

Districts showed up for this year's Arms-White. Very pleasant southwesterly winds prevailed throughout the weekend. Doug and Bob Schofield did a very good job of figuring out how to get around the course in all three races and with a 2nd and two 1st's were far ahead of the next boat. On Saturday during which the first two races were run over course 4 there was very tight racing, especially among the top 18 boats. Any mistake proved to be costly with such tight finishes. Single digit finishes in one race and then double digit finishes in another were sprinkled throughout this group.

6685	Michael Saari	Mike Young	CLIS	26	30	26	82
7864X	Gerry Cayne	Mike Whitford	Mid	29	27	dns	87

The Corner Banger's Revenge

Sunday's race seemed to be shaping up more or less like the races on Saturday, with tight racing again being the order of the day. However, this day course 3 was used, and the final leg upwind to the finish line provided a big surprise, very pleasant to those who went left and very discouraging to those who went right. Don Gray and Wayne Pierce, who banged the left corner hard found themselves being lifted to the finish line and went from deep in the fleet to seventh. The Schofields, who were leading the race with a nice lead, saw their lead cut considerably and began to become concerned about the outcome of the race. However, the wind began to shift back to the right just short of the finish line cutting into the gains made by the boats coming in from the left and allowing the Schofields to finish in the lead.

Arms-White Regatta Results

Sail#	Skipper	Crew	Fleet	R1	R2	R3	Pts.
7876	Doug Schofield	Robert Schofield	AN	2	1	1	4
7728	John Lombard	Kip Gardner	Mid	7	4	2	13
7817	Jacob Fiumara	Patrick Hurlhey	CA	1	6	10	17
7951	David Chittick	Michael Chittick	Mid	5	10	5	20
8052	Steve Braverman	Greg Reuter	BH	12	8	3	23
7621	Peter Costa	Dan Vannoni	BH	9	11	8	28
7890	Guy Gurney	Tim Du Val	CLIS	10	2	17	29
7657	Bill Watson	Rob Bowers	CLIS	14	3	12	29
7927	David Ivey	Nat Cook	Sun	6	9	14	29
7626	James Freeman	Matthew Freeman	SL	3	18	11	32
7371	Peter Cusick	Serge Leonidov	Mid	8	7	19	34
7864	Kevin McNeil	Kevin Murphy	AN	15	16	6	37
7565	Jack Button	Chris Batchelor	Mid	17	5	16	38
8035	David Bolles	Alejandra Bolles	Mid	11	20	9	40
7970	Nelson Stephenson	Sean Carroll	CLIS	13	17	13	43
7964	Don Gray	Wayne Pierce	Mid	16	22	7	45
7222	Bear Hovey	Tyler Hadden	Mid	raf	13	4	48
7847	John Safford	Patrick Bodden	CA	4	14	ocs	49
6767	John Fox	Nancy Fox	BH	18	12	20	50
7782	Kurt Larson	Deb Blodgett	BH	25	19	15	59
6756	Steve Andrews	Ailene Rogers	HB	20	21	18	59
7101	Ted Lavery	John Carney	CA	22	15	24	61
222	John Courtney	Bob Carlson	Mid	21	23	22	66
7724	Joe Giunti	John Taylor	Mid	19	24	dnf	74
6020	Jim Schumacher	Sally Schumacher	Mid	23	28	25	76
7019	Marvin Pozefsky	Stu Miller	Mid	27	26	23	76
7306	Don Cronan	Doc Karlovsky	Mid	28	29	21	78
6822	Dylan Mark	Kate Massey	Mid	24	25	dns	80

FIRST DISTRICT CHAMPIONSHIP**July 12-14, 2002****Cedar Point Yacht Club**

Twenty-eight boats from five of the 1st District fleets gather at Cedar Point Y.C. for the 1st District Championship. Two Races a day were scheduled for Friday and Saturday and one race on Sunday. The wind cooperated, although at times just barely, and the racing went off as scheduled. For the first two days course 4 was used, and on Sunday the race was run on course 3.

As the results show, for most of the races the wind was difficult to read, and with the exception of the boat sailed by Guy Gurney and Tim DuVal everyone had a double-digit finish, some of them fairly deep.

The first race was a harbinger of things to come. The winds were light, sometimes very marginal hiking conditions and sometimes with the crews on the leeward side of the boat. The prediction was for the wind to clock from the west to the south throughout the day. However on the second time up those who went hard right found themselves in a big lift from the west leaving those who went left wondering how to climb out of the hole. David Chittick / Mike Whitford, who finished the first round in second position, were leading the left-most boats and ended up finishing very deep in the field.

Chittick's Revenge

And so it went for the first three races. The fourth race held on Saturday afternoon brought a welcomed relief to this pattern. The race started in a nice building breeze. Chittick / Whitford tacked off the committee boat onto port and held that tack until a nice righty came in with more pressure. From that point on they held the lead and never looked back, increasing their lead on every leg. The wind continued to build creating some nice wave conditions throughout the rest of the race and on the final run those who were able to get their boats to surf more quickly made nice, if incremental gains.

Sunday brought us back to the same-old same-old, and again those who made the right moves at the right time made out. Gurney / DuVal managed to work through the top of the fleet to go on to win. Perhaps the wind gods were giving Tim a present in exchange for the nice hors d'oeuvre which he put together for the previous evening.

After a difficult first race Ben Cesare / Paul Amlong put together a nice series of races to win the Blue Star. Last year's winners, Jacob Fiumara / Joe Chambers got series second and were once again the winners of the junior division. Guy Gurney / Tim DuVal captured series third and were the winners of the Master's Trophy. The Green Star went to Nelson Stephenson / Terence Glackin, the Grand Master to David Chittick / Mike Whitford, the Exalted Grand Master to Don Gray / Wayne Pierce, and the Venerable Exalted Grand Master to Emil Karlovsky.

First District Blue Star Championship

Pl.	Sail #	Boat Name	Skipper	Crew	Fleet	# 1	# 2	# 3	# 4	# 5	Total
1	7465	Kimmar	Ben Cesare	Paul Amlong	Mid	21	3	1	5	2	11
2	7871	Southern Cross	Jacob Fiumara	Joe Chambers	CA	8	1	10	2	3	14
3	7980	Mongrel	Guy Gurney	Tim DuVal	CLIS	3	8	4	7	1	15
4	7621	Owl	Peter Costa	Chris Anto	BH	6	6	5	22	6	23
5	7715	Ciao Bella	William Swigart	Carroll Beek	CLIS	1	13	7	20	4	25
6	7970	No Sniveling	Nelson Stephenson	Terence Glackin	CLIS	2	20	2	8	14	26
7	7371	Lizard King	Peter Cusick	Sergey Leonidiv	Mid	9	12	8	3	7	27
8	7728	Hayaku	John Lombard	Kip Gardner	Mid	15	2	12	10	5	29
9	7444	Bingo VII	Fran Charles	Clarence Baker	BH	7	11	ocs	4	8	30
10	8052	Don't Look Back	Steven Braverman	Ronald Rezac	BH	17	5	3	16	11	35
11	7657	Serendipity	Bill Watson	Rob Bowers	CLIS	5	14	6	12	15	37
12	7963	It's About Time	Bruce Engel	Steven Engel	CA	19	15	15	6	9	45
13	7732	Night Light	Gary McDonald	Howard Davis	BH	20	4	9	18	16	47
14	7951	Jane's Bane V	David Chittick	Mike Whitford	Mid	26	ret	14	1	12	53
15	6970	Adrenalin Rush	David Hoffman	J. Rittenhouse	CLIS	12	10	25	15	19	56
16	7163	Jindivik	Erik Rosanes	Rob Smith	HB	4	25	21	14	18	57
17	7504	Ranger III	Russ Brooks	Fred Losen	HB	11	26	22	17	10	60
18	8035	Impromptu	David Bolles	Alejandra Bolles	Mid	16	19	19	9	25	63
19	6767	Foxy	John Fox	Nancy Fox	BH	14	17	11	26	21	63
20	7101	Trust	Ted Lavery	John Carney	BH	22	7	24	19	17	65
21	7411	Ding Dong	Jay O'Malley	Patrick Cushma	CA	25	9	23	11	dns	65
22	7332	Bel Ami	Thorsten Cook	Mike Young	CLIS	18	21	16	23	13	68
23	7964	Maria	Don Gray	Wayne Pierce	Mid	10	dnf	17	25	20	72
24	7012	Found Goods	Marvin Pozefsky	Don Winton	Mid	13	22	18	27	26	79
25	6756	Suter's Mill	Steve Andrews	Ailene Rogers	HB	24	24	13	21	23	81
26	7604	Ingrid Ekholm	Rich Gordon	Desmond Walsh	CLIS	28	23	20	13	dnf	84
27	7386	Connection	Jim Kubik	Taliamonte	CA	23	16	ocs	24	22	85
28	7306		Don Cronan	Emil Karlovsky	Mid	27	18	ocs	dnf	24	98

FIFTH DISTRICT CHAMPIONSHIP

July 12-14, 2002

California Yacht Club

(from the 5th District Web Site)

Former Star World Champion Paul Cayard was the only skipper to win two races in the Star District Championships this past weekend, and he needed them both to break the first place tie with Howie Shiebler. Forty-four boats sailed in the championship hosted by the California YC, that will also host the Nautica Star Worlds next month. It was not easy sailing, with fluky winds mostly in the 6-10 knot range, and enough shifts in both directions to shake up the fleet standings on a regular basis. In four of the five races, Schiebler had finishes in the top three, but in this no throw-out regatta he had to carry the 15th he earned when he got caught on the wrong side of a major shift in race number three. No one finished the regatta with all single-digit finishes.



Fifth District Blue Star Championship

Pl.	Sail#	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Total
1	8088	Paul Cayard	Hal Haenel	WSFB	1	10	1	4	7	23
2	8077	Howie Shiebler	Rick Peters	WSFB	2	2	15	1	3	23
3	7737	Eric Doyle	Rodrigo Meireles	SDB	5	11	2	3	6	27
4	7997	Robbie Haines	Bill Hardesty	SDB	13	3	13	2	1	32
5	8082	Rick Merriman	Bill Bennett	SDB	19	1	8	5	5	38
6	8059	Peter Vessella	Brian Fatih	WSFB	17	6	4	7	4	38
7	7631	George Szabo	Austin Sperry	SDB	6	9	5	11	13	44
8	7673	Argyle Campbell	Kevin Bowles	NH	4	7	7	23	11	52
9	8072	Doug Smith	Marty Dalton	WSFB	16	16	12	8	10	62
10	7982	Susie Pegel	Tom George	SDB	20	5	20	9	9	63
11	8041	Jim Buckingham	Joel Kew	NH	12	17	6	16	16	67
12	7942	Mike Dorgan	Eric Weintraub	SDB	8	14	16	30	2	70
13	7042	Steve Brown	Steve Steinberg	NH	14	19	11	22	14	80
14	7862	John Virtue	Myles Connolly	NH	21	12	3	28	17	81
15	8037	Skip Elliott	John Peschelt	NH	3	13	23	20	22	81
16	7294	Charles Beek	Kent Karlsson	NH	7	18	17	18	21	81
17	7931	Jeremy Davidson	Jessica Costa	NH	11	24	25	10	12	82
18	7825	Steve Gould	Jon Rogers	WSFB	23	8	21	12	19	83
19	7525	Gregg Morton	Gary Mitchell	SDB	15	15	9	37	8	84
20	8023	Lee Kellerhouse	Isao Toyama	SDB	9	20	29	13	15	86
21	7310	Rod Hagebols	William Finlay	WSFB	25	4	10	6	zfp	90
22	7437	Nedko Vassilev	Paul Erickson	WSFB	10	21	19	25	18	93
23	737	Yumio Dornberg	Ken Dornberg	LB	22	zfp	14	15	32	128
24	7972	Byron Nelson	David Nelson	LB	27	22	31	23	27	130
25	6482	Barrett Sprout	Randy Sprout	LB	31	25	27	24	23	130
26	7325	Alejandro Bugacov	Fernando Soteao	SMB	37	26	18	32	20	133
27	7985	Barton Beek	Theodore Rogers	NH	32	30	32	17	25	136
28	6867	Dick Schmidt	Stewart Rembert	SMB	33	29	24	36	29	151
29	6883	Jay LaPlante	Mark Spector	SMB	18	27	33	29	dnf	152
30	6738	Marc Skipwith	Marc Stratton	SMB	34	23	28	39	28	152
31	7953	Craig Steele	Mike Richards	LB	30	34	26	36	26	152
32	7979	Bill Fields	Miles Pritchard	NH	28	33	22	26	dnc	154
33	6840	Patrick Hafer, Sr.	Brendon Brinkman		35	31	36	31	24	157
34	8021	Mike Kennedy	Erik Ferrier	SMB	26	39	30	34	34	163
35	7986	Elizabeth Newell	Arnaud Benahmed	SMB	38	37	34	35	30	174
36	7609	Graham Day	Hugh Hunter	NYC	39	36	35	30	35	175
37	6660	Tom Hulme	Mark Brazil	SMB	29	38	38	38	33	176
38	7932	Kyle Henehan	Jennifer Henehan	SDB	36	32	dnf	37	31	181
39	7710	Dylan Blew	Jorg Westerheide	NH	40	35	37	33	36	181
40	7950	John O'Mahony	Brian O'Mahony	NH	24	28	dnf	dns	dnc	187
41	6942	Sandy Horowitz	Angel Lopez	LB	42	41	39	40	39	201
42	4103	Scot Merrick	Don Taylor	WSFB	41	40	40	zfp	38	204
43	6528	Ralph De Luca	Jason Klawitter	LB	43	43	dnf	41	37	209
44	6945	Mark Pinkerton	Brett Baker		44	42	41	dnc	dnc	217

character and charisma second to none. As keen as you'd be being 18 and being asked by the KING of sailing, I said, "Absolutely, positively." Then he told me the what, where, when, how.

The mission I had already signed up to was to drive the boat from SF to Toronto and back for the Star North American Championship. Further, I was to get the boat fully prepared and measured. Tom would fly in the night after the first race as he was busy "doing something else." Then, after the racing, Tom would fly out, I would pack up the boat and drive back to San Francisco. Sounded reasonable to me.

Shortly thereafter, I was contacted by Craig Healy, another young SF sailor like me, who wanted a ride to Kingston for a Laser race. So we loaded the Laser on the roof of Blackaller's light blue, Chevrolet Malibu station wagon, a.k.a. The Blue Pig, and hooked up "Faster Horses" (6150 for you Star trivia buffs) and headed out.

About 68 hours later, young Healy and even younger Cayard arrived in Toronto. First mission was to get to the Club. It is out on an Island. There are many sub-stories that include having "Royal Letters" (official admonishments) being written back to St. Francis Yacht Club for ungentlemanly behavior such as taking your shirt off in 90° heat when washing the boat in the boat park, but I won't get into those now. If you haven't been to the Royal Canadian YC then ask someone who has like our Presidente Paul Henderson.

So I get the boat washed, and organized, measure every piece of

rigging to make sure all is equal side to side, mast up, just like my written instructions indicate. Beyond that, I put a big effort into making sure my area, the jib sheet controls, are well marked and equal side to side. This is my tryout, the biggest opportunity of my sailing career. I am a meticulous person by nature and I did not skimp here. I present the boat for measurement and go through all the

A LESSON IN SAILING WITH TOM BLACKALLER

By Paul Cayard

In the 1978 Tom Blackaller, the king of sailing on San Francisco Bay, asked me to crew for him in his Star. Blackaller was a two time Star World Champion with a

formalities. I even daringly and without written permission take the boat out for a spin after asking Ding Schoonmaker if he thinks it would be OK.

Finally the day of the first race arrives and I am sad to see everyone leave the dock and our boat just sitting there. Dennis Conner and my friend Ron Anderson (2x four gold bars.. that means two time World Championship winning crew) win the race. Sure enough, Tom shows up that night, with a girl friend and all three of us pile into one hotel room. He hadn't seen the girlfriend in a while, and I think more to the point, she hadn't seen anyone in a while. So no one slept very well. Another part of the educational process for young Cayard getting older and wiser by the minute.

Next day...to say that I was keen was an under-statement. I was KEEN. I fully expected that Tom and I would win this regatta. My mother used to get mad at the people I crewed for if we did not win. We had a bit of a delay at the ferry from downtown to the island where the club is because Tom said some unkind things to the ferryboat captain who tried to enforce the Blazer requirement on Tom. You can imagine how that discussion went, between the KING and this poor "bus driver". Anyway we made our way to the island and launched a glistening 6150.

Out on the course 45 minutes early, we checked the line thoroughly and had a good start in about 12 knots of wind. Tom was a bit tired and jet lagged as he had had a hard 24 hours so I was just happy that we were up in the noise. We rounded the first leeward mark about 4th in a bunch with Conner, Buchan, Melges, Schoonmaker and Knowles. I pulled the jib in and hiked my measly 210 lbs over the side and waited about 30 seconds to let things settle in. Then I popped the question that led to a career-marking statement from my mentor...

PC: "How's the jib?"

TDB: High pitched voice, "What?"

PC: "How is the jib trim?"

TDB: Higher pitched voice, "What?"

PC: "How is the jib? I mean, is it on the marks? Are you happy with the jib?"

TDB: "Oh, anywhere in there is fine. IF THAT WAS IMPORTANT I'D BE DOING IT!"

Whoa. I felt about that big. I just

curled up in a ball on the side of the boat and did not say another word for the rest of the beat.

I felt about that big just then but I am not easily deterred. I went on to sail many a regatta with Tom including two America's Cups. I miss him and wish he could see how much good he did for me.

I'll have a beer for you Tom in Rio.



Paul Cayard & Hal Haenel rounding the first mark in the first race.

**2002 DISTRICT # 2 Championship
Miles River, Maryland
June 22 / 23, 2002**

Pl	Sail#	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Pts.
1	8068	John MacCausland	Sean Delaney	CR	(9)	1	2	1	1	5
2	8038	John Vanderhoff	Rowan Perkins.	NCB	(13)	5	3	7	2	17
3	7425	Barbara Vosbury	Trapper Lippincott	An	6	4	(7)	5	3	18
4	7681	John LeCourt	Chris Hardin	An	2	2	5	12	(16)	21
5	7763	Aaron Serinis	Chris Brown	An	1	(ocs)	4	2	15	22
6	7307	John Jenkins	Ebbie duPont	MES	3	10	1	9	10.5	23
7	7530	Bob Flower	Bob Greenlee	MES	(14)	6	11	3	5	25
8	7102	Will Murdoch	Henry Noyes	MES	8	3	(15)	10	9	30
9	7785	Davis Buckley	C. Langhammerer	An	5	(ocs)	6	15	6	32
10	7939	Elliot Oldak	John Morisson	An	(11)	7	9	8	8	32
11	8063	Bert Collins	Guy Avellon	An	4	(ocs)	10	13	17	44
12	7090	Bob Bradford	Roger Pickall	MES	12	(ocs)	13	18	4	47
13	7741	Dick Weber	Larry Parrotta	NCB	7	(18)	8	14	18	47
14	6790	Joe Balderson	Pete Borchard	MES	15	8	(19)	11	14	48
15	7934	Karl von Schwarz	John von Schwarz	An	16	9	(23)	4	20	49
16	7202	Chuck Wiley	Bill Cockayne	MES	(18)	14	18	6	12	50
17	7454	Gunti Weissenberger	Richard Plunkett	NCB	(19)	12	16	16	7	51
18	7568	Don Elliott	Polly Cox	MES	(21)	13	12	21	10.5	56.5
19	7318	Mark Welles	Harold Shuster	MES	20	11	(21)	19	13	63
20	6255	Chris Carter	Yong Han	NCB	10	17	17	20	(21)	64
21	7786	Karen Alt	Mike Walsh	MES	(22)	16	14	17	19	66
22	7054	Dave Thomas	Tim Sharp	MES	17	15	22	(dnf)	dns	78
23	6729	Walter Risse	James Risse	An	(23)	19	20	22	22	83

District Entries

There were concerns about late and complete District Entries. Tallying, verifying entries, and preparing to host the Districts are a burden for the organizers, the District Secretary and the Star Class. Complete entries make this task much easier (Please re-read STCR 28.2).

- Many competitors would like to be able to show up to the event, register the first day of the event, and race like you can for other District 1 Star Class events.
- Many changes were proposed, but because this is a Blue-Star event, I'm resistant to stray from STCR. However, Here's what we've decided on.
 - Completed Entries must be mailed, faxed, or electronically submitted to regatta organizer 7 days in advance, as per STCR 28.2.
 - Fleet officers will verify eligibility (signatures) for electronically submitted forms.
 - There is precedent at previous Blue, Silver and Gold Star events to allow new crews to become Star Class members at the regatta site. This is a great way to get new members, and will be allowed at future District Events.
- Suggestion was made that entry fee may be prohibitive for junior sailors. Perhaps we can allow juniors free, or reduced entry to District Championship, and other events to encourage participation... This will be reviewed.

Sail Measurement

Several of us have had multiple discussions of sail measurement on the District Level in the last few weeks. People are split. Some think it's a necessity because people get new sails all the time, and others think it's a real nuisance.

At this Championship, we measured sails which had no previous measurement stamp. All measured in, although some were *very* close.

Although, I don't think this has to be done every year, I think we need to continue to have sail measurement at the District Level to help maintain the integrity of the One-Design class.

Resolutions

Although everyone was too tired to discuss the resolutions, your vote is very important. Fleet Secretaries, please make sure to get fleet votes and deliver to the annual meeting at the worlds. We are voting on whether the resolution will be on the ballot in the fall.

I am planning on attending, and am willing to be a proxy for *your* votes.

Conclusion

Again, I thank everyone for your suggestions and feedback. This is your Class, and your District.

As your District Secretary I will continue to have a focus of preserving the traditions of the Star Class and the First District, while trying to gain more exposure, and get others equally as excited about our sport and our class.

Stephen Braverman, Star Class First District Secretary

AN OBSERVATION....

By Richard L. Munson

Those of us who were privileged to call C. Stanley Ogilvy a friend were always awed by his numerous facets and inputs on many issues. My last conversation with Stan was about the influences of barometric pressure ridges, termed isobars, on the weather changes and wind velocities over land and especially open water. His knowledge was exceptional.

His extensive knowledge and superior writing abilities were a mainstay at his Larchmont Yacht Club, where he was Editor of their monthly newsletter, The Mainsheet, for many years. His "A View from Delancey Cove" articles were always entertaining and often profound, covering topics such as fog, the pros and cons of attached garages, the noise of leaf-blowers instead of the rush of a rake, raccoons and squirrels, and, often, a reflection on life. I personally believe that the following "View" article to be among Stan's best and, perhaps fittingly, a respectful recall of our loss of Stan now two years ago. A grand man.

A VIEW FROM DELANCEY COVE

The following is taken from a recent magazine article: "I once met a man who said he had visited every exotic place from the Grand Canyon to the Great Wall, but when I questioned him I discovered that he hadn't seen the songbirds in his own back yard. What I would like to suggest to such people is that they sit perfectly still and stare intently into a lily pond. But that's difficult advice to give and even more difficult to accept in a society that holds contemplation in such low esteem. We believe in locomotion for its own sake; we think as long as we're flitting from place to place we're getting somewhere. We are sprinters running mindlessly against the clock, against ourselves.... and missing the essence of our existence as we go."

I have touched on this theme in previous Views from Delancey Cove. What do we gain by so much rushing around? If staring into a lily pond does not suit your taste, try a more moderate version of slowing down. Take a little time each day to look about you and enjoy what you see. Do you achieve any relaxation by going to a cocktail party? In five minutes you are vehemently discussing business affairs as if you had never left the office. It won't do. It would be far better for two or four friends to take the launch out to their boat in the harbor where they can sit quietly and watch the racing fleet come in. Ban any talk of the things that kept your nerves tied in knots all day, and especially do not turn on the TV for the evening news, which is always the same and always depressing.

We are fond of saying that time has been compressed by the 20th century, that we have seen so many great changes in our lifetime that we can't help it if the pace has

program notes, or anything else related to the Star Class and its activities would be most welcomed.

