



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

J

2010 105 NA CHAMPIONSHIP

Chicago Yacht Club | *Sept 13-19, 2010*

Chicago Yacht Club is proud to welcome
the J/105 Fleet for the
2010 North American Championship,
held September 13-19 at
Chicago Yacht Club's Monroe Station.

Photo courtesy of: David Mathias

S p r i n g 2 0 1 0 • V o l u m e 1 • I s s u e 2



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President (Interim)

Bernard Girod
Fleet #8
805-682-6168 (H)
bgirod@yahoo.com

Vice President

TBD

Secretary/Treasurer

Joseph Colling
Fleet #22
216-496-6368 (O)
330-576-6430 (H)
usa3757@roadrunner.com

Measurer

Walt Nuschke
Fleet #3
717-762-2191 (O)
717-762-9232 (H)
w.nuschke@lsi-controls.com

Class Administrator

Chris Howell
440-796-3100 (O)
howell@j105.org

Past President

(voting member of the ExecComm)
Bee Bednar
Fleet #17
713-722-0740 (O)
713-722-0740 (H)
bee@panoramatech.com

Copyright Holder

(voting member of the ExecComm)
Jeff Johnstone
JBoats
401-846-8410 (O)
jeffj@jboats.com

Fleet At-Large

James MacDonald
Fleet #21
441-299-4950 (O)
441-293-8270 (H)
James.Macdonald@conyersdillandpearman.com

At-Large

Chris Perkins
Fleet #1
415-474-3425 (O)
415-563-1049 (H)
cqperkins@aol.com

At-Large

William Zartler
Fleet #17
713-217-2716 (O)
713-975-0009 (H)
bill.zartler@denhamcapital.com

The racing season is now in full swing. Key West was our first race on Rock & Roll, where Brian Keane dominated the event on Savasana. We struggled and finished 12 out of 14, but had a second place finish in the last race just to keep us coming back. Wait 'til next year! Actually, I think I said that last year! Then it was the San Diego NOOD where we finished 6 out of 18 with Javelin dominating the event. We then headed up to San Francisco for J-Fest West and were glad to finish 8 out of 22 in this very tough fleet in difficult conditions. Bruce Stone, the J/105 North American Champion, won the event on Arbitrage. We love racing in San Francisco, where you can always count on big winds, challenging currents, very good competition and a great city. Then it was back to San Diego for Yachting Cup. Javelin won again—Doug Werner and Bill Campbell are hot.

Elsewhere in the country, Peter McChesney won the Annapolis NOOD with 3 bullets out of 8 races. Bruce Stone and Scott DeWeese won decisively at the American Yacht Club Spring Series on Power Play. Of course all of us are looking forward with great anticipation to the North American Championship in Chicago from September 13-19. Clark Pellett and the folks in Fleet 5 are doing a wonderful job of preparing for this event. Eleven races are planned, and it should be a great regatta!

On Rock & Roll, we try to remember that we sail for fun. Of course it's more fun when you win, but we don't let the results dictate our fun—perhaps out of self preservation given our results. The boat is well prepared (see "Cheap Thrills" article), the crew is experienced, we compete aggressively, and give it our best. The results are what they are. And we try to eliminate the things which take away from our fun. The best boats are quiet—no yelling, sermonizing, lecturing or sarcasm. I know it's tough when someone takes us past the layline, or tacks too close, or takes us up downwind. But yelling just makes everyone mad and does not change the outcome. And when we yell, we fail to engage our brain to solve the problem. So we are training ourselves to limit our calls to terse racing language. And I hate protests; they spoil our evenings, and we remember them for a long time. So in a perfect world, we'll do our turns, buy the other people a beer and tell them how fast they are. It's Camelot on the water—well almost!

Have fun in all of the glorious aspects of our sport. Enjoy the wind, the waves, this wonderful boat, the competition and the camaraderie... and don't tack on us!

Bernie Girod, J/105 Interim Class President



“Second City” Finalizes 2010 J/105 North Americans an Event “Second to None”

By Blane Shea, President, Fleet 5

Photo courtesy of: David Mathias

Lake Michigan’s Fleet 5 is delighted to host the 2010 J/105 North American Championship consisting of four days of fleet racing, September 16-19. Located just off downtown Chicago, we are offering outstanding racing in a major US city, but with the ease of a navigating a small town.

Chicago Yacht Club (CYC) is thrilled to host our event and has provided a personal contact to help get answers to your questions. Visit their website at www.chicagoyachtclub.org and click on Yacht Racing Events or write to racecoordinator@chicagoyachtclub.org and type *2010 J/105 NAs* in the subject line. Dockage is available starting September 10 for out-of-town boats.

CYC is well-versed in regattas. It hosted the 2008 Etchells Worlds and runs their annual signature regatta: the longest annual fresh water race in the world (at 333 nautical miles) from Chicago to Mackinac Island at the top of Lake Michigan. The Race to Mackinac is in its 102nd year and has over 350 entries. Their seasoned race committee personnel are helping plan and execute our championship regatta.

So come and sample some Midwest hospitality and check out first-hand the lake that Dennis Conner once called a “mill pond” (BEFORE he sailed on its waters).

If you are bringing your boat, Crowley’s Yacht Yard, located only 12 NM south of Chicago Yacht Club, has fantastic packages to make it easy to enjoy summer sailing on Lake Michigan. You can come early and experience the August Verve Cup if you want. Information is available on the NAs site at www.chicagoyachtclub.org and then click on Boatyard Package for details.

If you would prefer to charter, please let me know. We have a fleet member willing to help match up requests with local owners and facilitate the process for out-of-town owners who would like to sail in the race, but not transport their boat.

Chicago, with its fantastic architecture, food and cultural life is one of America’s great cities, and its location on the banks of Lake Michigan makes “the windy city” a must for sailboat racing. The Chicago Navy Pier and downtown waterfront offer lots of



opportunities to experience the lake, and for those who won't be racing, there are stores just waiting for you to stop in. A great way for first-time visitors to see the city by water and learn its history is to take a guided ferryboat ride around the lakefront and down the Chicago River. All are in close proximity to CYC and downtown hotels.

September sailing in Chicago is typically a beautiful 60-70 degrees with 10-12 knots of breeze and 1-2 foot waves. But beware: the lake can turn into a tempest that will teach even the most experienced ocean racers a lesson or two—just asked Dennis Conner.



Photo courtesy of: David Mathias

We are honored to be the host fleet and look forward to “wowing” our out-of-town guests from abroad and across the United States. We hope to repeat our 2002 success with at least a 50-boat fleet on the line to provide another memorable regatta. Sign up today to reserve your spot. See you soon!



Photo courtesy of: David Mathias



Spinnaker Takedown – Tackline style

**By Bruce Cooper and the Ullman Sails J/105 Team
(Max Skelley, Erik Champain, Dave Ullman and Chuck Skewes)**

Photo courtesy of: Jane Watkins

Too often your preferred way to take down the spinnaker dictates how successful your rounding will be. Use the leeward gate/mark as an opportunity to pull away or pass boats! Go into the 3-boat length zone with confidence that you and your crew are bullet proof, making an “A+” rounding by using the tackline takedown. This is the most under-used takedown style for the J/105 fleet.

The tackline takedown will improve your performance by keeping speed into the leeward mark(s), keeping or breaking overlaps, and sticking with your tactical strategy. Practicing and perfecting the tackline takedown will improve your J/105s approach and exit at the leeward mark. Many boats try this technique, but usually abandon it because the sail would always re-hoist with a twist. There is a simple fix to making the tackline takedown method work.

Setup: The spinnaker is rigged with a retriever “takedown” tackline before it’s hoisted. The line is attached directly to the tack ring. I prefer a piece of line that is about 15’ x 3/8” (cover only, remove the core “example: Sampson XLS”) or the economy method is link 4+ sail ties together.

Port Jibe Approach/Port Rounding – Weather Strip

STEP 1:

Make your approach to the mark on your layline, keeping speed and angle to the mark. Typical approach is high to turn down to unload the pressure on the spinnaker.

- A.** Foredeck crew stands next to hatch (port side) with the takedown tackline in hand with it around windward side of headstay and under the lazy spinnaker sheet. The lazy windward spinnaker sheet sits on their left shoulder (foredeck crew who is facing forward).
- B.** The main trimmer (or crew who is not part of the takedown) stands next to the cockpit on the port side with the lazy-windward sheet in their hand ready to pull!

Remember the spinnaker is coming down BEFORE you get to the mark. At the 3-boat zone, overlaps have or have not been made, and keeping the spinnaker up has very little benefit.

STEP 2:

- A.** Trimmer releases the spinnaker sheet to totally collapse the spinnaker.
- B.** Cockpit crew releases the tackline and spritpole line totally off (make sure spinnaker is collapsed).
- C.** Foredeck crew hauls in the takedown tackline, taking the sail in luff first across the headstay.
- D.** MOST IMPORTANT PART OF TAKE DOWN! The main trimmer or crew who is not part of the takedown starts pulling the lazy-windward spinnaker sheet as fast as they can. Pull as fast as possible till the clew is PAST the hatch to the windward shroud base. This will “unwrap” the normal twist associated with the tackline takedown.

BENEFITS:

- 1.** Approach the leeward mark thinking tactically and not what is the easiest rounding to get the spinnaker down.
- 2.** Pull the longest edge of the spinnaker onboard first (not last) and avoid shrimping.
- 3.** Keep speed up going to the mark by not turning downwind to take pressure off the spinnaker.
- 4.** Easier to pull the spinnaker down because it is collapsed when the sheet is released.
- 5.** Lighter weight crew can pull the spinnaker down, keeping big crew weight off the bow.

OTHER TIPS:

- 1.** Tape over the feeder on the Harken headstay; the vertical groove tends to rip the spinnaker when weather stripping.
- 2.** If port reaching hard into the leeward mark (port rounding), take the spinnaker down under the foot of the jib (to leeward) with the takedown tackline. You don’t have to steer further away from the mark, losing more speed and distance. You do have to re-hook the gear around for a normal hoist (or jibe set at next weather mark).
- 3.** Starboard jibe going to starboard gate/mark, pull the spinnaker under the foot of the jib with the takedown tackline, never turning down to get the spinnaker onboard. Look like a hero!
- 4.** Mexican takedowns, not much benefit, except pull the tack/luff back to the hatch easier and faster.

Preparing for Inspection at a Major J/105 Event

By Joe Colling, J/105 Secretary/Treasurer

Please bear in mind that the people who do your inspections at major events like Key West Race Week and the North American Championship are often volunteers. They deserve respect for all of the time that they are giving. In that light, you should make the inspection process go as easily as possible. If you get yourself and your boat prepared in advance, an inspection can take as little as 10 minutes. These inspections are done to insure that all the boats are in compliance with one design. The following are some measures that you can take to make sure the inspection process is a positive experience for all involved:

1. Make an appointment for your inspection early, and be sure to have yourself and your boat in the designated area with plenty of time to spare. The organizers will usually send the inspectors to your boat so make sure you have dock arrangements made in advance so that you can inform the organizers where you will be. In the event that you need to take your boat to the inspectors, be sure you know how to get where you are supposed to be.
2. Prior to the inspection go through your required equipment list and lay everything out on a bunk so neither you nor the inspector are fumbling around trying to find things at the last minute. I sometimes get this part done 6-8 hours in advance in case I have forgotten or misplaced something. If I need to make a run to the boat store for something, I will have the time and won't need a volunteer to take additional time to come back to my boat to make sure I retrieved the missing item.

3. Lay your sails out so that all declared sails have the royalty tags near a corner making it easy for you and the inspector to verify that the registered sails/tags match the ones that you entered on the entry module. If you do this right, you won't even need to un-bag your sails. Go to the website to check your sail royalties long in advance of filling out your entry form. It is a regular occurrence that sailmakers mishandle this part. If you don't resolve it long in advance, you may get caught off guard and be unable to use the sails that you are expecting to use.

4. Get a nice waterproof file together prior to leaving home. Include in it: the required equipment list, towing permits, weight certificate (I usually bring three copies), insurance declaration page, and crew list. One of the common issues at an inspection is a lost or damaged weight certificate. Make sure you preserve and protect this document. In short, think it over and put anything that you can possibly think of in this file. You are then covered for most contingencies while you are traveling.

5. Check your lifelines. They must be taut, and this is the one the most common infractions during inspections.

This process is painless if you make it that way, and a lack of preparation will only result in a hassle. I can tell you from experience that if you leave everything until the last minute your regatta experience will be unnecessarily tense. After all this is your hobby, and it is meant to be fun for you and those that choose to volunteer for you. Pre-planning allows you to concentrate on the task at hand, which of course, is to perform at your best level at a major J/105 event. Good luck and safe traveling!

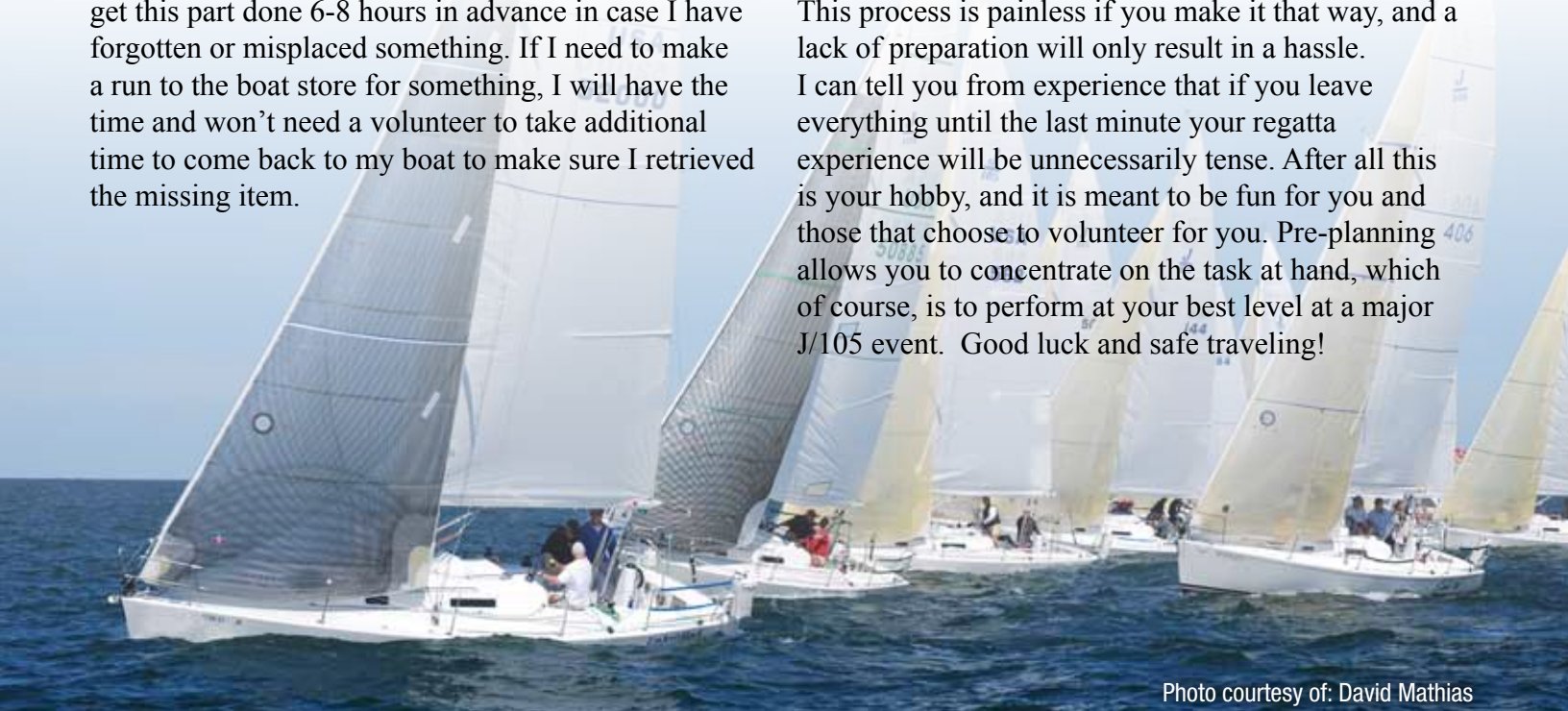


Photo courtesy of: David Mathias

Technical Committee Report

Walt Nuschke – Class Measurer, Fleet 3, Annapolis

Pat Benedict – Fleet 1, San Francisco

Robert Baker – Fleet 4, Toronto

I want to modify my boat?

The Technical Committee fields a continuous string of questions from people who want to modify their boat in some way. The fundamental guidelines for the Class are stated in the first three clauses of the rules, so when in doubt, start there. These are repeated below, as the rules are very clear. The goal is to race with boats that are as close to each other as possible.

1.1 These rules are (a) to preserve J/105's recreational features, including ease of handling, low cost of ownership, safety, comfort, and equality of performance while maximizing participation at J/105 events, and (b) to foster one-design racing in J/105s among predominately amateur crews.

1.2 Except where variations are specifically permitted by these rules, J/105s shall be alike in hull, deck, keel, rudder and spar construction, weight and weight distribution, sail plan, equipment, and interior furnishings.

1.3 All yachts, competing in one design or class sponsored events, shall comply with standard specifications published by J Boats, Inc. and these class rules. No alterations or modifications are permitted unless explicitly permitted by these rules.

Please note Clause 1.2 regarding the fact that modifications must be “specifically permitted by these rules.” This will at times seem stupid and arbitrary, but that’s the way it is in one-design.

The replacement of hardware that is essentially the same in design and function is always allowed. Replacement of hardware with enhanced performance is not allowed unless specifically stated in the Builder’s Specification or Section 5 of the rules. The Class position regarding replacement hardware has been to go with the currently available offering by the manufacturer. This has been most apparent in winches and the roller furler, both of which are on their third generation since the original J/105. This policy is in

keeping with the “low cost of ownership” statement in Clause 1.1 above.

When a modification really makes sense, and also meets the other goals of the Class, it can be added to the list of permitted modifications. The allowance of a 12:1 outhaul is a recent example.

My Sail Maker’s Tuning Guide says it is OK?

The Tuning Guides are not Class rules. Various things have shown up in tuning guides that have no basis in the rules and may advocate violation of the rules. Do not implement changes to your boat without considering the rules.

For years, one guide referred to the Class “maximum J” rule. The Class has never had a maximum J rule. The deck mold allows for about 1 inch of fore-aft adjustment of the mast. Owners are free to put the mast anywhere in that space. Owners should also be aware that the alignment of mast step, partners and shrouds is not always perfect. In some cases, it is necessary to adjust the side chocks to get a straight and balanced mast.

A current Tuning Guide advocates the addition of hardware to allow more convenient in-hauling of the jib lead. This is not permitted by the Class rules. The ability to in-haul has been consistently limited to the use of the lazy jib sheet without additional hardware.

Some tuning guides refer to the position of the mast relative to the main bulkhead. This is a good measure as it relates to pre-bend, but owners should be aware that the position of the main bulkhead has been changed several times by the builder while the deck mold (and partners) has not been changed. These changes have been made to improve the underlying superstructure of the hull. This geometry will affect the results of your tuning effort so beware of reliance on across the board measurements.



Cheap Thrills

By Bernie Girod, J/105 Interim Class President

I have campaigned Rock & Roll actively for the last 10 years, racing in Key West, Annapolis, San Francisco and our home waters in Southern California from San Diego to Santa Barbara. Thus I have had the opportunity to observe what other boats have been doing, and I have shamelessly copied them when they made sense. I hasten to say that our overall results have been OK, not great—typically we fall in the top third of the fleet on a good day. But the boat is fast; we sail with the leaders when we have our act together. So here are a few ideas for you to consider:

Photo courtesy of: Christopher Howell

1. MAST TUNING:

By far the best speed tuning idea we picked up is to install adjustable mast chocks. The idea is to control mast bend and headstay sag by moving two ½” blocks forward or aft of the mast at the partners. It has the same effect as moving the mast step, but it’s a lot easier to do. All it takes is to cut two T-shaped ½” thick blocks out of marine lumber or plastic to replace the mast chocks. We use Spartite on the side of the mast to hold it in the center. The blocks are held in place by bungee cords (see photos 1 and 2). The blocks are 4” high, 3” wide at the top and 5.5” wide at the bottom. We also use a thin piece of plastic to protect the mast when the blocks are both forward or both aft. The whole system costs less than \$20.

For max pre-bend, just crank on the backstay. The mast moves forward and the chocks slide easily into place aft of the mast. For a straighter mast, we run a line around the mast to the cabintop winches and crank it back to install the chocks forward of the mast. It takes less than one minute to adjust. The rules only allow you to make the adjustment between races since it’s similar in concept to adjusting the rig.

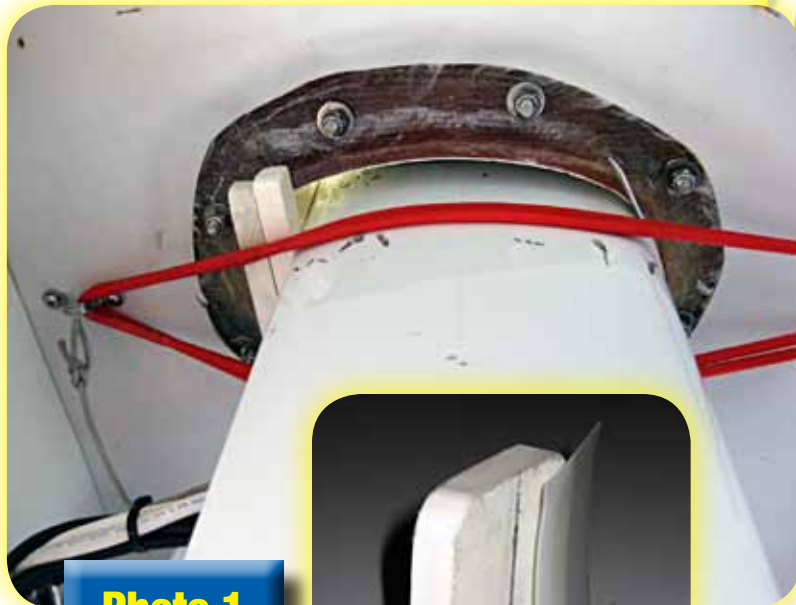


Photo 1



Photo 2

2. MAINSHEET BLOCK SWIVEL:

This one is my favorite. On the standard metal plate which holds the coarse and fine tune, we found that the Harken mainsheet arm swivels well past the 180 degrees it was designed for. The little plastic limiters just break off after the first jibe, and the swivel arm damages the traveler blocks and the sheets get wrapped around the arm. After replacing the blocks twice, and after many mainsheet snarls at mark roundings, I installed a limiter in the form of a skateboard bushing (I am not kidding!) with a bolt through it. Just drill a hole on the traveler side of the plate and install the bushing. We do this on both the coarse and the fine-tune side (see photo 3). The whole thing is under \$10. It meets Class rules as it is the functional equivalent of the Harken swivel tabs. All you have to do is survive the curious stares of the 16-year-old skateboard shop clerk: “Hey dude, what kinda board you got?”



Photo 3

3. POLE TRAVEL LIMITER:

In a race last year, we found that the pole would not retract. It made for a really interesting leeward mark rounding. A bolt at the aft end of the pole had jammed inside the housing after breaking through the silly little plastic plate on the bulkhead. Once again, I went to my favorite skateboard shop and bought a bushing which I installed on the pole to limit travel. The bushing now hits the forward housing and bulkhead and positively prevents the pole from locking up (photo 4). It is the functional equivalent of the line which is supposed to prevent forward travel. Again, under \$10.

4. SPINNAKER HALYARD HOLDERS:

This is in wide use in many fleets. It consists of a snap shackle attached to the shroud base. A line is attached to the pull pin and run under the sea hood, in the forward drain slot. The spinnaker halyard is run through the shackle until it is ready to be hoisted (photo 5). At that point, all the mast man has to do is to pull on the line to open the snap shackle and free the halyard before hoisting. We do this on both port and starboard in case we need a jibe set. We previously used a piece of tape to hold the halyard, but it always came loose.



Photo 5

Photo 4



5. WINCH HANDLE HOLDERS:

The winch handles always seem to get caught in the jib sheets, the spinnaker sheets or the spinnaker halyard at the worst possible moment. Somehow we never seem to get to the winch handle pockets. Our solution is to install a bungee cord between the eyelet for the dodger frame and a hole we drilled below the cockpit lockers (see photo 6). The winch handle slides nicely behind the bungee. It's easy to reach when you remove the winch handle from the primary or cabintop winches.



Photo 6

We will continue to look around for these types of small modifications which cost little but improve performance, ease of handling and/or safety and will report back to you. I encourage you to contribute your ideas to the Class so that we may continue to enjoy true one-design racing.

In my view, the primary difference which remains among the boats has to do with weight distribution. Pre-Scrimp boats are lighter and carry the additional weight near the center of the boat (up to 400 lbs.). A number of such boats also have the batteries installed on the starboard side just aft of the bulkhead, thereby moving weight closer to center and reducing the typical 2 degree list to port caused by the fuel tank and head. A tiller reduces weight aft, but every boat owner with a wheel has the option of converting to a tiller. Any simple (and inexpensive) proposal which moves toward equalization of weight distribution among the boats would be welcome.





PHOTO BY WALTER COOPER

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2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.



J/105 North American Championship September 14–19, 2010

Hosted by the Chicago Yacht Club and J/105 Fleet 5
Chicago, Illinois USA

PRO—Vicki Matthews

(has served Etchells regattas, CYC events and the Chicago to Mac race)

Chief Judge—Alan Teske

(qualified to serve on an International Jury and has done many years of judging)

Skippers' meeting will be held at the Mid America Club which will give our guests a stunning view of Chicago and the Harbor.



McChesney and Mystery Machine Dominate 28-Boat Fleet at Annapolis NOOD Regatta

Peter McChesney and the crew aboard Mystery Machine completed a wire-to-wire win in the J/105 Class at the Annapolis NOOD from April 30-May 2. The J/105s were the second-largest of the regatta with 28 boats. Margaret McChesney trimmed the main for her husband, while Jay Sterne and John Morrison handled the jib. Stan Welle (bow) and Sarah Phelps (pit) rounded out the crew on Mystery Machine, which won three races and finished no lower than fifth in beating runner-up Hey Jude by a whopping 21 points.

“It was one of those regattas in which everything went right for us,” said McChesney, who garnered his first Annapolis NOOD victory since joining the J/105 Class three years ago. “When we were behind we made good decisions to catch up, and when we got good starts we managed to stay up with the front pack.”



Photos courtesy of: Dan Phelps - SpinSheet Magazine

Eight races were completed on Chesapeake Bay, with McChesney’s team completing the regatta with 21 points, followed by James Rathbun of the Royal Canadian Yacht Club in second with 42 points, followed by Jim Konigsberg of Annapolis Yacht Club with 47 points. The competitors were met with better than expected weather conditions, soaking in the sunny skies and gentle warm breezes from the southerly quadrant for most of the weekend; and even the partly cloudy, extremely shifty winds on Sunday did little to diminish sailors’ enthusiasm for this remarkably well-run event.

Excerpts from this article submitted by Bill Wagner, The Capital

Calendar

Dates	Event	Contact
June 11-13, 2010	Chicago NOOD Chicago Yacht Club Chicago, IL	Valerie Mey 401-845-5112
June 19-27, 2010	Cleveland Race Week Edgewater Yacht Club Cleveland, OH	EYC Office 216-281-6470
June 20-25, 2010	Block Island Race Week Block Island Block Island, RI	Ted Zuse 203-675-9550
June 25-27, 2010	Long Beach Race Week Alamitos Bay YC and Long Beach YC Long Beach, CA	Alamitos Bay Yacht Club and Long Beach Yacht Club ABYC 562-434-9955 LBYC 562-598-9401
June 26-27, 2010	San Francisco NOOD St. Francis Yacht Club San Francisco, CA	Valerie Mey 401-845-5112
July 22-25, 2010	Marblehead NOOD Eastern Yacht Club Marblehead (Boston), MA	Valerie Mey 401-845-5112
September 11-12, 2010	Larchmont NOOD Larchmont Yacht Club Larchmont (Westchester County), NY	Valerie Mey 401-845-5112
September 13-19, 2010	North American Championship Chicago Yacht Club Chicago, IL	www.chicagoyachtclub.org Blane Shea 312-515-7858
September 16-19, 2010	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
January 17-21, 2011	Key West Race Week (Mid-Winter Championship) Key West, FL	Peter Craig 781-639-9545
August 10-14, 2011	North American Championship Eastern Yacht Club Marblehead, MA	Doug Morgan 617-833-3881



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