

J/105 News

Official Publication of the J/105 Class Association

Spring 2007

THE
PRESENZ

"IT'S YOUR CLASS"

I remember when I first purchased my J/105 and had to pay \$25 dues. I thought, what is this, some kind of royalty fee to J/Boats? It wasn't entirely clear what added benefit the national organization provided; all my racing issues were handled by the local fleet.

Well, in the seven years that I have had my J/105, I have served locally as fleet captain and on the national level (as vice president last year, and president this year). I can tell you that the National Association does play a vital role in the health, welfare and ongoing growth of our J/105 class. But its efficacy is directly related to the effort that individual boat owners invest.

Our national constitution (found on the website) tells us that the purpose of our organization is:

- a) To promote the building and racing of the J/105 as a strict one-design class throughout the world.
- b) To preserve J/105's recreational features, including ease of handling, low cost of ownership, safety and comfort.
- c) To help organize and promote national and international class events for the benefit of J/105 class members among predominately amateur crews.
- d) To maintain the worldwide one-design integrity and equality of performance of the J/105 while maximizing participation at J/105 events.
- e) To coordinate and manage the affairs and rules of the Class in cooperation with international and national sailing authorities, and J/Boats, Inc.

We are blessed with one of the largest one design fleets in the world. Hull #665 is under construction and there are over 25 national and international fleets. The resale value, quality of our racing, and resiliency of our fleets is directly proportional to the number of active boats racing.

How then, do we maintain and expand our organization and avoid the pitfalls that can lead to its demise?

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Sunshine Abounds in Key West



NELSON WEIDERMAN

KATANA, ANOTHER HAZARD, and RUM AT SIX jockey on the tightly packed starting line.

With clear skies, temperatures in the 80's, and moderate breezes, Acura Key West 2007 and the J/105 Midwinters required no more clothing than t-shirts and shorts. While the past two years were ten degrees cooler than average (with foulweather gear and fleece sales high), this year was ten degrees warmer than average. And with no fronts passing through, the wind was remarkably consistent – from the east and always under 12 knots. There was no major damage and the protests were few. And nobody complained about either.

33 J/105's from eleven fleets made the trek down Highway 1 for the week-long regatta, and no one was disappointed by

the talent or the socializing. Class favorite MASQUERADE (San Francisco, CA) won three races to take the regatta for the third time in a row, but owner Thomas Coates admitted it wasn't as easy as it looked. "The racing is so close in our class. If you make one small mistake, you pay dearly." And with six different boats winning at least one race, the depth of the fleet was apparent.

260 boats sailed out on Monday in a 15 knot easterly that declined as the day wore on. The line seemed short for the 33 105's, but the first race went off without a hitch. MASQUERADE led at the first mark and never looked back, followed by CONVEXITY and SAVASANA.

— continued on next page —>

2007 NAC



The 2007 North American Championship will be hosted by Fleet #3 and sailed out of Annapolis Yacht Club. NOR, registration, and lots of additional info are now available on the regatta website, which is linked from j105.org.

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Sunny Racing in Key West

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VINDICATOR rounds the port gate mark in Race 6.

NELSON WEIDERMAN



Top Five Teams

1. **MASQUERADE** San Francisco, CA
Tom Coates, Tim Scherer, Mark Chandler,
Steve Marsh, Chris Perkins, Tom Purdy
2. **CONVEXITY** Chicago, IL
Donald Wilson, Jennifer Wilson, Russ Gallery,
Hans Pusch, Maurie Matias, David Muzzal
3. **MAX POWER** San Diego, CA
Gerrit Schulze, Stefan Schulze, Chip Rapp,
Mark Penny, Mike Sawka, Patricia Schulze
4. **SAVASANA** Weston, MA
Brian Keane, Eric Knight, Mike Danish,
Harcourt Shutz, John Colarusso, Seth Sieglar
5. **GUMPTION⁵** Rye, NY
Kevin Grainger, Jon-Claude Zucconi, Bill
Howard, Thomis Cagnina, Derrick Miller,
Eric Fiegel

Fun Awards

Young Blood
COLTRANE

Five Aboard
LINDA

Newbies
BLINK

Family
TENACIOUS

Mixed Gender
JAVA

Greybeard
ECLIPSE

Middling
PASSION

Sailmaker Stats

The numbers below show the total number of boats using a majority of sails from each label, and the number of boats that finished in each third of the fleet (top, middle, bottom). Don't read too much into the statistics; better sailors do better, so it's best to pick your sailmaker based on who provides the best after sales support.

Ullman (20 boats): 6, 8, 6
North (10 boats): 4, 2, 4
Doyle (1 boat): 1, 0, 0
UK (1 boat): 0, 1, 0
Quantum (1 boat): 0, 0, 1

As the sea breeze filled for the second race the breeze veered right, and several boats were OCS. The pack favored the right side which seemed strong, but JAVA found more breeze along the shore and crossed MAX POWER and SAVASANA from the left to round first. At the second windward mark it was MAX POWER, SAVASANA, and JAVA, but at the finish the leader was CONVEXITY, followed by JAVA and PERSEVERENCE.

Day two was another Chamber of Commerce day, with decent breeze to start that dropped off in the afternoon. MASQUERADE won the day by posting a 1,2. SAVASANA, steered by Brian Keane, won the second race of the day, which was sailed in under ten knots of breeze.

Current plays a significant part in the racing at Key West, especially when the breeze is light. Jeff Johnstone suggests keeping an eye on boats relative to the weed lines. "If the boats on the other side of them are doing better, I move over. If they are doing worse, I stay put." Though the current always seems to run the same direction, the velocity changes across the course, and it is important to keep track of its behavior.

Another factor in Key West, especially for lake sailors, is the waves. Even during a week of light air, Key West's open water racing provided a few bumps. Learning to get around the biggest waves without losing too much

speed is one of the most difficult aspects of steering the J/105, and there are no hard and fast rules about what works since each wave is different. Experience is really the only way to improve this skill.

Thursday provided some close racing and a few more shifts than earlier in the week. MASQUERADE got caught up in traffic in the first race and posted a 24, her only result out of the top seven. GUMPTION⁵ had such a huge lead at the first mark that even with some spinnaker handling difficulties she still won the race by a good margin. She was followed by TENACIOUS, SAVASANA, and MAX POWER, and SAVASANA moved into the overall lead.

In race two, PERSEVERENCE won the race going away. EAGLES WINGS, MASQUERADE, and CONVEXITY followed at the first mark. Meanwhile, SAVASANA struggled to escape the back of the fleet and eventually posted a 28. MASQUERADE's third place moved her back into a four point regatta lead with one race remaining.

A bullet in the final race secured MASQUERADE'S overall win, but Tom Coates was hardly complacent. "In the race we were 24th we couldn't find any lanes after a bad start and kept getting pushed back." No boats in the fleet managed to post all single digit finishes, and three of the top five had one finish in the twenties.

Make your plans now for next year! 

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.

What's New on the Web

Class Secretary/Treasurer Nelson Weiderman keeps the website current and also selects the content for this newsletter. Email him at nelson@j105.org.

Have you been to j105.org lately? It is always being updated with News and the latest Quickpoll, but there are some new features you might have missed. In the left hand column, above the Countdowns, you will see a new "RSS Feed" feature. RSS stands for "Really Simple Syndication" and is a format for delivering regularly changing web content. RSS feeds allow you to customize the flow of information and control the content you choose to read. You don't have to visit every site individually to find changed content; your RSS feeds tell you which sites have changed since you last visited.

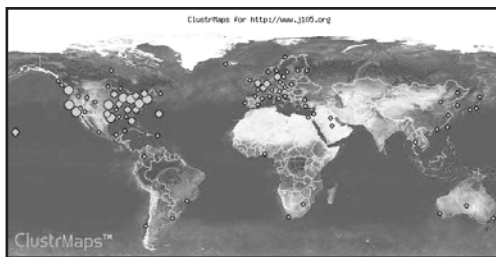
If you click on "Get the J/105 RSS Feed", you will see our news. Bookmark this page, and your browser will tell you when the content of the news has been updated (how this works can vary from browser to browser). On the lower right, you will find the feeds we currently subscribe to, which include the Sailing Scuttlebutt news feed and the J/Boats news feed. If you know a feed that should be on our front page, please suggest it to Nelson.

Another new feature appears below the Countdowns on the left column of the

home page. Click the map of the world with the red dots ("Visitor locations"), and you will see where visitors come from. Not surprisingly, most of our "hits" come from the major fleet areas, but we also see visitors from Australia, Africa, China, Japan, South America, and of course, Europe. It is truly a global site for a global Class.

Some site features that have been around for awhile, but seem underutilized, include:

- Complete owner list, with e-mail addresses available only to other owners.
- Complete list of sail tags that can be reordered by hull number, tag number, name, location and fleet (click on the top of the columns)
- Fleet information giving officers, number of paid members, current



"Visitor's Locations" shows where hits come from

wind conditions, links to fleet web pages, etc. (This is my favorite page -- click Members, then All Fleets)

- Racing schedules, results, rules, interpretations, etc.
- Governance -- Officers, Constitution, IRS Documents
- Tuning Guides from all major sail makers
- Historical background on the J/105
- Photo albums
- A treatise on "Why Buy a J/105"?
- A classified section, discussion board (FORUM) and J/105 merchandise page.

For Members only (those with an e-mail on file) we have:

- The ability to get passwords and to log onto the members-only areas
- The ability to check your contact information and renew your membership
- Class minutes and reports going back to 2000
- Newsletters and Yearbooks

The website is a great resource for J/105 owners. If you have any suggestions on how to improve it, please send them to nelson@j105.org.

The Prez Sez... continued

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Certainly one of the best ways is to build the strength of our local fleets through active participation.

There are many ways to help, and showing up on the line is certainly one. But it is the extra investment of volunteerism that drives the vitality of our fleets and thus our national organization.

I am sure you are aware of the people who are always volunteering on our behalf. Without these dedicated souls, our sport would have nowhere to turn. The only appreciation they get is our gratitude, and we should not take them for granted. Rather, we should all take our turn. If you love the sport enough to buy a boat and invest in a racing campaign, surely you have the bandwidth to volunteer.

How can you help? One way is to participate in local events. When I first became fleet captain in San Francisco, I was terrified about botching a fast growing fleet. A wise sage told me that if you build a true social fabric, fleets will grow because you will respect your friends on and off

the water. Rarely do you remember your finish in a particular race ten years later, but you certainly remember if someone was gracious or an obnoxious moron.

Secondly, pay attention to the National Association. There is a tendency to view national issues through the prism of our

I strongly encourage you to do something to help out your local fleet.

local perspective. A national fleet and sense of social fabric will consider the long term health of our organization.

As your national president, I represent each and every US owner. I take this responsibility seriously and consider it a stewardship with a fiduciary duty to protect all of our interests.

In that vein, I strongly encourage you to get up out of your chair and do something, anything, to help out your local fleet.

You will be surprised what feelings of accomplishment come from helping with a regatta preparation, social function, or fleet administration.

On the national level, I encourage you to peruse j105.org and talk to your local fleet captain. We have monthly national ExCom meetings, and our goal is to be responsive to the rank and file membership. We are focusing on increasing our communication with you both vertically and horizontally.

Horizontally, we are discussing issues that will promote racing and camaraderie between different regions. Vertically, we are reaching out and asking for your active participation. Many resources are available through our website, such as the forum, posted minutes, and email.

Remember, our fleets are only what we make them. Work with your fleet captains and the national ExCom to make our J/105s all they can be. You may be surprised at how much of a difference you can make.

-Eden Kim sails WHISPER in Fleet #1.

Join the Class

Check the back page of this newsletter: if your address label does not have an '07 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:

1. The class keeps the value of your investment high by supporting one-design racing.
2. The class keeps racing fair by administering and updating one-design rules.
3. The class keeps you informed with a Website and Newsletters.
4. Every year, the class sends you membership decals for your boat and/or car.
5. The class provides web hosting for fleets.
6. The class administers the sail tag program that keeps your dues very low.
7. 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.

Key West Photo Gallery



Race 6: ANOTHER HAZARD gets ready to douse



Race 2: WASABI and EAGLE'S WINGS round the offset mark and get their kites up.



Race 2: DREADNOUGHT joins the downwind parade. (See p. 8 for more about this team.)

Moderate conditions made photography a bit easier than previous years, and Nelson Weideman obviously enjoyed his work. You can see more, including photos from Tim Wilkes and others, at j105.org.



Race 2: John Hubn checks main trim on KATANA



Race 2: TOLO crosses EAGLE'S WINGS



Race 2: PUFFIN settles in after rounding the gate.

New Boats Roll off the Line

The 300 attendees of this year's J/Boats Rendezvous at the Pearson Composites factory saw three 105's on the assembly line. Hull numbers are up to #665. The annual Rendezvous, open to all J owners, offers a rare opportunity for owners to speak with designers, engineers, craftsmen and major equipment providers for their boat in a casual, low-key setting. "It's as much social as it is educational, like a family reunion every March," said Jeff Johnstone, J/Boats president. Workshops were led by Hall Spars, Edson Int'l, Harken, North Sails, Mack Boring and J/Boats. If you are interested in having a new J/105 built, contact your J/Boats dealer about pricing and availability.



Juniors Jump into the J/105

This story and photos were collected from the Team Tsunami website. For more information, please visit www.team-tsunami.org.

Watch out, Fleet #3. Team Tsunami has a second boat and will be showing the Annapolis fleet how it's done again this year.

Team Tsunami was developed to give middle and high school age children in the Annapolis area the opportunity to enjoy and race a modern keelboat as a team. A J/105 was used for the 2006 season, and a second boat has recently been added to the group's fleet.

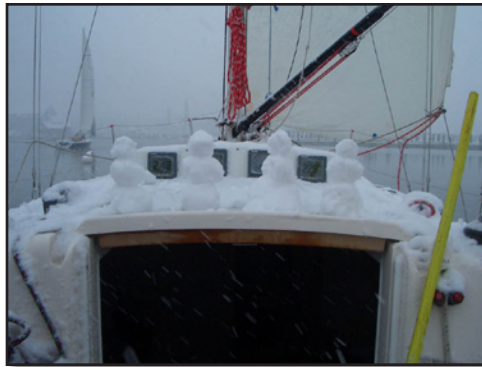
The focus of the Team Tsunami curriculum is to prepare sailors 10-18 years old to become competent hands on a keelboat. No minimum skill level is required, and there is no cost to participate.

Team members learn by working with others. A head coach directs the lessons, and guest coaches are invited to work with the sailors on different areas of the boat. Practice sessions are open to members of the Tsunami family, but parents are not allowed to coach while Team Tsunami is racing.

Team members are required to rotate through the different crewing positions. As they become more proficient and comfortable with each position, they are encouraged to try more demanding jobs. Coach Sue Mikulski explained how it worked during the Fall Series, when the team finished 13th out of 27: "One or two sailors from the "A" team would skipper and/or do main, and be the "Team Leader" of the day. The crew was filled in with sailors from the "B" and "C" teams as



Wednesday Night Series: Team Tsunami works downwind in challenging conditions.



Four snowmen and a broom joined the team on a Sunday in late February.

well as some new pick up crew from other high school sailing programs."

During the 2006 season, Team Tsunami sailors also competed in the AYC's Wednesday Night Series and Frostbite Series. Sailors were responsible for the preparation, racing and cleanup of the boat. The designated skipper worked with the coach to select the positions for each team member. Mikulski was impressed: "The older sailors really took the more inexperienced younger sailors under their wing and built them into the team so that everyone had a job, and the team work was excellent." Detailed reports can be found on the team website.

The sailors of the Team Tsunami syndicate recently raised \$10,000 to become one of the Founding Members of the National Sailing Hall of Fame. They committed to this campaign because the Hall of Fame's goals are so similar to the Team Tsunami program.

As Team Tsunami enters its second year and adds a second boat, they want to maintain a strong showing with the local fleet. CBYRA day long races will be added to the schedule, and fleet members will be approached to place kids on other boats. Practices and social functions will be scheduled throughout the season. Applications are currently being accepted for fifty additional sailors, and all that is required is a desire to learn.

One of the long term goals of Team Tsunami is to compete against other junior teams on the J/105. If you know of any other programs or syndicates interested in the development of a junior big boat program, please let Team Tsunami know by visiting their website: www.team-tsunami.org.

Quotes from Team Tsunami sailors

Sepp Latifullah

(backstay, age 10)

"This Wednesday night was another good evening for racing. It was not too hot. The wind was not that strong, but at least we had wind. Our start was better than last weeks, because we were not over early. If you start over early, you have to circle around and restart which is very slow and could change your positioning in the race. Last week, if we didn't start over early, we would probably have finished in first, second or third.

"My job on the boat was to control the backstay. My coach would tell me how high he wanted it to be or how low. When we set the spinnaker, I released it all the way to zero, and we glided past Freedom. On last leg in the harbor, we caught a puff in between the anchored boats, and flew by three boats and finished in fourth."

Pete Carrico

(skipper, age 15)

"I was a bit concerned when my dad said I was going to drive Team Tsunami in the Wednesday Night Series. Even though I've crewed on some big boats, I've only driven Opti's in Races. Needless to say, it was scary thinking about it, but was exciting to do! The key thing about driving the boat is watching the tell-tails on the jib, and working with the trimmers to keep the boat in the groove."

Results

2006 Fleet Season Champs

- #1** 1. Perkins/Wilson/Perkins, GOOD TIMIN', #35
 2. Tim Russell, AQUAVIT, #103
 3. Sellers/Ryan/Kaiser, DONKEY JACK, #26
- #2** 1. Ken & Ginny Colburn, GHOST, #600
 2. Donald Logan, KEEMAH, #240
 3. Ernie & Sue Hardy, JAGUAR, #102
- #3** 1. Jack Biddle, RUM PUPPY, #321
 2. David Lewis/Scott Salvesen, MIRAGE, #328
 3. Jim Konigsberg, INIGO, #351
- #4** 1. David Shaver, RE-TERN, #73
 2. Michael Mountford, LIVE EDGE, #267
 3. Peter Hall, JAMAICA ME CRAZY, #158
- #5** 1. Tom Petkus, VYTIS, #104
 2. Dorin/Agnes Candea, MESSY JESSY, #288
 3. Jon Weglarz, CARESS, #464
- #6** 1. Joerg Esdorn, KINCSEM, #324
 2. Damian Emery, ECLIPSE, #50
 3. Tom Boyle, MERLIN, #635
- #8** 1. Dennis & Sharon Case, WINGS, #514
 2. John/Tracy Downing, CHILE PEPPER, #617
 3. Peter/Francie Lufkin, SHORT SKIRT, #605
- #14** 1. Phil Lotz, INDEFATIGABLE, #493
 2. Brian Keane, SAVASANA, #413
 3. John Toole, VORTICITY, #27
- #17** 1. Bill Zartler, SOLARIS, #286
 2. Malcolm Bremmer, BABE, #294
 3. Bee Bednar, STINGER, #296
- #18** 1. Con Ruffing, C-JEM, #420
 2. Ed Palm & Rick Listwan, TENACIOUS, #397
 3. Larry & Brian Smith, SORCERY, #423
- #20** 1. Gerald Hirschler, JADED, #299
 2. Mike Pearson, BIFROST 3, #582
 3. Dan Scoular, SUNDAY TICKET, #519
- #21** 1. Jon Corless, MONKEYSHINES, #178
 2. Mark Cloutier, ADDICTION, #74
 3. James MacDonald, PASSION, #541
- #22** 1. Jim Sminchak & Doug Moose, IT, #144
 2. Colin Mills, WISH, #148
 3. Rob & Clay Mock, UNBRIDLED, #261
- #23** 1. Ken & Ginny Colburn, GHOST, #600
 2. Donald Logan, KEEMAH, #240
 3. Ned Semonite, BLACK OWL, #77

Acura Key West

1	MASQUERADE	Thomas Coates	San Francisco, CA	46
2	CONVEXITY	Donald Wilson	Chicago, IL	53
3	MAX POWER	Gerrit Schulze	Cape May, NJ	61
4	SAVASANA	Brian Keane	Marion, MA	67
5	GUMPTION ⁵	Kevin Grainger	Rye, NY	68
6	PERSEVERANCE	Bennet Greenwald	San Diego, CA	75
7	COLTRANE	Jay Schachne	Barrington, RI	89
8	G. O'MALLEY	Alice Leahey	Los Angeles, CA	97
9	RUM AT SIX	Worth Harris	Beaufort, NC	104
10	ECLIPSE	Damian Emery	Mt. Sinai, NY	111
11	TENACIOUS	Carl Gitchell	Annapolis, MD	112
12	KATANA	John Huhn	St. Louis, MO	118
13	JAVA	ChrisCarolnGroobey	Annapolis, MD	137
14	ROCK & ROLL	Bernard Girod	Santa Barbara, CA	141
15	EAGLES WINGS	John Gottwald	Chicago, IL	150



NELSON WEIDERMAN

GUMPTION⁵, TENACIOUS, and VMAX share the crowded dock with many sisterships at the Historic Seaport in Key West.

St. Pete NOOD

1.	RUM AT SIX	W. Harris	Raleigh, NC	15
2.	J'MAKIN' WAVES	S. Olinger	St Pete, FL	20
3.	WASABI	Rosen/Marks	Dunedin, FL	32

San Diego NOOD

1.	CURRENT OBSESSION 2	Gary Mozer	18
2.	JAVELIN	Doug Werner	18
3.	WINGS	Dennis & Sharon Case	28

more results at www.j105.org

2007 Calendar

For the latest scheduling information, visit j105.org.

April

27-May 5	Bacardi Int'l Race Week	Bermuda	Fleet #21
27-29	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3

June

1-3	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
2-3	Pacific Coast Champs	Marina del Rey, CA	Fleet #8
15-17	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
18-22	Block Island Race Week	Block Island, RI	Storm Trysail/Fleet #14
22-24	NOOD Regatta	Toronto, ONT	Sailing World/Fleet #4
22-24	Ullman Long Beach RW	Long Beach, CA	Long Beach YC

July

26-29	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
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September

6-9	Canadian Championship	Toronto, ONT	Fleet #4
8-9	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
13-16	Rolex Big Boat Series	San Francisco, CA	St. Francis YC/Fleet #1
21-23	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17

November 2007

1-4	N. American Championship	Annapolis, MD	Fleet #3
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NELSON WEIDERMAN

PERSEVERENCE, VINDICATOR, ECLIPSE, EAGLES WINGS, and ROE RAGE head downwind against the clear skies of the Keys. More photos on page 4.

President Eden Kim edenckim@gmail.com	Secretary/Treasurer Nelson Weiderman nelson@j105.org	OFFICERS
Vice President Kevin Grainger kevin.grainger@gumptionventures.com	Chief Measurer Joerg Esdorn JEsdorn@gibsondunn.com	
Copyright Holder Jeff Johnstone	jeffj@jboats.com	

Fleets

- #1 SAN FRANCISCO** **Tom Kennelly**
Tom.Kennelly@kp.org
- #2 NEW ENGLAND** **Brian Harrington**
jh458@comcast.net
- #3 CHESAPEAKE** **Chris Groobey**
chris@groobey.com
- #4 LAKE ONTARIO** **Ian Farquharson**
farquharson.ian@gmail.com
- #5 LAKE MICHIGAN** **Marty McKenna**
ammckenna@sbcglobal.net
- #6 L. ISLAND SOUND** **Joerg Esdorn**
JEsdorn@gibsondunn.com
- #8 SO. CALIFORNIA** **Jon Dekker**
jon.dekker@navy.mil
- #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** **David B. Clark**
d.b.clark@mindspring.com
- #16 FT WORTH/DALLAS** **Rob Holmes**
robertwholmes@msn.com
- #17 GALVESTON BAY** **Keith Gray**
kgray@gp-sys.com
- #18 DETROIT** **Brian Smith**
brian_p_smith@comcast.net
- #19 FLORIDA** **Steve Olinger**
solinger@kikcorp.com
- #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@105600.com
- #24 EASTERN L.I. SOUND** **Greg Locke**
j105@comcast.net
- #25 N. MICHIGAN** **William Petzold**
petzoldent@aol.com

CLASS NEWS

Midshipmen win Ft. Lauderdale to Key West Race

Six Naval Academy midshipmen sailed DREADNOUGHT to victory over more than sixty boats in the 2007 Ft Lauderdale to Key West Race, January 10-11. The 160 mile sprint started in the Atlantic Ocean in a 25 knot northeasterly and six to eight foot waves. The midshipmen regularly hit speeds in the mid teens as they planed toward Key West.

Midshipman First Class Tim Burchett skippered DREADNOUGHT, with crew John Hayes, Ryan Field, Jared Webster, James Lawsing, and Will Arnest.

A second crew of midshipmen sailed the J/105 ALLEGIANCE. After the start, both boats surged to the front and battled each other furiously, swapping



DREADNOUGHT blasts down a wave on her way to victory in the Ft. Lauderdale to Key West feeder race.

the lead eight times in the first seventy miles. Just south of Key Largo, however, the ALLEGIANCE team spun out and ripped their spinnaker, which effectively ended the match race. ALLEGIANCE still finished second in class.

DREADNOUGHT sailed flawlessly through the remainder of the night and finished at first light on Thursday morning. ALLEGIANCE finished soon thereafter.

Once the the results were calculated, Burchett's team learned they had convincingly beaten not only their class but the entire fleet. At the prize giving, DREADNOUGHT's crew were awarded first in class, the Navigator's Trophy for first in fleet, and the Sponsor's Trophy for best overall performance.

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

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

