

J/105 News

Official Publication of the J/105 Class Association

April 1998

Babson wins 1997 J/105 North Americans

The third time was the charm for **Fred Babson** and his team from Sandusky, Ohio. After finishing 7th in San Francisco in 1995 and 5th in Annapolis in 1996, Babson and his crew of **Gary Harris, Rick Poorman, Pat Hughes** and **Bruce Roberts** beat a tough fleet to win the 1997 J/105 North Americans in Chicago Sept. 26-28. The seven race, one throw-out series in moderate but shifty winds rewarded conservative "away from the corners" sailing, conditions well suited to Babson and his Lake Erie team.

The first race became a good omen for the out-of-town boats as Babson and **Bob Taylor** of HIJINX dueled towards a 1-2 finish. Taylor, from Jamestown, Rhode Island bor-

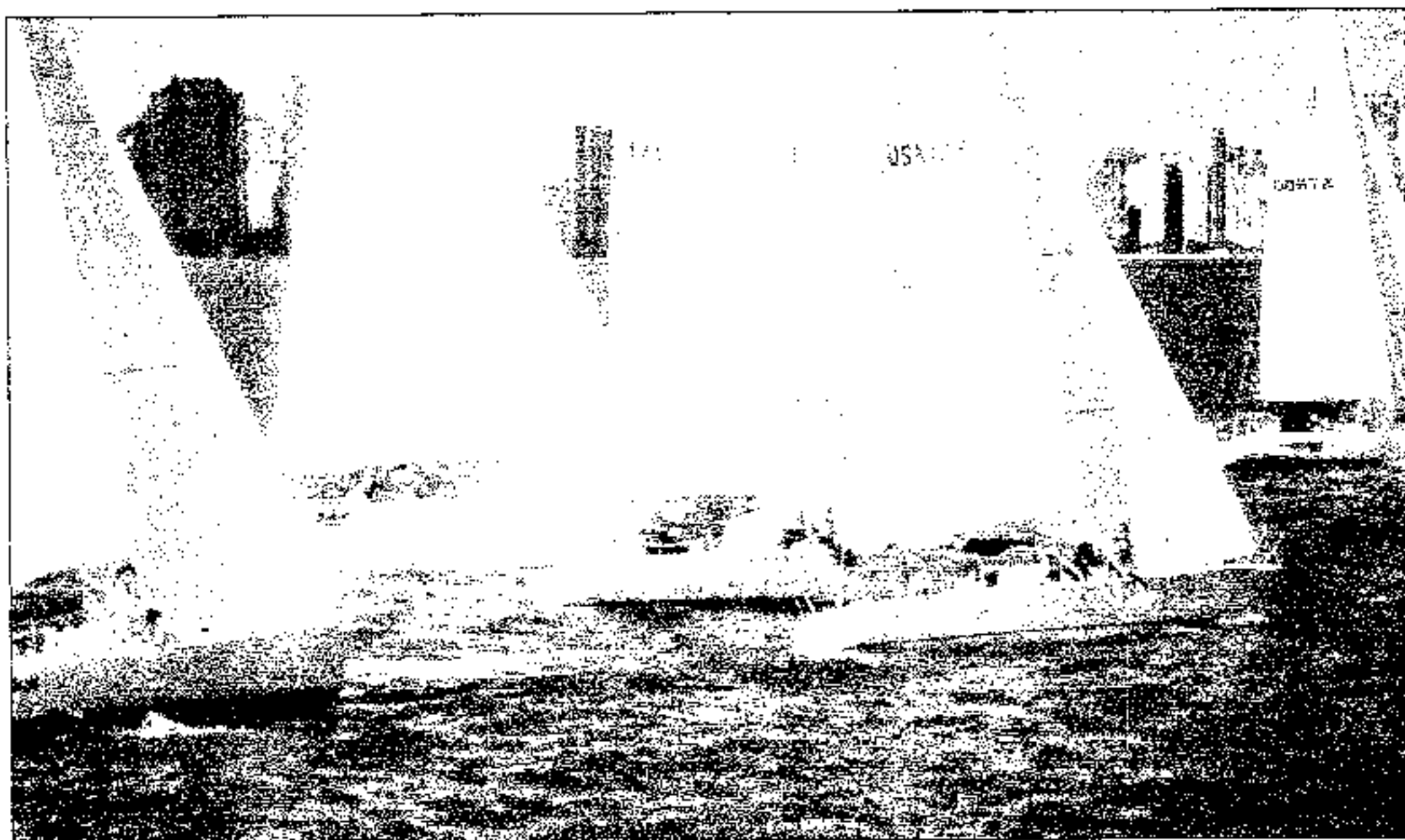
rowed a J/105 trailer, then hired Babson's delivery driver to tow it the 1,800 miles to Chicago. Arriving just as the skipper's meeting got

hour later HIJINX and her crew were ready to sail.

Race 2 and 3, sailed in a light to moderate northerly with chop, saw the emergence of the local boats. **Don Cameron** on LUCKY DUBIE took a solid 2nd in Race 2 behind HIJINX, then **John Zakin** aboard the red boat WE BE JAMMIN 2 won Race 3 followed by HIJINX and FLUIDITY. The key to success appeared to be BOTH staying in the breeze lines AND keeping the boat moving through the chop.

The lead boats sailed with no backstay tension and lots of depth in the jib, constantly easing and trimming and steering wider angles upwind.

continued on next page



Bob Taylor on USA #173 leads off the line at the 1997 NAs. Bill Gladstone photo.

underway, HIJINX's mast was stepped with the assistance of a derrick on the top deck of host Columbia Yacht Club, whose club house is a 300' moored ship. An

25+ Expected for 1998 NAs in Newport

New England J/105 Fleet #2 and Ida Lewis Yacht Club cordially invite all J/105 sailors to participate in the 1998 J/105 North American Championship, September 11-13 in Newport, Rhode Island. With over 40 boats sailing between New Jersey and Maine, a record turn-out is expected. Up to seven (7) races will take place on scenic Rhode Island Sound with one throw-out allowed if at least 6 races are completed.

The event will be sailed using Helmsman Category B (No sailing industry drivers) in the J/105 Class Rules. Additionally, each team is

limited to a maximum of one Category 3 (USSA) crewmember, provided the crewmember was a regular part of the crew during the 1998 season.

A credit of 6 seconds per mile will be applied to J/105s that have the optional "shoal draft" keel. A limited number of charter boats will be available through the organizing committee to teams who have qualified from out-of-area J/105 fleets, and who otherwise can not bring their own boat. The Notice of Race will be sent to all J/105 owners and posted to the class website.

What's Inside

<i>1997 NA's Report</i>	1
<i>Tips from J/105 Owners</i>	3
<i>Technical News</i>	4
<i>Winter Meetings</i>	4
<i>Regatta Results</i>	5
<i>1998 Schedule</i>	7
<i>Fleet Contacts</i>	7

Babson winscontinued

The second day saw a slight drop in the chop, but no less shiftiness from the wind. Starting in the southerly direction, the breeze kept eeking towards the east, making the left side predominately favored all day. Fred Babson and FLUIDITY seized the opportunity to notch two bullets and a 3rd. By the end of the day the top of the fleet settled into two groups, with HIJINX challenging FLUIDITY for the lead, and LUCKY DUBIE, WE BE JAMMIN 2 and George Petkovic's REVELATION duking it out for the number 3 spot.

With six races in, and one day to get in the 7th, Race Chairman John Thomas amended the time limit to allow for a six-leg 13 mile windward-leeward course. The competitors were rewarded with a 12-16 knot northwesterly wind. Babson held a 2 point advantage over Taylor, and Taylor's only chance to win the regatta was for HIJINX to win Race 7 and have Babson's FLUIDITY finish 3rd or worse. Having just come off competing in the CIGNA Cup match racing event, and as HIJINX's Todd Berman said "having our tails handed to us by Pace, Gilmour and Holmberg," the HIJINX team was ready to apply some of their newly learned moves to ambushing FLUIDITY. The race committee and the rest

of the fleet were treated to an aggressive display of pre-race match racing, with both boats alternatively getting the advantage, circling the committee boat like vultures. Just prior to the starting signal, HIJINX was able to push FLUIDITY over the line, but in so doing started early herself, and with the view of the line totally blocked, the committee recalled the

“HIJINX...briefly established an overlap with the bow sprit inside of FLUIDITY's transom. The boats rounded without contact but red flags quickly appeared on the backstays.”

fleet. Moments later, the two boats were at it again. This time, both started cleanly with HIJINX to leeward and FLUIDITY safely on her windward hip. The two continued to the left until HIJINX could tack and cross FLUIDITY. A short tacking duel ensued, and when the smoke cleared, both were stuck in the left corner and soon passed by several boats. The defining moment came at

the windward mark, when FLUIDITY tacked safely in front of HIJINX about 5 lengths from the mark. HIJINX extended her bowsprit in preparation for the spinnaker set and then briefly established an overlap with the bow sprit inside of FLUIDITY's transom. The boats rounded without contact but red flags quickly appeared on the backstays. To the relief of everyone, especially those who knew of the good-natured rivalry that had developed between HIJINX and FLUIDITY, both protest flags were later lowered and no protests filed. In the end, Race 7 was a clean sweep for the local boats with LUCKY DUBIE, REVELATION and WE BE JAMMIN 2 finishing 1, 2, 3 and thereby locking up the 3, 4, 5 positions in the regatta. FLUIDITY carefully covered HIJINX to the end to lock up a well deserved victory.

Later at the awards ceremony, the FLUIDITY crew was presented with the J/105 North American Championship perpetual trophy, newly given to the class by Regatta Chairman Chris Coffin. Rod Wallace and his team aboard ROAD RUNNER were presented a KVH Datascope for the "Go-Fast" award. Larsen Marine, Doyle Sailmakers, America True Syndicate, and J Boats were also recognized for supporting the event.

FLUIDITY vs HIJINX - Which is Faster?

SPECS	FLUIDITY	HIJINX
Model Year	1992	1997
Headstay Length	13035mm*	13035mm*
Mast butt (From Blkhd)	9.75"	9"
Upper Shrouds (turns plus hand tight)	+11	+11
Intermediate Shrouds	+10	+8
Lower Shrouds	+1	+4
Mainsail	North Dacron	Banks Dacron
Class Jib	North Soft Norlam	Banks Mylar/Dacron
Spinnaker	North 89 sq meter	Halsey 89 sq meter

* Measured from the headstay pin on mast to the intersection of stem and sheerline at the bow.

Tips from J/105 Owners

TO SNUFF OR NOT?

Q? Does anyone have any suggestions on using a snuffer? Can't decide whether to find other ways to douse when daysailing short-handed or whether to try again by finding a way to "quick-rig" it. When you switch constantly between racing and daysailing it's tough. Help! ianf@speedware.com

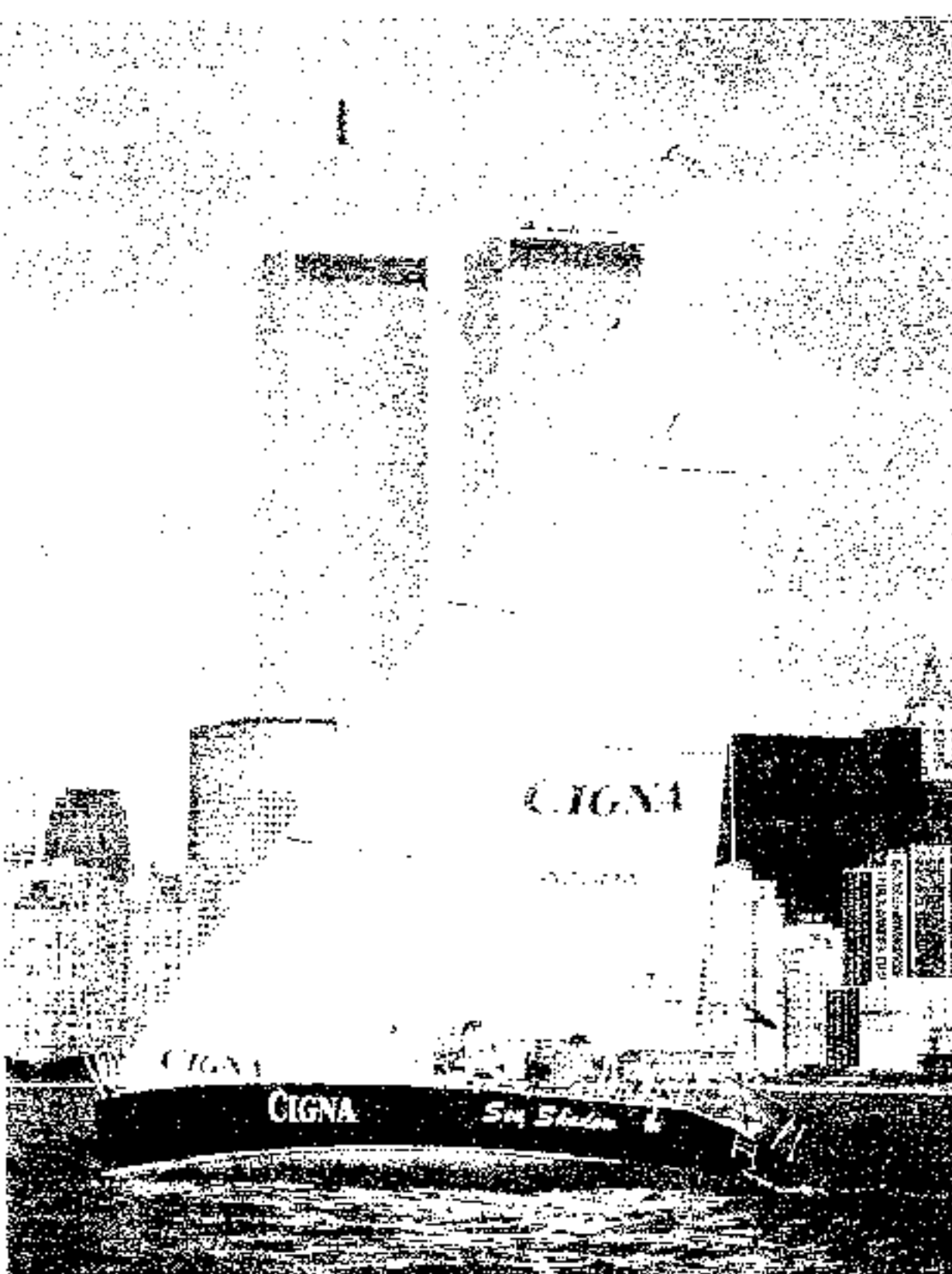
A: Regarding the discussion on the snuffer: three years ago I was in a doublehanded race out here on SF Bay. When approaching the leeward mark with an unsnuffed A-kite up, a squall hit packing 35 knot winds. The douse didn't go well. My crew and I went shrimping for 15 minutes before we had to cut it away, losing it to Davey Jones' locker. Since then I use the snuffer religiously when single or doublehanded. Yes, it's a pain to rig and there are lines everywhere, but it gives me great peace of mind to know that I can get it down when I want to get it down. Regarding the problems of shifting from one system to another, if you are in an area where you are allowed to carry only one kite aboard (in SF we carry a backup because we blow out the primaries so much), and you own two, I'd always keep the older one in the snuffer. Sure you still have to rig it, but at least you don't have to get it into the sock each time. hwblake@MSN.com

FROM THE HATCH OR BAG?

Q? I am interested in finding out how many people fly the chute straight out of the hatch, rather than using a bag. If your boat goes "bagless" is there ever any problems with snagging, or worse ripping? bickman@aol.com

A: We've never used a bag on our heavily raced boat, although I know of at least one very good skipper who recommends using a bag attached to the bow pulpit for sets in heavy air (that's Chesapeake heavy air, which is a zephyr to the SF crowd; maybe they have other ideas). Launching "loose" from the hatch presents only two snag-

ging dangers that we are aware of: (i) the foot pedal for the sink in the head and (ii) any burrs that might be on the aluminum frame around the hatch (file them down or cover them with duct tape). We always douse to windward (again a light-air luxury), so the chute is ready to go back up immediately without running tapes or packing into a bag. Why have a crew spending minutes packing a chute in the slowest place in the boat when they can be topsides contributing to the racing? jchristopher.groobey@chadbourn.com



Match Racing along the NY City skyline

A: We launch from the hatch without a bag and have never had a snag or tear yet. We do have the foredeck person help pre-feed the clew and tack first before we hoist though. The only tears we have had were from sharp untaped pins at the base of the furling drum or the base of the shrouds (shouldn't happen with a good jibe but sometimes the chute falls down that far). We tried a bag once but they are very bulky and we spent more time trying to fit it in the pulpit or behind the jib and it seemed pointless to re-pack it all the time. ianf@speedware.com

KNOTS OR SHACKLES?

Q? I'm wondering what the most popu-

lar method for attaching the sheets and tack line to the chute is. On Thoosa, we just tie bowlines. Does anyone use shackles? Our skipper is worried that shackles will rub against the jib and tend to snag the chute during jibes. In the ESPN Knickerbocker Cup footage I think I saw a three-or-so foot lead coming off the clew of the sail, then the sheets came off of that. Any thoughts are appreciated, including ideas on the best strategy when you find yourself coming up to a mark with the chute on the wrong side. Thanks - awesome website! - jonbigen@ibm.net

A: My sailmaker has done a neat trick for attaching the spin sheets. He takes about 4' of spectra and puts an eye in one end and unravels about 18" of the other. The unraveled part is fanned into the clew and stiched down under the corner patches. There is NO grommet in the clew of the sail. The remaining spectra forms a 2' pendant. The sheets are connected to the eye at the end of the pendant. This lets you get the knots past the jib on the jibe more easily and reduces weight while spreading the forces into the corner better. I've also heard several owners comment that going to a continuous spinnaker sheet has helped their jibes. - srburnet@rmc.com

A: There are times when the kite is going to be on the wrong side, even if you douse on the side you expected for the next windward mark. This may happen because of wind shifts, changing current patterns, or other tactical considerations. Fortunately, there's a way to avoid untying the sheets and hauling them around the front of the boat: hoist the kite on the side that it already is (the wrong side in this case) and have your bow person throw it around the headstay as it's going up. It works! So, you don't really need shackles. We use a continuous length of Yale Light with a pigtail tied at the midpoint (which then gets tied to the clew) and have no trouble with jibes. hwblake@msn.com

.....continued on page 6

Technical News

Rich Moody, TPI Customer Service notes that there is greater danger of water penetration into the core from the inside of the hull than from the outside. Thus it is important to keep water out of the bilge and to keep any screw holes from the inside well caulked. He recommends painting the bilge with airdry gelcoat after about five seasons of use.

Jeff Johnstone reminds us that J/105 owners should routinely recaulk their chainplates at least once per year, preferably in the spring, after the mast is installed and the shrouds tightened up. It's very simple to do. Back off the two screws on the above-deck chainplate cover. Scrape any old silicone away. Then recaulk using Sikaflex compound. This will keep moisture from wicking down the chainplate and creating damage over time. Another winter tip: The best way to cover the mast hole is to cut a

piece of plywood slightly larger than the mast hole. Then bed that down on top using a thick bead of silicone on top of the partners.

Ventilation Tips

Tomas Petkus (Vytus, #104) -- I installed two Nicro solar fans on the rear deck. We cut through the bulkheads in the galley and nav station and installed grilles. With the forward hatches on vent, there is more than enough air circulation in the boat. We are on Lake Michigan and July and August is pretty sultry. I used a reciprocating saw (Sawzall by Milwaukee). A scroll or sabre saw will work, but it will be a little longer and more tedious since the motors are not as powerful. Since the deck is balsa cored, it is relatively easy. Make sure, regardless of what you use, to put down a wide layer of masking tape around the hole. If you don't, you run the risk of marring the

gelcoat. This is particularly true of the bulkheads where you cut the hole for the grilles and especially acute if you use a scroll saw since they tend to have a large foot.

Andy Skibo (Plum Crazy, #90) Regarding the question of ventilation. Plum Crazy installed a solar vent in the cabin top, port side just aft of furled dodger location. Works fine, definitely helped with ventilation in NJ summers. Two notes of caution: make sure whoever installs the vent seals the core exposed in the hole with epoxy resin (not caulk). I've seen too many J-24's with rotted core caused by unsealed edges. Second, make sure you pick the location with dodger installed and furled. We installed our vent while boat was set up for PHRF (no dodger) and wound up with vent slightly shaded by dodger when it was re-installed

J/105 Winter Fleet Meetings

Fleet #1 (San Francisco): Fleet #1 approved by a three to one margin comprehensive Articles of Association which will supersede the National Articles and govern all fleet activities in the Bay Area. The newly-adopted Articles were drawn mostly from the National Articles, but with modifications that the fleet felt would further encourage race participation. These modifications include strict interpretation of the owner-driver rule, a virtual ban on pros, and the use of a second spinnaker in limited circumstances.

Fleet #2 (New England): Fleet #2 gathered at the J Boats Midwinter Rendezvous. The group agreed on a five event circuit including Block Island, Rolex NYYC, Marblehead NOOD, Buzzard's Bay, and Newport NOOD, with each team able to count their best three finishes to-

wards the season Championship. **Ernest Hardy** volunteered to coordinate the Mass. Bay area boats, which now number twelve.

Fleet #3 (Chesapeake Bay) Fleet #3 gained 12 new boats this year making the total over 30 boats on the Bay for the 1998 season. The fleet approved a spare spinnaker provision, (now in the J/105 Class Rules) as well as a full 16 race series running from April to November. The J/105 is now a full-fledge "Cruising One-Design Class" in the CBYRA. This distinction opens up more racing opportunities in high profile regattas.

Fleet #5 (Lake Michigan): Fleet #5 voted out the 155% genoa from local one-design racing after 1999. The class jib will be required for all course racing, effective immediately. The 155% is still okay for point to

point races for 1998 and 1999. The 89 square meter spinnaker still has majority support, BUT there is strong minority (40%) that want to use the 77 meter kite. The group voted to allow boats to carry one used 89 square meter kite (of same the size as primary) to be a backup if primary is lost during a regatta.

Fleet #6 (Long Island Sound): Fleet #6 has blossomed with 25 boats slated to sail in the area this season. **Dimitrios Spentzos** was elected Fleet Captain, with **Terry Laughren**, **Bob Carballal** and **Bob Taylor** enthusiastically sharing the load as fellow officers. 1998 brings a full schedule of events with a weighted scoring system in place for the season championship, similar to that of the San Francisco fleet. The fleet is also sponsoring the 1998 CIGNA Cup.

Regatta Results

1997 J/105 North Americans

1. Fred Babson, Sandusky, OH	FLUIDITY	12
2. Robert Taylor, Jamestown, RI	HJINX	15
3. Don Cameron, Chicago, IL	LUCKY DUBIE	17
4. George Petkovic, Chicago, IL	REVELATION	19
5. John Zakin, Chicago, IL	WE BE JAMMIN 2	20
6. Pat Clark, Chicago, IL	ENGARD	37
7. Marty Hastings, Mt Prospect, IL	JOIE DE VIE	42
8. Laughlin/Radtke, Milwaukee, WI	MOSQUITO	43
9. Rod Wallace, Centerville, IA	ROAD RUNNER	49

Newport NOOD Regatta

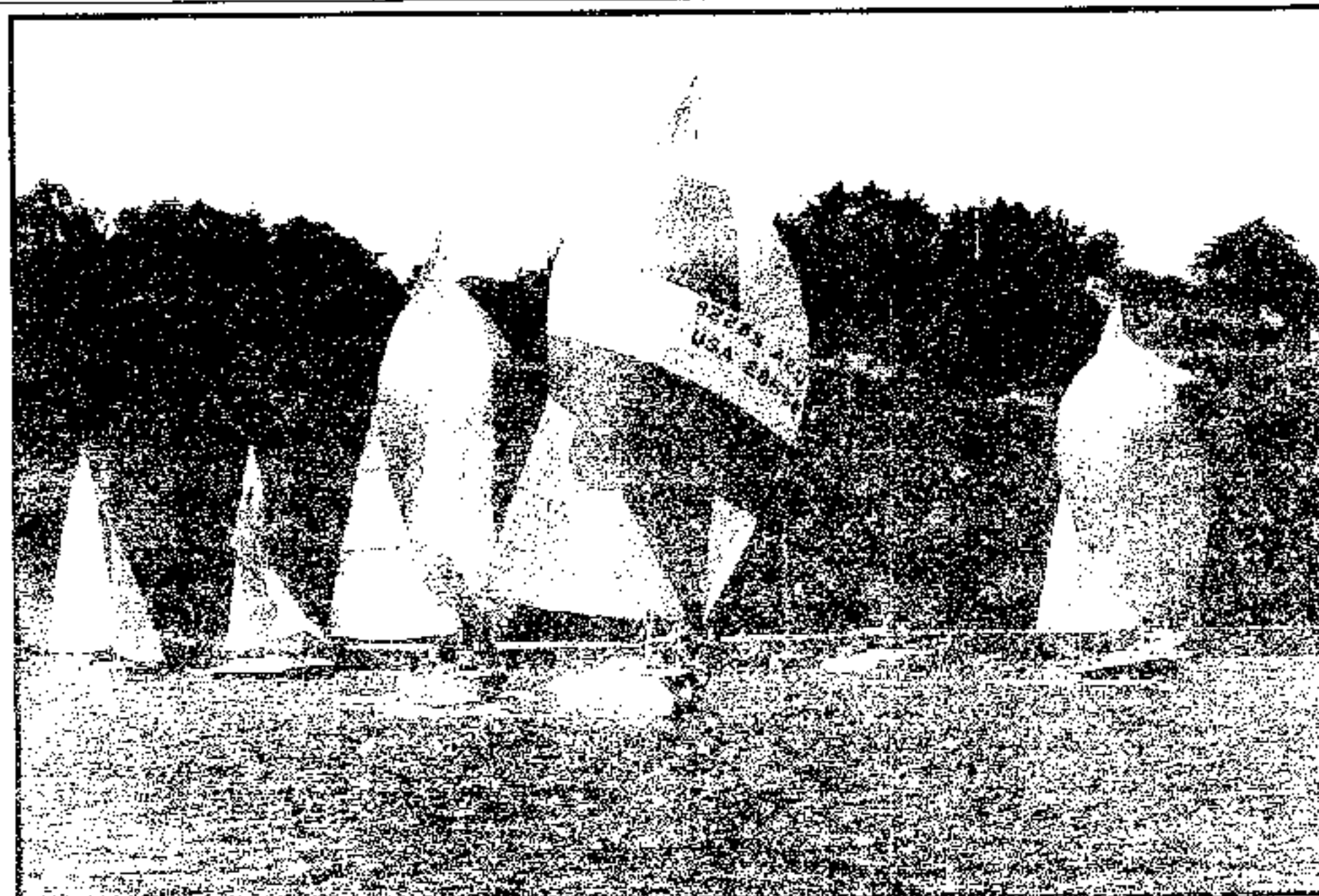
1. Bob Carballal, Centerport, NY	TAR BABY	11.75
2. Terry Laughren, Darien, CT	WINGED VICTORY	18.75
3. Bob Taylor, Charlestown, RI	HJINX	19.69
4. Bob Swirbalis, Charlestown, MA	PHENIX	22.75
5. Nelson Weiderman, Wakefield, RI	KIMA	23.00
6. Harvey Howalt, Newport, RI	IF ONLY	23.75
7. Paul Simpson, Greenwich, CT	TERN	29.00
8. Hugh McLean, Windsor, CT	ALL RIGHT	36.00
9. Ernest Hardy, Jr., Winthrop, MA	JAGUAR	43.00
10. Josh Burack, New Rochelle, NY	PEREGRINA	44.00
11. Kirk Brown, Hingham, MA	JAZZ	56.00

Fleet 2 continued its reputation for close racing as five different boats won in five different races in the NOOD Regatta. **Dean Carballal** sailed consistently enough to win the regatta and has the right to compete in this years Brut Cup. Finishes of the races were characterized by close finishes with as many as five or six boats finishing within 20-30 seconds after five miles of racing. Sailing conditions were excellent with winds in the range of 10-16 knots for most of the three day regatta.

'97 Annapolis Yacht Club Fall Series

1. Steve Phillips	LE-RENARD	9.5
2. M. Sorensen	ARCHANGEL	9.75
3. Groobey/Ironek	JAVA	10
4. Andy Skibo	PLUM CRAZY	13
5. Rich Levitt	MACCABEE	14
6. Jack Detweiler	CURLEW	20
7. Kevin Ryman	SEASAW	23
8. Bill Sutton	BLONDE ATTACK	23
9. Mikulski/Stitzer	TOURIST TRAP	23
10. Jay Corcoran	NO MORE TROUBLE	25
11. Don Bird	ATALANTA	30

Eleven J/105's raced in the Annapolis Yacht Club Fall Series races on three consecutive Saturday's in October. The J/105's raced and were scored in their one-design configuration within the 32 boat PHRF A2 fleet. The J/105's competed for trophies including the AYC Fall Series Perpetual Trophy which is a J/105 Half Hull model displayed at the Annapolis J-Port that has the winning boat's name engraved on it. Very competitive racing coupled with the great social environment including the United States Sail Boat Show made for fun weekends for all who participated.



Action on San Francisco Bay during last year's Big Boat Series. **Dave Tambellini** in *BELLA ROSA* took top honors, tying on points with **Phil Gardener's** 20/20 but coming out ahead under the tie breaking rules. Third went to fleet captain **Dean Dietrich** on *BLACKHAWK*.

1997 Block Island Race Week

1. Brian Tedeschi, Norwell, MA	ETHEREAL	20
2. Bob Carballal, Centerport, NY	TAR BABY	21
3. Fred Stelle, Sag Harbor, NY	ACE	25
4. Nelson Weiderman, Wakefield, RI	KIMA	26
5. Dimitrios Spentzos, Port Jeff., NY	ODYSSEY	30
6. David Huck, Atlanta GA	JUST MARRIED	32
7. Leslie Laughren, Darien, CT	WINGED VICTORY	37
8. Hugh McLean, Windsor, CT	ALL RIGHT	43
9. Ian Steel, Verona, NJ	DOMINO II	49
10. William Conway, Jr., Franklin, NJ	PHANTOM	50
11. Ron Mortara, Waban, MA	GIOIA	66

The 1997 Block Island Race Week was marked by very close competition among the racers. Four boats won races and only four points separated the top five boats going into the final day. Conditions were generally light and variable with no racing held on Tuesday due to lack of consistent breeze. The boats were very evenly matched in speed and the crews that could find the breeze, the angles, and the favorable current managed to come out ahead. The Island Sailing Club of Cowes Perpetual Trophy goes to the class winner of the Around the Island Race who competed in the class with the lowest average time differential between first and fifth places. The J/105 class had the closest racing of the 18 classes with 5 or more participants. Only 62 seconds separated first and fifth place in the J/105 class after 17.7 miles of racing. The average difference among all the classes was 16 minutes, and the next closest competition was the Mumm 30 class where the difference between first and fifth was four minutes and 25 seconds. **Nelson Weiderman**, sailing *KIMA* took the prize as the winner. **Brian Tedeschi** picked up the weekly first place award for *ETHEREAL* and **Jesse Waters** accepted the second place trophy for *TAR BABY*.

More Regatta Results

Manhasset Bay Fall Series

Craig Albrecht sailed AVALANCHE to a first place finish in Class G of the Manhasset Bay Fall Series, sailed on the third and fourth weekends in October. Thirteen boats participated in a tight PHRF class with ratings from 78 to 84. It included three other J/105s as well as two Tripp 33s and a Tripp 37. In the seven race series, AVALANCHE placed no worse than second and had two firsts and five seconds. Other J/105s participating were PHANTOM, ODYSSEY, and CAPRICORN. A J/33 was second and a C&C34 was third.

Toshiba Carlisle Classic

Jane and Philip Francoeur report that they raced (and sailed) CARIOCA for the first time on Oct. 11, having put her in the water for the first time late the day before. The boat was only partially commissioned and sailed with an untuned rig. But they still won their class and overall in the Toshiba Carlisle Classic in Clearwater, FL! They had great fun and their accomplishment was written up on the front of the sports pages in the St. Petersburg Times! Dan Kerckhoff has purchased hull #187, and SOUTHERN CREST-CENT will be soon joining CARIOCA in Naples.

Owners Tips continued

WIND INSTRUMENTS TIPS

Q? For nine years, I've sailed a Pearson 31 with nothing but speed, depth, telltales and a Windex. My new J/105 has KVH Quadro2 Basic+ Wind which includes all the wind functions. I understand what each of these is, but I'm not sure which ones I will find most useful - especially when racing. winston@netnitco.net

A: Craig- I suggest you not over-rely on the wind instruments in your first season. The tendency is to get beady-eyed about theoretical polars, instead of developing more of a "feel" for sailing with the A-Sail. Two rules of thumb you can use downwind (with your instruments turned off): 1) In under 12 knots of wind, concentrate on sailing as low as you can WITH pressure in the spinnaker. Easiest way to see this is to watch the spinnaker sheet as it passes under the boom. Bear off until the sheet begins to droop a little, then head up about 5 degrees. This is as low as you can sail with pressure. At times you'll have to head up a more to accelerate, but then be aggressive about bearing off as much as you can with pressure on the sheet. 2) Set your Windex tabs at 30 degrees from centerline. In 12+ knots (downwind), your target is to sail with the Windex arrow pointed in line with one of the tabs. This means you're sailing at 150 apparent. While the extra instruments do provide important data, all too often they can keep new owners in a "fog bank." - jeffjboats@aol.com



New Owner Profile

Owners: Alan & Kim Kelly (J/105 #180)

Background: Alan grew up sailing and racing with his father on Lake Washington aboard the family's Sea Lark 14. Since then he's been primarily a dinghy sailor racing OK dinghies in Florida and Etchells and 505s on San Francisco Bay. Kim is just getting involved in sailing, having been introduced by Alan through charter sailing.

Why a J/105? "Though this is the first boat I've ever owned, I had a pretty good idea of what I wanted in a boat. After surveying the market there was really no other boat out there that fit the criteria except the J/105."

"First off I wanted a boat that would handle the Bay comfortably. While I've done lots of small boat sailing, I wanted a boat for the family and to entertain friends and work associates. To take a young family - my kids are one and two years old - or novice sailing friends on the Bay, I thought 35' would be a comfortable size."

"I wanted it to serve many purposes too. I don't want to give up racing, so I wanted a boat that is a competitive racer. As far as I'm concerned one-design racing is the only way to go, so I wanted a well developed, growing and competitive class. The J/105 continues to be one of the most vibrant classes on the Bay. I also wanted a good daysailor, family boat and weekend cruiser. As far as daysailing and entertaining friends and family, it has a great cockpit and is very easy to rig and sail."

"Additionally, I really wanted a sprit boat, and the greater simplicity of the new asymmetric chutes. They are easier when sailing shorthanded or with novices, and still provide the performance advantages without the hassles. The J/105 was really the only boat on the market we considered. We're looking forward to sailing her often."

Visit the J/105 Class Website at www.jboats.com

1998 Schedule

April

18-19 J/Fest Regatta, Fleet #1

May

2 St. Brendan's Cup (SSC), Fleet #3

2-3 Vallejo Opener, Fleet #1

9-10 Greenwich Cup, Fleet #6

17 AYC Spring Race, Fleet #3

30 Chicago Spring Opener, Fleet #5

31 Olympic Cup (CCYC), Fleet #5

June

6 Twilight Race (SSC), Fleet #3

6-7 Port Jefferson Cup, Fleet #6

13 One Design Regatta (EYC), Fleet #3

13 Knox YRA Event, Fleet #1

13-14 Chicago-Waukegan (WYC), Fleet #5

20 City YRA Event, Fleet #1

19-21 Chicago NOOD Regatta, Sailing World 401-847-1588

21-26 Block Island Race Week, Premier Racing, 617-639-9545

July

11 Race to Baltimore (MRSA), Fleet #3

18-19 The Newport Regatta, Sail Newport 401-846-1983

18-19,25-26 Larchmont Race Week, Fleet #6

24-26 J/105 New Englands at NYYC Rolex, 401-845-9633

24-26 Marblehead NOOD Regatta, Sailing World 401-847-1588

25-26 Youngstown Level Regatta, John Ruehl 716-745-3862

30 Around Long Island Regatta, Doug Wefer 212-661-4465x202

31 New England Solo/Twin, Jeff Spranger 401-846-1016

August

1-2 Second Half Opener, Fleet #1

7-9 Buzzard's Bay Regatta (MA), Fleet #2

7-9 J/105 Mid-Atlantics (Heart Cup), Fleet #10

8 YRA Ocean, Fleet #1

14-16 Newport NOOD Regatta, Sailing World 401-847-1588

14-16 Chicago Yacht Club Verve Cup, Fleet #5

15-16 Leukemia Cup, Cape May, NJ Fleet #10

23 Summer Regatta (AYC), Fleet #3

29-30 Waukegan Championship, Fleet #5

September

5-6 San Francisco NOOD Regatta, Sailing World 401-847-1588

5-7 Tri-State Races, Fleet #5

11-13 North American Championship (Newport) 401-846-8410

19 Hospice Cup (SSC), Fleet #3

22-27 CIGNA Knickerbocker Cup (NY), Fleet #6

24-27 San Francisco Big Boat Series, SFYC 415-563-6363

26-27 American Yacht Club Fall Series, 914-967-4800

October

3-4 American Yacht Club Fall Series, 914-967-4800

4, 11, 18 Annapolis YC Fall Series, Fleet #3

31 Road River Fall Series, Fleet #3

November

7,14 Road River Fall Series, Fleet #3

Fleet Contacts

FLEET #1 SAN FRANCISCO

Dean J. Dietrich
2140 Centro East St.
Tiburon, CA 94920
Tel & Fax 415-435-3573
email: deanj105@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

Massachusetts Bay Contact:

Ernest Hardy, Jr.
617-846-6320 Fax 617-846-5108

FLEET #3 CHESAPEAKE

Bill Sutton
1798 N. Greenbrier St.
Arlington, VA 22205
703-532-1749 Fax 703-847-9171
email: billsutton@aol.com

FLEET #4 LAKE ONTARIO

John Ruehl
50 Woodcreek Lane
Grand Island, NY 14072
716-773-6013 Fax 716-745-9671
email: sail@reryachts.com

FLEET #5 LAKE MICHIGAN

Mark Dunn
51 Brinker Road
Barrington, Illinois 60010
Tel & Fax 847-382-2762

FLEET #6 LONG ISLAND SOUND

Dimitrios Spentzos
111 Longfellow Lane
Port Jefferson, NY 11777
516-588-2200 Fax 516-928-8681
email: J105ds@aol.com

FLEET #7 ACAPULCO, MEXICO

Joaquin Brockman
Aguada #2
Acapulco, GRO 39300 MEXICO
011-52-575-1813

FLEET #8 SAN DIEGO

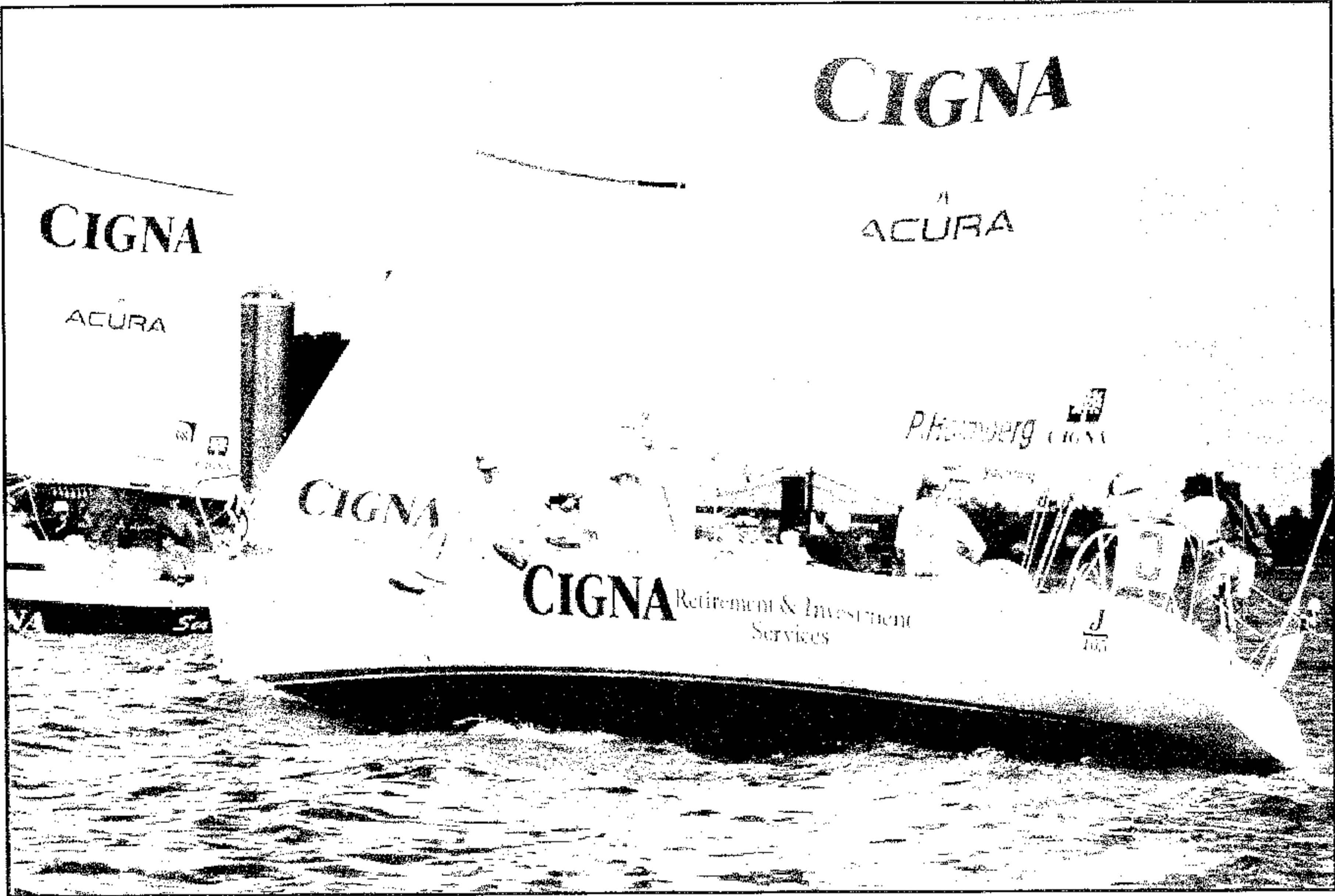
Dick Roberts
832 Armada Terrace
San Diego, CA 92109
619-224-2229 FAX 619-224-1820
email: dkroberts@juno.com

FLEET #9 NEW ORLEANS

Rick & Sandy Gibson
123 Walnut St. #705
New Orleans, LA 70118
504-866-0965 FAX 504-588-2305

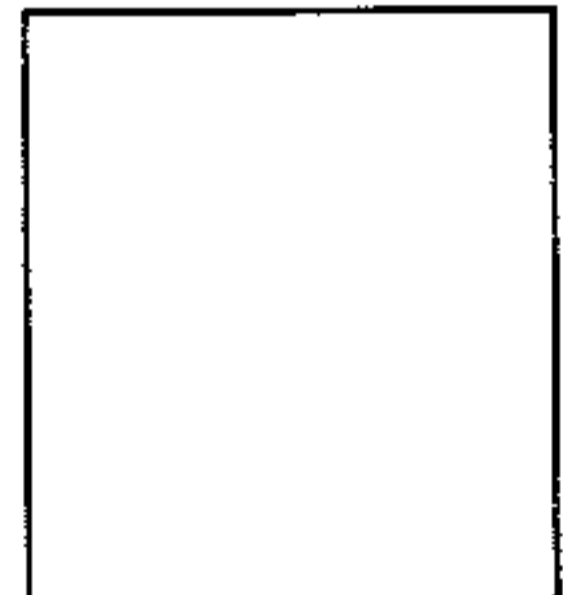
FLEET #10 NEW JERSEY

Andy Skibo
1000 Lambourne Rd.
West Chester, PA 19382
908-730-4911 Fax 908-730-5340
email: adsaas@aol.com



Dr. Marty Fox (TRINITY, Hull #43) sails with Peter Holmberg and the Virgin Islands AC team in last year's CIGNA Knickerbocker Cup off New York. Holmberg finished 2nd to USA's Terry Hutchinson.

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



Mr. Nelson Weiderman
127 Schooner Dr.
Wakefield RI 02879