

# J/105 News

Official Publication of the J/105 Class Association

Fall 2006

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I usually take some space in the Fall News for a brief message. I have the definite urge this year (more than usual) to label this an Editorial. I don't speak for the Officers or the Executive Committee on this, and some of them may disagree with what I am about to say. I'll call this piece "perception versus reality."

When one moves from handicap racing to one-design racing there is usually a whispered, or maybe shouted, "Eureka!". In handicap you never quite know how you did when you cross the line, and you always have a built-in excuse for finishing races in a less desirable position than you planned or prepared for. Maybe the performance-based handicap for your boat was taken from a part of the country where your class is actively campaigned, so the data is skewed by the "Dennis Conner factor". Maybe your measurement-based handicap

is giving more or less credit than deserved for last year's design innovation. Or your boat sails to its rating in heavy air but not light air. Or you do well on a reach and there was absolutely no reaching in this race. You get my drift ...

So you switch to a one-design class where the boats are all the same and the first one to cross the finish line is the winner. That seems like a giant step forward, but your euphoria is short lived. There are still small differences in boats and sails. The J/105 is not a Laser. We have different sails, different layouts, different instruments, different bottom prep, different steering options, and different hull construction (pre-SCRIMP and SCRIMP) from different molds. And what is "fast" changes from year to year depending on who is winning the regattas. Early on it was gospel that you needed to have a tiller rather than a wheel. Then a wheel boat started winning major regattas and that myth was put to rest. Then the gospel was that you had to have Banks sails, then Ullman sails, but then North sails started to win some regattas and another myth died. And so on.

The latest perception is that you need to have a pre-SCRIMP boat to win. Isn't it obvious? At the last NAC, three of the top four were pre-SCRIMP. In the Big Boat Series half the boats in the top twelve were pre-SCRIMP, and none of the boats

*continued on next page*

## California YC Deliveres Tough (and fun) NAC's



*Tight quarters at the start led to several general recalls and quite a few OCS calls during the 7 race series.*

STACIE MCLEAN PHOTOGRAPHY

Thirty-one J/105's descended on California Yacht Club in Marina del Rey, CA in late August for the 2006 North American Championship. With excellent race management and daily video by Tucker Thompson, it was an event to remember.

Thomas Coates' MASQUERADE from Fleet #1 in San Francisco led the event from day one, with a final margin of seven points over second place WINGS. During the event, Coates recognized the importance of teammates **Chris Perkins, Mark Chandler, Tim Scherer, Will Sharron** and **Steve Marsh**. "I get a huge amount of help from the crew," Coates said. He also admitted he only started racing ten years ago. "After I bought my boat, my friends suggested I start racing

and I said, 'I don't know how to race.' They replied, "That won't be a problem until you THINK you DO!" Hence the boat's name, MASQUERADE.

On the first day of racing the "monsoon" arrived (low hanging clouds that interfere with the sea breeze build), and two races were sailed in 6-8 knots. MASQUERADE led the fleet from wire to wire in the first race; then the San Francisco team posted a third in the second race to give them a two point lead over a tight group of five boats.

After racing, Chuck Spear hosted a party at his cottage in nearby Venice, a cozy neighborhood famous for its rich and famous neighbors. The party was well attended and it was a great opportunity to swap war stories with new and old friends. *continued on next page*

## 2007 Winter Circuit

This year's winter circuit will consist of three events: Key West Race Week (January 15-19), the St. Pete NOOD (February 16-18), and Charleston Race Week (April 13-15). Details are available at [j105.org](http://j105.org). Join us for some great winter racing and sunshine!

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# NAC's in California

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in the bottom twelve were pre-SCRIMP. Conventional wisdom says the pre-SCRIMPS have an advantage in waves and chop because their weight is more centralized than in the stock SCRIMP boats. But this (and other) perceptions are self-fulfilling because the best sailors migrate to what is "fast."

Over the years, the Technical Committee has attempted to address both the perception and the reality of differences between boats. They tried to address the difference in weight distribution of wheel versus tiller boats, but that effort died when people realized that you could do just as well with a wheel. The Chief Measurer proposed that everyone use the same design of sails, but his proposal, so far, has not gained traction. Now the TC is struggling with fairing hulls and aerospace smooth bottoms and weight distributions.

The answer to our individual performance is staring us in the mirror each morning. Even with all the differences, the boats are very well matched. Have you noticed how most of the boats arrive at the weather mark at the same time? Among nearly equal boats our performance on the racecourse has MOST to do with how we start, how we drive the boat, how well the tactician calls tactics, and how well the rest of the crew trims sails, sets up the rig, and gets around the corners.

So the most important thing we can do is convince others that if they prepare their boat reasonably well, they can compete at the highest levels if they prepare themselves equally well. The owners in the "top half" need to convince the owners in the "bottom half" that they can keep improving and that the more effort they put into their program, the better their results will be. We need to convince them that sailboat racing can be a great deal of fun even if you never reach the podium. At my first Block Island Race Week (1996), five of the eight boats had Johnstone family members aboard. (Rod, Jeff, Alan, John, and Jim were trying to kick start racing in 105s at BI that year.) What a thrill it was every time I crossed ahead of one of them. Owners need to be patient and to have modest goals. We try to emphasize that with the "fun awards" at Key West.

Among boats with similarly well-prepared (not fanatically prepared) equipment and crew, the difference will boil down to the guy whispering in the helmsman's ear. As the Curmudgeon said in Scuttlebutt #2183, "No amount of genius can overcome a preoccupation with detail."  
-nbw

The second day of racing saw winds starting at about 7 knots and building to near 12 knots during the second race. After an initial general recall, the Race Committee called four boats OCS including TRIPLE PLAY, skippered by Lowell North—who had finished day one in third place. Lowell's crew, which included wife Bea, boasted an average age of 64, and even after restarting they managed to pass ten boats. MASQUERADE rounded the first mark with a large lead and never looked back at SCARAMOUCHE and ZUNI BEAR, who rounded second and third.

The course was changed to three shorter laps for race four, which made for crowded mark roundings and put a premium on boat handling. Tom Carruthers' INVISIBLE led around the first mark, and after a six leg battle INVISIBLE stretched her lead on the final run to take the bullet. MASQUERADE posted her worst finish yet – a fourth.

That night, the Yacht Club put on a Mexican Fiesta complete with a mariachi band. Tucker Thompson showed the day's video and Tom Coates picked up his boat of the day award. With an eighteen point lead halfway through the regatta, MASQUERADE was looking very solid.

But on Saturday, Coates and team proved they were indeed mortal. After a tough start in race 5 they clawed back to fourth by the finish, but an 11th in race six reduced their seemingly huge lead to only six points—over Dennis and Sharon Case's WINGS, who had posted a 1-2 for the day.

"I had thought that to win this regatta, you would have to have all single digits," said Dennis Case after racing that day. "We felt we couldn't afford to take a big



Alice Leaby's GRACE O'MALLEY leads MASQUERADE down the run.

STACIE MCLEAN PHOTOGRAPHY / STACIEMCLEAN.COM

hit so we've been sailing conservatively." As the only boat with all single digit finishes, that approach was paying off.

The final race was sailed in 10-13 knots of breeze under clear skies. INVISIBLE led the fleet off the line and continued to dominate around the 8-mile course.

"This was not about winning the race," Coates said afterward. "This was about staying in front of WINGS." At the finish, MASQUERADE's sixth (just ahead of WINGS in seventh) was enough to take the championship.

"How was I feeling this morning?" Coates quipped. "Anxious about not going over early. Anxious about not starting in the second row. Anxious about everything — especially having an 18-point lead yesterday morning, that dropped to six."

He credited his crew with the victory. "In the back of the boat we have so much confidence that things are going to happen — go up and go down — the way they're supposed to: we really have a competitive edge. Everyone's doing their job and it's as close to flawless as I've seen on a sailboat." 

*This article was compiled from daily reports published on the regatta website, and fleshed out through Walt Nuschke's blog at j105.org.*



SAM HAYTHORN

Team MASQUERADE, from l to r: Chris Perkins, Tim Scherer, Will Sharron, Tom Coates, Mark Scherer, Steve Marsh, and CYC Commodore Bill Watkins.

# A Few Thoughts About Yacht Insurance

*Ernie Hardy, a Certified Insurance Counselor, is a recently retired principal officer of Elliot Whittier Insurance Services, LLC with offices in Wintthrop and Peabody, MA. He races JAGUAR, #102, with his wife, Sue.*

To begin with, keep in mind that yacht insurance is NOT the same from one company to the next. Yacht insurance is considered an “uncontrolled” line of insurance, which means companies write their own text. Coverage can differ even upon renewal in the same company. Because of this, I have overused the word “generally” in this missive. Always check the form number and edition date along with any endorsements that may modify the coverage. Be sure to review the Declaration Page to make sure they have properly described the boat (any typos on the Hull Identification Number?), and check the deductible amount. If you have paid off any lienholder, make sure that lienholder is deleted from the policy so you don’t have to chase someone for a release in the event of a claim.

## **BOATS VS. YACHTS**

The insurance industry has two different policies based on the type and length of the boat. Boats under 26 feet are generally issued a “boat” policy; boats over 26 feet are generally issued a “yacht” policy. The “boat” policy generally does not contain restrictions on Navigation Limits, Lay Up Warranty or overland transportation, and it insures the hull for Actual Cash Value (generally defined as Replacement Cost less Depreciation). A “yacht” policy will have certain restrictions on overland transit, Limited Navigation and Lay Up Warranty, and the hull is insured for an “Agreed Value” as set forth on the Declaration Page.

When you apply for yacht or boat insurance, the underwriters look at the age and driving record of the operators (if you have a poor record with a car, will you be any better with a boat?), experience with the type of boat (going from a 16 foot outboard to a J/105?), and where and how the boat is to be used. Some companies don’t want racing sailboats, as racers tend to race in conditions when a cruiser would stay in port. I know of one yacht underwriting manager that considers J/Boats to be generally undesirable as they are “predominantly raced.”

Some insurance companies have withdrawn from the yacht market due to a combination of “low market share” versus

undesirable exposure (four hurricanes in one year) and the expense of maintaining a yacht department. Rates are tending to increase for the same reasons. We have had clients compare the cost of insuring their yacht with the cost of their homeowners’ policy, but keep in mind the damageability factor: your home is not expected to drag its mooring, sink, or be involved in a collision.

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## **RACING**

What about racing? In general, a yacht policy does cover racing unless it is specifically excluded. The basic text would say something like: “This policy does not provide any coverage while the insured yacht is being operated in any official race or speed test, except predicted log cruises. This provision does not apply to sailboats.” Obviously, the insurance company does not want to insure racing motorboats.

## **CHARTERS AND LOANS**

Lending your boat to a friend? Read the definition of “Insured.” My policy says I’m covered if I loan it to “Any person, firm, corporation, or legal entity using the insured yacht with (my) permission and without any form of consideration.” So if you charter your boat for a fee, you will have to arrange additional coverage with your insurance company. Be prepared to obtain all basic information (age, experience, etc.) from the person chartering your boat.

Now for the favorite of all racing sailors, the issue of overland transportation. There are generally two options: hire a trucking company, or move it on your

own trailer. A yacht policy generally will set a limited range on overland transport. My policy has a limit of 300 miles, which is not enough to get to Key West from Boston.

## **TAKING IT ON THE ROAD**

There are two main factors in the premium for going to an “away” event. The first is the transportation exposure. The second is the additional exposure to the “perils of the sea.” For a boat from the north, which is usually “laid up and out of commission” from November to April (and has a premium based on this time frame), winter sailing significantly increases exposure.

The insurance companies are well aware of the problems with racing and overland transportation. It would obviously be easier for them if we would just cruise around in the summer and stay out of trouble. Since that is not the case, companies increase the premium to offset the extra risk.

If you use a trucking company, hopefully it is a licensed Common Carrier. However, Common Carriers have some limitations of liability set by law. For example, they are not legally responsible for “Acts of God.” Also, your boat becomes “cargo” and is subject to different rules. Be sure to obtain a Certificate of Insurance from the carrier, and check that the Certificate specifies cargo coverage.

A few years ago, a friend of mine was shipping his Frers 33 back from Key West. His boat was parked in a rest area when a dump truck’s tailgate flew open and went through the side of his boat. In a situation like this, it is usually best to file the claim and let your insurer subrogate against the offending party – especially when it is an interstate issue.

If you are towing your own boat, your boat insurer carries the whole exposure to loss (assuming some other identifiable party was not the cause), so they will charge a higher premium than if you use a Common Carrier.

If your local agent does not have the market for yacht insurance, ask him to submit your application to a yacht insurance specialist who will know where to find coverage. But if your agent has found the necessary coverage, stick with him/her even if the premium seems high. Changing insurance companies might require a new survey of your boat, especially if it is five years old or more.

Good luck and be careful.

**J**

# SAIL TIPS

## Did you know...

...That every class legal J/105 sail must come with a Registration Form that gives its measured dimensions?

...That the delivery date listed on the Registration Form is the official date of purchase?

...That every sail registered with the Class appears on the sail tag list at [j105.org](http://j105.org)?

...That unless it appears on the sail tag list, the sail is not class legal and you are subject to protest?

...That sails replaced under a warranty do not count against your allocation ONLY if there is no additional cost to you?

...That only your most recent sails may be replaced, if destroyed, without using your sail tag allocation?

...That replacements for destroyed sails must be approved by the Chief Measurer or any Fleet Measurer, but only if the sail is so substantially damaged that it cannot reasonably be repaired?

...That the approval must be received by the Class Secretary?

...That the purchase of used sails, with limited exceptions, is counted in the purchase restrictions?

...That storm jibs and storm trysails are permitted for one-design racing?

...That a spinnaker that does not measure in because it is too big can usually be shrunk to its designed size by drying or dehumidifying it?

...That some very knowledgeable sailmakers advise flaking the main on the boom after racing, rather than rolling it and putting it below?

# Largest BBS Ever

The Rolex Big Boat Series is known by sailors around the world for two things: superlative race management by host St. Francis Yacht Club and the consistent double-digit wind speeds on San Francisco Bay. This year's event didn't disappoint the 900-plus sailors who came to experience the traditionally exceptional racing; wind speeds ranged from 10 knots on the lighter areas of the course to 22-28 knots in the gustier areas, close to shore and the city front. Eight classes – three IRC and five one-design – raced over four days.

The 36-boat J/105 class was the largest competing and it was won by local 2004 champion **Chris Perkins** on **GOOD TIMIN'**. Defending champion **Scott Sellers** on **DONKEY JACK** led for the first few days, stringing together a 4,2,2,1 scoreline in the first four races. But the **GOOD TIMIN'** crew hovered in second,

tied on points with **DONKEY JACK**.

Perkins almost saw his hard work slip away in one start the second day. "It could have been a regatta killer," he said. "We started behind Scott, in the second row. We couldn't tack away. My brother Jon, our tactician, worked us up to about fifth at the first weather mark. We continued to pick off a few boats and rounded in second at the leeward mark."

Perkins said the whole fleet was competitive, but singled out Sellers' team and **Philip Lotz** on **INDEFATIGABLE** as the toughest competition. "They are sailing really well, doing a great job."

**GOOD TIMIN'** won the final race – the Bay Tour, ranging from 14.21 to 15.44 nautical miles for the two divisions – that concluded the 42nd annual regatta. They also were awarded the Commodore's Cup as the winner of the largest class at the event. J  
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*Classis San Francisco conditions tested the 36 boat fleet's spinnaker handling during the four day event.*

## Open Invitation to Deauville, France

Kirsty Apthorp, captain of fleet #13 (UK), has extended an open invitation to any team that would like to sail in Deauville Race Week, June 6-10, 2007. Kirsty will arrange a charter for you and your crew. Deauville is a glamorous seaside resort nestled on the French coast

(Normandy), two hours by car from Paris and a hop-skip-and-ferry (or chunnel) to London. It also draws golfers and horseback riders. You can find out more about the area at [www.deauville.org](http://www.deauville.org) or by contacting Kirsty: [kirsty.apthorp@liverpool-victoria.co.uk](mailto:kirsty.apthorp@liverpool-victoria.co.uk)

# The Future of Our Class

*Eden Kim (WHISPER) has sailed in Fleet #1 since 2000. A former fleet captain and webmaster, he focuses on articulating fleet objectives and maintaining the Corinthian spirit in yacht racing. He is the incoming President of the J/105 Class.*

The day before the 2006 Big Boat Series, we held a Visions Panel to focus on issues facing the J/105 Class at a national, regional, and local level. The main objective of Visions Panel '06 was to assess what is important to owners, participants and industry supporters, so we can better guide the growth of the class.

Panelists represented class officers, local fleet captains, sailmakers, and rules/arbitration officials. The panelists were: moderator Eden Kim (Vice President '06), Jaren Leet (President '03 and Fleet #1 captain '02), Nelson Weideman (National Secretary in absentia), Phil Lotz (Fleet #14), Chris Perkins (Fleet #1), John Downing (Fleet #8), Stuart Taylor (Fleet #1 Captain '05-6), Norman Davant (Quantum Sail Design Group), and Tom Roberts (National Judge and Rules expert).

Although participation was light since most skippers were busy with pre-race preparations, a lively discussion ensued. Some of the highlights:

**1. Constitutional Objectives.** Many were not aware of the charter in section 3 of the class Constitution, which sets forth the fundamental objectives of the fleet and emphasizes a national and international focus.

**2. Fleet Health.** All participants felt that fleet health was good but that several issues need attention. Issues identified were: a) Keep the "bottom half" happy. Ideas included seminars, encouraging "top half" skippers to sail on other boats, emphasizing small fleets and regional events, and making helpful information available. b) Build a social community. The health and survival of a fleet depends on relationships. This was reflected in many comments wanting more and larger socials.

**3. On the water behavior.** Many comments addressed the perception that the J/105 fleet is too aggressive on the water: Contact results in protests, injury,

damage and ill will. The J/105 in 20 knots can cause a lot of damage. Foul play, bad manners, or just plain nastiness has no place in our sport. Many commented that on the water fouls are not prosecuted if "you didn't beat me." Many believe that people lie when they get into the room.

**4. Maintaining Value.** This unofficial J/105 doctrine (derived from section 3.2 of the Constitution) has been used as a justification to keep costs down, define technological advances, and more. Many felt that the technical committee had a huge challenge to control expenditures while supporting high caliber one design racing. Resale Value is directly proportional to, if not measured by, the number of boats racing. With 635 boats nationally and many fleets of 20 – 40 active boats, the J/105 is the healthiest, most competitive large one design keelboat fleet in the world. But can we maintain this?

**5. Traveling Sail Tags.** Differentiating tags are needed to allow heavy air sails to compete with light air/all purpose sails for different venues. A sub-committee of experienced skippers may be willing to develop a proposal to review.

The experience of racing with and against sailors from other venues was unanimously listed as an overwhelming positive. The travelers enjoy the competition and challenge, and the hosts enjoy meeting and racing against the best.

**6. National and International Racing.** Many were surprised at the number of countries that had J/105's and thought an Internationals or Worlds could be a great growth vehicle.

Looking ahead, we have the opportunity to build on the success of our past seasons to maintain and grow the J/105 as the best one design class in the world. Our challenge is to address the various issues raised with a national perspective, and not to lose sight of our fundamental obligation to maintain and cultivate the Corinthian spirit. Ours is a self-policing sport that is ultimately enforced through the example of our behavior and our actions. I hope that we can all say that we left the sport in better shape than when we entered and that we always strove to do the right thing. 

## Fleet #2 Joins Forces with #23

*Brian Harrington retired from a sales career and is enjoying the fruits of his many years of labor. When not sailing, he plays golf and skis in the part of the year when some of the water is in solid form. He and his wife Judy own UPROAR (Hull #55).*

Fleets #2 (New England) and #23 (Southern Maine) combined their energies this year and had their most successful fleet championship yet, thanks to changes in the format and schedule of races. Before this year, the fleet championship consisted of two major regattas (Marblehead NOOD and the PHRF New England Championships) and three or four lightly attended events. In the fall of 2005, in order to encourage attendance, Fleet #2 voted to focus on three "major regattas": the NOOD, PHRF-NE (both in Marblehead), and the Smuttynose Island Regatta in Portsmouth, NH.

The Smuttynose started as a feeder regatta for boats traveling to the PHRF-NE. We had the first J/105 start in 2002 and grew to seven boats in 2005, while the number of PHRF boats dwindled. Armed with commitments from 17 boats, Jeremy Small (from MARLEN) and I approached the organizers with a proposal to build the regatta around the J/105 class, which they readily accepted.

First off, we decided to have a separate course for the J/105's. The commingling of J/105, J/24 and PHRF fleets was a primary concern for the J/105 skippers that had participated in the past. By separating the fleets we were able to provide racing similar to that experienced at other major regattas. With those issues addressed and communicated to the fleet, all but one boat that had committed early on attended the regatta. We had seven great races over a two day period.

The task of providing high quality social events was taken on by a team of J/105 wives, significant others, and skippers and crew from the NH fleet. The hard working team was successful in generating the needed sponsorship dollars, and the parties were better than the NOOD party! All J/105 owners, families and crews that attended said the regatta was a great success.

We expect to continue using three major events as our fleet championship in 2007, with the goal of 20 J/105's at each regatta. We also expect our fleet to grow at a significantly accelerated pace due to the increased visibility.

# 2006 Results

## 2006 NOOD Regattas

The J/105 Class ran its string of consecutive starts in National Offshore One-Design (NOOD) Regattas to 39 this year and represented the largest class at many. There were three repeat winners (Morgan, Grainger, and Zartler), but 18 of the names on this list are new.

### St. Pete (15 boats, 3 races)

- |                                |    |
|--------------------------------|----|
| 1. Phil Lotz (INDEFATIGABLE)   | 4  |
| 2. Rick Bernstein (VINDICATOR) | 14 |
| 3. Marks/Rosen (WASABI)        | 15 |

### San Diego (22 boats, 7 races)

- |                                  |    |
|----------------------------------|----|
| 1. Downing/Franco (CHILE PEPPER) | 11 |
| 2. Carolyn Hardy (MISCHIEF)      | 20 |
| 3. Rick Goebel (SANITY)          | 23 |

### Annapolis (36 boats, 5 races)

- |                               |    |
|-------------------------------|----|
| 1. Thomas Coates (MASQUERADE) | 18 |
| 2. Jack Biddle (RUM PUPPY)    | 33 |
| 3. Jim Konigsberg (INIGO)     | 41 |

### Detroit (11 boats, 6 races)

- |                                |    |
|--------------------------------|----|
| 1. C.J. Ruffing (C-JEM)        | 20 |
| 2. Richard Listwan (TENACIOUS) | 21 |
| 3. David Klaasen (MACHO DUCK)  | 28 |

### Chicago (20 boats, 8 races)

- |                             |    |
|-----------------------------|----|
| 1. John Huhn (KATANA)       | 21 |
| 2. Jon Weglarz (CARESS)     | 42 |
| 3. Robert Smith (NEW WORLD) | 44 |

### Toronto (11 boats, 7 races)

- |                                  |    |
|----------------------------------|----|
| 1. David Shaver (RE-TERN)        | 19 |
| 2. Steven Corbeil (ECLIPSE)      | 24 |
| 3. Peter Hall (JAMAICA ME CRAZY) | 29 |

### Marblehead (18 boats, 6 races)

- |  |    |
|--|----|
| 1. Peter & Doug Morgan (STEELAWAY III) | 12 |
| 2. Vernon Polidoro (VIGILANTE)         | 21 |
| 3. Kenneth Colburn (GHOST)             | 21 |

### Larchmont (17 boats, 5 races)

- |                           |    |
|---------------------------|----|
| 1. Kevin Grainger (CYAN)  | 17 |
| 2. Damian Emery (ECLIPSE) | 24 |
| 3. Joerg Esdorn (KINCSEM) | 25 |

### Houston (8 boats, 8 races)

- |                             |    |
|-----------------------------|----|
| 1. Bill Zartler (SOLARIS)   | 11 |
| 2. Barry Brown (BLUE MAX)   | 33 |
| 3. Vic Forsyth (AFTERSHOCK) | 33 |

## North American Championship

(Top 15 of 36 boats)

- |                    |                      |     |
|--------------------|----------------------|-----|
| 1. MASQUERADE      | Thomas Coates        | 30  |
| 2. WINGS           | Dennis & Sharon Case | 37  |
| 3. CURRENT OBSESSN | Mozer/McLean         | 40  |
| 4. INVISIBLE       | Tom Carruthers       | 48  |
| 5. TEAM SAVASANA   | Brian Keane          | 57  |
| 6. TRIPLE PLAY     | Lowell North         | 61  |
| 7. REPEAT OFFENDER | Larry Harteck        | 65  |
| 8. GRACE O'MALLEY  | Alice Leahey         | 75  |
| 9. INDEFATIGABLE   | Philip Lotz          | 77  |
| 10. CHILE PEPPER   | Downing/Franco       | 86  |
| 11. ZUNI BEAR      | Bergmann/Bennett     | 88  |
| 12. PERSEVERANCE   | Bennet Greenwald     | 90  |
| 13. SANITY         | Rick Goebel          | 93  |
| 14. AIR BOSS       | Jon Dekker           | 110 |
| 15. SCARAMOUCHE    | Nuschke/Seynhaeve    | 112 |

## Block Island Race Week

(16 boats, 9 races)

- |             |              |    |
|-------------|--------------|----|
| 1. SAVASANA | Brian Keane  | 15 |
| 2. KINCSEM  | Joerg Esdorn | 26 |
| 3. ECLIPSE  | Damian Emery | 32 |

## Rolex Big Boat Series

(Top 15 of 36 boats)

- |                     |                         |     |
|---------------------|-------------------------|-----|
| 1. GOOD TIMIN'      | Chris Perkins           | 14  |
| 2. DONKEY JACK      | Scott Sellers           | 32  |
| 3. AQUAVIT          | Tim Russell             | 37  |
| 4. INDEFATIGABLE    | Philip Lotz             | 62  |
| 5. NATURAL BLONDE   | Cooper, Deisinger, Thon | 71  |
| 6. BRICK HOUSE      | Kristen Lane            | 78  |
| 7. CHILE PEPPER     | John Downing            | 81  |
| 8. NANT, SLEIGHRIDE | Peter Wagner            | 81  |
| 9. BLACKHAWK        | Scooter Simmons         | 85  |
| 10. MASQUERADE      | Thomas Coates           | 88  |
| 11. ORION           | Gary Kneeland           | 91  |
| 12. RISK            | Jason Woodley           | 106 |
| 13. CONVEXITY       | Donald Wilson           | 108 |
| 14. JABBERWOKKY     | Vaughan/Reyff           | 109 |
| 15. ARBITRAGE       | Bruce Stone             | 113 |

## HEADED SOUTH?

The 2007 J/105 Southern Circuit  
will consist of three events:

- Key West Race Week..... Jan 15-19  
St. Pete NOOD .....Feb 16-18  
Charleston Race Week .....April 12-15



join us for some great racing!

more results at [www.j105.org](http://www.j105.org)

# 2007 Calendar For Sale

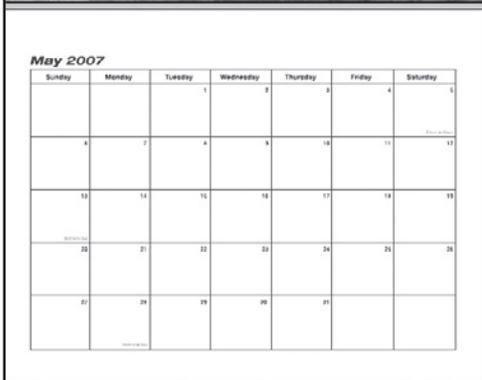


Enjoy 12 months  
of great J/105 pics  
**AND**  
promote your  
favorite boat.

**\$12.95 + \$2.00 S/H**

Available at  
**www.j105.org**

Order Christmas gifts  
for your entire crew.  
Hats available too!



## Order yours today!

## Small Fleet Finds Room to Grow

*Richard C. Payne is the newly elected Secretary of Fleet #15 in the Southern Chesapeake Bay.*

Fleet #15 was organized by members of Fishing Bay Yacht Club in Deltaville, VA, and it has always operated informally. The recent addition of a J/105 to Hampton Yacht Club forty miles to the south and the noted success of a one-design start at Fishing Bay's annual Labor Day regatta caused the membership to re-think this approach.

In mid-September, we conducted a special meeting to reorganize, with three goals. First, to clarify that Fleet #15 encompasses Region IV of the Chesapeake Bay Yacht Racing Association. Second, to bring the Fleet into compliance with the Class by adopting Articles of Association. And third, to elect a slate of officers.

Fleet #15 provisionally adopted Articles of Association based on the Articles for Fleet #3. These will be ratified at our Annual Meeting in January 2007. We also

elected new officers: Fleet Captain, David Clark (Fishing Bay YC); Secretary, Richard Payne (Hampton YC); Treasurer, R. Strother Scott (FBYC); and Measurer, Brad Davis (FBYC).

For now, our primary focus will be sponsoring sanctioned J/105 fleets at regional regattas. These regattas will feature a time adjustment for shoal-draft boats and restrict crew eligibility to Level A. They will be sanctioned by the Class Association (not PHRF), and scores will be reported to the CBYRA scorer for Region IV. Also, the Secretary will coordinate with the national J/105 Class Association to establish a fleet web site. We hope that by gaining greater visibility within the Class Association, more boats will be attracted to our regional regattas.

# Fleets

- #1 SAN FRANCISCO **Stuart Taylor**  
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- #2 NEW ENGLAND **Brian Harrington**  
jh458@comcast.net
- #3 CHESAPEAKE **Chris Groobey**  
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- #4 LAKE ONTARIO **Ian Farquharson**  
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- #5 LAKE MICHIGAN **Marty McKenna**  
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- #8 SO. CALIFORNIA **John Downing**  
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- #10 NEW JERSEY **Scott Foxman**  
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- #14 SO. NEW ENGLAND **John Toole**  
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- #15 SO. CHESAPEAKE **David B. Clark**  
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- #16 FT WORTH/DALLAS **Rob Holmes**  
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- #18 DETROIT **Brian Smith**  
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- #23 GULF OF MAINE **Ken Colburn**  
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- #25 N. MICHIGAN **William Petzold**  
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CHRIS RAY/WWW.CRAYIVP.COM

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