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It's hard to believe that a whole year has passed since we became the Administrators for the J/105 Class! We've learned so much over the last 12 months, and hope you have found us to be responsive to your questions, requests and concerns.

As we all know, the sailing industry has struggled in 2009, along with the rest of the world's economy. Regatta attendance, in particular, has decreased in nearly every class of boat, and even local yacht clubs are laboring to sustain participation. We have heard many sailors say that they are considering attending a major J/105 regatta in 2010. Maybe you'd like to escape winter with a week in Key West for the J/105 Midwinters? Or perhaps you can trailer or motor to a regional championship? And wouldn't you savor competing in the top Class event of each year—the North American Championship? As we always do in our home, there's always ways to justify regatta travel! Bring the kids along and make it a family trip, or come a few days early to visit a client in the area. However you figure it out, plan early and make a commitment to support our Class through regatta participation.

This fall is a busy season for the J/105 Class. With the Annual Meeting plus the North American Championship at American Yacht Club, we'll have lots of updates for you at [www.j105.org](http://www.j105.org). Also, the 2010 calendars will be available soon, so you will be able to order those online and get a jump on your holiday shopping. As always, feel free to contact us any time at [howell@j105.org](mailto:howell@j105.org) or 216-226-4411. We welcome your feedback, and of course appreciate receiving any news you'd like to share with your fellow J/105 sailors. Hope to see many of you in 2010!



## OSTAR Oscar: Singlehanded at 18

At 18, Oscar Mead was the youngest ever competitor to enter the OSTAR, a singlehanded race from Plymouth, England to Newport, RI that has been run every four years since 1960. But as Oscar says, "To be the youngest starter, that's do-able, to be the youngest ever finisher, that's harder!"

After 22 days at sea solo dealing with Nova Scotia ice fields, 30 foot waves, and Grand Banks fog, Oscar duly finished. He was 7th across the finish line, 6th overall on handicap from the 31 starters, and 2nd in class, despite sailing one of the smallest boats - a J/105.

Oscar started sailing at age eight in Hong Kong, with his father. After several seasons of dinghy sailing, a move to Cowes

and a growth spurt put Oscar more in line for big boat sailing.

In early 2006 Oscar sailed his first offshore race from Hong Kong to Manila. The following winter he rebuilt a Quarter tonner which he steered in Cowes Week. In June of 2007, at the ripe old age of 16, Oscar finished fourth as a bowman at the Etchells World Championships, the youngest competitor in an event sailed in unrelentingly strong winds.

In March 2008, Oscar acquired a J/105 and began his countdown to the OSTAR, which started May 25th. Below are excerpts from Oscar's blog during the race.

### 2 DAYS BEFORE THE START

There is a bit of "cuddy envy" going on. I built a small but solid spray hood which keeps me dry-ish and allows me some shelter from the wind. Others have built nothing and are going to tough it out. That sounds like hard work to me as we will have waves washing down the deck for days on end and one is bound to find its way down the hatch every time you open it unless you have a cuddy. At the other extreme, some boats have got HUGE (and I mean HUGE) canvas affairs that look like you could have a BBQ behind them but I wonder if they will survive the north Atlantic. If they do then I will have cuddy envy, but for now I am mid-fleet on this one.



Oscar Mead, bundled up for the cold Irish Sea.

— continued on next page —>

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# 18 Year Old Oscar Mead Races Transatlant



Oscar tested boat and crew during a solo Channel week in 2008.

## JUST AFTER THE START, (FROM OSCAR'S DAD)

We have grouped the fleet into four sections. The Tri's...gone! The Open class yachts with water ballast. And then the J/boats, Sigmas and other assorted "regular" monohulls. Oscar's goal is to be well-placed in the regular monohulls. There are four under-25 year olds and Oscar would obviously like to win that battle.

### DAY 3

Jerry Freeman said the first 3 days were the hardest and I hope he's right because this has been pretty hard. It's been wet and bouncy but the boat has been great, holding up to the constant slamming and being easy to balance and push on. So far all is good with the little ship "King Of Shaves."

I am not sure that the founding fathers of this race chose the easy option for a course but I am very glad that we have emails, laptops and phones because this would be ONE LONELY place without any contact whatsoever.

### DAY 4

I am INTO THIS now! I survived "the first 3 days" and this morning I am ready for the rest of the race. I had a nice dinner of bagel and cheese which I toasted in my

frying pan and it tasted good. I am going to put the new North Sails jib top up for the first time and that should be a wind angle that suits my lovely little boat well. "Juneau – King Of Shaves" has been a great little ship from the first day I sailed her 18 months ago, and I really like her.

### DAY 6

TRUCKING!!! Short message as flying along and need to stay focused but I managed 19.5 knots down a HUGE wave! Had one long 4 minute surf on a big wave...magical!

### DAY 8

It is still windy, still wavy, still wet and we are still flying along... I have been in throttle-back mode all night as I had had a great 36 hour run and with the wind on the beam and the waves pretty massive I wanted to give Anthony [the autopilot] a break. It was always going to be that I lost ground while we were beating at the start, would make some up while we were reaching, and then the results will be decided on the 800 miles down the coast. I am really happy with my position. I am further west than all but 4 bigger boats so that can't be bad. Right now you can only sail where the waves allow. Flying along though, still surfing at 14 knots regularly even with only a double-reefed main up.

I spent a lot of time down below overnight, was up and down to check sail plan / wind and waves but I had a good night with the boat. I have sailed her enough to know a bit about what she is telling me and I have an agreement with Anthony about how hard he can be pushed. When it's too much he lets me know and I re-balance the boat to take some strain off him.

### DAY 9

I had a great night Tuesday and into Wednesday morning. The wind was doing what I thought so I had sailed with the little A5 spinnaker all night and just took the header as I got it. About 7am Wednesday the wind finally dropped away so I had a few hours cleaning and tidying. That included filling the fuel tank from my spare jerry cans and of

course I spilt some diesel and then had an overwhelming smell of the stuff and no matter how hard I cleaned I couldn't find the last of it...yukkk. I hate diesel!!!

I was then in the hole that had to be sailed through and that was a hard few hours. It was odd to be parked, barely making any forward way after so many days of flying along straight at the US coast. I then had a bit of a period of looking at the chart plotter which is always a mistake. Best to sail in the bit of ocean you are on and not to look too far away....everything looks close when you get the scaling right, but when you look at the numbers it's still 2 Fastnet races away...

Anyway, I managed to wriggle out of the hole about 1130 and we were back onto port and heeling over at 45 degrees, so life at an angle began again. I took in a reef mid afternoon (I wish I had kept a better record of reefs in and out!) as the breeze built and am now sailing 260 degrees at 7 knots just cracked off for speed. Jib and a reef and the number 4 on the way if this breeze holds....

*The next several days were a technical challenge with electronics breakdowns and other issues. Worst of all, the autopilot would no longer steer to the apparent wind, hurting performance. He repaired what he could, wired the autopilot directly to the compass, and carried on.*

### DAY 15

Damn I was tired after all that and emotionally pooped and need a bit of time to get my act back together. It was then that the low blew past me and it wasn't until I gybed and effectively turned left off the corner of Newfoundland that my spirits started to rise again. I have to also say that I rode the biggest wave ever (for me!) over the night of the big low. In

the trough of the wave I was pointing up at 45 degrees to point at the top of the wave going away from me. I hand steered that bit, FREEEZING and daunting rather than out and out scary, but FAST!! Oh OK it was scary too....

The waves are indescribable to a sailor who hasn't been out here. All the pics of the waves, all of the words aren't enough to describe the feeling of being on such a monster wave, on your own in a little boat surfing at 20 knots +.

Saw a BIG whale, 50 dolphins in a pod (with babies!) and had a close run with a fishing boat that kindly steered around my transom by 400 yards. I am in this race and planning to push really hard for the next few days.

## DAY 19

Hi all, this has been a very fast OSTAR. I have just clicked under 300 miles to go to the Nantucket Lighthouse which is days ahead of schedule. I had been working on 23 to 25 days for the race but this is day 19 (I think!) and I am still sailing on port with the little A5 chute up doing 9 knots pretty

much straight down the rhumb line. I am a little north of the fleet but don't want to drop this kite as it's a magic little sail and King of Shaves is really quick in these conditions.

## DAY 20

Nothing new to report on the boat front. King of Shaves may be small but the J/105 is a pretty awesome little boat really. Very seaworthy and other than upwind in the light she's pretty fast as well. I don't know this for a fact but I would guess this is the first 105 to cross the Atlantic and I can recommend it, other than the fact that the living quarters down below are smaller than the bathroom of a modern semi-detached house.

## DAD REPORTS FROM THE FINISH IN NEWPORT

Oscar finished in bright morning sunshine at 0815 eastern time, a few hours over 21 days. The boat was in good shape, sails were a bit hammered but other than that not much operator error. A lost set of spinnaker sheets was the worst of it, oh and two satellite phones!!! 



Oscar relaxes onboard after finishing in Newport.

**POST-RACE NOTE**  
*After returning home to England, Oscar sailed the 2009 Fastnet on an Open 60. His long term goal is to be a race-winning contender in the 2016 Vendee Globe around the world race.*

## Modifications

Oscar made two major changes to his J/105 for offshore singlehanded. Here are some of his notes from the months of preparation:

"The designs for the spray shield/conservatory (as it is fondly described) reached me and it looks really good, so we can start construction of that right away. Speak soon, have to go and do some maths revision (big test coming up)."



"Great progress this weekend, the spray hood is finished (structurally) and we are only waiting on the windows so we can finish it. We deliberated for some time as to what colour we should spray it, and in the end opted for a Fluro Orange which looks great. It's very very Orange! I think you could see it miles away!"



"We are rapidly approaching the 100 days to go marker! The good news is that the boat is in excellent shape. The sails are all completed, the bucket seat is fitted and is very comfortable, the spray top is on and the windows should arrive in a matter of days..."

"I am sailing again! It wasn't a long sail but we hoisted all the sails and had a potter down to Portsmouth. The new central seat arrangement is a bit floppy and I can't see it surviving a transatlantic so that will need beefing up, but otherwise it was mostly OK."

**More photos and info at [teamoscarmead.co.uk](http://teamoscarmead.co.uk)**

# NOOD 2009 Recap

## San Diego

1	WINGS	D&S Case	11
2	CRNT OBSSN <sub>2</sub>	Gary Mozer	20
3	TRIPLE PLAY	Thomas Hurlburt	30
4	PERSEVERNCE	Bennet Greenwald	31
5	SANITY	Rick Goebel	32
6	INVISIBLE	Jay Janov	33
7	ROCK & ROLL	Bernard Girod	33
8	GRACE O'MLY	Alice Leahey	39
9	JAVELIN	Doug/Pam Werner	40
10	PHOLLY	Bill Logan	41
11	AIR BOSS	Jon Dekker	50
12	BLINK!	John S. Howell	54
13	CREATIVE	Ed Sanford	58
14	ZUNI BEAR	Richard Bergmann	70
15	SPEEDPLAY	Michael O'Connell	75
16	VAMOOSSE	Eugene Helsel	81
17	KEMOSABE	Scott & Suzi Morris	87
18	JET STREAM	Larry Boline	89
19	OFF PORCH	Scott McDaniel	89

## St. Pete

1	WASABI	Rosen & Marks	6
2	ANTHR HZRD	H Edward Chappell	12
3	ECLIPSE	Damian Emery	30T
4	GUMPTION <sub>3</sub>	Kevin Grainger	30T

## Detroit

1	IT	Jim Sminchak	20
2	DIRTY HARRY	Harry Bloom	30
3	JUNTO	Michael & Rose	33
4	TENACIOUS	Listwan/Palm	37
5	SORCERY	Brian Smith	39
6	WISH	Colin Mills	41
7	SNAKE OIL	Don Harthorn	49
8	GOOD LOOKIN'	Dean Walsh	50
9	ATTITUDE	Geoff Moore	70
10	WINDSHADOW	Jim Murphy	74

## Chicago

1	VYTIS	Tomas Petkus	17
2	MESSY JESSY	Dorin Candea	19
3	GARGOYLE	Brian Danaher	22
4	THE ASYLUM	Jon Weglarz	24
5	GIGI	David Wagner	29
6	KASHMIR	Karl Brummel	33
7	SEALARK	Clark Pellett	39
8	PATRIOT	Steven Dabrowski	45
9	LATIS	Dorothy Mietz	47
10	FAST FORWARD	Bruce Whiteway	52
11	DOS AGUILAS	Jim Gignac	53
12	TEMPEST	Nancy Glover	55
13	PRONTO II	Peter Fray	57
14	STRIKING	Blane Shea	58
15	LANE 4	William Mathis	67
16	REDCOAT	Graham Ellis	72
17	SEA-U	Peter Baron	76

## Annapolis

1	SAVASANA	Brian Keane	23
2	MIRAGE	Lewis/Salvesen	39
3	DOG HOUSE	Arthur Libby	47
4	BLOWBOAT!	Rob Marsh	61
5	MOPELIA	Denis Seynhaeve	61
6	BLACK FLAG	Will Crump	65
7	VELOCE	Hublitz/Hornick	67
8	A TRAIN	Robert Reeves	77
9	HIAWATHA	Jay Corcoran	79
10	TENACIOUS	Carl Gitchell	85
11	MAX POWER	Gerrit Schulze	85
12	JESTER	Hugh Bethell	96
13	INIGO	Jim Konigsberg	96
14	BAT IV	Andrew Kennedy	96
15	MYSTER MACH	Peter McChesney	99
16	JAVA	Chris/Carolyn Groobey	106
17	RUM PUPPY	Jack Biddle	110
18	HIGHLANDER	Forrest Ellis	121
19	ALLEGIANCE	Thomas Oberdorf	136
20	SINGULARITY	Stanley Shortz	140
21	TUITION	Glenn Byus	141
22	AT-TACK	Dennis McCloud	142
23	ZEPHYR	Walter Nuschke	147
24	S'S REIGN, DEAR	Donald Santa	149
25	DREADNOUGHT	Tim Keily	155
26	BREAKAWAY	Richard Hinds	158
27	BRVO!	Denny White	168
28	EANERJ	William Gratrix	171
29	VARMINT	Michael O'Toole	179
30	TEAM ST TRYSL	Lorie Stout	217

**Congratulations to the three teams who won their event's Overall Trophy, earning a berth at the November NOOD Championship in Tortola:**

**SAVASANA (Annapolis)**

**VYTIS (Chicago)**

**WINGS (San Diego)**

## Seattle

1	DELIRIUM	Jerry Diercks	4
2	MONEY SHOT	Mike Schiltz	7
3	LASTTANGO	John A Peterson	8
4	CYAN	Billy Baldwin	9
5	PNC HERE/NOW	Stephens/Denney	11
6	USAWI		12
7	BIFROST 3	Michael Pearson	12
8	JUBILEE	Erik Kristen	12
9	ALLEGRO VIVACE	Lorenzo Migliorini	15

## Marblehead

1	Samuel /Royer/Mann	14
2	Jon Wales	14
3	Henry Brauer/ Stewart Neff	17
4	Charlie Garrard	17
5	Peter & Doug Morgan	19
6	Matthew Pike	19
7	Kevin Colcord	22
8	George Lowden	31
9	Laurie Willard	32
10	John Sledge	33
11	Warren Hudson	35
12	Vernon Polidoro	38
13	Jim Flanagan	41
14	Ken Bowden	46
15	Brian Harrington	49
16	Steven Goldberg	52
17	Mark Lindquist	52
18	William Gratrix	62
19	Ernie Hardy	64
20	Steve Hollis	75

## Larchmont

1	SAVASANA	Keane,Brian	24
2	ECLIPSE	Emery,Damian	28
3	REVELATION	Wilbanks,George/Alex	30
4	CONUNDRUM	Edegran/Henderson	34
5	GUMPTION <sub>3</sub>	Grainger,Kevin	36
6	JOYSEA	Boylan,Nathan	46
7	PLANET CLAIRE	Koten,John	58
8	ANDIAMO	Strauch,Paul	64
9	JADED	Rugg,Peter	65
10	SKIPPERDEE	Greenhouse,David	65
11	KINCSEM	Esdorn,Joerg	71
12	SHAKEDOWN	Mindich,Jordan	74
13	SKAL	Zajac,Paul	86
14	SYNERGY	Pedersen,Henrik	97
15	BIGAMY	Meichel,Dennis	104
16	ELMO	LeCompte,Kevin	113
17	PEREGRINA	Burack,Josh	128
18	QUINJARA	Murphy,Bryan	128
19	JATO	Gillis,Andrew	146
20	TOLO	Kilarjian,Norman	154
20	RED SKY	Pearson,John	154

## Houston

1	SOLARIS	Bill Zartler	9
2	BABE	Malcolm Bremer	10
3	STINGER	J B Bednar	23
4	RADIANCE	Bill Lakenmacher	24
5	ELIXIR	Robert Crutchfield	29
6	ZIPPITY	Dave Christensen	31

For more info about the NOOD events, visit [sailingworld.com](http://sailingworld.com)

# Factors Affecting the Cost of Insurance

*Dawn Spero is a Marine Insurance Yacht Agent at the Gowrie Group based in Westbrook, Connecticut.*

As smart boat and yacht owners review their overall operating costs, and pursue strategies to manage expense, it is important to understand what factors drive insurance pricing. Insurance may represent a significant portion of a vessel's operating budget and understanding smart strategies to minimize cost without compromising coverage and service is more important than ever in a challenging economy.

Each insurance company has its own unique way of establishing insurance premium through rating matrices. The most common determinants underwriters use to set price are: value, length, age of boat, type of boat (i.e. power, sail), type of engines, mooring location, intended area of navigation, previous boating experience, claim history of the owner, and deductible amount. In recent years insurers have also begun to include the automobile driving record of the owner(s), credit history, and whether operators have taken any safe boating courses in their pricing algorithms. Knowing this, there are several ways to reduce the cost of boat insurance.

*There are several ways to reduce the cost of boat insurance.*

## **DEDUCTIBLE AMOUNT**

The most common way is to select a higher deductible amount. In general, physical damage deductibles start at around 1% of the insured value of the boat, and can be increased to sometimes as much as 5%. Each higher deductible amount reduces your insurance premium. Clients should consider what they would be comfortable paying out of pocket if a loss occurred.

## **LAYUP PERIOD**

Many yacht policies include a lay up period which is a time that the yacht is normally laid up and out of commission, such as during the winter months in colder climates. The underwriter will normally allow a discount for each month that the yacht is decommissioned. This can usually reduce the

premium by requesting the longest possible lay up period that would be reasonable.

## **NAVIGATION AREA**

Think about where the boat will actually be operating. If consistently navigated close to home port, inquire whether a more limited navigational area on the policy can save money. In other words, you may not need coverage for the entire East Coast of the US when you only operate your boat in Maine.

## **BOAT CONDITION**

The condition of a boat is also a rating factor. An underwriter may request a recent marine survey on an older or larger boat before quoting or insuring it. The better the condition, the greater the likelihood of its being approved for insurance and receiving a competitive quote. Anything that can be done to update and repair critical systems prior to the boat being inspected may improve the results of the marine survey and leave a better impression with the underwriter.

## **SAFETY DEVICES**

Lastly, installing certain safety devices on the boat can sometimes reduce the premium. Some marine insurers will give credits for such safety items as: an automatic fire extinguishing system in the engine compartment, a fume or vapor detector in the bilge, or certain anti-theft alarm or tracking devices.

Of course, it is always wise to work with a professional that thoroughly understands boat and yacht insurance. This is important not just at the time of applying for insurance but also in the unfortunate event of a claim. A marine specialty insurance agency like Gowrie Group, which hundreds of J/Boat owners have trusted for years, has the expertise to help you at every step along the way. To learn more about how Gowrie can help you with your J/Boat, marine, and all your other insurance needs, contact the Gowrie Group. 

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# Race Results

## Block Island Race Week Rolex Big Boat Series

1. POWER PLAY	Stone /DeWeese	25
2. SAVASANA	Brian Keane	28
3. KINCSEM	Esdorn/Hennes	33
4. ECLIPSE	Damian Emery	43
5. MOPELIA	Denis Seynhaeve	55
6. SEA SHADOW	Charles L. Shumway	66
7. KIMA	Nelson Weiderman	68
8. SHAKEDOWN	Jordan Mindich	72
9. WOODY	Larry Hennessy	73
10. HIAWATHA	Corcoran /Marcy	74
11. PLANET CLAIRE	John Koten	91
12. VIXEN	Christopher Beane	98
13. ANDIAMO	Paul Strauch	100
14. TEAM STORM TRYSAIL	Chessie Jr Racing	107
15. RED SKY	John Pearson	108
16. MORNING GLORY	Carl Olsson	110
17. TWO FEATHERS	Mark Masur	114
18. TOLO	Norman Kilarjian	121
19. DARK 'N STORMY	Michael Lachance	136
20. SHE'S THE BOSS	John Sutherland	161

1. GOOD TIMIN	Chris Perkins	28
2. ARBITRAGE	Bruce J. Stone	32
3. MOJO	Littfin /Case	35
4. SWOOSH	Howard Bentley	52
5. AQUAVIT	Tim Russell	53
6. BLACKHAWK	Scooter Simmons	53
7. RISK	Woodley / Titchener / Whitney	56
8. JABBERWOCKY	Brent Vaughan	57
9. JAM SESSION	Adam & Guillemette Spiegel	73
10. RACER X	Laby/Pipkin	79
11. DONKEY JACK	Robert Conrads	80
12. ORION	Gary Kneeland	85
13. ONE TRICK PONY	Driscoll/Szasz	97
14. ADVANTAGE3	Pat Benedict	103
15. STREAKER	Ron Anderson	104
16. AKULA	Bernard Girod	107
17. ALCHEMY	Walter Sanford	113
18. WONDER	Tom Kennelly	113.4
19. WALLOPING SWEDE	Theresa Brandner-Allen	117
20. LULU	Don Wieneke	123
21. SPARTAN	Pat Doyle	127
22. STRANGELOVE	Phillip Mazzie	135
23. JUJU	Tim Sullivan	137
24. WHISPER	Marc Vayn	165
25. DOUBLE TROUBLE	Shaun/Christopher Hagerman	167

more results at  
[www.j105.org](http://www.j105.org)

## J/Fest San Diego

1 WINGS	D&S Case	10
2 PERSEVERANCE	Bennet Greenwald	16
3 JAVELIN	Doug & Pam Werner	17
4 PHOLLY	Bill Logan	18
5 TRIPLE PLAY	Hurlburt /Driscoll	33
6 BLINK!	Steve & Lucy Howell	42
7 SANITY	Rick Goebel	45
8 STRAIGHT EDGE	Mark Mitchell	47
9 CREATIVE	Ed Sanford	47
10 OFF THE PORCH	Scott McDaniel	49
11 GRACE O'MALLEY	Alice Leahey	52
12 KEMOSABE	Scott & Suzi Morris	55
13 AIR BOSS	C&J Dekker	56
14 JETSTREAM	Boline / Kyle	66
15 ZUNI BEAR	Rich Bergmann	69
16 SPEEDPLAY	O'Connell / Majernik	70
17 J-HAWK	Ed Machado	79
18 SCARAMOUCHE	Paul Scott	88
19 ANOTHER BOAT	Jeff Brown	100

## Intercollegiate Offshore Regatta

1. MORNING GLORY	Bowdoin/ Carl Olsson	20
2. GUMPTION 3	US Coast Guard Acad/ Kevin Grainger	22
3. WARHORSE	Trinity/ Barry Gold	25
4. GAUCHO	Drexel Univ/ Michael McCormick	26
5. ECLIPSE	US Merchant Marine Acad/ Damian Emery	37
6. PEREGRINA	St. Mary's College/ Josh Burak	42
7. JOUSTER	Bates/ Julian Croxall	46
8. LIQUID COURAGE	Georgetown/ Dan Herron	50
9. ANDIAMO	US Merchant Marine Acad/ Paul Strauch	52
10. DARK 'N STORMY	Rensselaer Polytechnic Institute/ Mike LaChance	57
11. PLANET CLAIRE	Army/ John Koten	57
12. TOLO	Middlebury/ Norman Kilarjian	57
13. ELMO	American Univ/ Barbara Coffey	61

# 2010 Calendar

January			
18-22	Key West Race Week	Key West, FL	Premiere Racing
February			
12-14	St. Pete NOOD	St. Pete, FL	Sailing World/Fleet #19
March			
19-21	San Diego NOOD	San Diego, CA	Sailing World/Fleet #8
April			
8-11	Charleston Race Week	Charleston, SC	Fleet #11
25-30	Bermuda Int'l Race Week	Bermuda	Fleet #21
30-May 2	Annapolis NOOD	Annapolis, MD	Sailing World/Fleet #3
May			
14-16	Seattle NOOD	Seattle, WA	Sailing World/Fleet #20
30-31	Sprit Fest Regatta	Sag Harbor, NY	Bruce Tait
June			
4-6	Detroit NOOD	Detroit, IL	Sailing World/Fleet#5
11-13	Chicago NOOD	Chicago, IL	Sailing World/Fleet #5
21-25	Block Island Race Week	Block Island, RI	Fleet #14
25-27	Long Beach Race Week	Long Beach, CA	Fleet #8
26-27	San Francisco NOOD	San Francisco, CA	Sailing World/Fleet#1
July			
22-25	Marblehead NOOD	Marblehead, MA	Sailing World/Fleet #2
August			
22-23	SoCal Champs	Long Beach, CA	Chuck Driscoll
September			
11-12	Larchmont NOOD	Larchmont, NY	Sailing World/Fleet #6
15-18	North Americans	Chicago, IL	Fleet #5
16-19	Rolex Big Boat Series	San Francisco, CA	St. Francis YC/Fleet #1

Some dates are approximate. Please visit [j105.org](http://j105.org) for updated information.

# Fleets

#1	<b>SAN FRANCISCO</b>	<b>PAUL FARR</b> pvfarr@yahoo.com
#2	<b>NEW ENGLAND</b>	<b>BRIAN HARRINGTON</b> jh458@comcast.net
#3	<b>CHESAPEAKE</b>	<b>CARL GITCHELL</b> cgitchell@spa.com
#4	<b>LAKE ONTARIO</b>	<b>JAMES RATHBUN</b> heyathbun@bellnet.ca
#5	<b>LAKE MICHIGAN</b>	<b>CLARK PELLETT</b> Cpellett@aol.com
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# Intercollegiate Regatta



*In what has become an annual event, Storm Trysail Club's Intercollegiate Regatta places college teams on borrowed keelboats for the weekend.  
Photo courtesy of Andrea Watson/www.sailingpress.com*

**see you at the  
NORTH AMERICANS  
OCTOBER 29–NOVEMBER 1  
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