

# J/105 News

Official Publication of the J/105 Class Association

Fall 2002

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I had the distinct privilege of attending the measurement day and the first day of racing at the North American Championship in Chicago. What a venue! What a fleet of boats from around the country! What competition! What an organizational effort! What a great Class we have!

Certainly, Fleet #5 did raise the bar for running the NAC. Very early on, they made it abundantly clear that this would be a regatta run according to the Rules. The competitors came understanding that sails would be measured, hulls would be inspected, and crews would weigh in and satisfy all the competitor classification requirements. As Race Chairman Bob Smith stated when he opened the event, "Our goal is to run this Championship in a manner memorable for exciting sailing, great camaraderie, good fun, fairness and integrity." Read more about it in the feature that starts on this page.

Since January, the website has been running a "Quickpoll" to measure the pulse on various issues important (and not so important) to Class members. This is not at all scientific and is not restricted to owner or member participation. There is a list of previous polls accessible from the main site that can be browsed as well.

One recent poll seemed to indicate that most of you would rather sail on a regular basis with friends (who are good sailors) rather than with even better sailors (sailmakers or rock stars) who are not friends. Another poll showed an almost equal split between those who think we have too many rules and too much enforcement and those who think we need lots of rules and enforcement for fair sailing. To me that means your leadership is getting it about right.

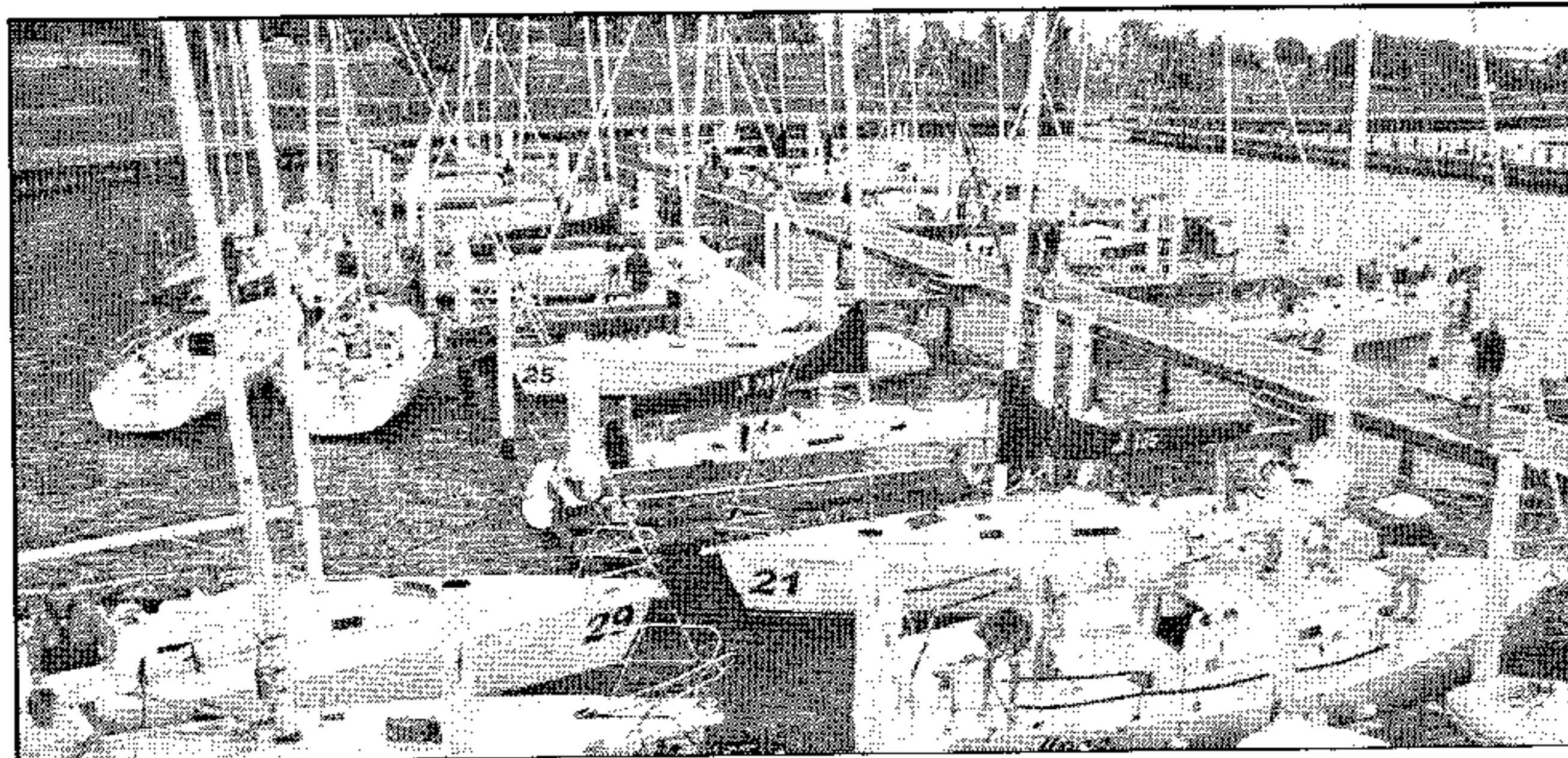
To help you keep track of those rules, our Chief Measurer, Joerg Esdorn, has compiled a quick summary of the Rules that appear on one third of page 5. We encourage you to tear it out and keep on your boat.

If you have any questions for the Quickpoll, there are spots available only a month or so into the future. Contrary to popular belief, I do not get up at 12:01 on Sunday morning to update the polls. They're all in a database and are updated automatically on the server.

j105.org also has a new set of links to online stores that cater to J/105 sailors. On the pull-down menu select National->Links->Online Stores. Please let me know of any other online stores that sell J/105 specific products. -nhw

## Chicago NA's Biggest Ever!

Thanks to Haley Pingree, Maxine Prevatt, Bob Smith, and Tom Carruthers for contributing to this report.



NELSON WEIDERMAN

About 35 of the 50 boats in the NAC fleet, docked or rafted at the Chicago Yacht Club

Chicago Yacht Club, in "one of the prettiest sailing venues in the world" according to winning pit person Maxine Prevatt, hosted the eighth annual J/105 North American Championship September 20-22. The seven race event was the largest North Americans yet, with 50 boats representing 12 U.S. regions. Race Chairman Bob Smith, who also competed in the event, stated afterward: "We were thrilled with the turnout. Many of the crews are partially made up of families, which is rare in a regatta this size."

Steve Phillips' Annapolis-based Team Le Renard sailed Chicago boat PEREGRINE to overall victory after hovering in second place

for the first two days of the event. Phillips' team (Jamie Brohawn-main trimmer and tactician, Stevie Adams-spinnaker trimmer/strategist, Tim Mangus-jib trimmer, Jeff Reynolds-mast/bow, and Maxine Prevatt-pit) had not planned on attending the event at all, but a local charter and a hard working crew made it possible for Phillips to fly in late the night before and step onto a measured, inspected, and prepared boat half an hour before the harbor start. With no time to practice, a big fleet, and a deep keel rather than the shoal draft configuration they were used to, Phillips' team decided ahead of time

*continued on next page*

## Preview: 2003 Key West and SORC

### Key West Race Week

When: January 20-24, 2003

Where: Key West, FL

You should have your planning well underway by now if you are going to Key West Race Week. Housing, dockage, trailering, rigging, airline reservations, etc. all fill up very early for this popular winter escape. Don't be left behind!

Dockage at the Historic Seaport is \$1.85 per foot and is first-come-first-served. You can reserve space by calling (305) 296-3838. The contact is Terri Gibson and e-mail is keywestbightmarina@keywestcity.com.

KWRW will be run under the class rules (effective February 15, 2002) without exception as a Level A regatta. Potential charterers should read rule 3.10 very carefully. The new "Regatta Committee", a subcommittee of the National Executive Committee, will be approving all charter requests and deciding any competitor eligibility issues. Go to j105.org/KWRW2003/ for regular updates and an entry list.

### SORC

When: Feb 26-March 2, 2003

Where: Miami, FL

Info: wendy.hinman@octagon.com

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# 2002 North Americans

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## What Made It All Work

Perhaps Tom Falck, Secretary of Fleet #5, said it best in early September: "Our goal is to not only have the largest J/105 North American Championship ever, but also the best run!" But how did Fleet #5 and Chicago Yacht Club achieve that goal and attract 50 boats and 12 fleets to the 2002 North American Championship?

The answer is planning, attention to detail, and, in the words of fleet captain and Race Chairman **Bob Smith**, "a cast of dozens and dozens." Using his project management background, Bob started the planning process many months before the event and gathered everything he could find on previous NACs. Then he put together leaders and committees for: Local Logistics (**George Petkovic**), Finances (**Nancy Glover**, Treasurer of Fleet #5), Measurement (**Tom Edman**, Fleet #5 Measurer), Sponsorship (**Robert Smith**, **Steve Dabrowski**, **Jim Armstrong**), Publicity (**Haley Pingree**), Registration (**Kay Baxter**), Hospitality (**Marty Hastings**), Race Committee Coordination (**Jon Weglarz**), and Support Boat Coordination (**Len Siegal**). Regatta Director **Janet Baxter** organized the Race Committee and judges for the event. (She was the one handing out results as the boats arrived back at their slips.)

Once the logistics were taken care of, Bob relentlessly pursued participants from all quarters of the country. He was originally shooting for 35 boats, but when the number hit forty, the floodgates opened up and the magic number fifty was achieved two days before the regatta started.

**Tom Falck** was Bob's right hand man and chief facilitator. He provided a completely open, web-based system for communication and also answered a myriad of questions by e-mail.

Measurement was efficient and thorough. Each competitor signed up to have two sails measured on Thursday. For over eight hours, a cadre of volunteers measured spinnakers and jibs under the watchful eyes of three sailmakers, maintaining an impressive pace of 6 boats per hour. Competitors were also required to bring boats to one of three measurement stations, where either headstays, equipment, or floatlines were inspected. The process ran like a fine Swiss watch, thanks in large part to the generosity and cooperation of Columbia Yacht Club.

The 2002 NAC's proved that properly enforcing the rules does not have to be stressful if there is a good system in place. And Fleet #5 has set a new standard of excellence for regatta measurement.

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they would sail conservatively. With average finishes of 9th place, achieving that goal earned them the championship.

On the first day, scattered thunderstorms and 15 to 25 knot winds from the south/southwest kicked up steep waves. **MASQUERADE**, from breezy San Francisco, won the first race by taking the boat end at the start and sticking to the right side of the course. The wind increased to 25 knots for the second race, and after one recall **MASQUERADE** once again prevailed with the same strategy. A great start to **MASQUERADE**'s first North Americans and first experience sailing in Chicago!

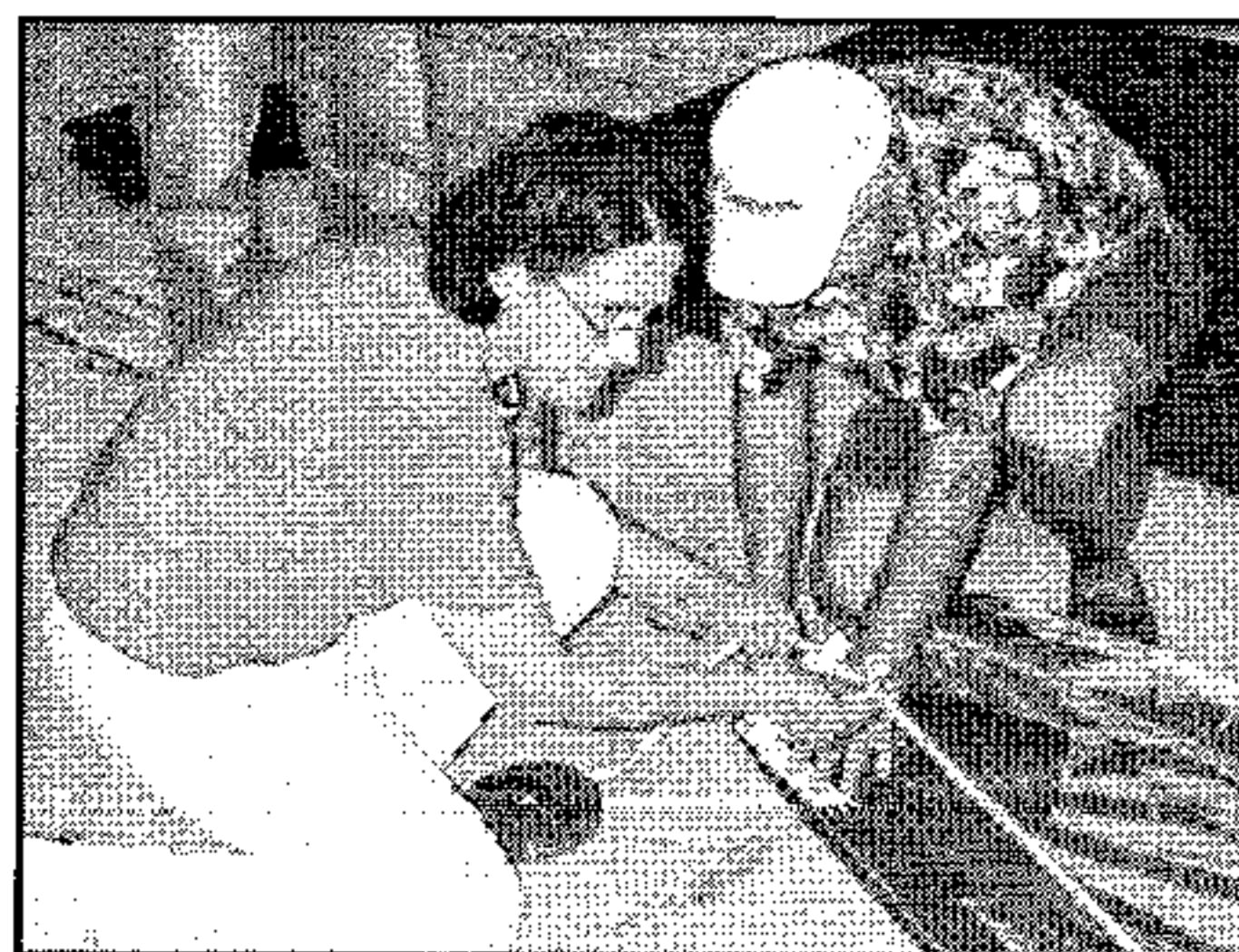


NELSON WEIDERMAN

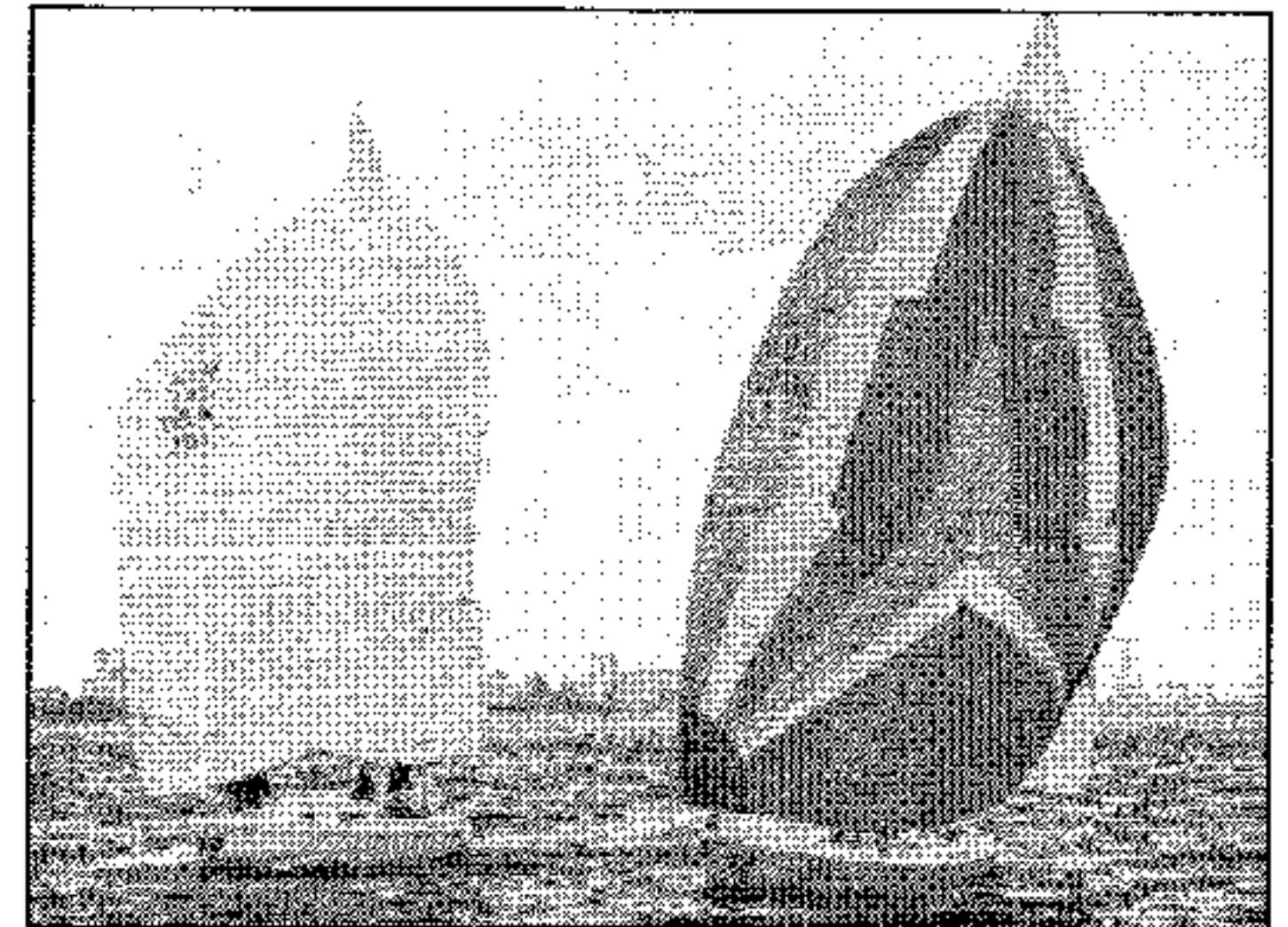
*Tom Falck and Bob Smith, the brain trust of the NAC, relax after racing on Friday.*

**Tom Carruthers** on **INCORRIGIBLE** loved the windy downwind legs, even from the perspective of 13th place. "The sight of 37 105's behind surfing down the lake was awesome! Bow up to get speed and catch a wave, then try to work it down and hold the wave as long as possible. What a hoot!" **INCORRIGIBLE**'S downwind speed allowed them to make up several places off the breeze.

The second day featured sunny, beautiful blue skies over the incredible backdrop of Chicago cityscape. A brisk southwest wind allowed intense spinnaker practice as each boat left Monroc Harbor, but as the starting time approached the wind shifted west and then died.



*Alice Smith and Tom Picchiotti measure a kite while Rick Wollerman (standing behind) writes down the numbers.*



ANDY KIENER

*PEREGRINE (left) and WET PAINT sail away from the Chicago skyline on Saturday*

Saturday's lighter winds were actually welcomed at first, after a late night of repairing the previous day's carnage. But the more manageable breeze never settled into any consistent pattern. The first race of the day saw a major wind shift that scattered the fleet; one boat that was in sixth place at the first two marks actually finished forty-sixth after the shift.

On Sunday, competitors woke to a passing cold front that dampened boats and crew spirits. But on the way out to the starting line the rain eased off a little, and a brisk southerly breeze indicated better conditions than the previous day. By starting time, a promising westerly had built. Ribbons



TOM FALCK

*The winning team, from left: Jamie Brohawn, Maxine Prevatt, Tim Mangus, Steve Phillips, Jeff Reynolds, and Steve Adams*

of wind across the course created a variety pack of conditions; ten to fifteen knots for the first race, twenty to twenty-five for the second, and a combination of both for the last race. Tacticians were put to the test and places changed radically from one mark to the next. **PEREGRINE** managed to stick to a conservative game plan even in such challenging conditions, and with only one finish out of the top thirteen they finished four points ahead of second place (and 2001 NAC winner) **HOSS**.

**Bob Smith** later summed up the event. "Mother Nature showed her best, making an incredible weekend of racing. All in all, we are very pleased with the regatta." J

*complete results on page 6 and at j105.org*



# Fleet Building in Southern California

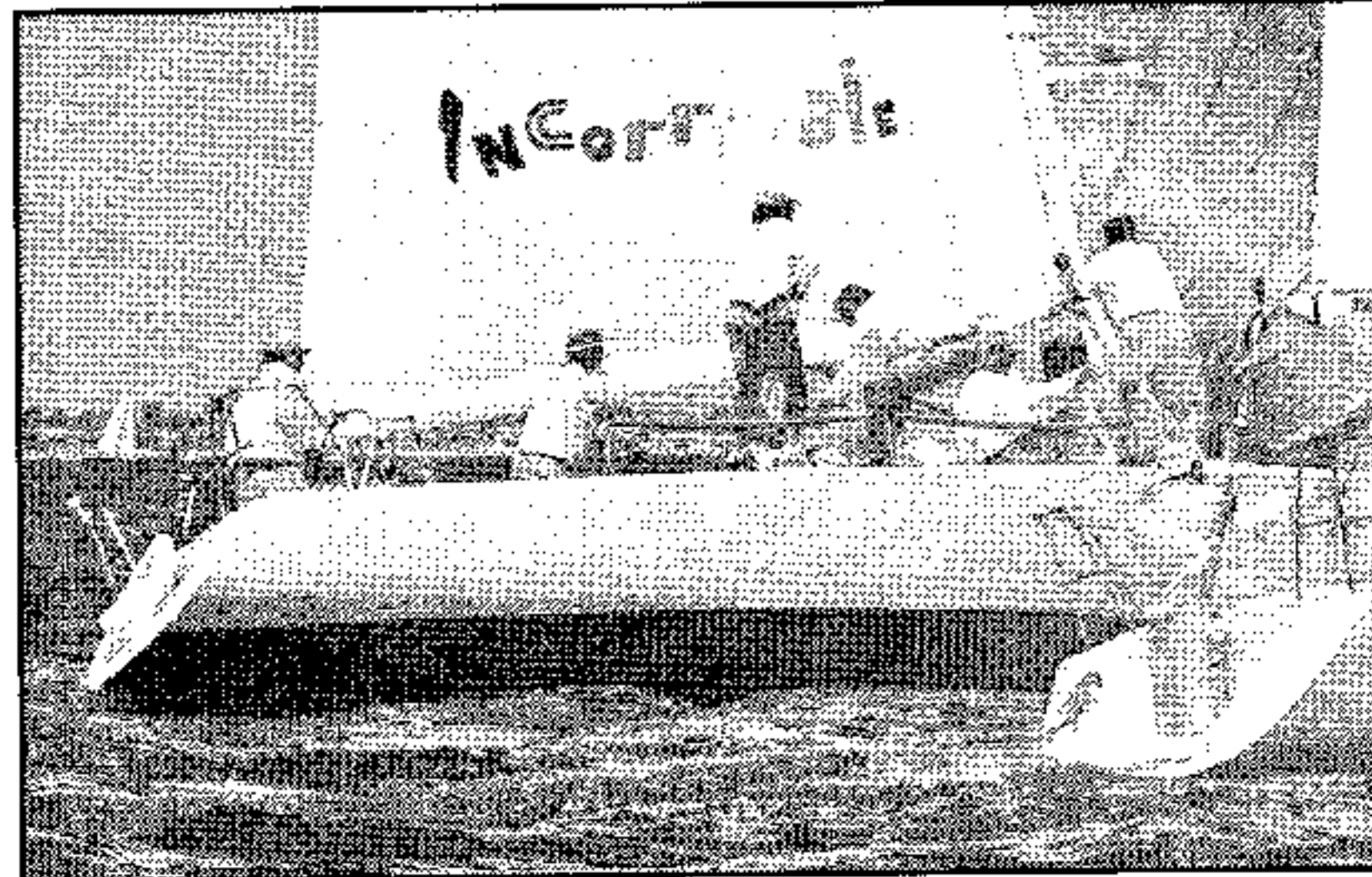
*Fleet #8 sparkplug Tom Carruthers has owned the San Diego franchise of J/World since 1996. He and wife Katie have a four year old son John, and are expecting a beautiful daughter October 25. Tom says: "The thrill of the current J/105 racing makes just about all past racing seem dull!"*

During the past three years the Southern Californian Fleet has experienced tremendous growth. As the Fleet Captain for the past two years, I am often asked what contributed to this. Fleet 8 has grown from being one of the smallest to one of the largest groups of J/105 owners in our Class Association. There were two primary factors, and several secondary ones, that fueled the growth. Communication with the owners, and dealer support are the real reasons. Of course it also did not hurt to have some of the best economic times also!

The geographic region that comprises Fleet 8 has Santa Barbara at its northern edge and San Diego at the southern; between these two points is Dana Point, Newport Beach, Long Beach, San Pedro/Cabrillo Beach, King Harbor and Marina del Rey. Demographically this is one of the largest regions in the United States, yet the J/105 Fleet was a late bloomer. In 1999 this Fleet struggled to get class starts at the major regattas for the region. In 2000, we thought we had made it when we could pretty much get five or six boats on the line at most major events. We ended the year with double-digit entries for J/Fest, the traditional season wrap-up. It's been all good since then; now we expect over twenty boats at the major regattas, and in the teens for minor ones.

Initially, the local dealers fueled the

growth. Sail California, both in Newport Beach and San Diego had been concentrating on the J/120 fleet for several years, and were quite successful. I think that fleet grew to close to twenty boats in just a couple of years. Once Sail California shifted its focus to the 105, things began to happen. They were the ones that started selling these boats like they were going out of style. This was the first boat for most



*Tom Carruther's INCORRIGIBLE en route to victory at the 2002 North Sails Race Week.*

of these new owners, and racing was not exactly their highest priority so the Fleet still struggled at regattas.

Along about this same time, e-mail became a common form of communication. Prior to 2001 the Fleet Captain always got on the phone and encouraged everyone to show up at the next regatta. This was a time consuming process, with sporadic results. Owners might say "yes" just to get off the phone. In 2001 they handed the reins to me. I really did not have the time to put together a new boat, run a business and call all the owners. I found it was

easier to create a distribution list, and e-mail them. I began sending weekly e-mails. If there was not a regatta to promote, I would try to get the Owners to join the Class, or find some other reason to make them proud to be part of the J/105 family. If nothing nice succeeded, trust me, I would send a scathing e-mail that at least would generate replies. Now I think these weekly communications could have been the strongest factor. It kept the Class in front of their faces.

At this same time, we became more aware of what the National Class Association was doing. Up until 2002, Fleet 8 was generally loose with the Class Rules. Our goal was to build participation first, while educating the Fleet to the benefit of a strict one-design rule second. This attitude, and our desire to make sure all the boats were as equal as possible, was noticed by San Diego Yacht Club. They are the holders of the Deed of Gift for the Thomas Lipton Challenge Cup, and I was asked to present a proposal

for the J/105. The Lipton Cup is the pre-eminent Yacht Club Challenge in Southern California. Clubs have been known to spend whatever it took to win in the past. The incumbent yacht was the Schock 35, but it was felt that some of these boats had a distinct advantage over others. The only other candidate was the One-Design 35. A great boat, but the twelve on the West Coast were pretty much all controlled by SDYC members. The 105 was selected because of the equalness, and availability.

*continued on page 5*

## Class Governance Update

Since its annual meeting in September 2001, the Class Executive Committee has held three meetings by conference call. These supplement the e-mail that had been the predominant communication method in the past, and the minutes of these meetings are posted in the Members section of the web site.

This year, it was decided not to hold the annual meeting in conjunction with the North American Championship, since participants would be distracted by a long meeting during the event. The 2002 annual meeting will be held on October 21 at the American Yacht Club in Rye, NY. A half-dozen people will participate in person with the rest involved via conference call.

In late 2001 there was a major effort to

revise and clean up the Rules, and soon a major revision to the Constitution will be proposed. Major issues to be addressed include: 1. The voting power of the Executive Committee will be more representative of the number of boats in each fleet. 2. Changes to the Constitution will have to follow the same process as changes to the Rules. 3. Any modifications made by the copyright holder to standard specifications that affect performance must be approved by the Class Association. 4. Twenty members may initiate a rules change proposal even if the ExComm doesn't agree with it. There are also other changes concerning quorums, e-mail balloting, and indemnification.

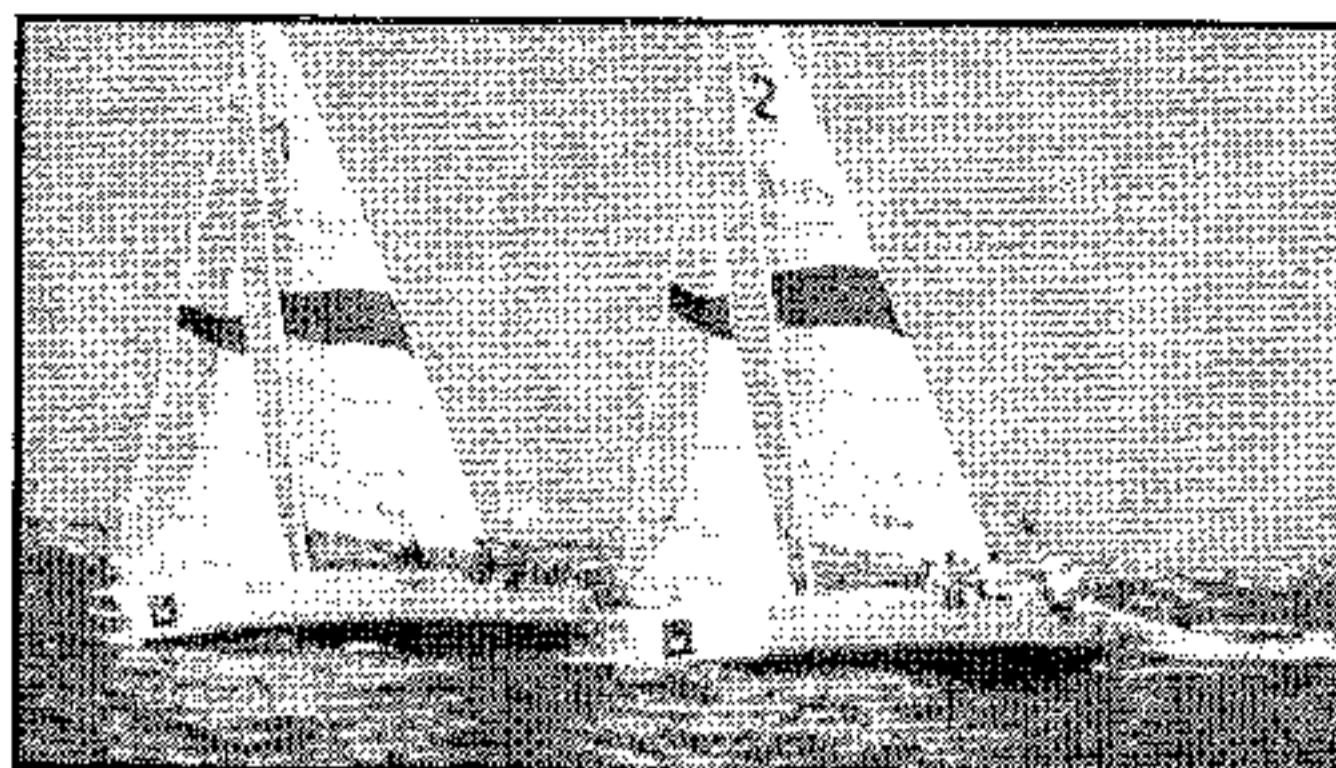
Rule change proposals for 2003 will be much more modest than for 2002 and include:

- 1) modifying the floatline exhibits to prevent the centralization of corrector weight, if that weight exceeds a certain (large) threshold.
- 2) Adding corrector weights for tiller boats.
- 3) Preventing adjustment of the standing rigging during racing.
- 4) Allowing shackles on jib sheets, spinnaker sheets and tacklines.
- 5) Relaxing ownership restrictions to reflect current practices and realities.

All the proposals will hit the web site before they are frozen. They all have already gone through many revisions and have been reviewed by the Technical and Executive Committees, but problems or concerns may still exist. Please read and consider them carefully. If you have anything to contribute, please contact your fleet captain or any of the officers (listed on page 7).



# Match Racing: UBS Challenge and Fleet #6



Ed Baird (left) tries to pinch off Peter Gilmour as the umpires follow closely behind

J/105's were featured on the world match racing circuit in August when Fleet #14 (Narragansett Bay) supplied boats for the UBS Challenge in Newport, Rhode Island. Owners participated as fifth crewmembers, and though they spent the multiple short races below flaking halyards and gathering in spinnakers, all agreed it was a fantastic opportunity to be involved with top level match racing.

Chris Law of Great Britain won the UBS Challenge Finals after enduring five grueling days of competition against the world's best sailors. His "Outlaws" team, which included Americans Tucker Thompson and Dobbs Davis, both of Annapolis, Md., and Canadian Jeff Brock of Nova Scotia, took home the top share of the competition's \$100,000 purse, one of the largest in sailing.

The event marked the first return of world-level match-racing to Newport since the loss of the America's Cup in 1983. The boats looked right off the Indy race track with lifelines removed, logos added and new eye-catching North-built sails. To minimize wear and tear, the travelers were lashed centerline and governors were added to the backstays so that each boat was limited to the same max backstay tension. With racing taking place right in front of the Goat Island pavilion, onshore spectators could take in all the action.

To capture a \$35,000 prize, Law defeated Ed Baird's Team Musto 2-1 in a best-of-three knockout series. To advance to the Finals round, Law's crew won its Semi-Final race against Team Mascalzone Latino, skippered by Paolo Cian. In the Petit Finals, Peter Gilmour of OneWorld Challenge beat Cian to finish in third place.

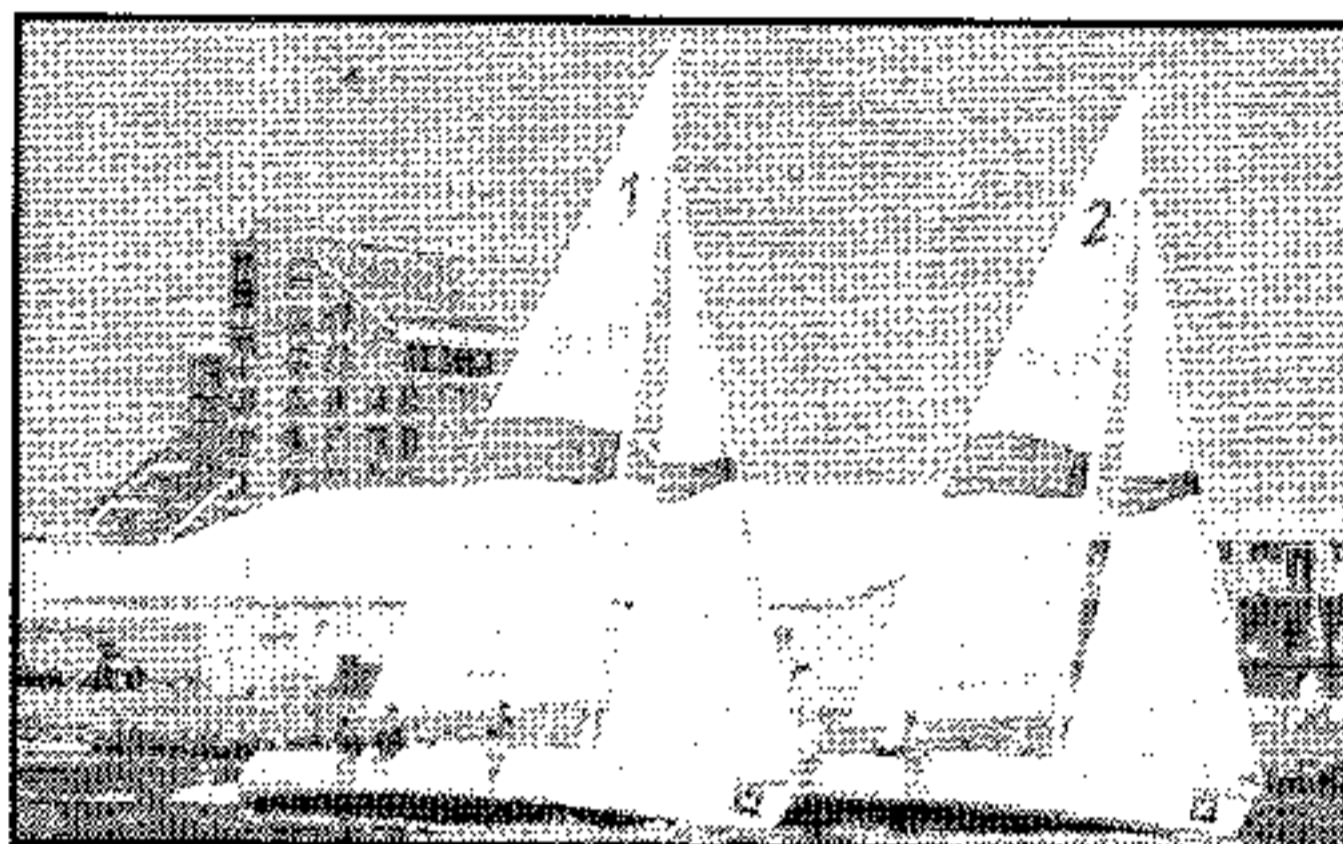
Race commentator Peter Montgomery said, "Throughout the three races, both Law and Baird were very aggressive. Ed Baird got the best of the start and took the lead for most of the first lap, but an early spinnaker hoist by Law allowed the Outlaws to attack Team Musto and pass them on the down-wind side - a move which proved critical in the final outcome."

"You have to appreciate the irony - Chris Law comes out of retirement to unexpectedly

beat America's Cup contenders," said Martha Parker, race commentator and avid sailor.

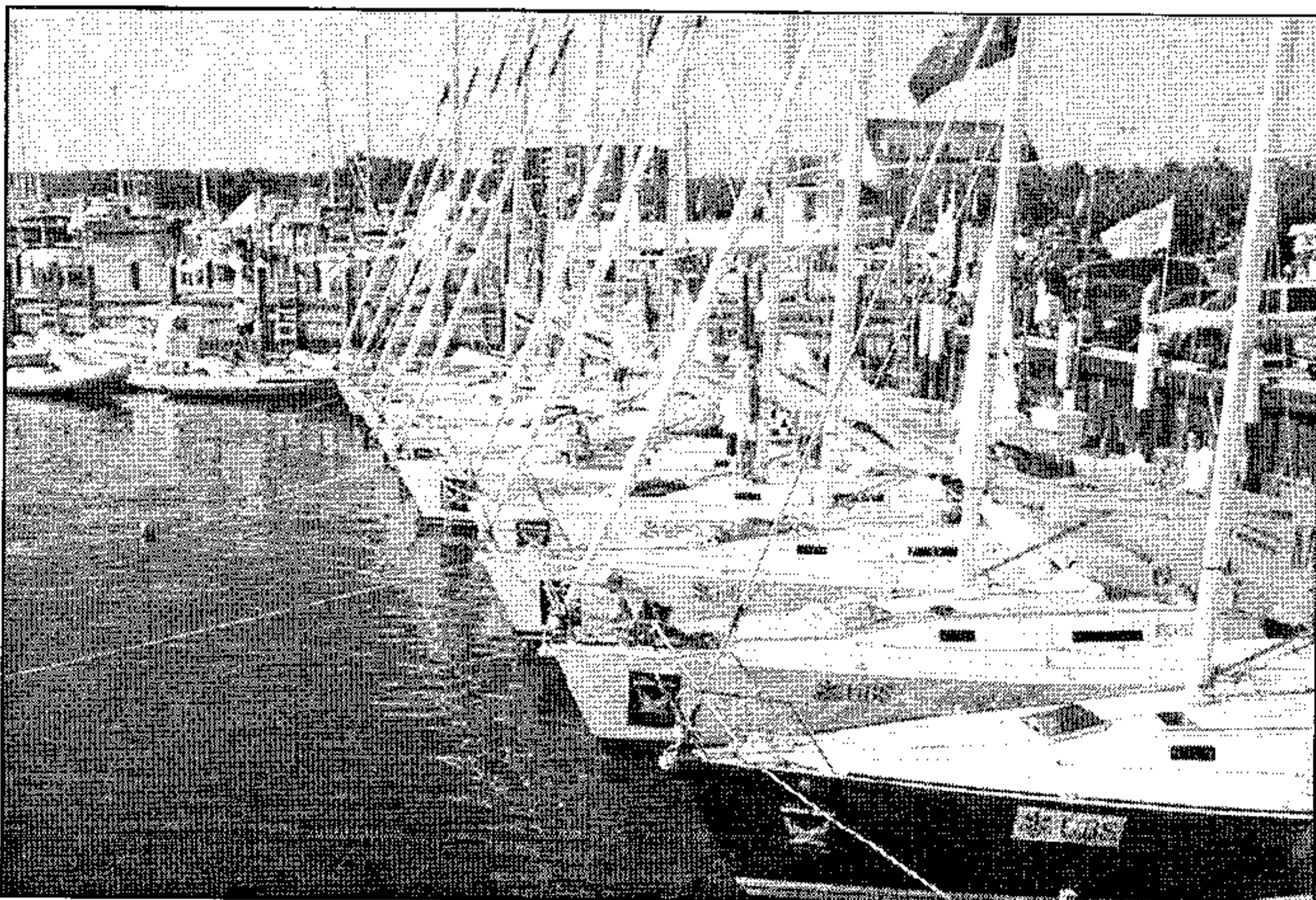
What did the competitors say about the boats? After qualifying for the finals by finishing second in the UBS Nationals (sailed in Sonars), Andy Lovell of New Orleans commented: "We now get to race these big, cool-looking boats. I've sailed on boats similar, usually as a crew at the last minute, but haven't steered anything like it."

Winner Chris Law said, "They're lovely. Everyone says you shouldn't have asymmetrics kites for match racing. Nonsense. They have them in the America's Cup. I think they go really well."



Baird (left) controls Gilmour in the last race of the semifinals, right off the shoreline viewing area

1. Chris Law	\$35,000
2. Ed Baird	\$18,000
3. Peter Gilmour	\$12,000
4. Paolo Cian	\$9,000
5. Ken Read	\$8,000
6. Andy Green	\$7,000
7. James Spithill	\$6,000
8. Jes Gram-Hansen	\$5,000



The fleet of J/105's used for the UBS Challenge, lined up on the dock in Newport. Professionals were on hand to make any necessary repairs in time for the next day's racing.

## LONG ISLAND SOUND FLEET HOLDS MATCH RACING EVENT

Seven boats participated in the match racing event hosted by the American Yacht Club on August 17. The weather was hot and the winds were light in the morning and disappeared completely after lunch, so only 12 of the scheduled 21 matches were contested. Boats engaged the twice-around W/L course with close maneuvering and a close eye on the match racing rules as well. In the latter races, the legs were shortened to just 0.2 nm in hopes of completing as many rounds as possible. That also afforded excellent views of the action for all boats in the race area. Everyone was disappointed with the abbreviated schedule, but greatly enjoyed the opportunity to participate in this different type of racing.

The winner was ILLARIA (David Florence & Joe Schulz-Heik) with 3 points and no losses. ODYSSEY (Dimitrios Spentzos) and ECLIPSE (Damian Emery) tied for second place with 2 points. The participants look forward to continuing this type of event next year with more boats and more matches.



# Halyards Slipping?

## Here's a tip from the Forum

**QUESTION:** Has anyone found a solution how to prevent halyards from slipping in the stopper? I've tried sticking the ends of the halyards into the back of the stopper, but that doesn't seem to work.

*-Joerg Esdorn (KINCSEM)*

### ANSWER #1

If the halyard's slipping because it is a bit undersized, try sticking some small stuff (1/8") inside the core to fatten it up. Bend the line sharply and work to the core out of the cover, pull some core out, insert a foot or two of the small stuff into center of the core, then work the cover back down. Seems to help for me. We still tie the main halyard just to be more secure.

*-Chuck Eaton*

### ANSWER #2

There are three solutions that come to mind, repeating in part what's already been suggested above:

1) After fully hoisting the mainsail, take the halyard tail and do two looped half hitches in front of the clutch. It prevents the halyard from slipping and is a precaution against the clutch failing or someone accidently dropping the main.

2) One can order the Lewmar guts for the 1010 clutch, switching it out for the 1012 guts. Cost is about \$45 and

requires removing the clutch from the deck. However, one then ends up with smaller clutch and less ultimate breaking strength, but holding power will be good.

3) Chuck Eaton describes the most elegant solution which is "doubling up the core" of the halyard where it passes through the clutch. Twist the halyard jacket open (near the area you want doubled) and use needlenose or the like to pull the core out of the jacket. Then take a ball point pen or other skinny long object, tape a 4' piece of 5/32" dinghy pre-stretch to it, and work it into the middle of the core, until all 4' are within the core. Then work the core back into the jacket. The core will then not tend to flatten as much and will hold nicely in the clutch. Hall Rigging plans to make this standard for all new J/105 main halyards starting September 1st.

*-Jeff Johnstone*

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

## Fleet Building in SoCal

*continued from page 3*

I told them the local owners could promise fifteen boats.

The selection of the 105 for the Lipton Cup can account for at least five new boats this past year. The big Clubs that did not have boats within their fleet found owners that would buy them. The selection also elevated the recognition of the 105 in Southern California, and attracted a new type of owner— one that had been successful in the past with other boats, and wanted to get in to the large fleet one-design wave of popularity. Suddenly the 105 was the largest offshore fleet!

The growth rate has slowed somewhat this year, but then how could it have continued at the past pace? The economy has softened, and dock space is fairly hard to come by. Yet we just saw three new hulls

get delivered to San Diego this past month... who knows when it will end.

By the way, we have changed our philosophy on the rules and gone full swing towards rule enforcement. Starting in February, all boats were floated, and had to submit crew and sail declarations for each regatta. The only local amendment, besides the 89 kites, is the lack of weight limits for the crew, and that even is losing support. The biggest issues we are confronted with now are trying to find dock space at regattas, and getting crew for all the new boats. If any of you want to come out to Southern California, just drop me a note.

*Tom Carruthers can be reached at [tcarruthers@netzero.net](mailto:tcarruthers@netzero.net).*

## KEY CLASS RULES

The following is a summary of the major class rules of the J/105 Class Association. It is necessarily simplistic and designed to encourage reference to the class rules (including rule interpretations of the Technical Committee) if questions arise. References below are to the class rules and RI's.

### CREW/DRIVER

- All owners and drivers must be members of the Class Association. §3.3 & §3.4.
- Weight limit: 1045 lbs, with only 220 lbs of sole driver counting against the limit. §7.1.
- Unless a regatta is designed level "B" or "C" at least 45 days in advance, all crew must be amateurs (US Sailing group 1) and can't be paid or receive financial benefit or be related to the sailing industry. *Exception:* 100% owner who is USS group 2 or 3 can sail/drive and one USS group 2 is permitted unless the 100% owner is a group 2 or 3. §§ 3.1-3.9.
- The driver must be at least 1/3 owner (100% if not USS group 1), a USS group 1 who is a member of an owner's immediate family, or a "long-term shipmate" of an owner. §3.4.
- Driver of a tiller boat must remain aft of the traveler (no straddling the traveler). §7.5.

### BOAT

- Standard equipment may not be removed or relocated. *Exception:* may remove dodger, V-berth cushions and snuffer cleats. §5.1.
- No change may be made to the boat, unless expressly permitted by the class rules or RI's. §1.3. RI's generally permit replacement of standard equipment with same type of equipment made by other manufacturers.
- Boat must be weight equalized using float-line procedure and must have all minimum required equipment and float line certificate on board. §7.3, Exhibits 7.3A & B.
- Headstay length (measured from the centerline of the headstay pin on the mast to the intersection of the stem line and the sheer line at the bow) may not be greater than 13035mm nor less than 12985mm. §7.4; RI 00-04 (and diagram on website).

### SAILS

- Can purchase only two sails per year and a third sail every second year. §6.8 & 6.8.1.
- All sails must bear tag and sail tag certificate must be received by Class Secretary. §6.9.
- Can carry and use only three sails per event. *Exception:* backup chute for use in case of damage or in "extreme wind conditions" (guidance: 25 knots or more – RI 00-01). §6.2.
- 77m<sup>2</sup> is class legal chute until 12/31/02; 89 m<sup>2</sup> chute legal after 1/1/03. (Existing 77's remain legal.)

### OTHER RULES

- Can't extend the spinnaker pole until the bow passes the windward mark. Must retract (so tip is aft of tip of bow) at first reasonable opportunity once the chute is down.
- No hanging on mast or shrouds to roll tack or jibe. §7.6.

created by Joerg Esdorn

cut out and save for easy reference



# Results

ERRATA: The Fleet #2 results published in the April Newsletter are from 2000, not 2001. The 2001 results were as follows:

- (6 regattas, 20 races, 13 boats)
1. Bob Swirbalus, PHENIX, #55  
 2. Len Small, MARLEN, #80  
 3. Vern Polidoro, VIGILANTE, #483.

Apologies to  
 Bob, Len,  
 and Vern

## 2002 NOOD Regattas

The J/105 Class was again represented at 8 of the 9 National Offshore One-Design (NOOD) Regattas during 2002 and at many of them, the J/105s represented the largest one-design fleet. A total of 171 boats participated in these regattas (up from 158 in 2001). We really, really need to capture St. Petersburg 2003. Let's go, Fleet #19!

### San Diego (25 boats, up from 12)

1. Dennis & Sharon Case (WINGS) 16
2. Carolyn Hardy (MISCHIEF) 23
3. Geoff Longnecker (NEMESIS) 24

### Annapolis (34 boats, up from 30)

- 1) Cedric Lewis/Fredrick Salvesen (MIRAGE) 19
- 2) Alcc Cutler (HOOKED ON TONICS) 20
- 3) Stephen Brice Phillips (LE RENARD) 26

### Detroit (20 boats, up from 17)

1. David & Lyndon Lattie (PATRIOT) 18
2. Chuck Stormes (DETOUR) 21
3. The Ruffing Family (C-JEM) 32

### Chicago (22 boats, up from 20)

1. Len Siegal (LUCKY DUBIE) 26
2. Dan Heun (LIQUID COURAGE) 31
3. Dorin Candea (MESSY JESSY) 34

### Marblehead (10 boats, level)

1. William Strauss (HEART THROB), 3
2. Rich Hill & George Lowden (DARK HORSE 2) 7
3. Ernie Hardy (JAGUAR) 10

### San Francisco (30 boats, down from 35)

1. Bergmann/Bennett (ZUNI BEAR) 9
2. Peter Wagner (NANTUCKET SLEIGHRIDE) 15
3. Perkins/Wilson (GOOD TIMIN') 16

### Larchmont (21 boats, down from 23)

1. Jim Sorensen (WET LEOPARD) 19
2. Joerg Esdorn (KINCSEM) 24
3. Florence/Shulz-Heik (HILARIA) 25

### Galveston Bay (9 boats, down from 11)

1. Vic Forsythe (AFTERSHOCK) 9
2. Hal Haltom (CAYUSE) 15
3. Jon Halbert (VITESSE EXTREME) 22

## North Americans

1	Peregrine	Steve Phillips	Arnold, MD	63
2	Hoss	Darden/ Hillard/ W'mson	Fort Worth, TX	67
3	Tern 7	Bob and Stu Johnstone	Charleston, SC	74
4	Phtn/H.O. Tonics	Alexander Cutler	Annapolis, MD	77
5	Phantom/Eclipse	Damian Emery	Shoreham, NY	77
6	Masquerade	Thomas Coates	San F'cisco, CA	80
7	C-JEM	C.J. Ruffing	Detroit, MI	91
8	Zuni Bear	Bergmann/Bennett	Alameda, CA	99
9	Wet Paint	Don Priestly	Mashpee, MA	102
10	Bluc Max	Barry Brown	Cps Christi, TX	114
11	Incorrigible	Thomas Carruthers	San Diego, CA	117
12	Gigi	David Wagner	Chicago, IL	123
13	Hey Jude	James Rathbun	Toronto, ONT	137
14	USA 370	George Petkovic	Chicago, IL	144
15	Savasana	Brian Keane	Weston, MA	150
16	Planet B	Robert Baker	Toronto, ONT	153
17	Sonic Boom	Ian Farquharson	Toronto, ONT	155
18	DeTour	Chuck Stormes	Gr. Pte Wds, MI	169
19	Dead On Arrival	Gunn/Highsmith/Miller	Hilton Hd Is, SC	170
20	Tastes Like Chicken	Steve Tedeschi	Haymarket, VA	171
21	Gonzo	Reagan/ Ganch	Chicago, IL	174
22	Lucky Dubie	Len Siegal	Chicago, IL	179
23	Hot Water	John McLeod	Toronto, ONT	180
24	Certare	Wong/Nieman/Logelin	Orland Hills, IL	181
25	Pronto II	Marilyn and Tom Edman	Plainfield, IL	186
26	Forro	George Mezo	Windemere, FL	187
27	Phantom	Cynthia and Jim Best	Beverly Hills, MI	190
28	Caress	Jon Weglarz	Detroit, MI	191
29	Heidi Christiana II	Gerry Repple	St. Cathines, ONT	192
30	Puffin	Fred Stone	St. Johns I., SC	201
31	Messy Jessy	Dorin Candea	Skokie, IL	202
32	Fast Forward	Alex Baluta	Toronto, ONT	209
33	Intangible	Tom Falck	Hinsdale, IL	210
34	Creative LTC	William Cox	Gross Pointe, MI	212
35	Joie De Vie	Marty and Donna Hastings	Mt. Prospect, IL	216
36	New World	Robert Smith	Addison, IL	217
37	Stella	Michael McElwee	Kalamazoo, MI	218
38	Tempest	Nancy Glover	Chicago, IL	226
39	Liquid Courage	Heun/Borgogni/Teer	Chicago, IL	228
40	Kiwi	Bill Zeiler	Wilmette, IL	234
41	ScaLark	Clark Pellett	Chicago, IL	240
42	Macho Duck	David Klaasen	Gross Pointe, MI	242
43	Space Cowboy	Jim and Sue Baranski	Chicago, IL	248
44	Patriot 559	David Lattie	Aurora, IL	248
45	Vytis	Tom Petkus	Wilmette, IL	275
46	Dos Aguilas	Jim Gignac	Chicago, IL	277
47	Unbridled	Clay and Robert Mock	Newbury, OH	287
48	Y- Not	Ginny Waskel	Lincolnwood, IL	289
49	La Chamad	Brian Watson	West Olive, MI	314
50	Patriot	Steve Dabrowski	Grand Blanc, MI	315

#### CHARLESTON RACE WEEK (17 boats)

1. Tom Coates (MASQUERADE) 30
2. Steve Tedeschi (TASTES LIKE CHICKEN) 31
3. Robert Johnstone (TERN 7) 35

#### BLOCK ISLAND RACE WEEK (28 boats)

1. Joerg Esdorn (KINCSEM) 26
2. Carl Ollson (MORNING GLORY) 26
3. Robert Salk (PICANTE) 29

#### NORTH SAILS RACE WEEK SAN DIEGO (29 boats)

1. Tom Carruthers (INCORRIGIBLE) 22
2. Hardy/Pinekney (MISCHIEF) 24
3. Bergmann/Bennett (ZUNI BEAR) 25

# 2003 Calendar

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

<b>January</b>			
20-24	Mid-Winter Champs	Key West, FL	Premiere Racing
<b>February</b>			
14-16	NOOD Regatta	St. Petersburg, FL	Sailing World/Fleet #19
26-Mar 2	Acura SORC	Miami, FL	SORC
<b>March</b>			
5-9	Acura SORC	Miami, FL	Octagon
14-16	NOOD Regatta	San Diego, CA	Sailing World/Fleet #8
<b>April</b>			
24-27	Charleston Race Week	Charleston, SC	Fleet #11
<b>May</b>			
2-4	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
30-Jun 1	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
<b>June</b>			
5-8	Pacific Coast Champs	San Francisco, CA	SFYC/Fleet #1
13-15	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
22-27	Block Island Race Week	Block Island, RI	Storm Trysail Club
27-29	North Sails Race Week	Long Beach, CA	Fleet #8
<b>July</b>			
24-27	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
<b>August</b>			
14-17	North Americans	San Francisco, CA	SFYC/Fleet #1
30-31	NOOD Regatta	SF Bay, CA	Sailing World/Fleet #1
<b>September</b>			
5-7	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
11-14	Big Boat Series	SF Bay, CA	St Francis YC/Fleet #1
19-21	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17
<b>January 2004</b>			
19-23	Mid-Winter Champs	Key West, FL	Premiere Racing

*\*At press time, some 2003 regatta dates (eg. NOOD regattas) were not confirmed.*

## Start planning for 2003 NAC

It may seem like the 2002 North Americans has just ended, but the 2003 NAC is only 10 months away!

Where: San Francisco

When: August 13-17, 2003

Hosted by: Fleet #1 and the St. Francis YC

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# Driving to or from Key West?

## BREAK UP THE TRIP WITH A REGATTA IN CHARLESTON

Low Country Fleet #11, based in Charleston, SC has organized two regattas that form feeders to and from Key West Race Week and SORC. The Fall Championship is October 12-20, 2002. And just in time for boats migrating back North, there will be a spring regatta April 24-27, 2003. The event will start with a fun race around the harbor on Thursday afternoon, followed by the Skipper's Meeting and welcoming reception. Official racing will take place Friday through Sunday.

Stephen Tedeschi (TASTES LIKE CHICKEN) attended the 2002 Charleston Spring Regatta on the way back from Key West and Miami, and he says that "Charleston in many ways was the most enjoyable of the bunch; Low hassle and great racing with a fun city."

Rob Baker (PLANET B) agrees. "Anyone hesitant [on Key West] should really consider the easy way to do the regatta - which is to take the boat to Charleston in the Fall, pick it up for Key West and return it to Charleston - and then do the Charleston Regatta which PLANET B and crew ranked as one of our really fun events of 2002." You can bet Tern 7 will be there! J  
/



This photo first appeared in the Spring 2002 J/105 News, along with one other taken by YachtShots.com/SUE BODYCOMB. The pixelated appearance of both photos last spring was the result of poor file management and (as you can see above) did not represent the quality of the originals. Apologies to Sue.

### Thanks Skip

For two years now, Skip Malm (WISH) of Activities Press has been printing this newsletter, making it possible for your class to communicate on paper with you twice a year. Make sure you thank Skip when you see him at the next regatta.

This newsletter was edited and produced for the J/105 Class Association by Carol Cronin of Live Wire Design Works.



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