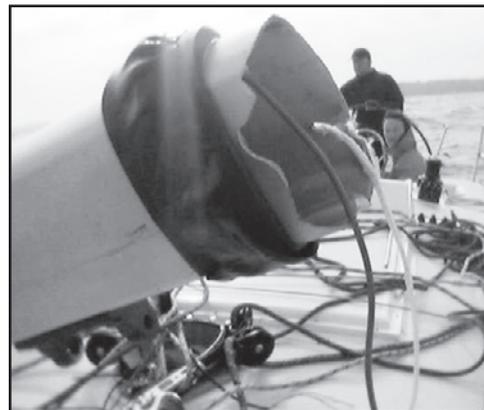
4. Do not over tension the backstay. It is possible to bend the top of the mast far enough that it becomes permanently bent or fails, and the mast will break just below the attachment for the uppers. Hall recommends no more than 9 inches of bend. The best solution is to tighten the headstay for heavy air.

5. Replace the rig components periodically. There isn't a magic formula to tell when to do this, but boats that sail in light air need rigging less often than boats that sail in heavy air.

THE BOOM

Booms always break just aft of the vang attachment fitting, usually when there are large swings of the boom (downwind jibes or wide angle tacks before the start). The big swing coupled with quick motions makes for big stress on the boom.

The cure is to ease the vang before the start and at the windward mark. The point of maximum stress is moved aft to the main sheet attachment points. Another tip: trim the main sheet before a heavy air jibe so that the boom is at a 45 degree angle to the center line. The boom will come over easier and will pick up less force when it slams across. 



This French mast died on its very first sail.

BIG Fleets with BIG Plans

Stuart Taylor (Fleet #1) and Walt Nuscbke (Fleet #5) recently spearheaded a discussion about fleet health. Below is an overview of their conclusions.

People participate in a fleet because they like to feel a part of something, so the way to keep your fleet healthy is to make members feel included. Here are some ideas to help you do that.

1. Maintain a proactive relationship with your local dealer. Something like 10% per year turnover can be expected in a healthy fleet. It's amazing what a motivated dealer can do for the fleet.

2. Set up social functions for the fleet that include the crew, significant others, and family members, so sailors don't have to choose between fleet and family.

3. Create and maintain an active email network and website. Through these a constant flow of news and help can circulate. This does a lot to foster the belonging aspect of the fleet, and it is a major way to spread information and teach. When in doubt, overcommunicate, especially when you are getting started. And encourage crews to sign up for the list.

4. Create and maintain a proactive help network for new or back of the fleet boats. Get everyone into the mix as much as possible and make people feel they are learning something so they come back for the next event. Encourage a few of the top skippers (and some of the top crews) to coach the teams that are struggling to climb the learning curve.

5. Encourage participation via season championship scoring and special scoring. Set up trophies for season segments, a silver fleet, most boats beaten, spirit of the fleet, most improved, newcomer, etc., and keep it open to new ideas. Consider giving J/105 flags as prizes to those that don't already have one.

6. Focus on OWNER DRIVER/ONE DESIGN and remove any opportunity for anyone to say they were beaten by anything other than better sailing. We fundamentally believe in the Owner Driver concept and strongly enforce it in our fleets. If a boat is owned as a partnership, get proof that the partners

are equal owners. Make an owner request permission to use a group 2 sailor - and don't hesitate to say no. If you have existing circumstances where the owner doesn't drive, grandfather that boat into the fleet but don't propagate the problem any further - even if that means a potential owner doesn't buy a J/105. The same goes for chartering. We have learned that when someone says they want to experience racing with the fleet before they buy, they never buy.

7. Make sure any organization that charters boats in the area knows the fleet rules so they don't promise charterers that they can race in your events.

8. Enforce the rules within the fleet. One owner in Fleet #1 complained that not everyone had all the safety gear on board, so we asked the race committee to pull three finishing places out of a hat and then checked the boats finishing in those positions - and did find some issues. 9. Work with the local sailing school to put on J/105 specific race clinics and hold them in normal race venues.

10. Kick off the season with a "rules seminar". Score every boat that has at least one crew member present with a bullet. If you can't get sufficient numbers to make the economics work, open up the event to a more general audience but prime the presenter with specific J/105 scenarios and still "score" the J/105 participants.

11. Pay a local videographer to create a video/DVD of season highlights. At the beginning of the season an owner can commit to a custom version that highlights their boat.

12. Keep the front of the fleet happy too. The leaders need competition, so encourage other fleet hotshots (owners and crew) to participate in the J/105 fleet. It feels soooooo good to beat one of the fleet leaders. If they weren't there, it wouldn't be the same.

13. Keep fleet dues and dinners cheap to encourage participation.

14. Promote the fleet to the local sailing community wherever you can. Ads in the local press can promote the J/105 and solicit crew (through a sign-up page on the website).



A screen shot of the very professional Fleet #1 website (www.sff105.org)

Fleet Building Ideas

Maintain a proactive relationship with the dealer

Include crews and family at social functions

Active email network/website

Help the back of the fleet

Encourage participation via season championship and special scoring

Focus on OWNER DRIVER and ONE DESIGN

Work with local charter companies and sailing schools to promote the class

Kick off the season with a "rules seminar"

Put equal effort into keeping the front of the fleet happy

Keep it cheap

Promote the fleet to the local sailing community

2006 Results

2005 Fleet Season Champs

#1	1. Perkins/Wilson/Perkins, GOOD TIMIN', #35 2. Steiner/Russell, AQUAVIT, #103 3. Sellers/Ryan, DONKEY JACK, #26
#2	1. Vern Polidoro, VIGILANTE, #483 2. Peter/Doug Morgan, STEELAWAY III, #620 3. Jim Flanagan, ACHIEVER V, #442
#3	1. Marty Hublitz, VELOCE, #23 2. David Lewis & Scott Salvesen, MIRAGE, #328 3. Hugh Bethell, JESTER, #43
#4	1. Mike Mountford, LIVE EDGE, #267 2. Robert Baker, PLANET B, #238 3. Jim Rathbun, HEY JUDE, #110
#5	1. Tom Edman, PRONTO II, #101 2. Jon Weglarz, CARESS, #464 3. Tom Petkus, VYTIS, #104
#6	1. Joerg Esdorn, KINCSEM, #324 2. Kevin Grainger, GUMPTION ³ , #59 3. Damian Emery, ECLIPSE, #50
#8	1. Scott Birnberg, INDIGO 3, #621 2. Doug Werner, JAVELIN, #394 3. Peter Lufkin, SHORT SKIRT, #605
#14	1. Phil Lotz, INDEFATIGABLE, #493 2. Brian Keane, SAVASANA, #413 3. Pollock/Riker/Shumway, SEA SHADOW, #8
#17	1. Bill Zartler, SOLARIS, #286 2. Malcolm Bremmer, BABE, #294 3. Bee Bednar, STINGER, #296
#18	1. Com Ruffing, C-JEM, #420 2. Harry Bloom, DIRTY HARRY, #505 3. Don Harthorn, SNAKE OIL, #406
#20	1. Gerald Hirschler, JADED, #299 2. John Peterson, LAST TANGO, #212 3. Tommer Roush, LIFE IS GOOD, #235
#21	1. Riker/Brewin/Rego, NOT MINE, #535 2. Thompson/Corless/Olsen, MNKYSHINES, #178 3. Michael Tucker, JOJI, #368
#22	1. Colin & Louise Mills, WISH, #148 2. Jim Ellis, HIGHLANDER, #72 3. Ed Crist, VECTOR, #91

Acura Key West

1	MASQUERADE	T. Coates	San Francisco, CA	16
2	ZUNI BEAR	R. Bergmann	San Diego, CA	34
3	SAVASANA	B. Keane	Marion, MA	41
4	GUMPTION ³	K. Grainger	Rye, NY	54
5	CONVEXITY	D. Wilson	Chicago, IL	66
6	GRACE O'MALLEY	A. Leahey	Los Angeles, CA	74
7	FLAME	J. Doane	Naples, FL	75
8	RUM AT SIX	W. Harris	Beaufort, NC	77
9	J'MAKIN WAVES	S. Olinger	Treasure Island, FL	106
10	JAVA	C. Groobey	Annapolis, MD	109
11	GHOST	K. Colburn	Southport, ME	122.6
12	TWISTED LIZARD	M. Lathrope	Chicago, IL	126
13	EAGLES WINGS	J. Gottwald	Chicago, IL	130
14	MAX POWER	G. Schulze	Cape May, NJ	136
15	VINDICATOR	R. Bernstein	St. Louis, MO	140
16	CARESS	J. Weglarz	Chicago, IL	144
17	ALLEGIANCE	USNA	Annapolis, MD	146
18	RAPID TRANSIT	R. Stein	Charleston, SC	149
19	PUFFIN	Fred Stone	Charleston, SC	160
20	JESTER	H. Bethell	Baltimore, MD	175
21	JATO	A. Gillis	Newport, RI	185
22	WIND CZAR	R. Lehmann	Harbor Springs, MI	196
23	FORERUNNER	J & S Mathis	Pensacola Beach, FL	197
24	BAT IV	A. Kennedy	Annapolis, MD	206
25	GROOVADOR	A. Baluta	Toronto, ONT	207
26	COLTRANE	Jay Schachne	Barrington, RI	216
27	CHEM. ADJ'D	Barber/Bonner	Atlanta, GA	236
28	BAMBINO	R. Mondo	Chicago, IL	238
29	WASABI	Rosen/ Marks	Clearwater, FL	241

St. Pete NOOD

1.	INDEFATIGABLE	P. Lotz	New Canaan, CT	4
2.	VINDICATOR	R. Bernstein	St. Louis, MO	14
3.	WASABI	J. Marks/Rosen	Dunedin, FL	15

Acura Miami Race Week

1.	RUM AT SIX	W. Harris	Beaufort, NC	18
2.	GUMPTION ³	K. Grainger	Rye, NY	30
3.	EAGLES WINGS	J. Gottwald	Chicago, IL	35

Charleston Race Week

1.	SAVASANA	Brian Keane	Marion, MA	6
2.	RUM AT SIX	Worth Harris	Beaufort, NC	12
3.	PUFFIN	Fred Stone	Charleston, SC	12

President's Trophy

(Awarded annually to the boat with the best score in four J/105 Southern Circuit Events)

1.	Brian Keane	SAVASANA	.862
2.	Phil Lotz	INDEFATIGABLE	.854
3.	Kevin Grainger	GUMPTION ³	.788

more results at www.j105.org

2006 Calendar

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

April			
28-May 3	Bacardi Int'l Race Week	Bermuda	Fleet #21
28-30	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
June			
2-4	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
3-4	Pacific Coast Champs	San Francisco, CA	Fleet #1
16-18	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
19-23	Block Island Race Week	Block Island, RI	ZUSE, Inc./Fleet #14
23-25	NOOD Regatta	Toronto, ONT	Sailing World/Fleet #5
July			
20-23	Rolex Newport Regatta	Newport, RI	New York Yacht Club
23-26	Ullman Sails Long Beach RW	Long Beach, CA	Long Beach YC
27-30	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
August			
24-27	North American Champs	Marina del Rey, CA	Fleet #8
September			
9-10	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
14-17	Rolex Big Boat Series	San Francisco, CA	St. Francis YC
22-24	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #1
January 2007			
15-19	Midwinter Championship	Key West, FL	Premiere Racing



TIMWILKES.COM

RUM AT SIX won Acura Miami Race Week, which was the second stop on the 2006 winter circuit. Results on page 6, and at j105.org.

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Fleets

#1	SAN FRANCISCO	Stuart Taylor j105larrikin@yahoo.com
#2	NEW ENGLAND	Brian Harrington jh458@comcast.net
#3	CHESAPEAKE	Chris Groobey chris@groobey.com
#4	LAKE ONTARIO	Ian Farquharson ianspw@yahoo.ca
#5	LAKE MICHIGAN	Marty McKenna ammckenna@sbcglobal.net
#6	L. ISLAND SOUND	Nathan Boylan nathan@nathanboylan.com
#8	SO. CALIFORNIA	John Downing john@dfwines.com
#10	NEW JERSEY	Scott Foxman vrsurgeon@aol.com
#11	LOW COUNTRY	Joseph Highsmith highcon@hargray.com
#14	SO. NEW ENGLAND	John Toole jtoole@whoi.edu
#15	SO. CHESAPEAKE	Bob Rock Mrreidy@aol.com
#16	FT WORTH/DALLAS	Rob Holmes robertwholmes@msn.com
#17	GALVESTON BAY	Vic Forsyth vforssyth@hess.com
#18	DETROIT	Brian Smith brian_p_smith@comcast.net
#19	FLORIDA	Jim Doane sainjed@comcast.net
#20	NORTHWEST	Gerald Hirschler hirschler@verizon.net
#21	BERMUDA	Allan Williams inshallah@northrock.bm
#22	LAKE ERIE	Colin Mills Mcolinmills@aol.com
#23	GULF OF MAINE	Ken Colburn kcolburn@highfieldscapital.com
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OUR CLASS IN THE NEWS

US SAILING recognizes Nelson

Anyone who has stepped onto a J/105 in the past five years knows how much Nelson Weideman does for the class. The word has obviously spread to the rest of the sailing world, too. At US Sailing's Spring Meeting in Chicago, Nelson was presented with the 2006 John F. Gardiner Jr. Trophy,



US Sailing President Janet Baxter presents Nelson Weideman with the 2006 One Design Award.

recognizing distinguished service and leadership in the promotion of one-design sailing and class organization. Nelson's never ending enthusiasm goes beyond the traditional work of Class Secretary and Treasurer, and he was particularly cited for raising the participation of the J/105 Class at Key West Race Week. Over the last three years the number of boats has increased from the upper twenties to forty. From August until the day before the event starts, Nelson keeps those interested informed of who is going and what they need to do to prepare. Then he changes hats and becomes the Class's daily reporter, keeping the website up to date with what happened and how. Through the rest of the year, he continues to promote the Class, maintains its website, and generally steers it through both victories and challenges. Make sure you congratulate (and thank) Nelson the next time you see him.

J/105 crew is Sailor of the Week



When husband Rob and father-in-law Clay approached Laura Mock (Newbury, OH) about doing foredeck on their new J/105, she had a big challenge in front of her. She had never sailed, yet her skipper and main trimmer had been racing together for years. And then there was her seasickness. Armed with Dramamine, Laura now races club and regional regattas as well as hosts an all-woman team. She and her husband also find time to take their young son Ryan sailing, and they plan to add him to a future crew roster. Laura is energetic, enthusiastic, and is always anxious to learn more about the sport. She's come a long way.

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