

Volume 3, No. 8

August, 2002

Star Class Newsletter for the $1^{\,\text{st}},\,2^{nd}$ and 12^{th} Districts

AUGUST REGATTA SCHEDULE

1st District Aug. 3-4 Secretary's Cup, BH Aug. 24-25 Atlantic Coast Master's, BH 2nd District Aug. 3-4 Miles River YC Regatta/ Green Star Aug.10-11TAYC Summer 5th District

Aug. 10-11King of Spain, CYCAug. 14-25World's, CYCAu. 30-Sp. 1Labor Day Pitcher Regatta, SDYC

12th District

Aug. 3-4 Lake Sunapee Open, Sun

RESOLUTIONS FOR RULES CHANGES IN 2003

#1 - 2002 – submitted by the Holland, Loosdrecht and Medemblik Star Fleets

To amend Rule 27 Scheduling and Number of Races as follows:

Replace Rule 27.2 with the following:

27.2 The Continental Championship shall consist of *eight* completed races. A race postponed, abandoned or incomplete will be rescheduled as soon as possible. Not more than two races shall be sailed on any one day. The race committee shall make every reasonable effort to complete *eight* races within the published date. If it is not possible to complete four races, the series shall be cancelled.

REASON: Competing in sailing events is a timeconsuming exercise. More and more time is spent traveling, measuring and waiting on the shore than there is spent on the actual sailing. All Starboat sailors come to race. Experience tells us that a lay-day during any series must be a thing of the past.

The purpose of this resolution is get more sailing done in less time.

#2 - 2002 – submitted by the Monaco Star Fleet *To amend Rule 29 Entries as follows:*

Add Rule 29.3.2:

29.3.2 Third method for qualifying to the World Championship from the Silver Star Championship: Entries to the World Championship shall also be determined through participation in the most recent Silver Star Championships (Spring Silver Star and Silver Star Championships) on the <u>same basis</u> as through the District Championships:

Number of eligible boats starting in Silver Star Championship	Number of boats allowed to enter World Championship:
Less than 11	0
11-15	2
16-20	3
21-25	4
26-30	5
31-35	6
36-40	7
more than 40	8

A continent is entitled to send to the World Championship the number of its entries provided by the schedule above (exclusive of and in addition to fleet and District qualifiers representing fleets or Districts of the continent in accordance with rule 29.1). Entries already qualified through their District Championship have to represent their District in the World Championship according to rule 29.3. This method only applies to entries that are eligible, able and willing to represent their continent and were unable to represent their District or a Fleet in the World Championship. The list of eligible entries is checked and approved by the respective Continental Committee 10 days before the entry deadline of the Gold Star.

REASON: Facilitate qualification to the World Championship for top sailors, allow the Silver Star to be a qualifier for the World Championship.

#3 - 2002 – submitted by the Wilmette Harbor Star Fleet To amend Rule 31.1.3 Personnel (Weight Rule) as follows:

Amend, after the first sentence, the weight formula as follows:

S = skipper's weight C = maximum crew weight In kilograms: C = ((100-S)/1.5) + 100In pounds: C = ((220.46-S)/1.5) + 220.46

REASON: The principle change desired in the rule is to amend it so that the divisor of the formula be 1.5 instead of 2.0. The original divisor, when the rule was adopted by the Class in the mid-1990s, was 1.5. A resolution was put forward in 2001 which did two things:

FIRST, it reduced the nominal weight at which both skipper and crew would be of equal weight from 106.6 kg. (235 #) to 100 kg. (220 #). Actually, 220 # is incorrect, it should be 220.46 #. This change, aside from the fact that it is slightly incorrect, was a legitimate attempt to lower the general bulk of Star boat crews to more nearly represent the averages for the whole human race, thus giving lighter weight crews a better chance to be competitive. This change was, in general, favored by the Class as a whole.

SECOND, it changed the divisor that was used to equate the ability of skipper and crew weights to affect the righting moment of the Star. The original studies, done by qualified naval architects, indicated that the crew weight was 50% more effective in righting moment than that of the skipper. Thus, the divisor of 1.5 was used as a divisor to calculate crew weight for a given skipper weight. The resolution voted on in 2001 changed that divisor from 1.5 to 2.0 without, however, any rationale as to the reasons for this change. For the most part, the arguments for and against this resolution did not focus on this divisor change nor were any arguments put forth by those for and against this resolution. In a real sense, the Class voted for the resolution in ignorance of what effect this factor change would have on competitors. The fact of the matter is that this change had a dramatic effect on the crew weight limits, particularly for people at the extremities of the weight spectrum.

IN SUMMARY, the FIRST change mentioned above was probably in the best interests of members of the Class, but the SECOND was not, or at the very least was not properly explained to the Class prior to the vote. THEREFORE, the Fleet resolved that the divisor in the weight formula be returned to its original value of 1.5 and that the weight in pounds be listed as 220.46.

#4 - 2002 – submitted by the Holland, Loosdrecht and Medemblik Star Fleets

To amend Rule 32 Measuring, Weighing and Sail Controls as follows:

Change the first sentence in Rule 32.1 to:

At Gold events, measurement is required as determined by the Measurement Committee.

Add Rule 32.1.1:

At Silver events, measurement as described in rule 32.1 will be applied to 10 boats selected by lottery. During the event any boats and sails can be examined.

Replace Rule 32.4 with the following:

In Gold events, sails approved for entry shall be indelibly and distinctively marked, and only sails so marked may be used. To control the number of sails in Silver events, sails will be indelibly and distinctively marked without measuring and only sails so marked may be used. No approved or marked sails may be altered during the event. Repairs are permitted, subject to any special rules regarding permission and re-approval, provided no alterations are made. Approved/marked sails may be used only on the boat for which they were submitted. To control the number of sails used, sails may be marked without measuring; in which case such marking does not constitute any finding of compliance with the Specifications.

REASON: Competing in sailing events is a timeconsuming exercise. More and more time is spent traveling, measuring and waiting on the shore than there is spent on the actual sailing. All Starboat sailors come to race. Experience tells us that time-consuming measuring at Silver etc. events is hardly necessary: most boats if not all measure in! To make sure however, that all effort is still put into measuring in, the opportunity must exist that some (10) have to be measured before the races and that during the series at any time boats, equipment and crews could/must be tested at random.

The purpose of this resolution is get more sailing done in less time.

ARMS-WHITE REGATTA June 22-23, 2002 Milford, CT

Coming so soon after the 2002 N.A.'s it was thought that the turn-out would be relatively low for the 2002 Arms-White Regatta, but quite the contrary it seems that there was added enthusiasm amongst the Star sailors of the Tri-District area to get out and sail. Not only were the event organizers surprised at the number of boats which showed up but also at the quality of weather which was in store for the contestants. One couldn't have asked for a better weekend to put on the regatta.

Thirty boats from eight fleets of the 1st, 2nd and 12th

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 2^{nd} and two 1^{st} '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.

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	R 1	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 Hurlehy	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

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

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'oeuvere 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.

<u>Pl.</u>	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

First District Blue Star Championship

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 a 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 C	hampion	ship					
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

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

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

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	R 1	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. Langkhammerer	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

NORTH AMERICAN TROPHIES MAINTENANCE FUND

Over the last couple of years there has been discussion about what to do with the North American Silver Star trophies. Two questions have arisen: 1) where to keep the trophies between events and 2) how to maintain them.

In preparation for the last two N.A.'s the organizing committees have had to spend considerable amount of time and money to have these trophies repaired. This is because the trophies have come back from prior N.A.'s in varying states of disrepair. Added to that, the original top for the main trophy, known as the Royal Canadian Y.C. Trophy, has long since been lost and needs to be replaced.

The list of N.A. trophies is as follows:

Winning Skipper: The Royal Canadian Yacht Club TrophyWinning Crew:Mead Batchelor TrophyWinner, tuneup:Paul Mason (at Mystic)Winner, 1st race:Jack DanielsWinner, last race:Edward HayWinner, over 50:North American Master's Trophy

In terms of keeping the trophies in a good state of repair and further buying insurance to cover the cost of replacement one suggestion has been to institute a North American membership dues which would go into a trophy maintenance fund. These dues would be analogous to the District and Fleet dues which most Class members now pay. Given the number of North American Star Class members the dues for this fund would be relatively small, perhaps as little as \$1 a year. However, by Star Class rules (14.3, paragraph 3) the Continental Committee cannot levy dues, but it may submit recommendations to the I.G.C. or C.M.C. Another suggestion from John Chiarella is that there be an entry fee surcharge at the N.A.'s which goes into the trophy maintenance fund.

The North American trophies, particularly the Royal Canadian Y.C. Trophy, are special heirlooms and deserve some form of maintenance. Hopefully some arraignment can be worked work so that these trophies can be kept in top condition.

FIRST DISTRICT MEETING NOTES July 13, 2002 Cedar Point Yacht Club

Submitted by District Secretary Stephen Braverman and Assistant District Secretary Ted Lavery

Big thanks to the many of you who attended and participated at the First District Meeting, especially after another long, tiring day of racing on Long Island Sound.

We had some lively and productive discussions after a feast put on by Cedar Point Yacht Club, and a video of the Star Class, shown by David Bolles on CPYC's new Large Screen TV.

Trophies

There has been a major concern about trophy damage. Trophies getting shipped, or returned in the less-than-pristine condition in which they were awarded.

Suggestions:

- Under no circumstance shall trophies be shipped.
- David Bolles proposed to earmark \$\$\$ for trophy maintenance fund. Gary MacDonald recalled that the \$5 per active boat-owning member contribution to the District Fund, started several years ago was created for this purpose. District officers will investigate, and perhaps put together a plan and/or a budget for maintaining trophies.
- It was suggested that trophies stay at the winners club. This was rejected because some clubs do not have facilities, and winners felt that they wanted to show off trophies to those who might not see them at their host club.
- It was suggested that we have winners sign for trophies. Pictures should be taken of the trophy, and recipients shall be responsible for damages upon return. This will be reviewed, and action may be taken.

2003 Schedule:

- Districts in Rockport, same weekend in July.
 - Multi-class regatta, perhaps the last weekend in July. • This will be a huge promotional event.
 - Excellent opportunity to show off the Star and the Star Class to huge audience.
 - \circ Will be fun event, and chance to interact with each other and our friends from other classes.
 - \circ Will try to revive prestigious historic First District trophy.
 - Will try to get additional support from District 2 and District 12 hotshots.
 - Trying for a two-day event, near other District 1 members so housing will be available.
 - Courses will probably be shorter/different than standard Star Class courses, and will be on same racecourse as similar size & speed one-designs. Great for needed exposure, and competitive racing.
 - Need at least 15-20 boats to have major impact (less than 10 boats will have negative impact)
- Collegiate Pine Trophy will be run in the First District again.
- Suggestions to have Junior trophy as an event, separate from the District Championship. Either the Monday following the Districts, perhaps in conjunction with BH Skipper's choice regatta.
- Suggestion was made to revive older Star Class events such as Captain's Island Race, or Larchmont Race Week. This will be reviewed.

2004 Districts: Hosted by Huntington Bay (HB). They are hoping to return to Seawanhaka YC, the host of the 1998 District Championship.

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

accelerated. But that is no excuse. Ellery Channing wrote, "Our age has been marked by the suddenness, variety and stupendousness of its revolutions. The events of centuries have been crowded into a single life. Overwhelming changes have rushed upon us too rapidly to give us time to comprehend them." And when was this observation made? One hundred and seventy years ago. This continual acceleration seems to be civilization's way of "progressing," but there is no mechanism in the minds and bodies of human beings to accelerate accordingly. Instead of trying feverishly to go with the flow, we would be wiser to watch the flow carefully and use it with discretion.

Consider the Down East lobsterman, for whom success is not synonymous with a big income. He is content as his own boss, leading a hard life in boats, on the water, the only place he wants to be, and earning enough to get by. Thoreau found it worth while to spend two years in a cabin on Walden Pond. Nearly all artists and poets live in poverty, but they leave behind them riches more valuable than gold. There are many peaceful occupations and lifestyles, but most of them don't apply to members of the Larchmont Yacht Club. Having elected to live in the "northeast corridor" in order to enjoy some of the special amenities like yachts and club life, we must take the consequences and do the best we can.

You can't find happiness by chasing it. You certainly can't buy it. But it may be achieved in the long run if you gear your life to absorb it gradually and, gracefully. The old Turtle Club, a group of New Yorkers as fashionable in its day as Larchmont or any other club, had as its motto, "As we journey through life, let us live a little by the way."

Stan Ogilvy

FOR SALE / WANTED

6000 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: <u>rhovey@worldnet.att.net</u>

6567 Mader, 1980. Complete with trailer. Two suits of sails. \$1500. Contact Jim Kerns, 203 339 4888 (work), 203 209 2646 (home).

7174 Mader, 1986. Boat is in good condition. Complete package; SparTech F section mast and two suits of sails and much more. This is a solid boat which is still very competitive at fleet level and would make an excellent starter boat/fleet racer. Boat located in Milford, CT. \$6000. Contact Alan Pritchard, 203 853 6310 / <u>abpritchard-bellisland@worldnet.att.net</u> (4-02)

7506 Mader, 1990. White hull with blue waterline. Boat in nice condition. Double mainsheet system. Mast puller upgrade. Galvanized Harbeck trailer with long storage box. 3 mainsails and 4 jibs. Boat located in Cherry Hill, NJ.

\$8000. Contact John MacCausland: 856 428 9094 / marinespa@aol.com

7731 Folli, 1993. Winner of the 2002 N.A.'s with Mark Reynolds at the helm. Balbi trailer, keel faired, excellent condition, practice sails: \$12,000. John Chiarella 800 530 9381(day), 603 763 2208 (evening) jcdcstar@yahoo.com

Videos available: Mystic Seaport has two World's videos available in VHS: the 1977 Kiel World's (AV 74:77-1) and the 1981 Marblehead World's (AV 74-81-1). For further details call Suki Williams, video archivist, at 860 572 5379 / suki@mysticseaport.org

Star Class videos available: the following videos are available through the Central Office: "Star Class Tuning Guide", Class promotional video "Fine Tuned for Excellence", 1999 World's: "The World of the Stars", 1987 World's: "Sail against the Best." Also available from the Central Office are Stan Ogilvy's book "A History of the Star Class" and a biography about Durward Knowles, "Driven by the Stars". For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office:

iscyra@interaccess.com

ISCYRA 1545 Waukegan Rd. Glenview, IL 60025-2185 Fax: 847 729 0718 / Office: 847 729 0630

STAR CLASS HISTORICAL MATERIAL

Three items which deal with historical information about the Star Class are now available:

"Forty Years Among the Star" by Georg	ge Elder	\$20
"A Pictorial History of the Star Class"		\$12
"Complete Results of the World's, North	th American's,	
and Olympics"		\$12
Complete set of all three books:		\$40
Shipping and handling extra. Order from	n:	
David Bolles 133 Castle Lane	Tel: 203 882 9	9428

E-mail: d.bolles@worldnet.att.net

Milford, CT 06460

STAR CLASS MEMORABILIA

If you have anything which you think should be in the Star Class Archives at Mystic Seaport Museum please contact either the editor (<u>d.bolles@worldnet.att.net</u>) (203 882 9428) or Joe Knowles (<u>pnjk@aol.com</u>). Anything from a single photograph to a collection of correspondence, program notes, or anything else related to the Star Class and its activities would be most welcomed.

REGATTA SCHEDULES

1 st District Aug. 3-4 Aug. 24-25 Sept. 7-8 Sept. 14-15	Secretary's Cup, BH Atlantic Coast Master's, BH Bedford Pitcher, CLIS Nathan Hale, HB
Sept. 14-15 Sept. 21-22 2 nd District	Nathan Hale, HB Nutmegs, Mid

2nd District

Aug. 3-4Miles River YC Regatta/ Green StarAug.10-11TAYC SummerSept. 14-15SSA Fall SeriesSept. 28-29Fall Windup, TAYCOct. 19-20Michelob Cup, WRSC

5th District

Aug. 10-11	King of Spain, CYC
Aug. 14-25	World's, CYC
Ag. 30-Sp. 1	Labor Day Pitcher Regatta, SDYC
Sept. 7-8	Black Star - Under #7000, CYC
Sept. 14-15	Fall Gold Cup, NHYC
Oct. 19-20	Calvin Paige, StFYC
Oct. 26-27	Ash Bown, SDYC
Dec. 14-15	Kriss Kringle Regatta, SDYC

12th District

Aug. 3-4	Lake Sunapee Open, Sun
Sept. 7-8	FLASIR, LH
Sept. 14-15	Lake George Open, LG
Sept. 21-22	Chili Regatta



Photo from the European Star Championship held in Monte Carlo in 1949, showing the start of the first race. Renato d'Ottaviano won the first race with "Phoenix" (2476) and Straulino finished second with "Polluce" (1540). (Photo courtesy of Gregorio d'Ottaviano)



Cartoon by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles 133 Castle Lane Milford, CT 06460-7515 203 882 9428 / <u>d.bolles@worldnet.att.net</u>

A reminder about reporting regatta results: please try to give the information in the following format: Please Root #/ Skinpar/Craw/ Fleat/ Daily positions/ Score

Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

Please contact the editor about any corrections to race results. While this cannot undo what has already been printed, it would be helpful in avoiding errors in the future.

Suggested donation for an annual hard copy subscription to Stardust: \$18.

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