

# 1<sup>ST</sup> DISTRICT NEWSLETTER

Volume 7, No.4

April, 2006

## 2006 TRI-DISTRICT REGATTA SCHEDULE

### 1<sup>st</sup> District

May Indian Harbor Regatta CANCELLED  
June 17-18 Arms-White (Mid) *Tri-Dist Qualifier FOCUS*

### 2<sup>nd</sup> District

Apr 8 SSA Spring Tune Up, SSA, Annapolis  
Apr 28-30 Annapolis NOOD  
May 6-7 MRYC Spring Regatta, Miles River  
May 20-21 Lippincott Memorial, Annapolis  
May 23-26 ISCYRA Western Hemi Champs, Annapolis  
June 24 SSA Keelboat, SSA, Annapolis

### 12<sup>th</sup> District

June 3-4 Tomahawk Regatta, Lake Hopatcong, NJ  
June 24-25 NY State Champs, Seneca Lake, NY

For a concise East Coast Schedule spreadsheet, provided by the 2<sup>nd</sup> District see:

<http://starc.triangleresearch.net/d2/2006%202D%20District%20Schedule.html>

## April-May 2006 Regatta Information

### **An Invitation from 2<sup>nd</sup> District Secretary Barbara Vosbury**

It is time to get the stardust off your boats and come to the Chesapeake for some great spring racing. We start off with the Sailing World NOOD regatta April 28-30. [http://www.sailingworld.com/sw\\_nood.jsp?typeID=403&catID=599&exclude=NOOD](http://www.sailingworld.com/sw_nood.jsp?typeID=403&catID=599&exclude=NOOD)  
Three days of racing and tent parties—great fun!

The next event is at Miles River Yacht Club for their David Oursler Spring Series, a great event on May 6-7. The notice of race is at <http://starc.triangleresearch.net/d2/MRYC%20SP%2006.html>.

We then head back to Annapolis for the Howard Lippincott Memorial Regatta (also the tune up for the Western Hemispheres) on May 20-21. The NOR for this event can be found at [www.race.annapolisyc.org](http://www.race.annapolisyc.org)

The Etchell 22's will be joining us to make the Lippincott a great event.

The Western Hemispheres will take place from Monday May 22 (measurement) to Friday May 26. Four days of racing ending on Friday so that there is plenty of travel time for the holiday weekend. <http://annapolisyc.org.x.m6.net/DesktopDefault.aspx> The regatta is coinciding with Commissioning Week at the U.S. Naval Academy so the town will be hopping! The Blue Angels will be flying Tuesday and Wednesday. Get your housing done early! We have compiled a list of housing options at <http://starclass.org/notices/StarHotelList.htm>.

We hope to see you here!

Barbara

## Entry Fees and Entry Deadlines

**Annapolis NOOD:** \$155 plus \$50 late fee after April 10. Social tickets good for Friday, Saturday and Sunday bars and full diners each evening are \$40 per person at time of entry or \$42 at the door. Entry and fee can be submitted on-line [http://www.sailingworld.com/sw\\_nood.jsp?typeID=403&catID=599&exclude=NOOD](http://www.sailingworld.com/sw_nood.jsp?typeID=403&catID=599&exclude=NOOD)

**Miles River David Oursler Spring Championship:** \$35, entry mailed by May 2 is appreciated. See NOR: <http://starc.triangleresearch.net/d2/MRYC%20SP%2006.html>

**Western Hemisphere Spring Silver Star:** \$400 fee includes social events for skipper and crew. Entry form, signed by a fleet officer, to be received by Annapolis YC by May 2, with a copy to ISCYRA; may be faxed, see Entry Form: <http://annapolisyc.org.x.m6.net/DesktopDefault.aspx>

## First District

### FOCUS ON 4 SIGN-UP SHEET

Below is the "Focus-on 4" sign-up sheet. Our goal is to get 30 boats to sign up for each of the following regattas: Arms-White, 1<sup>st</sup> District Championship, Ned Hay and the Bedford Pitcher.

Please check your calendar and make a commitment now. Send the list of regattas you will attend to Peter Cusick at [pcusick@meworx.com](mailto:pcusick@meworx.com) / 203 402 7247.

### FOCUS ON 4 SIGN-UP SHEET

	Skipper	Fleet No.	AW	1 <sup>ST</sup>	NH	BP
1	Steve Andrews	HB 7371	★			★
2	Joe Bainton	NB 8112	★	★	★	★
3	John Bainton	NB 7993	★	★	★	★
4	Fotis Boliakis	CLIS 8080				
5	David Bolles	Mid 8035	★	★		★
6	Steve Braverman	BH 8052		★		
7	Jack Button	Mid 7565	★	★	★	★
8	Ben Cesare	Mid 7952	★	★	★	★
9	Thorny Cook	CLIS 7959	★	★	★	★
10	Charles Correll	Mid 7474				
11	Peter Costa	BH 7621				
12	John Courtney	Mid 6731	★			★
13	Don Cronan	Mid 7306				
14	Pete Cusick	Mid 7951	★	★	★	★
15	Thierry Villehuchet	Mid 8068				
16	Ed Desmarais	CA 7555				
17	Bruce Engel	CA 7963				
18	Ted Engel	CA 7076				
19	Jacob Fiumara	CA 7847	★	★	★	★
20	Joe Giunti	Mid 7724				
21	Rich Gordon	CLIS 7604				
22	Carol Gracco	Mid 7595				
23	Don Gray	Mid 8152				
24	Guy Gurney	CLIS 7890				

25	David Hoffman	CLIS	7321				
26	Tomas Hornos	BH		★	★	★	
27	Bear Hovey / Lee Dayton	Mid	7763	★	★	★	★
28	George Kalfa	HB	7475				
29	Emil Karlovsky	Mid	7554				
30	Jim Kubik	CA	7386	★	★	★	★
31	Eric Larsen	BH	6767				
32	John Lombard	Mid	7728	★	★	★	★
33	Gary MacDonald	BH	7732	★	★		★
34	W. Swigart / C. Beek	CLIS	7715	★	★	★	★
35	Dave Perry	CLIS					
36	Josh Phypers	CA	7265				
37	Carlos Rivero	BH	7650	★	★	★	★
38	Scott Rosen	BH	7101		★	★	
39	John Safford	CA	7847				
40	Ron Sandstrom	BH	7468				
41	Nelson Stephenson	CLIS	8218				
42	Mike Trotsky	CA	7330				
43	Bill Watson	CLIS	8007				
44	Ken Woods	BH	7629				
45	Joe Zambella	BH	7228	★	★	★	

As of 11/16/05

Total: 17 17 14 15

**MARCH 2006 REGATTA RESULTS****Bacardi Cup**Coral Reef Yacht Club  
March 5 – 10, 2006

Reprinted below, with permission from the Scuttlebutt blog, is the commentary of George Szabo, of Quantum Sails. This commentary is also available at:

<http://sailingscuttlebutt.com/blog/2006/sbc>

Also reprinted, and abridged, below is the report on the Bacardi Cup posted on [www.starclass.org](http://www.starclass.org) Results.

**Race One Sunday, March 5** By 2005 Star North American Champ and Quantum Sails Rep George Szabo

Ninety-three Star boats made it to the water for Day One of the Bacardi Cup. Warm water and warm air made the sailing comfortable. Perfect conditions really, except for the very shifty winds.

On the way to the racecourse, coaching wisdom said to protect the left, but stay away from the clouds. That sounded easy enough, but was a bit difficult in practice. While racing, we found plenty of clouds, and the left breeze filling in strong from the causeway, but as it died and shifted right 20 degrees, many skippers were mistakenly led to believe that it was the end of the left, and the right was coming in with the sea breeze. Rick Peters (crewing for Rick Merriman) said he was convinced that the sea breeze was going to fill and gave it a try, but lost distance on the leaders.

Flying in on the red eye from California, Mark Reynolds did a good job protecting the left to win the race. His housing host,

Carmen Diaz, wants to make sure that he doesn't sleep tonight so that he can repeat the same performance on Monday. Mark's crew, Christian Finnsgard, Star World champion crew from Sweden, was very happy with the win, but is fighting a losing battle on his sunburn. Christian just came from 30 inches of snow back home, and missed a few spots with the sunscreen. Ouch.

My crew, Eric Monroe, and I are sailing a boat new to us this week, having just sold 7995. Changing boats after sailing your previous boat for 4 years makes it a bit more difficult to find the gears. We also spent too much time on the right side of the course, and found our way to the middle of the pack, having then to play catch up for the remainder of the day. Fortunately, on the last beat, we finally caught up with the boat that we just sold! - George Szabo, Quantum Sails

**Race One Bacardi Report**

Two-time Olympic Gold Medalist and seven-time Bacardi Cup Champion Mark Reynolds of San Diego, California, sailing with crew Christian Finnsgard, finished first in Day One of sailing Sunday at the 79th Bacardi Cup Star Class Regatta.

More than 90 teams representing 19 countries are competing in the six-day regatta that is widely regarded as one of the best and most competitive Star Class events in the world.

The duo of Reynolds and Finnsgard bested a fleet that included Peter Bromby, one of most acclaimed Bermudian sailors of all-time and a two-time Bacardi Cup champion; Erik Lidecis, a 2008 U.S. Olympic hopeful who sails out of Huntington Beach, California, and finished second Sunday with crew Michael Marzahl; and the 2005 Star World Champion and the ISAF's top-ranked Star sailor Xavier Rohart of France.

Seventh after the first mark, Reynolds manufactured consistent gains throughout the race in winds that ranged from 10 to 15 knots out of the northeast with several empty pockets. He made the fourth mark just ahead of Lidecis and attacked the right side on the final run to take the lead. Lidecis chose the left side on all five runs and rounded each mark in the top five, but lost considerable distance to Reynolds on the final run.

"The fourth mark made it for me," said Reynolds. "We decided to play the right side after that; and that's where we made the big gains."

"There are few opportunities in a fleet of this caliber," said Miami's Augie Diaz, the 2003 Rolex Yachtsman of the Year who finished 12th Sunday. "I don't like hitting the edges like [Reynolds and Lidecis] did, but with a fleet this large, you have to be aggressive and they proved it."

**Race Two Monday, March 6** By George Szabo, Quantum Sails

Things were starting well today. We got to the club early, found a good parking spot (parking is at a premium with 93 boats on the line), and the weather was clear, sunny, and warm. With little or no breeze as we put the boat in the water,

it looked like a postponement was going to be in the works. Fortunately, the breeze began to fill, and there was an 8-knot oscillating breeze at start time. The fleet was a little jumpy again, but we all got off the line on the second attempt - with the Black Flag up. About six boats were recorded BFD - including Horten/Nichols who would have had a fantastic result otherwise.

I have not been through the rulebook with a fine toothcomb yet, but a little controversy began at the weather mark. While rounding the first mark, the RC had an "L" flag up - the yellow/black Come Within Hail flag - and a notice board with six bow numbers that were determined over early. Normally with a Black Flag start, and a notice at the weather mark, you are required to sail off the course and retire from the race. If you continue sailing, you are thrown from the race, AND you are unable to drop the score from your results.

One of the teams that were BFD and listed on the Black Flag board continued to sail and finished the race. Now for the controversy - they went into the room, and claimed that they were not notified correctly. The decision made by the jury, was that the team was not notified correctly, and they are allowed to drop the score from their results. It might be correct, but I have to look into that one later.

(Curmudgeon's Comment: George sent a note Tuesday morning to say that the fine tooth combs have been busy running through the rules, and found out that the decisions regarding the Black flag decision last night were sorted out correctly.)

Our boat speed was a little frustrating today, and we are now certain that the tuning numbers from the previous boat are not working on this boat (which we are sailing for the first time). After the start, we were near the eventual race leaders, but did not have the same speed. There was the choice of pointing and not going fast, or going fast and not pointing. On the second beat, nothing was working. I tried hiking (it was at least 12 knots) and that seemed better, but it still was not quite right.

The elusive fix had to be found, and after the race finished at 2:30pm, we turned back upwind for some tuning and tweaking with a coach in tow. The wind came up to a beautiful 12-15 knots. Looking like we were in detention, all the good students were allowed to sail home and back to the pool, and we had to stay out and do our homework. After moving the rake, changing both shrouds, and even experimenting with a different mast step position, we think we have solved a problem or two. The boat is definitely feeling better, and tracking better in the puffs.

Back at the dock, the new hot ticket is the \$20 massage for 30 minutes from the U of M Grad Students. 15-17 knots from the NW forecasted for tomorrow (Tuesday). That should be shifty, and the left side should be favored. – George Szabo, Quantum Sails

#### Race Two Bacardi Report

The father and son-in-law tandem of John Dane and crew Austin Sperry, sailing out of Gulfport, Mississippi, won Monday's Race Two on the waters of Biscayne Bay. With a

third place finish in Sunday's race, today's victory assures them the overall lead going into the third of six races in the regatta.

Dane and Sperry trailed Marc Pickel and crew Ingo Borkowski of Germany by about a boat length following the third and final mark of the double windward-leeward course. Both teams were several boat lengths ahead of their nearest competitors heading towards the finish line.

Dane elected to jibe starboard towards the finish in the hope of securing the better angle, while Pickel chose the more consistent, albeit conservative, approach of remaining on course. The move proved decisive for Dane and Sperry as they edged Pickel and Borkowski by less than a foot, according to race committee chairman Craig Prandini.

"We ran a pretty conservative race and listened to our coach, Larry Souter, who gave us a lot of very good weather input. He's the reason we stayed competitive today," said Dane, 54, a 2008 Olympic hopeful in the Star Class with crew Sperry, 27. "We sailed side by side with Pickel all the way down the final run, then jibed away towards the starboard end of the finish line because we thought that would be the better angle; we figured we didn't have anything to lose since we had some space between us and the other boats. Pickel just didn't jibe and got the slower angle," Dane added.

San Diego's Mark Reynolds finished fifth Monday and retained second place overall following his Day One victory. Pickel and Borkowski rise to third overall, after finishing ninth on day one, while Bermuda's Peter Bromby and crew Bill McNiven, sailing in their first regatta together in more than 20 years, move to fourth overall with finishes in fourth and seventh place on day one and day two respectively.

2005 Star World Champions Xavier Rohart and crew Pascal Rambeau of France finished third on consistent gains throughout the race and currently rank seventh overall.

Reynolds said he had a nice start but couldn't figure out what the wind was doing. He said he was trying to keep up with Andy Horton and crew Brad Nichol who charged from the start and aggressively sailed the course leading all the way. Horton/Nichol did cross the finish line first only to find out they were black flagged at the start line along with six other boats.

#### Race Three Tuesday, March 7 By George Szabo, Quantum Sails

Once again, perfect Miami weather. We got to the club early as usual, put the boat in the water early, and sat down for breakfast. As breakfast progressed and we talked to the coach about mast trim and sail trim, we found out that in the mix of mast and sail shots, our coach had found time to take 30 pictures of dolphins!

I didn't realize there were so many dolphins in the bay here. Now I can understand one or two photos, but he swears that they were surrounding him, and swimming all around. Send over the wildlife. I hope he doesn't go home tonight and use dartfish – like the overlay of the skiers in the Olympics - to figure out which one was swimming faster. As we discussed

the topic, we heard of a turtle sighting on the water yesterday as well, but we don't have any turtle pictures as of yet.

The sail out was in 15-knot breeze coming off the shore, and some shifts to go with it. All was well for the first hour. We had a few good line-ups with our tuning partner, and the speed looked good. It took three attempts at starting to get the sailors off the line. The RC did a great job with the line considering the long line and shifty conditions. Many boats were caught over early, at least 10 from the last I heard.

Unfortunately for us, we were playing the shifts on the left hand side, sailing faster than yesterday, and then disaster struck. Tacking from starboard to port, and onto a 20 degree shift, we heard a big BANG from our rig. Not a good sound. We looked up, and saw that intermediate shrouds swinging in the wind. Not a good sight. Our race was over, so we dropped the sails, and got ready for a tow from a RC support boat.

It wasn't too long before Craig Prandini came by with a RIB, only to quickly pass us off to a bigger RC crash boat with another of our friends in tow. Strangely, it was a sailor that we were unable to separate ourselves from tack to tack yesterday, and we had made the agreement to give each a bit more space today – so much for that one. As the tow went on, we picked up another friend from Holland who had broken a forestay. We watched the fleet take off on two fantastic looking reaches, and head back for a beat before they went out of sight.

Tough day, but at least we had some friends on the long tow in. Eventually, back on land, the rig was pulled, and the boat put back on the trailer. We spent our extra time in the warm pool waiting for the rest of the fleet to get back in. Eventually, we got back to sorting out a fix for the boat while many of the fleet went out to South Beach for the evening, which we hope will open up the early morning parking spaces again. - George Szabo, Quantum Sails

### Race Three Bacardi Report

Seven-Time Bacardi Cup Champion Mark Reynolds Takes Overall Lead, 14 Boats Black Flagged for Early Starts

Reynolds took the overall lead with a 12th-place finish in Tuesday's third race. Sailing out of San Diego, California, Reynolds currently shares his record seven Bacardi Cup titles with legendary Star sailor Ding Schoonmaker of Naples, Florida.

Andy Beadsworth and crew David Carr of Great Britain won Tuesday's race, well ahead of second place finishers Xavier Rohart and crew Pascal Rambeau of France. With today's performance and a third place finish on day two, Rohart and Rambeau, the 2005 Star World Champions and number-one ranked Star crew in the world, move from seventh to third in the overall standings. Joseph Londrigan and crew David Giles of Springfield, Illinois, finished less than a boat length behind Rohart in third today and move to 14th overall.

Reynolds holds a slim three-point lead in the overall standings, moving just ahead of John Dane. First overall after two races, Dane and Sperry drop to second overall, just one point ahead of Rohart and Rambeau.

A total of 14 boats were black flagged and disqualified Tuesday for early starts. The casualties included Marc Pickel and crew Ingo Borkowski of Germany and two-time Bacardi Cup Champion Peter Bromby and crew Bill McNiven, the overall third and fourth place teams respectively going into today's race.

Tuesday's race was sailed in winds that escalated from 15 to 25 knots out of the Northwest and followed a combination triangle and windward-leeward course on the waters of Biscayne Bay. The former Olympic-style course is not sailed regularly in the Stars, and the addition of two reach marks caught many of the sailors by surprise.

"We had to make special preparations at the last minute, but we were fortunate that we have the training to do those tough reaches," said Finnsgard.

Sailing with very good speed, Beadsworth started in the middle of the fleet, as Dane and Reynolds led a large group that elected to attack the right side. After rounding the first mark in second, Beadsworth was successful in gauging wind shifts and found clear water to lead the fleet rounding the jibe and leeward marks. He lost most of his 10-boat-length lead when he was unable to leverage strong right-hand pressure on the final run, but held off a charging Rohart and Londrigan to the finish line.

"We ran the last half of the race very conservatively, taking the small opportunities," said Beadsworth, a two-time Olympian, who began sailing Stars in January 2005.

"You need consistency, good speed and a little bit of luck to win this regatta," he added. "The Bacardi Cup is rich in tradition with a list of past winners that is very illustrious. The competition and all that surrounds it attract more of the top sailors than even the World Championships. I would say you're wrong to compare it to the Worlds."

Defending Bacardi Cup Champions Mark Mendelblatt and crew Mark Strube finished eighth today and currently rest in ninth place overall. The 2004 Bacardi Cup Champions Afonso Domingos and crew Bernardo Santos of Portugal finished 10th Tuesday and are fourth overall.

### Race Four Wednesday, March 8 By George Szabo of Quantum Sails

This is turning into a tough week. Just when you think things are going to sort themselves out – they fall apart. Same morning routine, boat in the water, breakfast, review with the coach, get changed and then go out sailing. Sort of. As we were tied to the dock, and putting our sails up, a Star boat leaving the dock tacked onto the wrong tack and was sailing back towards the boats tied up at the dock. There is not always a lot of control at slow speeds, and today, we were the target. Yup, we got a hole in the boat while still tied to the dock! We taped that one up, got the rest of the jib and then the main up, and headed for the race course. Not sure if we want to rename the boat Trauma or Drama.

The conditions started out good. 15-18 in the puffs, and relatively steady breeze. Then things began to deteriorate. There was a postponement, and during that time, the massive

shifts began. 50 degrees true wind direction on the left side of the course, 80 degrees at the committee boat, and 110 on the right side. Needless to say, things didn't settle down too well during the postponement. When the race did get off, 40 degree shifts were fairly regular up the first beat. On the second beat, the puffs were still shifting through 40 degrees, but were coming with more ferocity. Auto-tacks were seen on all sides of the race course, and more than one skipper was heard to have asked his crew, "can you get in, can you get in" after the auto-tack.

The shifts were all fine and dandy until the last beat when the 40 degree shifts went from oscillating to persistent. Yep. And we were on the wrong side of it all. Deep left corner pocket, and the wind went from 16 to 60 degrees on the starboard tack compass heading. That was bad. The guys around us that kept going after we tacked to port said the wind went another 10 degrees right for them. This big trend changed our race from the low 20's to the mid sixties, which officially turned our last beat into a 'meet the fleet' leg. We got to see all sorts of people I hadn't seen in awhile. This race now moved our overall score to the top of the second page of the results. Hmmm.

In the front of the fleet, John Dane and Austin Sperry sailed a great race, were well out in front, and have taken over the lead with a 16 point gap over the next boat before the toss is put in after Thursday's race. Second place has race scores of 10,9,10,9. Reynold/Finnsgard, who were leading this morning, got hit with a few tough shifts and finished 27th today, moving them back to fifth. It is a difficult fleet.

Forecast for tonight is the mid week Bacardi rum and Dinner party. Tomorrow we should have 10-15 from the South. I sure hope that the shifts go away. - George Szabo, Quantum Sails

#### Race Four Bacardi Report - In Laws Regain Overall Lead.

John Dane and crew Austin Sperry won Wednesday's fourth race. With many of the overall leaders faltering on day four, Dane and Sperry regain the overall lead heading into the final two races of the regatta. They had lost the overall lead yesterday with a 17th place finish, and hope to be able to drop that race in their quest for what would be the first Trofeo BACARDI for both sailors.

Sailors drop their worst finish of the regatta, such that the teams' best five races will be used to determine the overall winner.

Dane and Sperry were among a large group of boats that elected to attack the left side of the course on today's first run. Shifty 18-20 mile-per-hour winds and choppy waters carried the duo to an early lead rounding the windward mark.

Once out in front, Dane and Sperry leveraged strong winds again on the left side to build a commanding 10-boat-length lead at the second mark, substantially ahead of their nearest competitors, Poland's Mateusz Kusznierevicz and crew Dominick Zycki, who finished fourth Wednesday and climb to third in the overall standings, and the Brazilian team of Robert Scheidt, who has dominated Laser Class sailing for more than a decade, and his crew Bruno Prada.

On the final run, the Brazilian team led a group of three boats to within two boat lengths of Dane and Sperry, and finished second, moving them to fourth overall. Three-time Olympian Jali Makila and crew Erkki Heinonen of Finland finished third as the Polish team dropped to a fourth place finish.

"We were on the right side yesterday, but the wind filled in on the left, so we missed the first shift and had to fight our way back from the middle of the fleet," said Dane. "Today, we thought there would also be more breeze to the left and protected the left side of the course. Turns out that was the place to be in both velocity and direction."

Reynolds and Finnsgard, the overall leaders going into the fourth race, finished 27th today and fall to fifth overall, while the Portuguese team of Afonso Domingos and Bernardo Santos, the 2004 BACARDI Cup champions, finished 9th today and climb to second overall.

#### Race Five Thursday, March 9 By George Szabo, Quantum Sails

Most fantastic sailing conditions on the water yet. Mostly warm, not too shifty, and a very fun 15 knots of breeze. This is the reason that we keep coming back here to sail.

Out on the water, you can tell that the end of the regatta is near. There were more spectator boats than ever, a few large ones, and more press boats too. Lots of action on the water at the marks.

Our boat was fast today. Tighter shrouds, more rake, and life was really good. We started near the boat end of the line and were going high and fast. Higher than Horton who was next to us. About 4+ minutes into the race we were leading the fleet. Definitely ahead of the pack to the right, and would be able to cross the boats on the left. Then trauma stuck again! A RIB was coming at us at high speed. Normally a cause for concern, and this one was from the RC and it was flying the checkered b/w abandonment flag. This was going to be bad. It ended up that there was confusion over the RC radios, and the pin end put up the General Recall flag while the Weather end boat Individual Recall flag. The race was abandoned, and restarted a little bit later.

From there, events began the downhill slide that seems to be typical for the week. If you have ever been racing, and thought "this only happens to me," whatever that was has likely happened to us this week. For the second start of the same race, after we finally got away from the boat to weather of us who draped his mainsail all over our rig, we started, and had one of those starts that looked really, really good. We were well ahead, and it was looking like it might be one of THOSE starts (you know what I'm talking about).

Well, . . . . . got to the weather mark, and were just shy of layline when a port tacker came at us thinking they might want to cross, but we wanted them to tack so we could get back up to the layline. Yada yada yada – as we crash tack to avoid a collision, my crew Eric was stuck in the straps and the jib was still cleated after the boat tacked. A witness of the event called it a ghost ship. No one on the weather side, and the keel out of the water. Eric was gargling on the leeward side. Once that

one was sorted out, we got back going with a bit of a loss only to find out that we, and the guy who was on port that we had to avoid moments before – were the only two over early boats in the whole fleet.

Enough about sailing. Wildlife report: no sightings on at Coral Reef YC, or on the race course, but two Manatees were reported to be seen near the hoist of the sailing center. Sorry no photos.

The great thing about this event is not just the sailing, but also the people. Making new friends and seeing old friends from all over the world is a fantastic part of the trip. On that tangent, I'd like to check back in on Christian Finnsgard's tan report. Remember at the beginning of the week, Christian was pasty white, and coming from 30" of snow. Now he is beet red, and still as happy as ever – we're just not allowed to touch a few red parts.

The parking lot is getting more full of junk daily as well. With the wind picking up, we are starting to see very odd breakdowns- some blocks and other items breaking from corrosion and everything else in very odd ways. Only a hand-full of broken masts this trip, but a large amount of bondo is being applied to keels.

It used to be pretty easy to find your way in and out through the tricky part of the mooring area, which could save a few minutes to the race course. Unfortunately, with the past few hurricanes here, many of the moored boats sunk, and are still under water – and unmarked. The tide moves them around from time to time, and it seems to be Miss or Hit going through the zone. Unfortunately, Augie Diaz tapped one yesterday, another sailor just two days ago hit one so hard that a pint of bondo was required, and today Mark Reynolds found one of the sunken boats. Mark hit hard enough that his crew, Christian Finnsgard, remarked that the gelcoat from the sunken boat was still on their keel.

I thought that was going to be all of the excitement for the day, but my crew Eric keeps telling me that he is seeing celebrities here in Miami. Last time I picked him up at the airport, he swore he saw Evander Holyfield (the boxer) – he told me that his ear was missing a piece and everything. I said yeah right. Well tonight at the grocery store buying food he swears that he saw the basketball player, Glenn Rice.

#### Race Five Bacardi Report Bermuda's Peter Bromby Wins Pivotal Fifth Day

Two-time Bacardi Cup Champion Peter Bromby, sailing this week with crew Bill McNiven, of Bermuda rounded all four marks ahead of the rest of the fleet and won Thursday's fifth race. Sailors dropped their worst finish in the official standings today, so the victory moves Bromby, who was black-flagged for an early start on day three, to fourth overall following the drop.

The in-law tandem of John Dane and Austin Sperry were the recipients of good fortune today, when a first start was scratched after the pin boat failed to hoist the flag marking the start of the race, and both race committee boats then raised conflicting individual and general recall flags. Dane was over

the starting line and would have been disqualified for an early start had it not been for the confusion that forced a restart.

Instead, their sixth place finish positions them solidly in first place overall entering the sixth and final race of the regatta, eight points ahead of their nearest threats, Marc Pickel and crew Ingo Borkowski of Germany. A black flag on day three also was the German team's only blemish, as they jumped the starting line along with 13 other teams.

Followed closely by Pickel and Borkowski, Bromby and McNiven got off to a strong start on today's triangle course in wind gusts that topped 20 miles per hour out of the south. The two boats were first and second at every mark, with Bromby extending his lead on the reaches. Pickel came to within a boat length of Bromby on the final beat, but Bromby held off the charge to win by three boat lengths in winds that had slowed to 10 to 15 miles per hour. Pickel's second place finish today moves him to second overall.

Americans Joseph Londrigan and crew David Giles finished third today and currently rest in 11th place, while Andy Horton and crew Brad Nichol finished fourth and rest in 15th overall.

The Brazilian team of Robert Scheidt and crew Bruno Prada finished 13th today and climb from fourth to third overall, while France's Xavier Rohart and crew Pascal Rambeau, the 2005 Star Class World Champions and number-one-ranked Star tandem in the world, finished fifth and climb to fifth overall.

#### Sixth, Final, Race Friday, March 10 by George Szabo, Quantum Sails

Look for George's report later. He'd had a heck of a week, having been rammed at the dock, broken a shroud, and got Black Flagged yesterday. The good news is that he feels the boat is going very well now, and all they have to do is put it all together. We'll see if that happens today.

UPDATE: John Dane/Austin Sperry win the 2006 Bacardi Cup!

SECOND UPDATE: Just got off the phone with George and he felt like it was unlikely that he would be able to submit a report today. However, he did want to thank his editors this week, Jay Moss and Eric Monroe, along with Tom Vandermolen and the folks at Harken (not sure what Tom and Harken did, but our guess is that it helped George get through his chaotic week).

According to George, John Dane was very humble in his victory speech, which went something like this, "I've been coming here for thirty years and have gotten beat up by all the players in the class. For all you old guys out there, go get yourself a young buckeroo crew and this could happen to you."

Dane, 55, becomes the only Master sailor to win the Bacardi Cup in the regatta's 79-year history.

Race Six Bacardi Report

John Dane and Austin Sperry are the winners of the 2006 BACARDI Cup Star Class Regatta, one of the few Cuban-born sporting events to survive today in the United States.

Dane finished fourth in the regatta's final race to assure the overall victory with six points over Germany's Marc Pickel and crew Ingo Borkowski, who finished second in the regatta's final race and second in the overall standings. It is the first Trofeo Bacardi for both Dane and Sperry.

France's Xavier Rohart and crew Pascal Rambeau, the 2005 Star Class world champions and number-one-ranked Star tandem in the world, finished first today and fourth in the overall standings, while Bermuda's Peter Bromby and crew Bill McNiven finished third today and take third overall.

In today's action, Pickel started on the left side, while Bromby and Brazil's Robert Scheidt, sailing with crew Bruno Prada and entering the day in third overall, began towards the middle

of the line. Dane also sought to remain with the boats in the middle, but stayed well behind to avoid a black flag and consequently sailed to a slow start.

Pickel rounded the windward mark eight boats ahead of Dane and in the lead, but fell behind Rohart at the leeward mark. Dane, meanwhile, manufactured consistent gains on winds that were 10-15 miles per hour out of the southeast throughout the first two beats to round the leeward mark in fifth. Once behind Rohart, Pickel began protecting against Bromby and allowed Dane to gain several boat lengths on both boats.

"That was a bit of a break for us," said Dane, who considers himself an amateur sailor despite an aggressive sailing schedule and training program in preparation for the 2008 Olympic trials. "Our strategy was to never lose sight of [Pickel and Bromby], but we couldn't keep up with Pickel early on the left side. Once [Pickel] started covering Bromby, we had them both in our sights and knew we could win the regatta if we hung with them."

Results**2006 Bacardi Cup**

Coral Reef Yacht Club

March 5 – 10, 2006

2006 Bacardi Cup

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	USA 8230	John Dane	Austin Sperry	MoB	3	1	17	1	6	4	15
2	GER 8213	Marc Pickel	Ingo Borkowski	Brm	8	2	bfd	7	2	2	21
3	BER 8044	Peter Bromby	Bill McNiven	ISOL	4	7	bfd	12	1	3	27
4	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	17	3	2	59	5	1	28
5	POL 8170	Mateusz Kusznierevicz	Dominik Zycki	ISOL	6	25	6	4	14	avg	41
6	POR 8145	Afonso Domingos	Bernardo Santos	CP	10	9	10	9	12	5	43
7	AUS 7836	Iain Murray	Andrew Palfrey	LMac	5	28	9	8	7	16	45
8	USA 8238	Joseph Londrigan	David Giles	LS	48	13	3	22	3	6	47
9	BRA 8127	Robert Scheidt	Bruno Prada	GuB	34	4	4	2	13	27	50
10	GBR 8025	Andy Beadsworth	David Carr	SO	43	19	1	16	10	7	53
11	USA 8239	Mark Reynolds	Christian Finnsgard	SDB	1	5	12	27	23	14	55
12	USA 8156	Andy Horton	Brad Nichol	NB	22	bfd	13	13	4	8	60
13	USA 8222	Rick Merriman	Rick Peters	SDB	7	10	15	31	11	19	62
14	USA 8157	Mark Mendelblatt	Mark Strube	TaB	24	11	8	6	16	bfd	65
15	USA 8177	Karl Anderson	Magnus Liljedahl	BH	9	16	bfd	5	8	30	68
16	USA 8045	Augie Diaz	Bruce Hatfield	BisB	13	20	23	24	9	17	82
17	USA 8059	Peter Vessella	Darrell Hiatt	WSFB	26	14	14	10	39	23	87
18	USA 8176	Erik Lidecis	Michael Marzahl	NH	2	24	35	dsq	22	9	92
19	USA 8077	Tom Londrigan	John Corrigan	LS	14	49	5	35	31	10	95
20	GER 7971	Robert Stanjek	Frithjof Kleen	BF	18	15	bfd	23	18	21	95
21	USA 8162	Andy Macdonald	Brian Fatih	NH	19	30	18	bfd	19	15	101
22	USA 8168	Jim VanderMolen	Mike Wolfs	GL	23	23	20	14	25	dnf	105
23	BAH 8236	Steven Kelly	Bill Holowesko	N	32	18	16	17	42	25	108
24	USA 8195	John MacCausland	Shane Zwingelberg	CR	29	33	bfd	15	20	12	109
25	USA 8131	Aaron Serinis	Bob Schofield	MES	21	6	40	42	34	13	114
26	FIN 8094	Jali Makila	Erkki Heinonen	Fin	55	39	11	3	15	bfd	123
27	USA 8215	Bill Allen	Brad Lichter	WH	59	22	19	18	35	34	128
28	ARG 7907	Fabian MacGowan	Federico Engelhard	OL	12	26	bfd	26	40	32	136
29	GER 7991	Matthias Miller	Manuel Voigt	BF	15	41	bfd	dnf	17	33	154
30	USA 7515	Ross Adams	Stewart Hall	WH	41	12	31	50	dnf	20	161
31	USA 8217	Todd Gay	Scott Anderson	LS	45	35	27	34	37	28	167
32	NED 7753	Marc Blees	Van Der Heijden	HOL	31	43	dnf	33	36	29	170
33	AUS 8234	Peter Conde	Andrew Hunn	Isol	11	bfd	7	38	21	bfd	170



34	USA 8072	Doug Smith	Michael Moore	SBC	56	31	26	79	26	31	174
35	USA 7713	Peter McChesney	Paul Amlong	AN	63	8	22	48	56	40	178
36	USA 8227	Tom VanderMolen	Dave Jackson	GL	39	45	39	19	dns	36	185
37	USA 8245	Jon VanderMolen	T.C. Belco	GL	36	36	bfd	41	43	29	191
38	SUI 8232	Henrik Dannesboe	Igor Kaptourovitch	TB	40	38	bfd	37	24	52	191
39	SUI 7645	Daniel Wyss	Beat Stegmeier	ZU	25	34	49	68	30	53	191
40	USA 7986	Hyde Perce	Chris Nielson	WH.	68	29	dnf	30	38	26	192
41	GER 7876	Andrew Landenberger	Juergen Eiremann	--	16	42	37	71	57	41	193
42	USA 8043	Jock Kohlhas	Mark Dolan	BisB	20	27	24	73	48	bfd	194
43	USA 7763	Bear Hovey	Lee Dayton	Mid	33	52	21	49	60	39	196
44	USA 8153	Steve Brown	Ralph Peck	LB	62	48	46	11	29	dsq	199
45	GBR 7601	Michael Hicks	Patrick Hicks	SO	69	57	47	32	27	37	200
46	USA 8023	Lee Kellerhouse	Kyle Henehan	SDB	30	32	42	74	50	49	203
47	CAN 8143	Brian Cramer	Tyler Bjorn	LOC	47	21	bfd	25	bfd	22	208
48	USA 7995	George Szabo III	Eric Monroe	SDB	27	17	dnf	62	bfd	11	210
49	NED 8103	Guus Bierman	Duncan Skinner	Med	44	46	25	55	dns	42	212
50	USA 8231	Sam Rowse	Rob Bowers	Sun	46	37	36	65	52	44	215
51	USA 8128	Julian Bingham	Troy Cruthird	MoB	61	64	28	43	49	35	216
52	GER 7863	Klaus Meyer	Dirk Struve	Brm	70	44	29	70	33	43	219
53	ARG 8169	Alberto Zanetti	Juan Pablo Engelhard	OL	60	bfd	bfd	20	32	18	223
54	SUI 8009	Christoph Gautschi	Kurt Freuis	BOD	66	62	50	28	45	38	223
55	USA 7793	Tomas Hornos	Luis Hornos	BH	54	70	43	52	28	51	228
56	SUI 8140	Thomas Mueller	Mario Wagner	Zug	35	47	34	60	64	54	230
57	USA 8095	Gunti Weissenberger	Chris Brown	NCB	67	40	30	56	44	bfd	237
58	USA 7370	Rob Emmet	Guy Avellon	AN	64	59	51	44	47	46	247
59	USA 8038	John Vanderhoff	Angelo Buscemi	NCB	51	56	38	54	54	bfd	253
60	USA 8111	Rick Brethorst	Patrick Gudat	LS	76	58	32	61	55	48	254
61	ITA 8183	Antonio Tamburini	Ricci Renzo	SI	78	55	bfd	47	41	47	268
62	USA 7916	Tim Delaney	Mike Monroe	SLE	57	51	41	dns	70	55	274
63	GER 7450	Stefan Lehnert	Peter Menning	Bre	65	66	48	63	59	45	280
64	ITA 8180	Francesco Bertorotta	Alessandro Caldarella	Pal	53	63	56	78	51	61	284
65	USA 7567	Davis Buckley	James Kubik	AN	88	69	66	21	69	67	292
66	USA 7434	Bill Parks	Clark Anderson	WH	dnc	65	58	39	63	68	292
67	USA 7650	Carlos Rivero	Hector Longarela	BH	49	71	55	58	dns	59	293
68	USA 8189	William Fields	Darin Jensen	SMB	58	bfd	33	64	46	bfd	294
69	CAN 7626	Mark Passmore	Larry Scott	LOC	52	bfd	52	45	53	dns	295
70	USA 8083	John Chiarella	Bob Carlson	Sun	74	75	63	36	66	64	302
71	USA 7715	Carroll Beek	Chris Rogers	CLIS	85	54	57	72	62	57	303
72	USA 8065	Brooks Sperry	Chris Eid	WSFB	75	67	53	51	dns	63	309
73	ITA 8081	Renato Irrera	Marco Marengo	Pal	86	74	44	77	58	60	313
74	USA 7228	Joe Zambella	Eric Beckwith	BH	50	50	45	76	dns	dns	314
75	USA 8122	Claude Bonanni	Rick Burgess	TaB	73	53	60	75	72	56	314
76	USA 8015	Pat Londrigan	John Corrigan	LS	71	61	61	29	dns	bfd	315
77	USA 7497	Kris Wilson	Benjamin Fransen	AN	80	80	67	57	65	dns	327
78	USA 7999	Tiani Hausen	Marcelo Cabral	BisB	77	bfd	bfd	46	61	62	339
79	ARG 8067	Martin Pendola	Ariel Simonet	OL	79	79	59	67	73	65	343
80	USA 7640	Arthur Anosov	David Caesar	TaB	37	dns	dns	40	dns	dns	355
81	USA 8244	George Preckwinkle	Mike Pick	LS	82	76	65	66	dnf	66	356
82	USA 7454	Murray Leigh	Chris Hardin	CB	84	73	62	69	71	bfd	359
83	AUT 8216	Roberto Tomasini	Massimo Canali	AU	81	78	54	81	67	bfd	361
84	USA 7629	Ken Woods	Howard Davis	BH	42	bfd	bfd	53	dns	dns	374
85	USA 7970	Sam Hopkins	Burt Kaplan	AN	89	81	69	80	74	70	374
86	USA 7934	Karl Von Schwarz	Barbara Vosbury	AN	72	60	68	dns	dns	dns	385
87	USA 7078	Rick Rundle	Bobby Nobles	JP	dnc	77	64	82	dns	69	386
88	IRL 8028	Maurice O'Connell	Ed Peel	ISOL	28	dns	dns	dns	dns	dns	400
89	CAN 7899	Mike Milner	Matt Johnston	LOC	38	dnf	dns	dns	dns	dns	410
90	USA 8069	Robert Weinstein	Gerry Bourke	SMB	83	dns	dns	dns	dns	50	412
91	USA 8000	Harry Walker	Alan Weir	BisB	87	72	dns	dns	68	bfd	413
92	USA 7193	William Joyce	Matthew Freeman	BisB	dnc	68	dns	dns	dns	dns	440



**Sad News**

The New York Times reported the death of John J Abberley of New Canaan, Connecticut on March 8 2006. John was a long time member of the Star Class and CLIS Fleet. He sailed in two Star World Championships with John Taylor Arms in "Andiamo". In 1934 they finished second overall, earning John Abberley three gold bars. In 1935 they finished eleventh overall. Abberley won the 1st District Blue Star in 1936 sailing in his own boat, #1288, "Rhythm". He sent the boat to Kiel for the 1939 Worlds, where he finished 16th. He was an avid sailor, member of the Cruising Club of America, New York Yacht Club and Noroton Yacht Club.

A graduate of Williams College and University of Virginia Law School, he became a partner of Abberley, Kooiman, Marcellino & Clay. He served in World War II as Lt. Commander U.S. Navy, a Special Assistant to Director of the Marshall Plan Paris 1955-56.

John Abberley is survived by his wife, Joni; children, Lester, Georgine and Frederick, and three stepchildren, Walter, Donald and Alexandra.

"Rhythm" returned to the US and was later wrecked in a trailing accident, a photo of which is in one of the Logs, during the 1950's. Since it was a quality Purdy boat it was rebuilt, by the looks of the workmanship, by the Lippincotts. The boat became a day-sailer on a small lake in the middle of New Hampshire.

**NEW BOATS, SAILS AND COVERS**

Mader Boats: <http://www.bootswerft-mader.de/>  
In the U.S. contact John MacCausland: 856 428 9094

Foxy Covers: <http://www.teamfoxy.com>

Fritz Sails: [www.fritz-segel.de](http://www.fritz-segel.de)

Marine Spars: [www.marinespars.com](http://www.marinespars.com)

North Sails: <http://www.northsailsod.com/class/star/star.html>

Quantum Sails: <http://www.quantumsails.com/star>

Spar Tech: <http://www.spartechco.com/>

Bootswerft Steinmayer: <http://www.steinmayer.ch>

Emmeti Spars: e-mail: [mastagl@tin.it](mailto:mastagl@tin.it)

Folli Boats, Lariovela Boatyard:

e-mail: [lariovela@tin.it](mailto:lariovela@tin.it)

Lillia Boatyard: e-mail: [lillia@mclink.it](mailto:lillia@mclink.it) In the U.S. contact Joe Zambella: 617 839 0992

**FOR SALE / WANTED**

**6000 and 7000 series boats** in various conditions for sale. Boats are located at Milford Y.C., Milford CT. Contact Dick Hovey. Tel: 203 795 3008 / e-mail: [rhovey@worldnet.att.net](mailto:rhovey@worldnet.att.net) (9-01) Depending on condition for low # boats \$2-5000. If we keep under \$5,000 we can sell at anytime. # 7100 go for \$10,000-15,000 and goes up from there.

North Main & jib for sale. ~1 season old, medium use. Excellent weekend/local event sails. Still very competitive and could be used for regional regattas. Price \$1000/OBO/which is about 60% off. Contact Peter McChesney at 202-464-1000 [mcchesney@plsd.com](mailto:mcchesney@plsd.com).

Folli '99 ita 7958 (located in Lake Bracciano very close from Rome) Balbi Trailer with 2 box, 2 emmeti spars, boom, 2 poles, many sails suites, club cover. Ready for race, in very good condition. 18500,00 euro. Please, if you know anyone interested. contact Stefano Fusco 335.5637342 [stefano.fusco@tin.it](mailto:stefano.fusco@tin.it)

2 STAR's, hull #s 5341 and 6031, donated to Southern Maryland Sailing Foundation (SMSF), with trailers and sails, okay condition. \$750 a piece. (SMSF is a tax exempt organization that promotes and supports junior sailing in So. MD.) Contact Carl Feusahrens at [carl.feusahrens@navy.mil](mailto:carl.feusahrens@navy.mil) 7/05

Star for sale, 1981 Melges Star at QCYC, Toronto. Aluminum road trailer with hydraulic brakes, 2 suits of sails, Blue fitted boat cover, 2 in-deck compasses, Bow protector, hiking vest, mast cover, trailer tie down bars. \$2500.00 Brian 416-579-6278 or [b.green@opg.com](mailto:b.green@opg.com), 6/05

Star 7585 Mader 1991, Parkerized, Tacttic Race Master, 2 Suits sails: North and Jenkins, trailer redone in 2005 (new tires incl spare, brakes, wiring, title), 1 long box on trailer, mast up cover, 2 whisker poles, 2 harnesses. Superb condition. Located in St. Michaels, \$11,500.00 Bud Mullen, 410-228-0698. 6/05

Star 7145 built by Exact. It has a nice sail inventory and has had a rigging upgrade. The hull, spars and all equipment are in excellent condition. Trailer is a Harbeck with a nice box. All for \$3200 or B/O. Mark Einstein 410-708-1803 or [BlueCrabCC@aol.com](mailto:BlueCrabCC@aol.com). 5/05

Star Wanted: college student looking for star within budget. Preferably fiberglass hull, any information would help! Available anytime! Thanks, Kevin Taylor [supracompski@yahoo.com](mailto:supracompski@yahoo.com) 972.693.3155. 2/05

Jibs For Sale Cheap- I have Many older Sobstad jibs which have seen little or no use. Price depends on condition. Please call or E-mail for details and spread sheet with a price list of what I have. 410-279-9675 or e-mail [aaron@sales.northsails.com](mailto:aaron@sales.northsails.com). 2/05

7471 Mader, 1989. Completely updated and perfectly faired. 2001 Spartech mast; hyfield levers on uppers for downwind speed; double mainsheet; new Spartech Boom; Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: [Bainton@BaintonLaw.com](mailto:Bainton@BaintonLaw.com) 1/05

1 set North Sails, used only 1 regatta (5 days) - \$1,600.00 Mark Lewis, 5208 Manhattan Drive, Springfield, IL 62707 (217) 726-7296 [mtl7935@insightbb.com](mailto:mtl7935@insightbb.com) 1/05

For Sale Lillia 6790 Boat Located at Miles River Yacht Club \$3500 Joe Balderson 410-976-4670

#5988 (1976) Lippincott for sale. Hull very fair. Several sails. Good galvanized trailer. Stored inside for last three years. \$1500.00. contact: [d.conner@zoominternet.net](mailto:d.conner@zoominternet.net)

#367 (1926) NE Boatworks. Cedar over oak, needs restored but restorable. Many original deck fittings. Spruce Spar. On trailer, but trailer not safe for over the road. Free. contact: [d.conner@zoominternet.net](mailto:d.conner@zoominternet.net)

**7737 Mader**, 1994. A great boat. Work commitments for the next two years have me traveling abroad too much to sail regularly. Contact Info: Elisabeth Newell / E.R. Newell Architects, pc / 828 12th Street / Santa Monica, CA 90403 / Tel: 310 899 0191 / Fax: 310 899 0181 / Cell: 310 486 2144 / e-mail: [ernewell@earthlink.net](mailto:ernewell@earthlink.net) (8-04)

7088 Lilia - decent shape but needs a new mast and sails. Can be purchased for less than \$2000 in storage in Sunapee...Dave Ivey [Dave@freedsbakery.org](mailto:Dave@freedsbakery.org)

7830 Mader - This boat is a cream puff. Campaigned by Paul Cayard, meticulously maintained, race ready. This boat is probably around \$16k give or take. in storage in Sunapee Dave Ivey [Dave@freedsbakery.org](mailto:Dave@freedsbakery.org)

Mader Boats: <http://www.bootswerft-mader.de/> In the U.S. contact John MacCausland: 856 428 9094 [www.marinespars.com](http://www.marinespars.com)

Folli Boats, Lariovela Boatyard:e-mail: [lariovela@tin.it](mailto:lariovela@tin.it)

Lillia Boatyard: e-mail: [lillia@mclink.it](mailto:lillia@mclink.it) In the U.S. contact Joe Zambella: 617 839 0992

**Miami Pro-Crew Rates** Contact 305-HKE-HRDR  
[www.uneedapro.edu](http://www.uneedapro.edu)  
 Base rate: \$3,000 / day\* to include separate room accommodation, transportation, food, massage, laundry, uniform, +\$500 if shared room and skipper snores  
 \*If combined air + water temperature less than 46 ½ degrees: fee doubled and skipper must beg  
 \*If air temperature more than 70 degrees: must provide extra coffee  
 \*Must provide adequate post race liquid stimulation to ensure stretch-out and mobility to dinner  
 \*Greater than 4 sails in inventory will not be handled  
 \*Ring dings +\$200 each  
 \*Pre-race Teflon +\$200 / side, \$400 for keel, bulb, hull bottom  
 \*Standing up downwind +\$150 / leg  
 \*Any course # 0, 1, 3: +3% / race / day  
 \*Postponement due to lack of wind in greater than 85 degree air temperature: + 3%  
 \*If water temperature less than 68 degrees, rate increases .75% per degree  
 \*If snows, +\$1,000, no questions asked  
 \*Any gusts greater than 35 knots, extra \$25/ jibe  
 \*More than 5 tacks / weather leg, + \$20/tack  
 \*Any unnecessary confusion, + 3% in relation to the highest score of the day  
 \*Circles: +\$300 each  
 Note: Rick Peters *Skipper Incentive Program* does not apply (wherein placing first in regatta, crew will refund transportation cost; if win a race, crew will pay for skipper's dinner) unless preconceived separate contract arranged with governing body.

**Cartoon Corner**

Spring To Do List

- rake lawn
- clean gutters
- mend screens
- wash windows
- mulch beds
- uncover Star ✓
- clean out leaves and spiders ✓
- oil crazy wheel ✓
- air in trailer tires ✓
- check trailer wheel bearings ✓
- oil trailer brakes ✓
- teflon mast
- acetone rig
- lubricate tracks, blocks, fittings
- 500 sit ups/day ✓
- find a crew

