

**J**  
**105**

# ***In The Wind***

**J / 1 0 5   C l a s s   A s s o c i a t i o n**

*Seasons Greetings*



**Chris Perkins on  
Masquerade Earns  
J/105 North American  
Championship**



# 2013 MIDWINTER CHAMPIONSHIP

**2013 J/105 MIDWINTER CHAMPIONSHIP**

March 8-10

Lakewood Yacht Club

Seabrook, Texas

[www.j105mw.com](http://www.j105mw.com)



## President's Corner

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The J/105 Annual Meeting was held on October 5, 2012. Present were: Vic Forsyth (President), Ian Farquharson (Vice President), Bee Bednar (at-large), James McDonald (Fleet at-large), Walter Sanford (representing Fleet #1), Fred deNapoli (Fleet #2), Chris Groobey (Fleet #3), Robert Baker (Fleet #4), Jon Weglarz (Fleet #5), Jon Dekker (Fleet #8), Mark Smith (Fleet #16), Uzi Ozeri (representing Fleet #17), Matt Arno (incoming Chief Measurer), Rob Mock (incoming at-large), Gyt Petkus (incoming TC), Christopher and Julie Howell (Class Administrators).

At the meeting, statistics from the survey of our fleet were presented and, whereas some numbers are down slightly, others are up. (Details of the Class survey are available on our website via the Summer 2012 newsletter.) As a whole, considering the economy, our fleet continues to do well.

Also at the meeting, proposals for future NACs were discussed and it was agreed that Fleet 4 (Lake Ontario) would host in 2014 and Fleet 1 (San Francisco) would host in 2015. Annapolis will be hosting in 2013. The 2012 NAC wrapped up in San Diego after a very successful regatta, where Masquerade prevailed, skippered by Chris Perkins – congratulations to Chris and San Diego Yacht Club.

As the incoming President, I believe that our main focus should be to maintain and increase the strength of the J/105 as a one-design fleet. Easier said than done you may say, but we need to constantly remind ourselves that we have a boat that, despite all the hot new designs out there, is still an amazingly versatile boat and, unlike all those new designs, we have a large base of one-design racing all over the continent.

The poor economy is actually an opportunity for us since used J/105s are now a very good value compared to new designs. In my own fleet here in Toronto, we have seen both growth and increased racing activity because of this. There is every reason to believe that we can continue to improve the fleet over the next few years as we look forward to events such as the Midwinters in Texas and NACs in Annapolis, Toronto and San Francisco.

May you always be sailing on the lifted tack in 2013  
(unless you are in my fleet).

Ian Farquharson, J/105 Class President

# Chris Perkins on *Masquerade* Earns J/105 North American Championship



Chris Perkins led his *Masquerade* team to victory at the J/105 North American Championship. Hosted by the San Diego Yacht Club from October 18-21, the San Francisco-based boat led from race 1 through race 9 with a remarkably consistent line of 1,2,2,1,3,2,4,4,4 for 23 total points. The team consisted of Perkins, Steve Marsh, Tom Purdy, Mark Chandler, Larry Swift and Rose Eberhard. This triumph marks the boat *Masquerade*'s third North American Championship, after winning in 2006 and 2007 with Tom Coates. Perkins, Marsh and Chandler were part of those crews.



## Current Obsession 2

Perkins praised *Masquerade*, veteran hull #17, and the team's familiarity with it. "We know this boat intimately. It's well prepared in its set-up with a nice new set of sails," he stated. He also applauded his crew for their flawless efforts, saying "There were no crew mistakes, despite the fact that we're all very busy and we had little practice. That's where luck comes in sometimes." It was easy to notice that *Masquerade* quickly launched to the front of the 25-boat fleet at the starts. "We had consistent starts where we got the nose out and didn't have to play ping pong," Perkins explained. "Some regattas go your way, and this one did for us. We were in the right place for the shifts."

Gary Mozer's *Current Obsession 2* finished as runner-up with 37 points, and new J/105 owner Dennis Conner placed third on *DC's Pholly* with 45 points.

Perkins sailed *Masquerade* to the top of the leaderboard on day 1 with a first in the first race and a second in the second race, tallying just 3 points on the day. Mozer's *Current Obsession 2* stood in second place with 8 points, and Conner on *DC's Pholly* one point back. After a night of strong breeze in Southern California, the day began with large swells and winds around 10-12 knots. By the first gun, the winds starting dropping to 6-8 knots, and were reduced a couple more knots by the start of the second race. The day ended in an all-out drifter.

On day 2, Perkins opened up a strong lead on day 2, holding an impressive line of 1,2,2,1,3 for just 9 points overall, and five races in the books. Mozer maintained his second-place spot with 23 points. Tom Fisher and Joe Dagostino on *Viggen* continued a consistent regatta with all top-six tallies for 26 points. In the day's first contest, Rick Goebel's *Sanity* took top honors, *Masquerade* ran away with the next race, and *Current Obsession 2* claimed first in the final bout. Conditions were superb, with consistent breeze between 8-12 knots, sunshine and temperatures in the low 70s.

Perkins kept *Masquerade* atop the 25-boat pack on day 3, holding a 15-point advantage over second-place Mozer heading into the final day of racing. A tight battle brewed over the next three places with Bruce Stone's *Arbitrage* in third with 41 points, trailed closely by Conner's *DC's Pholly* at 42 points and Chuck Driscoll and Tom Hurlburt's *Blow Boat* at 45 points. In Saturday's first race, *DC's Pholly* won, and in the day's other contest, the Driscoll/Hurlburt team on *Blow Boat* snared the victory. Winds were very light, causing a delay in the morning while the breeze stabilized to 5-7 knots in a misty rain. The second race had a similar wind range but with a few peaks of sun.

Two DC's won the final day's matches—*DC's Pholly* and Dennis Case's *Wings*. The day saw winds from 6-8 knots at the start, up to 10-12 knots with building seas in the second race.





## DC's Pholly

### THE TOP 10:

1. Chris Perkins, Masquerade (23 points)
2. Gary Mozer, Current Obsession 2 (37)
3. Dennis Conner, DC's Pholly (45)
4. Chuck Driscoll/Tom Hurlburt, Blow Boat (57)
5. Bruce Stone, Arbitrage (58)
6. Dennis Case, Wings (73)
7. Tom Fisher/Joe Dagostino, Vigen (74)
8. Bennet Greenwald, Perseverance (84)
9. Rick Goebel, Sanity (93)
10. Dave Viereg, Triple Play (99)



The J/105 Class Association extends its appreciation to everyone at the San Diego Yacht Club for their first-rate regatta management and hospitality. For complete results, go to [www.j105nac.com](http://www.j105nac.com).

The logo features a large, stylized white letter 'J' with a registered trademark symbol (®) to its upper right. Below the 'J' is a horizontal white bar, and underneath that bar is the number '105' in a bold, white, sans-serif font.

**J**<sup>®</sup>  
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**Save the dates  
for the 2013 J/105  
North American Championship**

**OCTOBER 31-  
NOVEMBER 3**

**Annapolis Yacht Club  
Annapolis, MD**

For more information, contact Linda Ambrose at [lambrose@annapolisyc.org](mailto:lambrose@annapolisyc.org)





*Following their North American Championship, Masquerade helmsman Chris Perkins participated in this interview with the J/105 Class Office.*

**1)** Congratulations on your North American Championship! *Masquerade*, hull #17, is no stranger to that title. What makes this boat so fast?

*Masquerade* is a very well prepared boat. I have raced on the boat continuously for the past eight years with the owner Tom Coates. A group of us know the boat and all its 'special' settings so we can get up to speed very quickly at any regatta. For this regatta, I give a lot of credit to the new set of North Sails we had. Vince Brun & Co. designed a slightly fuller jib for this event which was spot on. They also designed a hybrid light air VMG kite which was very easy to sail deep within the lighter lumpy conditions. Combined with an absolutely perfect AP main, we had speed in all the conditions we experienced in this regatta.

**2)** Tell us about your crew and the role each played during the event.

Our crew was Tom Purdy- Bow, Steve Marsh- Pit, Larry Swift- Jib and Spin trim, Mark Chandler- Main and Rose Eberhard - Pit/floater. All of the crew are long time *Masquerade* crew except Rose who we met in San Diego for this regatta.

The roles each person played are fairly typical to all racing crews. I think the primary difference is probably the sheer number of races we have all sailed together. In a long series with no throw outs, it is really important to hit the first race organized and settled. I was a little worried that we were not able to make the pre-regattas to experience the conditions and test our new sails, but our experience racing on *Masquerade* together was much more important in the end.



Tactics on our boat is fairly democratic. We usually have a basic plan which I make sure everyone knows and we try and follow. Everyone on the boat is welcome and does contribute to the developing tactics in every race. With all of the experience we have on the boat, our big tactical decisions just seem to naturally evolve.

I might also add that Tom Coates was really looking forward to this regatta but had to cancel with a couple of weeks to go due to other commitments. I know he wishes he could have been sailing with us.

**3)** You won the championship wire to wire. How were you able to maintain that level of consistency over four days and nine races?

Our consistency came from our speed and crew work. I enjoy sailing with every person on *Masquerade*. When any of us made the typical small mistakes, there was a friendly ribbing to follow. We had no big crew issues.

I always tried to start conservatively in the area of the line we wanted. I knew that if we could get off the line and hold our lane, we would be able to do well in the race.

**4)** Walk us through some of the communication on *Masquerade* during the starting sequence.

At ten to fifteen to go before each race, primarily Mark and I decide on the rig tune for the conditions which everyone usually comments on. If we had to change the rig, Mark would do the wrenching while I checked the wind and the line. Once we are in sequence, I usually manage the boats around us with input from everyone to get to where we want to be on the line. At the start of the sequence, I communicate to all where we want to be on the line so everyone knows what our final maneuvers will most likely be. Specific jobs include - Tom calling distance to the line from the bow or rail, Steve calls relative speed to weather and when we are free to tack, Larry trims the jib, Mark trims the main and calls boats behind and Rose counts the time down to me. At the start in hiking conditions,

we try and have all five crew hiking with legs out and if we are in line or bow out I work really hard on height. All of the crew are really good at sending info to me so I have confidence we are getting up to speed and executing our plan. If we want to go right, Steve usually makes the call when we are clear to tack and get right. Otherwise all communication is focused on speed and height and getting the boat trimmed correctly for the conditions.

Starts are usually very calm on board *Masquerade* which I credit to the caliber of the crew.

**5)** You are based in San Francisco, but this regatta was in San Diego. How do you compare the J/105 between generally breezy conditions versus lighter air?

I have raced a J/105 in San Diego on and off for eight years. I know the conditions very well and how the J/105 performs in them. Sailing a J/105 in light air is very tricky/hard because it is so under powered. You really need to have the right sails and know how to tune the rig to get the right amount of power out of each set-up. I was terrible at this when I first started sailing a J/105 in San Diego but have improved after experiencing the San Diego fleet doing circles around me.

In SF, the J/105 is usually plenty powered up. We sail with heavier flatter designed sails to compensate. Crew maneuvers and trimming technique is much more important in breezy conditions. All of this can only be learned by experiencing SF on a windy ebb tide day. I especially enjoy sailing in windy conditions as this is what I grew up sailing in.

**6)** If you were to offer your primary “tip” on improving upwind speed, what would it be? Downwind?

Sailing any boat upwind or downwind is about balance and technique. Upwind you need to have the right amount of rake, rig tension, sail trim and max crew weight hiking. Unfortunately, there is no substitute to practice and testing different set-ups. Experience

# North American Champions

with a J/105 in many conditions really helps get close in all these areas. Upwind, the J/105 has a sweet spot which is on the verge of pinching at slightly less than full speed. The J/105 has a very large surface area keel and rudder, and as a result its best VMG upwind is slightly slower and very high. It takes a while to find this sweet spot with rig tension and technique, but when you do find it the call from the rail is usually higher/faster or higher/same speed. We always work hard to find this mode in every race. Downwind is all about sailing low with pressure. In lighter conditions,

this can only be done with constant back and forth communication between helm and trimmer. No sleeping downwind.

**Z)** Will you and *Masquerade* be defending the title in 2013 in Annapolis?

I would say absolutely. Tom Coates won the last NAs in Annapolis, and I know he would be excited to go back and give the Chesapeake another shot.



# Masquerade



# Technical Committee Report

Matt Arno – Class Measurer, Fleet 16, Dallas/Fort Worth

Pat Benedict – Fleet 1, San Francisco

Gyt Petkus – Fleet 5, Chicago

## Member Survey

In the last newsletter, we announced that we would be conducting a member survey on a wide variety of topics. The survey went out this summer, and 118 responses were received. The main topics of the survey were membership and eligibility, sail rules, and demographic data. The full results of the survey are available on the Class website under Members > Class Business > 10/5/12 Annual Meeting reports. Below are highlights of the results of the survey.

### Membership & Eligibility

- Professionals – The Class is firmly opposed (80+% against) to allowing professionals on board for regional and national events. For local events, opposition was less (55% against), but the majority response was still in favor of not allowing professionals.
- Chartering – The Class is in favor of allowing non-owner Group 1 competitors (64+% ) to charter J/105s.
- No other membership and eligibility rules need to be reviewed (94%).

### Sails

- Sail rules should not be based solely on cost control (65%), but cost is still a factor to consider (81%).
- Most owners (86%) would pay more for a jib that lasts two years instead of one. 61% of owners would pay 25% more; 26% of owners would pay 50% more. However, 66% of owners would buy the least expensive jib with equivalent initial performance for jibs that last only one season.
- Most owners, by a small margin (56% to 44%), are in favor of allowing two jibs on board.

- Days per year of primary jib use was:

Days/yr	% of owners
31+	11%
26-30	13%
21-25	20%
16-20	30%
10-15	23%
<10	3%

- 40% of owners race at least 26 days a year, but only 24% use their primary jib at least 26 days a year, indicating that secondary jib use is significant.

### Owner Demographics

- Owners prefer Class communications to be done via the website, the newsletter, and e-mail. Facebook and blogs were in disfavor. Communication through the local fleet is OK.
- 40% of responding owners race their J/105 at least 26 days a year. 46% race it between 10 and 25 days.
- 41% of responding owners participate in 1 or 2 out of town regattas a year; 19% compete in 3 or more out of town regattas.
- 59% of responding owners had owned their J/105s at least 5 years.

## *Rule Changes for the upcoming year*

There were no rule changes proposed or accepted for 2013. The 2012 Class Rules will remain in effect. Now is the time to start proposing any rule changes that would take effect in 2014. Several ideas have been suggested to date.

- Should synthetic lifelines be allowed?
- Should a mast-mounted spinnaker halyard camcleat be allowed?
- Should the rules for the allowed number of jibs or mains be modified?
- When should adjustment of the mast partner chocks be allowed?

We will be putting these and other topics in the weekly poll on the Class website, so be looking for them and give us your feedback on these and other suggested changes.

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# 2013 J/105 Midwinter Championship

March 8-10

Lakewood Yacht Club  
Seabrook, Texas

[www.j105mw.com](http://www.j105mw.com)

Join the exciting racing at the 2013 J/105 Midwinter Championship on Galveston Bay. Last year was an extremely exciting and windy regatta, compiled of a solid first-time attendance of 14 boats from New York, Annapolis, Bermuda and Texas. In 2012, Fleet 17 rallied the troops and pulled off the regatta to replace our traditional KWRW Midwinters with relatively short notice. Based on the success and feedback from the initial event, we have been given the opportunity to host a second Midwinters with racing March 8-10.

For those who come a day early, Fleet 17 will host an event for sailors at the world famous Houston Livestock Show and Rodeo on March 6. This will give sailors a chance to get into the Texas spirit, practice and prepare their boats. If you don't need practice, spend the next day at the Johnson Space Center (NASA) and learn how to land a vehicle on Mars. Everyone here is still buzzing about that. NASA is only a five-minute drive from Lakewood Yacht Club.

As was the case last year, we will make every effort to keep costs down. We will include crane service in the entry fee, and housing costs will be extremely reasonable. The entry fee is only \$400.

If you are interested in keeping your boat in the Kemah/Galveston Bay area for the winter and competing in multiple events, we would love to



have you join us. Sailing weather is good all winter. Contact Uzi Ozeri at [uzio@hotmail.com](mailto:uzio@hotmail.com) to work out details. Uzi has been hard at work locating reasonable safe accommodations for our out-of-town boats. For other questions, contact Bill Lakenmacher at [bill@lockprotective.com](mailto:bill@lockprotective.com) or by phone at 832-419-6181.

It is only a suggestion...but if I lived in a frigid winter environment and could move my boat South and store and race it for about the same cost as putting it to sleep, occasionally putting on my winter coat to go stare at it and break off icicles, I would have to give some consideration to "snow birding."

Come show us why you are such a "hot shot" in your fleet when you compete against the best from around the US and Bermuda at the 2013 J/105 Midwinters.

See "y'all" in March,  
Bill Lakenmacher, Fleet 17



Photos courtesy of: Joanne O'Dea



First Place - Team Case

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## INTERNATIONAL MASTERS REGATTA

By Joanne O'Dea

The third event in the J/105 Fall Series was the International Masters

Regatta held at San Diego Yacht Club from November 2-4. The prestigious regatta was established in 1979 at St. Francis Yacht Club by Don Trask in honor of his father. Historically, the world's greatest master sailors have competed in this international sailing event on San Francisco Bay. SDYC hosted the regatta this year for the first time, bringing the best master sailors from around the world by invitation. The regatta was sailed in J/105s, graciously loaned to the master sailors by local boat owners, with new sails from North Sails, adorned with the SDYC burgee on the main.

The racing included buoy racing inside the bay, stadium sailing style, with ample spectator viewing on the water as well as along Harbor Island and the waterfront, and the club's most loved race, the Hot Rum, on the day in between the buoy racing days.

Ten teams from Southern California, Northern California, Canada, and as far away as Sweden came to San Diego to compete against their fellow master sailors. The weather and conditions could not have been better as they enjoyed sunny, warm and windy days. The first day of buoy racing on the bay allowed the Race Committee to get four races on the books. The teams rotated boats in between each race, using temporary docks that Bob Vincent and his team of volunteers set up near the race course. The rotations went really well, pit stop style, with as fast as six minutes for a complete rotation! Saturday, the teams raced in the Hot Rum #1, which turned out to be a stellar day for the J/105 fleet. The J/105s had their own start and ended up with six masters teams finishing in the top eight overall (out of 121 boats!). Sunday was another great day of sailing, as three races were completed in perfect San Diego conditions. Dennis Case, with Team Case, won the regatta with 33 points after eight races. The field was so tight, and the next six boats were separated by only 10 points.



International Masters Regatta Participants





*Second Place - Team Munro*



Photos courtesy of: Joanne O'Dea



*Third Place - Team Fogh*

**THE OVERALL RESULTS ARE AS FOLLOWS:**

- 1st Place Team Case, Dennis Case, SDYC
- 2nd Place Team Munro, Bruce Munro, St. Francis Yacht Club
- 3rd Place Team Fogh, Hans Fogh, Royal Canadian Yacht Club
- 4th Place Team Andron, Jon Andron, St. Francis Yacht Club
- 5th Place Team Nichols, Chuck Nichols, SDYC
- 6th Place Team Campbell, Argyle Campbell, Newport Harbor Yacht Club
- 7th Place Team Trask, Don Trask, St. Francis Yacht Club
- 8th Place Team Holland, Ron Holland, Royal New Zealand Yacht Squadron
- 9th Place Team Burnham, Malin Burnham
- 10th Place Team Gyhlenius, Rolf Gyhlenius, Royal Swedish Yacht Club

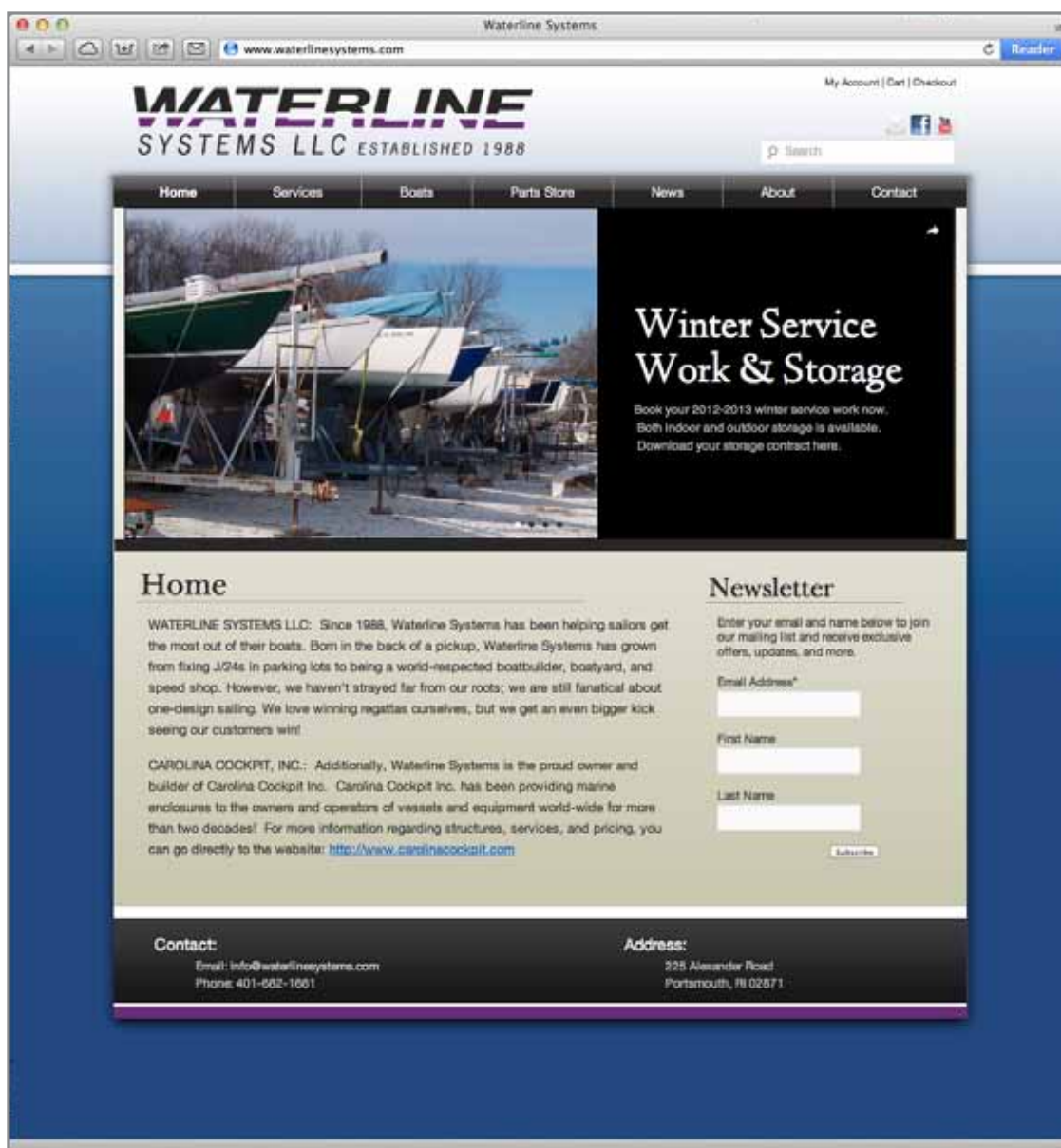


*Masters Don Trask, Dennis Case, Malin Burnham*

The social events off the water were just as fun as the sailing. A welcome party was held on Thursday evening after everyone was weighed in and registered. Friday evening after sailing, Commodore Kyle Clark hosted a fabulous cocktail party in the Frost Room for the participants. The highlight of the regatta was the master dinner on Saturday night. The evening was emceed by Tom Ehman, Vice Commodore of Golden Gate Yacht Club. As well as leading the introductions of the skippers and their teams, Mr. Ehman gave an update of the America's Cup. Those who attended the regatta dinner were treated to the presentation, a slide show of the sailing, as well as fun stories and anecdotes as the skippers introduced their crews, offering a glimpse into their past sailing accomplishments. The regatta proved such a success that it has already been put on the SDYC racing calendar for 2013, planned to be held October 25-27 of next year.

# New Waterline Web-Store

Waterline Systems, LLC is proud to announce the grand opening of its new web store! They have premiered the new “shop” for J/22s, J/24s, J/80s and J/105s. Check out crafty boat drawings complete with hardware schematics and manufacturing options to suit your one-design sailing needs. With this new design, you can easily locate and determine what part you need. Stop fussing with hard-to-remember part numbers and names; this simple layout allows you to scroll over the boat graphic and highlight the part your boat requires!



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# Calendar

Dates	Event	Contact
February 15-17, 2013	St. Petersburg NOOD St. Petersburg Yacht Club St. Petersburg, FL	Jennifer Davis 401-845-4412
March 8-10, 2013	J/105 Midwinter Championship Lakewood Yacht Club Seabrook, TX	Bill Lakenmacher 832-419-6181
March 15-17, 2013	San Diego NOOD San Diego Yacht Club San Diego, CA	Jennifer Davis 401-845-4412
April 18-21, 2013	Charleston Race Week Charleston Harbor Resort & Marina Mt. Pleasant, SC	Daniel Havens 843-722-1030, x18
May 3-5, 2013	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davis 401-845-4412
May 17-19, 2013	Seattle NOOD Seattle Yacht Club Seattle, WA	Jennifer Davis 401-845-4412
June 7-9, 2013	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davis 401-845-4412
June 23-28, 2013	Block Island Race Week Storm Trysail Club Block Island, RI	Marcy Trenholm 914-834-8857
June 28-30, 2013	Long Beach Race Week Alamitos Bay Yacht Club & Long Beach Yacht Club Long Beach, CA	ABYC 562-434-9955 LBYC 562-598-9401
July 25-28, 2013	Marblehead NOOD Boston Yacht Club Marblehead, MA	Jennifer Davis 401-845-4412
August 31-September 2, 2013	CBYRA Race Week Chesapeake Bay Yacht Racing Association Annapolis, MD	CBYRA Office 410-990-9393

# Calendar

September 26-29, 2013	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
October 5-6, 2013	Annapolis Yacht Club Fall Series Annapolis Yacht Club Annapolis, MD	Linda Ambrose 410-263-9279
October 19-20, 2013	Annapolis Yacht Club Fall Series Annapolis Yacht Club Annapolis, MD	Linda Ambrose 410-263-9279
October 31-November 3, 2013	J/105 North American Championship Annapolis Yacht Club Annapolis, MD	Chris Groobey 703-201-9945
September 25-28, 2014	J/105 North American Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474

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**J-105 RESULTS 2010**  
 Chicago NOOD.....2nd  
 Verve Cup.....2nd  
 Macinac Sec.....3rd

**MORE RESULTS**  
 KWRW.....1,2,5  
 Annapolis NOOD.....1st  
 SCC Spring Big Boat...1,2  
 Miles River Race...2,3,4  
 Solomons Island Race..1st  
 Screwpile Regatta....2nd  
 CBYRA Race Week....2,3,4  
 Race to Oxford.....1st  
 Hammond Memorial..1st  
 Hospice Cup.....2nd  
 Ches Bay Champs...2,3

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 415-339-3000



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**June 2013**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Chicago N000 \* (June 7-8)  
 San Francisco N000 (June 23-24)  
 Block Island Race Week (June 24-27)  
 Long Beach Race Week (June 28-29)

\*N000 regattas are subject to confirmation.

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