

J/105 News

Official Publication of the J/105 Class Association

Fall 2007

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LSON
SENZ

Well, the least favorite answer to my quick poll about what you like to read in the Newsletter was editorials, so I'll endeavor to be brief and use some space for your favorite, "techniques". Since the North American Championship is in November this year, the Fall Newsletter won't cover it, but I have something to say about it.

It is astounding, astonishing, fabulous (choose your favorite adjective) to have 68+ entries for our championship regatta fifteen years after the J/105 won Boat-of-the-Year for best racer/cruiser (1992). The largest previous NAC had 52 boats (2004 in Marion, MA), so this one blows by that one by a large margin.

Why is this happening? In large measure it is the dedication of the members of Fleet #3 in conjunction with the Annapolis Yacht Club. If you take a look at their website for the event (as I did recently), there is the usual information on entries, documents, results, and registration. But there is also a veritable cornucopia of information on accommodations, weather, yards, services, launching, currents, etc.

But the success of our class is based on more than this year's championship. Several years ago, Fleet #3 was the black sheep of the J/105 fleets. Almost all their boats were shoal draft when the national organization forsook handicap racing in favor of one-design. So Walt Nuschke pushed and pushed and pushed for a "fleet conversion". It was an expensive operation for owners, and most were happy with local competition. But others wanted to travel and economies of scale brought the price down. In a logistical tour-de-force, budgets were set, yards were recruited, and special tools were fabricated to accommodate the boats, which (surprise, surprise) were not all identical with respect to bolt placement, etc. Thirty-six boats converted to deep draft for the 2005 season, and that number has since grown to well over forty. As a result, Fleet #3 boats have joined the national fleet at Key West,

— continued on page 2 —>

Big Fleet at the Big Boat Series



WWW.WAVELENGTHSTUDIOS.COM, ANDREW SIMS

The 43rd Rolex Big Boat Series took place in San Francisco on September 13-16. Twenty-nine of the 112 boats competing were J/105's, making it by far the largest one design class and close in size to the forty boat IRC division. The first race started in very light winds and the wind shut down shortly after the start. The 105 fleet drifted apart in the flood tide on the City Front, and those on the right side of the course were the first to get the sea breeze. DONKEY JACK went on to win, followed by BLINK! and MOJO.

The second race was sailed in a comfortable 12-15 knot seabreeze. After a couple of general recalls and resetting the line, most of the fleet headed right looking for relief from the tide under Angel Island. A few boats headed left looking for more pressure, and they were proven correct. BLACKHAWK finished first, ROCK AND ROLL second, and WONDER third. At the end of the first day it was BLINK! in first overall, but three boats (MOJO, RISK and INVISIBLE) lurked only two points back.

— continued on next page —>

WINTER PLANS

Key West, Miami, Charleston... if these sound like great winter destinations, join us for the 2008 Winter circuit. 29 J/105's have already registered for Key West, with four newcomers joining the veterans for some great winter racing. Add these dates to your calendar:

Acura Key West: Jan 21-25, 2008
St. Pete NOOD: Feb 15-17, 2008
Charleston Race Week: Apr 17-20, 2008

Details at j105.org. See you down south!

What's Inside

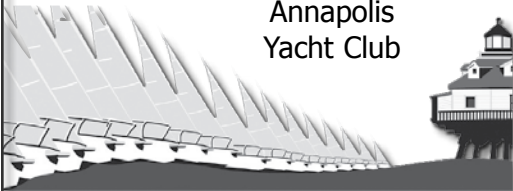
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BIG BOATS, BIG FLEET

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Just Ahead... the 2007 NAC

November 1-4, 2007
Annapolis
Yacht Club



- 68 Boats Registered
- Creative charter deals and local crew available
- Lots of shore activities
- Seven races scheduled

join us!



CHRIS RAY/CRAZYIV.COM

The second day brought a mild fifteen knot breeze and flat water. The 105's sailed a five leg windward/leeward. After some general recalls the fleet charged off with most boats going right. Many of the boats arrived at the first mark at the same time. With the flood tide, getting around the mark in traffic took skill and luck. AQUAVIT, ARBITRAGE and MASQUERADE showed the way to the finish.

Back on the City Front, eighteen knots of breeze and a race to the beach for tide relief led to a few more general recalls and a start with the I and Z flags as everyone pressed to be the first boat to the shore. Short tacking the City Front all the way to the top mark made for exciting racing and spectating, as 34 boats crossed and ducked each other too many times to count. No surprise to see GOOD TIMIN' finish first, followed by AQUAVIT and DONKEY JACK. After 4 races, RISK took the overall lead followed by GOOD TIMIN' and a tie for third between DONKEY JACK AND MOJO.

The fifth race was a repeat of race three with similar wind, mark locations and general recalls. AQUAVIT and ARBITRAGE again went 1,2 but GOOD TIMIN' came in third.

Race six: everyone crashed the beach again for tide relief on the City Front, which meant more general recalls and resetting the line. GOOD TIMIN' showed the way again, DONKEY JACK was second and BRICK HOUSE third. GOOD TIMIN' pulled into the lead for the regatta with a solid 3, 1 for the day. DONKEY JACK moved into second place and BLACKHAWK and BRICK HOUSE tied for third.

The final day started with a three hour delay waiting for breeze. At 2 PM, another 15 knot sea breeze rolled in and the seventh race began. The race was a short Bay Tour because of the wind delay. MASQUERADE, ARBITRAGE and BRICK HOUSE were the first three to finish and GOOD TIMIN' clinched the overall win with a fifth.

It was another great regatta and a great time in San Francisco, even though this year's Big Boat Series had the lightest wind in the past eight years; previous years had at least one day with small craft warnings. The lighter breezes kept the fleet close together and made regatta winner Chris Perkins worry about his five point lead going into the last race. Fleet #1 is looking forward to the NAC, the winter circuit, and of course the 2008 BBS. J
105

thanks to Tom Kennelly for submitting this report.

You can always find more info at www.j105.org

Nelson Sez More

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Block Island, and the North American Championship.

And it is not just Fleet #3 that has shown such dedication to great racing in a great boat. In 1996 we started what would become the premiere website for any Class on the planet. In 1999 the Class created a formal governance structure. In 2001 we decided we would all sail with the same 89 square meter kite. In between have been sail purchase restrictions, absence of adjustable jib leads, common sail cloth and weights, and all the Technical Committee has done to regularize competition.

So what I'm saying is that this Class rocks!

We have had forty-eight consecutive one-design starts in NOOD regattas since 2002. Fourteen different fleets will be represented at the 2007 NAC, and that we "have legs" is proved by the record breaking size of that regatta. Spread the word and get on the line with sixty-something other J/105s! It's a blast and a privilege (even if you don't win). *-nbw*

Fastnet to Port... Doublehanded

Andy Bird (JAMBALAYA), Simon Curwen (VOADOR), and Paul Worwick (JUNEAU) from Fleet #15 in the United Kingdom contributed to this report.

The Rolex Fastnet is one of the world's premier offshore events. Run every two years by the Royal Ocean Racing Club, the race takes 300 competitors west from the start off Cowes, Isle of Wight out of the Solent for 150 miles of tactical sailing around the major headlands and tidal gates of the South Coast. Then the boats enter the open water of the Irish Sea and sail 170 miles to within sight of the southwest Irish Coast and round the famous rock with the lighthouse which gives the race its name. It's then back across the Irish Sea to Bishops Light and onto the finish in Plymouth, a total of 608 miles.



100ft canting Maxi Alfa Romeo powers upwind at the start (she retired the first night)

A total of eight J/105's were entered, six of them racing doublehanded. The J/105 is an excellent two-handed racer, the only modification typically being a good autopilot.

The early forecasts suggested a light air race, a repeat of the 2005 event. However as the start neared the picture started to change dramatically. At the briefing the night before the scheduled start a postponement was announced - a strong gale being expected at the time the majority of the fleet would be entering the open waters of the Irish Sea.

Twenty-five hours after the scheduled start, the fleet got away with a hectic beat out through the narrows of the Needles Channel against a building breeze which saw the first reefs being taken. The first hours of the race are always important as the smaller boats typically cannot reach the first major tidal gate at Portland Bill. The oldest

J/105 in the UK fleet is VOADOR, a US built boat sailed by Simon Curwen and Paul Peggs, very experienced and successful offshore sailors. VOADOR elected to take the inshore route towards Portland for tide relief whilst the bulk of the fleet elected to tack offshore in search of the predicted left shift first. On this occasion the weather forecasters were proven correct as the breeze built steadily all afternoon into the 20's. The prospect of much worse to come saw the first trickle of retirements.

As a very dark and moonless night fell the sea state worsened and with driving rain making conditions particularly unpleasant the pace of retirements grew. JAMBALAYA was dismasted at 2.30am and the radio calls to the coastguard overheard by the other competitors did little to sooth the nerves. By the second morning of the race only a fraction of the fleet were still racing. VOADOR and JUNEAU were still very much in the game however, and VOADOR's inshore route was translating into a crucial six mile lead. VOADOR reported numerous waves into the cockpit whilst under a double reefed main, furling jib, and a well sorted auto-pilot allowing the crew to rest. DIABLO-J (who had put into Plymouth over night to dry out and rest) poked their noses out again, only to retire for good.

The 170 miles to the Fastnet were lumpy, tiring and very wet, a constant upwind slog into a second weather front and confused seas. VOADOR added to the glamour of her experience with a diesel spillage mixing into the bilge water. In the final miles before the rock the sun put in a welcome appearance, along with a group of dolphins. VOADOR's spirits were further lifted by learning she was first overall in IRC class 2 and the leading two-handed competitor.

The return leg was not to prove any easier. With the two remaining J/105's



A sorry JAMBALAYA in Salcombe.

setting spinnakers in 30 knots and big seas, concentration was required. Boat speeds were regularly in the high teens with the occasional "submarine". VOADOR chafed through her halyard and had to re-set the kite gingerly on the spare jib halyard. JUNEAU got herself a serious wrap which saw "Ron" Worwick on the shoulders of owner Mike West unwrapping the mess, all in 30 knots at night - clipped on of course, but character building stuff. The damage kept JUNEAU was under main alone for an extended period.

VOADOR came home to win the two-handed class and place 2nd in IRC 2, followed by JUNEAU who won the two-handed championship for the season. The very warm reception at the prize-giving acknowledged the achievement of being two of only fifty-eight finishers. Like the 105, these sailors are made tough. J



Upwind at the French Nationals.

1



A great start to a Mexican douse. The clew is coming around, the jib is sheeted tight on the new side, and the main is jibing. But the procedure should have started a boatlength or two sooner.

How many times have you come into a leeward mark thinking there is all the time in the world to get the spinnaker down, only to find it still half up after you round the mark? Planning ahead can help determine how much time is really needed, and practicing with your crew will help everyone figure out what they need to do for a smooth drop. A few years ago Dave Ullman wrote an article for *Sailing World* about three possible takedowns, and here we apply his ideas to the J/105. Since we almost always have port roundings at the weather mark, plan to take down on the port side no matter what the situation.

WEATHER STRIP

You may think this is something that seals doors from outside weather, but the weather strip is one of the best ways to get an asymmetrical spinnaker down because the sail drops on the weather side (assuming the kite is well-rotated), so there's no chance of shrimping. Here's how to do it correctly:

First, unfurl the jib and preset it for upwind so the busy bow doesn't have to skirt it after the rounding. Then the bowperson grabs the lazy sheet in preparation for pulling the sail around the headstay to the windward side. To help rotate the spinnaker, the boat must be turned almost dead downwind. After the bow has been turned down at least twenty degrees from the usual downwind course, the foredeck pulls hard on the lazy sheet to start the clew around the headstay. Except for unfurling the jib, the first part is much like the beginning of a jibe. The chute must collapse as the boat turns down. If it doesn't, you won't be able to pull it around.

2



Good technique, but too late... the helm is bound to head up around the mark.

THE MEXICAN

This type of drop is called a Mexican because, in the 1992 America's Cup, San Diego's prevailing winds were so consistent that every time crews rounded the leeward mark and performed this maneuver the boats were pointed toward Mexico. The name has become universal, a sign of the move's popularity. With a little practice, this takedown can be completed in under two boatlengths.

DOUSING AN ASY

After the chute collapses and the clew is pulled around the forestay, begin easing the halyard. When most of the sail is pulled to the weather side, release the halyard under control and the chute will slide down the jib onto the deck, or into the cabin with the help of the sewerperson. The helmsman must keep the bow down during this part of the maneuver. If s/he heads up too quickly, you can lose control of the spinnaker as it's coming down. (See photos 5 and 6.)

It's the fastest and most efficient way to get around the mark if a jibe is required. If you're rounding to port it also allows you to come into the mark with rights on starboard jibe.

Before the jibe, unfurl the jib and have the foredeck grab the working spinnaker sheet on the leeward side. As the boat jibes, four things must happen simultaneously. The foredeck crew hands the sheet to the sewerman and then grabs and gathers the foot of the chute as the spinnaker comes down in front of the jib. The cockpit crew jibes the jib but keeps the old spinnaker sheet taut. The sewerman keeps the spinnaker leech taut to keep the sail coming straight down into the cabin. And last but not least, the pit crew begins to ease the spinnaker halyard just as the boat begins to turn.

By the time the boat is in mid-jibe, the halyard should be well down. Begin to ease the spinnaker sheet and the chute should collapse into the foretriangle on the weather side of the jib. Like the weather strip, the jib should be oversheeted to funnel the chute down to the deck. The helmsman needs to watch the drop and turn the boat fast enough to keep the spinnaker on the new weather side. If s/he turns too slowly, it will drop into the water as the jibe is completed.

With a good rate of turn, the chute will drop onto the foredeck or be pulled into the forecabin, but it's important not to ease the tack until the sail is fully under

3



The helm heads up around the mark before the kite is completely pulled to the weather side of the jib, making control of the spinnaker difficult for the bow.

PHOTOS BY NELSON WEIDERMAN

ASYMMETRICAL SPINNAKER

4



The sail is brought around to windward of the jib to control the drop. Already this team is a bit behind since the mark is astern.

the foot and haul the sail into the boat through the forward hatch.

If you don't have 100-percent confidence in your crew work, you'll want to run off for two or three boatlengths as you douse the sail. This will blanket the chute behind the main, depressurizing the sail so you can gather it in, under control. But running off will take you away from the mark. You'll lose those boatlengths, which become double when you head up toward the mark. That's

control. If the sail ends up in the water by accident, you won't lose control of it if the tack is still nailed. If the sail hits the water with the tack eased, then all three corners of the sail are loose and you'll end up with the sail trailing behind you—which is called shrimping.

LEEWARD TAKEDOWNS

Unless you're laying the mark, or worse, overstanding, don't do a leeward drop in more than 7 knots of wind. If you have to do it, here's how to do it properly. If you have a very competent crew and enough people, keep heading toward the mark and blow the halyard—release it completely. If you leave the tack nailed and the foot stretched tight, you usually won't shrimp. Like a symmetric spinnaker, the a-sail should float just over the water. Then grab the middle of

5



The job of getting the sail under control gets MUCH harder after the boat heeds up.

the weather strip or the Mexican.

Rounding the leeward mark is usually the hardest boathandling maneuver and demands coordination of the whole team, so remember to remain flexible. Depending on the tactical situation the type of drop may change at the last minute. Also, the helmsman may have limited maneuverability for any given option. Practicing each option in situations where the helmsman cannot bear off as s/he would do if no boats were around will help each crew learn how to adapt in those situations. It is traffic that makes most douses go wrong, and practice is the only way to figure out what works best for you and your team.

There is some great discussion about dousing options in the forum section of the J/105 website. And that's also the perfect place to ask any questions you might still have.

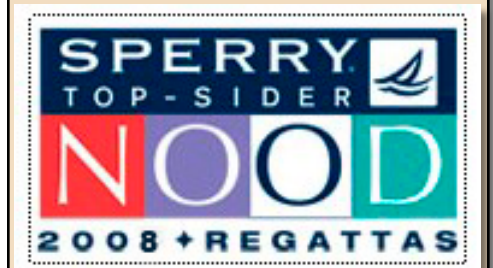
6



This crew needed a bit more time to get the kite down before the boat heeled up around the mark.



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**CHARLESTON
RACE WEEK**

=

- A. THE 105 SOUTHERN CIRCUIT
- B. 3 WELL-RUN REGATTAS
- C. 11 DAYS of RACING and FUN
- D. ALL OF THE ABOVE

The answer, of course, is D!

Join the "regulars" for some great racing this winter. Find all the info you need at

www.j105.org

Results

2007 NOOD Regattas

The J/105 Class ran its string of consecutive starts in National Offshore One-Design (NOOD) Regattas to 48 this year and represented the largest class at many.

St. Pete (18 boats, 6 races)

1. RUM AT SIX	Worth Harris	15
2. J'MAKIN' WAVES	S/D Olinger	20
3. WASABI	Rosen/Marks	32

San Diego (23 boats, 5 races)

1. CRNT OBSESSION 2	Gary Mozer	18
2. JAVELIN	Doug Werner	18
3. WINGS	D/S Case	28

Annapolis (45 boats, 3 races)

1. FREEDOM	Peter Schellie	17
2. VELOCE	Marty Hublitz	21
3. SAVASANA	Brian Keane	21

Detroit (12 boats, 3 races)

1. JUNTO	Morin / Rose	11
2. SORCERY	Brian Smith	11
3. TENACIOUS	Listwan/ Palm	12

Chicago (22 boats, 5 races)

1. MESSY JESSY	Dorin Candea	23
2. REDPORTLEFT	Martin McKenna	29
3. GIGI	David Wagner	30

Toronto (16 boats, 7 races)

1. HEY JUDE	James B. Rathbun	20
2. PLANET B	Robert Baker	26
3. STARCROSS	Glen Malcolm	30

Marblehead (20 boats, 6 races)

1. STEELAWAY II	P & D Morgan	12
2. CIRCE'S CUP	Kevin Colcord	14
3. GHOST	Kenneth Colburn	14

Larchmont (22 boats, 7 races)

1. KINCSEM	Joerg Esdorn	21
2. SAVASANA	Brian Keane	29
3. REVELATION	George Wilbanks	38

Houston (9 boats, 3 races)

1. SOLARIS	Bill Zartler	12
2. STINGER	J Bee Bednar	16
3. BABE	Malcolm Bremer	16

Rolex Big Boat Series

1	GOOD TIMIN'	Chris Perkins	San Francisco, CA	37
2	DONKEY JACK	Scott Sellers	San Francisco, CA	42
3	BRICK HOUSE	Kristen Lane	Tiburon, CA	59
4	BLACKHAWK	Scooter Simmons	Belvedere, CA	63
5	MOJO	Jeff Littfin	San Mateo, CA	66
6	RISK	Jason Woodley	San Francisco, CA	68
7	INVISIBLE	Jeff Janov	Malibu, CA	73
8	AQUAVIT	Tim Russell	Novato, CA	75
9	MASQUERADE	Tom Coates	San Francisco, CA	75
10	ARBITRAGE	Bruce Stone	San Francisco, CA	88
11	JAM SESSION	Adam Spiegel	San Francisco, CA	97
12	ONE TRICK PONY	Peter Szasz	Redwood Shores, CA	104
13	CONVEXITY	Donald Wilson	Chicago, IL	107
14	WONDER	Tom Kennelly	San Francisco, CA	112
15	TABOO	Laby Pipkin	Alameda, CA	112
16	ROCK AND ROLL	Bernard Girod	Santa Barbara, CA	113
17	ORION	Gary Kneeland	Santa Rosa, CA	115
18	STRANGELOVE	Justin Oberbauer	San Francisco, CA	130
19	TIBURON	Stephen Stroub	San Francisco, CA	131
20	JABBERWOCKY	Brent Vaughan	San Francisco, CA	132
21	BLINK!	Steve Howell	Coronado, CA	137
22	LULU	Don Wieneke	Sausalito, CA	139
23	SPARTAN	Patrick Doyle	Moraga, CA	145
24	CHILE PEPPER	John Downing	San Diego, CA	159
25	WHISPER	Ray Lotto	San Francisco, CA	159
26	WLLPNG SWEDE	T. Brandner-Allen	San Francisco, CA	173
27	ADVANTAGE3	Pat Benedict	Danville, CA	176
28	CAL MARITIME	Paige Johnston	Vallejo, CA	177
29	HZRDS WASTE	Dana Sack	Oakland, CA	177
30	AKULA	Doug Bailey	San Francisco, CA	180

Charleston Race Week

1.	SAVASANA	Brian Keane	14
2.	RUM AT SIX	Worth Harris	14
3.	BIG BOOTY	Patrick Eudy	15

Southern Circuit Results

1.	CONVEXITY	Don Wilson	.8434
2.	MASQUERADE	Tom Coates	.8409
3.	SAVASANA	Brian Keane	.8157

Block Island Race Week

1.	SAVASANA	Brian Keane	21
2.	KINCSEM	Joerg Esdorn	23
3.	ARBITRAGE	Bruce Stone	32

more results at www.j105.org

2008 Calendar For Sale

Enjoy 12 months of great J/105 pics AND promote your favorite boat.

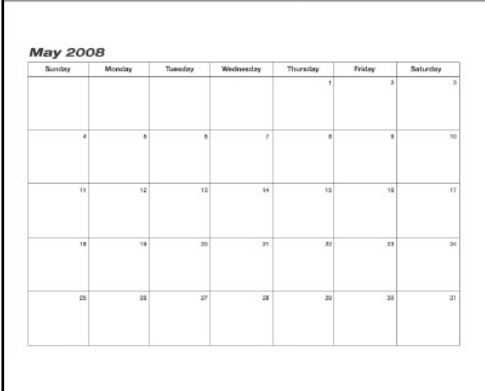


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RACING 2008

Come to the 2008 North American Championship

When: August 20-24, 2008

Where: San Francisco, CA

visit www.j105.org to download a
copy of this flyer, which has all the
info you will need to make plans.

NEWS FLASH!

Seattle has
been added
to the NOOD
schedule.

Tentative dates
are May 16-18.
Check j105.org
for the
latest info
on all 2008
events.

2008 J/105 CLASS
NORTH AMERICANS
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rooms near the Marina area of San Francisco.

Other Attractions:
• Wine Country is short drive away!
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• Six Flags Amusement Park
www.sixflags.com/sanfrancisco
• Shopping

Event Specifics:
• A valid flight certificate is required
• Spill inspections will be performed daily
• Course configuration will be being held on
both the Berkeley Olympic Dock and the City
Fleet at San Francisco



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