

# J/105 News

Official Publication of the J/105 Class Association

June 1997

## Chicago to Host 1997 North Americans

Lake Michigan's J/105 Fleet #5, now in its third active season, is pleased to invite the J/105 Class to the 1997 J/105 North Americans, September 26-28 in Chicago. Columbia Yacht Club will run the three-day championship event, which calls for five races and no throw-outs. Fleet Captain Chris Coffin promises warm water temperatures and great wind conditions. "Our early fall conditions are a lot like San Francisco's, only the water's 20 degrees warmer. It usually blows 15-20 out of the southwest with relatively flat seas, except of course when the occasional northeaster blows through. Then it'll be surf'n' city."

Fleet #5 will organize a sail-off with the top half of the fleet qualifying to sail in the North Americans.

This will enable several boats to be available for qualifying teams from other fleets. Co-Sponsor Larsen Marine, the Chicago area J Boats dealer,

and most active fleets (Chesapeake Bay, San Francisco, New England, Long Island Sound and Lake Ontario). The championship is open to

any out-of-area teams who can bring their own boat.

There is one modification in class rules that will be in effect for the North Americans. Because only one boat in Chicago's 12 boat fleet has a 77 sq. meter spinnaker, the regatta will be run using the 89 sq. meter spinnaker (.75 nylon). Out-of-town qualifiers who use a local Chicago boat will be provided with one 89 sq. meter spinnaker drawn by lot. The fleet is also having extra spinnakers built. Regatta Guidelines will be sent to all J/105 owners in July. Regatta contact is Chris Coffin 847-604-9256, Fax 847-615-2139, gccoffin@aol.com.



Expect a fun time and tight racing at this year's NAs in Chicago. Above is the midline view from Tom Sponholtz's AQUAVIT at the 96 NAs.

is making two new stock boats available for the event. The first five boat assignments are allocated to one team from each of the five largest

regatta Guidelines will be sent to all J/105 owners in July. Regatta contact is Chris Coffin 847-604-9256, Fax 847-615-2139, gccoffin@aol.com.

## Bigfoot Stomps Fleet in Middle Sea Race

After sailing 117 hours, 28 minutes, Christian Ripard's J/105 finished 7<sup>th</sup> on elapsed time and won CHS on corrected time by more than an hour in the 1996 Middle Sea Race. Marco Bianchini's J/130 from Italy KARNAK was 3<sup>rd</sup> to finish 8 minutes behind Rainer Wilhelm's ILC 40 ASTRO (x-AEROSAIL) from Austria and 9 minutes ahead of ALBABLU, a Farr ILC 40 from Italy. Revived after 12 years, the Royal Malta YC conducted this premier race around the island of Sicily. The race starts at Marsamxetto Creek then goes to Capo Passro Is-

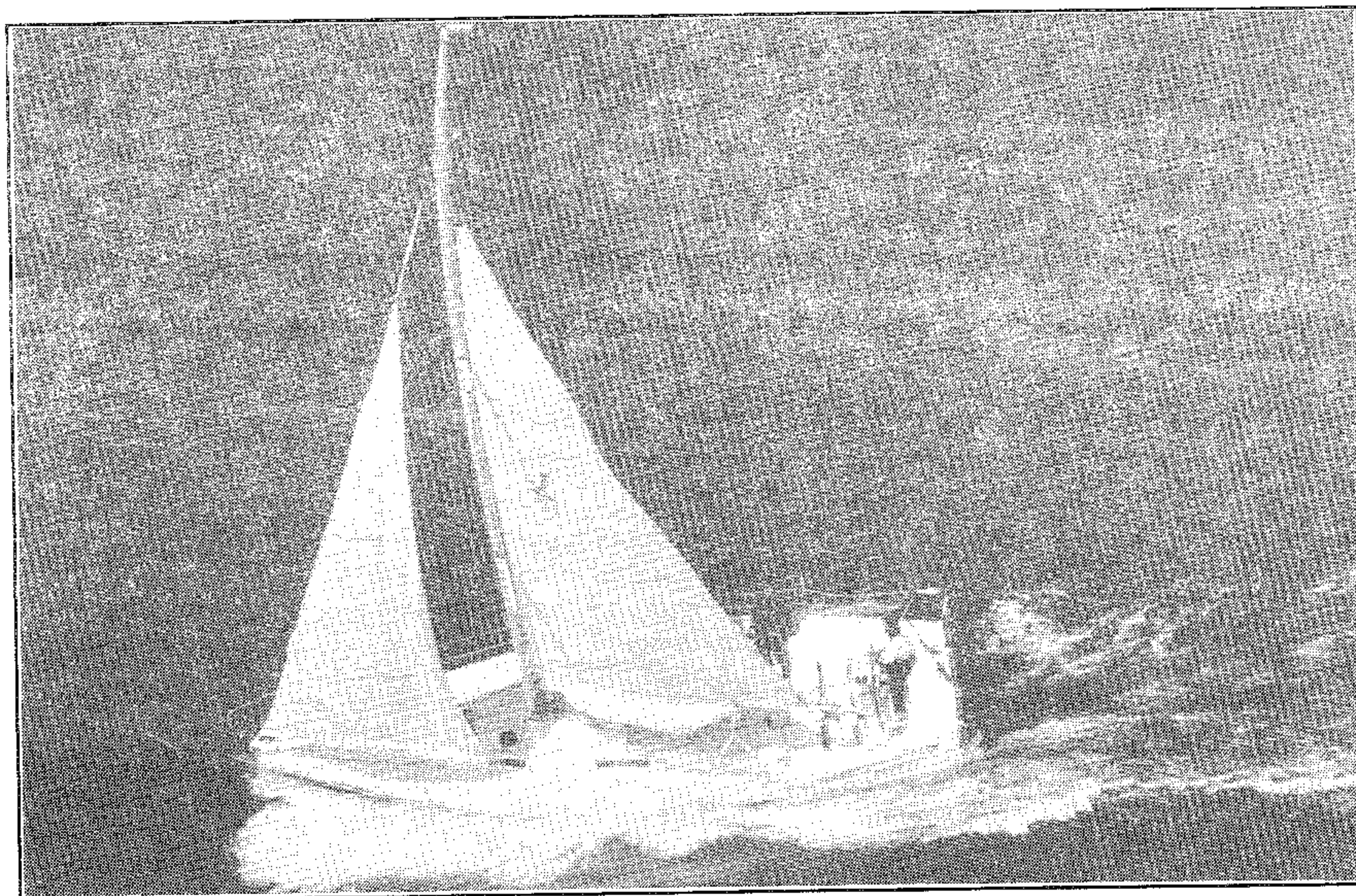
land, through the Messina Straits to Strombolicchio, above Sicily then around the Island of Vavignana west of Sicily, then the volcanic island of Pantelleria, to Lampedusa then 100 miles back to Malta.

After winning the Cavalieri Cup, Christian Ripard's J/105 was entered with a 6 person crew including his father Paul, his doctor Timothy, his brother-in-law Stephen and one well organized chef by the name of Peter who offered a menu from which to choose meals and kept the crew fueled with cakes, chocolates, coffee

continued on next page

### What's Inside

Sail Trim Tips	3
Technical News	4
Other J/105 News	4
Regatta Results	5
Cigna K-Cup	6
From the Web	6
Fleet Contacts	7
1997 Schedule	7



*BIGFOOT sailing with reefed main and #3 jib rolled into a #4 in typical Malta conditions.*

## Bigfoot Stomps continued

and tea at all times of the day. The race started as a beat in light NE winds. At Capo Passaro it built to 20 knots with short chop. The Messina Straits are full of currents and whirlpools some at 5 knots. Battling and outwitting a flock of Sicilian fishermen which cover the straits with floating nets 10-15 miles offshore between Catania and Taormina. The J/105 was stopped at one point, escorted for a while, then as the fishing boats turned away, Ripard tacked to jump the nets at speed, successfully leaving angry fishermen on the other side not able to follow because of their props. It was flat calm in the straits and they were pushed through by the current. All this time they were sailing almost within hailing distance of brother John Ripard's Swan 47 LAZY DUCK trying to avoid the heavy commercial traffic. Winds were spotty past Stromboli. The moonlight sail to the Lipari

Group of islands North of Sicily was beautiful. Seas were calm next day to round the NW point of Sicily... still beating to windward. An 18-20 knot breeze built under full moon.

"At 11 am the next morning, we rounded Pantelleria which has black beaches and green slopes and hoisted the asymmetric for the first time in a

**"We usually hit about 18-20 knots in these conditions, but were only topping at 17 knots."**

light westerly. That night the wind increased to the point that we were doing 16 knots on the GPS with our 1.5 oz. class chute up."

"In the pitch darkness, I thought that steering would be difficult in large waves, if not stupid to attempt, but as we increased speed, control actually improved. We were steering

120 degrees apparent, jibing downwind and doing about the same as the Swan 47 which was surfing downwind with speeds up to 13 knots. I was a bit disappointed, feeling I'd over-provisioned with water and food so the boat didn't plane as quickly as usual. We usually hit about 18-20 knots in these conditions, but were only topping at 17 knots!!!?!!."

"The 100 mile fetch back to Malta with reefed main and blade jib was a rough ride. The J/105 was doing 8-8.5 knots. We harnessed ourselves in as large waves swept right over the boat. The Majistral, NW howler had come into force with big seas and 30-35 knots. Even in these conditions, it was very comfortable to sleep below and once in the bunk it seemed suddenly like a calm outside. We actually were sailing faster than the Swan 47 and Benetcau First."

# Fast Settings for the Class Jib

by Mark Washeim, Shore Sails Long Island

With only one headsail in the class inventory, "changing gears" is the key to trimming the 100% jib in a wide range of wind conditions. The easiest way to remember your fast gears is to develop trimming references for the luff, leech and foot of the jib. Here are a few tips that work well on the J/105:

## Trimming References

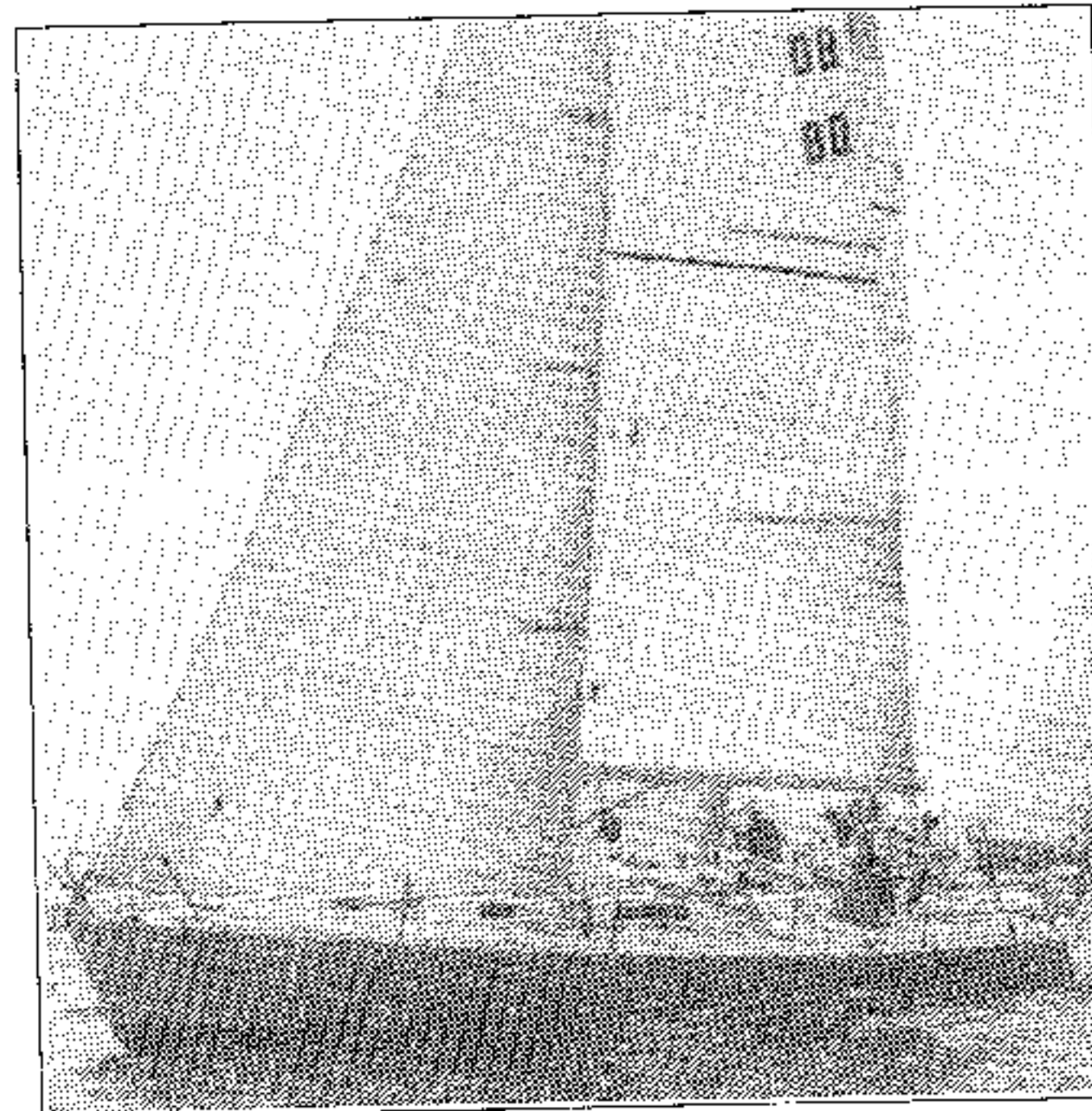
- The **length of the wrinkles** in the luff of the sail. This will tell you how halyard tension is affecting sail shape.
- The **leech of the jib relative to the beginning of the taper** and the tip of the lower spreader. This will tell you how trimmed you are for a given condition. Mark the taper with a piece of tape and the midpoint from the taper to the spreader tip.
- The **foot relative to the pad eye on deck** (for the furling line on the port side and tack line to starboard) and the adjacent outboard stanchion. This will tell you how full or flat the lower portion of the sail is.

## Speed Wrinkles

In light air ease the halyard tension to create luff wrinkles. This will make the sail fuller, give the luff a straighter entry and make the leech more round (moving the draft back). Note the length of these wrinkles relative to any references on the sail (telltales, seams, draft stripes). This will allow you to relate this information to others. The longer the wrinkles, the deeper your sail will be. If the sail begins to get very loose between the headstay foil and the tack, do not ease the halyard any further. Ideally you want the luff wrinkles as long as 26" before this begins to occur. Older sails will fall out of the headstay extrusion before newer sails. As your headsail ages, you may want to have your sailmaker re-

tension the luff tape to further facilitate this adjustability which I find extremely valuable on the 105.

As the wind speed increases, reduce the length of these wrinkles by increasing halyard tension. In most cases, you should begin to use some backstay tension before all the wrinkles are removed, otherwise the sail may become too full forward. In high winds the luff of your sail should be smooth with no wrinkles. Note the position of the draft. You may need to stretch the luff of your sail beyond a smooth setting in order to hold the draft forward, flatten the center, and straighten the leech.



## Leech Position

The leech should trim from midway between the taper in the lower spreader and the tip, when no one is hiking. As the wind speed increases, trim the leech closer to the taper. When everyone is hiking, trim the leech to even with the taper. The lower leech should look as if it is parallel with the mast at this point. Never trim the sail so that the lower leech looks inside of parallel to the mast (or hooked to weather). As the wind increases further the leech should be one to two inches outboard of the taper. When conditions are extreme, the leech will be further

outboard. In this case talk to the driver and take note of the amount of helm the driver has with the main-sail quite eased. If the helm is excessive, ease the jib sheet to better balance the boat.

## Foot Position

Most of today's headsails have a very straight "vertical profile" in the lower 40% or so. This means that the sail is shaped quite flat near the bottom, and so the jib lead position greatly affects the depth of the lower portion of your sail. To best set your jib lead, first set your luff wrinkles with the halyard, then trim in the jib to your leech reference point. Now check your foot position. In light air set your lead so that the foot is about 65% of the way from the foredeck pad eye to its athwartships stanchion. This will give you a very powerful setting. In moderate air (everyone hiking) set the lead so that the foot of the jib is about 30% of the way from the pad eye to the stanchion. This will provide a tight enough leech to maintain good pointing and power without excessive fullness. In high winds move the lead far enough aft so that the foot is flat when the leech is trimmed 1 to 2" from the taper in the lower spreader.

## Summary

Because the class jib is a non-overlapping, high aspect sail, halyard tension will greatly effect the lead. Anytime you adjust your halyard you probably need to move your lead. Sail shapes vary with age, from sailmaker to sailmaker, series to series, boat to boat. Using these references when trimming your jib will help you both discover and remember what's fast.

*Please feel free to phone or e-mail Mark with any comments or questions: Tel 516-673-5055, E-mail 73611,2375@compuserve.com.*

# Technical News

## J/105 Bow Pulpit Getting Attention

Some PHRF areas are beginning to enforce an ORC requirement that bow pulpits have a continuous top rail, with no dips in front. The intention of this requirement is to keep a bowman from doing a backflip when doing a dip-pole jibe. Of course on a bowsprit boat, there is no bowman, and in fact the dip in the pulpit allows much safer feeding of the spinnaker out to the sprit. Rod Johnstone has submitted a request to the Safety at Sea Committee for approval of the dipped pulpit aboard sprit boats under ORC. If your PHRF area is demanding compliance, the best solution is to secure a short lifeline (no thinner than std lifelines) across the front of the pulpit. The ends can be securely wrapped and lashed in place to the pulpit. If you agree that the standard J/105 dipped pulpit allows safer operation than a continuous full-height pulpit, please send a note, e-mail or fax to Rod Johnstone c/o J Boats at fax 401-846-4723. Email:

ajboats@aol.com. The ORC meeting is in October.

## Bow Sprit Warning

The cardinal rule when handling the spinnaker and bow sprit is to never release the bowsprit control line when the spinnaker is full. Released in this manner, the sprit becomes a battering ram. Retracting the bow sprit should be last in the sequence of a spinnaker takedown. For a normal takedown (either windward or leeward), we recommend the following:

1. *Have at least two foredeck crew grab the takedown line (a loose line attached to the tack of the spinnaker and run aft to the foredeck hatch)- one crew should be above deck, and the other below in the foredeck hatch.*
2. *Release the spinnaker sheet.*
3. *Release the tack line - with fwd crew immediately pulling on the takedown line.*
4. *Control the release of the hal-*

*yard (making sure gatherers are keeping up)*

5. *Stuff spinnaker below through foredeck hatch.*
6. *Skirt leeward spinnaker gear inside lifelines and secure sheets.*
7. *Retract bow sprit.*

Most J/105s were delivered with a stopper line which prevents the sprit from hitting the aft bulkhead. If you do not have this rigged, there are two options: 1) you can tie one end of a line to the padeye on the forepeak bulkhead and the other to the back of the sprit; or 2) rig a rigid line between the bulkheads (through the eye on the sprit) with a knot aft to stop the pole from hitting the bulkhead. The line replaces the shockcord and reminds everyone of the retraction path of the sprit. It also prevents the sprit from twisting.

The second precautionary measure is to tie a stopper knot in the control line, so that the knot hits the cleat on the cabin trunk before the aft end of the sprit hits the bulkhead.

# Other J/105 News

J World kicked off the Newport season with their annual **J/105 RPM PROGRAM** in mid-May. It blew so hard the first day, that spinnaker practice turned into spinnaker repair practice. Winds moderated by Sunday to allow lots of short course racing and starting drills. Several area J/105 sailors were on hand to get a jump start before the first big event of the season, **Block Island Race Week**. Speaking of Block Island, 12 J/105s are confirmed, with 10 staying together at the Block Island Boat Basin. After the great racing the fleet had in 1996, J Boats booked all the best dock spaces a year ahead of time to make sure the J/105s and J/120s (10-12 boat fleet) could dock together for 1997.

**San Francisco Fleet #1** has prospered despite competition from many other Bay-Area one-designs. Fleet Captain, **Thomas Sponholtz** recently e-mailed: *"I believe that much of the success that the J/105 is enjoying in SF is a product of a mix of 4 factors. 1) A great boat design at the right price and quality, backed up with active management and involvement from J Boats. 2) An active, respected local dealership. 3) Strict Class Rules. 4) Continuously very involved local class association of boat owners who, from the outset, controlled the direction of the fleet."*

Actively being discussed in Fleet #1 is a stricter non-professional rule and clearer wording in the rules to prevent alterations to the standard boat.

**Chesapeake Fleet #3** has been debating a proposal to locally change the crew limit from 970 lbs. to a maximum crew of five with no weight limit. Proponents of the change want to reduce the mouths to feed, people to line up, and to make it more attractive for potential owners vs. the other one-design classes. They also cite the difficulty of enforcing any weight rule. Those in favor of keeping the current 970 lb. rule believe the system works well, and that the spirit of the class is to encourage families and couples to sail. A five person, no weight rule would encourage five heavy weights, which is not in spirit. A midwinter poll resulted in a draw. Without a clear majority, the fleet is sticking with the 970 lb. class limit for 1997.

# Regatta Results

## Yachting Key West Race Week

### CLASS C - PHRF 6

1. XSSX	J/105	Tony Dell	9.25
2. INVINCIBLE	N/M 30	Tom Carruthers	35.00
3. ZOO 2	G&S 30	Dick Steffen	39.00
4. LUNATIC FRINGE	N/M 36	Eric Wynsma	51.00
8. SNOOPY/FLUIDITY	J/105	Babson/Roberts	63.00

*There's always a lot of talent on the starting line in Key West. Problem is, until you arrive, you don't know whether you're stuck as the small boat in the maxi class or the big boat in the small class. This year, two J/105s were "scratch" boats in a tough 17 boat PHRF class (ratings 78-126) competing against the likes of MORC Hall-of-Famers ZOO 2 and INVINCIBLE, plus a solid contingent of 34-36' PHRF veterans.*

*Tony Dell, sailing in his first regatta aboard J/105 XSSX, organized a first-class effort to convincingly win the week with SEVEN bullets and a 4<sup>th</sup>! Dick Roberts of San Diego and Fred Babson of Sandusky, Ohio combined two J/105s into one, started slowly, but came on strong in the last four races to climb to 8<sup>th</sup> overall. Dick brought his sails and crew from SNOOPY, and Fred trailered his J/105 FLUIDITY to Key West, demonstrating once again the lengths people are willing to travel for a great J/105 ride!*

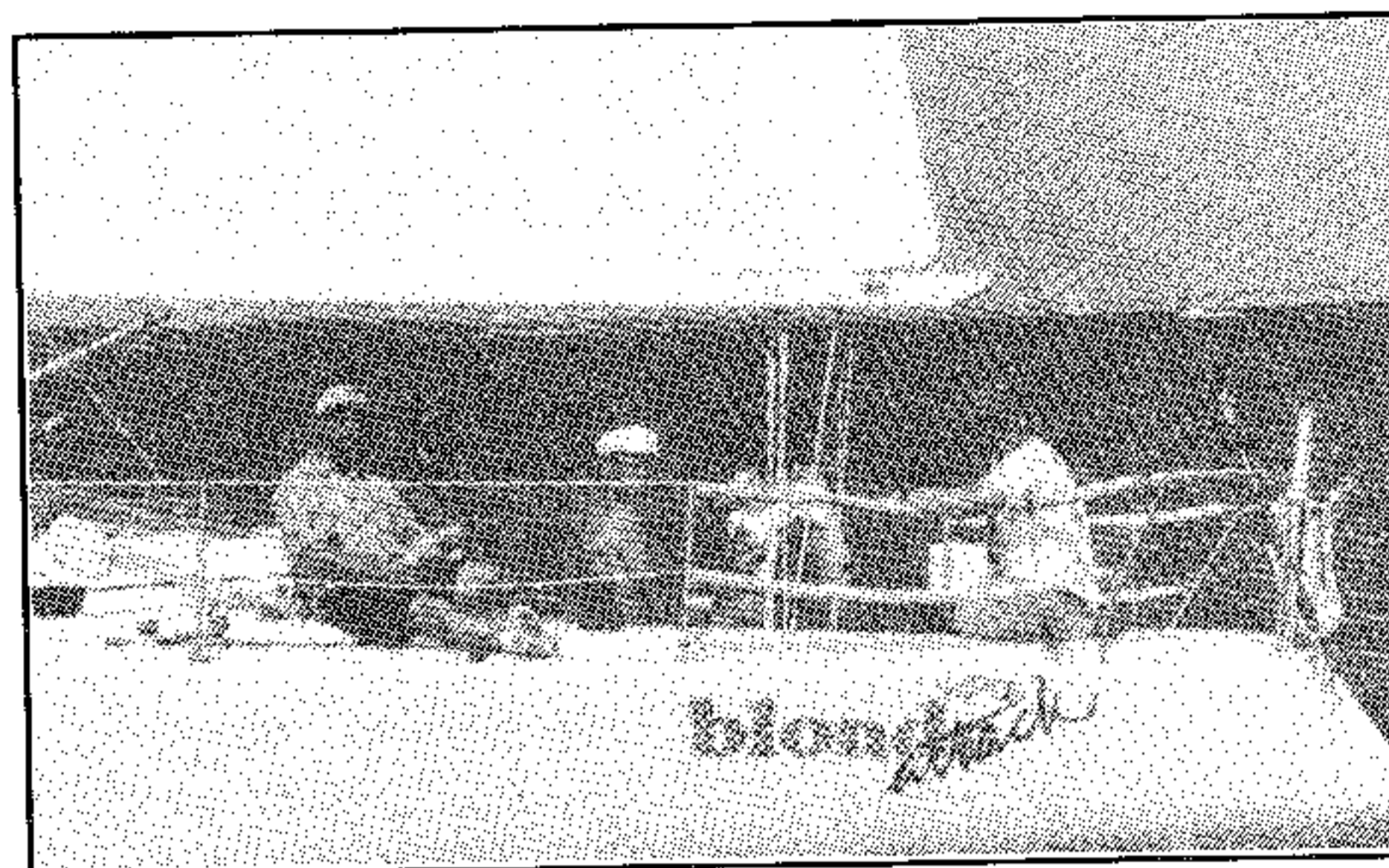
## Double-Handed Round Isle Of Wight Race

*Stewart Hawthorn's J/105 JUMP-THE-GUN took the gun to be the first monohull to cross the line, missing out on the event record set in 1992 by a Barracuda 45 by only seven minutes. The Royal Southampton YC's classic started amidst forecast for strong winds which deterred some entrants from starting. A Force 5-6 southwesterly, gusting over 30 knots on the downwind legs is certainly 105 weather. There were 120 entries which started in the west-going ebb. The fleet short-tacked down to the Needles staying in the tide. Some opted for a spinnaker hoist creeping close to Atherfield Ledges before changing to white sails for passing St. Catherine's. Others, feeling overpressed in the breeze, stayed with white sails the whole time.*

*The jibe off Dunnose Point was the true test for two-handers in these conditions, particularly for the 40 footers needing to carry out the process far slower than they would normally - hence a few wraps and lost sheets in wildly flapping sails. The asymmetries perhaps had an easier time and reveled in the downwind surfing. As the energy levels were running low for the leaders, thankfully they benefited from the final leg back from the Forts being a single fetch rather than succession of short tacks out off the tide. But this was not so for all the fleet. Some had their work cut out right up to the finish.*

*The J/105 JUMP THE GUN was first over the line. Other J/Boats did well in CHS 1 too. Paul Heys and Marie-Claude Kieffer were second in a J/92 J-CRAZY with JEZEBEL, a J/42 sixth and another J/92 in seventh place. A Starlight 39 took third place and the Bashford Howison 36 THUNDER which sailed in the Welsh Commodore's Cup team earlier in the year, came in fourth.*

*The J/105 JUMP THE GUN was first over the line. Other J/Boats did well in CHS 1 too. Paul Heys and Marie-Claude Kieffer were second in a J/92 J-CRAZY with JEZEBEL, a J/42 sixth and another J/92 in seventh place. A Starlight 39 took third place and the Bashford Howison 36 THUNDER which sailed in the Welsh Commodore's Cup team earlier in the year, came in fourth.*



*Bill Sutton and the BLONDE ATTACK team relaxing between races at last year's NAs in Annapolis. BLONDE ATTACK won the 96 CBYRA J/105 title.*

## 1996 Chesapeake Bay High Point Results

1. BLONDE ATTACK	Bill Sutton	.6277
2. TOURIST TRAP	Scott Sammons	.5000
3. SQUEEZEPLAY	Richard Levitt	.4521
4. CURLEW	Jack Detweiler	.4516
5. LE RENARD	Steve Phillips	.3977

*While figuring out the scoring can drive one bonkers, the Chesapeake High Point series does a good job of encouraging participation throughout the year. J/105 Fleet #3 averaged 8.4 starters per race with 9 boats qualifying for overall results, in the fleet's first year as a sanctioned one-design in CBYRA.*

## Long Island Sound 96 Highlights

*Al & Craig Albrecht's J/105 AVALANCHE won the YRA of LIS 1996 Gitana Trophy. The Gitana Trophy is awarded to the boat with a PHRF rating under 90 that complete 14 day races with the best results. Included in the over 14 races completed by the Albrechts was a 1<sup>st</sup> in the prestigious Manhasset Bay Fall Series, and a 2<sup>nd</sup> in the American Yacht Club Fall Series.*

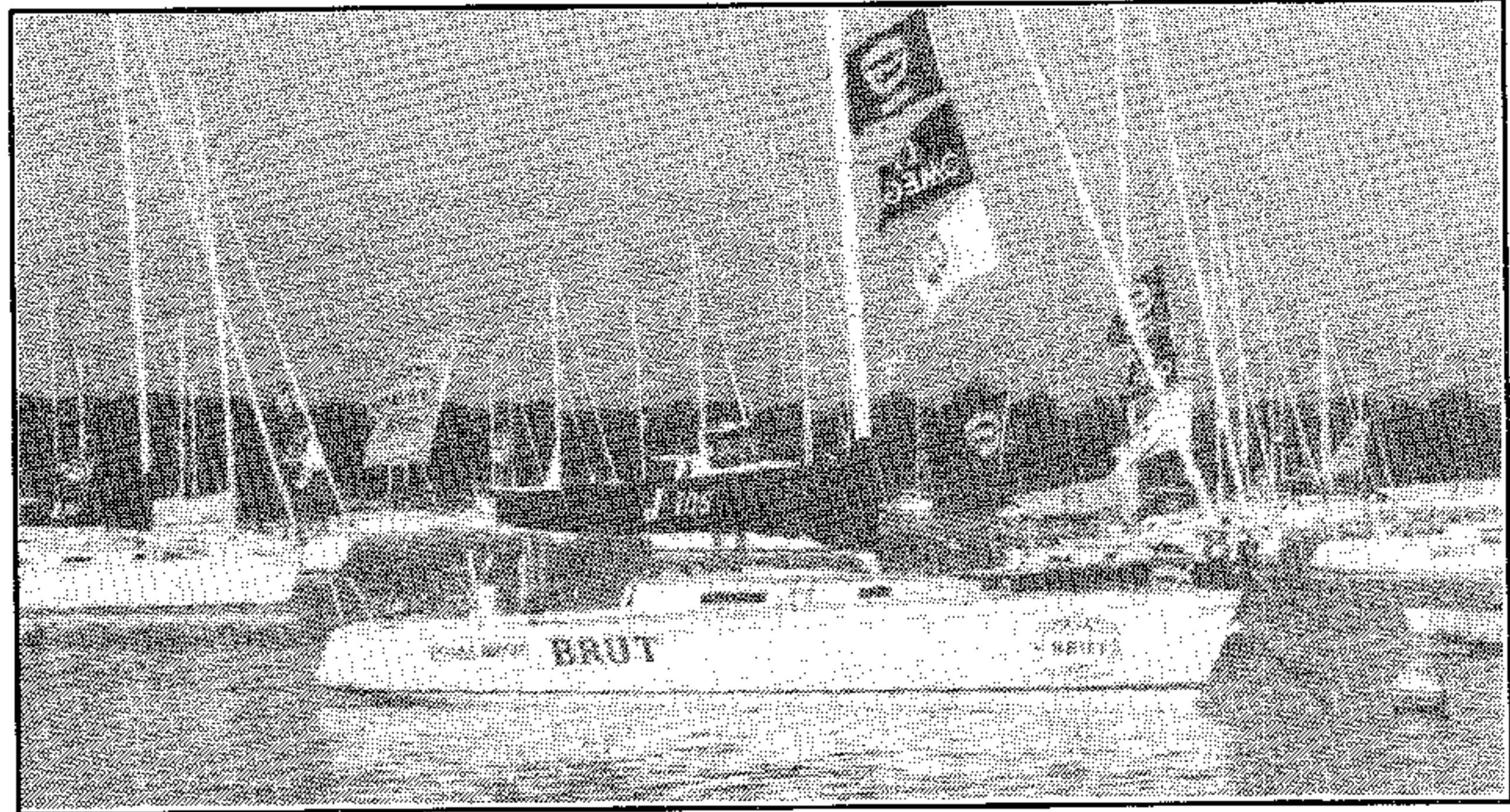
*Kathy & Larry Anderson's SEA SHADOW won the Our Lady Trophy in the 191 mile Around Long Island Regatta, trophy awarded to the best corrected time for a yacht from the Sea Cliff Yacht Club. The ALIR, with over 90 boats competing (including 9 Js), was won by the J/160 MEDALLION.*



*The well dressed SEA SHADOW crew seen just prior to the 96 Around Long Island Regatta.*

# Brut Cup of New York Becomes Cigna Cup

With an exciting new format that keeps the J/105 fleet sailing in New York Harbor, Knickerbocker Yacht Club recently announced the final dates for the 1997 CIGNA Knickerbocker Cup (Sept 9-14). The newly shortened five-day format features celebrity and professional racing aboard J/105s along the Manhattan skyline. The event is tied in with the New Jersey Harbor Heritage Festival and the Battery Park Street Fair, with United Cerebral Palsy named as the benefiting charity. ESPN will be covering the event in full force, translating the coverage into four languages for distribution in 86 countries worldwide. Of the previous 5 BRUT events, only the CIGNA K-CUP and the GOLD CUP in Bermuda will be covered by ESPN.



**BREAKING NEWS:** The J/105 class has earned one of the 16 slots for the CIGNA K-CUP. The top finishing J/105 team at the Newport NOOD Regatta will qualify to participate in the CIGNA K-CUP. What a great way to leap frog into the big time. Of course, the organizers want the qualifying team to bring their boat as well!

## From the J/105 Owners Forum

**Nelson Weiderman** of J/105 KIMA has been doing a great job managing the J/105 class website. Please e-mail any news to Nelson at [nhw@cmu.edu](mailto:nhw@cmu.edu) or fax 401-783-6863. The website continues to attract many visitors. One of the fun areas is the open forum, which allows sharing of info between owners and prospective owners. Visit us at: [www.paw.com/sail/j105class/](http://www.paw.com/sail/j105class/)

**From dfish@shore.net**

"Super site! My wife and I spend most of our time performance cruising and blasting around daysailing on J/105 #94 "Finest Kind"... but we're thinking of getting back into racing. Any comments on the intensity-to-fun ratio at BI an other New England events? Also curious as to class legality and performance of 3DL sails, ditto long whisker pole use if a-sail is tacked to stemhead, and opinions on mast rake (we've been using max aft position)."

**From 0vogel03@flnet.nl**

"The J105 is my top choice for sailing the Europe 1 Star 2000. They are not very common in Europe. Buying second hand is almost impossible. I'd like to buy one in the USA. Can anyone help me a bit further? Great site, makes me a very jealous sailor, jealous because you seem to be racing all year round in one of the most beautiful yachts I know of."

**From XtremeSJR@AOL.com**

"After a great year of racing my J-105 Xtreme in Chicago, a job change is resulting in relocation to Seattle Washington. I raced J-35's in Seattle for years. I have been unable to identify any Seattle based boats in the owner list on this site. If there are any J-105 sailors in Seattle, please let me know if you have an interest in starting a class and determining whether we want to establish a qualifying series for the Nationals in Chicago this Fall."



A surfing shot of POLAR MAGIC was featured in several advertisements over the winter.

## Production Update

New J/105s are emerging from TPI at a rate of one boat per week, the same production rate when the J/105 was introduced in the spring of 1992! As of June, orders were received through hull #183. The next available hull completes in October. The distribution of the last 30 hulls reveals continued growth around the world, with notable gains in New England, Texas, and California. One-design activity and the relatively few boats on the used boat market has helped keep re-sale values high.

# 1997 Schedule

## June

- 20-22 Chicago NOOD Regatta, Sailing World 401-847-1588  
 23-27 Block Island Race Week, Storm Trysail 914-834-8857

## July

- 12-13 J/105 Massachusetts Bay Championships  
 John Nystedt 508-744-6500 Fax 508-745-7626  
 19-20 The Newport Regatta, Sail Newport 401-846-1983  
 24 Around Long Island Race, Larry Anderson 516-299-2316  
 26-27 Youngstown Level Regatta, John Ruehl 716-745-3862

## August

- 1-3 Buzzard's Bay Regatta (MA), Fleet #2 401-846-8410  
 8-9 New England Solo-Twin (J/105 Double-handed class)  
 Newport Yacht Club, Box 488 Newport, RI 02840  
 8-10 Heart Cup, Atlantic City, NJ Andy Skibo, 908-730-4911  
 15-17 Newport NOOD Regatta, Sailing World 401-847-1588  
 15-17 Chicago Yacht Club Verve Cup, Chris Coffin 847-604-9256  
 16-17 Leukemia Cup, Cape May, NJ Andy Skibo, 908-730-4911  
 30-Sep 1 San Francisco NOOD Regatta, Sailing World 401-847-1588  
 30-Sept 1 St. Michael's Race/Doubled-Handed Event  
 Fleet #3, Bill Sutton 703-532-1749

## September

- 9-14 CIGNA Knickerbocker Cup - New York City  
 Jeff Johnstone, 401-846-8410  
 20 SSC Hospice Cup, Bill Sutton 703-532-1749  
 20-21 San Francisco Big Boat Series, SFYC 415-563-6363  
 26-28 1997 North American Championship, Chicago, IL  
 Fleet #5, Chris Coffin 847-604-9256  
 27-28 American Yacht Club Fall Series, AYC 914-967-4800

## October

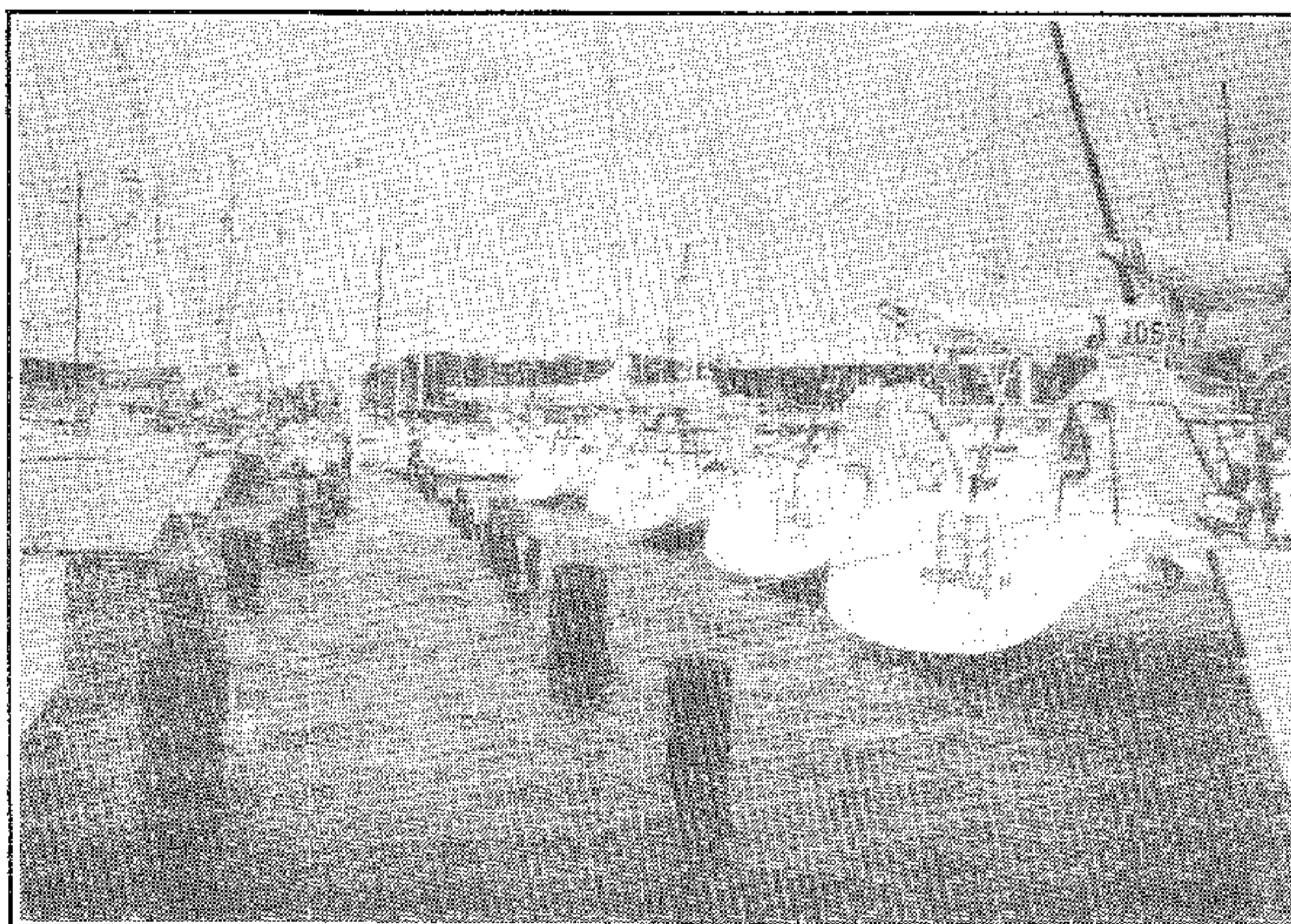
- 4-5 American Yacht Club Fall Series, AYC 914-967-4800

## November

- 1,8,15 Road River Fall Series, Bill Sutton 703-532-1749

# Fleet Contacts

- FLEET #1 SAN FRANCISCO**  
 Thomas Sponholz  
 217 Hivista Rd.  
 Sausalito, CA 94965  
 415-696-3818 Fax 415-332-1053  
 Email: thomasspon@aol.com
- FLEET #2 NEW ENGLAND**  
 Jeff Johnstone  
 557 Thames St. PO Box 90  
 Newport, RI 02840  
 Tel 401-846-8410 Fax 401-846-4723  
 Email: jeffjboats@aol.com
- FLEET #3 CHESAPEAKE**  
 Bill Sutton  
 1798 N. Greenbrier St.  
 Arlington, VA 22205  
 703-532-1749 Fax 703-847-9171  
 Email: billsutton@aol.com
- FLEET #4 LAKE ONTARIO**  
 John Ruehl  
 50 Woodcreek Lane  
 Grand Island, NY 14072  
 716-773-6013 Fax 716-745-9671  
 Email: sail@rcryachts.com
- FLEET #5 LAKE MICHIGAN**  
 Chris Coffin  
 644 Timber Lane  
 Lake Forest, IL 60045  
 847-604-9256 Fax 847-615-2139  
 Email: gccoffin@aol.com
- FLEET #6 LONG ISLAND SOUND**  
 Larry Anderson  
 171 Shore Rd.  
 Glen Cove, NY 11542  
 516-759-3732 Fax 516-299-2786  
 Email: anderson@titan.liunet.edu
- FLEET #7 ACAPULCO, MEXICO**  
 Joaquin Brockman  
 Aguada #2  
 Acapulco, GRO 39300 MEXICO  
 011-52-575-1813
- FLEET #8 SAN DIEGO**  
 Dick Roberts  
 832 Armada Terrace  
 San Diego, CA 92109  
 619-224-2229 FAX 619-224-1820
- FLEET #9 NEW ORLEANS**  
 Rick & Sandy Gibson  
 123 Walnut St. #705  
 New Orleans, LA 70118  
 504-866-0965 FAX 504-588-2305



*It's hard to imagine high tide keeping a fleet from sailing. This was the scene after a storm surge pushed 5' of water into Annapolis, prompting the query, can J/105 sailors really walk on water?*

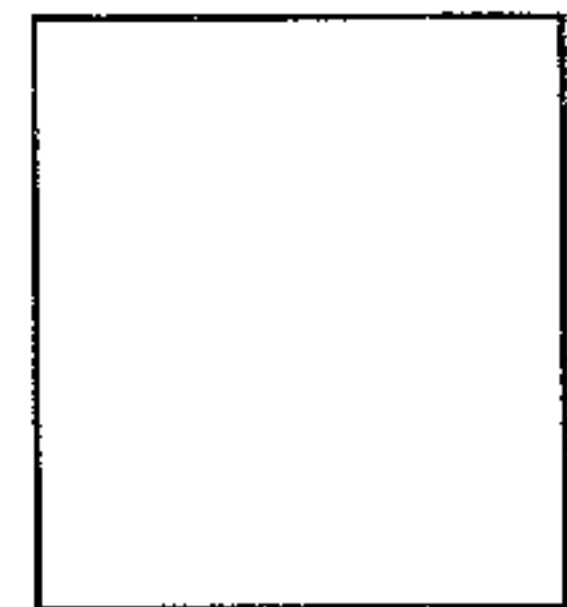
J/105 News is published twice annually by the J/105 Class Association, 557 Thames St, Newport, RI 02840. Photos and report submissions are welcome. Annual class dues are \$25.



How many crew do you need to sail a J/105? This and other questions will be asked of J/105 owners when the class polls its members in July. Look for results in the fall J/105 News.

---

J/105 Class Association  
557 Thames Street  
Newport, RI 02840



Mr. Nelson Weiderman  
127 Schooner Dr.  
Wakefield RI 02879

