

J/105 News

Official Publication of the J/105 Class Association

Spring 2003

THE
PREZ
SEZ

In the coming weeks most fleets will start their 2003 racing seasons. It is, accordingly, timely for me to say a few words regarding safety, fair sailing and having fun!

The J/105 has proven itself in countless regattas and pleasure sails for the past ten years. Our National/International Fleet has grown and prospered as no other fleet in history. We have the finest group of owners anywhere, without whom nothing would be possible, and a terrific, thoughtful and hard working National Excom.

However, to continue our success and fun we should always remember the following.

First and foremost: safety. Two of the rules I repeat to my crew each and every race day are

1. Nobody goes overboard
2. Nobody gets hurt

We are all out on the water to enjoy our boats, our crew, and our competition. Nothing ruins the fun like an injury or man overboard. Think safe and be safe!

Second is the base principle of our sport, Rule 2 - Fair Sailing. "A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play." We are almost all true non-professional sailors. We all like and want to win and do well. We all need to remember the words of Paul Elvstrom when he said "you haven't won the race, if in winning the race you have lost the respect of your competitors."

Third is rules compliance. Study and know the RRS, and then obey them. Remember "a collision at sea will ruin your whole day." Not only that, deductibles are expensive, and collisions are definitely not fun.

And now for a short commercial. Fleet #1 and the St. Francis Yacht Club are hosting the 2003 J/105 North Americans. This will be a terrific regatta with lighter breezes that will build throughout the day. Lots of fun is a guarantee.

Fleet #1 would like to invite everyone to race in our entire 2nd half of the 2003 season. The "practice" regatta two weeks ahead is the St. Francis Aldo Alessio, a 5 race regatta including a sojourn out the Golden Gate. Then two weeks after our NA's we have the San Francisco NOOD followed, again in two weeks, with the St. Francis Big Boat Series, where we all get a chance to pass the Farr 40s on the reach. Here's a toast to the best J/105 season ever - 2003!

Jareo Leet is the new Class President and owner of IRRATIONAL AGAIN, which he bought after moving back to the Bay Area after time spent in Asia. He has two children and three granddaughters.

Another Great Key West

Thanks to Nelson Weideman for the daily regatta reports that make up most of this article.



SUE BODYCOMBY YACHTSHOTS

ZUNI BEAR shows off the stellar bouthandling that earned them the overall win.

An official low temperature on Friday morning of 45 degrees and gusts to 27 knots during the racing capped off an unusually cold Key West Race Week. But the temps couldn't keep the competition down, and 29 boats from 12 fleets and three countries vied for top honors.

Predicted favorite ZUNI BEAR (San Francisco) won the regatta, but not until the very last beat. Halfway through, their scores weren't looking so hot. Zuni's early problems could be attributed to a team that had never sailed together before. But Shawn Bennett was quick to point out that the talent level made quick work of the education process.

"By Wednesday we started to click... we [also] began to recognize the effects of libation on our sailing performance so we toned that down." With a variety of conditions that included a big current line one day, a 90 degree shift the next, and the cold and breezy conditions of the last day, earning top honors in such a competitive fleet meant never giving up.

Early regatta leaders ECLIPSE lost their momentum on day 3, when during their "late at the boat" patented start the door closed on them and they were forced into the keepoff mark. A 20 degree shift to the left put RUM

continued on next page

Preview: 2003 North Americans

The hotly contested J/105 North American Championships are coming to the San Francisco Bay August 13-17, 2003, with a fleet of over 50 boats expected. Fleet #1 expects 35 local boats to enter this open event with at least 10 boats from Southern California and another 10 boats from other areas.

The event will be a 7 race, no throw out regatta. All boats will be required to measure in prior to racing. Visiting boats can also sail in the Fleet #1 second half season.

The San Francisco Bay offers a variety of race venues to accommodate national and world class caliber events. Local wind conditions in August are typically between 15 and 20 knots. This year's North American J/105 Championships are sure to be a great test of sailing skills, crew work, boat preparation,

heavy air sailing, and tidal current tactics. Follow the links at www.j105.org for more information as it becomes available.

When: August 13-17, 2003

Where: San Francisco, CA

What's Inside

More About Key West	2
Deep-Sea Fishing in a J/105?	3
Class Business: Official Changes	4
Regatta Sponsorship	5
In (ALL) the NOODs	5
Regatta Results	6
Fleets and Contacts	7
Small Fleets, BIG Plans	8

Tips from Key West

- #1** (Gerrit Schulze, MAX POWER): Create a chart of rig tune vs. the number of turns on the shrouds. Then you can put away the Loos Gauge.
- #2** (Jeff Johnstone): Place tape on every balyard, sheet and tack line so that trim settings can be easily reproduced.
- #3** (Jeff Johnstone): Downwind, keep weight forward by allowing a maximum of two people in the cockpit.
- #4** (various): Concentrate on staying in the pressure.

Top Five Teams

1. ZUNI BEAR San Francisco, CA
Rich Bergmann, Shawn Bennett, Tom Purdy, Adam Sadeg, Randy Carver, Cam Shaw (all amateurs)
2. WET LEOPARD Newport, RI
Jim Sorensen, John Shanholt, Bill Howard, G. Keily, S. Lamay (all amateurs)
3. FLAME Naples, FL
Jim Doane, Tim Hotchkiss, Chris Day, Chris Neal, Robert Garraty, Teresa Webb (one Group 2)
4. ECLIPSE Shorcham, NY
Damian Emery, Roger Nilsen, Kevin Kelly, Bob Broderick, John McArthur (all amateurs)
5. MASQUERADE San Francisco, CA
Tom Coates, Tim Scherer, Mark Chandler, Brandon Paine, Crissy Loewenthal, and Steve Marsh (all amateurs)

Fun Awards

- Most Improvement
Robert Baker, PLANET B
- Five Aboard
Dorin Candea, MESSY JESSY
- Latitude 40
Jon McLeod, HOT WATER
- Family
Gerard and Scott Sonier, PAPERMOON
- Unqualified
Don Priestly, WET PAINT
- Mixed Gender
Ken Colburn, GHOST
- Greybeard
Brian Tedeschi, IT WASN'T ME

Sailmaker Stats

- Ullman (12 boats) average 12.4
North (9 boats) average 14.4
Quantum (6 boats) average 16.7
UK (3 boats) average 13
Doyle (2 boats) average 14
Gleason (1 boat): 29
This list includes many mixed inventories

Key West 2003

continued from previous page

AT SIX, PUFFIN, and ZUNI BEAR ahead. The regatta leaders, ECLIPSE and NO FACE 2 FACE (who had gone right) were 20 and 21.

At the bottom, RUM AT SIX took their commanding lead out again to the left corner. Halfway up the leg, the race committee decided to finish the boats at the weather mark and the wind shifted 90 degrees to the right; the combination dropped RUM AT SIX to fifteenth place.

Thursday proved much more consistent, with the wind starting out at about 12-14 and building to 16-18 for the second race. In the first race the boats that went right seemed better off, but the advantages for either side were slight at best. Quite a few boats shrimped their kites in the second race.

MASQUERADE and ZUNI BEAR, the two California boats, reveled in the big breeze and each racked up a bullet for the day. They also got the daily first (1-2) and daily second (4-1) with ECLIPSE edging FLAME for daily third. SAVASANA made the big move from six to three. Best of all, ZUNI and MASQUERADE were back within striking distance of the lead with one day left.

It blew all night at 20-30 knots and the race committee postponed ashore for an hour and a half, hoping for less breeze and higher temperatures, but the breeze was still over 20 knots at the end of the postponement. With



Winning crew from left to right: Cam Shaw, Adam Sadeg, Randy Carver, Rich Bergmann, Tom Purdy, Shawn Bennett

windchill in the low 30s, only about 20 of the 105's ventured out, with crew dressed for frostbiting: full foulies, many layers, watchcaps, and gloves.

Success on the race course was pure boathandling and the California crews showed that they know how to handle the breeze. At the first mark MASQUERADE rounded first closely followed by ZUNI BEAR. By the bottom ZUNI made the pass and if they held onto first would win the regatta.

But Jim Doane on FLAME reports that they were just one shift away from overtaking ZUNI for the race and the regatta. Going into Saturday's race, the FLAME crew knew that several stars had to align for them to win: ECLIPSE and ZUNI had

to falter and FLAME had to sail a "hell of a race". But when they realized that ECLIPSE had sailed a poor beat, their hopes returned. After taking a flyer out to the right on the last beat, Doane reports that "the drool froze to our chins as our track looked to easily cross ZUNI; the final star was lining up and our fingers were crossed. But, as we neared the final 4-5 boat lengths to Zuni, that righty turned violently 20 degree to the left. They crossed us with MASQUERADE within two boatlengths. We missed a final opportunity for winning the entire regatta within literally seconds."

KWRW 2003 was a competition of amateur skippers with amateur crews (only two Group 2 competitors). At least 10 boats had family crew and there were quite a few women sailors. The basic principles of the class seem to be working. We should be able to easily achieve 35 boats for next year. If you are thinking about it you cannot start your planning too early. J/105



ZUNI BEAR (283) leads a pack off the start of the last race. Other boats, from leeward to windward: FLAME (281), WET LEOPARD (307), and MASQUERADE (17). Also visible: HOT WATER (54317).

complete results
on page 6 and at j105.org

Deep Sea Fishing in a J/105?

Kevin Harrigan has been a company rep selling orthopaedic implants for 22 years. His wife Anita enjoys sailing on the J/105 but is "not yet sure about offshore stuff."



Dad proudly displaying our bull dolphin fish

You've got to be kidding! That is exactly what I said to my son Kevin when he suggested we take our J/105 on an offshore fishing trip. It made a lot more sense to fish from a sport fishing boat, yet Kevin insisted that it would be a lot more fun from our J/105, **RELENTLESS**.

Kevin's inspiration for the trip originated from his junior year at Dartmouth, when he spent twelve weeks on a thirty-eight foot Sabre in the Bahamas with four of his fraternity brothers. During this time, Kevin and his buddies spear fished, windsurfed and enjoyed the fruits of the warm ocean climate; was I jealous! The guys were operating from a budget of \$500.00 a piece for the whole trip, so they ate frugally like true ocean sailors. Their trip educated them to the many species of fish found in the warm waters.

Listening to stories from Kevin's great trip, I was convinced that an offshore trip was feasible. Catching bigger fish is always the goal for a fisherman, and all four of my children are accomplished sailors.

So for the past two years we have made two offshore trips, both of them successful in bringing home the 'bacon.' The first trip took place late in the summer of 2001. Kevin, Sean and I left on a gray windy day when it was blowing fifteen to twenty knots from the southwest, and as we passed Montauk Light House emotions were high as we truly felt like pioneers. We headed south and averaged about seven to eight knots on a nice beat to the continental shelf, planning to fish in the Gulf Stream approximately seventy-five miles offshore. When the temperature gauge on our depth finder spiked up to about seventy-three degrees Fahrenheit, we knew we had made it to the Gulf Stream.

We expected the front to subside by night-fall and the next couple of days were expected to be fair. Instead it picked up to around twenty-five knots and the first night nobody

got much sleep in the rough seas. We reefed the main sail and rolled up the jib but were still zipping along at ten to twelve knots as we surfed down the swells. All night long the wind blew and the seas built. By sunrise we had begun to sail off a bit easterly, and were about one-hundred twenty miles from home. When the wind swung around to the west I convinced my crew that we had better point the boat for home in spite of the rough seas.

At about 9:00 am the seas subsided and the sun came out. We had only seen a couple of large ships all night and had the ocean to ourselves. Sport fishers wouldn't like the conditions we were in and I was sure they never left the dock. We checked out our GPS and at our present speed of four to five knots, our estimated time to home was sixteen hours. Time to start fishing!!

The lack of exterior wood trim and the sizeable cockpit that washes overboard make the J/105 fish friendly.

We had brought our fishing supplies which included bungee chord, snap swivels, two hundred pound test line, eighty pound test leaders, several small tuna lures, and a gaff. We had made a hand spool to hold the line similar to what you might fly a kite from. We tied all this off to the aft cleats, which created some slack in the line where the bungee was attached. When the fish hits the lure and the bungee pulls taut, the line takes over once the hook is set. An hour of fishing passed and there was no sign of life in the depths of the warm blue water. I had barely uttered the words, "Gee, this has been a nice long boat ride," when both lines went tight and snapped both leaders. We then determined that we better run the two-hundred pound test line right to our lure and over the side they went. We were sailing along at a comfortable four knots and once again both lines went tight. We headed **RELENTLESS** up into the wind and rolled up the furler. Kevin hand-lined in a fifty-pound albacore and in less than two minutes, we had a tuna flopping around in the cockpit. Sean's trophy catch (a forty to fifty pound bull dolphin fish) broke surface twice, performing a tail dance less than fifty feet from our boat. Once the cockpit was loaded with lively fish, Kevin called for some booze to pour on their gills,

a more humane way to subdue them than a hammer to the head. Well, I only had some expensive thirty-five year aged Mount Gay aboard and warned him sternly that it better work. But it did, for fish, unlike sailors, can't hold their booze. The dolphin fish even turned white! We immediately bled the fish and Kevin started the big filet job. I had prepared appropriately, and with wasabi and soy sauce we all sampled some fresh sashimi. We sent the lines overboard once more and quickly hooked up a twin albacore to our first catch. Maxed out with ice and cooler room we headed for home.

I would like to mention how well the J/105 performed as a "fishing boat". The lack of exterior wood trim and the sizeable cockpit that washes overboard make the J/105 fish friendly. The low freeboard is also an asset for bringing fish in over the rail. Clean-up was not difficult, just a 5 gallon pail of water (about twenty of them) and the boat cleans up pretty fast. Best not to let any blood dry!

On the 2001 trip we burned a total of two and a half gallons of diesel, sailed approximately three-hundred miles, and successfully hand-lined offshore fish into the cockpit of our J/105. On the 2002 trip we stayed out longer, and an oceanographer friend brought his rods. We caught and released a blue shark, and tried squidding at night. He dove overboard to try to spear dolphin fish that weren't taking our lures. We even snapped off a 200lb leader with what we figured was a 250 lbs. mako. We saw a lot of sun fish, sea turtles and off-shore action. And I'm sure we had the sport fishing boats adjacent to us scratching their heads. Not exactly orthodox in nature, but nothing else on the water has compared to the fun we had and the memories that I will remember forever. J/105



"Trophy catch" tuna on the gaff from the companionway

Class Business: Official Changes

Nelson Weiderman runs a small web design business (currently working on an upgrade to j105.org). He races with his two sons and occasionally with his wife and daughter. He looks forward to sailing with a growing cadre of grandchildren (soon to be five).

On page 7 of this Newsletter is an updated the list of J/105 Class Association Officers. Jaren Leet is the new President, Bob Smith is the new Vice President, and Elizabeth Paszkiewicz is the new At-Large Representative. Each has made a contribution to this Newsletter with a short bio attached. Their photos are on the web site.

The Changes to the Rules and Constitution that went into effect on February 1, 2003 did not spring full grown from Zeus' forehead. They went through a long deliberative process and many drafts. It started back in March of 2002 when the Executive Committee advanced ideas for Constitution and Rule changes. By June of 2002 the Technical Committee had a draft version of the changes. The drafts were circulated and commented upon, and by September the ExCom approved a version to be circulated to the membership.

That proposal consisting of six submissions was placed on the FORUM on October 4 for comment. On October 21, the ExecComm held its annual meeting and withdrew one of the six submissions (based on member feedback) and made minor modifications to others. On November 6 the final five submissions

were again placed on the FORUM for discussion for the required 60 days. The ExCom then voted and approved the remaining five submissions. All of the discussions and the voting are available for members to view at j105.org. Summaries and redlines of the modifications remain posted as well.

The new voting scheme gives one vote for every ten boats with dues paid members in each Fleet.

While there was much cleanup done on the Constitution, the most important change was to change the voting allocation on the ExCom. (The Class Association is a representative democracy, not a pure democracy.) The new voting scheme gives one vote to each to the four officers (President, Vice President, Secretary/Treasurer, Chief Measurer), one vote each to the Copyright Holder and At-Large Representative, and one vote for every ten boats with dues paid members in each Fleet. As of the end of the 2002 Membership year there were a total of 29 Fleet votes (from 13

voting Fleets) for a total of 35 votes altogether (up from 27 under the old Constitution).

Other changes to the Constitution involve the quorum for meetings (50% of the members instead of five), procedures for rule changes (all member proposals in by September 1), procedures for rule interpretations of the Technical Committee, procedures for amending the Constitution (conforming them to Rules change procedures), and an indemnity clause.

There were four Rules submissions that survived. The most extensive changes were made to Exhibits 7.3A and 7.3B, the flotation procedures and certificate. These provide for distribution of the weight to be added if a boat does not float to its floatlines and is very clear about what items must be aboard for the floatline check and racing.

The second rule change prohibits the adjusting of standing rigging while racing. This brings the J/105 Class into conformance with the standard practices for other similar keelboats. While some felt that this change overly restricted their tactical options while racing and might be a safety issue when the wind came up, the majority of the ExCom felt that it was in the best long-term interests of the Class.

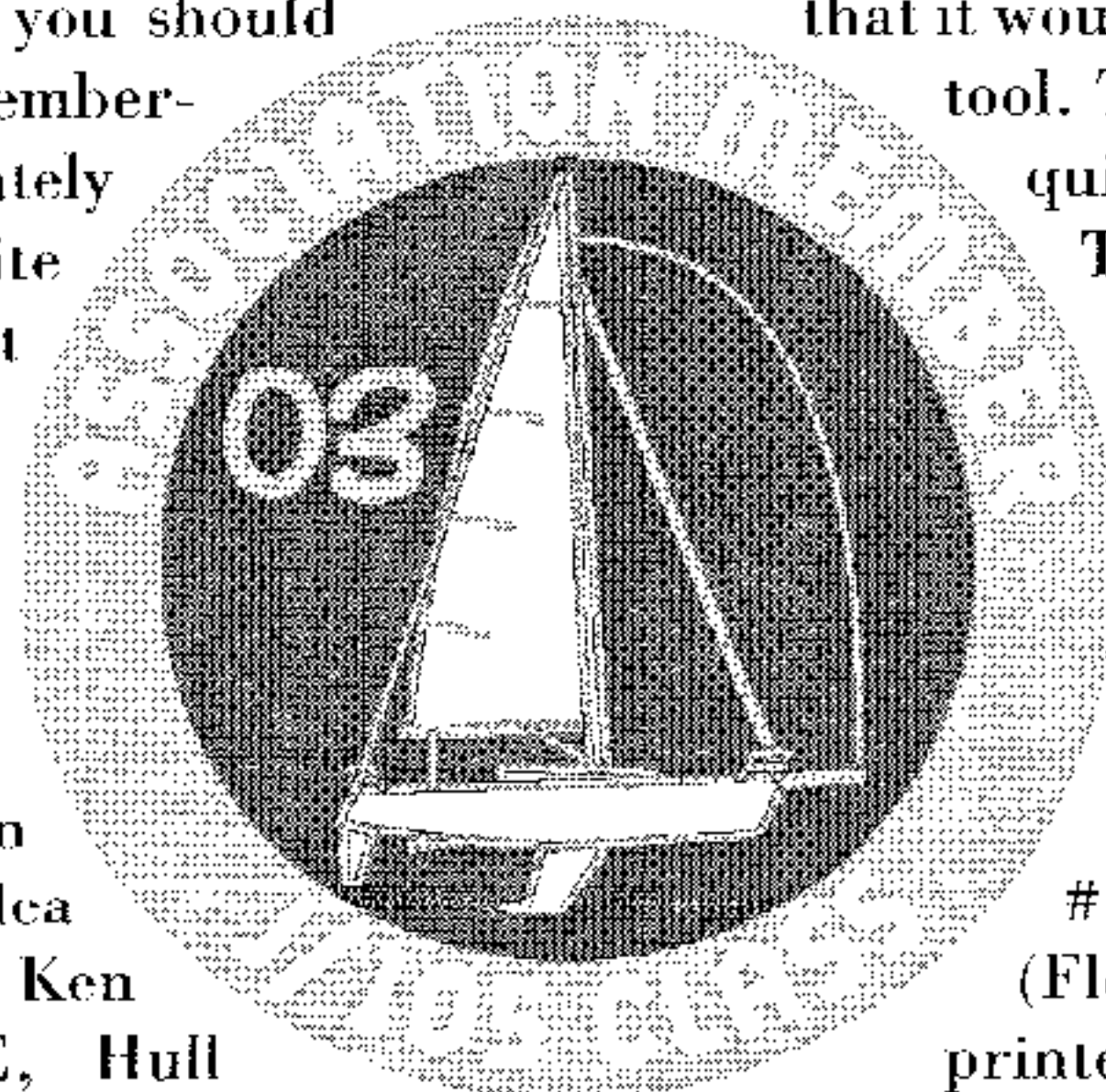
A third change explicitly legalizes shackles (including spectra) for jib and spinnaker sheets as well as for the tack line. Finally, the ownership rule was changed to permit a Group 2 competitor to own a boat in partnership with other owners provided that he or she follows the competitor eligibility and driver rules.

In addition to these Rules changes, there have been three Rule Interpretations (RIs) since the last Newsletter was published. These were published on December 19. Two defined the terms "long-term shipmate and friend" (used in Rule 3.4) and "event" (used in Rule 6.3). The third RI defined "used sails" and when used sails are considered "destroyed" (Rule 6.8).

If you are interested in proposing rule changes for 2004, please have your suggestions to the Technical Committee Chairman before September 1, 2003.

Show off your Class

If you renewed your Association Membership in 2003, you should have received a membership decal (unfortunately our black and white Newsletter does not do its brilliant blue justice). Actually, owners should receive two, one for the stern of their boat and one for inside application on the car. This idea was the brainchild of Ken Browne, THIN ICE, Hull #189, of Marblehead, MA (Fleet



#2). He wrote me back in July suggesting that it would be a great promotional tool. The Executive Committee quickly approved the idea. The design was done by Gregor Mittersinker, who designs pens and watches for A.T. Cross (and also crews on KIMA). Then we used Activities Press (Skip Malm, WISH, Hull #148, of Fairport, OH (Fleet #22) to get them all printed. The color (and date) will change every year.

Regatta Sponsorship

Bob Smith was the regatta chairman for the successful Chicago North American Championship in 2002. With a budget of \$14,100 of which only \$19,800 came from entry fees, finding sponsorship dollars and in-kind donations was a vital part of his job. Although there was, in Bob's words, "no handbook," the regatta set a new standard for J/105 championships. Nelson Weiderman called the regatta a "monumental effort that was pulled off without a hitch, largely through the effort of Bob and his volunteers and sponsors." When not volunteering his time to promote and administer the J/105 class in Chicago and nationally, Bob races with his two adult daughters, Laura and Diane on NEW WORLD (#295) to the delight of his wife Alice. He also designed and built the Fleet #5 website.

What an intriguing concept. You buy a boat spending thousands of dollars; you assemble a crew, pay your entry fee and head out onto the course expecting everything to be just fine. You fulfilled your part of the deal didn't you? Often we are unaware or maybe just naive of the considerable number of people working behind the scenes to deliver racing experiences equal to our expectations. The majority of these people are volunteers. There are others, though, who have considerably different motives and means: our sponsors. The contributors who create and often fill-up the "skipper's bag" sponsors deliver food, beverages, trophies, gifts, banners, and a slew of other highly valued donations.

Today's regatta participants have grown to expect a skipper bag filled with goodies. I've heard crews comment: "Is that all we get?", as they sign-in. Sponsor' in-kind and cash donations are very special and should be treated as such. Regatta committees need to overtly recognize their sponsors and ensure that the participants appreciate these valuable contributors.

Finding sponsors who will donate in-kind products or services is so much easier than finding those precious few who will donate cash. Cash is king and cash solves lots and lots of regatta problems. Seeking out these very special organizations requires imagination, and a willingness to knock on doors.

Sponsors are really you and me.

Sponsors are really you and me. We work for a living and we either own the firm or are dedicating our time and energy to making one successful. As owners, deciding to become a sponsor is our choice. If we work for the firm or we are trying to contact the firm, finding the right time, the right person and offering just the right pitch are really tough challenges.

The organizations we seek to engage are being bombarded by everyone else with similar requests. How do you differentiate your opportunity in this highly competitive sponsorship seeking world?

To mount a successful search for sponsorship, a volunteer must be able to articulate a message that helps the sponsor visualize the excitement and prestige of their involvement. Volunteers also need the same "if it's worth having it's worth asking for" attitude that is required of a professional sales staff. Valuing propositions, understanding needs, of overcoming objections and delivering on promises are just as relevant to the sponsorship volunteer as the professional sales person.

The sponsorship volunteer who achieves a balance between the needs of the event and the sponsor's needs is truly unique and worthy of considerable praise. Accomplishing this goal often requires more than the volunteer is willing or able to contribute, and the regatta management needs to help the volunteer with encouragement and support.

The volunteer also needs a contact, a door opener to help pave the way before the volunteer runs out of time, energy, or interest. Once the door is open, the volunteer must leverage everything available to present the opportunity and then listen. Written materials need be professional in appearance, presentations need be perfected.

The sponsorship opportunity can be a win-win when earned through thoughtful pursuit as opposed to simply being expected. Just as every employee is a representative of their firm, every sailor is a representative of our sport and our regattas. Every sailor needs to be conscious of their individual role in helping encourage more participation in our sport through volunteerism and sponsorships. This will enhance the efforts of our sponsorship volunteers and ultimately yield greater benefits for all. Join a regatta committee; volunteer for sponsorship and make your event more memorable and rewarding for everyone. J/105

Check Valve Available

As of J/105 hull #605, TPI is installing a Racor check valve (#RK30770) with two bronze adapters in the fuel line, near the shutoff valve on the tank, to prevent fuel draining out the line if the pick-up tube becomes airborne from sudden heeling/low fuel. McMichael Yacht Yard installed the

same on several J/105s during last season and reported excellent results. Owners can source the Racor check valve through a Racor supplier, their dealer or directly from TPI. TPI is offering the valve at cost plus shipping for a total of \$45. Contact TPI customer service at custserv@tpicomp.com or 401-247-1050. J/105

In (ALL) the NOODs

With the addition of a start at the St. Pete NOOD this past February, J/105's have representation at each of the nine events around the U.S., the only one design class to hold that honor. (See calendar on page 7 for dates and locations.) The first NOOD (National Offshore One Design) regatta was held in Newport in 1988. Conceived and still run by Sailing World Magazine, title sponsors have come and gone over the years but the basic concept remains: to provide consistently well-managed regional regattas around the country.

Sailing World editor John Burnham credits the long term success of the events to the synergy between the local yacht clubs and the one design classes. "In areas with a lot of classes, the NOODs provide a big event to get geared up for. In many locations it is the season opener, but every NOOD is a premiere regatta in its area."

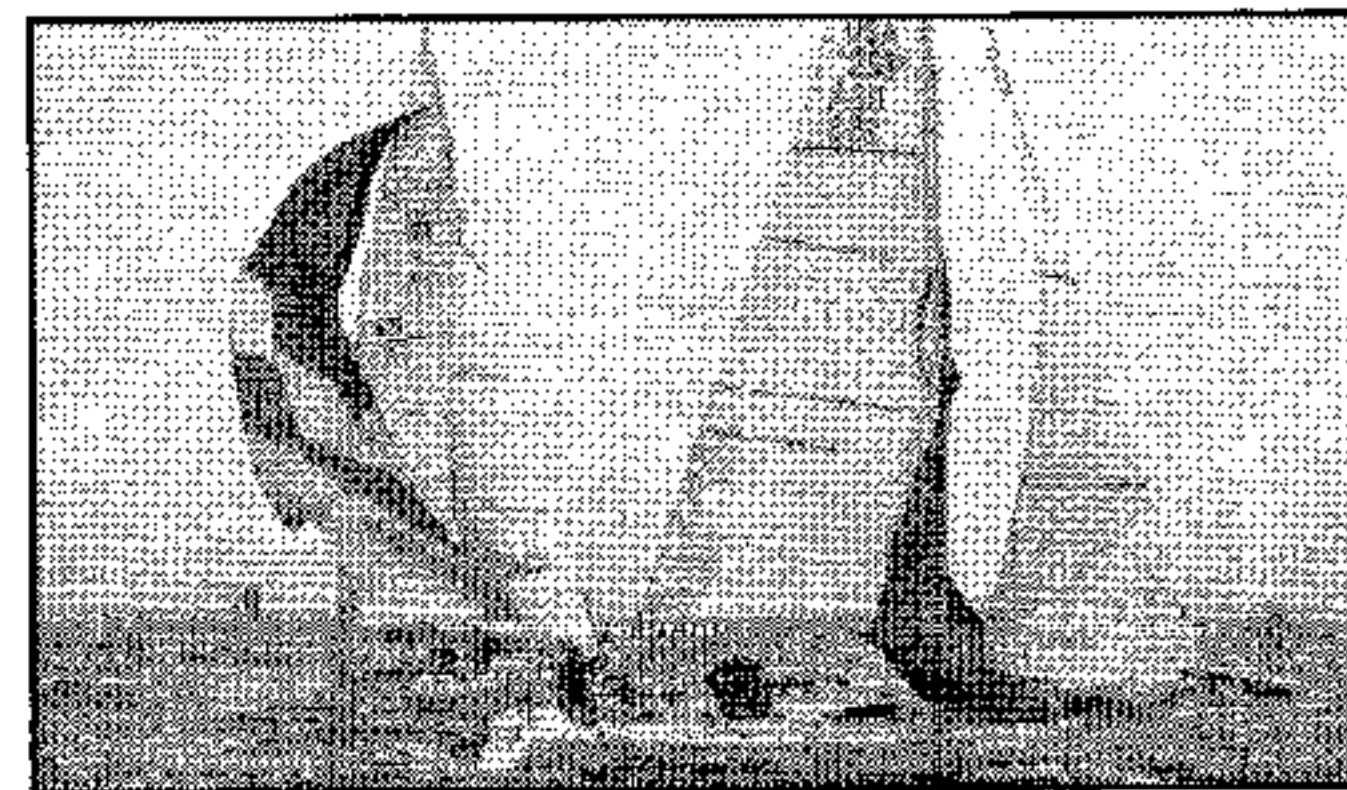
In St. Pete, deep and shallow draft boats competed together, and some non-class legal sails were allowed to encourage participation. Even though the fleet was small (6 boats) the competition was tight.

Winning crew Doran Cushing says the NOODs are a great value. He and top-ranked Tornado helm Robbie Daniel climbed onboard STAMPEDE for the regatta to help Geoff Burge win the J/105 division.

"We were fast upwind," Cushing noted, "and just had to protect on the downwind as we had a much smaller chute than the competition."

The "thrown together" team on STAMPEDE had sailed only one race together before the regatta, and only two of the six crew had sailed a J/105 before their practice day. Cushing gave Burge high marks for his steering, but also gave Daniel much of the credit for the win. "...having an Olympic class Tornado sailor like Robbie Daniel aboard calling tactics and trimming makes up for a lot of inexperience."

Look for a NOOD happening near you in 2003.... there's sure to be a J/105 start. J/105



STAMPEDE shows off her winning ways.

Results

2002 Fleet Season Champs Key West Race Week

#1 11 regattas • 41 races • 45 boats

1. Wilson/Perkins, GOOD TIMEN', #35
2. Bergmann/Bennett, ZUNI BEAR, #284
3. Dean Deitrich, BLACKHAWK, #40

#2 7 regattas • 24 races • 16 boats

1. Vern Polidoro, VIGILANTE, #483
2. Kevin&Dec Colcord, CIRCE'S CUP, #306
3. Len Small, MARLEN, #80

#3 20 races • 37 boats

1. Alec Cutler, HOOKED ON TONICS, #418
2. Salvesen/Lewis, MIRAGE, #328
3. Grooby/Hronck, JAVA, #58

#4 6 regattas • 23 races • 13 boats

1. Gerry Repple, HEIDI CHRISTINA II, #192
2. Robert Baker, PLANET B, #238
3. Jim Rathbun, HEY JUDE, #110

#5 3 regattas • 16 races • 20 boats

1. Jon Weglarz, CARESS, #464
2. George Petkovic, USA370, #370
3. Tom/Marilyn Edman, PRONTO II, #101

#6 7 regattas • 38 races • 26 boats

1. Damian Emery, ECLIPSE, #50
2. Florence/Shultz-Heik/Villehuchet, HILLARIA, #924
3. Joerg Esdorn, KINCSEM, #32

#8 9 regattas • 44 races • 41 boats (up from 21 boats in 2001!)

1. Carolyn Hardy, MISCHIEF, #516
2. Tom Carruthers, INCORRIGIBLE, #435
3. Doug and Pam Werner, JAVELIN, #394

#14 5 regattas • 23 races • 27 boats

1. Jim Sorensen, WET LEOPARD, #307
2. Phil Lotz, INDEFATIGABLE, #493
3. Rob Salk, PICANTE, #413

#16 1 regatta • 4 races • 7 boats

1. Bill Smith, IN HARM'S WAY, #156
2. Bill Chambers, ...NOT AN EMESIS BASIN, #172
3. Rob Holmes, BEAUTY, #285

#18 14 races • 15 boats

1. Chuck Stormes, JEM, #447
2. Con Ruffing, C-JEM, #420
3. Larry Smith, SORCERY, #423

1	ZUNI BEAR	R. Bergmann San Mateo, CA	36
2	WET LEOPARD	J. Sorenson Newport, RI	37
3	FLAME	J. Doane, Jr. Naples, FL	38
4	ECLIPSE	D. Emery Shoreham, NY	38
5	MASQUERADE	T. Coates San Francisco, CA	39
6	MAX POWER	G. Schulze Cape May, NJ	43
7	SAVASANA	B. Keane Weston, MA	44
8	CYAN (C)	J. Esdorn Rye, NY	63
9	RUM AT SIX	W. Harris Beaufort, NC	65
10	GIGI	D. Wagner Union Pier, MI	70
11	HOT WATER	J. McLeod Toronto, ONT	77
12	PLANET B	R. Baker Toronto, ONT	81
13	PUFFIN	F. Stone Seabrook Island, SC	82
14	PAPERMOON (C)	G. Sonier Houston, TX	85
15	MESSY JESSY	D. Candea Chicago, IL	86
16	D.O. ARRIVAL	J. Highsmith Hilton Hd Island, SC	98
17	NO FACE 2 FACE	W. Guerts Netherlands	104
18	WET PAINT	D. Priestly Newport, RI	107
19	V. EXTREME	J. Halbert Dallas, TX	118
20	IT WASN'T ME	B. Tedeschi Marblehead, MA	132
21	GHOST	K. Colburn Southport, ME	133
22	GUMPTION3	K. Grainger New York, NY	140
23	GONZO	K. Ganch Chicago, IL	144
24	CARESS	J/M Weglarz Chicago, IL	152
25	REVELATION	J. Demere Savannah, GA	162
26	CHARSAR	S. Fox Falmouth, ME	162
27	ABSOLUTELY!	R. Wieters Jenkins Island, SC	170
28	HAZE III	R. Starita Palm City, FL	176
29	TRUE BAL.(S)	C. Daem Ft. Pierce, FL	194

Acura SORC

1.	MASQUERADE	T. Coates	9
2.	WET LEOPARD	J. Sorensen	10
3.	WET PAINT	D. Priestly	12

San Diego NOOD

1.	WINGS	D&S Case	13
2.	QUICKSILVER	T. Harwood	16
3.	INDIGO	S. Birnberg	30
4.	FLAMBUOYANT	B. Flam	37
5.	BOLD FORBES	E. Cummings	41

St. Pete NOOD

1.	STAMPEDE	E. Burge	9
2.	FIRE & ICE	G. Cussins	16
3.	RIVA	D. Crowl	21
4.	ANOTHER HAZARD	E. Chappell	24
5.	CATS MEOW	J. Liston	24
6.	ORANGUTAN	R. Glaser	42

2003 Calendar

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

May			
2-4	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
30-Jun 1	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
June			
5-8	Pacific Coast Champs	San Francisco, CA	SFYC/Fleet #1
13-15	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
22-27	Block Island Race Week	Block Island, RI	Storm Trysail Club
27-29	North Sails Race Week	Long Beach, CA	Fleet #8
July			
24-27	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
August			
14-17	North Americans	San Francisco, CA	SFYC/Fleet #1
30-31	NOOD Regatta	SF Bay, CA	Sailing World/Fleet #1
September			
5-7	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
11-14	Big Boat Series	SF Bay, CA	St Francis YC/Fleet #1
19-21	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17
January 2004			
19-23	Mid-Winter Champs	Key West, FL	Premiere Racing

*At press time, some 2003 regatta dates (eg. NOOD regattas) were not confirmed.

Fleets

#1	SAN FRANCISCO	Eden Kim (408) 398-9999(O) whisper355@attbi.com
#2	NEW ENGLAND	Ernest Hardy (617) 846-5000 x124 eeh.ewhr@winthropma.com
#3	CHESAPEAKE	Walt Nuschke (717) 762-2191(O) lsi@innernet.net
#4	LAKE ONTARIO	Robert Baker (905) 305-8438 bakrob@hotmail.com
#5	LAKE MICHIGAN	Robert Smith (630) 543-0875 rls339@yahoo.com
#6	L. ISLAND SOUND	John Coffey 203-393-1405(H) jcoffey@latexfoam.com
#8	SO. CALIFORNIA	Doug Werner (858) 454-8499dwerner@torreyhineshealth.com
#10	NEW JERSEY	Rich Walker (609) 926-8993 merlin194@comcast.net
#11	LOW COUNTRY	Fred Stone, Jr. (843) 853-3913(H) fastonejr@aol.com
#12	OKLAHOMA	Eliz. Paszkiewicz EPStatSoft@aol.com
#14	NARRAGANSETT BAY	Ed Dailey (617) 443-9292 (O) supple_dailey@mac.com
#15	SO. CHESAPEAKE	Bob Rock (804) 323-1224(O) Mrreidy@aol.com
#16	FT WORTH/DALLAS	Michael Manila (817) 884-6547 MManila@aol.com
#17	GALVESTON BAY	Malcolm Bremer (281) 446-6464 DrMBremer@msn.com
#18	DETROIT	Jim Best (313) 369-1219 jbestjr@postelectric.com
#19	FLORIDA	Jim Doane (914) 261-4744 JimD@welshse.com
#20	NORTHWEST	Gerald Hirschler (425) 827-9384 ghirschler@hirschler.com
#21	BERMUDA	Edward Thompson (441) 298-7826 jtatsea@northrock.bm
#22	LAKE ERIE	Robert Mock (440) 564-7187 unbridled@adelphia.net
#23	GULF OF MAINE	Ken Colburn (508) 785-0878 kcolburn@highfieldscapital.com

Already planning for 2004?

Put the North American Championship on your calendar!

Where: Buzzards Bay (Marion, MA)

When: mid-September, 2004

President	Jaren Leet	jarenleet@aol.com
Vice President	Bob Smith	rls@yahoo.com
Sec./Treasurer:	Nelson Weiderman	nhw@sei.cmu.edu
Chief Measurer:	Joerg Esdorn	JEsdorn@gibsondunn.com

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SMALL Fleet, BIG Plans

Elizabeth Paszkiewicz is an At-Large Representative from Fleet #12 in Oklahoma. She is the CFO of StatSoft, Inc., one of the largest statistical software companies in the world. She races at Windycrest Sailing Club on the Keystone Lake in Oklahoma.

Every small fleet would like to become a big fleet, the same way every small fish would like to become a big fish. Our Fleet (#12, Oklahoma) is no exception. So how can we take the porcupine approach and look bigger than we are, even if we can't grow in numbers right now?

The answer is to pay our J/105 Class Association dues. For a mere \$25 per year, members can be a driver in J/105 Class events, receive two Newsletters per year (April and October), and gain access to member areas of the web site, which includes the ability to post classified

advertisements. But here's the most important reason to pay dues: every fleet with ten boats receives a vote on the J/105 Executive Committee and is represented by their fleet captain. Small fleets (those with less than ten boats) are represented by an At-Large Representative (that's me). I'm sure you can see which would better represent your fleet's interests. Sadly, many of the small fleets in our Association are losing voting status only because some members didn't pay their dues.

Most importantly, the fleet with dues paying members has better growth potential than the fleet whose members do not pay dues since those fleets stay better connected with the class. And the "pride of the owner-

ship" (the term used by Bob Smith, our VP, in a discussion about how to bolster the image of the J/105 class) makes a difference in presenting our boats to the "outside community." Remember: (almost) every non J/105 owner is a potential J/105 owner!

One more perk: all 2003 members (owners and non-owners) will receive a decal so you can flaunt your membership in our Association. Owners will also receive a decal to place on the stern of their boat.

If there are other SMALL Fleets with BIG Plans please send me your ideas so we can all share and learn from your innovations. J/105

This newsletter was printed for the J/105 Class Association by Skip Malm (owner of WISH, hull #148) and Activities Press in Fairport, OH.

This newsletter was edited and produced for the J/105 Class Association by Carol Cronin of Live Wire Design Works.

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