

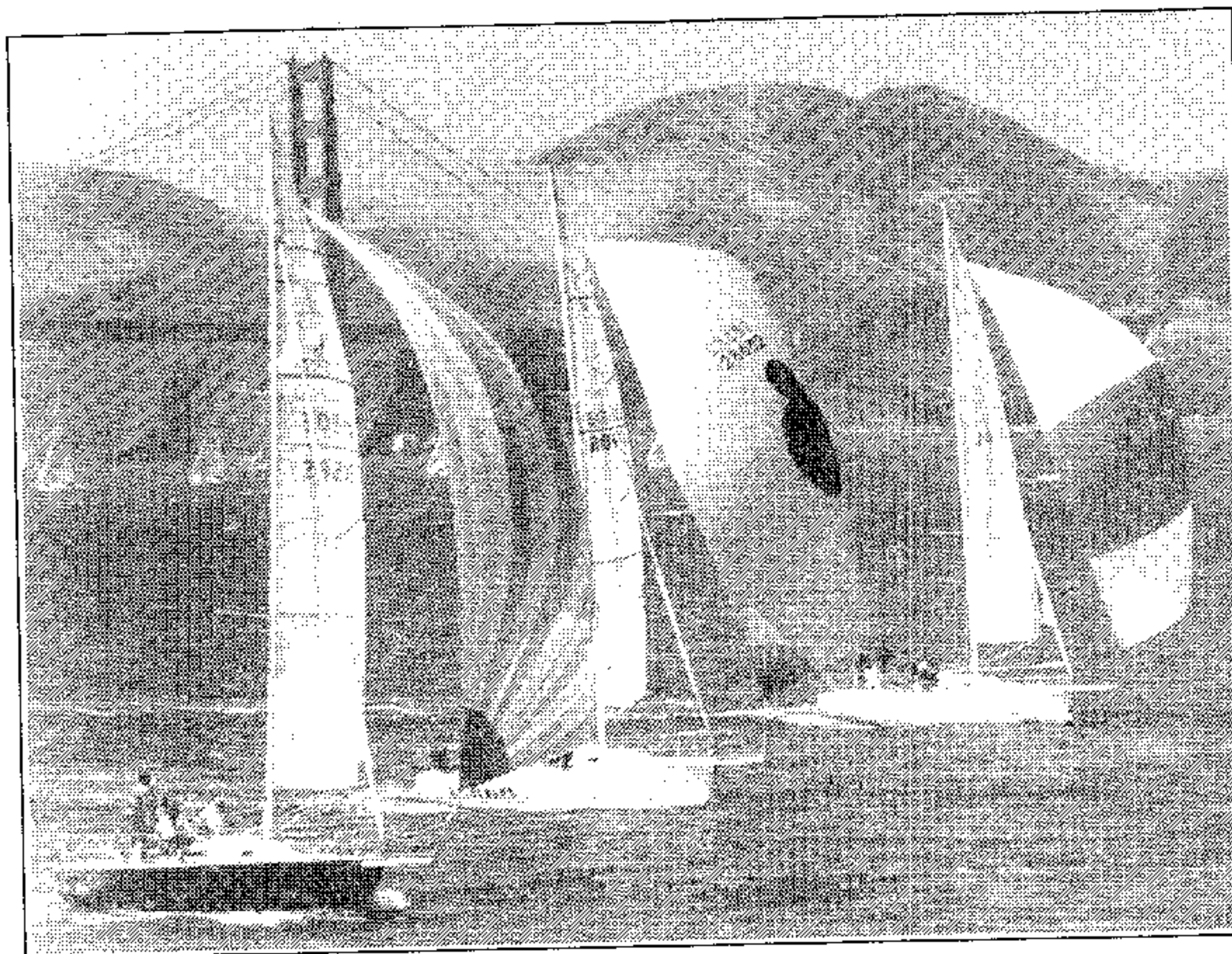
J/105 News

April 1996

Official Publication of the J/105 Class Association

LOCALS SWEEP TOP SPOTS AT FIRST J/105 NORTH AMERICANS

Walt Marti from San Francisco Fleet #1 and his crew of Alan Prussia, David Miller, Alex Netchiporak and Simon Pawlett, sailed their J/105 INVICTUS to a near sweep of the five race J/105 North American Championships hosted by St. Francis Yacht Club from October 20-22, 1995. Marti scored 1-1-4-1-1 to win by 9 3/4 points over 2nd place AQUAVIT, skippered by Tom Sponholtz, also from Fleet #1. Eleven J/105s attended, including an eastern contingent of Fred Babson from Sandusky, Ohio; Ken Swiecicki and Jack Detweiler from Annapolis; Chris Coffin and Jon Zakin from Chicago, and Rod Johnstone, who sailed SNOOPY (Ex RAGTIME) with its new owner, Dick Roberts from San Diego. John Wylie also brought J-OK up from San Diego to compete.



The locals dominated nearly every race on the strength of superior downwind performance against a strong ebb current which prevailed in the five races. The weather legs in all the races were short, and the fleet tended to overstand on the starboard laylines and bunch up at the weather marks, sometimes with half the fleet overlapped.

What was the local secret? The home fleet was deep with talent, evidenced by their excellent maneuvering, sharp crew work and great positioning around the buoys. Familiarity with the current and tricky winds was a help, but the locals' mastery of sailing deep angles with the A-Sail is what propelled them ahead on the leeward legs.

Now for the racing: the INVICTUS crew made it look easy with two bullets the first day. In Race #1, Marti and Sponholtz duked it out all the way to the finish. In Race #2, Marti came from way back to blow by Rod Johnstone on the first leeward leg. Art Ball in BLACKHAWK also hauled Johnstone downwind, but had to settle for third. Aside from Johnstone's 2nd in the second race, only Fred Babson, who finished 5th in the first race, managed to crack the top five against the five local boats on the first day.

On day two, Walt Marti opened again with a bullet with local boats sweeping the other four spots. Again

the fleet sorted itself out the leeward legs against an increasingly strong ebb current. After finished 3rd in Races #1 and #2, Art Ball stayed in the hunt with a strong second place finish, while David Tambellini followed with a 4-4-3. Ken Swiecicki, from Annapolis was the only outsider to get a top five finish on Saturday with a 3rd in Race #4. Tom Sponholtz jumped out early and led the fleet around the course in Race #4 to give

continued on next page

What's Inside

Alan Paris wins Bermuda One-Two	2
Marti Wins 350 mile Coastal Cup	2
J/105 North Americans Heads to Annapolis	3
Brut Cup 1996	3
J/World Offers RPM Program in J/105s	3
Regatta Results	4
Brut Cup to New York	5
Technical Tips	5
J/105 Crew Assignments	6
J/105 Class Association News	7
J/105 Schedule	8

NORTH AMERICANS CONTINUED

Marti his only setback of the series, with **Jim Cascino** right behind in second.

Race #5 on Sunday started with a brisk Northerly. Johnstone led a drag race to starboard after ducking several sterns, and managed to lead at the first weather mark with Marti right behind. Both boats tangled their spinnaker sets, but Marti extricated himself first and went on to win the race and series, while Johnstone eventually dropped to third for the race, managing 5th for the series to prevent a clean sweep by the five San Francisco entries.

Great parties and great racing were enjoyed by all. St. Francis Yacht Club and J/105 Fleet #1 set a high standard for hospitality, entertainment and incredible competition.

J/105 North American Championship Results

1.	INVICTUS	Walt Marti	1-1-1-4-1	7
2.	AQUAVIT	Thomas Sponholtz	2-8-4-1-2	16.75
3.	BLACKHAWK	Art Ball	3-3-2-5-5	18
4.	JEST	Jim Cascino	6-6-5-2-6	24
5.	SNOOPY IV	Rod Johnstone	7-2-7-6-3	25
6.	BELLA ROSA	David Tambellini	4-4-3-9-9	29
7.	CHARADE	Fred Babson	5-6-6-8-8	33
8.	LIMELIGHT	Ken Swiecicki	11-10-8-3-4	36
9.	J-OK	John Wylie	8-7-10-7-7	39
10.	THRASHER	Coffin/Zakin	9-9-9-10-10	47
11.	JOSE CUERVO	Jack Detweiler	10-11-11-11-11	54

ALAN PARIS WINS BERMUDA ONE-TWO

After many ocean miles, but in his first Bermuda One-Two, **Alan Paris** sailed LEARNING TO FLY to an impressive win in Division II of the 1995 Bermuda One-Two race. The 1,260 mile round-trip race, features a 630 mile single-handed leg from Newport to Bermuda, then a return leg sailed double-handed.

Murray Danforth, who's sailed his modified J-35 in seven previous One-Twos, described the single-handed leg as one of the worst he'd seen. Strong headwinds in the final 150 miles tested the resolve of the fleet. Paris beat Danforth boat for boat by an hour, and corrected out in front of **Ed Sisk** on a J/33 and **Derek Hatfield** on

a J/92, as well as fellow J/105 sailors **Peter Chance** on SINGULARITY and **Brad Tripp** on MALA.

On the double-handed return leg, the competitors again saw good breeze and Paris stuck to form finishing an hour in front of Danforth, and correcting out in front of the J/33 IF ONLY and J/92 GIZMO. All three J/105s were outfitted with self-steering systems and extra communication equipment, but were otherwise relatively standard equipped J/105s. A few days after finishing second in class to Paris, Ed Sisk and **Harvey Howalt** of the J/33 IF ONLY took Rod J's RAGTIME for a sail. The result? Both plan to be J/105 sailing this year!

MARTI WINS 350 MILE COASTAL CUP

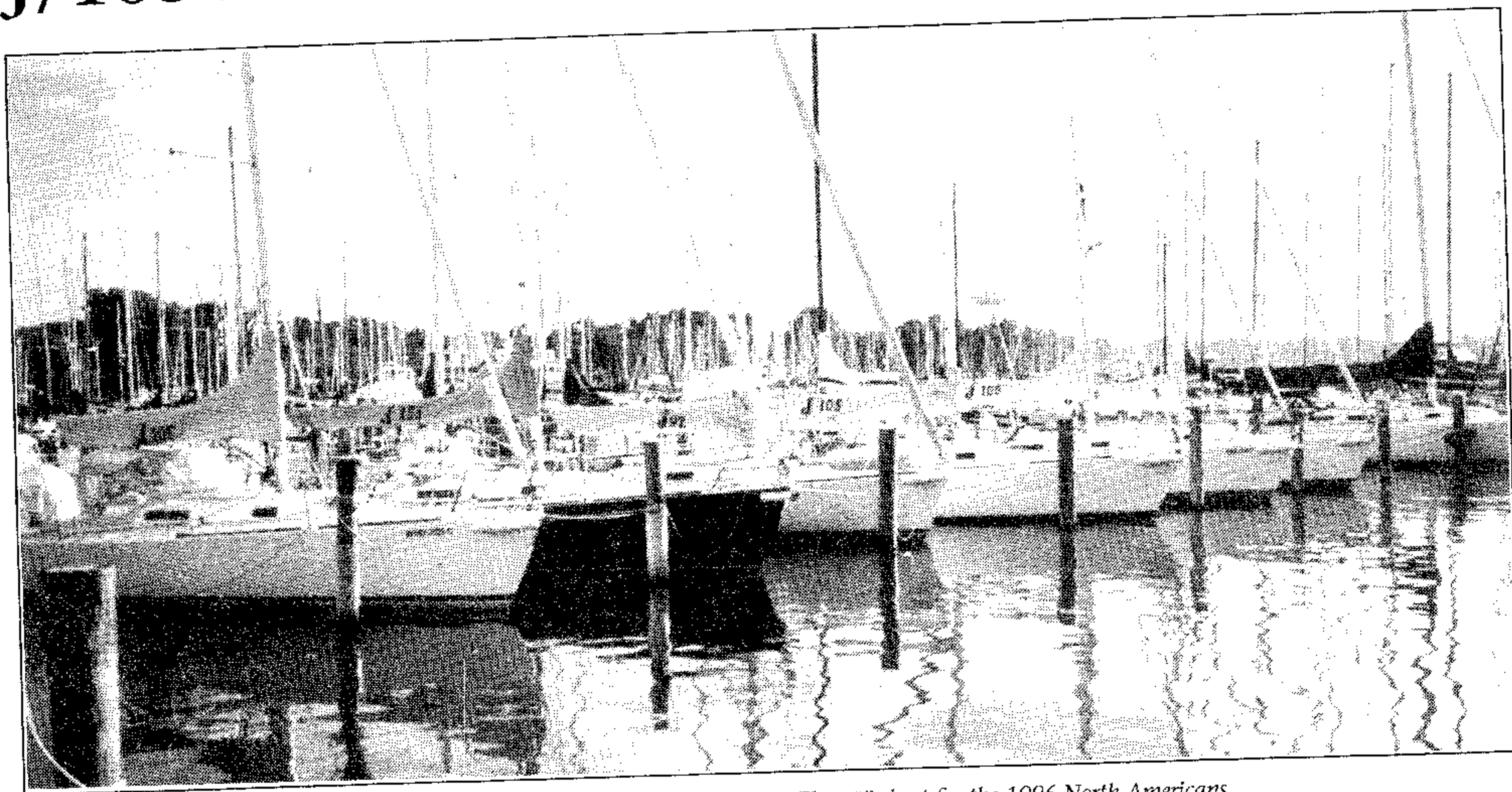
Walt Marti of San Francisco sailed his J/105 INVICTUS to first in class in the Encinal Yacht Club's Coastal Cup—from San Francisco to Santa Barbara (approx 350 miles). The following are Walt's thoughts about the race: "This was my first offshore race and it couldn't have been better. The boat and crew were both phenomenal. The crew of **Alan Prussia**, **Alex Netchiporuk** and **David Miller** all did a great job of pulling this one off."

"The J/105 proved to me once again that I made the right purchase as she amply demonstrated all the things I had been looking for. It's a real testimony to the boat that you can take just four people on a race of this nature and sail past much larger boats. We spent quite

a few hours with just to people on deck, the chute up and averaging 12-16 knots! We could just imagine what the fully crewed boats were doing trying to stay under control in those conditions at night."

"I've mainly enjoyed the camaraderie and competition of our round-the-buoys one-design racing on the Bay, but this kind of race shows the versatility of this boat in spades. The accommodations are great for short overnights and the boat is so simple and easy to control that you can easily do all the sailing and winning you want with just four people aboard. I'm having a great time with the boat and the fleet which continues to grow and improve."

J/105 NORTH AMERICANS HEADS TO ANNAPOLIS



J/Port in Annapolis is home base for Chesapeake Fleet #3, host for the 1996 North Americans.

Bill Sutton (Fleet #3 Captain) and Fleet #3 invite all J/105 owners to join them for the 1996 J/105 North American Championship, September 20-22 in Annapolis, MD. Eastport Yacht Club will run the three day event, which calls for a six race series with five buoy races and one 20 mile point to point race. Both deep and shoal keel versions will sail together with a 6 second per mile handicap given to the deep keel boats.

The local fleet (17 boats deep) will hold a seven race qualifying series to qualify the top five boats, to allow several boats to be available to out-of-town participants who qualify from their areas. The event will be open to all J/105 owners outside of the local fleet who can bring their own boat. The New England fleet is planning several New York area events to draw boats down the coast towards Annapolis. There will also be several J/105

one-design events in the Chesapeake surrounding the North Americans enabling owners to leave boats in the area and enjoy the beautiful fall season.

Guidelines and an Official Notice of Race will be sent to all J/105 owners. As Bill commented in the spring fleet newsletter: "San Francisco certainly set a precedent for running a very classy regatta. We're going to put on a great show for our out-of-town guests." Contact: J/Port at 410-280-2038 or Bill Sutton at 703-532-1749.

BRUT CUP 1996

The competitors were so impressed with the J/105 last year, they asked the Brut organizers to have J/105s in all five locations! While the Bermuda J/105 fleet is just starting to form, things are on track for both the San Francisco and New York Brut Cup events to again be held in J/105s. Sails from the 1995 New York event will be provided, and owners will again have a chance to crew aboard their own boats with the likes of Coutts, Gilmour, Baird and Heiner.

J/WORLD OFFERS RPM PROGRAM IN J/105s

J World, the Performance Sailing School is offering their three day racing program in May (RPM) aboard J/105s May 17-19 in Newport, Rhode Island. The program is designed for experienced racers who are comfortable both at the helm and as crew. Three days are spent perfecting boathandling skills and crew organization, attacking and defending at a starting line, powering and de-powering the sailplan and spinnaker drills. Students can expect extensive match racing and fleet short course race practice. J/105s will have five students and one instructor.

For more information, contact J World at 1-800-343-2255 or fax 401-849-8168.

REGATTA RESULTS

1995 J/Fest West, San Francisco

1	JEST	Jim Cascino	2-2-1-6-1	11.5
2	INVICTUS	Walt Marti	4-3-2-1-2	11.75
3	THRASHER	Steve Podell	1-1-6-3-4	14.5
4	BLACKHAWK	Art Ball	6-7-3-2-5	23
5	JOSE CUERVO	Sam Hock	3-4-5-5-7	24
6	AQUAVIT	Tom Sponholtz	9-6-8-4-3	30
7	LIMELIGHT	Harry Blake	8-5-4-8-6	31
8	BELLA ROSA	David Tambellini	7-8-7-7-8	37

Three way battles are nothing new to Fleet #1. Question is, which three boats will it be! In the annual J/Fest classic hosted by St. Francis Yacht Club, **Jim Cascino** on **JEST** squeaked out a close one over **Walt Marti** and **Steve Podell**, with the top three boats capturing five bullets and four 2nds between them.

J/105 Lake Michigan Champs

1	MISS AMERICA	John Ramsey	1-1-1-1-2	5
2	RAGTIME	Rod Johnstone	4-2-2-3-1	11.75
3	REVELATION	Kevin Alcock	2-3-4-5-3	17
4	LUCKY DUBIE	Don Cameron	5-4-3-2-4	18
5	MAD DOG	Mark Dunn	7-5-6-4-7	29
6	VYTIS	Tom Petkus	6-6-5-8-6	31
7	WILD THING	Jack Rose	3-8-7-6-8	32
8	WE BE JAMMIN 2	Chris Coffin	8-7-8-7-5	35

John Ramsey and his crack team aboard **MISS AMERICA** dazzled the fleet with superior tactics and boatspeed in capturing the J/105 Lake Michigan Championships held in Chicago last summer. Conditions were light to moderate with fluky and finicky breeze lines. Racing was very tight at times, with the first five boats finishing within 30 seconds in Race #2. **Rod Johnstone** joined the fleet and managed to break Ramsey's string of bullets in the final breezy race on Sunday. Special note: Fleet #5 opted to sail with non roller-furling 150% genoas and 89 sq meter spinnakers. Rod's boat was the only one sailing with roller-furling, and Rod attributed their lack of mark rounding tangles to having this feature. One other observation: the fleet started 5 minutes behind the F27s, and usually passed them before starting the second lap of the W-L courses.

1995 J/105 New Englands (NOOD Regatta Newport)

1	POLAR EXPRESS	Jeff Johnstone	2-1-1-1-2	6.25
2	RAGTIME	Rod Johnstone	1-2-4-2-1	9.50
3	ETHEREAL	Brian Hotarek	3-3-2-3-3	14
4	DOMINO II	Ian Steel	5-5-3-6-7	26
5	CURLEW	Jack Detweiler	6-6-5-4-5	26
6	TAR BABY	Bob Carballal	4-4-6-9-8	31
7	SEA SHADOW	Larry Anderson	7-7-7-5-9	35
8	KIMA	Nelson Weiderman	9-12-8-7-4	40
9	ALLRIGHT	Hugh McLean	10-8-12-8-6	44
10	PHENIX	Bob Swirbalus	8-9-9-10-10	46

Breaking waves across the mouth of Narragansett Bay (from surf kicked up by Hurricane Felix) forced the NOOD Regatta to be sailed "inside" in 1995. The lack of waves didn't disappoint the spirit

boats. The wind howled and everyone had at least one 13+ knot boatspeed rush. Day one was sunny and blowing 25-30. **Jeff and Rod Johnstone** showed their extra boat handling time in the J/105 by trading 1-2s for the opening day. Day two also delivered high winds, and the fleet sailed with just mains and jibs. The racing tightened up considerably and **Brian Hotarek** on **ETHEREAL** challenged for the lead. Day 3, the wind eased, the spinnakers (with their patches) were flown with the newer generation spinnakers (77 sq meter) strutting their stuff to the front of the fleet. **Jack Detweiler** sailed to a tie for fourth place with a shoal keel. He was given a 6 second per mile credit in scoring, the same differential which will be used in the 1996 North Americans in Annapolis.

Chesapeake Bay One-Design Championship Series

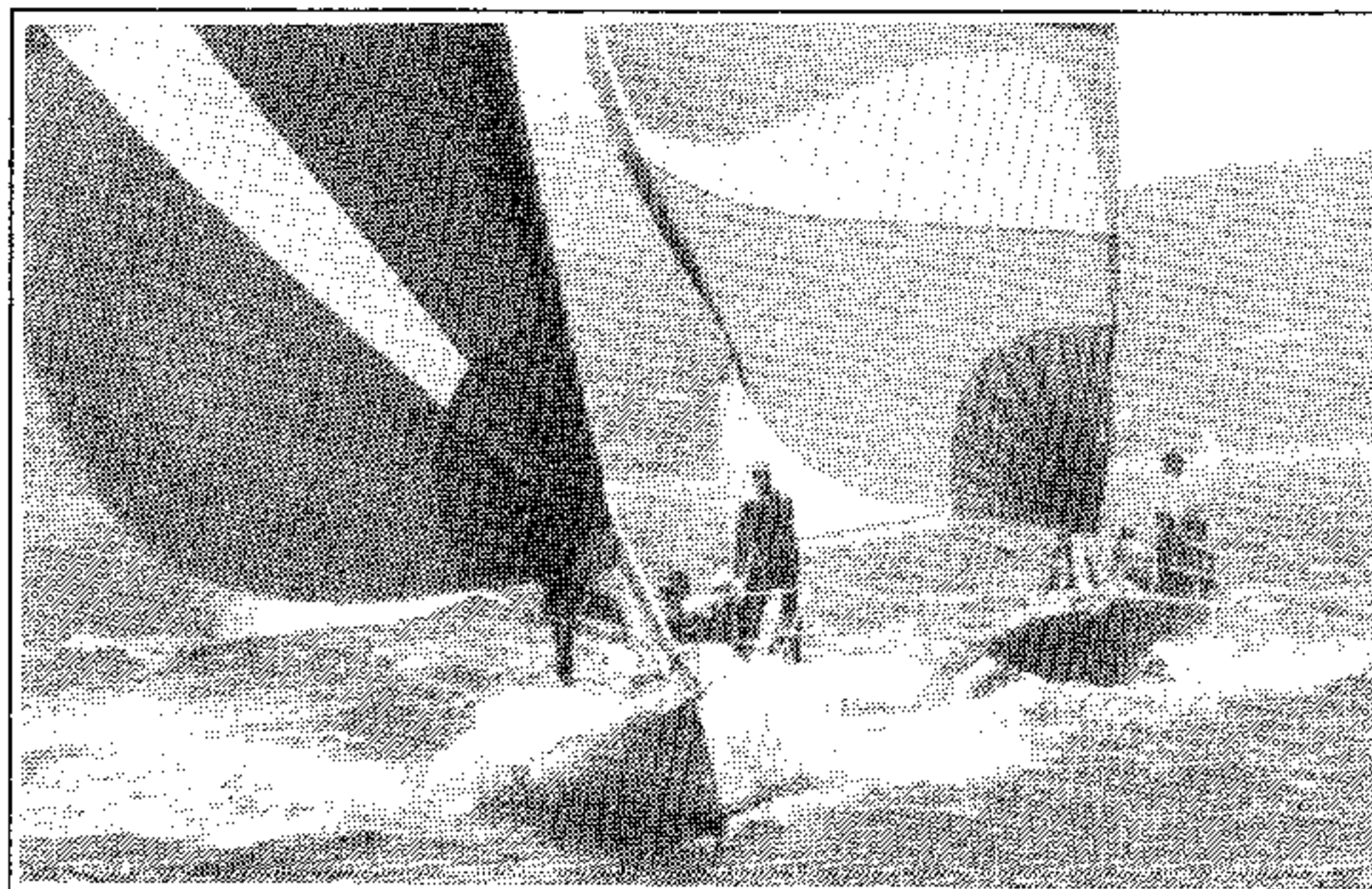
1	ESS	Ken & Marge Swiecicki
2	ATALANTA	Don Bird
3	CURLEW	Jack Detweiler
4	IRRESISTIBLE	John Romary

The J/105 fleet combined the RRBC Spring Series in April with the Rhode River Boat Club's annual Fall Series to produce a season championship for the J/105 class. **Ken & Marge Swiecicki** onboard **ESS** bested a competitive fleet of 12 boats. Newcomer **Don Bird** and his **ATALANTA** team took second overall, demonstrating that success doesn't only belong to the vets.

1995 Lakefest Regatta, Lake Texoma, TX

1	TOADPOKER III (J/105)	Jeff Johnstone	4.25
2	TEJAS (Hobie 33)	C & M White	8.75
3	LOE & BEHOLD (Mumm 36)	Farley Fontenot	13.00

It's unlikely to find a J/105 and Mumm 36 sailing in the same division, but this spring tune-up brought the two together for some fun racing. On the two triangle races, we rounded the leeward mark overlapped, after getting behind on the beat, and then catching the Mumm on the reaches. When the wind was 18-22, we were nearly even downwind (flying the 110sq mtr kite). The tight course racing and premium on boathandling kept us well within the 36 second per mile rating difference.

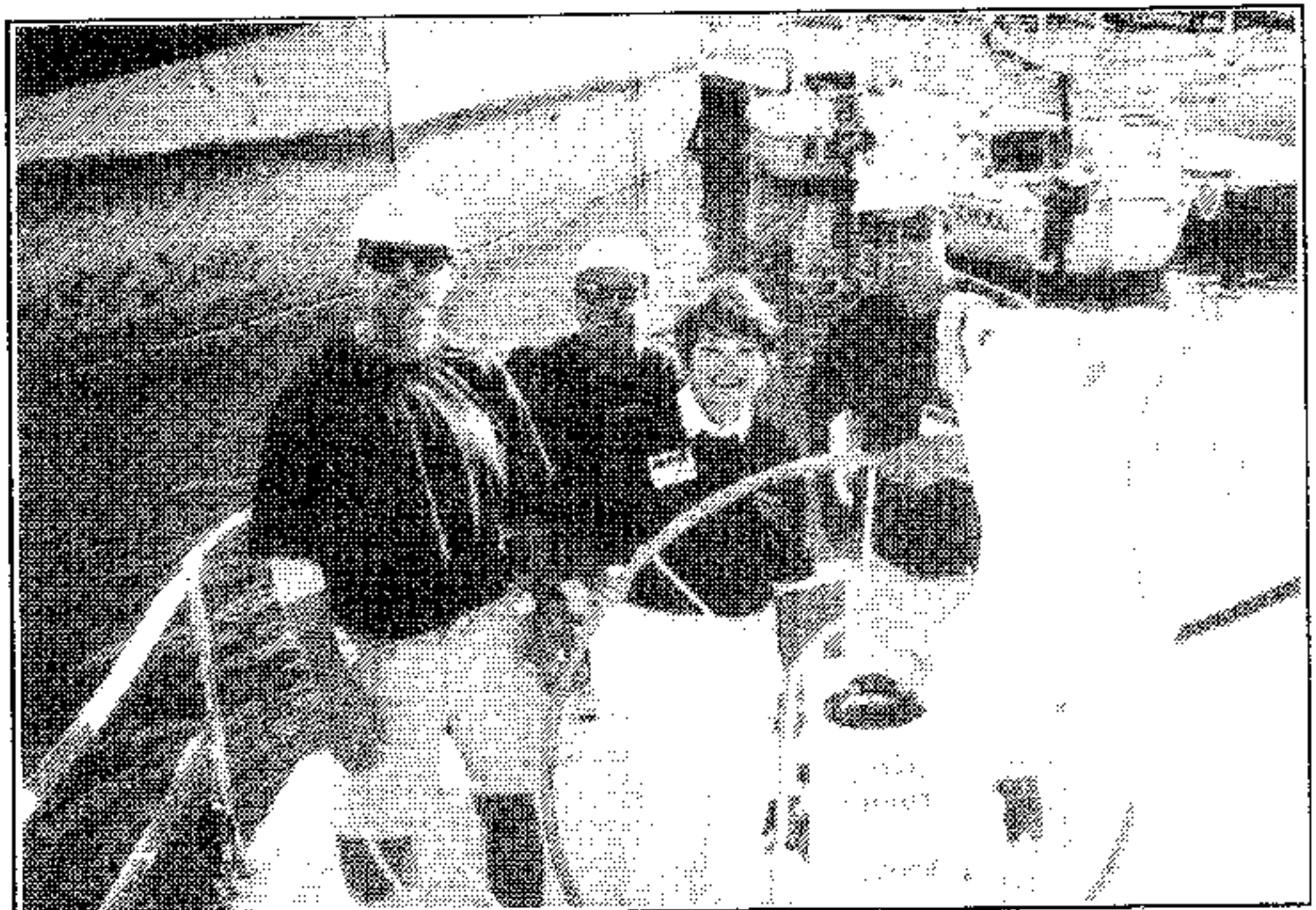


It's about time they give us a reach!
Sam Hock and crew aboard **JOSE CUERVO** stay punched out in front of Tom Sponholtz in **AQUAVIT** as both boats fly down San Francisco Bay in last year's J Fest.

BRUT CUP OF NEW YORK



"This is like the high school quarterback who gets to spend the afternoon with Troy Aikman"—Larry Anderson of SEA SHADOW, as quoted in the New York Times during the Brut Cup of New York. Above Larry is crewing with Peter Gilmour in the semi-finals.



While husband Larry crewed during the week, Kathy Anderson took full advantage of the weekend Brut Celebrity Race and hosted Russell Coutts and teammates aboard SEA SHADOW.

With the America's Cup over and most of the rock stars looking for a gig, the Brut Cup of New York at Knickerbocker Yacht Club turned into the Woodstock of sailing for 1995. The line up included the World's top match racers like Baird, Coutts, Gilmour, Law, Holmberg, and Heiner; and then a few wild cards producing dream match ups like JJ Isler (x-skipper of America3) vs. Dave Dellenbaugh (her replacement); Russell Coutts (A-Cup winner) vs. Jim Brady (Stars & Stripes navigator). And then there were the real stars like Bob Swirbalus, Marlee Robinson, Saburu Oniki, Tony Bingham, Larry & Kathy Anderson, Fred Stelle, Hugh McLean and Jeff Johnstone, who all donated their J/105s to make it happen.

As many saw later on ESPN, the racing conditions rivaled San Francisco for wind, cold and exciting racing. On Sunday morning before the finals, Gary Jobson said this was the most exciting match racing he'd covered. Coutts was eliminated from the final four; both semi-finals went to the 5th and deciding race, with Baird edging out Gilmour, and Roy Heiner beating Pace by a sprit. Then on Sunday, with winds 25-30, Roy Heiner came from behind in 3 of the 4 races to defeat Ed Baird and win \$25,000. Will we see wind like this again in Long Island Sound? Well, this year's event is during hurricane season.

TECHNICAL TIPS

Halyard Chafe on Mast Exit: Most J/105s are now sailing with all rope halyards. If your boat originally had wire/rope halyards, be careful of burrs at the mast exits which can quickly chew your new rope halyards. File down any sharp edges which may have been created by the old wire.

Spring Maintenance Check List:

- Re-tape spreader tips
- Tie preventer line between upper and diagonal shrouds, just above spreaders
- Re-caulk chainplates (after rig is tensioned)
- Flush out and check Harken lower rudder bearing
- Re-pack winches
- Check for any leaky fittings and re-caulk as necessary

Rod Rigging News: Alan Paris of LEARNING TO FLY recently had a rod failure on a lower shroud. Alan has sailed his boat about 12,000 miles; most of which has been ocean going miles, in addition to what was put on by the previous owner. Hall Rigging and Navtec conducted a thorough evaluation of the J/105, and J Boats received the following report from Phil Garland of Hall Rigging:

"After comparing the rod loading situations of many sizes of boats, both racing and cruising, we found that the J/105 falls somewhere in the middle of the load case range. It is possible that by over-tightening the lowers to reduce pre-bend, the loads might be higher than what's recommended, but in any case it's not extreme. There are many criteria that affect the life of rod rigging. It is

continued on page 7

J/105 CREW ASSIGNMENTS

by Jeff Johnstone

There are lots of ways to organize a crew, and the fewer the crew the easier the job. We enjoyed sailing with lots of new faces every weekend last season and so arrived at a system to simplify our maneuvers and to give everyone something to do during the race. This is how we organized POLAR EXPRESS for a five person team sailing with the three sail class inventory.

BOWMAN

In General: Responsible for finding next mark, collision avoidance, hooking up all spinnaker lines.

Before Race: Tape up bow chocks, bow cleat, check for exposed cotter pins, etc. Reflake spinnaker. Triple check rigging of all spinnaker lines and hook-up of spinnaker.

At The Start: Sight line, collision avoidance, keep time.

Upwind leg: Find next mark, collision avoidance.

Weather Mark: Hook halyard onto spinnaker, open hatch, feed spinnaker tack out during pre-feed. Feed rest of spinnaker out at "HOIST". Pull up on furler line to furl up jib. Then close hatch. Look for next mark.

Jibing: Stand at old windward shrouds and aggressively pull in on new sheet, "skirting" the clew as it passes the headstay. Look for next mark.

Spinnaker takedown: Go forward and hand the takedown line (attached to spinnaker tack) back to the "Squirrel" who is in the forward hatch. When the tack line is released, pull aggressively on the takedown line to bring the spinnaker around the headstay. When chute is down the hatch, disconnect halyard (leaving head of chute outside of "dogged" hatch) and clip halyard onto handrail. You can also leave halyard attached and simply clip it into the shrouds out of the way of the jib.

MASTMAN

In General: Assist bowman with spinnaker, jump spinnaker halyard at mast, adjust mainsail controls (vang, outhaul, cunningham)

At the Start & Windward Leg: Help call puffs and lulls. Look up race course for wind. Keep eyes out of boat focused on what's ahead.

Weather Mark: Jump spin halyard at "HOIST", release cunningham, outhaul and backstay. Standby for vang adjustment. IF REACHING IN LOTS OF WIND—keep hand on vang and in position to quickly release upon hearing the shout "VANG!"

Jibing: Be prepared to assist Trimmer by handling one of the spinnaker sheets.

Spinnaker Takedown: Tighten mainsail controls for upwind settings, then position yourself to windward of

foredeck hatch and stuff spinnaker down hatch, or go below and be Squirrel.

GRINDER

In General: Assist in cockpit "pulling strings."

Before the Start: Align the prop, coil and straighten all cockpit lines.

At Start: handle mainsheet for the helmsman. Be ready to assist Trimmer on final trimming (on port winch) into the start. Help call positioning on nearby boats.

Upwind: Call relative boatspeed/pointing vs. competition. While tacking- Load new winch for the tack, do rough trim, then move to windward while Trimmer takes sheet and does fine tune. Standby to assist helmsman on traveler/mainsheet.

Windward Mark: Pull out bow sprit, pull tack line, then hoist spinnaker halyard. Take up slack on furler line (after Bowman furls).

Jibing: Handle mainsheet.

Downwind: Watch behind calling puffs and wind shadows for helmsman.

Spinnaker Takedown: In rapid succession, release spinnaker sheet (passed off by trimmer), release tack line, and "control" release the spinnaker halyard while Bowman gathers in. Then hop back to help helmsman with mainsheet.

TRIMMER

In General: Fine trimming on jib and spinnaker.

Before the Start/Race: Adjust jib leads and halyard tension to conditions.

At Start: Handle jib trimming on both winches.

Upwind: Make all fine-tune sheet adjustments—including halyard. During tack, release old sheet, then move to new leeward side, slap in the winch handle and take sheet from Grinder.

Windward Mark: Pre-load spinnaker sheet on leeward secondary winch, then crack out jib at mark. Trim in new spin sheet and release jib sheet.

Jibing: Trim both sheets on the jibe, or have Mastman assist by releasing old sheet.

Takedown: Pass spinnaker sheet to Grinder, check jib halyard setting and lead position, unroll jib, trim jib around mark. When settled release bow sprit line.

HELMSMAN

In General: focus on driving fast and not getting distracted, forewarn everyone of maneuvers, keep group focused on the race and on having fun. Don't let the little things prevent you from enjoying yourself.

J/105 CLASS ASSOCIATION NEWS

As of April 1st, J Boats confirmed that 138 J/105s have been built with orders through hull #152. There are now J/105s sailing in fourteen countries including Bermuda, Puerto Rico, Colombia, Hong Kong, England, Portugal, Holland, Canada, Japan, Chile, Malta, Mexico, and Sweden. There are six sailing in England alone. With this tremendous growth and desire of the owners to communicate more with each other, J Boats is helping to organize the owners to:

1) Establish the J/105 Advisory Council for the purpose of overseeing the Class Rules, the J/105 News, and future venues for the North Americans and any other large events which involve several fleets. The initial Advisory Council will be comprised of one representative appointed from each active fleet, the designer Rod Johnstone, and a representative from J Boats, Inc.

2) Establish a J/105 on-line forum with a link to J Boats' web page, to enable quick, easy and inexpensive means for owners to communicate with each other. Nelson Weiderman (Hull #37 KIMA) (Tel 401-783-6727) from Fleet #2 has volunteered to assist with this and with helping J Boats provide J/105 updates on the J Boats web site.

PLEASE LET US KNOW YOUR E-MAIL ADDRESS! send to AJBOATS@AOL.COM before May 15, and we will circulate a complete owner roster to all owners.

3) We have decided to cut back the class dues to \$25 per year beginning in 1996, as the class currently has a \$2,500 bank balance, and the anticipated J/105 News costs and North Americans trophy support will be much less than this. We hope this encourages all J/105 owners to join. Those who have already sent in their 1996 \$50 dues will receive credit for 1996 and 1997.

Fleet Captains

FLEET #1	SAN FRANCISCO Dave Tambellini (Hull #31 BELLA ROSA) 919 Hillsboro Avenue Sunnyvale, CA 94087 Tel: 408-732-3446 Fax: 415-948-5510
FLEET #2	NEW ENGLAND Jeff Johnstone (Hull #142 POLAR ECLIPSE) 557 Thames Street Newport, RI 02840 Tel: 401-846-8410 Fax: 401-846-4723
FLEET #3	CHESAPEAKE Bill Sutton (Hull #51 BLONDE ATTACK) 1798 N. Greenbrier Street Arlington, VA 22205 Tel: 703-532-1749 Fax: 703-847-9171
FLEET #4	LAKE ONTARIO John Ruehl (Hull #146) 50 Woodcreek Lane Grand Island, NY 14072 Tel: 716-773-6013 Fax: 716-745-9671
FLEET #5	LAKE MICHIGAN Don Cameron (Hull #46 LUCKY DUBIE) 4548 North Paulina Street Chicago, IL 60640 Tel: 312-784-6306
FLEET #6	LONG ISLAND SOUND Larry Anderson (Hull #8 SEA SHADOW) 171 Shore Road Glen Cove, NY 11542 Tel: 516-759-3732 Fax: 516-299-2786
Fleet #7	UNITED KINGDOM To be Named

TECHNICAL TIPS CONTINUED

often hard to say what may have caused a particular failure. In addition to the load case and head geometry there is the type of fittings used, bending fatigue, environment (sailing condition, temperature, corrosion and vibration), and age of the assembly."

"For offshore or hard racing usage and after extended mileage, it is advisable to rehead the -8 lowers and headstay with the recently developed head dies or to upsize to -10 rod. This should result in extended life of the rod system. If an owner were to have his lowers

reheaded with the new dies, the price would be approx. \$75 per set assuming the rod could be re-used and just replace the turnbuckle screw at the lower end. The rod would end up about 1" shorter. For the headstay it would be about \$135 which would be for a new 'HF' jaw and a new rod. The complicated part of the headstay would be taking the Harken foils apart so the rod could be coiled and shipped to us. Please have interested owners contact us at Tel 401-253-4858 or Fax 401-253-2552."

J/105 SCHEDULE

May 25-27 Figawi Race to Nantucket
Fleet #2 401-846-8410

May 28- June 2 Brut Cup of San Francisco
Don Trask 510-522-0545

June 21-23 Chicago NOOD Regatta
Sailing World 401-847-1588

June 26-30 Block Island Race Week
Peter Craig 617-639-9171

July 4-7 J/105 Chesapeake Cruise
J/Port 410-280-2038

July 25 Around Long Island Race, NY
Doug Wefer 212-661-4465

July 27-28 Youngstown Level Regatta, NY
Fleet #4, John Ruehl 716-745-3862

August 17-18 J/105 North East Championships,
Manhasset Bay
401-846-8410

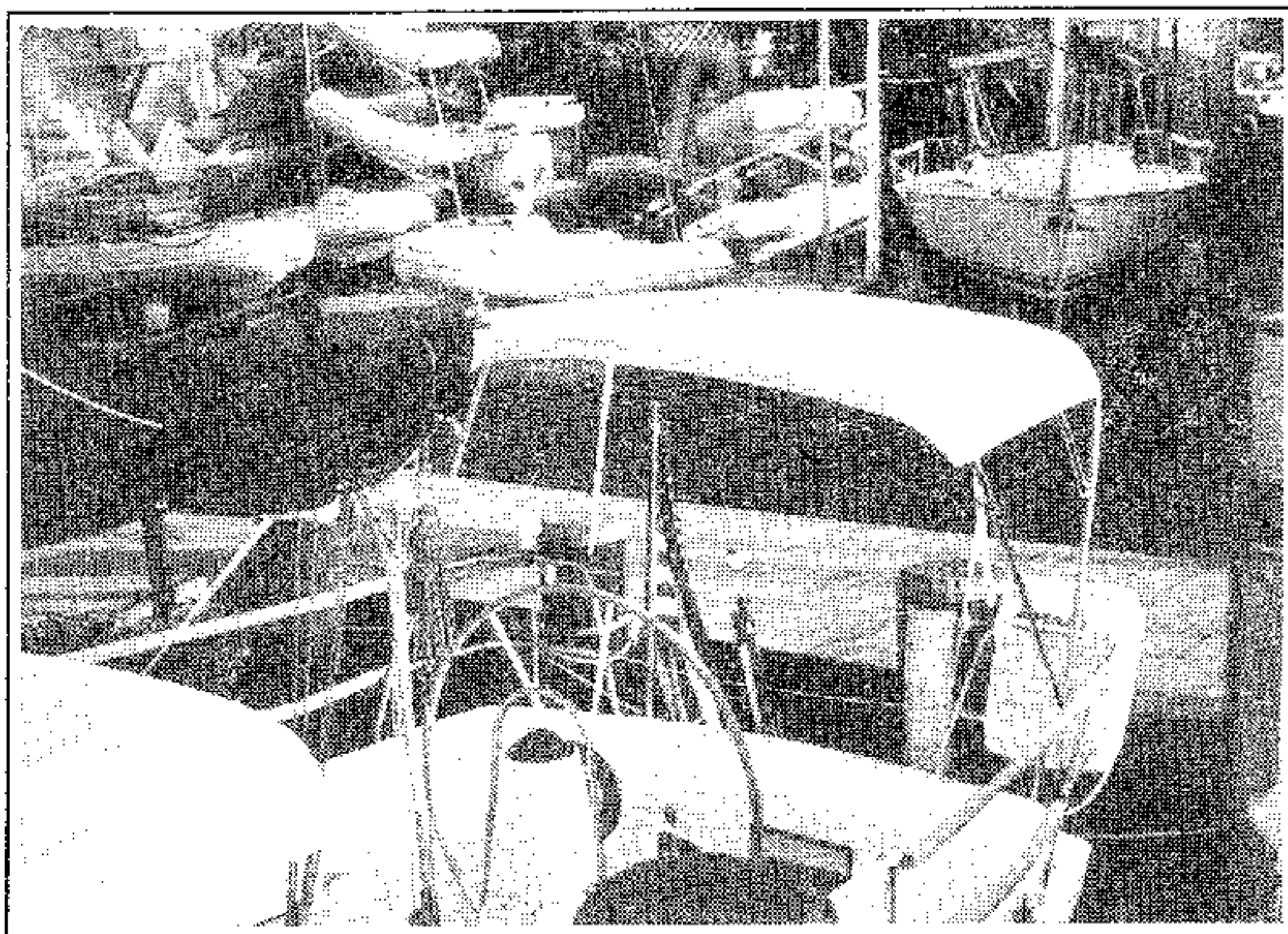
August 24-25 J/105 One-Design
at Chelsea Piers, Manhattan
401-846-8410

August 27-31 Brut Cup of New York
Jeff Johnstone 401-846-8410

August 31- Sept 1 San Francisco NOOD Regatta
Sailing World 401-847-1588

Sept 18-22 San Francisco Big Boat Series
St. Francis Yacht Club 415-563-6363

Sept. 20-22 J/105 North Americans,
Annapolis, MD
J/Port, 410-280-2038



Yes, fun without sun is possible on a J/105. Thurston Sails (maker of the standard dodger) made this helmsman's bimini which was displayed at the Annapolis Show. A few owners have opted for a zipper attachment which allows an awning to run between dodger and bimini for complete sun blockage while at anchor. Thurston can be reached at 401-254-0970.

From Jack Rose (Hull #60 WILD THING)

"Does anyone have a used 77 sq meter spinnaker for sale for use as a cruising sail? If so please call me at 312-935-7060."

Join the J/105 Class Association Today

One of the best ways to insure your investment in this wonderful boat is to support the Class. Your dues go toward the J/105 News and toward supporting highly visible J/105 events worldwide.

Checks covering 1995 Membership for Owners & Helmsmen @ \$25 each should be made out to "J/105 Class Association" and mailed to J/105 Class, Box 90, 557 Thames Street, Newport RI 02840.

Name _____ Boat Name _____ Hull # _____

Partner/Spouse _____ Other Helmsman _____

Address _____ E-Mail _____

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Telephone: Days _____ Evenings _____ Fax _____