

J/105 News

Official Publication of the J/105 Class Association

Fall 2004

HOSS dominates breezy NAC's



FRAN GRENON/SpectrumPhotofg.com

HOSS crosses KIMA during Friday's marathon three race day

The 2004 J/105 North Americans were hosted by the Beverly Yacht Club in Marion, MA, a sleepy New England village on Buzzards Bay. With not much more than a post office and general store, the several hundred boats moored in Sippican Harbor dominate the town. The racing area was about two miles outside the harbor, and staying out of trouble in the fifty-two boat no throwout event was crucial. Team HOSS (Glenn Darden, Reese Hillard, Philip Williamson, Tony Waldron, Peter Philpott, and Jim Brady)

dominated the regatta with 5 bullets and no finish worse than seventh. (See page 3 for Darden's words of wisdom.)

The first race was a short three leg course in 6-8 knots of northeast breeze. The left paid in the first race, and HEY JUDE led the fleet around the course.

For race two the wind picked up to 12-14 knots and the RC added a downwind leg. After one general recall, the boats started clean under an "I" flag. PHANTOM (from NJ) played the right on the first beat, rounded first, and never looked back.

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There's no way to disguise it. This is an editorial-- my opinion and no one else's. I think there is a tension in our Class between two competing camps.

One camp feels that we should have strong one-design rules and enforce them whenever practicable. Fleet measurers should make sure boats conform to the rules at least once each season, and perhaps as often as every regatta. Fleets should be committed to enforcing the rules and the enforcement should be relatively strict. We should "trust, but verify". This camp feels we need MORE rules and rule interpretations, not fewer.

The other camp feels we should do everything we can to get more boats on the starting line. Strict enforcement of our class rules works against this goal so we should go by the "honor system". We need to keep existing racers and attract new ones into the fold, and we can only do that if we are

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The Curse of the Yellow Flag



At its annual meeting in 2003,

the Executive Committee decided to promote the class

with two types of large, high-quality flags that could be flown from our boats. One type is a red "battle flag" that anyone can fly (featuring the J/105 logo, as seen in the Spring 2004 News). These are available at a little less than cost and to date nearly 100 have been sold.

The other type is a yellow "brag flag" that is presented to the winners of major regattas and has the regatta name and the word "Champion." Like the "yellow jersey" of international cycling, daily leaders can proudly display the flag on their way out to the race course. Key West was the

first event where the yellow "brag flag" was flown, and since then more than a dozen of them have been presented. Unfortunately, the flags have not brought much good luck...

KEY WEST: On the first day, MAX POWER's owner Gerrit Schulze posted a 5,2 and proudly took possession of the inaugural brag flag. Day 2: a pair of 19's dropped him into the cheap seats.

ANNAPOLIS NOOD: Perhaps as a result of his Key West experience, Schulze decided to crew for Jay Corcoran on NO MORE TROUBLE. After winning the first day and proudly displaying the yellow flag heading out on day 2, NO MORE TROUBLE ran into a great deal of trouble: they sailed their worst race and then lost their headstay when hit by another boat, forcing them to retire from the last race. As one NMT team member later announced: "NO MORE YELLOW FLAGS!"

MIRAGE (perhaps reluctantly) took

over the flag after day 2. On day 3, they proudly hoisted the brag flag and tied off the bottom end to their tack line for the parade out. The tack line was later retied incorrectly, and a fouled up first set later cost them a race win. (They did continue on to regatta victory.)

Based on its short but already destructive history, can you blame otherwise rational individuals for bemoaning the "Curse of the Yellow Flag"?

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GOIN' SOUTH?

Key West 2005 is shaping up to be quite a regatta. After a steady showing of 29 J/105's for the last two years, it looks like we will easily exceed 40 in 2005. At press time we had 47 potential entries (27 returnees and 20 new participants). For more information about the regatta, visit <http://j105.org/KWRW2005/>. Rounding out the Southern Circuit will be the new Miami Race Week (ex-SORC) and Charleston Race Week, both in March. If you have questions, send Nelson an e-mail at nelson@j105.org.



Nelson Sez More

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somewhat loose about enforcement issues. This camp says we need FEWER rules and rule interpretations, not more.

Each of these camps uses the demise of the J/35 class to back up their claims. I always love it when that "coup de grace" is pulled out. You then know that the proponent has reached the end of the argument.

So where do I stand? Firmly in the middle, I'm afraid. Around the country, there is a tendency toward more enforcement in the bigger fleets, but which came first, the bigness or the enforcement? Do people choose the J/105 where they treat enforcement seriously, or does enforcement follow when fleets grow? There's no clear answer.

But two aspects of this delicate balancing act are clear to me. 1. As we climb the pyramid of competitive racing, the level of enforcement must increase. 2. Those in camp one are more passionate and outspoken than those in camp two. I'd be happy to entertain competing editorials for the next edition of J/105 News from those who strongly support each of the two views outlined above -- or just let me know if you have ideas about how we can do better. -nbw

2004 NAC's

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Another leg was added to the course for race three, but first the fleet had to get off the starting line. A general recall was followed by an "I" flag start that was abandoned, which was followed by a black flag start that caught four boats. Unfortunately, MGOBLUE was hit during the abandoned start and had to retire. On the final leg, the wind proved it hadn't listened to the forecast by shifting left 30 degrees, which in addition to the rain and lighter pressure made the racing quite challenging. PHANTOM (the one from Detroit) figured it out and took the gun.

Only two boats avoided the dreaded double digits in the first three races-- and one of them, of course, was HOSS. As Robert Baker, who was largely responsible for the excellent Canadian representation, said afterwards, "It was very tough out there."

Day two proved to be the best weather of the event. The southwester built to the mid-teens, and the rain mostly held off. An all day ebb tide built up the famous Buzzards Bay chop and pushed many boats over the starting line early. HOSS posted three bullets in three races, while only a few other teams managed all top ten finishes.


The second race started with a general recall, then a general under the "I", then a black flag general in which 18 boats were caught, then a black flag start in which four more were excused. With almost half the fleet watching, PHANTOM (from NJ) posted a second, and local favorite SAVASANA finished third.

Another general recall, and then the third race started under the "I" flag. Many numbers were called after what seemed to

be a long delay, and some boats returned under spinnaker. HOSS posted another bullet, BOLD FORBES was second, and NBX was third.

The forecast for day three turned out to be miserably accurate. After a short postponement ashore the fleet headed out into what appeared to be sailable conditions. But with gusts to 40, large rollers, and driving rain, the RC decided that discretion was the better part of valor. No one seemed disappointed to return to the harbor and clam chowder, sandwiches, pasta, and coffee at the Club.

The final day provided plenty of breeze from the northeast. A tide change between races made it even more of a challenge and a number of boats retired before the start. Those that raced had plenty of exciting broaches, roundups, and several shredded kites. By the end of the leeward legs many boats were sailing bare headed, which was easier than battling an intact kite back aboard in time to round the mark.

Two more bullets on the final day proved HOSS's regatta dominance. MAX POWER finished 3,2 in the blustery conditions to move up to 13th overall. Although there was some damage during the windy event, there was only one DSQ and one 40% penalty since most of the violators did 720's. And best of all, there were numerous acts of good sportsmanship. Once again, Buzzards Bay lived up to its reputation for breeze, and the Beverly Yacht Club lived up to its reputation for great hospitality and race committee work! 



KINSEM crossing SIROCCO going upwind on Friday

FRAN GRENON/SpectrumPhotofg.com

Winner Tells All

Winning the 2004 J/105 North American Championships in Marion, Massachusetts was the culmination of a five-year effort by team HOSS to excel in the class.

Beginning in 2000 with the purchase of #237 my partners, **Reese Hillard** and **Philip Williamson**, and I set the class championship as our goal. After spending a solid year learning the basics of the boat, we raced the 2001 NA's in Larchmont. This series, sailed in the light air of Long Island Sound, was in completely different conditions than this year's event. HOSS



NELSON WEIDERMAN

Team HOSS: Reese Hillard, Peter Philpott, Philip Williamson, Tony Waldron, Jim Brady, and Glenn Darden

won in Larchmont by being on top of the shifty conditions. Our boat speed was good but we still had a lot to learn about the boat.

The next year's championship was held in Chicago on Lake Michigan. We had a bigger fleet and a variety of conditions. After a disappointing first day, Hoss rallied to finish second - two points behind winner LeRenard. Unfortunately due to a variety of conflicts we were unable to make it to San Francisco for last year's championship.

Over the last four years we have based the boat in Rhode Island for summer racing. We love to sail in our home state of Texas, but in July and August we are looking for any reason to race elsewhere. The Rhode Island fleet is a fun group to race with and there are great regattas in the area, including the New York Club Rolex every other year and the Buzzards Bay Regatta.

Going into this year's championship HOSS was very well-prepared. We have had the same basic team together since we bought the boat: Philip trims the main, Reese trims jib and spinnaker, **Tony Waldon**, also of Fort Worth, is on the bow.


This year we added a good friend **Peter Philpott** to do mid-deck and we were very fortunate to bring aboard a marvelous tactician, **Jim Brady**, who took us to the next level. Jim is a great sailor who has a team-oriented approach that raises everyone's game. He has slowed down his racing activity over the last several years, raising a family and pursuing a career in real estate development. Obviously he has not lost his sailing touch!

We had sailed the Buzzards Bay Regatta in each of the last four years so we had a good feel for the local conditions. Our boat was in good shape. We put on bottom paint for the first time prior to the season and added a new mast, replacing our original spar that was bent. We used a North mainsail and jib purchased in December of 2003, and an Ullman/Skelley AP spinnaker purchased in July of 2002 but never flown until this year. HOSS sailed in three other 105 regattas this summer prior to the NA's and had some good speed testing in race conditions.

In addition to the 105 sailing, Reese and I put in a lot of time racing our J/80. The 80 has more horsepower for its size than the 105 and is very challenging in big breeze. Tony and Peter joined us for a few regattas and we all got a better feel for the mechanics and angles of asymmetrical spinnaker sailing.

Time on the water with a group of friends who are both dedicated and competitive makes racing fun for our whole team. We were confident with all aspects of our game and as the breeze increased our speed edge widened.

The Beverly Yacht Club race committee work was very good. The starting line was being monitored from both ends (and the middle) so our game plan was to be careful at the starts and know where we were on the line at all times. With 52 boats on the course it becomes a bit of a demolition derby. We concentrated on starting in a clean lane and keeping our options open.

We worked the boat hard, constantly adjusting the sails, stayed clear of train wrecks at the mark roundings, and trusted in our preparation. This strategy worked well and resulted in a big win for HOSS. 

SHOW OFF YOUR CLASS



Order your
battle flag
today!

\$75.00

for class members

(a \$150 value)

plus \$5

shipping and handling

Order online

at j105.org

or contact

Nelson@j105.org

when to go into "THE ROOM"

I remember one of the best pieces of advice anyone ever gave me about protests: "If you go into the room, your chances are 50-50." The room they were talking about was a protest hearing, of course, and the odds were even because in a protest you either win, or you lose. It often doesn't seem to matter how rock-solid you think your case is – if you go to a hearing you always have a chance of losing.

This risk of being disqualified is one factor that influences every sailor's decision about whether to protest or not. I often tell people the reason I know the racing rules so well is that I have been disqualified for almost every rule in the book. And that is not far from the truth!

It's difficult, however, to avoid every possible protest situation. And when you are involved in an incident, deciding whether or not to protest can be a tough decision. What if the other boat's infraction was very minor? What if the skipper is your friend? Or enemy? Many factors affect your decision of whether or not to hail "Protest!"

I think it's good for every sailor to have a philosophy, or strategy, about when they will and won't protest. Think about this before each regatta and try to be somewhat consistent throughout that event. For example, you might decide to protest every time you are involved in an incident with another boat that breaks a rule. Perhaps you will protest only when there is contact. Or maybe you decide to follow a sort of "Golden Rule" where you treat others as you wish they would treat you.

We've been talking about reasons why you should protest, but there are also reasons why you should not protest. For example, I don't think sailors should protest when their primary reason is a) to advance themselves in the race or series; or b) to inflict punishment or revenge on someone they don't like. These reasons are not consistent with the purpose of the rules.

Here are a few other things to keep in mind about protesting:

- If you are the right-of-way boat, you can't be penalized simply for having contact with another boat (unless there is damage).
- The 720° Turns Penalty is in effect all the time, so if you protest another boat they can easily exonerate themselves with two circles.
- Even if you hail "Protest" and fly a flag, you can still drop your protest later by not delivering it to the jury (though I don't think you should hail or fly a flag unless you are fairly serious).

The text on this page was written by Dave Dellenbaugh and reprinted with permission from Speed and Smarts. For more information, check out www.speedandsmarts.com

I don't file a protest every time I see someone break a rule. Here are some common situations on the race course. I have listed these in a descending scale based on how likely I would be to file a protest for each.

1. A boat breaks a rule and causes injury to my crew or damage to my boat. No brainer, necessary for insurance. If damage is serious, protest even if other boat took a penalty.
2. A boat breaks a rule and as a result causes me to hit a mark or foul a third boat. Must protest to exonerate myself.
3. A boat breaks a rule and causes damage or injury to another boat and no one else protests them. Someone has to do it.
4. By breaking a rule, a boat gains a significant advantage in the race. Can't let them get away with this!
5. My finish position is made substantially worse through no fault of my own. I would ask for redress only if the incident really affected my race results.
6. A boat breaks a rule and causes contact (but not damage) with my boat. I still think incidents with contact are more serious than those without it, so I'd consider protesting here.
7. I see another boat hit a mark and not make a penalty turn. I'd have to be sure they hit the mark – this can be deceiving.
8. A boat that fouled me takes a 720° turns penalty, but it is way too late. At least they took a penalty, but if they gained an advantage by waiting (usually the case) I might protest anyway.
9. In my opinion another boat nearby is breaking the propulsion (kinetics) rule. This is usually a grey area, so I would give at least one verbal warning before I even think about protesting.
10. A boat breaks a rule but there is no contact and no effect on the race outcome. OK to forgive minor mistakes.
11. I witness (but am not involved in) a minor foul between other boats. I feel this is their own business, unless the incident gives either of them an advantage over other boats in the fleet.

FACTORS THAT INFLUENCE PROTESTS

The list at left gives a rough idea of my willingness to protest in certain situations. Does the scale ever change? Yes. There are many factors that may make me more or less inclined to protest. I've listed some of them below. In the ideal world, perhaps these factors should have little or no effect on protests, but I think it's human nature to consider them, at least subconsciously.

- ✓ Importance of the regatta – I am more likely to protest when an incident occurs in an big, 'important' regatta than in a local, casual event.
- ✓ Where we are in the race – I am more likely to protest when an incident occurs at a critical point in the race, like a start, finish or mark rounding.
- ✓ How it affects my position – When an incident has no effect on my position in the race, I am less likely to protest than when it costs me distance or places.
- ✓ Experience of the other sailor – I am more likely to cut some slack for a less experienced sailor than for a veteran. Ditto when I respect the other sailor(s).

These are just a few of the many factors that may affect your decisions to protest or not. I don't think it's possible to eliminate all these influences and make every protest decision exactly the same. But it would be good to maintain some level of consistency through each regatta.

5 Common Race Course Mistakes

Tim Dawson is the J/105 Class Leader for North Sails, responsible for the sail designs, construction and tuning set-up.

Sailboat racing is a very difficult sport. In order to be successful, you need to be fast, smart and a little bit lucky. Have you ever noticed that the fast, smart guys also tend to be the lucky ones too? More often than not they are the guys who make the fewest mistakes. What makes it so difficult is exactly what makes it fun. There is always room for improvement and in order to get better, it is imperative that you continue to learn. It's safe to say that the perfect race has never been sailed by any boat, so it is important to think how to get better every time you sail. I sail with some of the same guys on a few different big boats and we always challenge each other at the end of the day by asking, "what did you learn today?" If you don't have an answer to that question after a day on the water, consider the day a failure, even if you won every race. While I'm not able to race on J/105s in one-design events, I am always watching the J/105 racing to see what people are doing. In my observation of J/105 racing, I've noticed 5 common mistakes on the racecourse.

1) Not Changing Gears as Conditions Change – Changing gears is one of the major things that separates the top boats from the mid fleeters. Since the J/105 sail inventory consists of one main and one jib, a wide range of adjustments is needed to make the sails take the proper shape for the conditions. The best boats are the ones that sense a change in the wind and change the sails accordingly. Some adjustments are easy and fast like sheet tension or backstay, some are more time consuming and difficult like adjusting a jib lead. A good rule of thumb is that when the crew moves inboard or outboard, the sails need to change. If you are bringing guys from the leeward side to the windward side of the boat, odds are the sails should be adjusted.

2) Trying to Point Without Speed – Boats sail to windward because the keel and rudder provide lift to make the boat go upwind. The more water is flowing across the foils, the more lift is produced. In a conversation with Glenn Darden prior to this year's North American's he said, "we have lots of speed and sometimes it looks like other boats are pointing higher than we are. But over a period of time we never lose any height and if any-



BOLD FORBES makes no visible mistakes as she steams upwind during the NAC's

thing they end up lower." Bingo! Make sure the boat is going very fast before you try to feather for more height. When I am trimming the main on boats with amateur drivers, I often find myself saying, "head down and you'll point higher." Always remember, speed is your friend.

3) Freaking Out About Tuning – Tuning is important in one designs with a limited sail inventory, but once you have chosen your set-up for a race, forget about it. You can't change it so don't think about it any more. I once had a customer tell me he had a bad race because he was using his 12-knot setting and it was blowing 14 knots. As we discussed it further, it became obvious that he got so freaked out that he thought he wasn't tuned correctly for the wind that he didn't concentrate on sailing the boat and made lots of mistakes. Everyone will see the same wind before the start, so presumably you'll be set up for the same range.

4) Time and Distance to the Starting Line – You could write a whole book on starting, but the most important thing is to know where the starting line is and how long it will take you to get to it. Have you ever started a race to leeward of someone who was bow ahead of you thinking, "oh that guy has to be over" and then he really wasn't? It happens all the time. I'm sure those of you that had to watch a race because you were black flagged at the NA's were able to have a good chuckle at a few boats that you knew would never be able to get to the line from where they were in time. Be sure you get a good line sight and know where the line is. It can be helpful to take a couple of timed runs near the committee boat before the starting sequence to get a feel for how long it takes to get up to speed and get to the line from a few boat lengths back. Nothing makes having a good race easier than hitting the line at full speed with a nice hole to leeward.

5) Getting to the Layline to Early – in big fleets sometimes you get forced to the outside of the course to find clear air. Then you end up on the starboard layline much too soon. Then boats ahead of you tack on the layline or above it making your air dirtier and dirtier. The best you can hope for is to make the mark going very slowly. Often you have to make another two tacks in order to make the mark. Either way you are losing boats quickly. The port layline usually has more clear air, but can be very dangerous when you get to the weather mark. The best solution is to make your approach on starboard tack about 6 boat lengths low of the layline. The closer you get to the mark, the less likely it will be that someone will tack on you because they would be setting up for 2 more tacks in very little space. As you do get closer to the mark, you have to be looking for your escape out into a nice space on the layline. Keep an eye on the boats crossing close behind you as they set up on the layline. In a big fleet you'll find yourself passing a lot of boats using this technique.

FRAN GRENON/SpectrumPhotofig.com

Results

2004 NOOD Regattas

The J/105 Class was again represented at all nine National Offshore One-Design (NOOD) Regattas during 2004. Toronto made its NOOD debut (and San Francisco was dropped). 147 boats participated in these regattas racing 935 individual races. **Jim** and **Cynthia Best** in Detroit and **Damian Emery** in Larchmont were the only repeat winners.

St. Pete (6 boats, 5 races)

1. Steve Olinger (J'MAKIN' WAVES) 10
2. Robert Glaser (ORANGUTAN) 10
3. Ed Chappell, (ANOTHER HAZARD) 13

San Diego (26 boats, 7 races)

1. Ed Cummins (BOLD FORBES) 28
2. Scott Birnberg (INDIGO 3) 36
3. Barney Flam (FLAMBUOYANT) 44

Annapolis (24 boats, 7 races)

1. Lewis/Salvesen (MIRAGE) 20
2. Jim Konigsberg (INIGO) 43
3. Jay Corcoran (NO MORE TROUBLE) 54

Detroit (17 boats, 5 races)

1. *Jim & Cynthia Best (PHANTOM) 21
2. Barron Meade (PATRIOT) 24
3. Chuck Stormes (DETOUR) 22

Chicago (23 boats, 7 races)

1. David Wagner (GIGI) 20
2. Jon Halbert (VITESSE EXTREME) 36
3. Tom Edman (PRONTO II) 37

Toronto (11 boats, 9 races)

1. Michael Jones (STARCROSS) 33
2. Michael Montford (LIVE EDGE) 43
3. Robert Baker (PLANET B) 44

Marblehead (11 boats, 6 races)

1. Vern Polidoro (VIGILANTE) 8
2. Hill/Lowden (DARK HORSE 2) 14
3. Jim Flanagan (ACHIEVER) 159

Larchmont (19 boats, 6 races)

1. *Damian Emery (ECLIPSE) 17
2. Leight/Langan (MOONSHINE) 20
3. Anthony Leggett (CONUNDRUM) 35

Galveston Bay (10 boats, 3 races)

1. Ryan Glaze (GRINGO) 7
2. Larry O'Donnell (DOOUBLE DARE) 8
3. Barry Brown (BLUE MAX) 11

*Repeat Winners

North Americans

1.	HOSS	Darden/Hillard/Williamson	20
2.	BOLD FORBES	E. Cummins/ J. Franco	68
3.	KINCSEM	Joerg Esdorn	73
4.	INDEFATIGABLE	Philip Lotz	79
5.	GIGI	David Wagner	80
6.	ECLIPSE	Damian Emery	96
7.	SAVASANA	Brian Keane	107
8.	PHANTOM	M. Lague/A. Cutler	120
9.	PLANET B	R. Baker	125
10.	NBX	Chuck Clayton	126
11.	MACK DADDY	Brandon C. Rose	134
12.	HEY JUDE	James Rathbun	153
13.	MAX POWER	Gerrit Schulze	155
14.	RUM AT SIX	Worth Harris	155
15.	DEAD ON ARRIVAL	Joe Highsmith	156
16.	STAR EYES	E.Dailey/W.Wakeman	156
17.	VITESSE EXTREME	Jon Halbert	171
18.	LIVE EDGE	Michael Mountford	176
19.	KIMA	Nelson Weiderman	186
20.	HOT WATER	John McLeod	187
21.	WET LEOPARD	Jim Sorensen	189
22.	TERN	David Shaver	191
23.	PUFFIN	Fred Stone	194
24.	PHANTOM	Cynthia and Jim Best	210
25.	4 SPACIOUS GUYS	Hew Russel	211
26.	GOOVADOR	Alex Baluta	214
27.	NORDIC EXPRESS	John Eielson	228
28.	MIRAGE	C. Lewis/F. Salvesen	237
29.	TENACIOUS	Carl and Scott Gitchell	240
30.	GHOST	Kenneth Colburn	242
31.	SONIC BOOM	Ian Farquharson	250
32.	WET PAINT	Don Priestly	252
33.	FLAME	James Doane	254
34.	AEGIR	J. Gierhart/ D. Cooney	262
35.	JOYSEA	Nathan Boylan	265
36.	40 WACKS	Steve Purdy	282
37.	DARK 'N STORMY 2	E.Wagner/A.Reservitz	286
38.	ROE RAGE	Jeff Davis	289
39.	JAGUAR	Ernie Hardy	297
40.	TIGGER	Guy Jedlicka	298
41.	JATO	Andrew Gilles	308
42.	VIGILANTE	Vernon Polidoro	317
43.	WOODY	Larry Hennessy	326
44.	PALADIN	David Shepherd	329
45.	KEEMAH	Don Logan	343
46.	MGOBLUE	E. Feeley/R. Hooper	347
47.	CYAN	Billy Baldwin	351
48.	ACHEVER V	James Flanagan	352
49.	LIQUID COURAGE	Daniel Heun	360
50.	ODYSSEY	Dimitris Spentzos	363
51.	SIROCCO	Steve Hollis	365
52.	VORTICITY	John Toole	374

more results at www.j105.org

2005 Calendar

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

January			
17-21	Mid-Winter Champs	Key West, FL	Premiere Racing
February			
11-13	NOOD Regatta	St. Petersburg, FL	Sailing World/Fleet #19
March			
10-13	Miami Race Week	Miami, FL	Premiere Racing
18-20	NOOD Regatta	San Diego, CA	Sailing World/Fleet #8
18-20	Charleston Race Week	Charleston, SC	Fleet #11
April			
23-29	Bacardi Int'l Race Week	Bermuda	Fleet #21
29-May 1	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
June			
3-5	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
10-12	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
11-12	SFYC Summer Invitational	San Francisco, CA	Fleet #1
20-24	Block Island Race Week	Block Island, RI	Storm Trysail Club
24-26	NOOD Regatta	Toronto, ONT	Sailing World/Fleet #5
July			
21-24	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
September			
8-11	Big Boat Series	San Francisco, CA	St. Francis YC
9-11	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
15-18	North Americans	Toronto, ONT	www.j105.org
23-25	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17
January 2006			
18-20	Mid-Winter Champs	Key West, FL	Premiere Racing

Some of the dates are guesses based on the assumption that the regattas will be the same dates in 2005 as in 2004

Plan on the 2005 NAC's

When: September 15-18, 2005

Where: Toronto, ONT

visit www.j105.org for more info

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SMALL Fleet, BIG Plans

Bermuda's clear turquoise waters are cooling down. From an August high of 84°F they have dropped to 79°F. By the time Bacardi International Race Week takes place in April 2005 the water will be rising to the high 60's. Sailing takes place 12 months of the year on this semi-tropical Atlantic island situated less than 600 miles from the Carolina coast.

The J/105 is the perfect Bermuda boat. Cruisers are lured to numerous inlets for daytime raft ups or holiday weekends "away" anchored in a quiet part of the island – a year round floating cottage. And competitive racing is challenging and versatile. Fleet #21 consists of 5 boats.

The Bermuda Offshore Cruising Association (BOCA) provides handicapped mixed fleet racing on selected Sundays throughout the year. Courses include 3 to 5 hour races around shipping marks, two-day races with an overnight stop (and party!), offshore overnight events and windward-leeward races.

On summer Wednesday evenings another handicapped mixed fleet pro-

vides further challenges. Three J/105s took part this year in the 52 boat fleet. Class windward-leeward racing takes place one Saturday a month and in a number of sponsored two-day regattas.

For the last 3 years the J/105s have been welcomed at the Bacardi International Race Week organised by the Royal Bermuda Yacht Club. The first two years visiting skippers from America or Canada helmed local boats so we qualified as "international". Last year I was able to organise a great deal. For \$6,000 boats were shipped from Florida to Bermuda and then on to New Jersey after Race Week – a great way to get them home after winter sailing in Florida while fitting in an extra regatta. We can also provide some housing for visiting competitors. If anyone is interested in taking part in 2005 please let me know so invitations can be issued and shipping details confirmed. We look forward to seeing many of you next year. -JT Thompson, Fleet #21



MARLEE ROBINSON

Monkeyshines ends racing for the day

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J 105

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