

J/105 News

Official Publication of the J/105 Class Association

Spring 2005

THE PREZZ

LET'S GET GROWING!

I hope you are all enthused about the 2005 sailing season. Southern California owners have already completed two of their nine scheduled events. Others have been busy working on their tans, I mean boats, competing for the President's Trophy. Not being the official scorer I can say that it will be some feat to take the 2005 trophy away from Tom Coates and the crew of MASQUERADE!

J/105's had a strong showing at both Key West and Miami Race Weeks. If the level of competition at Key West is typical, we all should be proud. I saw nothing but forty well sailed boats, in conditions that ranged from trying (thirty knots plus) to trying (three knots minus).

So where does the class go now? No longer are there 50-100 new J/105's being produced annually. Those heady years created an opportunity for our class to grow to its current size: 635 boats, 420 full members, and 212 associate members. Wow, that's pretty big, and again we all should be proud! But the Black Hand of the free market has responded. The J/105 now has competition from outside the J/Boats family (the Beneteau 36.7) and from within (J/100 and J/109). Only 10-15 J/105s are produced each year now, so how do we maintain our class size?

The class has several reasons for its strength. First, you, the members; second the structure and leadership of the class; and last our sheer size. Let's look at each of these.

Our membership is the best "sales" force we have. Each race you have four or five potential owners aboard. If one of your crew expresses interest in starting a program, provide encouragement and help. Adding a used boat from an area that doesn't have one design racing to your fleet would probably be a net increase to our membership since that previous owner may not have been a class member. Plus who better to race against than your old mate!

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Chicago to Mac: 6 Sailors, 9 Legs

Two able-bodied and four disabled sailors started the 333 mile Chicago to Mackinac Race last summer on GIGI. Three days later, they were forced to retire, not because of the crew— but because of the lack of wind. 89 other boats— nearly 30 percent of the 316 boat fleet— also retired.

Owner **David Wagner** won the 2004 Chicago NOOD and solo Chicago Mac; he also set a single-handed elapsed time record from Chicago to Mackinac of just under 41.5 hours. For the crewed race, he was joined by four disabled sailors: **Richard Hughes**, a below-the-knee amputee from Florida; **Dr. Rick Doerr**, who was paralyzed after a car accident while serving his residency in Chicago eleven years ago and began sailing during his rehabilitation; **Lee Buratti**, a paraplegic from California who was paralyzed from the waist down after falling from a mast in 1982; and **Jim Leatherman**, who slipped under a train at age six and lost both of his legs. Another non-disabled teammate, **Kevin D'Aprile**, organized the crew. "I had all the phone numbers," D'Aprile explained.

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KEVIN D'APRILE

Jim Leatherman caught napping. Note the "elevator" in the companionway for getting below.

Looking Ahead: North Americans 2005



Fleet 4 and the Royal Canadian Yacht Club are pleased to be hosting the J/105 North American Championship, September 14 - 18, 2005.

With the unrivaled social offerings of the RCYC, 31 firm entries at press time, and pleasant lake breezes common to September in Toronto, this promises to be a spectacular event. There will also be a warm up regatta on September 3-4 at the Port Credit Yacht Club, a short sail from RCYC.

A major metropolis, Toronto offers a full range of shoreside entertainment, from a variety of restaurants to cultural and sports events. Located on the northwest shore of Lake Ontario, Toronto is approximately 90 minutes by car northwest of Buffalo, N.Y. One half of the population of the United States is within one day's drive of Toronto.

Boat measurement will begin Saturday, September 10 and is by appointment only. The first warning will be Thursday, September 15 and ten races are planned. There is an 80 percent chance of winds exceeding 6 knots on a typical September race day. Bring your team and support crew to Toronto and enjoy the Canadian hospitality! For more information, visit www.j105.org and follow links to the NAC home page.

What's Inside

9 Legs to Mackinac	2
Key West Report	3
Rules and Regs	4
Marketing the Class	5
Regatta Results	6
Fleets and Contacts	7
Small Fleet, BIG plans	8

Prez Sez More

continued from previous page

If a used boat doesn't meet your friend's needs, try the local dealer. By growing from within, we draw on those most familiar with our class.

Class structure; having been behind the curtain of our leadership, the wizard is Nelson! We are very lucky to have several individuals that donate more time than they should to our class. I may not agree with all of their positions, but Nelson, Joerg (and the rest of the Technical Committee: Pat and Tom) earnestly put what is in the best interests of the class first. Your fleet captain also gives more time than his/her employer or significant other would like. If you have issues, go to your fleet captain who sits on the Executive Committee. We are just 400 or so boat owners with common interests.

It can honestly be said that J/105 fleets are the larger one-design fleets on the line at national, regional and even local events. We have all read that the boat is not the most exciting to sail by itself, but when you get the numbers on the line that we do, wow, the adrenaline sure starts to flow. Those numbers attract the better sailors, and they bring in knowledge and experience that can be shared with those in need, strengthening the class. They also bring the respect of others.

These three reasons are why our class will not only survive when the market turns elsewhere, but actually grow. And a strong one design class helps you as an owner in ways you may not realize. While we all say we will never get rid of our beloved J/105 (unless it's to get a different one), it happens. Used J/105s are going for similar prices today that owners paid for new boats six or seven years ago. That runs against everything we know about the value of boats, so it must be the class and the members that are feeding this demand. Let's all do what we can to strengthen the class. The easiest way is to get out and race (yes Fleet 8, I will try to be on the line more often). And if you know someone who is looking to purchase a boat to race, why not try to influence their decision? It will only help you and the rest of us in the long run.

Good luck this year, and if you are lucky enough to do well in a particular race do not forget to grab the dock lines of the next boat in and offer them a beer. You've been there, so you know they need it!

-Tom Carruthers

9 Legs to Mackinac

continued from previous page

Wagner made only very minor modifications to his boat, adding a companionway hoist (see photo page 1) and stabilizing straps for heavy air. "It's a sprit boat and takes away the advantage of able-bodied guys' mobility. There's only one headsail with a roller furler." All the aspects of the J/105 that make the boat easy to sail for able-bodied sailors also make it a good fit for disabled competitors.


Despite their physical challenges, each sailor possessed more talent and experience than the average J/105 crew. Leatherman won a bronze medal at the 1996 Paralympics in Atlanta. Buratti won the single-handed Martin 16 Nationals two years running. Doerr is a two time North American champion in the 2.4mR Paralympic class and has been a member of the US Disabled Sailing Team in two disciplines. Hughes has made a name for himself in both open and disabled regattas, and had previously completed "about 12 or 14" Mac races.

According to Wagner, "You leave the wheel chairs on the dock and they can sail with anybody. The disabilities are out the window. These are just sailors who happen to be disabled." D'Aprile agreed. "We are racing on an even platform. We just choose to do it with four disabled folks and have a different set of challenges." To help meet any emergency brought on by those challenges, Wagner rented a satellite phone and had Dr. Anne Allen, who works closely with the US Disabled Sailing Team, on call.

Unfortunately, sailing talent doesn't guarantee the correct tactical decisions, and GIGI was forced to retire from the wind-deprived race. Richard Hughes was disappointed, but he had no regrets. "We came up with a game plan. There were competing weather reports. We set our plan. We stuck to it. And we accept the consequences."

Kevin D'Aprile was very disappointed not to finish his sixteenth Mac Race, but he didn't want anyone blaming the crew's physical disabilities. "We did not finish, not because we had disabled guys aboard, but because we guessed wrong about the tactics."

Wagner would like to take GIGI in this year's Mac Race with a disabled crew, but the J/105 rules do not allow him to make the modifications he feels are necessary to safely meet the unusual needs of his teammates. A proposal has been submitted to the class that would allow classified disabled sailors to make the necessary adaptations, but if it is voted in the rule would not go into effect until 2006 (see page 4). The rest of the team is also anxious to try again.

"I see no reason not to," Hughes said. "We walked away from this with many lessons learned for sailors with disabilities to be able to function at full efficiency. The one thing that was always paramount was the safety of everyone on the boat and the safety of the boat." 

This story includes information from articles that appeared in the Chicago Tribune and SunTimes.



GIGI's team together in Chicago. Back row, l to r: Kevin D'Aprile, David Wagner, Richard Hughes. Front row: Jim Leatherman, Lee Buratti, Rick Doerr.

PETER GOLDMAN

All About Key West

The winner of the first race of the 2005 Midwinter Championship became the overall winner four days later: MASQUERADE posted three bullets during the week in a variety of conditions to take the top spot by an eighteen point margin. With a strong northerly the first two days and conditions that ranged from medium to light and variable for the rest of the week, Key West once again delivered a great five days of sailing for the forty boat fleet.

Although the fleet felt quite beat up after the first two days of heavy air, there were no significant calamities and the worst boat damage was several blown out kites. The other victims of the big breeze were the OCS boats; excellent race committee work could not make the boat radios audible, and on Tuesday several boats found out they were over early when they returned to the dock.

When the Chamber of Commerce regained control of the weather on Wednesday, the racing proved extremely close with several boats overlapped at most mark roundings. Since the two leeward gate marks were only 5 boatlengths apart, that led to some congestion at the bottom of the course and in turn to a few DSQ's.

On day four, MASQUERADE proved a true champion by posting a bullet in the very fluky second race. With an unbeatable margin going into the last race, **Tom Coates** and team still came out on Friday to enjoy the sunshine and breeze. They posted their worst score of the week, a ninth, but still won the regatta by a healthy margin. Behind them the points were very tight, and by finishing fourth in the last race FLAME secured second overall ahead of three boats tied on points. Final race winner SAVASANA was the last boat off the dock;

owner **Brian Keane** prides himself on getting in a half day of work during each regatta day. PUFFIN had their best race of the series at three.

In addition to racing, a panel led by Dave Ullman and Farley Fonteneau gave owners a chance to improve their heavy air technique. It is important to keep the boat freed up and upright by depowering the sail plan, and both sails need to be well twisted to keep the boat moving well. Pointing too high and flogging the main are to be avoided.

Sailmakers were much more equally distributed throughout the fleet this year; see Nelson's website commentary for more detail. We hope to see more Newbies next year!



JATO's bowman helps the kite feed out cleanly.

1	MASQUERADE	Thomas Coates	San Francisco, CA	37
2	FLAME	James Doane, Jr.	Naples, FL	55
3	USA 332	Jim Johnstone	Newport, RI	58
4	INVISIBLE	Thomas Carruthers	San Diego, CA	58
5	TIBURON	Stephen Stroub	Tiburon, CA	58
6	BOLD FORBES	E Cummins/J Franco	Newport Beach, CA	61
7	ECLIPSE	Damian Emery	Mount Sinai, NY	70
8	ZUNI BEAR	Bergmann/Bennett	San Diego, CA	71
9	KINCSEM	Joerg Esdorn	Rye, NY	72
10	SAVASANA	Brian Keane	Marion, MA	75
11	V. EXTREME	Jon Halbert	Kemah, TX	84
12	GRINGO	Ryan Glaze	Houston, TX	88
13	RUM 'N' JAVA	C.Groobey/J.Biddle	Annapolis, MD	97
14	JESTER	Hugh Bethell	Baltimore, MD	116
15	PLANET B	Robert Baker	Toronto, ONT	119
16	PUFFIN	Fred Stone	Charleston, SC	123
17	RUM AT SIX	Worth Harris	Beaufort, NC	139
18	BLUE MAX	Barry Brown	Corpus Christi, TX	140
19	PIPPIN	Bruce Stone	San Francisco, CA	145
20	ADDICTION	Mark Cloutier	Hamilton, BER	146
21	MACK DADDY	Brandon Rose	Rowayton, CT	154
22	CONVEXITY	Donald R. Wilson	Chicago, IL	161
23	HOT WATER	John McLeod	Toronto, ONT	169
24	MAX POWER	Gerrit Schulze	Cape May, NJ	170
25	D.O. ARRIVAL	Highsmith/Millr/Gambl	Hilton Head, SC	190
26	FORERUNNER	John/Scott Mathis	Pens. Beach, FL	192
27	GUMPTION 3	K & N Grainger	Rye, NY	196
28	KATANA	John Huhn	St. Louis, MO	198
29	GHOST	Kenneth Colburn	Southport, ME	212
30	SHOCK & AWE	Robert Brann	Houston, TX	214
31	EAGLES WINGS	John J. Gottwald	Chicago, IL	220
32	PATRIOT	Steve Dabrowski	Chicago, IL	221
33	THIN ICE	Ken Browne	Marblehead, MA	222
34	WIND CZAR	Richard Lehman	Harbor Springs, MI	241
35	JATO	Andrew Gillis	Newport, RI	251
36	ACHIEVER V	James Flanagan	Marblehead, MA	256
37	IT WASN'T ME	Brian Tedeschi	Boston, MA	263
38	PAPERMOON	Nelson/Rolfes/Ballou	Miami, FL	266
39	HAZE III	Dick Starita	Palm City, FL	272
40	ABSOLUTELY	Rick Wieters	Jenkins Island, SC	301



MACDADDY gets ready to round the weather mark.

Fun Awards

Most Improved	JESTER
Best of the Newbies	GRINGO
Best of the Rest	KINCSEM
Five Aboard	MAX POWER
Family	ADDICTION
Mixed Gender	BLUE MAX
Greybeards	PLANET B

LOOK FAMILIAR?



If you have not already received one of these glossy 36-page 2005 Official Yearbooks, you need to pay your 2005 dues! Articles by the officers, the 2004 NAC Champion, and your fleet reps make this a must read as well as an excellent marketing tool. Extras are available for fleets to hand out to prospective buyers. Contact Nelson Weiderman for more information: nelson@j105.org.

Rules and Regs


The Technical Committee of the Class seeks your input on the following rule change proposal for 2006. Please direct your comments to Joerg Esdorn at JEsdorn@gibsondunn.com.

PERMITTED while racing:

5.3.18 Adaptions (as defined in IFDS Race Management Manual 2005-2008) permitted by ISAF's International Foundation for Disabled Sailing (IFDS) for use by a sailor possessing a current classification number under the IFDS Functional Classification System, provided such adaptations (a) are used only by the disabled sailor, and (b) meet the conditions set forth in Section 4 of Part 1 of the IFDS Race Management Manual 2005-2008.

Background: The request for this proposal came from **David Wagner** of GIGI and has been refined with the help of **Betsy Alison**. Betsy is Head Coach

of the US Disabled Sailing Team and has been involved with disabled sailing here in the US since 1998. Over that period of time, she has had the good fortune to become well acquainted with many members of the sailing community who have physical disabilities. She is an enthusiastic proponent of getting more handicapped sailors on the water. Betsy has told us "Personally, I see the J/105 as a wonderful platform for sailors with physical disabilities to be able to come and play the game with the rest of you."

To that end, the Class President, **Tom Carruthers**, on behalf of the entire Executive Committee, is calling on all fleets and all owners to make accommodations for handicapped sailors in our regattas even before this new rule is passed. David made a great start in 2004 and now let's make 2005 the year that brings more and more sailors with physical disabilities into our ranks. 

How Tight is "Taut"?


The Technical Committee passes along this guidance on tautness of lifelines:

Q: Do my lifelines really need to be "taut"? And what exactly does "taut" mean?

A: Lifelines on J/105's must be taut. Racing Rules of Sailing 49.2 requires that "when lifelines are required by the class rules ... they shall be taut...". J/105 Class Rules require lifelines as they are standard equipment, therefore they **MUST** be taut.

What is "taut"? Taut is whatever the protest jury says it is. To avoid the protest room, we recommend you follow the "guide" of ISAF Special Regulation 3.14.2(a):

3.14.2 Lifelines required in Special Regulations shall be "taut"

a) As a guide, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm. (Note: 50mm is just shy of 2") 



The fleet scurries downwind in the early part of Key West Race Week.

Marketing the Class

Nelson Weiderman is the Class Secretary and webmaster. You can reach him at nelson@j105.org.

As the Prez has so eloquently pointed out in his editorial, the onus of marketing the class to others is squarely on YOUR shoulders. But that is not to say that you do not have help from the class. In 2004 the class had a "battle flag" program and sold, at cost, 100 red flags so that you could show you are proud owners of a J/105 when you go out and sail your boat. I'd like to use this space to tell you about two 2005 initiatives that can help you market the J/105.

The first is the 2005 Official Yearbook. If you have not already received one of these glossy 36-page books, you need to pay your 2005 dues! This publication is a tour-de-force for the Class with articles by the officers, the 2004 NAC Champion, and your fleet representatives. There is a very interesting feature article on how the Annapolis fleet pulled off a 35-boat keel change this winter, trading out their shoal draft keels for deep draft keels. Not only did they get a ridiculously low price, but they all got professional keel fairing jobs out of the deal. The leadership of Fleet #3 deserves oodles of credit for making this happen and bringing their fleet back into the national racing mainstream. This is very, very good news for the Class as a whole and the story of how it all happened is well worth reading.

I have boxes of these Yearbooks in my house ready to be used. If your fleet would like a bunch for an event, just let me know how many and where to send them. If you would like one sent to a prospect, send me their address. And of course the best way to market the class is to sign up your crew for membership in the Class Association. It is still only \$25 and in addition to satisfying one criterion for helming your boat, they will also get the Yearbook, two Newsletters, a decal for their car, web advertising rights, and access to the members area of the web site. What better deal is there in sailing today?

Speaking of the web site, the other 2005 initiative is a major overhaul. If someone shows the slightest interest in our class, please refer them to "j105.org". Type those eight simple characters into a web browser and you have opened up a

world of information about the class. In April 2005 the web site underwent a major renovation after only incremental upgrades since 1996. There are now a total of eleven web sites run by the fleets themselves and many of those had surpassed the "mother site" in look-and-feel as well as content. So it was only natural to try and catch up with the work being done at the fleet level. We hope you will like the new look and features of the site. (Did you know that

Did you know that fleets are entitled to space on the web site?

fleets are entitled to space on the j105.org web site as one of the benefits of being a fleet?)

What has changed on the site? Immediately you will notice a new color scheme and a new layout with a reorganized menu on the left with "flyout" submenus when you "mouse over" the main options. The banner now features some abstract artwork (actually based on a photo I took at Key West 2004 of ZUNI BEAR leading a pack around the weather mark).

The content is relatively unchanged but better organized. As an inveterate "pack rat" I never throw anything away. The weekly "quickpoll" and the frequent news updates are still on the front page. Of course, I have steeled myself to complaints that always come your way when you change something, ala "even though I knew my desk was horribly messy, I always could always find whatever I needed whenever I wanted it."

The reorganization makes the site easier to use. The archaic and confusing registration and login functions have been completely revamped. Go to Members and choose "Login" and you will find the Login page which also has a complete FAQ (Frequently Asked Questions) for getting or restoring your password. As before, you are not required to login each time you visit. There are now separate pages to join the Association for the first time and to review or renew memberships. If you are logged in and then choose Review / Renew Membership, you can

see (and change) your information. This includes your e-mail and snail mail preferences. Please update your data and your preferences.

One of my favorite pages (not really new) is the All Fleets/Map Info, which lists all the fleets. There is also a weather map showing real time wind across the country. Mouse over the names of the fleets and the fleet location on the map lights up. At the top you can see the number of boats and members in that fleet, the known officers, and the recent wind speed and direction at a local wind sensor. Clicking on the fleet name will take you to the fleet web site if there is one. That's a helluva lot of information on one page (and some tricky programming).

In the Members area are things specifically of interest to the class membership -- the member list, class business including minutes of meetings, newsletters, annuals, and the hall of fame. The classified works pretty much as it has before. Members may place ads for anything; non-members can place ads for "wanted to buy", "crew available", and "services offered". The left column also features countdown timers to some of the more prominent events, such as the North Americans.

The web site will continue to evolve, but only with your help. What would you like to see on the web and how can we better organize it? How can we better use the web to market the class? How can fleets better take advantage of our database to collect their annual dues or send out notices? How can fleet sites tap into the database to see who has paid their national dues? How can the sail tag lists and membership lists be used to enforce our rules? What can the fleet measurers use on the web site? Please let me know.

Finally, I cannot claim sole credit for these innovations. Helping me at NoeticHarbor.com is Cathy White who is not only at the center of the web changes, but also is sending out your membership letters and decals, sending sail tags to sail makers, and in general helping "J/105 Central" be the best it can be. You can reach her at cathy@j105.org. If you have any kudos, please feel free to send them along to Cathy. I'll continue to handle the complaints!

J
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Results

2004 Fleet Season Champs

#1

- 9 regattas • 37 races • 39 boats
1. Wilson/Perkins, GOOD TIMIN', #35
 2. Steiner/Russell, AQUAVIT, #103
 3. Peter Wagner, NANTUCKET SLEIGHRIDE, #414

#2

- 6 regattas • 18 races • 16 boats
1. Kevin & Dee Colcord, CIRCE'S CUP, #306
 2. Vern Polidoro, VIGILANTE, #483
 3. Rob Stein, RAPID TRANSIT, #214

#3

- 17 regattas • 42 races • 35 boats
1. Jack Biddle, RUM PUPPY, #321
 2. David Lewis & Scott Salvesen, MIRAGE, #328
 3. Bob Reeves, A TRAIN, #313

#4

- 7 regattas • 32 races • 15 boats
1. Robert Baker, PLANET B, #238
 2. Jim Rathbun, HEY JUDE, #110
 3. Charles Clayton, NBX, #358

#5

- 3 regattas • 17 races • 22 boats
1. Wong/Logelin/Neiman, CERTARE, #390
 2. Jon Weglarz, CARESS, #464
 3. Tom Petkus, VYTIS, #104

#6

- 7 regattas • 40 races • 34 boats
1. Damian Emery, ECLIPSE, #50
 2. Joerg Esdorn, KINCSEM, #324
 3. Brandon Rose, MACK DADDY, #627

#8

- 9 regattas • 43 races • 37 boats
1. Ed Cummins, BOLD FORBES, #523
 2. Dennis & Sharon Case, WINGS, #514
 3. Peter Lufkin, SHORT SKIRT, #605

#14

- 5 regattas • 39 races • 23 boats
1. Phil Lotz, INDEFATIGABLE, #493
 2. Brian Keane, SAVASANA, #413
 3. Jim Sorensen, WET LEOPARD, #307

#17

- 9 regattas • 14 boats
1. Ryan Glaze, GRINGO, #629
 2. Robert Brann, SHOCK & AWE, #344
 3. Vic Forsyth, AFTERSHOCK, #393
 3. Malcolm Bremmer, BABE, #294

#18

- 16 boats
1. Chuck Stormes, DETOUR, #447
 2. Lattie/Lattie/Meade, PATRIOT, #559
 3. Jim & Cynthia Best, PHANTOM, #396

#20

- 4 regattas • 8 boats
1. Gerald Hirschler, JADE, #299
 2. Rod McKenzie, RODSTER, #255
 3. Lynn Adkins, MUDLARK, #403

#21

- 15 races • 5 boats
1. Mark Cloutier, ADDICTION, #74
 2. D. Ratteray & G. Astwood, PASSION, #541
 3. Buddy Rego, NOT MINE, #535

#22

- 17 races • 6 boats
1. Colling/Koehl, JANE'S ADDICTION, #632
 2. Colin & Louise Mills, WISH, #148
 3. Rob & Clay Mock, UNBRIDLED, #261

#23

- 4 regattas • 13 races • 8 boats
1. Ned Semonite, BLACK OWL, #77
 2. Ken & Ginny Colburn, GHOST, #600
 3. Bill/Christie Aronson, HAIR OF THE DOG, #509

Miami Race Week

1	MASQUERADE	Thomas Coates	Newport, RI	11
2	ZUNI BEAR	Rich Bergmann	San Diego, CA	23
3	EAGLES WINGS	John Gottwald	Chicago, IL	24
4	TIBURON	Steve Stroub	Tiburon, CA	25
5	GUMPTION 3	K & N Grainger	Rye, NY	27

St. Pete NOOD

1	FLAME	James Doane	27
2	SHOCK & AWE	Robert Brann	35
3	PIPPIN	David Owen	38
4	KATANA	John Huhn	39
5	JAVA	C&C Groobey	41

San Diego NOOD

1	WINGS	Dennis & Sharon Case	14
2	JAVELIN	Doug and Pam Werner	17
3	SHORT SKIRT	Peter Lufkin	21
4	GRACE OMALLEY	Alice Leahey	29
5	FLAMBUOYANT	Barney Flam	31

more results at www.j105.org



J/Boat dealer **Bob Ross** presents the Fleet 20 trophy to **Gerald Hirschler**, owner of **JADE**.

2005 Calendar

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

April			
7-10	Charleston Race Week	Charleston, SC	Fleet #11
23-29	Bacardi Int'l Race Week	Bermuda	Fleet #21
29-May 1	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
June			
3-5	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
11-12	SFYC Summer Invitational	San Francisco, CA	Fleet #1
17-19	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
20-24	Block Island Race Week	Block Island, RI	Storm Trysail Club
24-26	NOOD Regatta	Toronto, ONT	Sailing World/Fleet #5
24-26	Ullman /L. Beach Race Week	Long Beach, CA	Fleet #8
July			
28-31	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
September			
9-11	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
15-18	Big Boat Series	San Francisco, CA	St. Francis YC
15-18	North Americans	Toronto, ONT	www.j105.org
23-25	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #17
January 2006			
16-20	Mid-Winter Champs	Key West, FL	Premiere Racing

Join us at the 2005 NAC's



When: September 15-18, 2005

Where: Toronto, ONT

visit www.j105.org for more info

President	Tom Carruthers	rls339@yahoo.com
Vice President	Walt Nuschke	lsicontrols@earthlink.net
Sec./Treasurer	Nelson Weideman	nelson@j105.org
Chief Measurer	Joerg Esdorn	JEsdorn@gibsondunn.com
Copyright Holder	Jeff Johnstone	jeffj@jboats.com

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Fleets

#1 SAN FRANCISCO	Stuart Taylor j105larrikin@yahoo.com
#2 NEW ENGLAND	Andrew Savage asavage@lawfunds.com
#3 CHESAPEAKE	Chris Groobey chris@groobey.com
#4 LAKE ONTARIO	Robert Baker bakrob@hotmail.com
#5 LAKE MICHIGAN	Marty McKenna ammckenna@sbcglobal.net
#6 L. ISLAND SOUND	Kevin Grainger kevin.grainger@gumptionventures.com
#8 SO. CALIFORNIA	Scott Birnberg indigo120@aol.com
#10 NEW JERSEY	Rich Walker merlin194@comcast.net
#11 LOW COUNTRY	Joseph Highsmith highcon@hargray.com
#14 SO. NEW ENGLAND	Andy Gillis adgillis@yahoo.com
#15 SO. CHESAPEAKE	Bob Rock Mrreidy@aol.com
#16 FT WORTH/DALLAS	Rob Holmes robertwholmes@msn.com
#17 GALVESTON BAY	Bee Bednar bednarb@3dbez.com
#18 DETROIT	Harry Bloom harrybloom@comcast.net
#19 FLORIDA	Jim Doane sailnjed@comcast.net
#20 NORTHWEST	Tommer Roush tommerdaddy@mac.com
#21 BERMUDA	Edward Thompson jtatsea@northrock.bm
#22 LAKE ERIE	Robert Mock unbridled@adelphia.net
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SMALL Fleet, BIG Plans

Ken Colburn, fleet captain, works and lives near Boston but spends as much of the summer as possible in Maine. At the suggestion of his daughter, he bought a used J/105 (WITCH) in 2000 and then bought a new one (GHOST) in late 2002. His crew consists of family and friends, with wife Ginny, brother Ted, and daughter Liz often on board.

Nine J/105's will race this summer for Fleet 23's fourth season. Maine has a tradition of racing and cruising, which has made class development challenging as many Maine racers also actively cruise. In spite of this, the fleet has more than doubled in size over five years. We have three distinct areas: Portland (with the largest number of fleet members), Boothbay Harbor/Southport, and Penobscot Bay. We belong to the Gulf of Maine Racing Association and races span from Portland in June to Boothbay Harbor/Southport and Penobscot Bay in July and August. Formats vary from set courses (in Portland) to around the buoys racing. For the past two seasons, members of Fleets 23 and 2 have met in Portsmouth, NH for the Red Hook Regatta. Several Portsmouth boats have made their way

to Maine for racing. Fleet 23's GHOST (Ken Colburn) and KEEMAH (Don Logan) travel annually to Block Island Race Week and the PHRF New England Championships in Marblehead.

Ned Semonite's BLACK OWL and Ken Colburn's WITCH are converted shallow draft boats. Ned is a master at leeward end starts and has been sailing J/105s the longest so we attribute his great boat speed to experience. Don



Fleet 23 lines up for a start.

Logan is probably the most ardent sailor of the fleet, but he speaks as eagerly about the joys of singlehanded delivery. He is always looking for another fleet member to deliver at the same time to make a race of it. Bill Aronson and Christie Campbell's HAIR OF THE DOG (they often race with one or two dogs down below) and Andy Sawyer's STRAW HAT complete the Portland fleet.

Up in Penobscot Bay Tom & Ginny Rolfe's SIDEWINDER and Bill Wilkinson's GREY EAGLE duel it out alone. The twelve hour delivery time to Portland makes one design competition difficult.

Although Fleet 23's sailing season is brief, it has a competitive summer series. Maine often has strong sea breezes during the summer and, except for an occasional spell of fog, the Maine coast provides some of the most picturesque sailing in the country. Fleet 23 would welcome J/105 visitors, so if your travels bring you (with or without your boat) "down east" please join us for some great sailing.

SALLY TWINEM

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J/105