

# J/105 News

Official Publication of the J/105 Class Association

Fall 2003

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How are we doin'? Read this Newsletter and judge for yourself. Despite the recent downturn in the economy, we are building new boats again (see page 5). Boats are holding resale value and seem to be changing hands from people who store them to people who race them. At last count the Class Association had nearly 600 full and associate members to go along with the approximately 630 hulls delivered worldwide.

Another sign of health has to be the NOOD regattas (see p. 6). With 200 boats participating (and few duplicates) in the nine NOOD regattas, local fleets are strong. And that number does not include those of us (yours truly included) without a local NOOD.

Speaking of the fleets, we now have 19 of our 23 fleets with active racing programs. Gulf of Maine and Lake Erie (see page 8) are the latest fleets to take off, each with ten boats in their local areas. Bermuda has added a fifth boat and races almost the entire year. Long Island

Sound has experienced tremendous growth in 2003 and has now passed San Francisco and Chesapeake as the area with the most boats (65).

Key West Race Week is looking like another new record turnout in the mid-thirties this winter, with SORC and Charleston Race Week rounding out our "southern circuit" (see adjoining article). Yes, it's expensive to do Key West, but you really should indulge yourself at least once in your lifetime. It's a real scene and the race management is excellent. But if you haven't started planning yet, you're way behind the curve for 2004.

On the rules front, you will see a small number of submissions on the web site (FORUM) for your review and comment. The membership seems to want rules stability and we are making only subtle changes. See also the Technical Update (p. 5) that allow owners a little more freedom with traveler, shackles, and dodger hardware.

I'd love to have more feedback from members on the Newsletters or the web site. What articles would you like to see? What quick polls would you like posted? How can the Class Association server you better? How would you like to see the National Association help the fleets? Please send me an e-mail at [nelson@j105.org](mailto:nelson@j105.org). 

## San Francisco Delivers Again



NELSON WEIDERMAN

*Thursday's action prompted extensive gear drying after racing.*

Local Favorite GOOD TIMIN' skippered by Chris Perkins won this year's North American Championship, hosted by the St. Francis Yacht Club and San Francisco Bay Fleet #1. Brothers Jon and Phil Perkins joined John Collins, Amy Leroy, and Dave Wilson to complete the team. With no finish worse than 7th, GOOD TIMIN' proved once again that consistency wins in a no throwout event.

Chris Perkins agreed that consistency was their goal. "Our strategy was to sail a conservative regatta and stay out of trouble. We felt like we were fast enough to win, we just had to get good starts and sail solid races. We did not get into one 'skirmish' during the

regatta and constantly avoided packs, ducking boats where possible and not pushing any overlaps at the marks."

Two races were sailed on Thursday, Friday and Sunday, and one longer race was completed on Saturday. Boats came from all over the country to what Nelson Weiderman calls "one of the finest places in the world to sail." Every day the breeze built from a consistent 8-12 at starting time to 18-22 by the end of the day, and with chop but no big waves the sailing conditions were indeed fantastic.

Thursday and Friday's racing were on Berkeley Circle. Saturday and Sunday the

*continued on next page*

## Preview: Southern Circuit 2004

If you haven't already started planning for the winter circuit, you are behind the group. Thirty-six teams have already signed up for Key West Race Week, and most of them are confirmed. Dates for 2004 are January 19-23. As organizer Peter Craig put it recently in Scuttlebutt, "Sailors at Key West cover the whole spectrum. We've got the not-so-serious club racer on one end right up to the elite grand prix program in the other."

ACURA SORC is February 25-29, 2004 (J/105s usually sail three days). The Acura SORC will be raced on ocean courses off Miami Beach, FL, with all shore side activities headquartered at the Miami Beach Marina. First-come, first-served docking for the Acura SORC is available at the Miami Beach Marina. Contact Wendy Hinman:

[wendy.himan@octagon.com](mailto:wendy.himan@octagon.com).

Charleston Race Week will be March 25-28. With racing on historic Charleston Harbor and post-race parties every night, this event has become a J/105 favorite. 

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## Top Five Teams

1. **GOOD TIMIN'** San Francisco, CA  
Chris Perkins/Phil Perkins/Dave Wilson, Jon Perkins, Amy Leroy
2. **ZUNI BEAR** San Francisco, CA  
Shawn Bennett/Rich Bergmann, Adam Sadeg, Dan Rossen, Jon Horsch, Shane Wells
3. **BOLD FORBES**  
Newport Beach, CA  
Ed Cummings/Jack Franco, Greg Newman, Mark Riorden, Mike Kennedy, Mike Sturman
4. **NANTUCKET SLEIGHRIDE SF, CA**  
Peter Wagner, Amy Wagner, John Pernick, Al Sargent, Peter Martin, Dave Lyons
5. **MASQUERADE** San Francisco, CA  
Jim Sorensen, Dan Brousseau, Tom Iseler, Rob Moore, Tim Scherer, Suzie Gregory

## Regatta Trivia

Every boat finished all seven races.

To pull off a regatta like this you need one or two great project managers—and about 50 volunteers.

To win a no throwout regatta you need to avoid double digit finishes.

## Crew Trivia

Almost all the boats sailed with six, and there were many women

Gary Kneeland (ORION) sailed with four women and three men.

## Sailmaker Stats

Quantum (20 sets): 1,2,4,5,6,8

North (10 sets): 7,10

Ullman (8 sets): 3,9

Doyle (1 set)

## Brotherly Love

Two sets of three brothers sailed the NACs. The Kelly brothers listed below were all bowmen:

Shawn Kelly, CAPRICORN

Kevin Kelly, ALCHEMY

Dave Kelly, IRRATIONAL AGAIN

And... proving that brothers sailing together can be fast, Chris, John, and Phil Perkins were all onboard the overall winner, GOOD TIMIN'.

course was set up along the city front and with the wind coming from the Golden Gate Bridge, current and the bend in the breeze along the shore usually favored the left side. Fortunately the Race Committee was tuned into local conditions and adjusted the starting line and course accordingly.

The last day provides a good example of the RC's quality. The first race began in the tail end of the ebb tide, forcing the tacticians to choose between the tantalizing breeze on the right or the shallower water up the south side of the Bay. Boats seemed to want the left and after two general recalls, the boat end was favored enough to spread the boats across the line. Spectators could only place their bets and watch the scene play out.

NANTUCKET SLEIGHRIDE, one point out of first overall, started at the boat and quickly tacked to port. The boats split almost evenly going right and left, with ZUNI BEAR leading the left up the City-front. At slack water it seemed the two sides would be even for a change. But



NELSON WEIDERMAN

NANTUCKET SLEIGHRIDE(l) sneaks past CHARADE, who is completing a 360.

the flood began too soon for the right to make it back over the channel and at the top mark, NANTUCKET SLEIGHRIDE had dropped to the bottom half of the fleet from the very lifted but lagging right.

ZUNI BEAR, 007, NIRVANA/FLAME, and ANGRY BEAVER rounded the top mark out of the left, with GOOD TIMIN' close on their heels. But GOOD TIMIN' would no longer be content with the conservative mode of previous races. "Going into the last day," Chris Perkins remembers, "we found ourselves vulnerable to two other boats only a couple of points behind. So we sailed the first race to win." By the leeward mark GOOD TIMIN' had moved up to second behind ZUNI, and by the finish they took their only gun of the regatta.

The pressure was off for GOOD TIMIN', who now held a comfortable lead, but there



COURTESY OF CHRIS RAY

*It's hard to believe that all this prestart chaos will turn into an elegant starting lineup when the gun goes off.*

was one more race to complete. Since the current was at max flood which heavily favored the left side, Regatta Chairman Tony Chargin and Race Manager John Craig favored the windward end of the line by fifteen degrees to avoid the pile-ups on the pin. "It's where they all want to go, and this is the only way that any of them will make it there alive," said Craig.

ZUNI BEAR took the bait and started at the boat, quickly riding over the other boats into the shore. "Zuni Bear made a great decision," commented Craig. "They were up a ladder rung, and they still made it over to the shore as soon as the rest of them." The race became a battle for second place between BOLD FORBES and GOOD TIMIN', which BOLD FORBES won three legs later by less than a boat-length.

The 2003 NAC was indeed a good test of sailing skill over seven races. With stupendous sailing conditions, great volunteers, and 39 competitive boats, this event lived up to its reputation as the premier regatta of the summer season. Make your plans for 2004 in Buzzards Bay!



NELSON WEIDERMAN

*Commodore Thomas Quigg presents trophies to the GOOD TIMIN' team while PRO Tony Chargin mans the podium.*

*complete results on page 6 and at j105.org*

# The Tragic Sinking of Hilaria

RIGHT COAST



What was left: looking aft inside HILARIA

Joe Schulz-Heik died of an apparent heart attack early on June 20 while delivering HILARIA from Western Long Island Sound to Block Island Race Week. The J/105 he sailed with David Florence was struck and sunk in dense fog by the 122 foot motor vessel Mariner III.

Joe and his son, Robert and crewmember Scott Rosasco all made it off the boat as it sank, eight miles off the coast of Guilford, CT in eighty feet of water. They were only in the water briefly before being rescued by the crew of Mariner III. Immediately following the rescue, Joe began to show signs of cardiac arrest, and despite CPR attempts by Mariner's crew and Coast Guard personnel, he died later en route to Yale-New Haven Hospital.

Mariner III, bound from Rhode Island to New York City, carried a crew of six and had radar. The Coast Guard was investigating what role, if any, the radar played in the collision.

Joe was the winner of the West German Olympic Trials in the Flying Dutchman Class and a three-time winner of the Long Island Sound Championship in the Etchells Class. He also won four consecutive National Championships in the Shields Class and won the National Offshore One Design Regatta in 2000.

Joe's son remembers him as very persuasive. "As a kid, I remember him sitting at a desk and going through his phone book late on Saturday nights. He would leave a message informing a poor unsuspecting fellow that they

were sailing together the next day. He did not bother with the formalities of an invitation. It went more along the lines of, 'Hi. It's Joe. We need another person tomorrow. We'll pick you up at the dock at noon. We'll bring lunch. Call if you cannot make it.' I empathize with a lot of you. I suspect it would be difficult to look into his eyes and say, 'Sorry, I promised my wife I would go to Bed Bath and Beyond with her today.'"

Peter Carpenter, who sails on ALACRITY, remembered almost that exact situation. "One night after an argument

**"When it came to racing, you just couldn't say no to Joe."**

with my wife, I promised her I would not sail on the weekend. Shortly after that the phone rang. It was Joe. When she realized who it was, my wife just handed me the phone and said "GO AHEAD". She wasn't even mad anymore. When it came to racing, you just couldn't say no to Joe." JMS

## And Another Sinking...

...with a slightly happier ending.

A series of coincidences sank the J/105 MOPELIA during a thunderstorm on Tuesday, August 26. Very strong winds (70+knots) freed the jib, and acting as a spinnaker it pulled the boat sideways off its boat lift. As the keel came off its support the lift broke, puncturing the hull. Although she was refloated SIX hours later, damage was extensive.

A short starting line is only a secondary source of damage for J/105's.... Mother Nature (and man) does come first. JMS

## My Friend Joe

David Florence grew up sailing and racing big boats and is currently the president of Draft Inc., a worldwide advertising agency. He has owned HILARIA since 1996 and is a member of Larchmont Yacht Club.

Hilaria is not destined to ever float again. Of course if Joe were still alive it might be a different story. He most likely would have taken up residence at the yard or even found a way to take the boat home so that he could will it back together with the help of gallons of epoxy and micro balloons. But that pretty much characterizes Joe. Anyone else would look at the wreck and lament over what a good boat it had been. Joe would say that 90% of the bottom is better and faster than any other boat and work his way up from there.

Sailing with Joe was reassuringly predictable. His obsession with preparation required that each day begin with bad coffee and the most basic instruction for everyone onboard regardless of having sailed with the same crew for years. For Joe, it was the only way to ensure that no detail would be forgotten. After a while you looked forward to and even enjoyed being reminded that the outhaul should be released at the weather mark or that the boat needed to be clear to jibe.

But with what many referred to as Joe's intensity came an enduring enthusiasm for discovery. I never found Joe to be intense but his focus was unusually good. And after every day on the water Joe would ask "How did you enjoy your day?" in part to make sure that no one was enjoying themselves less than he was. And much commentary and observation was prefaced with "You don't believe it" but of course you always did because Joe lived with the details.

It was a strangely quiet summer without Joe but thankfully he lives on in the minds of many of us. He was a great friend.



The 122' charter vessel, Mariner III

# Light Air Helming

Max Skelley, *president of Ullman Skelley Sails, has posted numerous top five finishes in the J-24 and Melges 24 classes. Currently Max develops offshore one design sails, crewing with and coaching customers.*

Using class sails, the J/105 is underpowered at 10 knots and less. Lots of wetted surface from the hull and a large rudder contribute to a helm with very little "feel". Nearly neutral helm in these conditions makes the boat sticky and very demanding for the helmsman to steer upwind.

You should:

1) Make absolutely sure that the headstay is maximum length allowed by class rules. Maximum headstay length will give the maximum amount of mast rake and will add some degree of weather helm. Weather helm, particularly in light air, helps the helmsman to steer close to the wind.

2) If your boat has some type of autopilot installed, make sure all belts and or linkage are totally unattached from the wheel. Even though the autopilot is turned off but still attached to the wheel, the negative feedback will cause the helmsman to be late reacting to small puffs, lifts or headers.

3) Steer with 2 or 3 fingers of one hand touching the wheel or hiking stick. The firmer the grip and the more fingers you have touching the helm, the less feel or response you will get from the pressure on the rudder. A light touch on the helm can make it much easier to keep the boat in the groove.

4) If the helmsman is having a hard time finding the groove, try heeling the boat a few more degrees. The extra heel will increase weather helm, which will give the helmsman more feel. An indication that the helmsman is having a hard time is stalling leeward jib telltales.

The biggest mistake when driving the J/105 upwind in light air is oversteering to small lifts and headers. Because there is very little feedback from the helm, there is a tendency to oversteer when adjusting for small wind changes. Remember, the J/105 rudder is very large so it only takes moving the wheel or tiller inches to change the boat course. When the helmsman turns sharper than needed for a lift or header, the boat

**It only takes moving the wheel or tiller inches to change the boat course.**

overturns past the correct course, causing the helmsman to have to re-correct or turn the rudder the opposite way. Now you have turned the rudder (brake) twice and have double stalled the rudder.

Don't be too quick to steer up in lifts or off in big headers unless your boat speed is good. Have the jib trimmer ease the sheet and allow you to come up slowly in the lifts. Steer off slowly in the headers, maintaining your boat speed always.

Once the breeze builds to 10 knots and the crew starts to move to the windward rail, the J/105 becomes much more responsive and therefore much easier to drive. Most competitive one-design fleets are very close in speed at this point. It is the under-powered and the over-powered conditions that require most experience by the helmsman

and crew. In these conditions the fleet begins to separate.

Maneuvering in light air also separates the fleet. Here are some specific tips.

Tacking: Start the turn slowly, letting momentum carry the boat into the wind. As the bow of the boat turns directly into the wind and the sails are fully luffing, slowly speed up the turn to fill the sails on the new tack. The helmsman's goal is to have the boat turn in a smooth arc, having the boat settle in on the wind or slightly (5 degrees) below on the new tack. If the boat comes out of the tack too high or too low the rudder will have to be turned a second time to correct the course. This second turn of the rudder will increase stall and will be detrimental to the boat speed coming out of the tack. In less than 6 knots of breeze, the difference between a well executed tack and a poor one can be as much as 2-3 boat lengths.

Ducking boats: Again, because of the large rudder, sharp turns can nearly stop the J/105 in the water. Learn to anticipate ducks well in advance and start your duck 6 to 8 boat lengths away from the starboard-tacker. Slowly turn the boat down and try to time the duck so that you are actually turning the boat back on the wind as the starboard-tacker crosses your bow. A smoothly executed duck, compared to a sharp duck at the last minute can be as much as a 4 boat length differential.

Rounding marks: When rounding windward or leeward marks, if possible, make your turns slow smooth arcs and you will carry your momentum down or up the next leg. The extra momentum from a slow smooth turn will far outweigh the extra distance sailed.



## Update from the Technical Committee

*The Technical Committee consists of Joerg Esdorn, Thomas Falck, and Don Trask. For the complete text of the changes, go to [www.j105.org](http://www.j105.org).*

JBoats is making the changes described below to the Standard Specifications of the J/105 effective October 1, 2003. As a result of these changes, it will become permissible under the Class Rules of the J/105 Class Association to make equivalent changes to all J/105s currently in existence. See RI 02-04.

**#1** J/Boats will offer an optional "racing" mainsheet traveler system consisting of a Harken #1509 car with #1515 controls (double sheaves). For existing boats, it will be permissible to do either of the following:

Remove the Harken cleats and eyestay mounted on the windward sheeting car; install the Harken #150 cams, with #295 riser and #137 on the vertical wall of the cockpit coaming in line with the traveler; OR

Remove the windward sheeting car from the traveler car (unfasten two set screws); install the #1515 controls on the car, install the Harken #150 cams, with #295 riser and #137 on the vertical wall of the cockpit coaming in line with the traveler.

**#2** In the past, J Boats sometimes has permitted owners to take delivery of new boats without the dodger, which may be removed for racing under class rules. JBoats

will now "officially" permit new boats to be sold without the dodger (this will be an option). As a result, it will be permissible for owners of existing boats to remove not only the dodger, but also the dodger fittings from the boat for class racing.

**#3** New J/105s will be delivered with a spectra shackle for the main halyard and outhaul rather than the current stainless shackles. As a result, it will be permissible for owners of existing boats to change these shackles to spectra as well. Note that it is permissible under RI 02-09 to replace the wire outhaul with spectra because the class rules do not control the size or material of running rigging.



# Modifications for Handicapped Sailors

Donald Logan sails KEEMAH out of Falmouth, ME and enjoys single handed. He sailed her "up west" three times this summer for Block Island Race Week, the Buzzards Bay Regatta, and the Marion Regatta.

In August 2002 my wife and I bought a J/105 because it had a big cockpit that would accommodate her needs as a wheelchair-bound sailor. The one issue that needed to be addressed was that of moving to the windward side with each tack. Fortunately one of my crew, J.B. Clemons, an engineering student at Worcester Polytechnic Institute, came to our rescue.

J.B. and a classmate designed a device which, simply put, is a traveler with a seat which would allow me to move my wife



from side to side just as one would windward sheet the traveler car. The device is designed to sit between the cockpit seat storage lockers and the cabin bulkhead. As the seat moves from leeward to windward a gear automatically pivots the seat so that at the completion of the tack, the user is facing to leeward. The design incorporates both a seat belt and a tilting mechanism (to compensate for the boat's heel) to give the user a greater sense of security as the boat heels.

While the device is designed for installation in the forward portion of the cockpit, it could be modified to fit aft of the wheel for the helmsman.

The requirements of the device are:

1. Position the user as necessary, including moving and rotating and allowing for the heel of the boat.
2. Support the user's body and feet comfortably.

Constraints are:

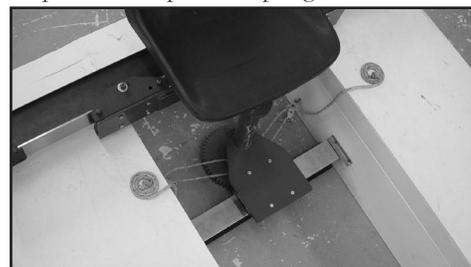
1. The device must be safe to use, have no sharp edges, support 400 lbs without failure, be secure to the cockpit, and allow no internal rotation/translation.

2. It must be able to be stored or removed by one person when not in use, which requires that it weigh less than 100 lbs.

3. It must be able to withstand a corrosive environment and use standard parts whenever possible.

4. It must be activated by one person.

The device is still in the prototype stage as my wife passed away in November 2002. Pictures of the prototype can be seen at <http://users.wpi.edu/~pudgea/NZ/>.



## Block Island Race Week

Thirty-two boats raced the 2003 Block Island Race Week, overshadowed somewhat by the tragic sinking of HILARIA en route to the event (see page 3). Although some time was spent waiting for wind, it was a good week of sailing.

A class newcomer, PRETTY SKETCHY, excellently sailed by Charlie Enright, took the top spot. Choosing where to go had much

more to do with the results than boat speed, so the tacticians deserve much of the credit.

1. PRETTY SKETCHY	ENRIGHT	13
2. SEA SHADOW	REGO/RIKER	39
3. WET LEOPARD	SORENSEN	40
4. INDEFATIGABLE	LOTZ	41
5. PICANTE	SALK	42

complete results at [www.j105.org](http://www.j105.org)



PRETTY SKETCHY shows off her "JS" flags (two lower code flags), flown to honor Joe Schulz-Heik

## From the Factory

Jeff Johnstone from J Boats reports interest in all models beginning to pick up after a two year slow-down seen across the sailboat industry. Approximately 25 J/105s were built by TPI in 2003 in addition to 10 by J Composite. The next TPI production run (Hull #632!) is slated for finishing dates beginning in late December. Based on recent feedback from the class, a few new items will appear on the specification including the option to delete dodger and dodger hardware for credit, revised traveler system, and standard Equiplite shackles from Hall Rigging.

Resale value of second-hand boats is remaining strong thanks to continued excellent publicity (see recent Sailing World cover) and active class racing. The J/105 was recently taking folks sailing at Newport (RI) and Seattle sailboat shows and will be on display at the upcoming Annapolis Boatshow and Strictly Sail Show in Chicago in late January. J Boats will also be on hand at Key West with video coverage and after-race social activity.

# Results

## 2003 NOOD Regattas

The J/105 Class was represented at all nine National Offshore One-Design (NOOD) Regattas during 2003 for the first time, the only one-design class to achieve this feat. A total of 199 boats participated in these regattas (up from 171 in 2002). Dennis and Sharon Case in San Diego were the only repeat winners from 2002.

### St. Pete (6 boats, [0 in 2002], 6 races)

1. Geoff Burge (STAMPEDE) 9
2. George Cussins (FIRE & ICE) 16
3. Dick Drowl (RIVA) 21

### San Diego (24 boats, [25], 7 races)

1. Dennis & Sharon Case (WINGS) 13
2. Tony Harwood (QUICKSILVER) 16
3. Scott Birnberg (INDIGO) 30

### Annapolis (34 boats, [34], 6 races)

1. Alec Cutler (HOOKED ON TONICS) 31
2. Steve Philips (LE RENARD) 35
3. Sutton/Hublitz (BLONDE ATTACK) 36

### Detroit (22 boats, [20], 5 races)

1. Jim & Cynthia Best (PHANTOM) 20
2. The Ruffing Family (C-JEM) 24
3. Lattie/Purdie (PATRIOT) 25

### Chicago (21 boats, [22], 6 races)

1. Robert Smith (NEW WORLD) 23
2. David Wagner (GIGI) 31
3. George Petkovic (USA 370) 32

### Marblehead (15 boats, [10], 4 races)

1. Robert Hooper (M GO BLUE), 11
2. Fred De Napoli (THIN ICE) 12
3. Kevin Colcord (CIRCE'S CUP) 16

### San Francisco (35 boats [30], 5 races)

1. Perkins/Wilson/Perkins (GOOD TIMIN') 30
2. Tom Coates (MASQUERADE) 35
3. Peter Wagner (NANTUCKET SLEIGHRIDE) 39

### Larchmont (30 boats, [21], 4 races)

1. Damion Emery (ECLIPSE) 19
2. Puleo/Leggett (CONUNDRUM) 20
3. Joerg Esdorn (KINCSEM) 22

### Galveston Bay (12 boats, [9], 4 races)

1. Hal Haltom (CAYUSE) 12
2. David Owen (PIPPIN) 13
3. Ryan Glaze (GRINGO) 16

## 2003 North Americans

1	GOOD TIMIN'	Perkins/Wilson	31
2	ZUNI BEAR	Bergmann/Bennett	37
3	BOLD FORBES	E. Cummins/Franco	38
4	NANTUCKET SLEIGHRIDE	Peter Wagner	51
5	MASQUERADE	Jim Sorensen	65
6	AQUAVIT	Tim Russell	67
7	OO7	Phil Lotz	71
8	BLACKHAWK	Dean Dietrich	83
9	NIRVANA/FLAME	James Doane Jr.	83
10	SHORT SKIRT	Peter Lufkin	83
11	CHARADE	Tom Coates	98
12	WINDANCE	Jeff Littfin	100
13	ORION	Gary Kneeland	101
14	ANGRY BEAVER	Larry Harvey	106
15	ARBITRAGE	Bruce Stone	110
16	WALLOPING SWEDE	Tom Kassberg	121
17	IRRATIONAL AGAIN	Jaren Leet	125
18	WHISPER	Eden Kim	128
19	ESCAPADE	Mark Noble	130
20	NATURAL BLONDE	Cooper/Deisinger	131
21	BELLAROSA	Dave Tambellini	133
22	STREAKER	Ron Anderson	142
23	TIBURON	Steve Stroub	158
24	CHILI PEPPER	John Downing	158
25	ALCHEMY	Sanford/Struttmann	165
26	BLUE MAX	Barry Brown	169
27	OUT OF OPTIONS	Doug Berman	170
28	JABBERWOCKY	Vaughan/Reyff	187
29	WONDER	Dines / Kennelly	187
30	CUCHULAINN	Brian Mullen	197
31	WET PAINT	Don Priestly	202
32	KOOKABURRA	Craig Mudge	208
33	BALD EAGLES	Paul/Liggett	213
34	ROCK N ROLL	Bernard Girod	217
35	LARRIKIN	Stuart Taylor	225
36	JUXTAPOSE	Ariel Poler	237
37	CAPRICORN	Bill Booth	242
38	WIANNO	John Sullivan	248
39	JUPITER	Paul Farr	257

more results at [www.j105.org](http://www.j105.org)

# 2004 Calendar

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

January			
19-23	Mid-Winter Champs	Key West, FL	Premiere Racing
February			
13-15	NOOD Regatta	St. Petersburg, FL	Sailing World/Fleet #19
25-29	Acura SORC	Miami, FL	Octagon
March			
12-14	NOOD Regatta	San Diego, CA	Sailing World/Fleet #8
25-28	Charleston Race Week	Charleston, SC	Fleet #11
April			
30-May 2	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
May			
28-30	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
June			
3-7	Pacific Coast Champs	San Diego, CA	Fleet #8
11-13	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
20-25	Block Island Race Week	Block Island, RI	Zuse, Inc.
25-27	North Sails Race Week	Long Beach, CA	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

\*At press time, some 2004 regatta dates (eg. NOOD regattas) were not confirmed.

## Planning Ahead?

Put the next three North Americans on your September calendar!

**2004** Buzzards Bay (Marion, MA): September 16-19, 2004

**2005** Toronto: Fleet #4/Royal Canadian Yacht Club

**2006** Marina Del Rey, CA: Fleet #8/California Yacht Club

President	<b>Jaren Leet</b>	jarenleet@aol.com
Vice President	<b>Bob Smith</b>	rls@yahoo.com
Sec./Treasurer	<b>Nelson Weiderman</b>	nelson@j105.org
Chief Measurer	<b>Joerg Esdorn</b>	JEsdorn@gibsondunn.com

OFFICERS

REPS

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# SMALL Fleet, BIG Plans

*Fleet Captain Robert Mock reports that Fleet #22 (Lake Erie) is just about ready to reach the magical ten boat mark after a recent growth spurt. Mock plans to be the first Fleet #22 representative at Key West Race Week in January 2004.*

All good news from Fleet #22.

Joe Colling from Edgewater (a Mumm 30 sailor) and his partner Jane Murphy bought a new J/105 (hull #632). That makes nine 105's on Lake Erie, and we will have voting status on the National Executive Committee very soon! As a fleet we have added three new 105s to the area this summer: Joe's boat, not yet named; hull #177 now owned by Flavius Cucu and Les Moeller (and renamed SERIOUS); and DRAGONFLY (hull #144 from Chicago) recently purchased by Dr. Daryl Bass.

In an effort to promote the fleet's growth, several crew members from HIGHLANDER, WISH, and

UNBRIDLED sailed with Ed Crist on VECTOR and the newcomers from DRAGONFLY. VECTOR almost won the Lakeside Regatta Class B with 10 year old sails! Fleet 22 and Fleet 18 had 8 J/105s race the Mills Race out of Toledo this year, with CREATIVE LTC from Detroit winning big. HIGHLANDER, SORCERY, and UNBRIDLED all finished within seconds of each other after 60 miles. DIRTY HARRY, C-JEM, DETOUR, and Cleveland's PATRIOT rounded out the fleet. Thank you all for coming.

The 100+ year old ILYA regatta at Put-In-Bay saw the J/105s racing one-design for the first time. First was WISH, second was DIRTY HARRY, and third was UNBRIDLED. DIRTY HARRY especially liked the around-the-island racing, and the rest of the fleet could do nothing more

than follow him around North Bass and Middle Bass Islands. After a frustrating day for all on the water with very light breeze, the women rushed away in sun hats and dresses to their Ladies' Tea. The J/105 men organized their own "Tea Party" on UNBRIDLED where Harry Bloom of DIRTY HARRY was quoted as giving yours truly the noble title of "Anesthetist."

Fleet 22 finished up their fleet racing schedule in late August with WISH, UNBRIDLED, HIGHLANDER, PATRIOT, and AIR ROCKET finishing in that order. Fleet 22 anxiously looks forward to next year, and new competition in our growing fleet!

It is not too early to start planning for 2004, and Fleet 22 would like to extend an invitation for all to join us in June for Cleveland Race Week. 

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

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# J 105

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