

NEW ENGLAND

New York YC Cruise And NOOD Are Focus OF New England Fleet Activities for 1993

By BOB JOHNSTONE

Twelve intrepid souls braved wintry New England weather to attend the inaugural meeting of New England J/105 Fleet #2 held in the private dining room of the New York Yacht Club's Harbour Court in Newport.

Three J/105 Class events were selected for the upcoming season: The FIGAWI weekend over Memorial Day which starts with a J/105 gathering at the Hyannis Yacht Club dock on Friday, May 28. The race to Nantucket on Saturday is a PHRF "pursuit" race with slowest boats starting first. After a lay-day on Sunday, there's a return race to Hyannis on Monday, Memorial Day. Crosby Yachts is making the arrangements and J/105 trophies will be presented within the PHRF fleet. Entry forms are available from 508-778-1691 (Fax 508-778-0969).

The NEW YORK YACHT CLUB CRUISE, August 6-14 in Maine. This promises to be a great event with entries from New Orleans and Florida already planned. The event starts with a rendezvous, captain's meeting and cruise dinner at the Samoset Resort Inn in Rockland on Friday, August 6. This coincides with the Rockland Lobster Festival. Sailing for the Oriole Trophy will be on the first day.

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WEST COAST

Rockstar Rendevous At Exciting St. Francis YC Match Racing Invitational April 16-17

By ROB MOORE Latitude 38

Sometimes we really love our job (at Latitude 38). Just today, out of the blue, Bill Koch sent our office a whole bunch of America3 collared shirts - seriously. A few months ago, Mick phoned from England to ask us if we wanted to play bass for the Stones (just kidding). Okay, the real reason we love our job is for all the great sailing opportunities that come with the territory, such as participating in the inaugural St. Francis YC Match Racing Invitational on April 16-17.

Art Ball, congenial owner of BLACKHAWK, made us an offer we couldn't refuse: how would we like to crew with him for eight different brand-name skippers in this new, round-robin J/105 match racing series? We'd stay on the boat as each rockstar and his two hired guns rotated through. The line-up was awesome - John Bertrand, Dave Dellenbaugh, Craig Healy, Gary Jobson, John Kostecki, Chris Perkins, Russ Silvestri and Seadon Wijnen - and, well, we didn't have to think twice before accepting. Sailing with the pros! It all sounded like one of those fantasy baseball camps with Jose Canseco, or maybe like playing the Pebble Beach Pro/Am Golf Tournament with Jack Nicklaus...

Other than some crappy weather on Saturday, the weekend turned out perfectly. Don Trask - whose previous brainstorms include the Laser Slalom, the Masters Regatta and J/Fest West - deserves credit for coming up with the idea and promoting it along with Matt Ciesicki. Trask provided his demo boat POKIN' J, and prevailed upon five other J/105 owners to do the same: Art Ball (BLACKHAWK), Allen Bray (MIDNIGHT EXPRESS), Jim Cascino (JEST), Dave Tambellini (BELLA ROSA) and Chuck Winton (CHIMO). "These guys are the real heroes of the weekend!" claimed Don.

Scott Wollaston, current
continued on page 2



In front of the fire at the NYYC Dining Room (left to right): Greg Egan, Bob Swirbalus PHOENIX, Kirk Brown JAZZ, Jonathan Knowles ABRACADABRA, Jackie Brown, Bob Johnstone SANDPIPER & TERN, Lynn Kelly, Sam Just and Stanley Moore. Not in photo Rev. Mary Johnstone,

NEW ENGLAND FLEET #2 (Cont)

Saturday in West Penobscot Bay with the fleet ending up in the Fox Island Thorofare in North Haven.

On Sunday, it's a squadron run race to picturesque Frenchboro on Long Island then to Bar Harbor on Monday. The layday is Tuesday with runs to Blue Hill on Wednesday, then Winter Harbor on Vinalhaven Thursday, to Cushing Point near South Thomaston on the Muscle Ridge Channel on Friday. Saturday is the Astor Cup and final Dinner in Rockland. Non-NYYC members should contact Bob Johnstone for entry details and qualification. FIVE confirmed entries are needed to plan the separate one-design start. So, I need to hear from you. Thanks. Also, there are several NYYC members wanting to charter J/105s for the event. So, if you can't go and would be willing to charter to a well-qualified sailor, please let me know.

The fourth event is **THE J/105 NEW ENGLAND CHAMPIONSHIP** to be held in conjunction with **Sailing World Magazine's National Offshore One-Design (NOOD) Regatta in Newport**, August 19-22 leaving four days to return from Maine. This will be a well publicized event and we hope that J/105 owners who haven't been able to participate in the earlier events, will make a special effort to be in Newport for the NOOD.

Several Class Rules were revisited with the net result being: Don't change a thing. Regarding spinnaker size, they felt that newer designed Class spinnakers were performing significantly better than original designs and were of a size that was manageable under most conditions with good visibility-both reaching and running. Consensus was that a 15% larger (89 sq. meter) chute would be desirable for PHRF events and that owners were free to add that sail to their inventory for PHRF events where Class trophies were not being sailed for. A suggestion for unlimited crew weight would have erupted in a food fight had the table not been cleared earlier. And, a "no-legs-over-the-side-rule" proposal was dismissed as being a bit too prudish - even for New England.

Kirk Brown was elected New England Fleet Captain with wife Jacelyn as Treasurer. Their address is 6 Weir Street, Hingham MA 02843. Telephone 617-742-4466.

PHRF DEVELOPMENTS

PHRF-New England on April 26 assigned a rating of 87 to the One-Design sail plan, 81 for genoa and a -3 second penalty for an asymmetric spinnaker bigger than class.

PHRF -Western Long Island Sound came up with the same ratings, except that the 87 rating permits a 130% genoa ("they don't rate lower than that"). This is being appealed.

PHRF - Narragansett Bay is expected to hold with the One Design configuration at 90, the others being similar to NE & WLIS.

ROCKSTARS MATCH RACE (Cont)

president of the World Match Racing Conference, was drafted as the Principal Race Officer. And the line-up of umpires was almost as illustrious as the skippers themselves: out-of-towners Pete Ives, Mort Bloom, Kirk Brown (no relation we know to the J/105 NE Fleet Captain) Whit Davis (Rod Davis' dad), Chuck Fuller, Gary McPike, Ken Morrison, Mike Tapert and, from the St. Francis, Tom Allen and Tom Roberts. They viewed 28 matches from motor boats behind the competitors, recording 27 "Y" flags which resulted in 10 penalties. There were plenty of near misses, but fortunately no collisions.

When it was all said and done, John Bertrand (5-2) emerged the overall winner. But, truly there were no losers; everybody there was a star. In fact, it was about as 'feel-good' a weekend we can ever recall at the St. Francis. *Which says something about J/105s and their owners! - Ed.*

Editor's Notes

J/105 Class Rules were modified to accommodate the crew configuration of this invitational. The owner and one of his crew members were included on each boat without weight restriction, while the guest skipper and crew of two were limited to 570 lbs.

Racing was directly in front of the SFYC clubhouse using shoreside bleachers for spectators among which were the visiting members of US Sailing Association's President's Club, in San Francisco for their Spring Outing. The races were (12-20 minutes) twice-around windward/leeward courses, leaving all marks to starboard.

A cocktail and dinner party for all participants and friends was held on Saturday night. When John Bertrand received the award, he turned to CHIMO owner Chuck Winton and on behalf of himself and the other competitors, and said, "It seemed fitting that the owner of the J/105 with the best record in the series was the real winner - whether it was the crew work, the advice or a faster boat - CHIMO won every race with different skippers." So, John Bertrand handed over the trophy to Chuck in a class act of sportsmanship and camaraderie.

Profiles & Results

1) **JOHN BERTRAND**, 5-2 Crew were Greg Prussia and Bobby Wilmot. The multi-talented Bertrand - an Olympic silver medalist, STARS & STRIPES vet and currently project manager for the new IMS R/P 70 WINDQUEST and winner of the J/44 Midwinter Championship in the J/44 WINDQUEST - opened with a loss to Wijsen in the windy first race due to a messy spinnaker takedown. John also lost his match with Healy, who had an otherwise tough weekend. JB won his other matches, including what proved to be the tie-breaker with Silvestri. The two still don't talk due to their infamous Finn fracas at the '84 Olympic Trials. Intense but calm under pressure, Bertrand made winning look easy. "This was a great homecoming for me," said JB, a 'favorite son' of the St. Francis, at the awards ceremony.

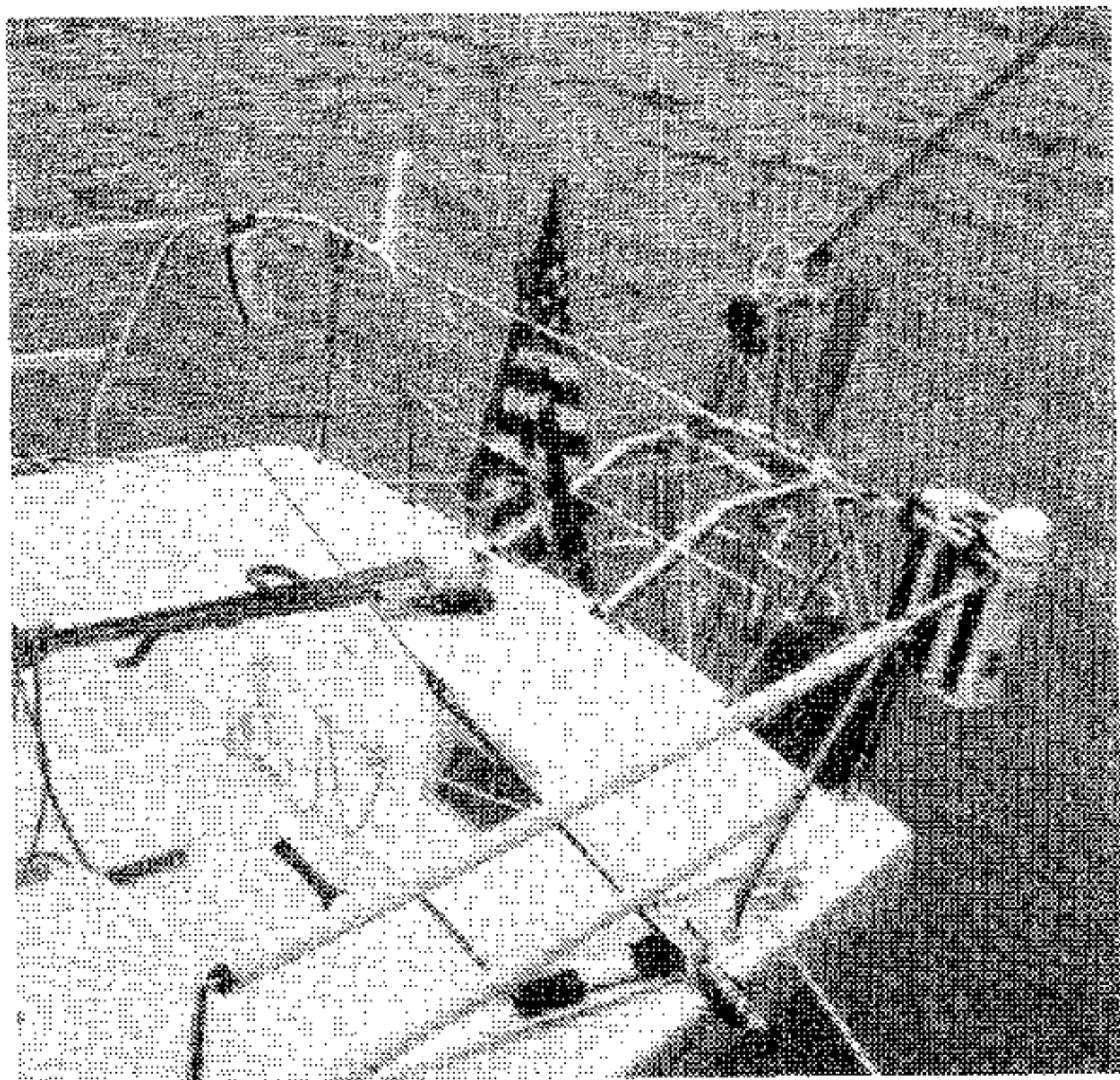
BLUE WATER AWARD WINNER Peter Chance Honored For Two Singlehanded Trips Annapolis-Bermuda

By BOB JOHNSTONE

On behalf of the J/105 Class Association, I had the pleasure of presenting Peter Chance with a bright raspberry Patagonia pullover, embroidered with the J/105 Class insignia. This, he was informed over a quay-side lunch in St. Georges harbor in Bermuda, was to be the first "Blue-Water Award" of the Class in recognition of his two singlehanded passages between Annapolis and Bermuda on SINGULARITY. The first passage was last summer, returning from the Annapolis to Bermuda Race. The second he'd just completed, and therein lies this story.

As the chronicler of capsize at sea over the past 40 years, one can conclude that the risk is almost nil except for certain bodies of water at the wrong season. The Gulf Stream in winter is one such place - right up there with the Tasman Sea, Roaring 40's and Mozambique Channel. But, Peter was watching his weather carefully and looking for a favorable gap. While the worst time is between November and February, we all know now that one of the worst blows in history occurred shortly after meeting up with Peter in Bermuda in early March. Here's a partial first person account as told to me in Bermuda:

SUN FEB 21 I left Annapolis and it started to snow so hard that visibility dropped to less than what you'd normally witness in dense fog. By 1330 with six inches on deck, I decided to creep by GPS into Little River to sit out the blizzard at the old Navy Seabee Base. That first night I kept waking up to thuds on deck, thinking someone was coming aboard. In reality, it was clumps of snow building up on the spreaders then dropping onto the deck. Waited here 3 days.



FRI FEB 26 Norfolk. Another snowstorm comes through with a cold front.

SAT FEB 27 Hard northeast blow following the front.

SUN FEB 28 The window arrives and I depart Cape Henry at 0930 hoping to carry the NW breeze behind the front. Blowing 20-30 knots.

MON MAR 1 1800 hours. Have crossed the Stream and covered 165 miles in past 24 hours. Wind still NW.

TUE MAR 2 1800 hours. Wind WNW, moderated to 20. 161 miles.

WED MAR 3 Westerly wind 18 knots, 186 miles today.

THU MAR 4 WSW Wind at 15 knots, 150 miles into St. Georges, arriving at 1800 hours.

FRI MAR 5 1800 Glencoe Harbor House resident reports to Bob Johnstone that a J/105 was seen at the customs dock in St. Georges.

SAT MAR 6 Bob & Mary Johnstone visit aboard, take pictures and take Peter to lunch to make Blue Water Award.

SUN MAR 7 Sail around St. Georges Island with Johnstones and two other singlehanded sailors who rafted up with the J/105.

On the passage, Peter never touched the helm (he has the standard tiller) until the last hour sailing into St. Georges Harbor. He had two automatic steering devices. An Autohelm 4000 on the tiller and a Monitor Windvane mounted on the transom, weighing about 50 lbs. This latter device was used almost exclusively. Peter stationed himself in the companionway entrance under the dodger and could make minor adjustments to the trim. The Monitor, using the boat's tiller & rudder, would control the boat based upon apparent wind angle.

One full night was a particularly good test. With the waves 20-25 feet high and the wind up over 25 knots, the boat was doing about 12 knots with a triple reef in the main to just above the lower spreader. The sound was something else - a steady ROAR. "It was a bit hard to get to sleep."

I asked Peter what sort of sleeping cycle he was on,

continued on page 7

ROCKSTARS (cont.)

"Thanks to the boat owners and to Don Trask for providing us with this opportunity." Note: Bobby Wilmot may have been Bertrand's secret weapon. This Aussie 18 ace was a frequent participant sailing One-Design 14s with their asymmetric spinnakers in the Ziploc Ultimate Pro Series.

2) **RUSS SILVESTRI** (5-2) San Francisco Investment Banker. Crew were Mike Herlihy and Scott Inveen. This group had the most practice time in J/105s, and also the most experience with asymmetrical kites from sailing Russ's Ultimate 30 Hexcel. Unfortunately, Silvestri seemed a little unfamiliar with the match racing rules, drawing a disproportionate amount of penalty turns. Ironically, Russ lost the regatta before the start of his first race: he failed to enter the starting zone on time and subsequently fouled opponent Dellenbaugh twice - incurring a total of three penalty turns right after the start. "It wasn't pretty," admitted Herlihy. Their other loss, to JB in the last heat, pushed them into the runner-up position. Mike and Scott were really mellow onboard - perfect foils for Russ, a brilliant sailor who tends to be aggressive, loud and occasionally muddled. Together, their chemistry worked well.

3) **JOHN KOSTECKI** (4-3) Crew were Hart Jordan and Steve Erickson. John is a World Champion in J/24s and Solings, an Olympic Silver Medalist in Solings and winner of the 1991 Columbus Cup in J/44s. He has just joined PACT '95 to team up with fellow J/24 & Soling competitor Kevin Mehaney, so had to fly back from Bangor, Maine for the regatta. "This was new and different for the Club", he said. "I wanted to be part of it". His 'all-pro' crew has their own A-Cup aspirations: Jordan signed up with the Nippon Challenge and moved to Japan last week, and Erickson, a world-famous Star crew, is contemplating an Italian offer. Kostecki, currently ranked 37th on the match race circuit, and Bertrand were the pre-race favorites. Losses to Russ, JB and Jobson, the latter in one of Saturday's windy non-spinny races, knocked him out of contention. "It was combination of little things," he said. "Anyway, we were there to have fun, not be hardcore." On the water, Kostecki was all-business: cool, organized and, well, professional.

4) **DAVE DELLENBAUGH** (4-3) Crew were Ken Keefe and Jack Halterman. "We're a tight-knit crew," quipped Dellenbaugh, the only non-St. Francis YC skipper invited. "We go way back -- to last Tuesday." Coming out on short notice to replace Kimo Worthington, Dave did a great job with guys he'd never met. He nailed most of the starts ("Other than knowing where on the line I'd like to start, I don't really have a plan. I just react.") and Kenny and Jack simply took care of the rest. Their losses (Perkins, JB, JK) were all close ones. Success at the A-Cup hasn't gone to Dellenbaugh's head: he's a down-to-earth guy who still sees the fun in sailing. We found him soft-spoken, unflappable in combat and a pleasure to sail with. Dave's presence, along with Team Jobson, lent a national flavor to the event.

5) **WIJSEN** (4-3) Sobstad Sails. Crew Seamus Wilmot and Dobbs Davis. Youthful Wijsen (rhymes with 'bison'), an 11th hour replacement for Chris Corlett, was definitely the regatta's darkhorse. His only significant previous match racing experience was at UC Berkeley, where he met Wilmot (no relation to Bobby), now his constant J/24 crew. "I didn't really know what to expect," said Seadon, modest and mature beyond his years. "I was just happy to be invited." With tactical input from Davis, a veteran of many match races, Seadon tied for third, but fell to a still respectable fifth in the tie-breaker due to close losses to Dellenbaugh and JK. His only other loss was to Russ. "We had problems with starts and spinnaker handling," admitted Wijesn, who's off to the J/24 Nationals on April 30-May 2.

6) **CHRIS PERKINS** (3-4) Senior Manager with Ernst & Young. Crew Mark Heer and John Sweeney. Perkins, a gifted corinthian sailor, and Wijesen were the only two skippers without America's Cup backgrounds. A versatile fleet racer in J/24s, Knarrrs, Etchells and J/35s, Chris also has done his share of match racing, including the Prince of Wales Trophy and SF Cup. He acquitted himself well, finishing solidly in the middle of the fleet with wins over Julia Trotman, Dave and Craig. He probably should also have won his heat with Seadon, but fouled out on the last leg while overlapped. Quiet and relaxed on the water ("Mark does enough talking," he joked), Perkins - like Healy - seemed almost too nice a guy to be competing at this level. He's looking forward to racing GONE WITH THE WIND in the Transpac, as well as campaigning his J/35 MAJOR DAMAGE.

7) **GARY JOBSON & JULIA TROTMAN** (2-5)

Crew were Mark Fischer, CEO of a Baltimore Advertising Agency and Jim Brady, J/24 World Champion. Jobson, who has done more for the sport of sailing than perhaps anyone in our generation, had a pretty grim regatta. Seemingly a bit out of practice, he went 1-3 (beating JK) on Saturday before leaving for a US Sailing commitment on Sunday. Julia Trotman, '92 Yachswoman of the Year (Brady's girlfriend) and Olympic Medalist in the Europe Dinghy, materialized to replace him. She went a respectable 1-1, losing to Perkins and beating Healy. Brad, whose sailing resume is a mile long (Olympic silver medalist, GUACHO, VIBES, FULL CRY, etc.) called the shots for both helmsperson. Both Brady and Fischer, who runs the Columbus Cup match racing series, seemed frustrated all weekend. "But it was great to spend some time in the Bay Area," said Fischer, "What a beautiful place to sail!"

8) **CRAIG HEALY** (1-6), A Point Richmond Dentist. Crew Keith Stahnke and Nick Gibbens.

Etchells buddies Healy and Gibbens teamed up with Stahnke, an International 14 sailor, for this series. The only trio with 'real world' jobs, they got beaten up pretty badly. Ironically, their lone victory was over Bertrand, the eventual winner. Taking a cue from the Congressional Cup, Healy was awarded a book (The Yachtsman's Omnibus) for finishing last.

NORTH TEXAS ROUND-UP Poking Toads On Texoma: Local Sport Takes On New Twist .

By JEFF JOHNSTONE

Denison, TX... The new J/105 TOAD POKER sailed to finishes of 1,1,3,1 to capture Division I in the annual LAKEFEST REGATTA (formerly the Easter Regatta) held April 17-19 on Lake Texoma, Texas. 52 boats sailed in 5 divisions, raising some \$25,000 for five local charities including the Special Olympics.

TOAD POKER, is owned by Arnold Perkins of Grandpappy Point Marina, host site for the event and the new J Boats dealer for northern Texas and Oklahoma. TOAD POKER was launched only two days before the event and the crew was provided with full TOAD POKER paraphenalia. Being the J/105's first appearance in the area, Arnold wanted to make it a memorable one. And, it sure was! Extreme light and extreme heavy wind conditions offered the perfect showcase. The crew included Allan and Alice Ramseur of Tulsa, Carmen Sittel of Denison, Grandpappy service managers Rick and Larry plus yours truly from J Boats. Excepting myself, it was everyone's first experience on the J/105.

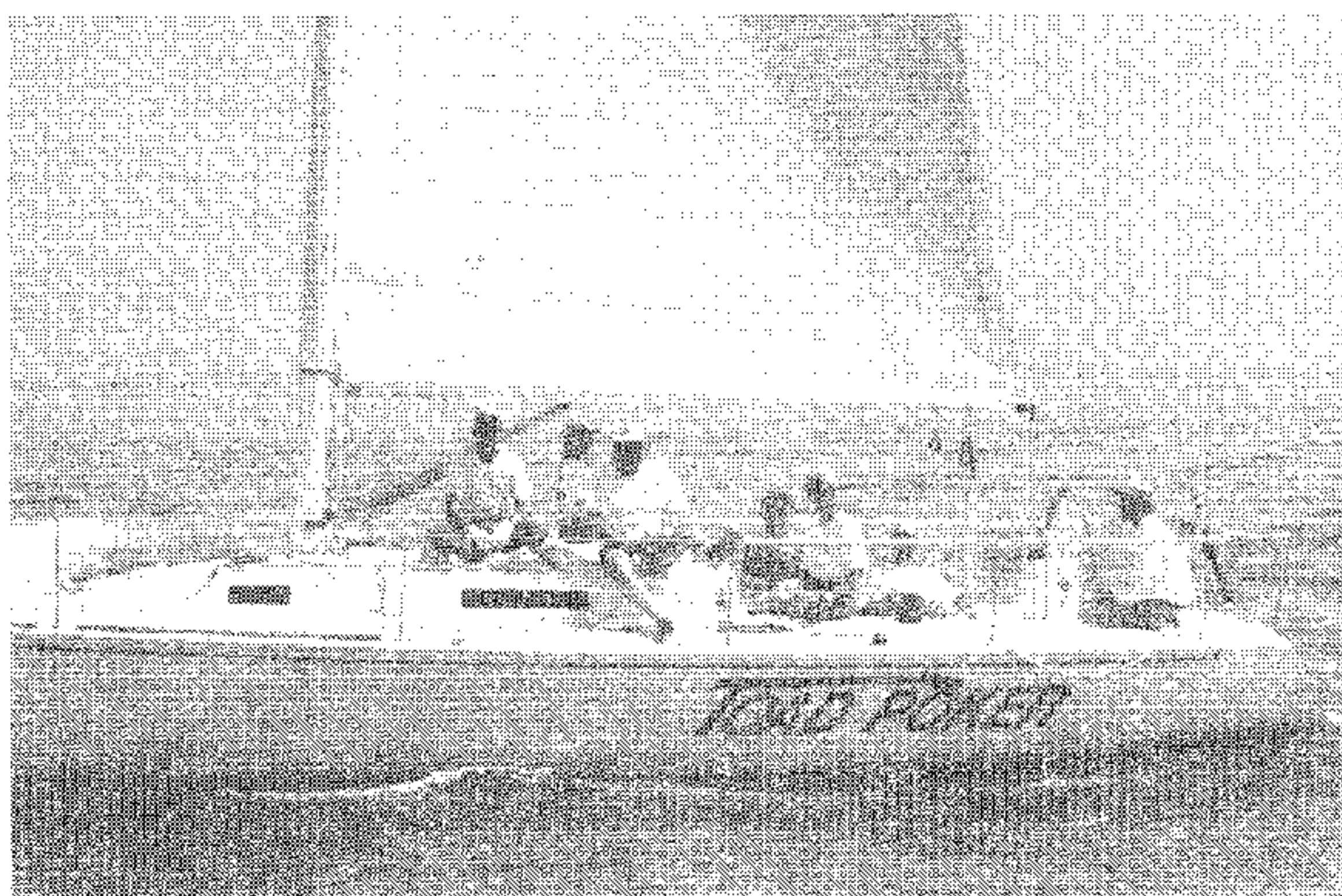
To determine the PHRF handicaps, the local committee simply took the average of the national ratings for each boat. It worked, the leaders were tied in placings going into the last race. We sailed at PHRF 78 with an 89 sq. meter spinnaker and a 155% genoa. Because the J/105 was relatively unknown by the race committee, they put us into what they called the ultra-light division. Instead of sailing against the J/35, Irwin 41, Schock 35, etc. we were pitted as scratch boat against 5 Hobie 33s (PHRF 90), Olson 30 (99), SR27(102) and other like boats. The fun part was starting in Division I and being first to finish in fleet every race!

Race #1 (Olympic course shortened to 4 legs) started in very light 3-6 knot winds. TOAD POKER took the pin end start, and shortly thereafter carried a 40 degree lift all the way to the weather mark. Meanwhile, the other boats ended up to the right of the breeze line, and rounded the weather mark some 4 minutes behind! The 1st reach turned into a run, the second reach into a beat. While we parked in a hole at the third mark, the fleet sailed up to within 100 yards of us. Then a very light breeze filled in, enabling us to carry the asymmetric chute on a tight reach to the fourth mark. We left the Hobies in their tracks and ended up correcting out several minutes ahead of Craig White in the lead Hobie.

Race #2 (Olympic Course) The weather intensified on the second day with winds blowing 30-

35 kts prior to the start and then moderating to an extremely shifty 15-25 kts. People were already talking about the J/105's performance in light air. They probably weren't expecting much in the breeze....that is until we left the fleet behind on the first beat. We sailed with full main and Class jib on the two mile leg and rounded the mark 1 leading the first Hobie by a minute. We raised the 77 sq. meter Class chute and took off planing down the tight reaching leg. **As we approached the jibe mark, everyone on the boat got a little nervous. After all, isn't this where most sailors have a least one near-death experience?** A few spectator boats had gathered to enjoy the show. But as any seasoned J/105 sailor would expect, the crew pulled off a perfect jibe, (which was the TOAD POKER crew's first jibe in over 6 knots of wind!), and we went planing down the next reach.. While the rest of the boats in our division were broaching downwind and slugging through auto-tacking puffs upwind, TOAD POKER extended its lead and corrected out some 5 minutes ahead of the next boat in fleet, over the 10 mile course. Nothing like those reaches!

Race #3 (Middle Distance Race) Later in the



today, after dodging a few lightning storms, the committee sent the fleet off on a 15 miler. Division I had a general recall, meaning we were bumped to the end of the line and would have to sail through the smaller classes. The first leg was a 3 mile fetch, followed by a 7 mile run and a 4 mile beat to the finish. In the 15-25 knot winds, carrying a genoa, the J/105 once again pulled out from the Hobies, rounding the first mark about 2 minutes ahead. We set the 77sq meter chute thinking we'd be on a breezy reach, but later regretted this as the wind backed and moderated. On the 7 mile run, three Hobies got by us to round the bottom mark some 3 minutes ahead. We opted for the small jib on the last beat as the breeze was still a chilly (read "heavy") 15 knots. Playing the 10-15 degree shifts up the last beat, we thoroughly enjoyed catching and passing the Hobies and boats from other fleets. By nego-

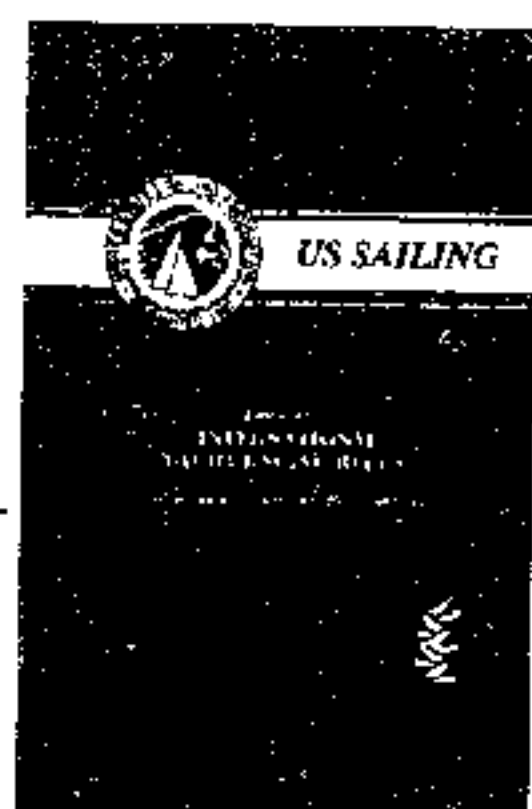
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Technical Notes

Polars - Rod's theoretical VPP on the J/105 is translated to the following useful data. This says that to attain the fastest course to a downwind mark in 8 knots of wind, you should steer with an apparent wind angle 93 degrees at 5.9 knots.

At Wind Velocity	To Attain Optimum VMG		
	Boat Speed Beat	Boat Speed Run	App Wind Angle for Opt Run
6	4.5	4.7	86 degrees
8	5.6	5.9	93
10	6.2	6.4	110
12	6.4	6.5	142
14	6.6	7.0	156
16	6.7	7.5	160
20	6.8	8.7	160

Mast Location - With the mast centered by chocks at the deck, the location of SANDPIPER's mast at the base in the head is 9.5 inches, measured from the back surface of the mast about 3 inches above the floor to the forward face of the Formica of the main bulkhead, above the fiberglass flange of the floor pan.

Water Trap - Under the drainage compartment for the J/Sprit there is an enclosed area accessible from under the V-berth through an inspection port. After one month's usage, SANDPIPER's had about 2 gallons of water in it. This is a bad place for weight. My solution was to drill a limber hole on centerline to insure that water would not accumulate but instead would drain to the bilge.

Securing the Wheel at Mooring - Run the tails of the traveller control lines through the becket of the spinnaker blocks then tightly tie above a wheel spoke on either side to avoid wear and tear on the wheel brake.

Wheel Quadrant Reinforcement - All wheel operated J/105s should have received notice from TPI by this time on procedures to reinforce and secure the quadrant adapter sleeve on their boat. If not, contact Ed Stuess at TPI 401-245-1200.

Teak-Faced Drawers - Two drawers have been designed to be part of the new Systems option. One fits under the chart surface of the Nav table, sliding out forward, and is large enough to hold a Chart Kit. The second is a utensil drawer designed for a 12" wide Rubbermaid flatware organizer to fit under the stove and sink, facing forward, on the galley side. These drawers, support rails and fasteners are available from TPI customer service. It took me about 3 hours to install them including making the cutouts with a sabre saw.

POKING TOADS (Cont.)

tiating the traffic better near the finish, TOAD POKER got the gun again finishing 1:30 ahead of the first Hobie and 2:50 ahead of the second. TOAD POKER corrected out to third place only 10 seconds out of 2nd.

Race #4 Going into the final day, TOAD POKER with a 1,1,3 was just ahead of Craig White's Hobie with a 2,2,1. But the anticipated showdown at Lakefest turned into more of a drift fest. The winds on Sunday died to zephyr-like conditions. This was one where you motor at full blast until the five minute gun and try to coast the distance to the start. TOAD POKER managed this feat only to reach the pin end about 30 seconds early and have to jibe and duck the starboard pack. But, we managed to jet away on the first beat, and get around the shortened course (only 1.98 miles) before the wind built to help the smaller boats. TOAD POKER corrected out 1 minute ahead of Craig White to capture honors in Division I. Although there was no overall award, TOAD POKER's corrected times in fleet over the four races, placed her first overall, as well.

SFYC ROCKSTARS (Cont.)

Always a gentleman, Healy accepted it graciously. An accomplished dinghy and fleet sailor, Craig was off his usual pace this weekend. Plagued by poor starts, too many penalty turns and unfamiliarity with J/105s, Healy couldn't seem to buy a break. To his credit, however, he never lost his temper or sense of humor. "Well, someone had to finish last," laughed Craig. "I don't plan on making a habit of it though - just wait 'til next year!"

The J/105 Class wants to thank Rob Moore and Latitude 38 for their coverage of this event and for giving us permission to use the article in J/105 NEWS. J/105 sailors wanting to subscribe to this great magazine should call 415-383-8200 and be sure to get the May issue with the great photos of people and J/105s that accompany this article.

RLJ

1993 DUES NOTICE

In accord with J/105 Class Association paragraph 3.1, please submit your \$50 dues made out to "J/105 Class Association" for owners/helmsmen to the Class Secretary Bob Johnstone :

J/105 Class Association
30 Walnut Street
Newport RI 02840

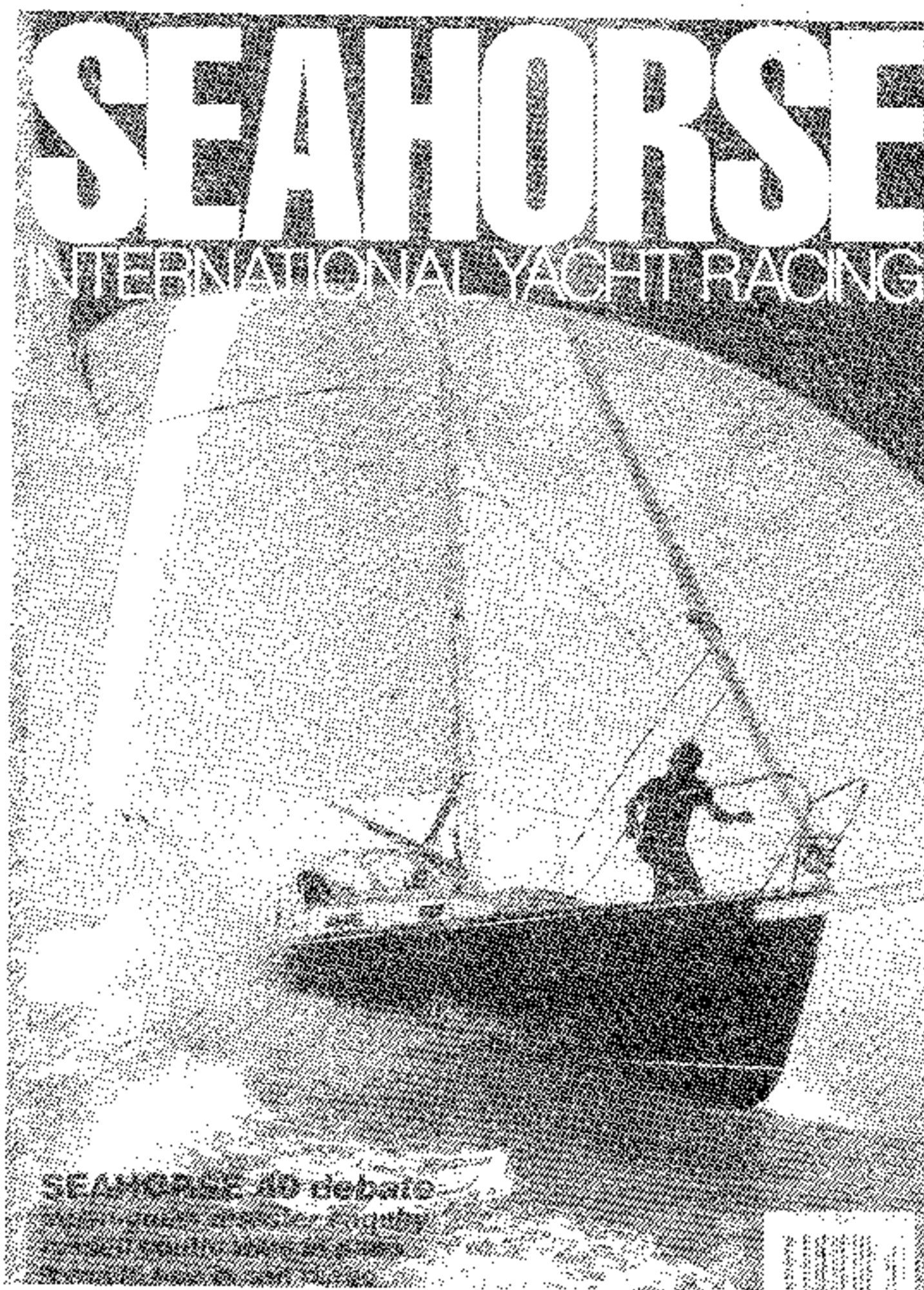
Telephone 401-841-5356 Fax 401-846-2448

EUROPE

J/105

SEAHORSE Cover Girl February 1993

Cesar Rojas from Cartagena, Colombia was delighted that his J/105 made the cover of SEA-



HORSE. This is probably the first time since the Spanish galleons, that sailing ship news from that historical seaport city, lined with forts, has made it into the European press. You should see the impressive Ft. San Felipe built as a hill overlooking the city,

Sprits are in!
SAILING WORLD
has used sprit
boats on the last
3 of 5 covers.

BLUEWATER (Cont.)

expecting some very technical bio-rhythm theory in response. "Oh?" He said. "8 hours each night." I used a CARD 4 quadrant radar detector with a warning buzzer to wake me up if a collision were imminent. It only went off once on the first night out.

"I used a Dell 320SCI laptop computer, which was the only one I could find that worked on 12 volts." Peter, being somewhat of a computer whiz had integrated all his navigation aids and boat sensors. The Dell was not as "ruggedized" as he would like and didn't have a 3.5" Disc port, but he could plug in an accessory.

Also being a HAM radio operator, he was able to talk each night with his wife Judy and two daughters, Rebecca (9) and Katie (6) who he was on his way to meet in Antigua on April 19, 926 miles distance, bearing 185 degrees - - for a family vacation. To keep his batteries charged, he ran the engine twice per day for 30 minutes.

Northerly gales can kick up a lethal chop when confronting the north flowing Gulf Stream. But, Peter was cautious about his weather forecasts and would delay a departure from Bermuda if he saw a strong front over the Carolinas - knowing that it could overtake him in a day or two.

Sailing has always been a part of Peter's life, growing up in Mantoloking, New Jersey with a family of sailors sailing sneak boxes and Lasers. He calls himself a dinghy sailor. But, he's rapidly becoming an experienced offshore sailor. We wish him Godspeed, fair winds and safe voyages.

Blowing NE 25-30 kts. The last race of FIGAWI '92 was cancelled. We left Nantucket at 1030 hrs, leading all other boats back to Newport, arriving at 1900 hrs after 72.2 miles, averaging 8.5 kts. We didn't even set the chute."

Bob Johnstone
SANDPIPER

