

# J/105 News

Fall 1996

Official Publication of the J/105 Class Association

## 1996 J/105 NORTH AMERICAN CHAMPIONSHIPS

J Boats Chesapeake and Eastport Yacht Club hosted the 1996 J/105 North American Championships over the Sept. 20-22 weekend in Annapolis. A total of 12 boats representing six fleets participated with teams from San Francisco, New York, Chicago, Cleveland, and Newport, in addition to several from Chesapeake Bay.

The storm patterns which had recently pounded the east coast, gave the sailors a respite, resulting in light winds for the three day event. Friday proved to be the only real drifter with just two J/105s, **Andy Skibo's PLUM CRAZY** and **Bob Taylor's XSNRJ**, able to sniff out enough wind to finish within the time limit. The rest of the fleet were scored DNF, which for this event equaled the number of finishers plus 50% of the non-finishers (7 points). Spirits of the fleet were only temporarily dampened, for later, the assembled group enjoyed a festive river boat dinner cruise under the moonlit Annapolis sky.

Saturday was redemption day for the race committee as they banged off four windward-leeward courses in a steadily building breeze that started at 6 knots and ended the day at 14 knots. J veteran **Bo Robinson** and his team aboard **SQUEEZE PLAY** were hot. They strung together finishes of 1,2,2,1 in shifty conditions to win the day and take the lead over Bob Taylor for the series. This second day also saw the emergence of **Thomas Sponholtz** of San Francisco, **Bill Sutton** of Annapolis, and Chicago NOOD winner, **Fred Babson** of Sandusky, Ohio. The racing was so tight that 10 of 12 J/105s had at least one top five finish, and 11 of 12 had at least one race (not including a DNF) of 6th or worse.

For Sunday's final race, the race committee decided to run one long five-leg Windward-Leeward, with 2.25 mile legs. The shifty 8-12 knot breeze and "deep corners" made it difficult to cover your closest competitor and still stay with the fleet, because one moment the left corner was paying, and then five minutes later the right would dominate. That's to say nothing of the two large tankers (as in 400 footers) moored within the course. The top four positions seemed to change almost by the leg, with the race's



*Bo Robinson and his winning team on SQUEEZE PLAY.  
Pictured from left to right: Michael Jones, Bo Robinson, Brett Harrison,  
John Aras, and Brian DeBrinche.*

early leader Fred Babson, having to settle for his throw-out (10th) by race's end. Picking up where they left off Saturday, Bo Robinson and Bob Taylor match-raced up the last beat, with Robinson getting the gun to clinch the championship. In a must win situation for third place, Thomas Sponholtz passed Bill Sutton's **BLONDE ATTACK** on leg 2 when Sutton split jibes on either side of a large tanker. Sponholtz was able to cover to the finish.

*continued on next page*

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## NORTH AMERICANS CONTINUED

Other Items of Interest: Regarding the shoal draft vs. deep draft performance in the J/105s, the results were not conclusive. The deep drafts could point a little higher upwind with no visible advantage downwind. The 6 second per mile differential appeared fair. Two of the twelve J/105s had deep draft keels and finished 2nd and 5th overall. To the shoal keels credit, a shoal keel boat was first to finish in all but one race!

J/105 Trailerability? Fred Babson bought a trailer, and trailered his deep keeled FLUIDITY from Ohio to Annapolis. Height above ground without removing the pulpits was 13'5" only 1" under the road maximum. We've seen shoal keeled J/105s on trailers, but Fred gets credit for being the first "have deep keel, will travel" J/105 owner.



*Chris Coffin of Chicago enjoying the flukey "Chicago like" conditions of the NA's in Annapolis.*

## J/105 NORTH AMERICANS

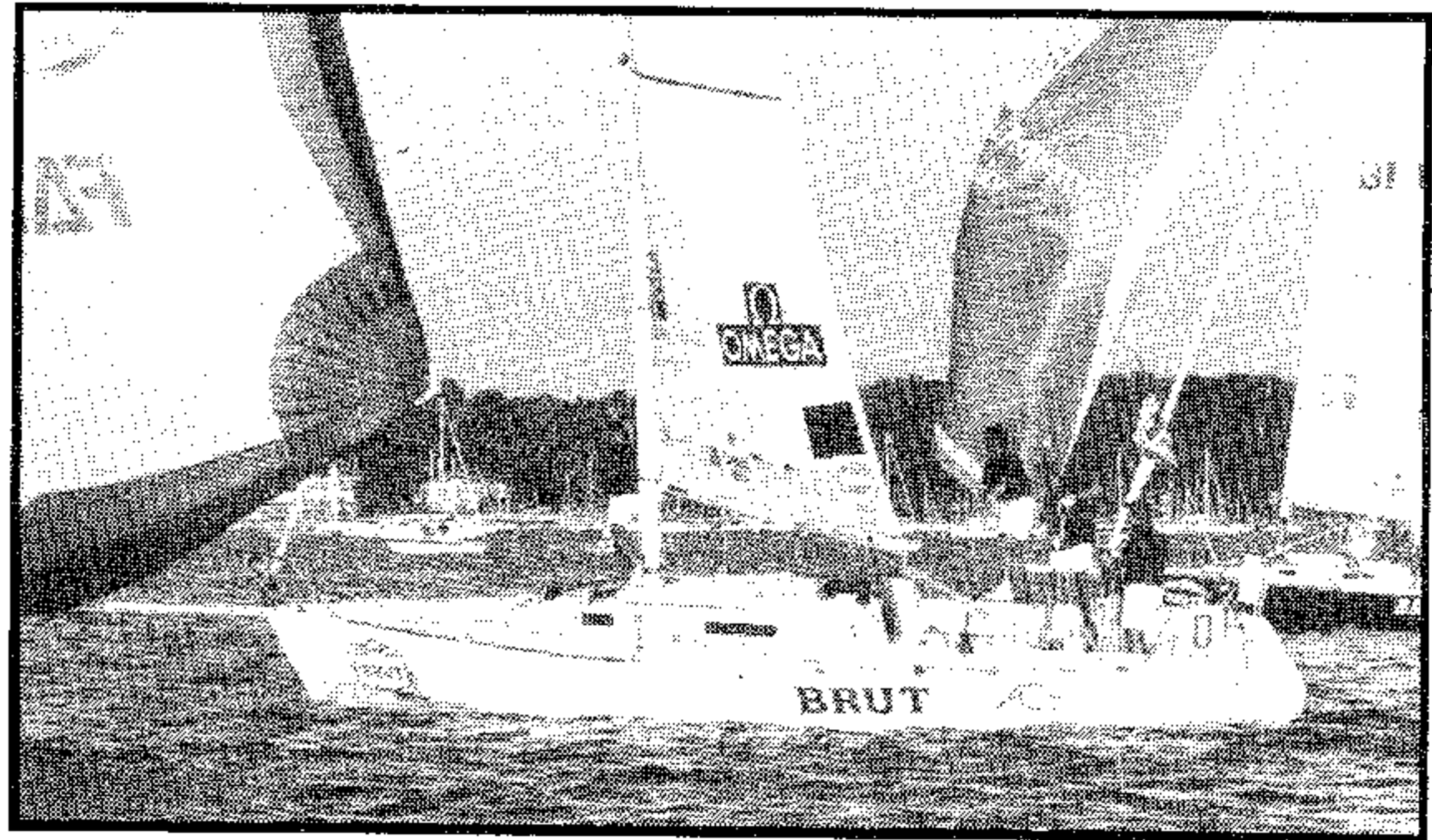
1	SQUEEZE PLAY Bo Robinson, Annapolis	7-2-1-1-2-1	6.25
2	XSNRJ Robert Taylor, Newport, RI	2-3-2-2-6-3	12.00
3	ATALANTA Thomas Sponholtz, San Fran	7-6-3-3-3-2	17.00
4	BLONDE ATTACK Bill Sutton, Annapolis	7-1-7-6-1-5	19.50
5	FLUIDITY Fred Babson, Sandusky, OH	7-7-6-4-5-10	29.00
6	TOURIST TRAP Paul Mikulski, Annapolis	7-4-4-8-9-11	32.00
7	SEASAW Chris Coffin, Chicago	7-8-5-11-4-8	32.00
8	PLUM CRAZY Andy Skibo, Annapolis	1-11-11-5-12-6	33.75
9	CURLEW Jack Detweiler, Annapolis	7-9-9-9-8-4	37.00
10	LE RENARD Steve Phillips, Annapolis	7-12-8-10-7-7	39.00
11	IRRESISTABLE Bob Carballal, New York	7-5-10-12-10-9	41.00
12	ESS Jay Corcoran, New Jersey	7-10-12-7-11-12	47.00

## COUTTS WINS BRUT CUP OF NEW YORK

Russell Coutts of New Zealand continued his dominance of the Brut Sailing Series by defeating Australian Peter Gilmour 3-0 in the Brut Cup of New York. His victory was the fourth in a row in the 1996 international professional match racing circuit, bringing him the \$12,000 top prize.

Coutts and his team of Simon Daubney, Brad Butterworth, and Warwick Fleury lost only once in the 15 races they sailed in the five-day late August event sailed in Manhasset Bay, NY. That loss was to Hannah Swett and her all-woman crew during the round robin portion of the regatta. Other than that, the team led almost every race from start to finish, and overtook their opponent when they weren't ahead.

J/105s were provided by the Long Island Sound and New England fleets. The owners were able to crew aboard, and by week's end knew most of the sailors by name. The only damage came with the two French teams racing in the quarter-finals (Hey San Fran, does this sound familiar?), when Bertrand Pace tacked sharply astern of Thierry Peponnet without realizing



*Action between Chris Law and Peter Holmberg at this year's Brut Cup of New York.*

his sprit was still extended by a foot. One stern rail and one sprit later, the boats were back in shape. Will the J/105 owners do the Brut Cup again next year? Depends on the timing. After three straight weeks of light air sailing in Long Island Sound, most owners are keen to take their boats to Newport next August for the New England Solo-Twin and NOOD Regatta.

# FROM THE J/105 WEB SITE

<http://www.paw.com/sail/j105class/>

The J/105 web site is attracting lots of interest. From Sept 24-30, there were 114 different visitors! Here are some recent entries:

**From otis@terraport.net:**

"I had the absolute pleasure of sailing a J/105 yesterday with Ian Farquason, SONIC BOOM. Wind was solid at 15 knots and we had a really great sail. I was particularly impressed with the performance of the craft. For a 34 footer, this is a really exciting and responsive boat. My background is in Etchells and I feel quite strongly that one-design is the way to go to maximize the total racing experience. Problem with Etchells is that it does not accommodate family or business related sailing. The J/105 is the best vehicle I have seen in today's market that reaches the right balance."

**From wish105@en.com:**

"I took delivery of a new J/105 at the end of June, 1996. Since then I have won 3 flags, and have been first in

two races. This is the 3rd boat I've owned, and have never enjoyed sailing or racing half as much until now. We've done well even in light air. I guarantee you this, get a 105 and you'll not regret it."

**From wallaceeng@aol.com:**

"After sailing 30 hours with the gennaker on the Chicago-Mac Race I found my halyard almost chafed thru. Anyone else have that problem? I plan to trailer my boat home for the winter. Does anyone have any tips? [Yes - call Fred Babson!] To the Beneteau owner, I traded my Beneteau for a J/105 this year. The selling points to my wife: The V-berth is roomy and comfortable. The boat is a dream to sail. No more death rolls with a chute. How often do we cook on the boat anyway?"

If you have any news which may be of interest to other J/105 owners, please e-mail your news to Nelson Weiderman at [nhw@cmu.edu](mailto:nhw@cmu.edu) or fax 401-783-6863.

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## SETTING UP THE RIG – FROM THE NORTH SAILS J/105 TUNING GUIDE

**Headstay Length:** Headstay should be 13.00m from centerline of the pin passing through the upper end of the headstay at the hounds to the centerline of the stem tang pin at the bottom of the headstay.

**Centering the Spar:** Hoist a 100 ft measuring tape on a centerline halyard (preferably the jib halyard), then swing the tape to the centerline of the chainplate on each side. When both measurements are equal, the masthead is centered.

**Mast Butt Location:** The median mast butt location should measure 9.75 inches from the aft bulkhead to the aft surface of the mast, above the floor molding. Be sure to lubricate the plate under the spar with winch grease.

**Tensioning the Shrouds:** Wind up the upper shrouds (V1s) tight by hand, making sure the mast is centered. Stop when you cannot make any more turns by hand. Do the same for the upper (D2) and lower (D1) diagonal shrouds. Once hand tightened, add the following number of turns to the verticals and diagonals. Be sure to pin the shrouds, as they have a tendency to spin loose.

### For the Class Jib

V1s (uppers) = 11.0 turns

D2 (intermediates) = 10.5 turns

D1 (lowers) = hand tight

This baseline tension optimizes speed and shape for headstay length of 13.00 meters and wind strength of 8 knots true. For more wind, shorten headstay incrementally to a length of 12.95 meters [by winding up the furling drum] at a wind strength of 13 knots true.

*Editor's Note:* The complete North J/105 Tuning Guide is available at your local North Loft. Please consult your sailmaker for the best settings for your sails. As a comparison to the above shroud tension numbers, on POLAR MAGIC, we had the following shroud settings in most conditions: Uppers - hand tight plus 11 turns, Intermediates - plus 8 turns, Lowers - plus 1 turn, headstay - 13 meters, mast butt just aft of center in step.

# REGATTA RESULTS

## Mount Gay Block Island Race Week

1	POLAR MAGIC	Harvey Howalt	3-2-3-1-1-2-1	12.25
2	ETHEREAL	Brian Tedeschi	7-1-1-2-3-5-2	20.5
3	ODYSSEY	Johnstone/Spentzos	6-4-2-3-4-3-4	26.00
4	KIMA	Nelson Weiderman	2-5-7-4-2-1-7	27.75
5	RELENTLESS	Warren Anderson	1-3-4-7-5-4-5	28.75
6	PHENIX	Bob Swirbalus	4-6-5-6-7-6-3	37.00
7	ALL RIGHT	Hugh McLean	5-7-6-5-6-7-6	42.00

With J/105 one-design activity flourishing around the country, it was no surprise to see the 105s sail at Block Island Race Week for the first time as a class. And what a week it was, with 7 races over 5 days, and four different boats winning at least one race. It's no question the J/105 sailors had the most fun for the buck. The boats sailed with the three sail class inventory and crews of 5-6, helping to keep regatta expenses down and boat-to-boat competition extremely tight. **Harvey Howalt** aboard POLAR MAGIC sailed no worse than third to capture honors for the week. The battle for second was tight between **Brian Tedeschi** of Scituate, MA sailing ETHEREAL (3rd in the 1995 NOOD Regatta) **Rod Johnstone** and **Dimitrios Spentzos** aboard ODYSSEY, and **Nelson Weiderman** on KIMA. The goal of the J/105 sailors was to have lots of fun, learn more about their boats, and enjoy some friendly competition. We expect the fleet to double in size for the 1997 event.

## Chicago NOOD Regatta

1	FLUIDITY	Fred Babson	1-4-1-1-1	7.00
2	LUCKY DUBIE	Don Cameron	2-1-2-2-2	8.75
3	REVELATION	Kevin Alcock	5-5-3-3-4	20.00
4	WE BE JAMMIN 2	Chris Coffin	4-3-4-4-7	22.00
5	JOIE DE VIE	Marty/Donna Hastings	3-2-5-7-5	22.00
6	MAD DOG	Mark Dunn	6-7-7-6-6	32.00
7	VYTIS	Tom Petkus	9-6-6-9-3	33.00
8	XTREME	Steve Rohrbach	8-9-8-5-8	38.00
9	WILD THING	Jack Rose	7-8-9-11-11	46.00
10	ROAD RUNNER	Rod Wallace	10-10-10-8-9	47.00

**Fred Babson** and his crew from Sandusky, Ohio aboard FLUIDITY migrated west to Chicago and successfully out-dueled **Don Cameron** (LUCKY DUBIE) and the rest of the competitive Chicago fleet for this early summer annual J/105 one-design event.

## The Youngstown Level Regatta

1	NORMA BELL	John Bloom	1-1-1	2.25
2	HIGHLANDER	Ted Reilly	2-2-2	6.00
3	WISH	Skip Malm	3-3-3	9.00
4	RHYTHM & BLUES	Leonard Redon	4-5-4	13.00
5	CUTLASS	John Ruehl	5-4-6	15.00
6	SONIC BOOM	Ian Farquharson	6-6-5	17.00

Rolling Stone Magazine declared Youngstown Level Regatta to be one of the top parties in the USA. We hear the sailing's great as well. This year marked the first with a J/105 one-design start. To encourage participation in the normally light air conditions, Fleet #4 permitted use of genoas and large spinnakers. **John & Susan Bloom** of Sodus Bay Yacht Club showed their mastery of the boat in the conditions as they strung together 3 bullets to take first place. The emergence of the J/105 class was well noticed by the group of over 2,000 participating sailors, promising an even higher turnout for next year's event.

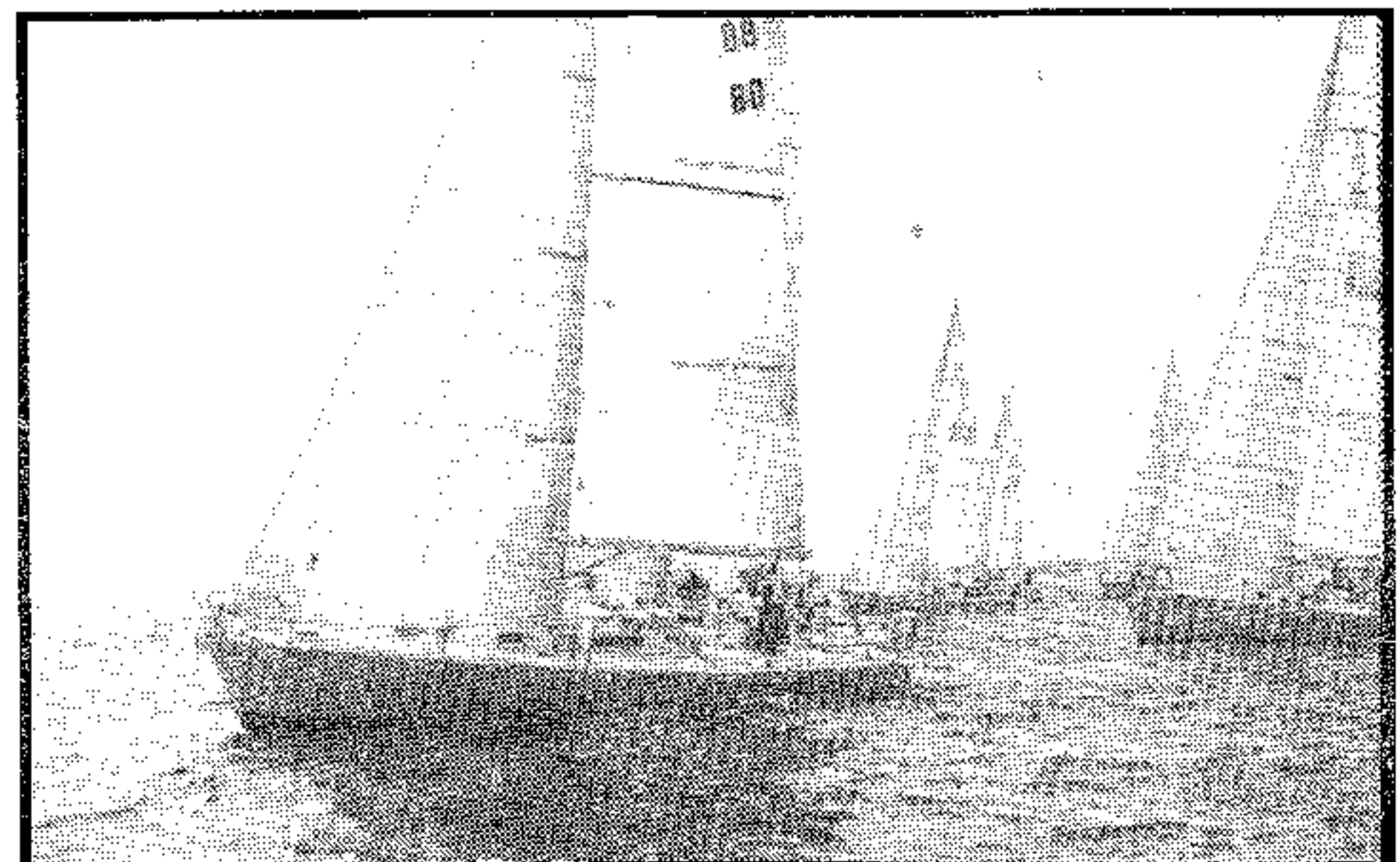


The team aboard POLAR MAGIC after winning at Block Island Race Week. From left to right: Alan Veenstra, Jeff Johnstone, Ed Sisk, Chip Howalt, Julie Akins, Harvey Howalt.

## J/105 Northeast Championships

1	XSNRJ	Robert Taylor	1-1-6-2-3	6.50
2	POLAR MAGIC	Jeff Johnstone	4-4-1-1-2	7.50
3	AVALANCHE	Craig Albrecht	3-2-3-3-4	11.00
4	ODYSSEY	Dimitrios Spentzos	2-5-2-4-6	13.00
5	TAR BABY	Robert Carballal	6-6-4-5-1	15.75
6	SEA SHADOW	Larry/Kathy Anderson	5-3-5-6-5	18.00
7	ISIS	Tony Bingham	7-7-7-7-7	28.00

Manhasset Bay Yacht Club hosted the J/105 fleet for its first one-design event in Long Island Sound. Five boats from Fleet #6 (Long Island Sound) and two from Fleet #2 (New England) survived the light air conditions to enjoy a competitive five race series over two days. **Bob Taylor's** freshly launched XSNRJ (splashed before bottom paint could be applied!) demonstrated great drifter technique by convincingly winning the first two races. Despite the conditions, the boats all seemed to find a way of overlapping each other at most marks, and virtually everyone had at least one fabulous and one dismal race. When the breeze finally did come in at 3:00pm on Sunday, the race committee chair **Roger Shope** fired off two more races, producing the best action of the weekend.



IRRESISTABLE, skippered by Bob Carballal of Long Island Sound—nails a good mid-line start in race 2 of the 1996 North Americans.

# REGATTA RESULTS CONTINUED

## San Francisco Fleet #1 Final Season Results

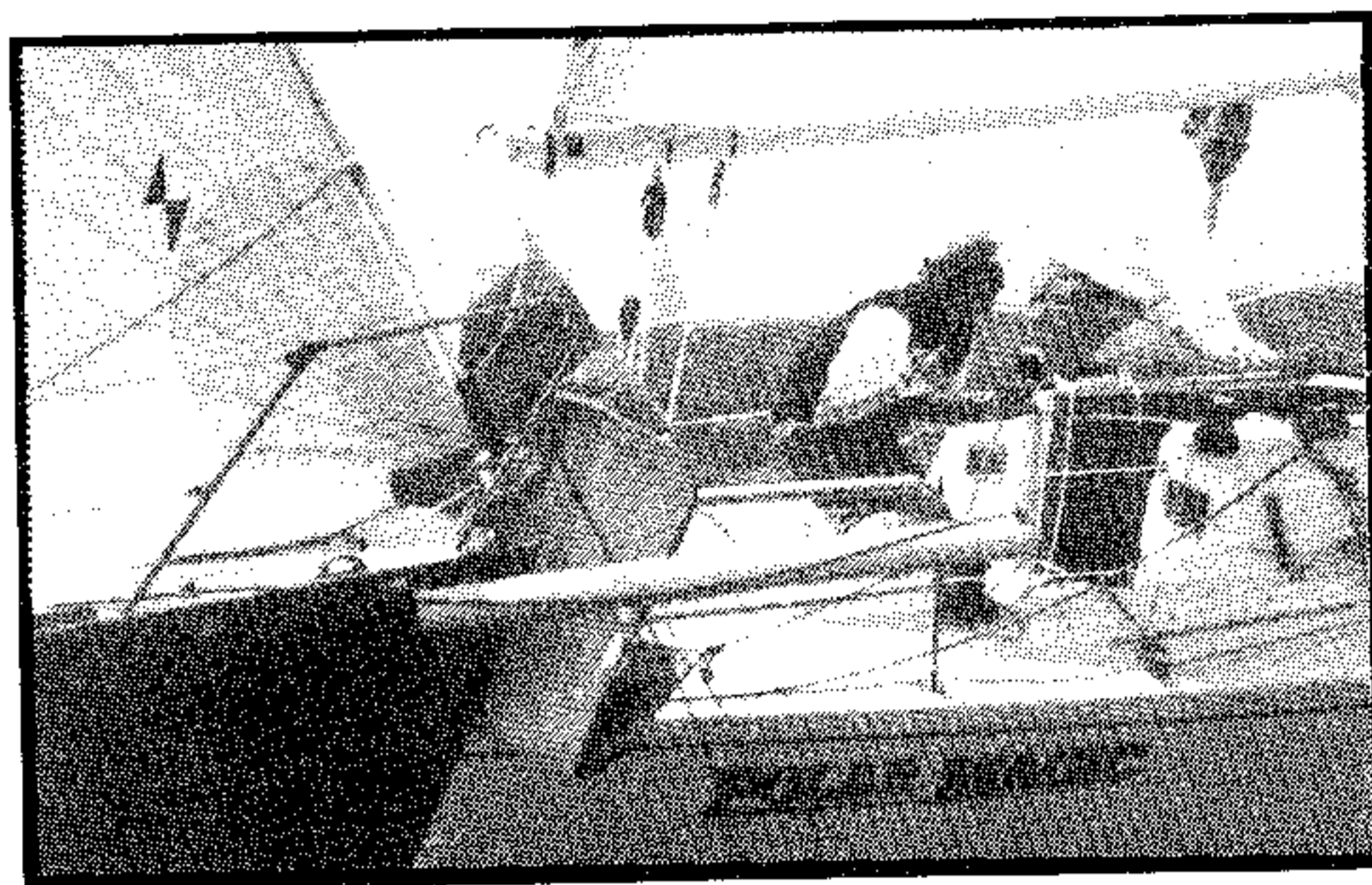
1	AQUAVIT	Thomas Sponholtz	7.00
2	THRASHER	Steve Podell	14.50
3	BELLA ROSA	David Tambellini	27.00
4	JOSE CUERVO	Sam Hock	28.00
5	LIMELIGHT	Harry Blake	29.00
6	20/20	Phil Gardner	31.00
7	JEST	Jim Cascino	51.75
8	CHARADE	Tom Coates	60.00
9	INVICTUS	Walt Mardi	63.00
10	BLACKHAWK	Art Ball	65.00
11	OENO	Tony Soter	72.00

Fleet #1 sailed an ambitious 7 regatta schedule over a four month period, with the results reflecting the best 6 of 7 events sailed. **Thomas Sponholtz** on **AQUAVIT** strung together straight victories at J/Fest, Vallejo, Cup and St. Francis Invitational to clinch the season victory, despite a strong surge at the end by **Steve Podell** in **THRASHER**, who won both the Opener and NOOD events.

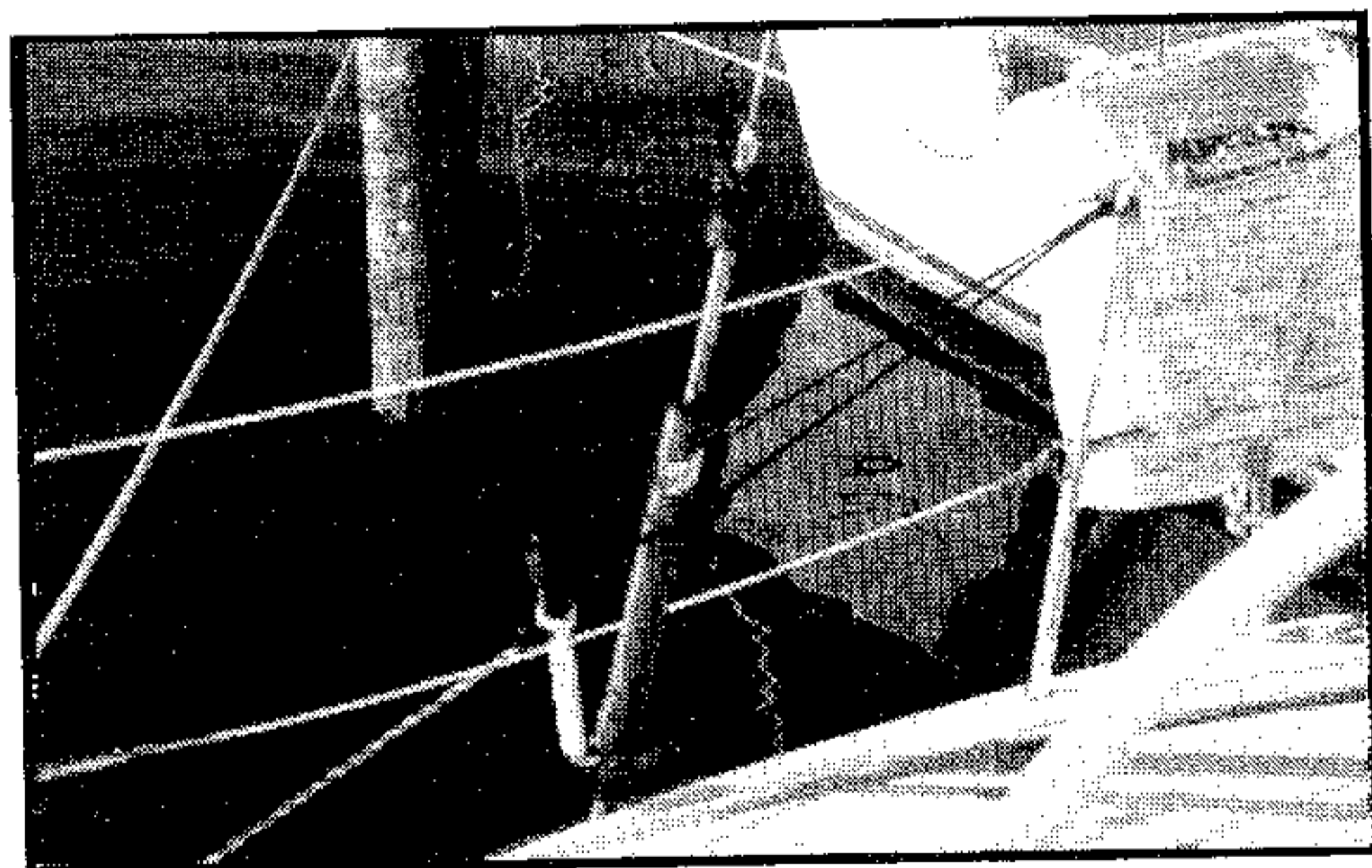
## San Francisco Big Boat Series

1	THRASHER	Steve Podell	1-1-1-4-1	7.00
2	LIMELIGHT	Harry Blake	3-5-5-1-3	18.75
3	BLACKHAWK	Dean Dietrich	4-2-2-7-5	20.00
4	BELLA ROSA	Dave Tambellini	2-3-4-5-7	21.00
5	JOSE CUERVO	Sam Hock	7-4-3-2-6	22.00
6	20/20	Phil Gardner	6-6-6-6-2	26.00
7	CHARADE	Tom Costes	5-7-7-3-4	26.00

While **Thomas Sponholtz** was duking it out with the east coasters at the Annapolis North Americans, the rest of Fleet #1 was enjoying typical Bay conditions for the 1996 Big Boat Series. Following is extracted from Oct issue of Latitude 38: 'Both division winner **Steve Podell**, sailing **THRASHER**, and second place finisher **Harry Blake** on **LIMELIGHT** fared relatively poorly in last year's Big Boat Series. Perseverance paid off, however, as they set the pace for the seven entries in the J/105 class. **THRASHER** matched four bullets with a 4th to win convincingly. Blake won the remaining heat and expressed satisfaction with the new class rule [San Fran fleet rule] which prohibits professionals and other rockstars on the J/105s. He also noted that the 105s completed the series with minimal mishaps or gear failures. "This was a happy regatta" he said.'



Unless you want to make a sizeable first impression, don't forget to "retract before you tack" at the leeward mark!



**Go Fast Tip from Thomas Sponholtz.**  
This combination of shockcord and 1/4" line enables the jib trimmer to pump the hydraulic backstay from the front of the cockpit.



Bob Taylor bought his new J/105 XSNRJ in July and, out-of-the-box, sailed to victory at the Northeast Championship and to 2nd at the North Americans. Pictured from left to right: Bob Taylor, Tim Cohl, Todd Berman, Glen Hunter and Todd Johnson.

# J/105 OWNER'S MEETING IN ANNAPOLIS, MD

September 22, 1996

A group of fourteen enthusiastic owners representing six fleets were on hand to talk about the current and future plans for the J/105 class.

## Roll Call:

Chris Coffin, Lake Michigan  
Jack Detweiler, Chesapeake Bay  
Bo Robinson, Chesapeake Bay  
Steve Phillips, Chesapeake Bay  
Fred Babson, Lake Erie  
Don Bird, Chesapeake Bay  
Robert Carballal, Long Island Sound  
Andy Skibo, New Jersey  
Robert Taylor, New England  
Thomas Sponholtz, San Francisco  
Bill Sutton, Chesapeake Bay  
Jay Corcoran, New Jersey  
Jeff Johnstone, New England  
Paul Mikulski, Chesapeake Bay

The owners were updated on fleet activity in each area. Across the country, J/105 interest is very strong and most fleets anticipate growth in the coming year. Chris Coffin offered, on behalf of the Chicago fleet, to host the 1997 North American Championship with a tentative date in late August. Most owners believed late August would be least likely to conflict with established events already in place for early August and mid-September. The New England fleet offered to run the 1998 North Americans in Newport, Rhode Island.

**Spinnaker Size:** There were varied opinions on the size of the class spinnaker, but with a show of hands, 70% of owners present favored keeping the current size. Reasons cited for increasing the spinnaker size: 1) the appeal of only needing one spinnaker for one-design and PHRF, 2) increasing market appeal by having boats sail faster, 3) improving performance in light air conditions, 4) Chicago fleet has used larger spinnaker in

class and had good response. Reasons against changing: 1) Most of the 152 boats delivered have a current class spinnaker and making them purchase a new one will decrease chance of participation in class events; 2) If spin size were increased, minimum cloth weight would still likely be .75 nylon, meaning that J/105s in light air areas would still buy a second spinnaker (light air .6 poly runner), 3) the current class chute is a good all-around cruising spinnaker and fulfills the boat's mission as a family sailboat.

**Industry Professionals Onboard:** The group was unanimous in wanting to restrict the number of industry professionals onboard, before the stakes got too high in the class. The San Francisco fleet is already experimenting with a rule. As many other groups have been down the path of defining what a professional is, it was suggested that Chris Coffin circulate to the Fleet Captains the Modified "B" rule being used in Lake Michigan, and that discussion take place this fall with the idea of having a rule in effect for next year.

**Adjustable Jib Cars:** A few boats at the North Americans were outfitted with adjustable jib leads (meaning the cars could be adjusted under load from the cockpit). Use of the adjustable cars, while under load, is not permitted under class rules. As a remedy for those who have adjustable cars already installed, it was suggested that they be permitted to race in class, but only be able to adjust the lazy jib car like the standard J/105s must do (i.e. cannot adjust the loaded car). Other owners should be advised against spending lots of money on equipment which is not permitted in the rules.

In closing, the group congratulated the Annapolis fleet on hosting a great event, and also thanked Nelson Weideman for his fine job with the J/105 class web site.

## FLEET CONTACTS

### FLEET #1 SAN FRANCISCO

Thomas Sponholtz  
(Hull #103 AQUAVIT)  
217 Hivista Rd.  
Sausalito, CA 94965  
Tel 415-696-3818  
Fax 415-332-1053  
Email: thomasspon@aol.com

### FLEET #2 NEW ENGLAND

Jeff Johnstone  
557 Thames St. PO Box 90  
Newport, RI 02840  
Tel 401-846-8410  
Fax 401-846-4723  
Email: jeffjboats@aol.com

### FLEET #3 CHESAPEAKE

Bill Sutton (Hull #51  
BLONDE ATTACK)  
1798 N. Greenbrier St.  
Arlington, VA 22205  
Tel 703-532-1749  
Fax 703-847-9171  
Email: billsutton@aol.com

### FLEET #4 LAKE ONTARIO

John Ruehl  
(Hull #146 CUTLASS)  
50 Woodcreek Lane  
Grand Island, NY 14072  
Tel 716-773-6013  
Fax 716-745-9671  
Email: jcr326@aol.com

### FLEET #5 LAKE MICHIGAN

Chris Coffin (Hull #93  
WE BE JAMMIN 2)  
644 Timber Lane  
Lake Forest, IL 60045  
847-604-9256  
Fax 847-615-2139  
Email: gccoffin@aol.com

### FLEET #6 LONG ISLAND SOUND

Larry Anderson  
(Hull #8 SEA SHADOW)  
171 Shore Rd.  
Glen Cove, NY 11542  
516-759-3732  
Fax 516-299-2786  
Email: anderson@titan.liunet.edu

### FLEET #7 ACAPULCO, MEXICO

Pancho Guzman  
Echanove 111  
Lomas De Vista Hermosa  
Cuajimalpa 05100 MEXICO

# 1997 J/105 SCHEDULE

Jan 20-24	Yachting Key West Race Week Premier Racing 617-639-9171	August 1-3	Buzzard's Bay Regatta (MA) Fleet #2, 401-846-8410
Mid-April	Road River Spring Series Fleet #3, Bill Sutton	August 8-9	New England Solo-Twin (J/105 Double-handed class) Fleet #2, 401-846-8410
April 26-27 & May 3-4	American Yacht Club (NY) Spring Series AYC 914-967-4800	August 15-17	Newport NOOD Regatta Sailing World 401-847-1588
Early May	St. Brendan's Cup Fleet #3, Bill Sutton	August 15-17	Chicago Yacht Club Verve Cup Fleet #5, Chris Coffin 847-604-9256
May 23-24	Figawi Race to Nantucket Fleet #2 401-846-8410	August 30- Sept 1	San Francisco NOOD Regatta Sailing World 401-847-1588
May 31-June 1	Nantucket Gold Regatta (Newport, RI) Sail Newport 401-846-1983	August 30-Sept 1	St. Michael's Race/ Doubled-handed Event Fleet #3, Bill Sutton
Mid-June	J Jamboree Fleet #3, Bill Sutton	Sept 12-14 (TENTATIVE DATE)	1997 North American Championship Fleet #5, Chris Coffin 847-604-9256
June 20-22	Chicago NOOD Regatta Sailing World 401-847-1588	Sept 20-21	San Francisco Big Boat Series St. Francis Yacht Club 415-563-6363
June 23-27	Block Island Race Week Storm Trysail Club 914-834-8857	Sept 27-28 & Oct 4-5	American Yacht Club Fall Series AYC 914-967-4800
July 24	Around Long Island Race, NY Fleet #6, Larry Anderson 516-299-2316	November	Road River Fall Series Fleet #3, Bill Sutton
July 26-27	Youngstown Level Regatta, NY Fleet #4, John Ruehl 716-745-3862		

## 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.

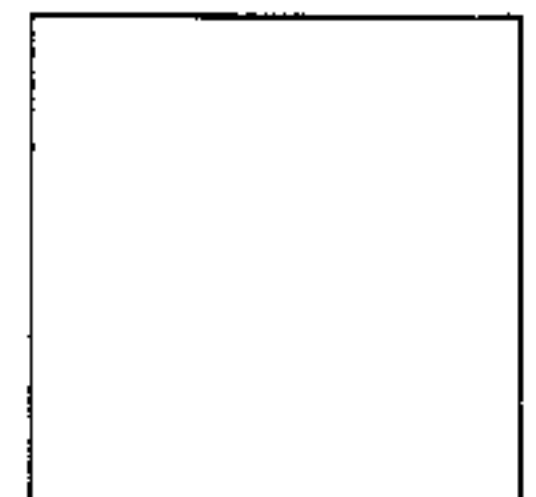
Checks covering 1997 Membership for Owners & Helmsmen @ \$25 each should be made out to "J/105 Class Association" and mailed to  
J/105 Class, Box 90, 557 Thames Street, Newport RI 02840.

Name \_\_\_\_\_ Boat Name \_\_\_\_\_ Hull # \_\_\_\_\_  
 Partner/Spouse \_\_\_\_\_ Other Helmsman \_\_\_\_\_  
 Address \_\_\_\_\_ E-Mail \_\_\_\_\_  
 State \_\_\_\_\_ Zip Code \_\_\_\_\_ Country \_\_\_\_\_  
 Telephone: Days \_\_\_\_\_ Evenings \_\_\_\_\_ Fax \_\_\_\_\_



*Prestart action at The Brut Cup of New York is hot and heavy as Peter Gilmour raises his protest flag against Russell Coutts. Coutts went on to win the series.*

**J/105 Class Association**  
557 Thames Street  
Newport, RI 02840



Mr. Nelson Weideman  
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Waketfield RI 02879