

SURVEY RESULTS ON KWRW 2004 PARTICIPATION:

1. How would you classify your experience at Key West in 2004?

- _20_ Enjoyed the event totally
- _3_ Good learning experience
- ___ Fun, but would only do once
- ___ Did not meet my expectations

Comments:

2. The chances that I will participate in KWRW 2005:

- _13_ Will be there for sure
- _6_ Likely
- _5_ Unlikely
- ___ Definitely WILL NOT be at Key West in 2005

Comments:

3. How did you feel about race committee work?

- _18_ Top notch
- _3_ Very good
- _2_ Room for improvement
- ___ Poor

Comments:

4. How did you feel about the inspections?

- _1_ Too intrusive and time consuming
- _20_ Just about right
- _1_ Not thorough enough

Comments:

5. Which would increase the likelihood of your participation (check all that apply, unless you're "fer sure" in question 2)?

- _2_ More social activities
- _1_ More help with transport
- _2_ More help with lodging
- _2_ More help on logistics in general
- ___ More awards
- _1_ More races
- ___ Better administration of class rules
- _2_ Other

Comment:

7. Would you like to see the Class try to do something to reduce the chances of contact between boats?

- _16_ No, unlikely the Class can do anything useful
- _5_ Yes (Specify)

Comments:

8. Are there any conditions that might decrease your likelihood of participating?

- _17_ No, not that I can think of
- _4_ Yes (Specify)

Comments:

9. Why do you think attendance was poor at the "party"? (check all that apply)

- _5_ Too many protests that day
- _7_ Not advertised enough
- _6_ Wrong time or place
- _10_ Too tired or too much to do
- _4_ Other (Explain):

Comments:

10. Would you like to remain on the J/105 class e-mail list for KWRW 2005?

- _23_ Yes, keep me informed (about a dozen total e-mails)
- ___ No, take me off the list

COMPILED COMMENTS:

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Question #1: How would you classify your experience at Key West in 2004?

New boat and first year at helm made for some "deep end" learning ... getting crew (many of whom are still university age) was and will be the challenge ...

I had a good experience but spent too much time in the room...one time defending myself against a hunting expedition, and the other time dealing with a collision from behind.

Question #2: The chances that I will participate in KWRW 2005:

If I get a stable crew this year that starts to gel and we start to record better results at home then yes ..otherwise no.

Not sure as I am becoming a dad. May need a year off.

Unlikely, but hope to be back in 2006.

Question #3: How did you feel about race committee work?

It was fantastic. World Class.

Should require protests to be called in at the conclusion of each race as part of the protest protocol. [sore point.. we lost out on this one!!]

Question #4: How did you feel about the inspections?

Focus was on the important things, as it should be.

Question #5: Which would increase the likelihood of your participation (check all that apply, unless you're "fer sure" in question 2)?

The J-105 nite is fine but really not all that well attended particularly by top boats. Is there anything more that can be done to increase interaction between the teams? There were a number of comments related to this on the forum threads about this year's damage and the foul language. Perhaps a dinner where everyone is introduced, perhaps 1-2 functions on the dock, our own cocktail party somewhere... I would like to get to know more owners and this is always a challenge. I think the more the class can do to encourage interaction the better. Maybe a team event? Our own knots & shots nite?

We found (especially on the CDN \$) KW very expensive ..the minimum one month for a condo deal was highway robbery for what we got. FT Yacht Services did a good job and the general help around the dock for stuff that broke (our backstay and forestay both needed repair) was excellent...Harken, Aramid Rigging all went beyond the call of duty ...

Everyone (J Boats, class officers) did a great job. It is fun, educational, and they make you feel part of a family of racing sailors.

None are applicable; attendance is purely a function of fiscal realities and schedule. Having the J/Concierge arrange a diver this year was wonderful.

Time and expense.

Find away to reduce over aggressive sailing.

Child Care? :)

Question #7: Would you like to see the Class try to do something to reduce the chances of contact between boats?

I believe the onus of the RRS for the burdened boat in a number of key situations (leeward mark roundings, start, 2-boat length circle) could be explained and emphasized in a meeting on Saturday from 5 to 6 pm. hosted by the protest judges. They could say how they will interpret it and they could emphasize that the RRS 14 will be expected to be respected. Video could be taken at all mark roundings and available for the protest committee.

I have rarely witnessed contact between J105s and don't think this is a big problem. I was struck, however, that there seemed to be increased "protest happy" aggressiveness down in KW for minor incidences that I generally consider to be within the give and take of competitive sailing. It will be unfortunate if the class deteriorates to this level of litigiousness.

I think my comment re: #5 is the major thing we can do. I would object to any Class sanctions separate from racing rules/event organizers.

Have a mandatory rules seminar for skippers Sunday evening.

I felt the racing was very fair.

1. Consider adding on the water judges to help police the sloppy or overly aggressive sailors. 2. Run a camcorder at mark roundings and only use if there's a collision.

Rules seminars or race management seminars would help.

Occasional contact is part of racing. I don't think we have an overabundance of it.

We all make a large time and financial commitment to have fun and travel to ANY big Class gathering. I very much think it is in the class's best interest to find ways to continue to promote safe, fun, family, ease of sailing and racing. Demolition derbies are not! No one will travel any where there are better odds of being hit than not. No one is interested in buying an expensive boat to race in a dangerous fleet. The racing rules are not doing a well enough job of keeping our boats apart. If situations are unique or continue to occur within our fleet, we need to identify them and single them out and then create a way to prevent the sequence of events that cause pile ups at leeward marks. A better understanding of the racing rules will help, but until we all can pass the racing rules test, there will always be differences of opinion and perspective that will lead to collisions.

Bottom line. Let the proper authorities do their job.

The gates and offsets are about as much as you can do....we're supposed to know how to take care of the rest...the rules!! Perhaps a rules seminar on Sunday...focusing on the "high traffic" areas...starts and roundings as it was clear there were a few boats

that either didn't know or chose to ignore!!

Question #8: Are there any conditions that might decrease your likelihood of participating?

Lack of participation by top teams would reduce my likelihood of participation.

The only possible issue is one of time commitment and a possible conflict with work.

Increased cost - entry fees and exorbitant rentals.

Adding professionals.

Contact, Damage, Injury. I would like to make a suggestion that would increase my likelihood of participating. Give Rule 14 more power!

1) make it count/a DSQ must count in your score if it the result of a rule 14 infraction. 2) serious damage results in being "excused" from the rest of the regatta. The only way to get over adrenaline crazed crews to think twice about a risky maneuver is the fact they might not be able to continue to participate in the regatta if they are found to have caused a collision. I know you are sick of hearing this, but a low crew weight limit discourages me from participating more than anything. All I want is the ability to sail with 6 like the majority that can.

A stock market crash!!!

Question #9: Are there any conditions that might decrease your likelihood of participating?

I do not even recall when or where the party was. Generally, when I finished sailing I immediately went to my hotel and caught up with the office/business. In the evening, I would join my crew at the tent and then go to dinner as a team. I would have enjoyed getting together with the other 105 sailors, many of whom I still have not met.

I think beer, cheese/crackers in a parking lot is a contributor. There are so many cool spots with good food & drink. I'm not sure the format is all that great. The information given is not all that helpful.

It appeared to be just a continuation of the rest of the week ..KW also has lots of competing attractions ..when there is no yacht club to hold people to a venue and tons of great bars and restaurants close by ...parties like that tend to suffer..

Thursday ended up being a very strange day with the collisions and dismasting of Kinscem. After dealing with my protest I needed to just go home and decompress. Sorry for being a party pooper.

We didn't realize the pizza in the J tent was the party. Sorry we missed it. It was the one night we didn't go to the big tent - we had two crew sick and needed them to be well for Friday.

I think that by Thursday that folks are a little tired. I did attend and I am glad I did. If we could move it to Sunday, or Saturday I think it would be great. Everyone is there and excited. Everyone is undefeated and feeling great.

If we are going to do a party, let's make it a real one, not just beers by the tent. Yes, I'm happy to help organize. The Tarten 10 fleet, for example, had a blender party on Wednesday at the Galleon.

We stayed at an inn very close to the docks; perhaps we could ask the innkeepers if they would host a gathering around the pool for a small fee.

I think you lost half of your crowd when you delayed the presentations. State a time and follow it.

Maybe just a little bit later , give everyone time to clean up and "cool off" from the days racing.unfortunately that day on the water was one of the more contested days as well.... plus the Kinseth misfortune...just bad luck!

Not Sure, kind of forgot about it and there was so much going on.

BOATS PARTICIPATING IN THE SURVEY

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KINCSEM PLANET B DEAD ON ARRIVAL GUMPTION SAVASANA HOT WATER STARCROSS
REVELATION ZUNI BEAR (2) GIGI HAZE RUM N JAVA BLUE MAX NO FACE TO FACE
WINDSHADOW MAX POWER RUM AT SIX UNBRIDLED PUFFIN ECLIPSE ADDICTION WET
PAINT