

# J/105 News

Official Publication of the J/105 Class Association

April 2000

## Sailing Season Well Under Way

### PLUM CRAZY WINS KEY WEST RACE WEEK

Eighteen J/105's made the trek to Key West this year or Race Week, and with reliable sunshine, temperatures, and breeze, it is easy to see why. Key West Race Week has become the must-do regatta for so many programs, both professional and weekend warrior.

"We wanted to stay clean. I didn't want to take any major hits, we were looking over our shoulders the whole race," explained J/105 class winner Andrew Skibo of PLUM CRAZY (Ocean City, NJ). Skibo went into the final day in first place, with a 6-point cushion over nearest threat, Rick Wright's WONDER WAGON (Marblehead, MA), but with the way things have been going in the class, those 6 points can be lost in one wind shift. Skibo's crew had escaped not having a race worse than 5th all week, which was not true for the rest of the fleet. But

there were some tense moments for Skibo in the final race, "After the start we were 5th or 6th and the wind started to get shiftier and shiftier {and died from 20 knots to about 14}. It wasn't the big breeze they were calling for," said PLUM's tactician Doug Clark. "We were trying to sail conservative, trying not to make a big mistake and got kind of fortunate," he explained. Fortunate on the first beat to tack below

the left side leaders on a huge left shift so as to perfectly lay the windward mark, while the initial leaders all overstood. Thomas Coates' MASQUERADE (San Francisco, CA) rounded first followed closely by PLUM and PHENIX. PLUM was later able to pass MASQUERADE and PHENIX to wind up with a last race bullet.

WONDER WAGON had backstay problems on the final day, complicated by a run-in with the pin boat at the start that left them behind the fleet, doing a penalty turn. Daniel Kerckhoff's SOUTHERN CRESCENT (Naples, FL) had their best race of the week on Friday, finishing third over the line to Tom Hood's PHENIX, but correcting to finish 2nd in fleet because of the allowance for their shoal draft keel. "Everybody did their own jobs today," explained Gary Gleason of CRESCENT. Geoff Pierini's PHANTOM, who had won

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BILLY BLACK

*Masquerade makes a tight turn at Key West*



## 2000 NA's in Annapolis

On behalf of the J/105 Class Association and J/105 Fleet #3, Annapolis Yacht Club cordially invites you to participate in the 2000 North American Championship for the J/105 Class, September 22-24, 2000.

The Championship will be sailed under the helmsman Category B in Rule 3.4 of the J/105 Class rules. J/105 Class Rule 7.1 is modified for chartered boats by adding: "The weight of the owner or owner's repre-

sentative shall be the lesser of the person's actual weight or 194 pounds."

The event is open to shoal draft J/105's conforming to Class Association Rules. Fleet #3 will make available, for charter, 11 shoal draft boats for out-of-area qualifying teams (that is for fleets other than Fleets #3, 10 and 15). A charter boat will be reserved for:

1. One qualifying team from each of the largest fleet areas (Fleets # 1, 2, 4, 5, 6, 8, 13, 14).
2. The 1999 North America Championship winner.
3. Two wild card entries allocated by the J/105 Fleet #3 Regatta Committee.

Each fleet will be responsible for designating the team entitled to charter a boat for that fleet. Additional requests will be considered from fleets that have more than 20 paid members. All charterers must bring their own sails. The owner or the owner's representative of the charter boat will have the option to crew aboard his or her own boat. All requests and chartering arrangements must be finalized by Wednesday, August 16, 2000.

The racing area will be in the Chesapeake Bay off the mouth of the Severn River. Daily prizes will be awarded, overall prizes will be awarded to skippers placing first through fifth, and certain other prizes may be awarded as well. For more information, contact Paul Mikulski, 410.280.2038 Ext.11, or visit the AYC website at [www.annapolisyc.com](http://www.annapolisyc.com).



NELSON WEIDERMAN

*Downwind Action at the 1999 NA's*

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# Season Openers *(continued from page 1)*

he pin start and was a 1st leg over- standing casualty, sailed a great remainder of the race to finish 4th and secure 2nd place overall, ahead of WAGON. Not only did two New Jersey teams finish 1-2 for the series, but Andy Skibo's PLUM CRAZY was awarded the overall GMC/YUKON Boat of the Day, for winning the most closely contested class. The entire Skibo family was on hand (three were sailing) to cheer on the victorious team. It should not go unmentioned that the Skibos were an integral part of the winning J/105 team (with Bob Swirbalus on PHENIX) in 1999, so in a way it's two-in-a-row!



*PLUM CRAZY leads the way to the leeward mark.*

ONNE VAN DER WAL

## MASQUERADE PREVAILS AT SORC

Tom Coates and crew on MASQUERADE made the most of their decision to escape the rains of San Francisco and race in Miami at the Southern Ocean Racing Conference in early March. The J/105s made their inaugural appearance as a one

design fleet at the SORC regatta headquartered at Miami Beach Marina, under beautiful tropical skies and fair onshore breezes. MASQUERADE and Jim Doane's FLAME picked up right where they left off from their solid showings at KWRW to duel for the top spot. Coates and crew showed solid boatspeed, crew work and tactics throughout the five race series in light to moderate, shifty wind direction conditions. FLAME showed that their KWRW premiere was no fluke, with a well deserved second place finish. Fellow

San Francisco owners, Tom Thayer and Dick Watts on JUXTAPOSE, showed they had begun to dial in the tuning of their newest hull, with a third place finish overall. Could it just be that they're liking this sailboat racing, not having to wear foulweath-

*continued on next page*

- |                 |            |    |
|-----------------|------------|----|
| 1. Plum Crazy   | A. Skibo   | 19 |
| 2. Phantom      | G. Pierini | 33 |
| 3. Wonder Wagon | R. Wright  | 35 |
- (complete results on page 5)*

## New Rules in Effect

Several new rules were voted on by fleet members. The following two were approved and went into effect on March 15, 2000:

**7.2 New Rule: "The bowsprit shall not be extended until the bow of the boat breaks the imaginary line drawn from the leeward mark or start line through the windward mark, on the windward side of the buoy. The bowsprit shall be retracted at the first reasonable opportunity after rounding the leeward mark."**

This was used successfully at the 1999 North Americans and all Fleet #1 regattas in 1999. It greatly reduces collisions at the windward mark.

**7.5 New Rule: "The torso of the Primary helmsmen, while steering in a race, must at all times remain aft of the mainsheet traveler."**

Helmsmen on wheel-equipped boats are not capable of sitting in front of the

traveler. By requiring all helmsmen to sit behind the traveler, it negates any potential advantage of using a tiller extension to move weight forward. While most helmsmen with tillers sit aft of the traveler it is possible with tiller extension to move as far forward as the primary winch. The Technical Committee carefully reviewed the tiller and wheel configurations and concluded that helmsman

weight placement represented the greatest potential advantage of the tiller.

### OTHER PROPOSALS VOTED DOWN

After much debate on the website, two rules proposals failed to win approval from the Executive Committee. The proposal to allow adjustable jib cars received considerable support in the early stages of the debate, but many owners weighed in to say that they preferred to keep the boat simple and to avoid additional cost, which was estimated to range from \$300 to \$1200. This failed by a vote of 5 to 11.

The proposal to place a handicap in the rules for shoal draft boats was defeated on a tie vote of 7 to 7. While the magnitude of the handicap was certainly an issue, many arguments against the rule centered around how to administer a handicap which is based on the amount of upwind and downwind sailing. ❏

### Technical Committee Reappointed

The three person Technical Committee of the J/105 Class Association was reappointed last fall. The Committee was formed to support the need of J/105 fleets for one-design rule interpretations and the proposal of future rule changes, and is working towards rules uniformity from fleet to fleet. The committee members are Don Trask of San Francisco, CA, John Driver of Annapolis, MD and Jeff Johnstone of Newport, RI - who serves as secretary. Fleets requiring a rules interpretation can submit the request to Jeff Johnstone at email: [jeff@jboats.com](mailto:jeff@jboats.com) or FAX 401-846-4723.

# Florida Regattas *(continued from page 2)*

er gear all the time, as back home in SF? Jim Sorensen's WET LEOPARD, Bill Baldwin's CYAN, and Ken Heithoff's AIRBORNE rounded out the fleet, but could never consistently challenge the two leaders. The RC work was excellent, relocating weather marks in the shifting breezes, and the SORC hospitality was enthusiastic for the 105 fleet. All participants agreed that MORE 105ers should mark their calendars for the SORC next year, as this venue offers great facilities, excellent housing, great dining and great sailing conditions. Oh yeah, did I forget to mention the nightlife, come see for yourself next year!!



*Eclipse surfs downwind in excellent form*



*Masquerade's upwind intensity*

BILLY BLACK

## S O R C R E S U L T S

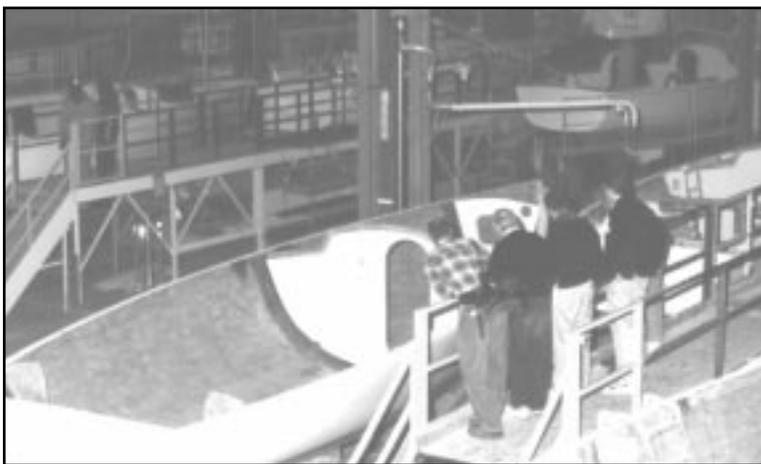
1. MASQUERADE	T. Coates	6
2. FLAME	J. Doane	11
3. JUXTAPOSE	Watts/Thayer	15
4. WET LEOPARD	Taylor/Sorrenson	19
5. CYAN	E. Baldwin	26
6. AIR BORNE	K. Heithoff	28
7. SOUTHERN CRESCENT	D. Kerckhoff	40

## News from J/Boats

by Jeff Johnstone

The big news on the J/105 building front is that the first European hull was recently SCRIMP molded in France. J Composite, a licensed builder of the J/80, J/92, J/110 and J/120, recently added the J/105 to the line. There is already fleet activity in the Solent, with J/105s also sailing in Holland, France, Sweden, Norway and Belgium. Hull #s 360-369 and #425-429 have been assigned for upcoming European production. #360 is expected to launch in early May.

The "European" J/105 will feature a very similar equipment specification as in the US, with a few styling changes. The nav station and galley units will flip-flop so that a small "L" can be added against the main bulkhead, permitting a gimbaling stove to be installed outboard, with sink close to centerline. This will appeal to those who are spending more time living on the



*Inspecting a 105 in progress at Rendezvous 2000*

boats. There will also be opening ports (port and starboard) in the v-berth cabin in lieu of the 10x10 overhead hatch.

### USA NEWS

J/105 activity in the US continues at a brisk pace with production at two hulls per week, and orders confirmed through hull #470

(March 2001). The geographical distribution of new boats remains widespread with most of the major fleets adding to their numbers. Of particular note is the new fleet developing in Detroit, as well as critical mass developing in the Southeast, Texas and Toronto.

### IMPROVEMENTS

Thanks to the constant feedback from the owners, some new features were added to the deck mold, while it underwent routine replacement recently. Included are 1)

Incorporating molded-in foredeck toe-rails in lieu of the white plastic. 2) Moving the small head hatch aft to prevent the foredeck hatch from hitting it when fully open. 3) Modifying the area around the companionway to reduce amount of teak to maintain. These changes begin with hull #336.

# Owners have their say...

The discussions below are excerpts from the J/105 Owner's Forum on the class association website. To have your say on these or other topics, go to [www.j105.org](http://www.j105.org).

## ...on Used Boats

**from Dorin Candea (Chicago, IL)**

I just bought hull #288 last August. I was looking for used 105's. Good luck...in this day of age a used 105 is very hard to find, and a used boat costs you as much as a new one. Yes it may have a set of sails but if the boat is 95-96 the sails are really only worth maybe \$1500. Who's to say the boat was not put away wet? I really think at this time a new boat is the way to go. I also think you are making a lot of money on your old boat if you were to sell it now...(That's unheard of on boats)

**from Robert Taylor (Jamestown, RI)**

Dorin...Can't say I agree with your conclusion. Placing an order now, probably puts you on your new 105 by May of 2001. I've seen and been beaten on the racecourse by too many of the older hulls. Check out the regatta results from 1999, the majority of the winners were in double-digit hull #s, if those are the generation of boats we're calling old. Most recently at the SORC, J/105 Hull #17 just smoked the competition, and inspecting the boat up close, it is in better shape now than when it rolled out of TPI many years ago. The vast majority of 105 owners, from what I've seen around the country, take great pride in and care of their boats. I think if one is looking for a used boat, you can find one of very good quality, and make sure you have it surveyed prior to purchasing it. Why cheat yourself out of another season of great one-design racing or cruising, a lot can happen between now and next May. (Please note my remarks are somewhat biased, due to my recent business interest.) *{Taylor recently formed a yacht management company. -ed.}* As far as sail inventory quality goes, if the owner is an active participant in his local fleet racing, more than likely the sails will be up to date, you can always leave the used sails out of the purchasing equation, as any new hull owner can start fresh with a new inventory, under the current class rules. In summary, I'm not convinced waiting is the best path to follow when it comes to J/105 sailing.

**from Dorin Candea (Chicago, IL)**

Bob, I never meant to come across as saying that old boats are not good boats, I am trying to say that they are very hard to come by, as far as old boats winning I think it is because of great experience in sailing by the owners of those boats. You could as a good sailor that you are come on my boat and have great results; as for me, it may take me a lot of years...IT IS HARD TO FIND A USED BOAT! I went on that path.

## ...on Halyard Problems

**from Tom Edman (Chicago, IL)**

As a new owner (hull #101), I've been looking through the literature for information about the running rigging, specifically recommended diameter, length, and type of material for all the lines on the boat. Can someone steer me to that info?

**from Per Boeymo (Norway)**

Length of all lines are spec. in owners handbook. Diameter of the lines with the modern Spectra/vectran lines is more a question about what you think is thick enough and comfortable rope handling. You can use 6mm Spectra for all halyards, but then you will have to make the halyard thicker at rope clutches and halyard top sheave. A 6 mm Spectra rope stands 1500 kg, your rope clutches only 700kg (with 8mm rope thickness within clutch area) For main sheet I would have used standard polyester 10-12 mm rope. Tack line should be made of polyester 10-12mm because this type of rope reduce shock loads to the A-chute by stretching. As jib sheet I would have chosen 12 mm Spectra, it's thick enough to feel comfortable and stands jib sheet load without stretching.

**from Nelson Weiderman (Wickford, RI)**

Regarding Skip's Spinlock for tack line. The new boats from TPI are putting a Spinlock on the deck next to the cabin top. I've done this on my boat and if you angle it slightly toward the winch it works out great. I agree with Skip. It's one of the biggest improvements I've made on the boat. The cam cleat is not big enough for the job and releasing under load in heavy air requires a bear.

**from Harry Potter**

I broke my spinnaker halyard yesterday. How do I replace it without dropping the mast? I have a bosun's chair?

**from Jonathan Udell**

You must go aloft on the main hlyd, no others reach the height of the spin. Pull jib halyard very tight. Make a messenger line with a short length of bicycle chain on one end (maybe 12-18").. this is the end you'll drop down the rig. Feed the chain over the spin sheave and down the rig until it is at or below the exit slot. Use a button-hook (bent piece of coat hanger) to fish the messenger out thru the slot being careful to avoid crossing other halyards (this is a tough order, and may require a second attempt). Then pull new hlyd thru via messenger. Not impossible, just a bit time consuming.

## ...on Rig Tensioning

**from Andy Skibo (Annapolis, MD)**

A number of folks have asked for the model number of the Loos gauge we used at KW when we set up Bob's Phenix and two other boats. The correct Loos gauge for rod rigging of the size range used on a J/105 is model RT-10. This gauge is listed in the 1999 West Master Catalog on page 790 for \$196.49 (1-800-262-8464). It is also available from Layline (where we got ours), although it isn't listed in their catalog. (1-800-542-5463)

Tensions we used are as follows (measured with forestay set for length you need and backstay dead slack):

uppers: 51.5  
intermediates: 17.3  
lowers: too slack to measure!

Center tip first, put equal number of hand turns on uppers and intermediates while checking to see that mast is straight. Once you get close, then use Loos gauge to zero in final number, carefully adding equal turns to both sides as you go. When real close, then just set equal tension. (Reason for going up on both side in equal turns until you are almost there is fact that you can dial in equal tensions and still have rig very non-straight! The two rods pull against each other, so tension remains somewhat equal, even if you are pulling rig to one side.) Set lowers sloppy slack. (Yeah, I know it isn't good for the rod, but it's good for sail shape). Then under load, put just enough tension on windward lower to keep lower section of mast straight. If you put too much tension on these lowers to start (tension that actually feels right), mast will poke out to windward under load and de-power sail.

Those settings are good for light to medium stuff (say 14-16 kts.). Above that, we add 1.5 turns to intermediates and a turn to lowers. That lets tip fall off, which reduces heeling moment.

**from Rick Wollerman (Chicago)**

Andy, thanks for the insight and congratulations on Keywest. Two questions, however, where do you have the mast butt plate and do you adjust it for different wind conditions?

**from Cday (West Florida)**

I noticed you said "with your forestay set for length you need" Could you please expand upon that a little more IE: measuring exactly from where to where, Etc.

**from Nelson Weiderman (Wickford RI)**

Chris: go to the Fleet #6 website (<http://j105.org/fleet6/>). There you will find a diagram showing exactly how to measure your headstay.

# Race Results

## Key West Race Week

January 17-21, 2000

. Plum Crazy	A. Skibo	19
. Phantom	G. Pierini	33
. Wonder Wagon	R. Wright	35
. Eclipse	D. Emery	45
. Flame	J. Doane	46
. Masquerade	T. Coates	54
. Impostor	B. Tedeschi	61
. Wet Leopard	J. Sorensen	63
. Phenix	Hood /Shiffer	77
0. Southern Crescent	D. Kerckhoff	82
1. All Right	H. McLean	82
2. Juxtapose	Watts/Thayer	83
3. Airborne	K. Heithoff	84
4. Winged Victory	T. Laughren	111
15. Cyan	W. Baldwin	112
6. Sunquest	M. Pozefsky	117
7. Haze II	A. Baluta	127
8. Andiamo	Fogarty/Clark	140

## San Diego NOOD Regatta

March 17-19, 2000

. BELLY DANCER	McMillan/Carruthers	14
. PHOLLY	P. Gausewitz	19
. JIMMY-J	J.P. Poway	25
. J-OK	S. Cannon	26
. PENDRAGON	H. Lewis	34
. LEGACY	B. Dougherty	35
. CLOUSEAU	C. McClellan	45

## S.F. Big Boat Series

September 15-19, 1999

With 25 boats on the line, the J/105s were the single largest fleet at Big Boat and provided some of the closest racing. And while they held the record for most starts, there were no collisions and relatively few trips to the room.

. JOSE CUERVO	S. Hock	30
. SAILS CALL	I. Charles	30
. ADVANTAGE 3	W/P Benedict	48
. JUXTAPOSE	Thayer/Watts	53
. BLACKHAWK	D. Dietrich	57
. BELLY DANCER	McM/Mssngr/Colgan	64
. CHARADE	R. Taylor	67
. HOKU'LELE	Deisinger/Cooper	67
. THRASHER	S. Podell	68
0. WALLOPING SWEDE	T. Kassberg	68
1. IRRATIONAL AGAIN	J. Leet	76
2. SOLDINI	J. Sorensen	78
3. BELLA ROSA	D. Tambellini	84
4. ORION	G. Kneeland	99
5. ARBITRAGE	Stone/Weintraut	103

## Dubai to Muscat Race

March, 2000

Congratulations to Marco Graziano and team TWISTER, who won the Dubai - Muscat race in record time: 51h 52m 31s to cover 330 miles of the passage through the Hormuz strait. The team also won the "President's Cup", which combined three around the buoys races with the distance race.

## Larchmont NOOD

September 10-12, 1999

1. D. EMERY	18
2. G. PIERINI	23
3. COUTU/MCADAMS	24
4. C. ALBRECHT	26
5. D. PRIESTLY	27
6. M. POZEFESKY	30
7. K. ROTHASUS	33
8. M. AIELLO	38
9. J. SORENSEN	40
10. T. LAUGHREN	42
11. D. GREENHOUSE	43
12. R. TAYLOR	46
13. D. SPENTZOS	47
14. J. PETERSON	47
15. M. BERGER	54
16. J. COFFEY	57
17. B. BALDWIN	65
18. C. MCKENNA	65
19. E. WHITMORE	65
20. W. HAUSNER	75
21. H. BINGHAM	77

## Atlantic Rally for Cruisers

November/December, 1999

*(And How Did You Spend Your Thanksgiving Holiday?)*

Oeyvind Karlsen, owner of hull number 21 SKYWALKER of Norway, finished second overall in the Atlantic Rally for Cruisers (ARC). The 2700 mile race started off Las Palmas in the Canary Islands, and finished in St. Lucia, in the Caribbean. SKYWALKER, the seventh smallest boat in the fleet, posted an elapsed time of 19 days, 6 hours, 17 minutes, and 49 seconds, for an average speed of 5.84 knots. Although boats in the Cruising Division were allowed to use engines, SKYWALKER did not. More about the race can be found at:  
<http://www.worldcruising.com/arc/english.htm>

## 1999 North Americans

August 11-13, 1999

1. CHARADE	R. Taylor	14
2. ULTIMATUM	V. Dilorenzo	33
3. BLACKHAWK	D. Dietrich	37
4. BELLY DANCER	McM/Mssngr/Colgan	40
5. JUXTAPOSE	Thayer/Watts	45
6. W'PING SWEDE	T. Kassberg	51
7. IRRN'L AGAIN	J. Leet	51
8. ORION	G. Kneeland	57
9. W.B. JAMMIN' 2	J. Zakin	58
10. ARBITRAGE	Stone/Weintraut	58
11. HOKULELE	Deisinger/Cooper	60
12. BELLA ROSA	D. Tambellini	63
13. WET PAINT	D. Priestly	64
14. JOSE CUERVO	S. Hock	67
15. ADVANTAGE 3	W/P Benedict	70
16. HELE ON	W. Sutton	80
1. JOUST	A. Kelly	87
18. SOLDINI	J. Sorensen	92

## Fleet Season Championships

### Fleet #1 (29 competitors, 30 races)

1. Ian Charles, SAILS CALL, #112
2. Tom Thayer /Dick Watts, SPEEDWELL, #35 /JUXTAPOSE, #257
3. Tom Kassberg, WALLOPING SWEDE, #157

### Fleet #3 (27 competitors, 18 events)

1. Bill Sutton, BLONDE ATTACK, #51
2. Steve Phillips, LE RENARD, #113
3. Pete Schellie, FREEDOM, #242

### Fleet #4 (9 competitors, 29 races)

1. Robert Baker, PLANET B, #238
2. James Rathbun, HEY JUDE, #110
3. Ian Farquharson, SONIC BOOM, #36

### Fleet #5 (12 competitors, 24 races)

1. George Petkovic, REVELATION, #64
2. Pat Clarke, EN GARDE, #168
3. Tom/Marilyn Edman, PRONTO II, #101

### Fleet #6 (21 competitors, 30 races)

1. Damian Emery, ECLIPSE, #50
2. Jim Sorensen, WET LEOPARD, #175
3. T. Laughren/L. Velde, WING'D VICTORY, #170

### Fleet #14 (11 competitors, 11 races)

1. Jack Colby, NO SURRENDER, #74
2. Nelson Weiderman, KIMA, #37
3. Bob Taylor, HIJINX, #263

# Fleet News

## Class Numbers Growing Fast

Incredible class growth has led to several new fleets reaching critical mass in 2000. Fleets 8, 10, 11, 12, 13, 14, 15, 16, and 17 will all be running one-design events this season. That's 272 boats out of about 350 (over 75%) in the reach of one-design racing! Also there are a bunch of boats headed for Detroit which will be starting a new fleet. Fleet #4 has just started their website (the fourth fleet website) and fleets #3 and #2 are planning theirs. Fleet #4 and #5 have their own newsletters, and there are probably others out there we don't know about. It all ties into the number of boats being sold, which is currently two per week.



Let us know how your fleet is doing! If you have ideas for growth or stories to share you can post them on the website at [j105.org](http://j105.org).

### #1

#### SPRING SERIES RESULTS

**Sam Hock** and JOSE CUERVO picked up where they left off in the 1999 Big Boat, winning the 2000 Spring One-Design by a single point. As usual, consistency was the name of the game for the wily veteran and his experienced crew. **Tom Kassberg** and WALLOPING SWEDE emerged from their midwinter hibernation to take 2nd place, sailing the entire series shorthanded. This finally took its toll when the Swedes blew the final spinnaker douse in Race 4, letting overall victory slip away. **Dean Dietrich** and BLACKHAWK took their place on the podium with a well-deserved 3rd place, displaying, once again, an uncanny knack for finding their way to the front. All in all, it was a spectacular weekend of racing, with superb conditions, great RC work, and nail-biting competition from both veterans and new-comers alike.

For more fleet info, go to [j105.org](http://j105.org). Four fleets now have their own websites... yours could be next!



Scenes from 2000 Key West Race Week.

### #6

From the minutes of Fleet # 6 March 18 meeting:

**Terry Laughren** reported that the National Association Executive Committee has requested that the Technical Committee review the two spinnaker rule to tighten and clarify it. In addition, it was proposed that there be a declaration of a primary spinnaker for the season (as opposed to the current rule which requires primary declaration for a single regatta).

Questions were raised about the Fleet 6 Rule on Helmsman and Crew. In response to questions about when the rule is applicable, it was decided that the Sailing Instructions, if possible, should state "governed by Fleet 6 Rules" for the rule to be in effect and cover boats from other fleets.

McMichael's and UK Sails are putting on a free seminar for J/105 owners two weeks before the first AYC Spring Series race. Contact Rusty at McMichael's (914-381-5900).

Nine races were chosen for the Fleet 6 Schedule. The best scores in 6 of the 9 regattas will be counted towards Fleet Trophies.

Twelve members have expressed interest in **Block Island Race Week**. Terry Laughren cautioned that reservations should be made immediately. See [www.premiere-racing.com/block/Block\\_Index.htm](http://www.premiere-racing.com/block/Block_Index.htm) for additional information and the NOR.

The majority of members expressed interest in contributing towards a rules seminar before the season begins. **Marv Posevsky** will contact Dave Perry and/or Dave Dellenbaugh and will suggest a format and location.

There are no more meetings scheduled. It's time to race!  
- Terry Laughren

### #14

Ten owner representatives from Fleet #14 and three from Fleet #6 attended the Fleet #14 Meeting at TPI as part of the third annual J-Rendezvous on March 11, 2000. Owners/owner reps present included: **Don Priestly, Nelson Weiderman, Kenneth McLean, Bob and Peter Cashman, Ed Dailey, John Toole, Jeff Lane, John Eielson, Geoff Moore, and Paul Desrosiers** from Fleet #14 and **Damian Emery, Matt Berger, and Terry Laughren** from Fleet #6.

It was noted that there are currently 30 owners in the Fleet #14 region, which includes Narragansett Bay, Buzzards Bay, and eastern Long Island Sound. **Nelson Weiderman** handed out copies of the "Articles" and explained the rationale for their adoption. They were adopted unanimously. (They are posted on the website.)

Next we moved to the proposed regatta schedule. It was generally recognized as ambitious, but there were no revisions suggested. Nelson explained that there were 7 regattas on the schedule for the Fleet #14 Season Championship. He suggested that they be scored as follows: all attendees get their official regatta score, while all non-attendees get one more point than is possible for the attendees (so that everybody is scored). Then the top two-thirds of the scores would be used to compute the final season championship. These would be posted on the website after each regatta. [No votes were taken on the schedule, but it was suggested that there be some means of expressing regatta interest on the website.]  
- Nelson Weiderman

### fleet totals

(as of April 2000)

#1	38	#2	13	#3	40
#4	16	#5	27	#6	33
#8	17	#10	13	#11	5
#12	7	#13	12	#14	30
#15	6	#16	9	#17	6



Rendezvous 2000

# 1999 Calendar

For the latest scheduling information, visit the J/105 website.

## April

28-30	Charleston Race Week	Charleston, SC	Fleet #11
28-30	NOOD Regatta	Chesapeake, MD	Sailing World
29-30	American YC Spring Series	Rye, N.Y.	Fleet #6

## May

6-7	American YC Spring Series	Rye, NY	Fleet #6
13-14	Greenwich Cup	Riverside YC	Fleet #6

## June

3-4	Harbor Cup	Port Jefferson, NY	Fleet #6
16-18	NOOD Regatta	Chicago, IL	Sailing World
19-23	Block Island Race Week	Block Island, RI	Premiere

## July

15-16	Larchmont Summer Series	Larchmont, NY	Fleet #6
22-23	Larchmont Summer Series	Larchmont, NY	Fleet #6
27-30	NOOD Regatta	Marblehead, MA	Sailing World

## September

2-3	NOOD Regatta	SF Bay, CA	Sailing World
9-10	NOOD Regatta	Larchmont, NY	Sailing World
16-17	Greenwich Cup	Greenwich, CT	Fleet #6
21-24	StFYC Big Boat Series	SF Bay, CA	Fleet #1
23-24	American YC Fall Series	Rye, NY	Fleet #6
30- Oct 1	American YC Fall Series	Rye, NY	Fleet #6

## January 2001

16-20	Mid-Winter Champs	Key West, FL	Premier Racing
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## Other Contacts

<b>Premier Racing</b>	617-639-9171	<b>Sailing World</b>	401- 847-1588
<b>Storm Trysail Club</b>	914-834-8857	<b>St. Francis Yacht Club</b>	415 563-6363
<b>American Yacht Club</b>	914-967-4800		

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*Close upwind action between Wonder Wagon and Plum Crazy in Key West*

BILLY BLACK

*Newsletter edited for the J/105 Class Association  
by Carol Newman Cronin of Live Wire Design Works*



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