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As I write this in early August, the summer heat and humidity has arrived here in Bermuda with a vengeance. But we have had some interesting sailing on our Wednesday night PHRF racing including an evening with a squall packing 38 knot gusts—that is always exciting when you go out expecting a jaunt in 15 knots! But it is also a reminder to ensure the boat is well maintained and the crew prepared so as to be able to deal with such unexpected occurrences.

This year seems to have raced by, and it is hard to believe that the North American Championship at Larchmont Yacht Club is quickly approaching. It looks to be very exciting as this event is likely to be the best attended Class regatta for some years. Charter boats are still available! I would encourage you, if you are not already planning to take part, to consider joining the regatta whether in your own boat or a charter.

As noted in the Spring newsletter, one of the subjects your Executive Committee has worked on this year is to encourage those fleets that race local events under modified Class Rules to seek a waiver as provided for in section 11.8 of the Class Constitution. This procedure complies with the requirements of RRS 87. However, it appears that some fleets continue to race under modified Class Rules without seeking an appropriate waiver from the Class. I would encourage you to ensure that your local fleet complies with this requirement.

Having said that, the Class Constitution also states “The Officers shall endeavor to ensure that the Class Rules apply without modification to all one-design regattas among J/105s. The Fleets are encouraged to take all steps necessary so that the Class Rules without modification apply to all one-design regattas sponsored by the Fleets or on the Fleets’ racing calendar.” This means the Regatta Committee, which exercises the authority to permit modifications, must tread a fine line between allowing modifications which a local fleet believes promotes local racing and not permitting modifications which may be detrimental to the one-design nature of the Class and fair competition in events which attract boats from outside the local area. Therefore, modifications to the crew weight limit for strictly local racing have been approved, but changes to the physical set up of the boat are viewed more cautiously.

As an aside, can I suggest that at least once a year each owner take 15 minutes to review the Class Rules which are easily available on the revamped Class website under the Racing tab. I find this helpful to remind me of what I can and cannot do with the equipment on my boat and what I need to do to ensure compliance with the Class Rules.

Talking of the Class website, it is great to see all the reports of the large number of events in which our members participate, whether organized by a local fleet or part of a larger event. As a reminder, please send in a report of any of your events for posting to the website. It is positive for the Class to have as many reports as possible.

I wish you all great sailing over the rest of the year and hope to see you in Larchmont in October.

James Macdonald
J/105 Class President



GET READY FOR THE BIG SHOW

Larchmont Yacht Club, New York • October 19-23, 2016

Stella Artois J/105 North American Championship

The 2016 Stella Artois J/105 North American Championship is coming up in October with nearly 40 boats signed up! Larchmont Yacht Club is a premier facility with the ability to easily handle as many boats as we can muster. This will be a classic. October will provide excellent sailing conditions with a guaranteed mix of wind conditions, sailed in a relatively flat-water enclosed area. Charter boats are still available. There is a "Pre-NAC" regatta the weekend before, which provides six days of racing spanning just one week off from work. This is a regatta that should not be missed, and it will probably be at least three years before the NAs return to the East Coast. Contact Paul Beaudin at PB@j105sails.com with any questions. See you in New York!

www.J105nas.com

Celebrating 25 Years

Introduced in 1991 as the first modern day keelboat with bow-sprit and asymmetric spinnaker, the J/105 today is the most successful one-design keelboat class over 30' in the USA with over 680 boats sailing worldwide. Take a look back at the early days, as we honor 25 years of the J/105!



Look Ma. No hands!

Sailing Just Got Easier

One person can pilot this high tech (as in America's Cup) speaker while steering from the cockpit. Simply let the old sheet go then trim the new one. Goodbye big racing crew. Hello fun! This new asymmetric spinnaker lets the J/105 sail at a fast 90-degree apparent wind angle while actually sailing at far deeper true wind angles of up to 115 degrees. Cockpit-operated spinnaker roller and roller furling jib simplify life, too. The retractable humpless carbon fiber Comfort! Check out the dodgers, full length seats to lie down on in the cockpit and 34.3 feet of length for smooth sailing through waves. No pitching and rolling on a J/105.

Sailing World's 1991 Boat-of-the-Year

What is it? J/105 is so new and different from any other sailboat, Sailing World's panel of experts made her a finalist in three different categories: "One-Design & One-Design", "Cruising & One-Design", and "Racing & One-Design". She won the latter. No boat previously introduced by J/Boats has ever created such excitement.

Design Programs

We are building J/105s as fast as we can. And, J/Boats dealers can't wait to show the world how much fun they are to sail. If you want to be one of the first with a J/105 on your pond, let J/Net know. You may be able to share in the joys of introducing her with your local dealer by arranging, before the end of January, for the purchase of a J/105 demonstrator in your color.

J/105 is High Tech

J/105 gives you the on-deck cruising comfort of a 40-45 footer and the speed of a race boat with easier handling than either. Her hull is made with vacuum bagged vinyl ester and epoxy coated aircraft grade C/K7 Babcock laminates.

If you are interested in a J/105 demo or any other J/Boat, new or used, please call us TODAY.

J/NET, Box 90
Newport, RI 02840
Fax: (401) 846-8473

J/NET

Call 401-846-8410

10 reasons why the new J/105 should be your next boat.

1. **Speed and Comfort**
The J/105 is a true one-design boat. She is built to sail fast and comfortably. The hull is made of aircraft grade C/K7 Babcock laminates, which are vacuum bagged and epoxy coated. The hull is also reinforced with carbon fiber. The deck is made of fiberglass. The cockpit is made of aluminum. The interior is made of teak. The J/105 is a true one-design boat. She is built to sail fast and comfortably.

2. **High Performance**
The J/105 is a true one-design boat. She is built to sail fast and comfortably. The hull is made of aircraft grade C/K7 Babcock laminates, which are vacuum bagged and epoxy coated. The hull is also reinforced with carbon fiber. The deck is made of fiberglass. The cockpit is made of aluminum. The interior is made of teak. The J/105 is a true one-design boat. She is built to sail fast and comfortably.

3. **Easy to Sail**
The J/105 is a true one-design boat. She is built to sail fast and comfortably. The hull is made of aircraft grade C/K7 Babcock laminates, which are vacuum bagged and epoxy coated. The hull is also reinforced with carbon fiber. The deck is made of fiberglass. The cockpit is made of aluminum. The interior is made of teak. The J/105 is a true one-design boat. She is built to sail fast and comfortably.

4. **Comfortable**
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J[®] 105



Look Ma. No hands! ^{foredeck}

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Demo Program.

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J/105 is High Tech

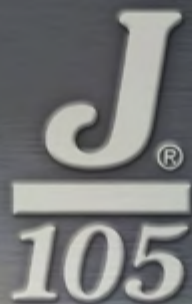
J/105 gives you the on-deck cruising comfort of a 40-45 footer and the speed of a race boat with easier handling than either. Her hull is made with vacuum-bagged vinylester and epoxy coated aircraft grade CK57 Baltek laminates.

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J[®]
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10 reasons why the new J/105 should be your next boat.

The new J/105 is unique for its combination of speed and comfort, which makes it ideal for relaxed daysailing or an overnight; for a family boat on the lake; for skippers who like sailing fast and making life easy on the crew; for the expanded sailing range of a fast boat without the maintenance demands of a large one; for waking up last but reaching harbor first, in time for a walk and dining ashore. There's satisfaction in sharing the best of design and performance with friends. So, for those sailors who have unsuccessfully searched the world over for the right boat, and are still looking, here's the answer.

Speed and Comfort

J/105 is affordable and fast. She combines PHRF 60's speed with "on-deck" cruising comfort. J/105 performs better with two people seated comfortably, dry and secure, in the cockpit than many other boats do with crew on the rail. A dodger and 6.5' cockpit seats with back rests help make this possible. Her low freeboard is both pretty to look at and functional when climbing aboard from an inflatable. Five minutes is all it takes to be off sailing, thanks to a mainsail on slides and the jib on a roller furler.

High Tech Construction

J/105 features vacuum-bagged composite hull and deck construction using pre-impregnated biaxial woven fiberglass and CK57 aircraft-grade end-grain balsa core for lightness and strength. Center of gravity is low with weight concentrated in the middle of the boat, out of the ends, to reduce pitching while gaining stability.

Asymmetrical Gennaker

This sail is also known as a "cruising spinnaker" and usually comes in a snuffer or sock for ease-of-handling. The gennaker is also seen on the new America's Cup yachts and other high speed light displacement boats such as BOC 60s, the new Whitbread 60 Class, Ultimate 30's and 14 foot racing dinghies. In fast boats (like ice boats) the quickest way to sail downwind is not in a straight line, but by sailing at the fastest jibing angle to realize the best VMG

(velocity made good) toward your destination. Otherwise, you are limited by the speed of the wind. The faster the boat, the lesser the apparent wind angle - or with a conventional pole - the closer the pole to the headstay. At this point, an asymmetric shape becomes more efficient with less heeling force than a conventional spinnaker. It's a lot easier to fly and jibe, because it works like a jib. No pole to move. Just trim the other sheet. The J/105 can also be set up to fly a conventional spinnaker.

Choice of Experienced Sailors

Experienced owners of large cruising boats are excited about the J/105, because they found that living aboard or extended cruising was more of a dream than the reality. Most sailing is daysailing. For the occasional weekend, all they want is a place to sleep, head, cooler and inboard diesel. Furniture, galley and standing headroom are not high on the priority list because they know such features mean added weight, less performance, higher cost and compromised aesthetics. J/105 has that added performance... the smooth, easy speed and responsiveness, the sense of acceleration and control. And, by combining a dodger over the companionway entrance, standing headroom is achieved in the after 1/3 of the cabin, making headroom of less than 5'5" elsewhere workable.

Class Rules

The focus of the J/105 is recreational sailing fun and not-too-serious racing. This also happens to be the hallmark of any successful one-design fleet program. So, it's possible for the J/105 to become one of the most successful class organizations ever. Fun is the goal. We know that with a fast, high tech design, racing happens, informal at first, blowing past boats on the bay. Then comes the temptation to try a Wednesday night PHRF race. Soon with a few boats in the area, the one-design action and social get-togethers begin. J/105 Class rules are set up to allow classes to form sooner and to grow faster. We've learned in other classes that participation and ownership is discouraged by too many crew, too many sails, and use

J[®] 105

DESIGN FORUM



Billy Black photo

J/105

LOA.....	34'6" (105 decimeters)
LWL.....	29'6"
Beam.....	11'0"
Draft.....	(fin/bulb) 6'6"
	(shoal) 5'6"
DSPL.....	7750 lbs.
BAL.....	3400 lbs.
SA.....	577 sq. ft.
DSPL/Length.....	135
SA/DSPL.....	22.72
AUX.....	20 hp. Yanmar
Fuel.....	12 gals.
Water.....	20 gals.

Less is More — Again

An uncommon mix of proven ideas — the unique J/105.

The evolution of boat design works on a cross-fertilization of ideas between the worlds of racing and cruising, monohulls and multihulls, planing hulls and displacement hulls, ancient and modern. New ideas are rare, but new combinations of proven ideas are common. Even so, once in a while a boat exhibits a combination of proven ideas in such a way that it deserves to be called unique. The J/105 is such a boat — it's a return to the notion that a simple sailplan, clean deck layout, practical interior, and high performance are the best ingredients for both racing and cruising. It's a return also to the idea that a boat's looks can be as tangibly important as its interior volume.

During the 1980s this particu-

lar idea mix was more or less forgotten. Elements of the mix appeared once in a while, like Carl Schumacher's Express 34, which stemmed the rising tide of plush, C-shaped settees with a spare interior trimmed nicely in light wood; and his Alerion Express, which flatly rejected volume in favor of beauty. Bill Lee's Santa Cruz boats were similarly basic down below. The "High Speed for the Whole Family" element was addressed by Ian Farrier's F-27 design for Corsair Marine. And envelope-pushing boats like the International 14, the Ultimate 30, and the BOC and IACC racers, as well as so many multihulls over the years, have proven the effectiveness of asymmetrical spinakers and bow-launching poles. But all these ideas are brought together forcefully in one package by the J/105.

Here's what happened during our test sail: We came out of Miami's Government Cut, turned southeast in a 20-knot northeasterly and three-foot waves, launched the bow pole, and

hoisted the asymmetrical chute. Then we had as much fun as can be had on a sailboat with the sails up. We shimmied down through the wave trains, stalking the best rides with a flat, hissing roostertail astern. For the better part of an hour we maintained speeds between 12.5 and 13.5 knots, never lower than 12 and up to 14.8 at the top end.

This wasn't a stomach-churning reach either. We had excellent control of the boat, and didn't have to work hard. Twice we rounded up halfway and collapsed the chute. This was strictly operator error, no doubt caused by the sudden and overwhelming recollection that the J/105 is a family racer/cruiser, and such boats are only meant to go about half as fast. Even the round-ups were no cause for tension; the boat was so stable, light, and maneuverable that all we had to do was steer back downwind. Then it was like the *Life* magazine photo of the guy undergoing acceleration tests on a rocket-sled, with the patches over his eyes and his face

mashed flat by the wind. Man, this boat is fast.

We didn't have a reefing line set up, so when we snuffed the chute and turned back upwind, we were overpowered. Even so, we made 7.5 knots with the sheets just slightly eased.

The J/105's extraordinary speed stems from a number of factors, starting with a fast overall hull form and a lack of wetted surface. The waterline beam is narrow and carried well aft on flat, underwater sections to a relatively wide transom. The topsides are flared somewhere between moderately and radically. The freeboard is low, which reduces headroom inside, but also eliminates windage and weight, keeps the weight low, making the boat look slicker than a greased weasel. The fin keel is deep and carries a torpedo bulb. The rudder is a big, high-aspect foil that allows boat reviewers to steer nonchalantly out of their mistakes, and will make a big difference to buyers who have never raced planing dinghies and who may have sailed auxiliaries

The JP Morgan Round the Island Race UK



Photo courtesy of Hurst Castle

By William Newton, *Jelly Baby*

The day before the Round the Island Race, the forecast was predicting 25-30 knots from the west going southwest, but at least it wasn't going to rain, and our start was at a respectable hour so we wouldn't have to leave Lymington until 0700 hrs. We had a crew of seven, and fortunately a big boys crew, which would hopefully keep the boat upright! Breakfast en route was bacon rolls and brown sauce...it wasn't going to be a day for Weight Watchers breakfast.

We thought long and hard about the start. With the wind in the west, did we start at the island side of the line where initially the current would be favorable? Or the outer end with less tacks and the advantage of the line bias? We went for the outer end. I am still not convinced it was correct. Combined with no clear air and positioned forty meters behind the line (that's what the machine said!) at the start, this was not one of our better starts.

Beating down the Solent was uneventful except for witnessing one port and starboard collision. At the Needles, I am reminded it is my decision as to whether we pass inside the wreck. We did, but the majority of boats seemed to pass outside, other than another Lymington boat (J/109 *Jumbuck*) which was alongside us. Unfortunately, they were dismasted later in the race. Having passed inside the wreck, we had clear air and waited for an instance as there were no spinnakers and it appeared a shy reach which would have meant the code O. However, the wind settled and freed, so we set the fractional spinnaker and off we went with the speed at between 14-16 knots with the occasional burst of 18 knots.

Approaching St. Catherine's, the crew noticed a drone overhead. Did the paparazzi think we were famous? A few days later, we found the clip on You Tube. Nice to see that we were travelling faster than the boats around us!



Photo courtesy of Hurst Castle

In spite of it being a shy reach, we made St. Catherine's without having to drop the spinnaker. At St. Catherine's, the overfalls created a nasty sea state. At one moment coming off a large wave, we recorded a speed of over 20 knots! We quickly made the decision not to try and gybe, so jib out, dropped the spinnaker, gybed, and re-hoisted, having sorted out a mess of a spinnaker with somehow two halyards wound around it.

Once sorted, up went the spinnaker again, and off we went to Bembridge Ledge buoy. At this stage, we were in company with our main J/105 and club rivals—Andy Roberts and Bill Edgerley's *Jin Tonic*. The adrenalin kicked in, and we managed to sneak ahead. Afterward, they claimed they had delayed their spinnaker hoist following their gybe to have lunch!

From the Needles to St. Catherine's, we had not been passed by any boats, but now the wind angle was more favorable for a spinnaker (thought this would change). We considered changing to a masthead spinnaker, however checking the true wind speed at 29 knots quickly thought otherwise, and continued with our fractional spinnaker. The sea was much smoother on the way to Bembridge, so having to gybe four times before reaching the buoy was not a problem.

At Bembridge, down came the spinnaker, and a reach in the direction of the post near No Mans Land fort. The wind had not abated in spite of being in the lee of the island, so we put in a reef. From here, it was a beat along Ryde Sands to the finish, only having to tack three times. At this stage, an absence of boats around

us was unusual, but a pleasant change from previous years of continuous tacking in traffic.

The erratic wind off Norris, as always, questioned as to why we didn't sail further out into the Solent and the adverse tide. We didn't—just kept trimming and made the finish line without tacking, and continued to sail on to Lymington. We texted in our declaration, and, as always, we were glad to receive confirmation. There is always a concern that we might have been OCS or entered a prohibited area. At that moment, out came the drinks and cake.

During the dreadful return journey to Lymington, we received the odd text saying we had done well. Nobody seemed that bothered. We realized it had been a fast race, completing the 55 miles in 6 hours 50 minutes. The most important thing was we had enjoyed ourselves, and other than losing two hats and a few bruises, all was well.

Arriving in Lymington, we retired to the yacht club to finish the cake and have another beer, and confirm that we had won class 2B. With our fellow club members on *Jin Tonic* (J/105) and *Boomerang* (Adams 10), who won the second place team prizes for the Royal Lymington Yacht Club, a time for champagne!

It is interesting to note in our class 2B (46 boats) that the first four boats were J/105s. And of all the J/Boats competing under IRC, the second and third boats were J/105s (the winner was a J/111 by two minutes). Not a bad performance for a 25-year-old design!

Technical Committee Report

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

Pat Benedict – Fleet 1, San Francisco

Michael Penny – Fleet 4, Lake Ontario

Shortly before he stepped down as Class Measurer, Walt Nuschke called me and asked me if I was willing to volunteer to be the next Class Measurer. At the time, I felt honored that he asked me to volunteer, and I gladly said yes. Unfortunately, Walt passed away not long after that. Some time later, I thought about his asking me to volunteer again and was no longer sure he was complimenting me. After all, there had been that time I passed too close to leeward of him going downwind while he was going upwind and knocked his wind instruments off the top of his mast (he was on starboard, I was on port). Maybe him asking me to volunteer to be Class Measurer was actually a form of stealthy revenge and payback. As time goes on, I lean more and more toward a revenge motive. 😊

This probably holds true for any Class Officer position. If someone asks you to volunteer and you say yes, you'll spend the rest of your tenure in that position wondering exactly what their motives were. Just a warning. Not to say that I haven't enjoyed being Class Measurer, and I'm not looking to step down any time soon.

Anyway, on to the real technical stuff. It's the time of year to consider Class Rule changes. There are two subjects for Rule changes this year. Below are discussions of the topics. The formal text of the Rule changes will be distributed through the normal channels.

Sails for a Regatta

It seems like the most common Technical Committee question theme this year has been about sails and which/how many you can use. Class Rule 6.3 clearly states that you are limited to one mainsail, two jibs and two spinnakers during a Class Event. There is no restriction on changing sails. You can switch back and forth between the two jibs during a race or during the event however/whenever suits your fancy. The same thing with the two spinnakers. We've also been asked about being able to do the same thing with mainsails. The short answer is no. You are only allowed one mainsail for a Class Event. The reasons for this are good, but perhaps we should allow at least some flexibility.

The most obvious need for flexibility would be if your mainsail is damaged badly enough to render it unusable. It seems reasonable to allow a boat to use another mainsail if the declared main is damaged badly enough that it cannot be repaired in time for further use in that event. Otherwise, the boat would be forced to withdraw from the event, which hardly seems fair or in the spirit of friendly competition. Therefore, the Technical Committee is proposing a Rule change to allow additional sails to be used in the event of irreparable damage to one of the sails that has been declared for the event. This is a provision that other Classes have and is something we should have had in our Class Rules before now.

Competitors

Another issue which has arisen lately is sailor classification. The J/105 Class is effectively a Corinthian Class which does not allow Group 3 sailors in major events (those designated as Level A, which is also the default level), unless the Group 3 sailor is a 100% owner and sailing on their own boat or a boat they have chartered. Our Class Rules provide a certain amount of discretion by giving the ExCom the authority to overrule the ISAF (World Sailing) classification. The problem with this is that the RRS do not actually allow this. RRS 79 requires the ISAF Regulation 22 classification system to be used if any classification system is used. RRS 86.1(c) lists which RRS Class Rules are allowed to change, and RRS 79 is not on that list. Therefore, we find ourselves with a need to change our Class Rules to comply with the RRS. So what do we do now? The ExCom has exercised that discretion in the past. There are also other issues about sailor classification and Group status that recur regularly.

There have been discussions in the Executive Committee that part of the problem with attendance at major events, such as the NAs, is the logistical issue of getting boats to the event. If you pay someone to deliver your boat for you, that person becomes a Group 3 sailor and then is not eligible to sail with you in the event. This increases your expenses because you either have to pay them to twiddle their thumbs during the event while they wait for the return delivery or you incur some other cost sending them home. If they could sail with you, that problem would be avoided.

Another common complaint is that there is no way for a sailmaker to sail with customers, limiting the help owners can receive from their sailmaker and decreasing sailmaker interest in the Class overall. In the recent local fleet rule modifications considered by the Regatta Committee, one of them dealt with a local fleet rule to allow Group 3 sailors on boats that had not won a regatta.

DOYLE



Domination

PB 105 sails are the benchmark for fast J-105 sails
We have not changed our designs in over 5 years
We don't need to.

American Spring Series 1st, 2nd and 3rd
oh and 5,6,7,8,9,10 too.
On the same waters as this year's NAs

We try to keep sails in stock...

Contact Class Specialist Paul Beaudin
PB@j105sails.com

J105SAILS.COM

Recently, an article was published on Sailing Scuttlebutt about the Viper 640 Class and how they deal with professional sailors. Their solution is to allow Group 3 sailors, but to prohibit those sailors from being paid to sail in any race. A signed declaration to that effect may be required by the event organizer. Obviously, one can try to game the system if you want with any such declaration and how much someone gets paid and what exactly they were paid for, but it seems to be working for the Viper 640 Class. For an actual professional or sailmaker, the regulatory force behind making sure the declaration is valid in that lying on the declaration could be protested as a Rule 69 violation.

Is the guy that did the bottom job on your boat or your competitor's boat such a good sailor that allowing him to race on someone's boat would skew things? Most people who spend their days laying up fiberglass and long-boarding hulls are good sailors but not great sailors. How many times is your sailmaker going to sail with you as "part of the purchase price" of a new sail? Such a change is worth considering for our Class.

In our quest to keep our Class relevant and strong and still control costs, I would ask you whether this would increase costs or not? Will it make the Class stronger?

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GO BEYOND[™]

North Sails Recommended Inventory for J/105:
CM-1 Mainsail 7.52 PK Dacron
L-3 Light Jib 3D
Mi-4 AP All Purpose Jib 3Di
and A2-2 Asymmetrical AirX 700

**ALL
PROVEN
WINNERS**

North Sails J/105 Offshore One Design Class Leaders:

Will Keyworth	Will.Keyworth@northsails.com	410-269-5662
Seadon Wijzen	Seadon.Wijzen@northsails.com	415-339-3000
Max Skelley	Max.Skelley@northsails.com	410-721-4282

2016 J/105 NORTH SAILS RESULTS

NYYC Annual Regatta

- | | |
|---------------------------------|--------------|
| 1. Bruce Stone / Nicole Breault | Good Trade |
| 2. Mark Lindquist | Sterling |
| 3. Mark Masur | Two Feathers |

Annapolis NOOD

- | | |
|----------------------------|--------------------|
| 1. Jim Konigsberg | Inigo |
| 2. Carl and Scott Gitchell | Tenacious |
| 3. James Macdonald | Distant Passion |
| 4. Donald Santa | Santas Reign, Dear |
| 5. Hugh Bethell | Jester |

San Diego YC Yachting Cup

- | | |
|-----------------------|----------|
| 1. Rick Goebel | Sanity |
| 3. Hurlburt/Driscollo | Juiced |
| 4. Agostino/Fish | Viggen |
| 6. Ed Sanford | Creative |
| 7. Stewart Cannon | J-OK |

San Diego NOOD

- | | |
|-----------------------|--------|
| 1. Rick Goebel | Sanity |
| 4. Hurlburt/Driscollo | Juiced |
| 5. Stewart Cannon | J-OK |

northsails.com

NORTH SAILS

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- Easily serviceable
- Includes a stainless steel replacement sleeve

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www.pyiinc.com

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Calendar

2016

Rolex Big Boat Series

St. Francis Yacht Club

Sep 15 – Sep 18

J/105 Canadian Championship

Royal Canadian Yacht Club

Sep 17 – Sep 19

Long Island Sound Championships

Riverside Yacht Club

Sep 17 – Sep 18

AYC Fall Series #1

American Yacht Club

Sep 24 – Sep 25

AYC Fall Series #2

American Yacht Club

Oct 1 – Oct 2

AYC Fall Series #2

American Yacht Club

Oct 1 – Oct 2

(216) Regatta

Edgewater Yacht Club

Oct 15 – Oct 16

Manhasset Bay Fall Series #1

Manhasset Bay Yacht Club

Oct 15 – Oct 16

J/105 North American Championship

Larchmont Yacht Club

Oct 20 – Oct 23

Manhasset Bay Fall Series #2 – Distance Race

Manhasset Bay Yacht Club
Oct 22

J/Fest Southwest

Lakewood Yacht Club
Oct 28 – Oct 30

Lipton Cup

San Diego Yacht Club
Oct 28 – Oct 30

2017

Quantum Key West Race Week

Jan 15 – Jan 20

St. Petersburg NOOD

St. Petersburg Yacht Club
Feb 17 – Feb 19

Charleston Race Week

Charleston Ocean Racing Association
Apr 20 – Apr 23

Long Beach Race Week

Alamitos Bay Yacht Club & Long Beach
Yacht Club
Jun 23 – Jun 25

J/105 North American Championship

Lakewood Yacht Club
Oct 31 – Nov 3

2018

Long Beach Race Week

Alamitos Bay Yacht Club & Long Beach
Yacht Club
Jun 22 – Jun 24

