

J/105 News

Official Publication of the J/105 Class Association

March 1999

One-Design racing at Key West

J/105 competitors had their first one-design competition at GMC/Yukon/Yachting's Key West Race Week with eight competitors representing at least six fleets. Two boats came from Florida, one from South Carolina, and the remainder came from the Northeast. **Bob Taylor**, the NA Champion, facilitated the good turnout by lining up transport, finding boats for charter, and putting crews together. The weather was perfect: temps in the low 80s, and breezes starting on the light side and building to the final blast on Friday.

The racing for the week was so close that the winner barely averaged better than third place. The top two boats had a collection of owners and crew from eight boats. Winner **Bob Swirbalis** (Boston) on PHENIX had **Andy Skibo** and his two sons from New Jersey's PLUM CRAZY. **Pat Clark** from Chicago's EN GARDE and **Kevin Kelly** from Long Island Sound's CAPRICORN. Second place finisher **Tom Thayer** (San Francisco) brought along his tacti-

cian **Rob Milligan** from SPEEDWELL and was joined by **Nelson Weiderman** and his son **Mark** from Narragansett Bay's KIMA, **Kevin Kienast** from San Francisco's WALLOPING SWEDE, and **Lisa Bennett** from Long Island Sound's WINGED VICTORY.

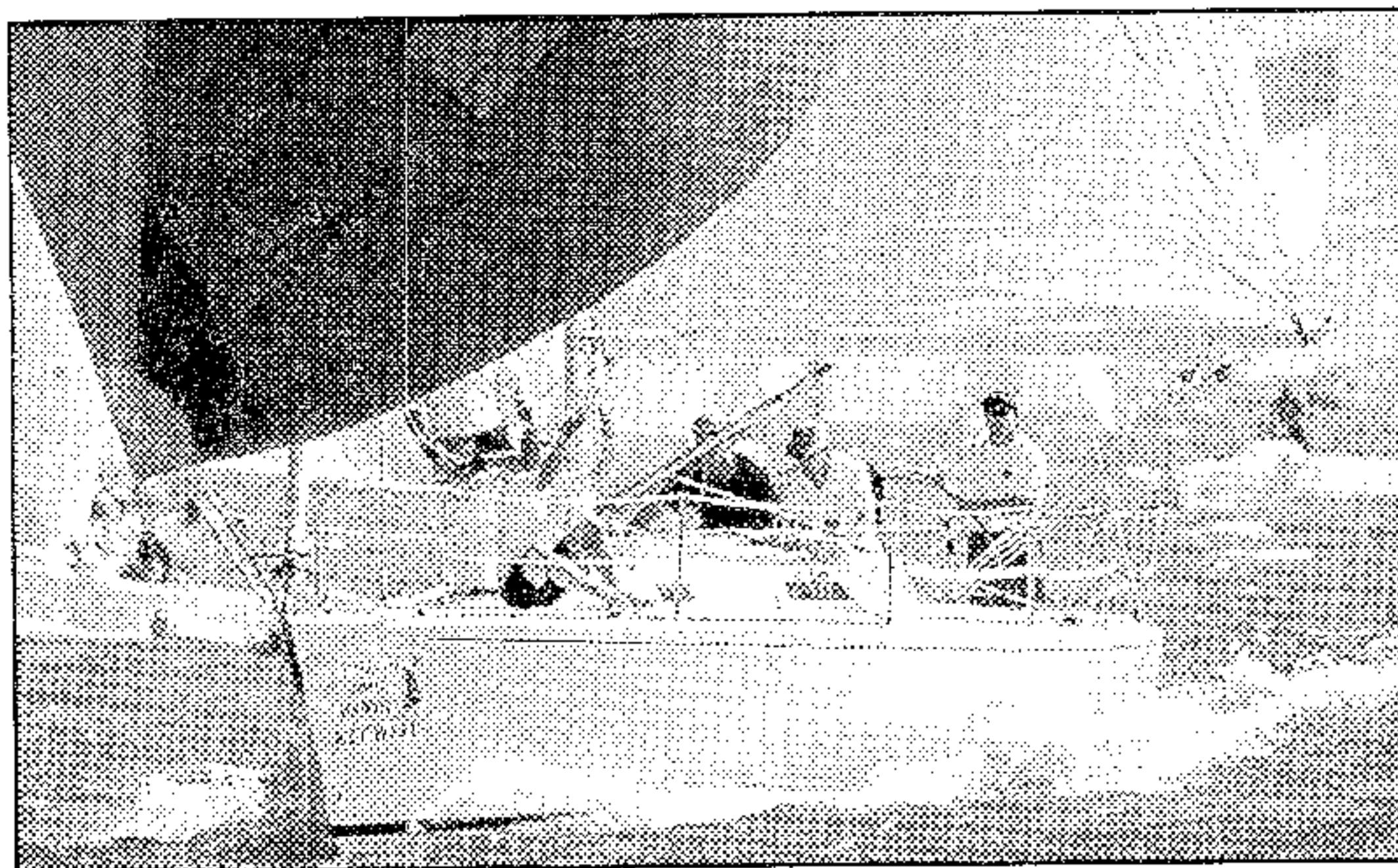
Two races were sailed each of the first three days and one race was sailed on Thursday and Friday. Monday was the lightest day. The RC set out a triple

windward-leeward with 1.5 mile legs. The first race lasted approximately 1-1/2 hours and the second about 3 hours. **Tom Thayer** was hoping for SF breezes, but managed a first in the light air. **Bill Helming** finished first in the second race but took a 20% scoring penalty for a tacking-too-close violation.

Tuesday the breeze was still in the 5-10 knot range, and the fleet produced a new winner. **Tom Coates**

(San Francisco) sailing #224 from South Carolina. **Bill Helming** picked up a legitimate first in the second race. The fleet was not expecting current to be a big factor, but tactician **Hisbani Sinawi** on 221 found some current on the left that was worth avoiding going upwind and capitalizing on going downwind. Staying in the middle after the first beat proved to be deadly with the downwind traffic. After two days racing, ELIZABETH held the lead with PHENIX and WET PAINT two points back, HIJINX three back, SOUTHERN CRESCENT four back, and 224 six back.

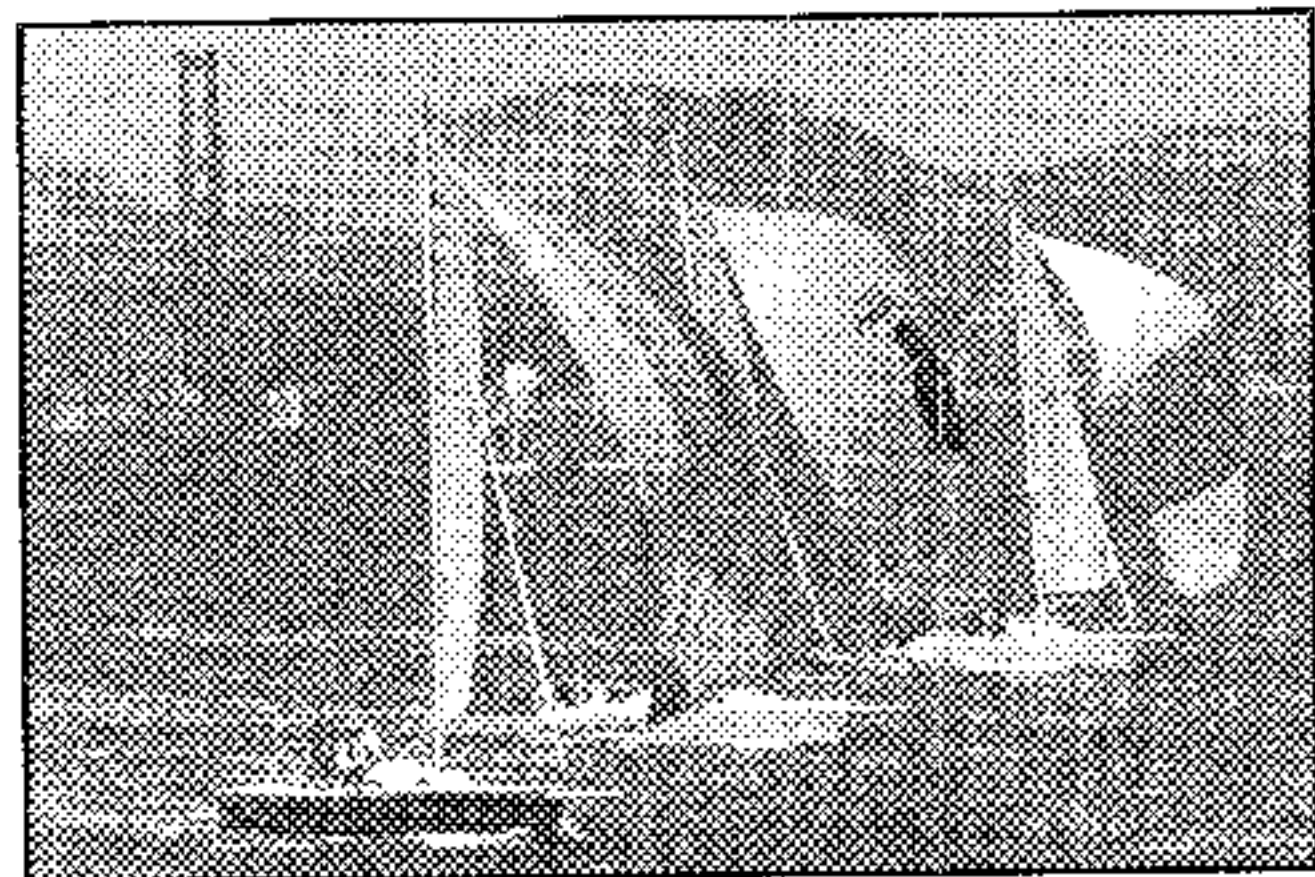
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1999 Midwinters winner Bob Swirbalis and crew surf down the Key West swells

Get Ready for San Francisco Bay

You've all heard how wild and windy it is to sail on San Francisco Bay. Now you can experience it first hand, as the J/105 North Americans moves west for the first time since 1995, where the inaugural championship was held. St. Francis Yacht Club will play host to perhaps the largest J/105 championship fleet ever, August 11-13, 1999.



Qualification: In general, the purpose is to recognize the top J/105 sailors in areas where one-design activity is strongest. Eight charter boats will be made available to out-of-area (California) qualifying teams. Qualifying slots are reserved for one team from each of the largest fleet areas: New

England Fleet #2, Chesapeake Fleet #3, Lake Michigan Fleet #5, Long Island Sound Fleet #6, United Kingdom Fleet #13, the 1998 North American winner, plus two wild card entries allocated by the organizing committee to J/105 owners from outside the above fleets.

Rules: The Championship will be sailed under the helmsman Category B in rule 3.4 of the J/105 Rules. Additionally, each out-of-town boat (non San Francisco Bay) will be permitted a maximum of one Cat 2 or Cat 3 sailor, provided the sailor raced in at least 66% of the boat's races in the 1999 season's races and at least 10 of the boat's races in the preceding 12 months. There will also be a spare spinnaker provision.

The Notice of Race will be posted on Fleet #1's website (linked from the J/105 class homepage), or contact: Tom Kassberg (650-553-8608, tom-kassberg@sugen.com) or Fleet Secretary Karen Rosenbaum (415-884-1312, krosenbaum@travelsmith.com).

What's Inside

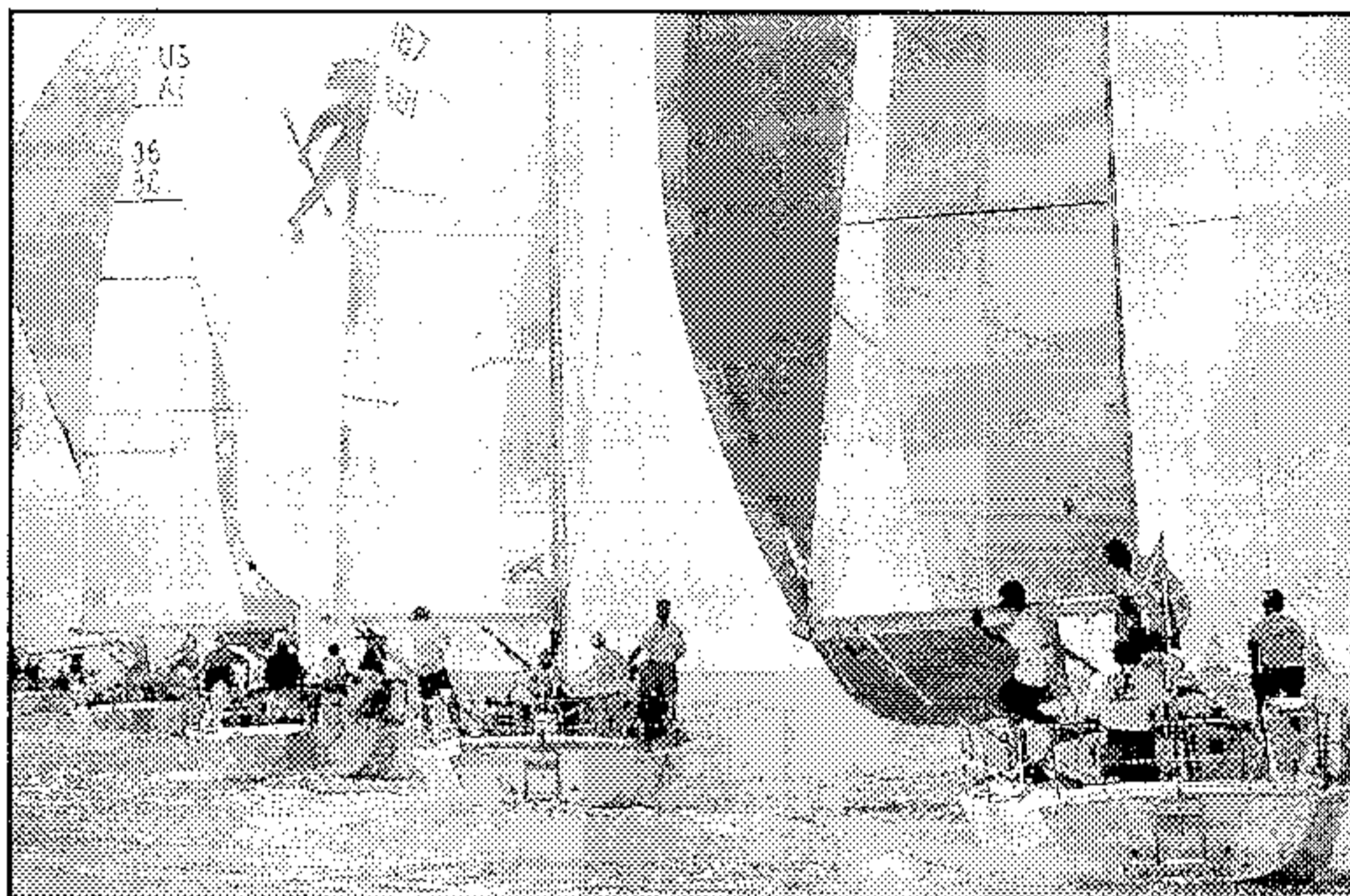
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Key West (continued from page 1)

Al were still in contention.

By Wednesday the wind was in the solid 10 knot range, and it was all PHENIX. Swirbalis just went right each upwind leg, avoided tacking, and found more breeze. Bob's two bullets put him firmly in control, with **Tom Thayer** moving up to second with a solid 2-3 for the day.

Thursday the wind kicked up to 15-18 knots which was more to the liking of the flat sails that Thayer brought from San Francisco. After a 720 penalty at the start for barging, Thayer gradually pulled into the lead, but he certainly didn't run away. After nine miles of racing, the first five boats finished within 63 seconds of each other, with HIJINX holding off WET PAINT by just a couple of boatlengths. The close finish earned the J/105 class the Boat of the Day award for Thayer (tactical watch and crystal bowl). The win put Thayer within 2 point of the leader and set up a winner-take-all situation for the final day between



PHENIX and HIJINX.

On Friday the wind kicked up to 20-25 knots and the RC called for twice around a 2.4 mile windward-leeward course. **Tom Coates** pulled out to the lead at the first weather mark with the 105's literally jumping out of the 3-5 foot waves and trying to avoid the fleet of pesky Vipers. Coates was followed closely by HIJINX and ELIZABETH at the first mark. On their first jibe,

HIJINX tore their spinnaker and blew it out trying to duck behind ELIZABETH for inside position at the leeward gate. They had to finish the race with their white sails, turning their glee at getting the heavy air to dismay for blowing out a spinnaker. They rounded the second weather mark behind 224 and ELIZABETH, but ahead of PHENIX, but it was surfing all the way down the final leg under spinnaker. PHENIX reported speeds in excess of 15 knots through the water. ELIZABETH got her second gun of the series and moved up to third for the regatta. HIJINX held on to second place.

Another highlight of the regatta was the solid performances of the shoal draft boats, SOUTHERN CRESCENT and EMESIS BASIN. The six second a mile handicap seemed about right in both light and heavy air. SOUTHERN CRESCENT always seemed to be competitive and EMESIS BASIN finally picked up the pace in the last two races.

-from a report by Nelson Weiderman

HIJINX takes '98 NA's in Newport

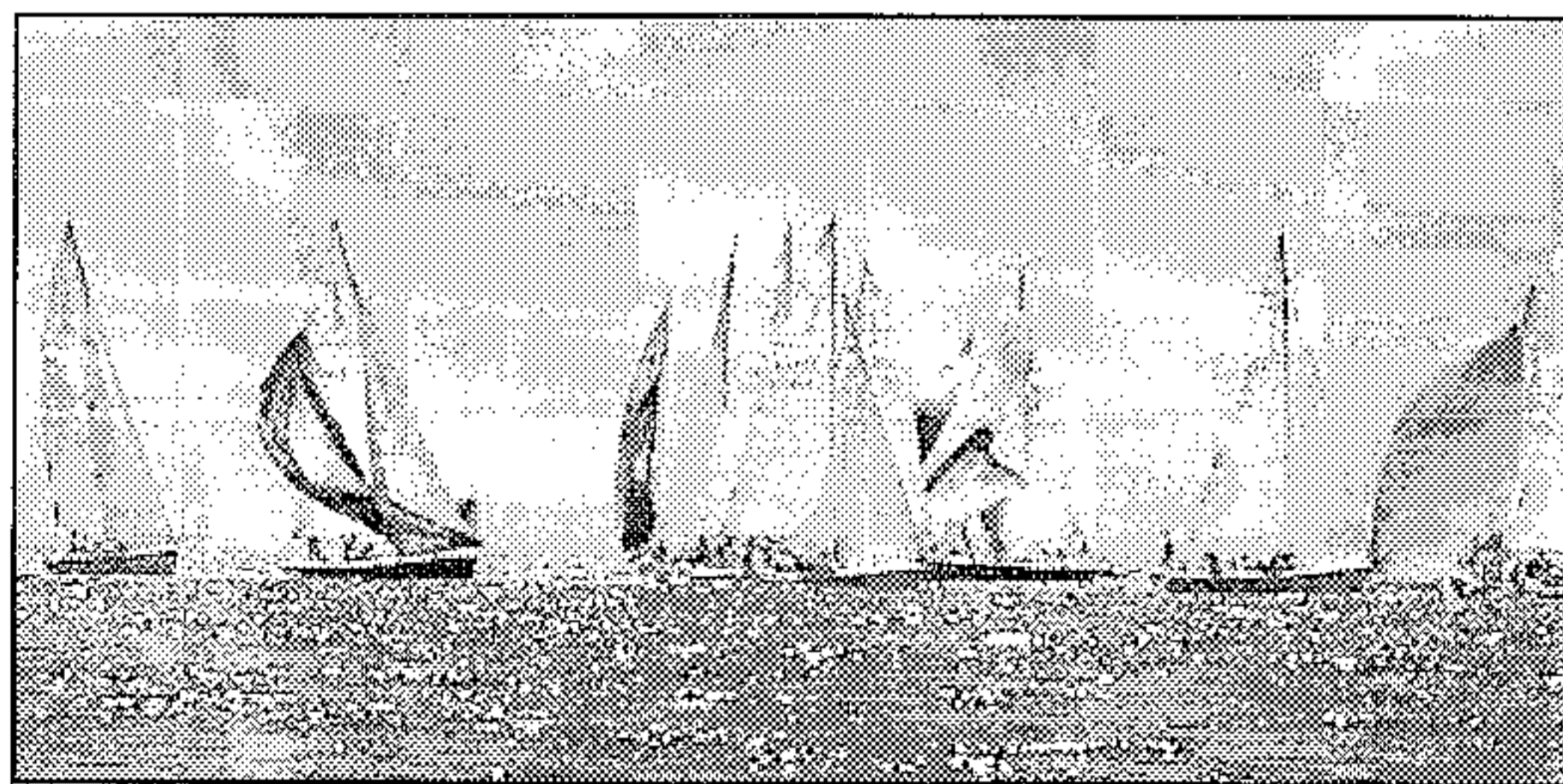
15 J/105s representing seven states participated in the 1998 North Americans, hosted by Ica Lewis Yacht Club September 11-13. **Bob Taylor** (Charlestown, RI) and his team on HIJINX picked up two first places the first day, each by over two minutes. The pace for the weekend had been set.

Three races in a building breeze on Saturday ensured everyone had a great workout and would never complain about the lack of wind in Newport. In race one, a two mile first beat gave the fleet a chance to split in both directions. At the top the left side paid with **Jack Colby** of NO SURRENDER and **Bob Taylor** aboard HIJINX rounding 1, 2 at the first mark. Close behind was **Bob Carballal** on TAR BABY and **Nelson Weiderman** on KIMA. The middle of the fleet remained tight down the run.

On the final beat, NO SURRENDER tightly covered HIJINX and took the bullet by just under a minute. 4th-10th places all crossed the line within 50 seconds, making it one of the tightest finishes of the series.

The breeze built for the next race, allowing early leaders TAR BABY and **Don Priestly** of WET PAINT to hold 1-2 positions from start to finish. On the run, NO

SURRENDER and HIJINX (who had gotten stuck in the middle of the fleet) began to show signs of more aggressive match racing. Rounding the last leeward mark with a bunch of boats, NO SURRENDER couldn't get close enough to hurt HIJINX, so they just sailed fast hoping to put boats in between. But WET PAINT



and KIMA played spoiler, edging out NO SURRENDER by 8 seconds and 2 seconds respectively, to snag 2nd and 3rd. 30 seconds later HIJINX nosed out Canadian **Andrew Rathbun** aboard KEITCHUPESS by 3 seconds to finish 5th, right behind NO SURRENDER.

The current switched before the third race making the waves "bigger" than the breeze, which meant one had to depower the sails for the wind, yet also power them up for the waves. The faster boats were sailing

with draft forward in both main and jib, jib sheet slightly eased and only 1 hole back from normal lead position, and mainsail leech twisted with traveler below middle. This combination of trim allowed for some power in the sails, but with a wider slot between main and jib—giving the helmsman a wider steering groove.

To no one's surprise, the now familiar spinnakers—solid white (HIJINX) and solid yellow (NO SURRENDER)—were once again in front at the 1st weather mark, but this time the leaders were pushed hard by WET PAINT and **Bill Riggs** of RIGADOON. **Bob Swirbalis** of PHENIX also sailed a great beat, rounding the mark 3rd. But without the spinnaker he had torn in the previous race he was unable to

keep up with the fleet downwind.

An advancing cold front moved onto the course during the race, pulling the wind to the right. HIJINX and NO SURRENDER succeeded in protecting the right to finish up 1,2. WET PAINT covered RIGADOON to finish 3rd. **Steve Phillips** on the shoal-keeled MAMBO posted a solid fifth, boat for boat and on corrected time.

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Trailer your J/105

or Well Packaged "Paint"

by Bob Taylor

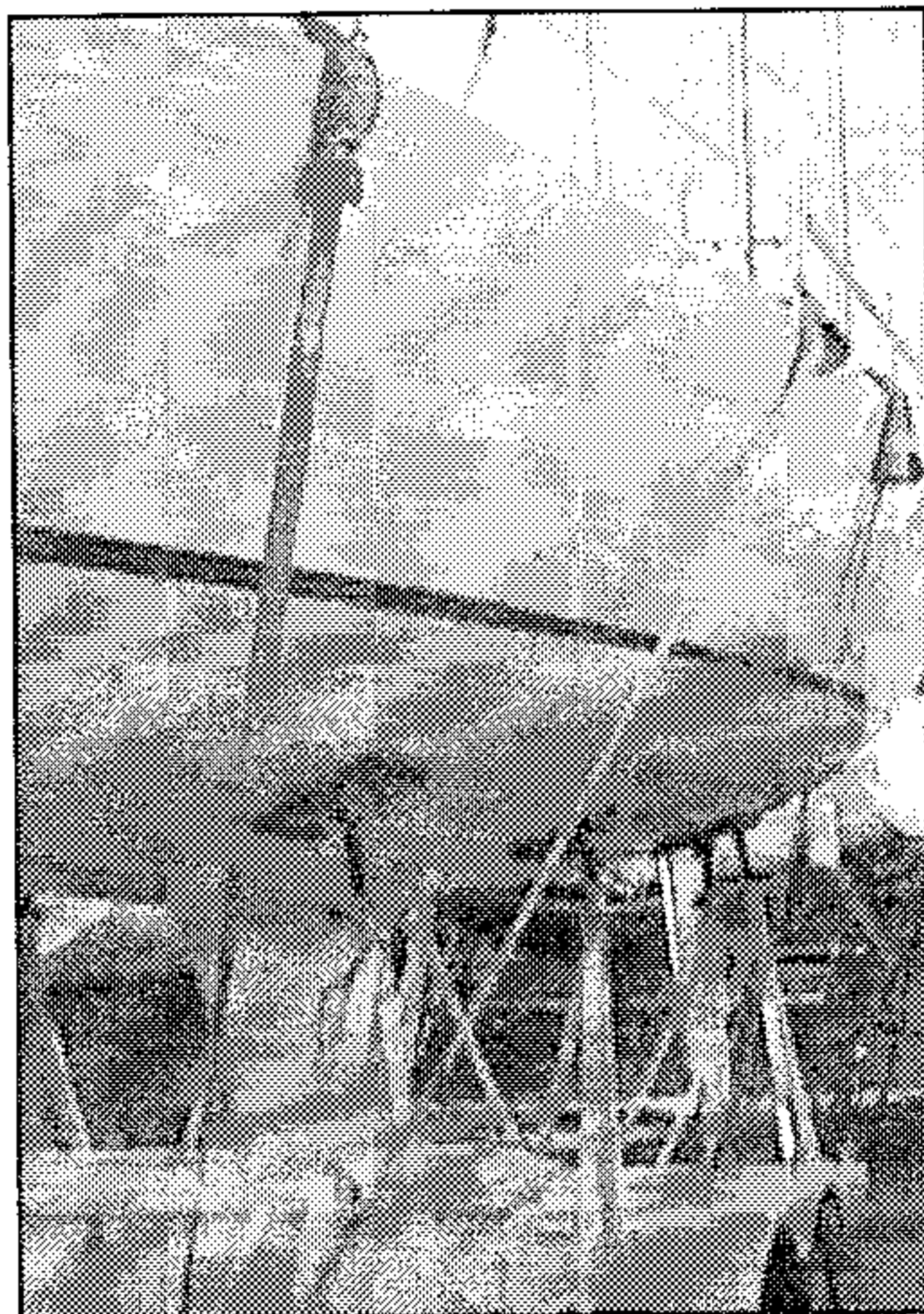
Okay, so you've decided you're going to bring your baby to that distant port to see how you and your team match up against the competition. This article will deal with prepping the boat and mast for trailering.

(Editor's note: see the website for the complete story, and more information about proper loading and securing of the boat to a trailer.)

When I prep for a road trip, the first items to be stowed are the dodger, boom vang, and boom. I secure the end of the boom with the main halyard and then remove the vang, taping the pins and bolts to the vang itself so they don't get lost in the shuffle. I next pull the mainsheet free, leaving the blocks on the boom and detaching the boom at the gooseneck first. I leave the bolt and pins in the gooseneck, taped in place. After gently placing the front end down, I go back and ease the main halyard to gently drop the rest of the boom to deck level. Carefully stow your boom below, making sure to wrap the sections that might rub against something with carpet strips or bubblewrap. Once you've secured the boom and vang below, get the dodger down below and secure it, again making sure any areas that might rub against the bulkheads or boom are separated by suitable material.

The mainsheet system can now be discon-

nected from the traveler car and stowed securely below. Remember to gather your jib cars. Then I secure the halyards to the mast blocks at the foot of the mast by fastening each halyard to itself



where it exits the mast, pulling the halyard tight down through the block at the mast foot, and knotting it as it exits the block on its way to the stoppers. Once knotted, you can pull the remain-

ing halyard length from the cockpit through the stoppers and coil them at the mast.

I next check to make sure I have a reference mark on my furling line, then pull it out of the fairleads and coil it as close to the drum as possible. If the drum turns accidentally, I can easily reset it with the reference mark.

In order to duplicate your existing shroud settings, it is imperative to get the measurement from the top to bottom of each turnbuckle. I use a little gauge so that I can make the measurement in mm's. Once I've recorded these numbers I'll tape them somewhere in the nav table. I now back off each turnbuckle three or four complete turns. If the uppers refuse to budge, put sufficient backstay tension on until they can be turned. Once they free up, go back and ease the backstay adjuster all the way out and make sure you can still turn them with it eased. Leave the shrouds slack, but not disconnected. Now go back to the hydraulic backstay and ease it all the way out. Disconnect the backstay from the backstay adjuster, and put the bolt and pin back in the adjuster end and tape them in place. Now remove the lower adjuster bolt and pin, tape them to the adjuster unit and secure the hydraulic backstay unit down below. Wrap it up in old carpet to be extra sure that the adjusting

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'98 North Americans (continued from page 2)

The cold front passed through during the night, leaving a dying 10-12 knot northeaster. After a brief postponement, the fleets were sent off on a 3-leg course in only 6-7 knots of wind. Excelling in these conditions were **Jim Sorenson** (East Hampton, NY) and **Jon Zakin** (Chicago, IL) who rounded the first mark 1-3, accompanied by **KIMA** and **Hugh McLean** on **ALLRIGHT**. Six lengths back, **HJINX** held a two length advantage over **NO SURRENDER**. While most of the fleet jibed onto the headed port jibe, **HJINX** stuck like glue to **NO SURRENDER** and sailed her into the unfavored right corner, which enabled **TAR BABY** (who had rounded the weather mark 7th) to pass both boats downwind.

At the front of the fleet, **Jon Zakin** on

ELIZABETH was able to skirt around **KIMA** and **WET LEOPARD** to bring home the well deserved bullet. **TAR BABY** again demonstrated their comeback prowess by finishing 3rd behind **WET LEOPARD**. In the race for 1st overall, **HJINX** covered **NO SURREN-**

DER to the end, giving both boats their worst finishes of the series: 6th and 8th.

With only one race left, **NO SURRENDER** needed to beat **HJINX** by 2 places and finish in the top 4 to take the championship, but that was easier said than done. At the first mark **HJINX** and **NO SURRENDER** were 4th and 5th. The regatta was clinched on the downwind leg when **HJINX** baited **NO SURRENDER** off to the right side of the run, and quickly jibed for the new leeward mark unseen by several of the race leaders. The fleet remixed at the leeward mark, the breeze built to 12-15 knots, and **HJINX** and **NO SURRENDER** pulled to the front of the fleet to take the top two spots overall.

-from a report by Jeff Jobstone



1998 North American Champions. From right to left: Bob Taylor, Todd Berman, Tim Kohl, Glen Hunter, and Larry Lombardo

Owners have their say...

The discussions below are excerpts from the J/105 Owner's Forum on the class association website. To have your say on these or other topics, go to www.paw.com/sail/j105class/

...on Finding Crew

from **Craig** (Indiana)

Just finished my first season racing a J/105 out of Michigan City, IN (yes, there is a small but active group racing PHRF there). Would really like to pull together a steady crew next year mostly for Saturday morning buoy racing, but I do not want to "steal" anyone away from an established boat. It would be nice to bring some new people in to expand the fleet anyway. Other than posting at YC's, marinas, colleges and internet forums, do any of you know any other clever ways to find new crew? Thanks, and we couldn't be happier with the boat, great fun.

from **Per Bocymo** (Norway) LOVISE

Hint: try to get in contact with dinghy and small keelboat sailors, they are often keen on sailing bigger boats.

from **Stuart R. Burnett** (Richmond VA)

I've done pretty well by finding people I enjoy being with first. I can teach people to sail the boat, but I can't change their personality. Also, I ask the crew to share some responsibilities... I think this makes people more committed. I try to maintain an atmosphere of reasonable expectations... By setting expectations rationally, we could enjoy the regatta, even when we weren't winning.

from **Dean Dietrich** (Tiburon, CA)

Here in San Francisco we don't seem to have a problem finding and keeping crew... I have always supplied the sandwiches and drinks, though I doubt if anyone sails with me for that reason. My sources are a local web site which lists crew, and a local sailing mag (Latitude 38). How do you keep people? First and foremost, be competitive. If you are finishing in the top 5 of your fleet, everyone will want to sail with you. If you are not at that level, make it clear that is your goal, and back up that commitment with good sails, gear and practice. If you take a "relaxed" attitude, don't expect your crew to give the regattas their top priority. Second, treat people well, or at least don't abuse them. Our turnover has been very infrequent, and then only due to outside circumstances... if you convey an attitude of winning, and back it up, you will attract and keep the best sailors in your area.

...on Cross Sheeting

from **Anders Landin** (San Francisco)

For medium and heavy air sailing, we are considering to cross sheet the jib (sheet the starboard jib sheet on a port side winch to allow trimming the jib from the rail). Is there anyone who has experience with this on a J/105? Ideally, we would like to use the cabin top winches to be able to keep the crew on the rail, but we have some concern that this may not be structurally sound since it might load the winches and the cabin top area beyond the designed load range. Has anyone tried this? Can anyone please comment on the structural issues?

from **Ian Farquharson** (Toronto)

Anders, we have tried it a few times with mixed success. It worked very well the first time when we had regular crew and we got plenty of time before the race to practise and get into a rhythm - it worked very well because we were very short-handed in 25 knots (we were just 3 people and we race PHRF ie. 8 - 10 guys on the other boats!). Another time though, we tried it without any practise beforehand and the crew kept getting ropes crossed and slowing down the tacks. In both cases we used the normal winches and pretended it was the spinnaker (we use the primary winches for the chute too). I will try it again for sure but only once the crew have had at least a dozen practise tacks beforehand - good luck.

from **R. Hoyer** (Annapolis)

Hope no one will mind some input from a J/29 skipper, but we've come across another very good solution: genoa trimmer does not cross sheet, but takes the tail of the sheet with him/her to the rail. In heavy air, genoa is eased in, big puffs from the rail. Once the puff has passed, I call of the genoa to come back in, and the MAIN trimmer / tactician jumps down briefly and grinds a couple of turns, with the sheet still tailed from the rail by the same person. Another nice feature: at a tack, the main trimmer loads the new winch, takes the old tail, and releases for the genoa guy. Smooth!

...on Main Pumping

from **Nelson Weideman** (Wickford, RI)

A rules issue arose (without any protests) at Key West Race Week with regard to pumping (pulling in the main to help hop onto a wave to surf). It would appear that this is legal, but cannot be done by grabbing and pulling all the parts of the mainsheet as you might do when you jibe. Apparently you have to rely on the 6:1 purchase of the mainsheet. Can anyone confirm this with a citation?

from **Anders Landin**

Regarding pumping: Rule 42.3 (b) allows pumping the main once per wave going downwind. The old rules specified that this could only be done by pulling one of the parts of the main sheet. This wording has been removed in the new rules, so you can indeed grab all the parts of the main sheet when pumping the main, but only once per wave.

from **Nelson Weideman**

Anders... I've looked in the old rules and the new rules and the appeals. I can't find anything about using one part versus all parts of the mainsheet in regard to rule 42.3 (b). Some at KW were adamant that you could not use all parts. Can you provide a more precise citation for this?

from **Anders Landin**

I went back to the old rules (93-96), and I also had problems finding any clear difference between those and the new rules. To sort out the confusion I asked **Seadon Wijzen**, local sailmaker and 'rock star' who together with **Bill Gladstone** and **Peter Isler** held a tactics seminar here yesterday.

He confirmed that under the new rules you can hold as many parts of the main sheet as you want when pumping the main (once per wave or gust). He also said that under some older version of the rule, you were required to use one part of the sheet only, and thus pump via the normal purchase. He could not say exactly when this changed.

I'm sorry not to give you an exact citation, but I think you can safely continue to pump with all parts of the main sheet under the current rules.

Trailering Paint *(continued from page 3)*

knob does not get damaged while in transit. Secure the backstay forward to the mast.

You should have plenty of slack in the headstay now, so remove the bolt and pin below the drum, replacing them back into the forestay attachment, and tape them in place. Secure the forestay temporarily to a bow pulpit or stanchion and go below to disconnect any wiring that may run through or near the mast blocks. Have a crane pull the mast and you are ready to go!

When you've arrived at your destination, re-stepping the mast is accomplished with a friendly crane operator and an extra pair of hands. Once you've seated the mast back on the step securely, attach your shrouds loosely, put your mast blocks back in, and secure the mast boot.

I reattach the headfoil next, tensioning the spinnaker halyard (attached at the bow) if I need more slack to get the pin through. Re-tuning the rig should be a snap using the previously record-

ed measurements. Once you're completely re-rigged and geared up, go for a sail and recheck your mast tune. Bring on the local competition, you're ready!

Once you've done a trip and gotten to know your 105 better, it's not such a big undertaking. Lots of old carpet and plenty of duct tape, a little preparation goes a long way.

See the complete story and more photos at www.paw.com/sail/j105class/

Race Results

Key West Race Week

January 18-22, 1999

1.	PHENIX	Bob Swirbalis	23
2.	HIJINX	Tom Thayer	26
3.	ELIZABETH	Bill Helming	29
4.	S. CRESCENT	Daniel Kerckhoff	33
5.	WET PAINT	Donald Priestly	33
6.	USA 224	Tom Coates	39
7.	ODYSSEY	D. Spentzos	52
8.	EMESIS BASIN	W. Chambers	58

Dana Point Mid-Winters

February 13-14, 1999

1.	THOR	P. Wager
2.	LEGACY	B. Dougherty
3.	ENERGY	G. Davies
4.	SIMPLE ELEGANCE	C. Cheasley
5.	BELLY DANCER	A. McMillan

NYYC Rolex and New England Champs

July 24-26, 1998

1.	HIJINX	R. Taylor	12
2.	IF ONLY...	H. Howalt	19
3.	WET PAINT	D. Priestly	27
4.	ACE	F. Stelle	34
5.	KIMA	N. Weiderman	35
6.	TAR BABY	B. Carballal	39
7.	ALL RIGHT	H. McLean	49
8.	MAMBO	Brown	52
9.	CATAMOUNT	D. Greenhouse	60
10.	JAZZ	Townsend	61

American YC Fall Regatta

September 28-29 & October 3-4, 1998

1.	WET PAINT	Priestly	11
2.	TAR BABY	Carballal	23
3.	RAG DOLL	Berger	27
4.	ELIZABETH	Parker	29
5.	W. VICTORY	Laughren	34
6.	CAPRICORN 3	Hausner	35
7.	ODYSSEY	Spentzos	44
8.	CATAMOUNT	Greenhouse	44
9.	OFF LIMITS	Vondrathen	57
10.	ISIS	Bingham	64
11.	WET LEOPARD	Sorensen	72

Lauderdale-Key West Race

January 14-16, 1999

Congratulations to David Scully and crew who won PHRF class 3 in the J/105 TERN. The team was eighth overall with a corrected time of 35 hours over the 170 mile course.

1998 North Americans

September 11-13, 1998

1.	HIJINX	R. Taylor	11
2.	NO SURRENDER	J. Colby	13
3.	TAR BABY	B. Carballal	25
4.	WET PAINT	D. Priestly	30
5.	KIMA	N. Weiderman	39
6.	WET LEOPARD	J. Sorensen	41
7.	W. VICTORY	T. Laughren	41
8.	RIGADOON	B. Riggs	44
9.	ELIZABETH	J. Zakin	45
10.	ODYSSEY	D. Spentzos	48
11.	CATAMOUNT	Greenhouse	57
12.	MAMBO	S. Philips	59
13.	KETCHUPLISS	A. Rathburn	61
14.	ALL RIGHT	H. McLean	63
15.	PHENIX	B. Swirbalis	66

Block Island Race Week

June 21-26, 1998

1.	HIJINX	R. Taylor	15
2.	KIMA	N. Weiderman	21
3.	TAR BABY	B. Carballal	28
4.	PLUM CRAZY	A. Skibo	31
5.	ALL RIGHT	H. McLean	32
6.	WET PAINT	D. Priestly	38
7.	ODYSSEY	McAdams/Spentzos	41
8.	Phantom	W. Conway, Jr.	42
9.	W. VICTORY	T. Laughren	50
10.	THOOSA	J. Driver	51
11.	IF ONLY...	H. Howalt	54
12.	KETCHUPLISS	D. McCluskey	70

S.F. Big Boat Series

September 25-28, 1998

1.	THRASHER	S. Pote	28
2.	BLACKHAWK	D. Dietrich	31
3.	LA PAVONI	Z. Draganic/H. Lammens	35
4.	CHARADE	T. Coates	35
5.	ADVANTAGE	P. & W. Benedict	36
6.	BELLA ROSA	D. Tambellini	39
7.	SPEEDWELL	T. Thayer/D. Watts	40
8.	SAIL'S CALL	I. Charles	54
9.	IRRTNL AGAIN	J. F. Leet	56
10.	W. SWEDE	T. Kassberg	62
11.	JOUST	A. Kelly	67
12.	JOSE CUERVO	S. Hock	67
13.	ULTIMATUM	V. Di Lorenzo	73
14.	W.B. JAMMIN 2	C. Coffin	76
15.	PIPPIN	D. Owen	80
16.	HELE ON	G. Rooney	85
17.	CAPRICORN	B. Booth	90
18.	AQUAVIT	R. Steiner	94
19.	LUNA SEQ	Ri. Smith	120

Newport NOOD Regatta

August 14-16, 1998

1.	HIJINX	R. Taylor	11
2.	WET LEOPARD	J. Sorensen	14
3.	ODYSSEY	D. Spentzos	23
4.	KIMA	N. Weiderman	28
5.	RIGADOON	B. Riggs	32
6.	CATAMOUNT	D. Greenhouse	35
7.	ALL RIGHT	H. McLean	37
8.	CAPRICORN III	W. Hausner	42
9.	PHENIX	B. Swirbalis	43
10.	WET PAINT	D. Priestly	44
11.	W. VICTORY	T. Laughren	46
12.	IF ONLY...	H. Howalt	46
13.	ELIZABETH	F. Parker	60

Larchmont Race Week

July 18-19 & 25-26, 1998

1.	TRINITY	Foxx	9
2.	CAPRICORN 3	Hausner	10
3.	ODYSSEY	Spentzos	13
4.	WINGED VICTORY	Laughren	14
5.	PEREGRINA	Burack	23
6.	ELIZABETH	Parker	38
7.	ISIS	Bingham	43
8.	IIIARIA	Florence	45

Fleet News

H I J I N X + w h e e l = H O K U ' L E L E

HOKULELE has three new owners: Dennis Deisinger, Rob Cooper and Lambert Thom. Dennis submitted this report.

Lambert and I have been actively sailing together for almost 20yrs. The three of us have been on the same boat (a Tartan 10) for the past 10yrs. This is our first partnership together. We hit on the J/105 a year ago because it had a competitive one design fleet, was a good daysailer for the family(ies), and reasonable care and feeding cost. We hated to change the configuration of the boat especially since it did so well as it was, but we believed the wheel to be more competitive for our conditions. Most of the fleet have wheels or have converted to wheels out here. While the tiller gives you better feel, a wheel gives better control in a breeze and leaves more room in the cockpit for racing and cruising. And it is easier to sail for our less experienced crew/guests.

We knew coming into this fleet that we would be underdogs as we have minimal experience with sprit-boats. In order to be competitive sooner we decided to eliminate some variables - we got a proven boat, we now have new sails, we are picking the brains of local owners... To use a cliché, we wanted to have 'No excuse to lose.' If we don't do well, we have no one to blame but ourselves... Which is ok as long as we are having a good time!

As for sharing the boat, we all agree to race the boat hard and have a good time doing it. This means including our family and friends on race and especially in non-race events. This formula has worked in the past - and we were competitive then. We have a great/loyal crew and we sail with wives/girlfriends and kids.



Last September, **Bob Taylor** sailed HIJINX to a North American title. Afterward the boat underwent a wheel conversion and was sold to three guys from San Francisco (see left sidebar), who renamed her HOKULELE. But that's hardly the end of the story. Enroute to her new home, HIJINX/HOKULELE was chartered to fellow San Franciscan **Tom Thayer**, who teamed up with J/105 webmaster **Nelson Weideman** to finish 2nd at the '99 Midwinters in Key West.

Bob Taylor also definitively won the Key West Logistics award for so creatively weaving together four teams that represented the four corners of the country!

#3 From the minutes of the annual meeting on Jan. 9:

1. **Chris Groobey** will prepare a first draft of written by-laws as a long term project.
2. The 2000 N. Americans will be held in Annapolis. There was discussion on deep and shoal draft boats competing, using the appropriate rating allowance.
3. The 1999 schedule includes six events which will form the charter qualification series for the North Americans in San Francisco. These include: Rhode River Series, St. Brendan's Cup, AYC NOOD, SSC Twilight Race, EYC One Design Classic and SCC Ted Osius Memorial Race. Contact me for schedule and scoring information.
4. **Paul Mikulski** of J/Port Chesapeake announced the addition of at least eight boats to the fleet this spring.
5. Many variations of a "rock star rule" were discussed. Since votes on proposed rules were very close and contentious and only slightly more than half the fleet's boats were represented at the meeting, a formal written vote will be held in connection with the payment of 1999 dues.
6. **Bill Sutton** and **John Driver** will coordinate the rules for fleet-wide trophies recognizing rookie-of-the-year, most improved, etc.

- **Chris Groobey**

#13 The newly formed UK fleet were delighted that Hamble River Sailing Club were able to offer a class start for the J/105's, in their excellent MDI Winter Series. Racing throughout the regatta was close with three different boats winning races.

Series winner was SENSATION, campaigned by **Paul** and **Marie Claude Heys**, with a crew of family and friends from Hamble. Second was **Julian Grindall's** JGO, visiting from Brighton. Skipped by **John Taylor**, JGO featured good speed and tactics, but twice fell foul of the rule book, which cost them valuable points.

Third placed SHADES OF GREY is a shoal keel version, owned by **Andrew Wilson**. Andrew's business commitments kept him away for several races, so the skipper's role went to QUOKKA helmsman **Charlie Oxley**. Charlie adapted to this new class well, taking SHADES to a race win and several podium positions.

At the end of the series the owners formalised the class association and agreed on a one design programme for season 1999.

#5 At the winter meeting in December, the 1999 schedule was the most important topic. **George Petkovic** (REVELATION) gave an update on the Area 3 schedule. Our fleet needs more commitment in Area 3 to maintain one design status.

It was decided to continue with the class jib and the 89 m² spinnaker for all buoy one design racing, and to maintain the use of ether sails on all PHRF and non-class races.

Larsen Marine brought hull #251 to the Safety Sail Boat Show. Many prospects toured the boat. The only major change on the boat was the relocation of the instruments to a pod centered above the companionway. According to **Jeff Johnstone**, this provides better viewing and allows ventilation hatches to be installed where the old instruments were. The display boat sold on Friday to **J. "Brian" Watson** (Holland, MI), who plans to race it in Chicago.

We also welcome new fleet members **Tom** and **Marilyn Edmond**, who will be sailing ROAD RUNNER. **Nancy Glover** (Chicago) will take delivery of hull #233 this spring. According to Alex Christie of Larsen Marine, the next new hull will not be available until mid summer.

#10 We are arranging a get together of owners in early March to discuss plans for 1999. Primary challenge is to arrange a sailing event targeting Squan Tri-Sail regatta (July 30, 31 and Aug. 1). Our goal is to first get north and south Jersey boats exposed to the fun of racing together as a larger group of J/105's. Hopefully that will allow us to push for even more interaction between the two ends of the state in 2000.

We would also hope to attract northern boats south for the four sequential class racing weekends we have scheduled in Ocean City and Cape May. That sequence starts with the annual Heart Cup hosted by Ocean City Yacht Club on Aug. 6-8, and ends Aug. 21/22 with the Leukemia Cup event at Cape May, usually with **Gary Jobson** in attendance. Leukemia Cup has become a competitive event for J/105's.

We're still working our way through the blending of north and south Jersey sections of the fleet, a challenge since each end of the state is also drawn towards their neighboring areas (Long Island Sound and the Chesapeake). We hope to be fully engaged in class configuration J/105 racing in at least the southern area by summer 2000. - **Andy Skibo**

#6 The owners' meeting was held on Feb.13th at the Larchmont YC. It looks to be an excellent year of J/105 racing and socializing for the fleet. The regatta schedule for events counting toward the season-long standings and qualifying events for the NA's were decided. Contact me for regatta scoring and schedule information. If the top qualifier declines to go to San Francisco, the choice will be made available to the second, and then third place qualifier if needed. Also, anyone can bring their own boat out to SF to compete in the NA event.

The group reviewed the NOOD format, which will be a THREE DAY event and the Northeast Championship for the class. Fleet#6 plans to hold a dinner/social on that Friday evening.

Dimitrios Spentzos reported that all of last season's sponsors intend to repeat their support. A new sponsor, UK Sailmakers has offered to lend support for the class. Due to the excellent sponsor support already in place, it was voted to award trophies for the top FOUR finishing boats as well as the Best Effort award.

The Fleet Captain and Treasurer announced a reduction in the annual dues to \$85. Every effort will be made to have all necessary sails stamped, prior to or during the first weekend in May.

- **Bob Taylor**

1999 Calendar

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

March			
2-7	SORC	Miami, FL	Coral Reef YC
April			
3,10,17	RRBC Spring Series	Chesapeake, MD	Fleet #3
17-18	NOOD Regatta	San Diego, CA	Sailing World
17-18	J-Fest Regatta	St. Francis YC	Fleet #1
May			
1-2	Vallejo Opener	Vallejo YC	Fleet #1
1-2	SSC St. Brendan's Cup	Chesapeake, MD	Fleet #3
1-2, 8-9	American YC Spring Series	Mamaroneck, NY	Fleet #6
7-9	NOOD Regatta	Annapolis, MD	Sailing World
15-16	YRA Circle	OYRA	Fleet #1
15-16	Greenwich Cup	Riverside YC	Fleet #6
29	Chicago Spring Opener	Chicago, IL	Fleet #5
30	Olympic Cup	Chicago, IL	Fleet #5
29-30	Memorial Day Regatta	St. Francis YC	Fleet #1
June			
4-6	Nantucket Gold	Newport, RI	Fleet #14
5-6	Harbor Cup	Setauket YC	Fleet #6
5-6	Columbia Invitational	Chicago, IL	Fleet #5
6	YCRA City Front	OYRA	Fleet #1
11-13	NOOD Regatta	Chicago, IL	Sailing World
12	One Design Classic (EYC)	Chesapeake, MD	Fleet #3
12	Chicago-Waukegan (WYC)	Chicago, IL	Fleet #5
19	Knox Long	OYRA	Fleet #1
21-25	Block Island Race Week	Block Island, RI	Storm Trysail Club
27	Coastal Cup/Santa Barbara Race	Encinal YC/S. Barbara YC	Fleet #1
July			
17-18	Race to Baltimore (MRSA)	Chesapeake, MD	Fleet #3
17-18	The Newport Regatta	Newport, RI	Sail Newport
17-18,24-25	Larchmont Race Week	Larchmont YC	Fleet #6
24-25	Youngstown Level Regatta	Youngstown, NY	Fleet #4
29-Aug 1	New England Solo/Twin	Newport, RI	Jeff Spranger
31-Aug 1	NOOD Regatta	Marblehead, MA	Sailing World
31-Aug 1	Second Half Opener	Encinal YC	Fleet #1
August			
6-8	Buzzards Bay Regatta	Buzzard's Bay, MA	Fleet #14
6-8	Heart Cup	Ocean City, NJ	Fleet #10
13-15	North Americans	San Francisco, CA	Fleet #1
13-15	Verve Cup	Chicago, IL	Fleet #5
21-22	Leukemia Cup	Cape May, NJ	Fleet #10
21-22	Waukegan Champs	Chicago, IL	Fleet #5
September			
4-5	NOOD Regatta	St. Francis YC	Sailing World
11-12	NOOD Regatta/NE Champs	Larchmont, NY	Sailing World
16-19	Big Boat Series	St. Francis YC	Fleet #1
25-26	American YC Fall Series	Mamaroneck, NY	Fleet #6
October			
1-2	Master's Regatta	St. Francis YC	Fleet #1
2-3	American YC Fall Series	Mamaroneck, NY	Fleet #6
12	Heyes Cup	Chicago, IL	Fleet #5
16-17	Manhasset Fall Series	Manhasset, NY	Fleet #6
2,9,16	Annapolis YC Fall Series	Chesapeake, MD	Fleet #3
November			
6,13	RRBC Fall Series	Chesapeake, MD	Fleet #3
January 2000			
17-21	Mid-Winter Champs	Key West, FL	Premier Racing

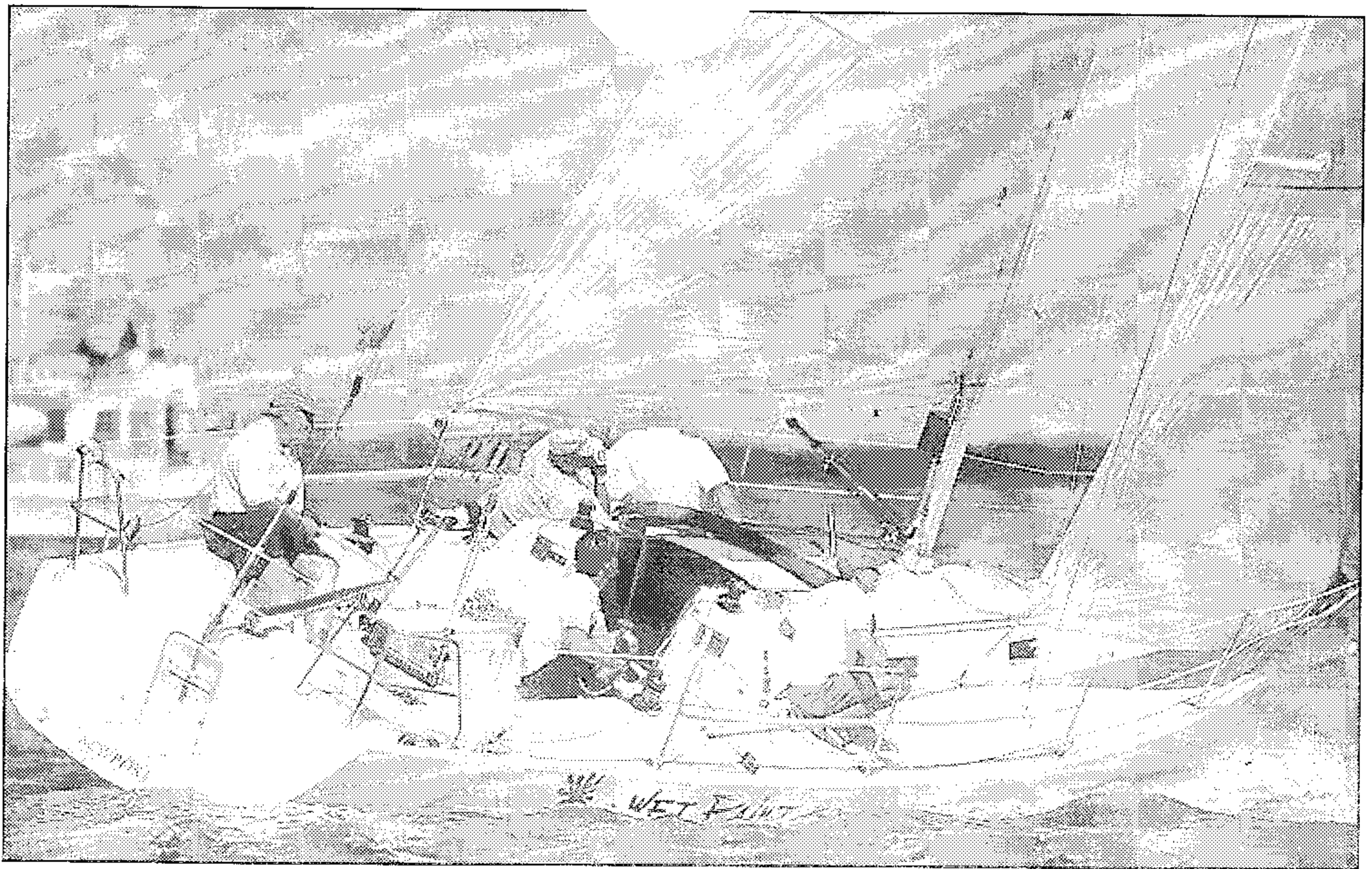
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