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I've just returned from the Annual Meeting of the Class Association held at Mentor Yacht Club in Cleveland, OH. There were three officers there in person (Rob Mock, Walt Nuschke and myself), and we were joined on the conference call by nine others as well as by the new administrative team, Chris and Julie Howell (more from them on page 3). At lunch Clay Mock, Colin Mills, Ed Crist, and Don McCloud joined us. By the time you read this, the minutes and all the handouts from the meeting will have been posted on j105.org (Class Business under Members), so I will not attempt to summarize the meeting other than to say it was a very productive three hours.

Those with long memories will recall my presence at the 1999 annual meeting in San Francisco when Jeff Johnstone brought along the first draft of our Constitution. We spent most of the meeting hammering out our first Constitution and ended up electing the first President (Bill Sutton), the first VP (Bob Taylor), the first Chief Measurer (Jeff Johnstone), and the first Secretary/Treasurer (Nelson Weiderman). Well, a lot has transpired in the nine years since. The minutes of that first meeting do not survive, but all the subsequent minutes have been preserved and history buffs may find them on j105.org (under Class Business).

Why I am bowing out now? Let me tell it like it is. I got involved with the Class in 1995 when I purchased my first KIMA, #37. She came with the name (meaning "wave" in Greek) and in 2000 I transferred it to my new J/105 #300. In those days I was joined regularly by my wife and three children (all unmarried young adults) as crew. Now

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Best NAC in "Donkey's Years"



CBERGSTEIT.MYPHOTOALBUM.COM

Alcatraz provides some relief from the flood tide for racers on SF Bay

What do five bullets, two seconds, two thirds, and a seventh get you? A North American Championship. DONKEY JACK, owned by the tripartite San Francisco partnership of Scott Sellers, Rolf Kaiser and Eric Ryan (and joined by Geoff McDonald, Cam Geer and tactician Ted Conrads) put on an impressive display of clean starting and upwind boatspeed in the 10-race, no throwout regatta to win going away on the last day — finishing 23 points clear of Chris Perkins' GOOD TIMIN'.

"Our crew didn't make a single mistake," said Sellers, the weekend's

designated driver. The three owners divide helming responsibilities during the season. The team has sailed together on the boat consistently since 2005.

The 2008 North American Championship started out with a pea soup fog that reduced visibility to less than a quarter of a mile. First challenge: finding the race committee boat on the Berkeley Circle. After a lengthy postponement, the fog lifted to reveal a glorious day. The delay made competitors overeager, resulting in two general recalls before a

— continued on next page —>

WINTER PLANS

It's time (or maybe past time) to make your plans for the Winter Circuit. For lots of great info about getting there, staying there, and of course the racing, visit www.j105.org and follow the racing link to "Southern Circuit Events"

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Nelson Sez Goodbye

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the three kids are married, and between 2000 and 2006 grandchildren arrived at an average of one per year. I now have seven, the oldest of whom is eight (three boys and four girls). I hope they will love sailing and will join me in the future, but for now it is hard getting crew from family ranks (especially since one family has flown the coop and moved to CA).

Finally, I am taking more and more interest in my burgeoning web site design and development business, Noetic Harbor, LLC (www.noeticharbor.com).

At the end of this year's annual meeting I was surprised to receive a beautiful half-hull of my J/105 KIMA complete with her flag blue hull and gold waterline stripe (with name graphics to be added later). I gather that Rob and Walt (and possibly others) were responsible for getting this done, but I want to thank everybody involved both named and unnamed. This was much appreciated on the occasion of my turning over many administrative duties to Chris and Julie.

Rob was kind enough to remind me of the first post on the original FORUM, in 1996. The complete quote is "I own 'Kima', J/105 #37. I sail in and around Narragansett Bay. I just got a new Banks main and jib. I created this web site, so I think it is just wonderful." Now that's hubris! The post still exists on j105.org.

I'll continue to love my J/105 and continue to be involved, and I'll be around for another year as an officer to smooth the transition. No worries, mon! -nhw



Nelson shows off his new half-hull, a gift for his years of service to the class.

NAC

← continued from page 1 →



BLINK (Steve, Lucy & Matt Howell) came up from San Diego for the NAC

clean start under the "I" flag. Breezes fluctuated from 14-20 knots out of the southwest, with a few large wind shifts keeping tacticians and the race committee on their toes.

Even with a two mile leg, the top twenty boats converged on the windward mark simultaneously. This congestion was repeated at each mark rounding. While there was much shouting, few protests were filed. Race 1 was won by BLACKHAWK (Scooter Simmons) with BRICKHOUSE (Kristen Lane) in second and DONKEY JACK in third. Race 2 followed immediately and was won by CONVEXITY (Donald Wilson), with AQUAVIT (Tim Russell) in second and DONKEY JACK again in third.

On the second day, three races were held in uncharacteristically puffy conditions. A building flood tide led to several general recalls, and the shifty 12-20 knot breeze made short tacking along the city front the best tactical choice – a treat for the spectators. Race 1 was won by DONKEY JACK, second place was taken by CONVEXITY, with third place taken by NATURAL BLONDE (Rob Cooper). Race 2 was won by GOOD TIMIN', with DONKEY JACK in second and BLACKHAWK in third. AQUAVIT (Tim Russell) won the third race of the day, RHYMENOCEROUS (John Horsch) was second, and JAM SESSION (Adam Spiegel) was third. The only casualty was the missing flag staff and ensign that an unnamed competitor managed to dislodge from

the stern of the committee boat during close maneuvers!

A picture postcard Saturday resulted in three flawless races on the Berkeley Circle. As the 12-15 knot southwester built to a steady 18-24 knots, boathandling skills were tested. DONKEY JACK passed with flying colors, leading around every mark of the course for three bullets and a 21 point lead going into the last day.

For other teams, the day ended with a crunch. Just before the last weather mark rounding of the day, Don Wilson's CONVEXITY attempted to duck Justin Oberbauer's STRANGELOVE. CONVEXITY missed the duck by a few feet, punching a hole in STRANGELOVE that went all the way into the cockpit coaming at the traveler. CONVEXITY's backstay also grabbed STRANGELOVE's masthead, but fortunately the two boats came apart without either rig coming down.

On Sunday two final races were held off the west face of Alcatraz. Although GOOD TIMIN' won the first race, DONKEY JACK stayed right on their transom for a second, and then won the last race of the regatta to cement their victory.

"We kept getting faster throughout the regatta," Kaiser said. "We were fast upwind and that pretty much allowed us to extend and sail our own races." J

The editor relied heavily on Stuart Taylor's commentary and 'Lectronic Latitude's regatta report to flesh out this story.


Let us Introduce Ourselves...

Chris and Julie Howell will take over administrative responsibilities for the Class in 2009.

It is a privilege to serve as the new executive secretary for the J/105 Class! We appreciate all the time and effort that Nelson has dedicated to the J/105 Class. We know we can never “replace” him, but we hope to maintain the same high level of professionalism,

enthusiasm and devotion! We’d like to share a little bit about ourselves.

Julie and I have been married for a year-and-a-half, and we live in a condominium near Cleveland that overlooks Lake Erie. We spend a lot of time with my 10-year-old daughter

Maggie and traveling for work and pleasure. The water is obviously a big part of our life, so it is a blessing to be able to mix our passion with our vocation. We are very excited about the J/105 Class, and we look forward to meeting many of you very soon. 



CHRIS HOWELL

**Chris and Julie Howell are the new administrative team for the class. They can be reached anytime with questions or comments:
440-796-3100
howell@j105.org**

CHRISTOPHER HOWELL

I have worked in association management for nearly 15 years, and have been awarded the CAE (Certified Association Executive) designation by the American Society of Association Executives. As Executive Secretary for the US J/22 Class Association and the International J/22 Class Association since 2000, I serve as the chief executive. My duties include: regularly evaluating Class rules and leading special committees to improve the application and interpretation of the rules; administering regular meetings on both the US and International levels; promoting communication with members through the quarterly newsletter and the Class websites,

including educational material, news updates, classifieds and an online forum. I am also very involved supervising measurement procedures and rules compliance; issuing measurement certificates to new boat owners; and ensuring the overall well-being of the J/22 Class. In addition to my duties with the J/22 Class, I am the Director of Development for the International Society of Explosives Engineers, a professional society dedicated to promoting the safety, security and controlled use of explosives.

JULIE HOWELL

I have worked for the US and International J/22 Class Associations

since 2002 in a variety of roles. Beginning as the newsletter editor, my primary responsibility has been the quarterly 16-page publication. I also assist in board management, website administration, database management, distribution of royalty labels and affinity products, financial organization, merchandise promotion and regatta assistance. In addition to my duties with the J/22 Class, I worked for nearly five years at a non-profit association as public affairs manager. I currently serve as the office manager at CBS Outdoor, an out-of-home advertising division that markets clients on transit vehicles and billboards.

OFFSHORE AND SHORT-HANDED STORIES



The other J/105, JUNEAU, rounds Fastnet Rock halfway through the race.

J/105 owners are known for being adventurous, but most don't have the Fastnet Race on their calendars... and even if they did, they'd plan on taking a full crew. In 2007, Simon Curwen and Paul Peggs won the double-handed division of this challenging race on the J/105 VOADOR, and finished second in Class 2 against eight fully-crewed boats. After a weather-delayed start and 35-40 knots, steep seas, and cold temperatures, only two of the seven double-handed starters completed the race – and both were J/105's. J/Boats interviewed Simon about his experience.

JB: Describe the two days of upwind sailing.

Simon: It in no way compares with the 1979 Fastnet when people got caught out in the middle of the Irish Sea. This year was just cold and quite windy, and the short sharp typical seas are very unpleasant to sail in, but it wasn't particularly dangerous.

JB: And after you rounded Fastnet Rock it was downwind?

Simon: Dead downwind so no nice screaming reaches! Our closest rival was a class 2 fully-crewed French boat that was 1.5 hours behind around the Rock. So how long to carry the kite was the question.

JB: How fast were you going with the kite in 35 knots, and how did the boat handle?

Simon: It's a good stable boat downwind with perfect handling,

an absolute joy to sail. We saw a maximum speed of 18.7 knots, but what was more exciting was sustaining long surfs, over minutes, at fourteen knots and above. We were probably averaging eleven knots, and the boat was very easy to handle. But then the halyard chafed through and we lost the spin overboard. So that lost us a bit of ground.

JB: Do you have any tips for sailing short-handed offshore?

Simon: There's very little that needs doing to the boat. Getting a good autopilot is required. And the #4 jib is a great sail; we sailed the whole of the Fastnet with that.

JB: Would you do it again?

Simon: Oh yes....and in a 105. I don't think there's a better boat for doing two-handed campaigns. We have a full circuit that includes singlehanded, doublehanded, and fully crewed events, and we could race every weekend of the year. The boat crosses all those boundaries very well." J/105

SOUTH AFRICA CHECKS IN

Dwayne Assis, owner of PANTS ON FIRE, sent in this report about offshore racing in South Africa:

"We finished 3rd on IRC in a 300 mile coastal race from Maputo, Mozambique to Durban, South Africa at the end of July. We finished behind a Simonis 42 and an Archambault 35 but in front of a (heavily modified) Mumm 36, plenty more Simonis 42's and others. I am sure most J/105 owners do not know what a good offshore boat this really is.

"We set a new personal speed record of 21 knots with our small frac spinnaker (80 sq meters) during the first night out in 32-35kts of breeze.

"I am sure most J/105 owners do not know what a good offshore boat this really is."

Spent a lot of time surfing over 19 knots in total control. This with three guys on watch and three of us (trying) to sleep down below. None of this "all behind the traveler" stuff as on some other designs! The next day we were beating into 35-38 knots with a reef and a no 4 jib watching the southern right whales breaching not 500 meters away from us!

"Everyone down here continues to be impressed by the boat... clearly I must have seriously good taste!" J/105

AND LIVE... FROM NEW YORK

The 186 nautical mile Block Island Race began its 63rd running on Friday, May 23, 2008. 108 IRC- and PHRF-rated boats set off on a course from Stamford, CT., down Long Island Sound, around Block Island (R.I.) to port, and back. While the press focused on the line honors winners, the best performance by a

double-handed boat went to Peter Rugg's (New York, N.Y.) J/105 JADED. Correcting ahead of a J/120, JADED took both the double-handed class and the Gerold Abels award. Said Rugg, "I think the J/105 is a very competitive short-handed boat and would be happy to help promote it as such." J/105

The New 105, Up Close

Chris and Carolyn Groobey are members of Annapolis Fleet #3 and owners of a new US Watercraft J105. J/Boats recently interviewed Chris to see how he likes #674.

JB: How long have you been J105 sailing?

Chris: We bought our old boat #58 in 1997.

JB: What was the original inspiration for buying your first J105?

Chris: I owned a Tripp 26 but wanted a one design race boat that was dual purpose. Over the years the 105 has turned into more full bore racing, and now we travel with the boat to Key West and Block Island Race week.

JB: What is it about the class and boat that you like most?

Chris: We have friends around the country as a result of this boat. That's why we chose to stay with the 105 when it was time for a new boat. We looked at the Melges 32, but it was too pro heavy. We appreciate the sail limitations and limitations on pros in the 105. And we'd have to travel with the 32; with the 105 we have one design racing

every weekend. For our season ending regatta this weekend in Annapolis we have 22 boats signed up. The fleet's still very strong, it's really amazing.

JB: Why buy a new J105?

Chris: It's our old boat with a new car smell. Our old boat was built in 1993, and it was time to move to a new boat anyway. J/Boats started talking about a new boat from a new builder, and they asked current owners for ideas about layouts, what options should be standard, etc. I was involved from the beginning, and we were certainly aware of USWatercraft's reputation and confident we were going to get a great boat. So even though we'd never seen one, we were confident enough to send a down payment and make the commitment. We couldn't be more thrilled with the high build quality.

JB: How long have you had it, and how much have you sailed it?

Chris: The boat was delivered in early September. We've been racing every weekend since then except the Annapolis Boat Show, where the boat was on display as part of the deal. The Sparcraft mast and switchingsailmakers meant we've had a bit of a learning curve. The biggest difference is we switched to tiller, which is standard on the new boats. The dedicated racers have been retrofitting their boats with tillers, because the boat is in fact more nimble with a tiller. But I hadn't steered with a tiller in 10 years. J/Boats



Carolyn christens the new JAVA, the old-fashioned way

Read the full
interview
at
jboats.com



**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

2008 NOOD Regattas

The J/105 Class ran its string of consecutive starts in National Offshore One-Design (NOOD) Regattas to 54 this year and represented the largest class at many.

Annapolis

(31 boats, 6 races)

- | | | |
|----------------|--------------------|-------|
| 1. DREADNOUGHT | Cullen Shaughnessy | 35.00 |
| 2. SAVASANA | Brian Keane | 45.00 |
| 3. BLOWBOAT! | Rob Marsh | 46.00 |

Seattle

(10 boats, 6 races)

- | | | |
|---------------|-----------------|------|
| 1. MONEY SHOT | Michael Schiltz | 5.0 |
| 2. JUBILEE | Erik Kristen | 12.0 |
| 3. BIFROST 3 | Michael Pearson | 18.0 |

Detroit

(12 boats, 8 races)

- | | | |
|----------------|--------------|------|
| 1. C-JEM | C.J. Ruffing | 14.0 |
| 2. DIRTY HARRY | Harry Bloom | 28.0 |
| 3. WISH | Colin Mills | 31.0 |

Chicago

(23 boats, 7 races)

- | | | |
|----------------|--------------|----|
| 1. INVISIBLE | Jeff Janov | 29 |
| 2. GIGI | David Wagner | 37 |
| 3. MESSY JESSY | Dorin Candea | 42 |

Marblehead

(17 boats, 7 races)

- | | | |
|------------------|------------------|----|
| 1. STEELAWAY III | Peter Morgan | 16 |
| 2. BANTRY | Jon Wales | 30 |
| 3. UPROAR | Brian Harrington | 35 |

Larchmont

(23 boats, 6 races)

- | | | |
|-------------|---------------|----|
| 1. KINCSEM | Esdorn, Joerg | 17 |
| 2. SAVASANA | Keane, Brian | 18 |
| 3. ECLIPSE | Emery, Damien | 24 |

REPORT FROM SEATTLE

May 16-18, 2008 was an almost perfect weekend for the first ever Sperry Topsider NOOD Regatta in Seattle, WA. The Regatta attracted 217 entries and Fleet 20 brought 10 J/105's to the line. The winners played the challenging conditions of Puget Sound by balancing decisions between finding better wind or better current throughout the regatta. We are already looking forward to next year's NOOD Regatta scheduled for May 15-17, 2009.

2008 NAC

- | | | | |
|--------------------|------------------|------------------|-----|
| 1. DONKEY JACK | Scott Sellers | Larkspur, CA | 22 |
| 2. GOOD TIMIN' | Wilson/Perkins | S. Francisco, CA | 45 |
| 3. AQUAVIT | Tim Russell | Novato, CA | 51 |
| 4. BLACKHAWK | S. Simmons | Belvedere, CA | 77 |
| 5. RHYMENCRS | John Horsch | Oakland, CA | 102 |
| 6. JABBERWOCKY | Brent Vaughan | P. Valley, CA | 102 |
| 7. BRICK HOUSE | Kristen Lane | Tiburon, CA | 110 |
| 8. SWOOSH | Howard Bentley | Fks of Slmn, CA | 121 |
| 9. INDEFATIGABLE | Philip Lotz | N. Canaan, CT | 123 |
| 10. RACER X | Laby/Pipkin | Alameda, CA | 124 |
| 11. N. SLEIGHRIDE | Peter Wagner | Atherton, CA | 124 |
| 12. CONVEXITY | Donald Wilson | Chicago, IL | 135 |
| 13. MASQUERADE | Thomas Coates | S. Francisco, CA | 140 |
| 14. C. OBSESSION 2 | Gary Mozer | Bev. Hills, CA | 144 |
| 15. MOJO | Littfin/Case | San Mateo, CA | 156 |
| 16. JAM SESSION | Adam Spiegel | S. Francisco, CA | 176 |
| 17. WONDER | Tom Kennelly | San Rafael, CA | 177 |
| 18. N. BLONDE | Rob Cooper | San Rafael, CA | 180 |
| 19. ORION | Gary Kneeland | Santa Rosa, CA | 181 |
| 20. ARBITRAGE | Bruce Stone | S. Francisco, CA | 182 |
| 21. RISK | Jason Woodley | S. Francisco, CA | 189 |
| 22. ROCK & ROLL | Bernard Girod | Sta Barbara, CA | 230 |
| 23. LARRIKIN | Stuart Taylor | S. Francisco, CA | 232 |
| 24. LULU | Don Wieneke | Sausalito, CA | 238 |
| 25. 1 TRICK PONY | Peter Szasz | Red Shores, CA | 245 |
| 26. STRANGE LOVE | Justin Oberbauer | S. Francisco, CA | 250 |
| 27. ALCHEMY | Walter Sanford | Tiburon, CA | 259 |
| 28. STREAKER | Ron Anderson | Sausalito, CA | 264 |
| 29. HAZ. WASTE | Dana Sack | Piedmont, CA | 264 |
| 30. BLINK! | S/Lucy Howell | San Diego, CA | 264 |
| 31. ADVANTAGE3 | Pat Benedict | Danville, CA | 273 |
| 32. W. SWEDE | Brandner-Allen | S. Francisco, CA | 278 |
| 33. VIM | Garry Gast | Novato, CA | 287 |
| 34. JUJU | Tim Sullivan | Pleasanton, CA | 295 |
| 35. DIST. PASSION | James Macdonald | Bermuda | 301 |
| 36. ULTIMATUM | Musto Gunan | Sunnyvale, CA | 341 |

Southern Circuit Results

- | | | |
|---------------|---------------|-------|
| 1. ECLIPSE | Damian Emery | .8230 |
| 2. RUM AT SIX | Worth Harris | .7268 |
| 3. SEA SHADOW | William Riker | .7099 |

Block Island Race Week

- | | | |
|-------------|-----------------|----|
| 1. ECLIPSE | Damian Emery | 23 |
| 1. SAVASANA | Brian Keane | 28 |
| 2. GHOST | Kenneth Colburn | 48 |

more results at www.j105.org

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\$13.00 + \$4.00 S/H

These calendars make a great Christmas gift for your entire crew.

Hats available too!

Available at www.j105.org

April 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Charleston Race Week
Bermuda Int'l J/105 Race Week
Annapolis NOOD

Order yours today!

President

Bee Bednar

bednarb@3dbee.com

Vice President

Joerg Esdorn

JEsdorn@gibsondunn.com

Fleet at Large

James MacDonald

James.Macdonald@conyersdillandpearman.com

Secretary/Treasurer

Nelson Weiderman

nelson@j105.org

Chief Measurer

Walt Nuschke

w.nuschke@isi-controls.com

At Large

Bernard Girod

bgirod@yahoo.com

At Large

Chris Perkins

cqperkins@aol.com

Copyright Holder **Jeff Johnstone**

jeffj@jboats.com

OFFICERS

Fleets

- #1 SAN FRANCISCO Tom Kennelly
Tom.Kennelly@kp.org
- #2 NEW ENGLAND Brian Harrington
jh458@comcast.net
- #3 CHESAPEAKE Carl Gitchell
cgitchell@spa.com
- #4 LAKE ONTARIO James Rathbun
hey Rathbun@bellnet.ca
- #5 LAKE MICHIGAN Clark Pellett
Cpellett@aol.com
- #6 L. ISLAND SOUND Joerg Esdorn
JEsdorn@gibsondunn.com
- #8 SO. CALIFORNIA Chuck Driscoll
chuck@driscollinc.com
- #10 NEW JERSEY Patricia Gerritt
- #11 LOW COUNTRY Joseph Highsmith
highcon@hargray.com
- #13 UNITED KINGDOM
- #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 Alan Bates
alan@bsailing.com
- #18 DETROIT Brian Smith
brian_p_smith@comcast.net
- #19 FLORIDA
- #20 NORTHWEST Jerry Diercks
jerrydiercks@comcast.net
- #21 BERMUDA Jonathan Corless
inshallah@bermuda.com
- #22 LAKE ERIE Robert Mock
unbridled@roadrunner.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

A Perfect 105 Day



*Photographer Andrew Sims caught ROE RAGE at the 2008 Coastal Living Newport Regatta, hosted by Sail Newport.
www.wavelengthstudios.com*

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

