

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**

Rod Wilmer and Terry McLaughlin's *Mandate* Succeeds at J/105 North American Championship



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It is the time of year when we transition to a new Class President. I am honored to follow in the footsteps of Carter Williams, who has worked diligently to expand sailing opportunities, especially for juniors. It is helpful that he's able (and willing) to stay on our ExCom as Past President and has already offered tremendous help.

I recently e-mailed the fleet captains around the country to learn more about the status of their respective fleets, and to see how we can build our community. In the next few weeks I plan to speak with each of them in person. We're aware that some, like Toronto and New York/New Jersey are growing, while others have plateaued or started downhill. We need to learn from the successes and help all our fleets stay vibrant—rekindle the romance many had when they bought the boat. Remember the excitement of hitting the starting line with 20, 40, even 69 boats like the 2007 NAs in Annapolis?!

While it's no secret that our fleets have lost members to the J/109, the J/80 and especially the J/70 in the past few years, there are clues to sustaining our fleet numbers if we examine what is attracting owners to these other boats. In the case of the J/109, the headroom and interior accoutrements attract the cruising family, though we have won sailors to the J/105 who leaned toward the racing side of the racer-cruiser spectrum. The J/80 and J/70 are easier to haul and trailer, enabling racers to compete in different venues at much less expense. If this is what sailors are after, maybe we can develop ways to facilitate transport or charter of boats to encourage more mixing among our racing fleets?

My San Francisco-based team has competed in almost every North Americans since I joined the fleet in 1999 without shipping my boat from San Francisco. We team up with a local owner who does not have the time, or the experience, to mount a serious campaign, yet personally wants to participate. Many people feel their boat is really special and they are wary of chartering, yet in one stretch of eight years, we enjoyed the well-run Storm Trysail Block Island Race Week in four different J/105s, averaging second and winning in 2009. We generally check out the borrowed boat 2-3 months in advance of a major regatta, participating in some races to get a feel for how we get along with the owner on board and also what's needed to ensure it is race ready. If halyards and running rigging are worn or low tech, we consult with the owner, who usually makes the upgrades, or we bring our own. We generally cover all expenses, haul out the boat and burnish the bottom, tune the rig, and bring our own sails (recent exemptions allow boats from San Francisco to purchase AP sails if the NAs are elsewhere, and vice versa, without affecting their sail tags as long as they sell the sails after the regatta). With this formula, we have made great friends in Annapolis, San Diego, Toronto, Marblehead, Newport, Larchmont...and did so much East Coast racing in the 2009-10 seasons that we joined Fleets 6 (Long Island Sound) and 14 (Southern New England), along with our home Fleet 1.

Because I've found personal success with this model, I will make a big effort to help others do this around the country, especially for those wanting to come to San Francisco for the North Americans in September. Members of Fleet #1, please contact me if you want to offer your boat to a visiting team, and members

President's Corner

of other fleets let me know if you want to charter. I'd like to make the 2015 NAs a truly national regatta.

Matching local boats with traveling owners could strengthen the J/105 fleet by sharing skills and getting more boats to the starting line. The IOD class has been fully committed to a borrowed boat format using a qualifying system, eliminating the uncertainty of individual charters altogether. Our own Bermuda J/105 fleet ran a successful regatta in November 2014 with three visiting sailors on each boat, alternating helmsmen. Nationally networked one design J/105 racing could energize our local fleets, expand racing opportunities, spread go-fast knowledge, and thus bolster our Class numbers and satisfaction.

It is important for you to know that I recognize that there are many ways to enjoy a J/105. While I enjoy our hyperactive one design fleet in San Francisco, others are happy with the more casual racing against their local PHRF fleet or short-handed distance racing. With this in mind, I hope to provide leadership that will enhance everyone's J/105 sailing experience. Here are three initiatives which target communication, common ground for facilitating community growth and health across all interests within the national fleet.

- Many of us found the Forum really helpful as it had a lot of owner input on sailing technique, maintenance tips and a classified section where we sold our used sails, trailers and boats. Unfortunately, the site got hacked and was changed to a new software supplier who required a different style of password than the one we use to access the main site. As a result, participation on the Forum dropped to nearly zero. I've asked our team to revive it and restore ease of access. As this takes shape, we will report back to you.
- Since we want potential buyers of J/105s to see what's available everywhere, we have changed the rules to allow listings from dealers on our website. We have reached out to dealers to let them know.
- Aware that many owners prefer texting, Facebook or a traditional phone call to reading e-mail or surfing our site, we are exploring ways to communicate more effectively with everyone.

We will report progress on these projects as they take shape.

One other area of interest I bring to this office is match racing. I was introduced to match racing when San Francisco YC decided to run its annual Belvedere Cup using J/105s. What a lot of fun! I got completely hooked and remain an enthusiastic participant and supporter of the game, currently as Chairman of the US Sailing Match Racing Championships Committee. In this capacity, I am working to foster more participation among all groups of sailors, and I would like to suggest more local J/105 fleets establish match racing weekends—bring your boat and play! I'll help you get qualified umpires and race officials, and can set-up a rules seminar beforehand.

In short, I look forward to being your new President, working with our ExCom and Fleet Captains to support participation both on and off the water, in one design racing, PHRF, cruising and maybe even a little match racing! Please renew your membership, sign up your crew as Associates and create more local events. Let me know if you can commit to coming to San Francisco next September with your own boat, or would like to charter.

Sincerely,
Bruce J. Stone
J/105 Class President
Arbitrage #116
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Rod Wilmer and Terry McLaughlin's *Mandate* Succeeds at J/105 North American Championship

Light air ruled the J/105 North American Championship hosted by Royal Canadian Yacht Club in Toronto, Ontario, Canada—and so did Rod Wilmer and Terry McLaughlin on *Mandate*. In the five-race series, the *Mandate* crew of McLaughlin, Wilmer, John Millen, Sandy Andrews, Fraser Howell, Graham Hicks and Andrew McTavish earned just 10 points (1,3,2,2,2). Rick Goebel's *Sanity* (12 points) gained second place, and Peter Hall's *Jamaica Me Crazy* (13 points) third.

McLaughlin has swept the major J/105 championships this year, as he is also the current Midwinter Champion.

Wilmer and McLaughlin's team excelled in the light air of the opening day on Thursday, September 25. The fleet of 27 J/105s took to the waters of Lake Ontario under sunny skies with temperatures in the low 70s. The winds began

around 4 knots when *Mandate* grabbed the regatta's first victory. In the next battle, Goebel took line honors. James Rathbun's *Hey Jude* (2013 J/105 North American Champion) moved to the top spot in the day's last race in winds hovering at 6 knots.

No races occurred on day two due to lack of wind, but Saturday brought 4-8 knots under cloudless skies and temperatures in the high 70s. Competition was unable to get underway until mid-afternoon when Hall and Goebel mastered the conditions as the day's race winners. Racing was cancelled on Sunday due to no breeze.

Twenty-seven teams competed from Bermuda, Canada and the United States. Photos from Tim Wilkes, as well as complete results are available at <http://www.yachtscoring.com/emenu.cfm?eID=987>.



When you are ready to choose that work of art of your boat, be it for your home, your office, or for a family member or friend, please call on us. As always, Tim is happy to help you look through our vast archives, make suggestions and help you decide how best to display your art.

We have a large selection of archival printing solutions, from Fine Art stretched canvas to heavy weight Canson museum quality printing papers to choose from. We also offer framing solutions for any style of decor.

And to help inspire your decision, all of our Fine Art Collection items will be on sale for the holidays the last two weeks of November.

Please call or email us anytime to schedule an appointment with Tim, either in person or over the phone.

We look forward to hearing from you!

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2014 J/105 North American Championship By Terry McLaughlin, *Mandate*

The biggest regatta on the J/105 schedule, the North American Championship, was hosted by Royal Canadian Yacht Club from September 24-28. Twenty-seven teams from California, Texas, Ohio, Michigan, Bermuda and Canada made their way to Toronto to duke it out for the Championship. The expected late September strong winds failed to materialize as a very large high firmly planted itself over the Great Lakes and refused to move along. Despite the poor forecast for the opening day, the Race Committee managed to squeeze in three good sized races in the light ESE breeze.

On the day, four boats—Rod Wilmer and Terry McLaughlin's *Mandate* (1,3,2), Rick Goebel's *Sanity* (3,1,4), Peter Hall's *Jamaica Me Crazy* (4,2,3) and defending champion Jim Rathbun's

Hey Jude (2,7,1)—proved that they were the teams to beat. Rick had brought his boat all the way from San Diego, CA. Getting off the starting line with speed was the key, and the fleet was very aggressive at starting. The first and third races started under black flag after two general recalls each time. After racing, the crews were treated to a Caribbean BBQ on the front lawn entertained by Errol Blackwood and his Reggae band.

The second day of racing on Friday was a non-event as the fleet never left the dock. The Race Committee was stationed out in the lake all day but could only report back on the lack of wind. That meant that the pool party could start a little earlier than planned. The party featured music by Jack Squat and a juggling contest for the sailors run by a professional juggler.

Saturday's forecast didn't look any better than Friday's, but after a delay on shore the fleet was sent out to wait for wind. A light southerly finally came in and the Race Committee did a good job to squeeze in two races. The second race of the day was shortened at the second weather mark with the breeze dying fast.

Mandate (2,2), *Sanity* (3,1) and *Jamaica* (1,3) all scored four points on the day to maintain the narrow point gap at the top of the standings. *Hey Jude* had a 4,7 finish to drop off a bit. Saturday night featured a magnificent buffet in the ballroom.

The stage was set on Sunday to have a real battle for the championship. *Mandate* led *Sanity* by two points, and *Jamaica* was only one point behind *Sanity*. Given the 2 p.m. race start cut off time, it was unlikely that more than two races could be held. As the Sailing Instructions stated there were no drop-races, anything could still happen. One bad start, over early, black flag, missed first shift or DSQ could scupper a boat's regatta in a real hurry. By virtue of *Sanity*'s two first places to *Mandate*'s one first place, *Sanity* would win a

possible tie-break between the two of them. With a lot on the line, and for other reasons, it was difficult to get a good night's sleep on Saturday night/Sunday morning for some of the contending skippers.



As it turned out on Sunday morning when the crews came across to the island, the harbour was flat calm and there was no more wind in the lake. Once again, the Race Committee went out to the lake to wait for wind while the teams were held ashore, but the breeze never developed. At 1 p.m., the three signals were fired, abandoning races for the day and the regatta was over. The team of Terry McLaughlin, Rod Wilmer, John Millen, Andrew McTavish, Graham Hicks, Fraser Howell (on Thursday, Friday, Sunday) and Sandy Andrews (on

Saturday) aboard *Mandate* were declared 2014 J/105 North American Champions. *Sanity* was second, *Jamaica Me Crazy* third, *Hey Jude* fourth and *The Usual Suspects* fifth.

Many thanks to the Regatta Chairman Doug Bullock who, along with this team, did an



TIM WILKES
PHOTOGRAPHY
WWW.TIMWILKES.COM

excellent job in all aspects of the Championship. Michael Penny led the measurement team, and Mike Milner was the PRO. Janet McDougall organized a first class International Jury.

The quality of racing and the camaraderie of the fleet have other RCYC members now thinking of the buying a J/105 and joining the fleet!



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J[®] 105

In 2016, the J/105 Class will celebrate its 25th anniversary! This edition, In The Wind will reprint a newsletter article from the archives of the J/105 Class. If you have any updated recommendations on the subject, please e-mail howell@j105.org.



Mark Roundings from the Bow

By Kevin Kelly, April 2001 newsletter

The bowman has some important prep work to do before the race:

Connect the spinnaker at all three corners and tape the shackles (we have a shackle on the tack line, one on the halyard, and none on the sheets). It would take me about 10 seconds to remove the tape if I needed to. I'm not sure how long it might take to go up the mast after the halyard.

Pull the pole all the way out and pull the tack out to within 12 inches of the end of the pole. Put a strip of tape on the side of the cabin, forward of the tackline cleat. Mark the tackline with tape at the same spot and show the main trimmer how to preset the tackline to the tapes. You will want to use tape so that you can move these marks to suit the wind conditions.

Mark the pole line with permanent marker (this mark will never move) and show that mark to the main trimmer. Bring the spin halyard to within 18 inches of the top and mark the halyard with permanent marker at the mast exit. Show this mark to the mastman.

Run the starboard sheet under the furling basket to keep it from getting caught up when furling the jib.

Slipknot the halyard to the shroud base to keep it out of the way.

We ALWAYS set and take down on the port side. Also, we always use the cabin top winches for both the jib and the spinnaker. On the last tack to starboard for the final approach to the rounding, the jib is trimmed to the port primary winch so that the spinnaker sheet can be set up on the port cabin top winch.

The following is the order of events in “average” conditions (10-15 knots of breeze, low waves, no offset mark).

SETS

At about four boatlengths from the windward mark, the bow asks the tactician what the plan is but prepares for anything (bear away, gybe set, set gybe, etc.).

If the call is a bear away set or a set-gybe, at about two boatlengths from the windward mark I stand up, open the hatch, lift the tack and the starboard sheet over my legs with my left hand, put my left foot against the port toe rail, and sit on the forward edge of the hatch opening. Then I tug the head to release the slipknot in the halyard and drape it over my left arm. Next I prefeed the tack over the bow pulpit by pulling on the tack line with my right hand and helping the sail out of the hatch with my left hand.

While still sitting on the rail, the mastman starts to “sneak” the halyard until the head is about half way up the back of the jib. He does so by pulling on the halyard between the turning block at the base of the mast and the cheek block on the cabin top. This keeps some weight on the rail and reduces the chance of a knot at the turning block. Meanwhile, the main trimmer hands the mainsheet to the driver, sets the tackline via the tapes, and takes up the slack on the tail of the halyard.

As the bow passes the mark:

I call for the pole, and the main trimmer pulls it out to the mark as I feed the rest of the tack of the sail forward. The spinnaker trimmer brings the clew back to the shrouds and holds there. The mastman jumps the halyard to the mark at the mast exit, calls it made, releases the outhaul, and adjusts the vang.

The main trimmer takes the tail of the halyard back with him so that he can help get the main out and release the port jib sheet.

I stand up, furl the jib, close the hatch, and, standing just in front of the spinnaker trimmer, flip the lazy sheet out from under the furling basket and call “bow is ready to gybe at any time.”

In less wind, everything is the same but a little later and a lot slower. In more wind, I would start at about three boatlengths out and be careful not to sneak the halyard up too high. It’s critical to keep the head of the sail against the back of the jib to reduce windage and keep it from hitting the mark or another boat.

With six crew, you would keep the main trimmer on the mainsheet and have a pitman setting the tackline, pole, and tailing the halyard.

For a gybe set, I flip the starboard sheet out from under the basket before I open the hatch. Then I make the following changes:

As the bow passes the mark:

I help the spinnaker trimmer bring the clew forward until it’s just around the forestay. As the boat gybes, I duck under the jib and walk the bulk of the spinnaker forward and around the forestay. The spinnaker trimmer hauls in the slack and trims in the sail. I furl the jib, close the hatch, and, standing just in front of the spinnaker trimmer, call “bow is ready to gybe back at any time.”

An offset at the windward mark can give you a little more time to clean things up for the final set. However, you need to know ahead of time if the offset is square and not upwind or downwind of the turning mark. On a square offset, the pole goes out at the mark so I am careful not to let the foot of the sail get away from me while we’re reaching to the offset. If the offset is far enough downwind of the turning mark, the spinnaker can go up early so be pulling before you get to the offset, but read your SIs to see if this has been disallowed! If the offset is upwind of the turning mark, be very careful not to get things going too soon. In this situation, you would treat the offset as if it were the turning mark in your approach.



DOUSES

Windward takedown:

At about five boatlengths from the leeward mark, I tell the main trimmer that he will be releasing the pole, then the tackline, and to wait until I call for the halyard. I also make sure the halyard and spinnaker sheets have been flaked.

At about three boatlengths from the leeward mark ...

Mastman goes below and stands on the floor of the head area. The mastman **MUST** stay away from the path of the pole. I stand just to windward of the hatch and get a good grip on the lazy sheet. The driver calls for the jib to come out. When the driver calls for the takedown, the main trimmer blows the pole, blows the tackline and watches for the clew to come around the forestay. Once I get the clew around the forestay, I call for a controlled release of the halyard, grab the clew and hand it through the hatch to the mastman. The mastman's job is to work all the way up the tape from the clew to the head while I gather the body of the sail into the hatch. The mastman makes sure that all of the sail is up in the forepeak and comes out the back to get to the rail.

At about five boatlengths from the leeward mark, I tell the main trimmer that he will start by releasing about six feet of the halyard and then wait until I call for more. The pole and the tackline come in last.

At about three boatlengths from the leeward mark ...

I take the starboard (lazy) sheet and reach for it under the jib as I bring it around the forestay tucking it under the basket. I hand the lazy sheet through the hatch to the mastman. The driver calls for the jib. When the driver calls for the takedown, the main trimmer eases the halyard so that I can reach under the jib and pull the foot of the spinnaker on board. A controlled ease of the halyard allows the mastman to work all the way up the tape from the clew to the head while I gather the body of the sail into the hatch. Finally, I call for the pole and the tackline.

“Mexican” takedown (Gybe/dowse):

At about five boatlengths from the leeward mark, I tell the main trimmer that he will start by completely blowing the halyard. The pole and the tackline come in last.

At about three boatlengths from the leeward mark ...

The main trimmer sets up the starboard jib sheet on the cabin top winch. The driver calls for the jib to come out on the wrong side. When the driver calls for the takedown and starts to gybe for the mark, the spinnaker trimmer overtrims the sheet and I reach down and pull the foot of the sail on board. The mainsail trimmer blows the halyard and the sail falls to the deck and is stuffed down the hatch. Finally, I call for the pole and the tackline.

The logo features a large, stylized white letter 'J' with a registered trademark symbol (®) to its upper right. Below the 'J' is a thick white horizontal bar, and underneath that bar is the number '105' in a large, white, serif font.A wide-angle photograph of a sailboat regatta on the water. Numerous sailboats with various colored sails (white, blue, orange, green, red) are visible. In the background, the Golden Gate Bridge spans across the water under a clear blue sky.

J/105 Fleet One will host the 2015 J/105 North American Championship at the St. Francis Yacht Club during the Rolex Big Boat Series on September 17-20, 2015.

2015 Rolex Big Boat Series & J/105 NAC Schedule of Events

(Preliminary)

Boat Inspections, Registration & Weigh-In: Tuesday, September 15 and Wednesday, September 16

Race Days: Thursday, September 17 through Sunday, September 20

Social Events sponsored by Mount Gay Rum, Rolex and J/105 Fleet One

Awards Ceremony: Sunday, September 20



Check out this exciting 3-minute video from the 2014 Rolex Big Boat Series: <http://youtu.be/toRCldrZOoo>



St. Francis Yacht Club

www.rolexbigboatseries.com

Have questions? Contact Bruce Stone at bruce@brucestone.com or 917-822-4060

Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

In any group of people, there is always “tribal knowledge,” some of which is good and helpful and some of which is based on outmoded or incorrect information. We thought we would take a moment to address just a few of these and other observations.

Rig tension measurements:

Some owners adjust their rigs by measuring the spacing between the studs on the shrouds or using the markings on the calibrated turnbuckles. This works under certain conditions, but you need to be aware of what those are. The main thing which will influence these numbers is temperature. The aluminum mast expands and contracts with temperature changes far more than the steel shrouds do. As the temperature changes, the stud spacing needed for a given amount of rig tension will change as well. For instance, my rig tension will remain the same week to week as long as the temperature does, but last weekend the temperature had dropped 30 degrees from the previous weekend and the rig had lost 10 points on the tension on the uppers and 9 on the intermediates. Make sure your stud spacing cheat sheet has different columns for different temperature ranges.

Pre-SCRIMP boats vs. SCRIMP boats:

This has two parts. The first is related to the overall weight of the boat. The second has to do with weight distribution. I’ve personally watched the performance of two boats change after they were forced to add 400+ pounds of correctors to bring them up to Class minimum weight. They went from sailing away from everyone downwind to being right with the pack. If your boat is significantly over the Class minimum, then undoubtedly you are paying a weight penalty, regardless of whether your boat is SCRIMP or pre-SCRIMP. This should also warn you about carrying extra gear on your boat. A couple hundred pounds of the junk that accumulates can make a difference.

The second part is weight distribution.

Theoretically, a SCRIMP boat has more weight further from the center of mass than a pre-SCRIMP boat, which impacts the boat’s moment of inertia in all three axes. A higher moment of inertia could result in a slower boat that pounds harder in the waves, but this is a minor variable among a bunch of other variables. When looking at the relative performance of SCRIMP and pre-SCRIMP boats, it’s hard to separate the performance of the boat from that of the skipper. The tribal knowledge is that pre-SCRIMP boats are faster. Do good skippers buy pre-SCRIMP boats or does having a pre-SCRIMP boat make a skipper good? The relative impact of the two needs to be separated. The best and most recent way to do this was when the San Diego fleet hosted the Lipton Cup. Ten skippers, all very good, rotated among 10 boats which were a mix of SCRIMP and pre-SCRIMP boats. Looking at the results, there was no sign that SCRIMP or pre-SCRIMP boats had a competitive advantage; the results were very even in that regard. The relative performance of boats, whether SCRIMP or pre-SCRIMP, is a function of the skill of the skipper and crew, preparation of the boat and bottom job, not the nature of the manufacturing method.

Crew weight:

Part of the objectives of the J/105 is to preserve the boat’s recreational features, including ease of handling, low cost of ownership, safety and comfort. In other words, keep the boat family-friendly. Encouraging the participation of women and juniors is part of this. The crew weight limit encourages skippers to have women and juniors as part of the crew since they tend to weigh less. The Class crew weight used to be lower, and boats sailed with five people. Then the weight limit was raised, and now most boats sail with six crew. Some owners want to raise the weight limit again. 1,200 pounds is a number that has been proposed, and a number some local fleets use for intra-fleet events. This allows for the use of crew

Technical Committee Report

who are not as fit and trim as they used to be, i.e. six middle-aged guys. If we raise the weight limit, then some boats will start sailing with seven crew. Then everyone else will feel the pressure to do so as well to get the extra pair of hands on board. Then we are back to the same position where the average crew weight has to be kept low, but now owners have to round up one more crew member than previously.

With six crew, the average J/105 crew weight has to be 174 pounds. On the J/24, the average crew weight is 176 pounds. The M24 is 165 pounds, the M32 is 173 pounds. The J/80 is 186 pounds. Our average crew weight is right in the middle of these. Is it really worth it to raise the allowed weight just a few pounds? If we raise it substantially, then we get to where we are thinking about adding another crew member. At 1,200 pounds total crew weight, seven crew would need to average 171 pounds—not much different than right now. If the weight limit went up to 1,200 pounds, I would add another crew member; I have a person on my call list that I could add right away. Do I want to do that? No. One of the reasons for buying a sprit boat is that it needs less crew than a symmetric boat. I say let's keep the weight limit down and keep the number of crew needed down as well. Six crew is enough to handle the boat.

Custom equipment:

The Class Rules require that molded fiberglass parts, spars, rudder, keel, engine and prop be provided by J/Boats or their authorized agent. The Technical Committee has received a couple requests recently to allow masts to be fabricated by custom builders or by someone other than a J/Boats authorized supplier. This is not allowed. If you need a new mast or boom, it needs to come from an authorized supplier. Hall still supplies booms but not masts. Masts and booms can be obtained from Sparcraft. Standing and running rigging, winches, blocks, electronics and similar can be supplied by anyone. It does still need to be equivalent to the original equipment (winch power ratio, shroud size, etc.).

Better VMG upwind and down

going the right way... still up to you

Results

1st 2014 American Fall Series
2nd 2014 Manhasset Race Week
1,3* 2014 Long Island Sound Champs
1,2* 2014 Larchmont Race Week
1st 2014 Offshore NE Champs
2,3 2014 Verve Cup
1,2 2014 Chicago NOOD, 1st Overall
1st 2014 Cedar Point One-Design
1*,2,3* 2014 American Spring Series

*partial inventory

Paul Beaudin

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Sail Developer
Sprit Boat Innovator
J-105 Owner
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Calendar

Dates	Event	Contact
January 18-23, 2015	J/105 Midwinter Championship / Key West Race Week Key West Race Week Key West, FL	Kelly Gorman 781-639-9545
February 13-15, 2015	St. Pete NOOD St. Petersburg Yacht Club St. Petersburg, FL	Jennifer Davies 401-845-4412
March 13-15, 2015	San Diego NOOD San Diego Yacht Club & Coronado Yacht Club San Diego, CA	Jennifer Davies 401-845-4412
May 1-3, 2015	Annapolis NOOD Annapolis Yacht Club Annapolis, MD	Jennifer Davies 401-845-4412
May 15-17, 2015	Seattle NOOD Corinthian Yacht Club with Seattle Yacht Club Seattle, WA	Jennifer Davies 401-845-4412
June 12-14, 2015	Chicago NOOD Chicago Yacht Club Chicago, IL	Jennifer Davies 401-845-4412
June 21-26, 2015	Block Island Race Week / East Coast Championship Storm Trysail Club Block Island, RI	Marcy Trenholm 917-519-1376
July 23-26, 2015	Marblehead NOOD Eastern Yacht Club Marblehead, MA	Jennifer Davies 401-845-4412
September 17-20, 2015	2015 J/105 North American Championship (Rolex Big Boat Series) St. Francis Yacht Club San Francisco, CA	Bruce Stone 917-822-4060
September 25-27, 2015	J/105 Canadian Championship Royal Canadian Yacht Club Toronto, Ontario	Doug Bullock 416-488-1474
October 20-23, 2016	2016 J/105 North American Championship Larchmont Yacht Club Larchmont, NY	Paul Beaudin 917-584-5194

2015

Key West Race Week

J[®]

105

Dates are set for January 18 - 23, 2015

Sign up before registration closes December 19!

Quantum Key West is excited for the return of the J/105 class to beautiful Key West.

Join us in January as we host the 2015 J/105 Midwinter Championship.

Race Week is the perfect winter escape with a full racing schedule, unique shoreside fun, and fantastic sailing conditions.

Event details, information on logistics and planning, and more will be posted on

www.premiere-racing.com



2014 J/105
North American
Championship...

1, 2, 3

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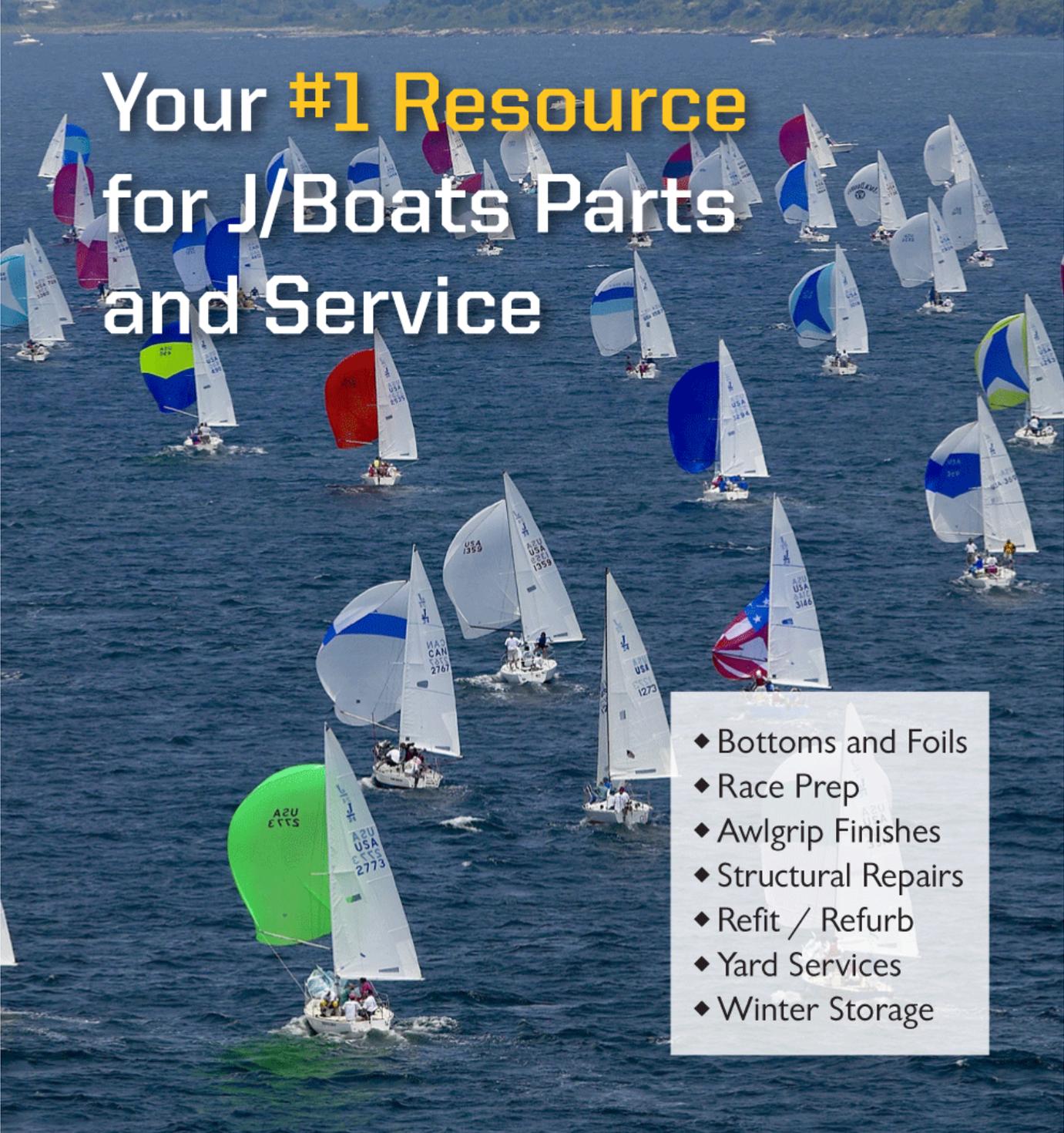
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