

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

Volume 6, No.5

August, 2005

## TRI-DISTRICT NEAR-BY REGATTA SCHEDULE

July 23-24 2<sup>nd</sup> District Blue Star, ES, Tred Avon YC  
July 30-31 Marblehead NOOD, BH  
  
Aug 6-7 Make-A-Wish/Secretary's Cup, BH  
Aug 6-7 Sunapee Open (Tri-District Qualifier), SUN  
Aug 6-7 Miles River Annual Regatta and 2<sup>nd</sup> District  
Green Star, MES, Miles River YC  
  
Aug 13-14 Ned Hay, CA, Sandy Point YC, Rockport  
Aug 13-14 79th Lipton Cup, Tred AvonYC, Oxford  
Aug 20-21 New England Masters, CLIS, Cedar Point YC  
Aug 26-28 CORK Regatta/Canadian Championship

## SUNAPEE OPEN

August 6 – 7, 2005

Lake Sunapee Fleet, Lake Sunapee YC, New Hampshire

Registration for the 2005 Lake Sunapee Open will be 5-9 p.m. on Friday. Breakfast and Registration will also be available at 8:30 Saturday morning.

The first race is at 11 a.m., a second race will be 30 minutes after the first. The third race will be at 10:30 a.m. on Sunday.

There will be the Renowned Steak Dinner Saturday night at 8:00 at the YC. Sunday breakfast will be available at 8:30 a.m. and lunch from 11:30 to 2 p.m. Awards will include 1<sup>st</sup> through 3<sup>rd</sup> for Skipper and Crew, plus a prize for Leading Novice, Lady, Master, Grand Master and EGM.

The entry fee is \$30, with an additional \$30 per person for the "social package". The Lake Sunapee fleet is gracious in trying to arrange housing for visiting sailors. Please call or e-mail regatta chairman Dave Cook no later than 7/25. <mailto:davecook@adelphia.net> or 603-526-4637, or 847-612-5447.

John Chiarella writes: **Please let us know** (603 763 5400) if you are planing to come and if you require housing. Lots of top competitors planning on being here including Magnus and Andy Horton. We can pick up some boats in Marblehead (after the NOOD) and bring them to Sunapee. Appreciate your response yes or no.

## UPCOMING REGATTA DETAILS

### MARBLEHEAD NOOD

July 30 – 31, 2005

The First District is proud to be supporting the 2005 Marblehead NOOD at Marblehead Race Week on July 30, 31, 2005.

The organizers anticipate a number of boats coming from both the First and Second Districts. In 2003, Doug and Bob Schofield bested a 30 boat fleet in Marblehead. That year the Star Class turned heads with the second largest fleet and we hope to better that number this year.

This year the First District has designated the Marblehead NOOD as the "New England Championship," a distinction which is intended to showcase different regattas around the First District. Andy Horton and Brad Nichol won the New England Champs at Larchmont Columbus Day in 2004.

For those who haven't been to Marblehead, it is one of the top one-design sailing towns on the East Coast with first class yacht clubs and a phenomenal place to sail.

NOR is available and you may also register at: [http://sailingworld.com/sw\\_nood.jsp](http://sailingworld.com/sw_nood.jsp)

The stars will be dry-sailed again on the launching ramp at Eastern Yacht Club.

Feel free to e-mail Stephen Braverman with questions: <mailto:sbraverman@starclass.org>

### SECRETARY'S CUP MAKE-A-WISH REGATTA

August 6 – 7, 2005

Hosted by Cottage Park Yacht Club & Boston Harbor Fleet

The First District Secretary's Cup is a benefit regatta for the Make-A-Wish foundation. It is a fun sailing event, with a great full club party, with auction, raffle and other surprises.

## 2005 TRI-DISTRICT CUP

The Tri-District Championship for 2005 will be the best score achieved in two out of three regattas, one regatta sailed in each district:

12<sup>th</sup> District: Lake Sunapee Open August 6 – 7

1<sup>st</sup> District: Bedford Pitcher September 10 – 11, Cedar Point YC in Westport, Connecticut

2<sup>nd</sup> District: Schuster Regatta October 1 – 2 at Miles River YC, St. Michaels, Maryland.

The scoring for the Tri-District is to calculate a skipper's average points for each regatta, with no throw out. For example, if a skipper gets a 5, 6, and 7 at the Sunapee open, his average is 6. If he gets a 1,2,3,4,5 at the Bedford Pitcher, his average there will be 3. If he gets 3, 4, 5 at the Schuster, the average there is 4. Finally, sum the best two averages, in this case 3 + 4, the Bedford and the Schuster, for a score of 7.

Last year only six skippers sailed in two of the three regattas, and only Josh Phypers, sailed in all three. The trophy was won by John MacCausland with a score of 5.17, taking home the beautiful perpetual: a stone trophy with three star boats on top.

**NED HAY**

August 13 – 14, 2005  
Cape Ann Fleet, Rockport, Massachusetts

Information below courtesy of the Cape Ann Fleet website:  
<http://www.sandybay.org/stars/index.shtml>

Twenty boats competed in the 2004 Ned Hay, won by Ben Cesare. Other past winners include Jake Fiumara of Cape Ann in 2003, John Safford of Cape Ann in 2002, John MacCausland in 2001 and Peter Costa in 2000.



Mrs. Doris Hay presenting the Ned Hay Memorial trophy to Mead Batchelor, 1962 winner

Edward N. Hay, a member of the Cape Ann fleet, sailed with his wife Doris. Their last boat was 3110, Dody. In 1954 Ned was the honorary chairman of the North Americans held by the Cape Ann fleet. One of the nice touches of this North Americans was the use of paintings as trophy prizes.

In 1987 Hilary Smart donated copies of a lithograph of boats in front of the Sandy Bay Y.C. to be used as a prize for winning the Ned Hay, and that is how the tradition of having art work for prizes at the Ned Hay began. Later, Hilary Smart donated his brother Paul's watercolors to be used for this purpose, and Martha Safford still has 20 of these left. Other noted Rockport artists such as Arthur Knauth, a former Star sailor, and Betty Lou Schlemm, have also donated prints.

For maps, charts, housing, tide, weather, and other information and Notice of Race: <http://www.sandybay.org/regattas.shtml>

Boats are welcome to park on T Wharf next to the Yacht Club to rig on 3:00 p.m. on Friday, August 12. Registration, Coffee and Rolls will be available at 7:30 a.m. on Saturday. There

will be a 9:00 Skippers Meeting and 11:00 First Race, First Gun for the first race with a second and third race to follow.

Saturday night there will be 6:30 cocktails and dinner. Sunday morning 8:30 - Coffee and Rolls, 10:00 - Fourth Race, First Gun, one more race to follow.

Prizes will include the "Ned Hay Memorial Perpetual Trophy" plus series skipper and crew (1st - 3rd) and individual race winner (skipper and crew). Series prizes will once again be paintings.

The entry fee of \$120 covers beer, morning coffee and rolls, Saturday night cocktails and dinner for skipper and crew, launching fee, and prizes. Additional guest fee is \$25 for cocktail party and Saturday night dinner.

For specific questions, contact Jacob Fiumara at [jfiumara@hotmail.com](mailto:jfiumara@hotmail.com) and if you are planning on attending the Ned Hay please email [jfiumara@hotmail.com](mailto:jfiumara@hotmail.com) in advance for planning purposes, but don't hesitate to come that morning either.

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**LIPTON CUP**

August 13 – 14, 2005  
Eastern Shore Fleet, Tred Avon YC  
The Strand, Oxford, Maryland

For information contact Regatta Chairman Joe Balderson  
<mailto:joebinc@goeaston.net>

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**NEW ENGLAND MASTERS**

August 20 – 21, 2005  
Central Long Island Fleet, Cedar Point YC  
Westport, Connecticut

Notice of Race is posted at: [http://www.cedarpointyc.org/uploads/2005\\_Star\\_Masters\\_NOR.pdf](http://www.cedarpointyc.org/uploads/2005_Star_Masters_NOR.pdf)  
Competitors are welcome to arrive Friday. Registration will be Friday 5:30 to 6:30, Saturday 9 a.m. to 10:30. The warning gun for the first race Saturday will be fired at 12 with three races planned. The warning gun will be at 11 on Sunday with 2 races planned.

Entries must be submitted by August 15<sup>th</sup> via link in Notice of Race or via fax to 203-866-1890. The entry fee of \$100 may be paid at registration. The fee includes dinner on Saturday at Cedar Point YC for skipper and crew. Additional Saturday dinners are available for \$25 by contacting the Regatta Chairman before August 20.

Also contact Regatta Chairman David Hoffman before August 14<sup>th</sup> at 203-853-7740 or <mailto:david@hjhco.com> for housing.

For maps and other lodging information: <http://170.224.10.44/DesktopDefault.aspx?tabindex=41&tabid=26>

**CORK REGATTA  
CANADIAN CHAMPIONSHIP**  
August 26 – 28, 2005

Don Ferguson, LOC (Lake Ontario Star Fleet Secretary) writes: Stars haven't been to CORK for a long time. It's a fantastic sailing and tourist venue. The regatta is open to all star sailors (we're expecting 4 boats from Annapolis, as well as boats from around District 12). We may restrict the Canadian Championship award to the top Canadian. CORK will have awards for 1st., 2nd. and 3rd. Please spread the word that everyone is welcome. Notice of Race <http://starclass.org/PDF/Cork-NOR.pdf>

The CORK/Sail Kingston Star Canadian Championship will be hosted from Portsmouth Olympic Harbor, site of the 1976 Olympic Sailing events. Racing will take place on the fresh waters of Kingston Harbour, Kingston, Ontario.

The regatta will include Laser, Finn, 49'er, Tornado, 470, International 110, Yngling, Martin 16, windsurfer and Star classes. Registration will open Thursday August 25 at noon at Portsmouth Olympic Harbor and continue through Friday morning. There will be a Skipper's meeting at 9:30 a.m. Friday followed by the first warning gun at 11 a.m. The warning gun on Saturday and Sunday will be at 10 a.m.

There will be a social event Saturday night at 6 p.m. and an awards presentation Sunday after the races.

The entry fee will be \$150 + 7%GST if received before August 5<sup>th</sup> at Cork/Sail Kingston Inc., 53 Yonge Street, Kingston Ontario, K7M 6G4, Canada. After August 5<sup>th</sup> the entry fee will be increased by \$50. The fee will include racing, the scheduled social event and a per diem fee to the City of Kingston for use of facilities.

For information about lodging, including camping or rooms at St. Lawrence College or Queen's University, see: <http://www.cork.org> or <mailto:sail@cork.org> or call (613) 545-1322.

Info on Cork and Kingston: <http://www.cork.org>



Rodrigo Meireles and John Lombard  
with the 1<sup>st</sup> District Championship Trophy

**JULY 2005 REGATTA RESULTS**

**2005 1<sup>st</sup> District Championship**  
July 8-10, 2005  
Mid-Connecticut Star Fleet  
by David Bolles

Twenty boats from all but one of the 1<sup>st</sup> District fleets participated in the 2005 1<sup>st</sup> District Championship, a combination Blue Star / Green Star event. The event was hosted this year by the Mid-Connecticut Star Fleet.

This year a couple of well-known names have moved into the District, and we are happy to be able to welcome Rodrigo Meireles and Phil Trinter to 1<sup>st</sup> District racing.

Because of the remnants of Hurricane Cindy passing through, Long Island Sound dished up more than its usual winds. Each day began stately enough, but as the starting time for the first race of the day neared the winds continued to build, providing for some exciting sailing and racing.

The event was scheduled to begin on Friday. The boats all dutifully arrived at the starting line somewhat ahead of the scheduled start, and as they cruised back and forth the wind and waves built to the point where there was some spectacular planing going on. Just as the race was about to get underway a really solid gust of wind came through and the Race Committee, ably head by Ed Becker, decided that this was going to be more than the boats needed and called it a day.

Saturday again started off quietly enough and there was fear that the three scheduled races wouldn't be completed. However, again as the start of the first race neared the wind built to a nice 15-20 knot westerly and the three races got off in fine style. Racing amongst the top boats was tight and the gun went to three different teams, Dave Perry / John Courtney, John Bainton / Will Christensen, and John Lombard / Rodrigo Meireles. During the second race, Fotis Boliakis and Phil Trinter, who were near the top at the time, got holed at the leeward mark in the starboard bow and had to retire for the day.

Continuing the pattern of the day beginning calmly enough, Sunday brought a pleasant northwesterly. There was a delay in the starting time because the wind was oscillating between 220° and 300°, making the job of setting up the starting line near to impossible. Finally the wind seemed to settle into a northwesterly and the first race got off. A few boats, headed by John Lombard and Rodrigo Meireles decided that there would be more north in the wind as the race progressed and went out to the right layline. Good call, but unfortunately for them the race was abandoned. Due to the increasing strength of the wind and breakdowns (one of the leading boats decided to put on a show and broached to windward doing a nice death roll just after rounding the windward offset mark), several boats thought it prudent to call it a day and went in. (The death roll guys continued to race for the rest of the day.) The real race 4 then got underway and Lombard and Meireles again led the way to get their second gun of the series. For the final race Peter Cusick and Serge Leonidov put it together to get the gun.



John Lombard and Rodrigo Meireles managed to take the series by one point, followed by Fotis Boliakis and Phil Trinter. Fotis also won the Green Star. Peter Cusick / Serge Leonidov and John Bainton / Will Christensen were tied on points, with Pete and Serge taking third on the tie-breaker.

The Milford Yacht Club hosted nice dinners on Friday and Saturday nights. Special thanks to the race committee members, headed by Ed Becker and assisted by Alan Pritchard and crew in the mark boat, for putting up with three long, trying days, bouncing around in the boats.

Photos of Trophy Winners  
by Hilary Lawrence



Phil Trinter and Fotis Boliakis with their second place trophies and the Green Star Trophy.



Serge Leonidov and Peter Cusick flanking Mid-Connecticut Fleet Captain Ben Cesare holding their third place trophies



John Courtney and Dave Perry holding the Marshal Brown Trophy as the winners of the first race



Ben Cesare presenting the Emil Karlovsky Grand Master Trophy to Jack Button. Also awarded to Jack was the Karlovsky style hat with one feather. Jack will have to earn the second feather!



Gary MacDonald and Greg Gahlinger holding the MacDonald Master's Trophy.

**2005 1<sup>st</sup> District Championship**

July 8-10, 2005

Story by Fotis Boliakis

Twenty boats assembled for the three day First District Championships at Milford Yacht Club with winds predicted to be over twenty knots from the East. Phil Trinter just got back

from Valencia, Spain sailing on Andreades' TP 52 Atalanti and we had scheduled to race together since last winter. The competition was predicted to be very strong. This was the first time that the team Poseidon "package" was in top shape. The boat is considered to be among the fastest Follis, although it is now nearly three years old. I had attracted the top crew

who has a World Championship and Olympic Games in his resume. The mast was measured and re-measured to assure that the rig was at its optimum position and the rig tension was a match for the wind conditions. The sails were getting old, but their shape was still acceptable. Then, it was only the skipper left to fill the "package". I felt confident that I could be a match for anyone at the regatta including past winners of the "Blue Star" trophy.

On Friday the hurricanes coming up the coast of Florida brought heavy rain and winds in excess of 25 knots. Most of the boats ventured out to the middle of the Sound only to be surprised by the sea conditions. The Easterly breeze created huge swells that allowed the Star to plane on a reach when it broke free of a big wave. Running was going to be the most challenging sailing as the mast would bend forward, the boat would nose-dive into the next wave and the rudder lose its ability to control direction; if a jibe were required, it could be a recipe for disaster at the moment when one of the backstays is off while the other is being tightened. Phil and I decided to do what Andy Lovell and Magnus did at the Olympic trials in 2003 under similar conditions in Miami. They reached as if it was a triangle course, then they tacked the boat and bore-off to the next mark. (In this way they had arrived at the leeward mark before Paul Cayard and Phil Trinter who had rounded the weather mark well ahead of them and gone straight downwind.) When the Star planes, it reaches great speeds with little resistance since half the boat is out of the water. So we practiced just that and tacked to confirm that it was possible to tack around given the huge swells that might have prevented the boat from coming head to wind and then tacking.

Half an hour after the scheduled start the Committee Boat could not hold anchor any longer while the prediction was that the wind would increase. The Committee cancelled the entire day and we raced back to Milford at an incredible pace. While surfing, the spray was so intense that I closed my eyes, hiked as hard as I could and I was praying that the tiller extension would not come off the tiller because we would round up with the tight boomvang so that the boom would touch the water and the mast would break instantly. We were among the first to arrive at Milford from the half fleet that stayed out, the rest came in earlier as the conditions were beyond their control. Amazingly, there were no broken masts or ripped sails, most likely because the way in and out to the course were reaches and none dared to jibe while parading back and forth near the committee boat.

Saturday was a glorious day with winds predicted from the north-northwest in the middle to upper teens. The tide was scheduled to be high during the first race, running against the wind, which made the chop very confused and anomalous as if I were driving a Land Rover on a Paris to Dakar rough terrain. Phil and I agreed that the pin had the advantage in a long starting line which would translate to at least a couple boat lengths ahead of the pack. Dave Perry had the same thought along with John Bainton and Bill Watson who would be our companions leading the fleet for the rest of the regatta. After a short drag race on starboard we tacked at the first shift

unimpeded and went towards the middle. We had clear lanes to take advantage of every shift and that we did. Our boat speed and pointing were superior to any boat around us, supported by our top physical condition and full hiking posture. After several tacks we were clear ahead and we rounded first and clear ahead. At the run there were streaks of puffs running down the course and some boats decided to jibe to the middle of the triangle. We lost a bit of ground to the boats behind us as they were bringing the puffs to us, but upwind was our strongest point so again we covered and gained more ground to the top mark. The last run became a covering game as the second boat followed us on starboard while Dave Perry and John Bainton jibed to the middle and got stronger puffs than we did on the left side and actually passed us, until we were headed on the port jibe which improved our angle of attack and we came side by side to the finish on a port (us) starboard (Dave) approach. Dave Perry finished ahead by a half a meter with us second, Bill Watson/Brian Sharp third and John Bainton/ Will Christensen fourth, the rest of the fleet was back by another 20 meters. We sailed very well except downwind where we lost due to side selection and in part my driving when I sailed deeper than I should.

Race two was under the same conditions and the pin was still favorite, although not as much as before, but we still decided to follow the same strategy to lee-bow a starboard tacker and accelerate towards the pin. The approach worked again for a better start than the first and quickly forced two other boats to windward to tack away as we were displaying superior speed and point ability. We stayed in phase with small oscillating shifts and rounded the mark first with John Bainton behind us. As the wind decreased we thought better to cover the two other boats behind us who were attempting the same jibe early approach as before and they started to look threatening. So we jibed to protect that side, which we successfully did, but John Bainton, who had stayed on starboard jibe, found some puffs and was able to sail around us by a boat length. At the leeward mark rounding we squeezed John to a tighter turn while we rounded in a wider arc without an overlap to leeward and kept our momentum intact. John had to change course to avoid downwind starboard tackers approaching the mark, so we tacked to starboard to avoid them and to protect us from getting trapped to leeward of the leading boat. There were many boats approaching the leeward mark still as the leading boats had separated considerably. Many port tackers avoided us as strong puffs were coming down the course. Boat 7763 running on port, chartered by Lee Dayton and skippered by Bear Hovey, acknowledged us and seemed to be heading up to pass behind our stern at first and then all of a sudden it changed direction and bore off towards us when a puff hit them. The closing speed of both boats made it impossible to react, and even so, the tall rigs would have collided as we both would try to avoid the collision and heel the tops of the masts in opposite directions like two swords in a fencing match. For a couple of seconds we became mere passengers and watched the other boat drive their bow just forward of the chain plate on our starboard side. The noise was loud enough to be heard by nearby boats and the mark boat, which immediately radioed a chase boat to our assistance, fearing the worst: that

the boat would sink, or we may have injuries. Fortunately there were no injuries other than bruised egos. Bear and Lee were very apologetic and admitted their fault immediately. The force of the impact from their bow opened a sizable hole on the side of the boat, broke through the joint of the deck to the side and ripped the deck apart. Water immediately filled the forward flotation compartment, but fortunately the damage was forward of the bulkhead that separates the two side airtight compartments from the bow. We were pointing in the wrong direction and had to immediately come about and head north to Milford. The wind was still strong and even the light load from our sails kept the hole under water. We took in enough water to submerge the deck in a very short time. I feared that the boat would sink and prepared to tie an extra lifejacket to our 30 meter tow line so we could fix a location to recover the boat. Then I noticed that Phil, being very cool, calm and collected, was taking off his hiking vest which is also his built-in lifejacket and had moved aft to keep the bow high. I asked him if we would sink as I offered him a new lifejacket. He calmly replied that we were not sinking as long as the other three airtight compartments were not compromised. Thank God for Phil being with me during this stressful event. Lee and Bear dropped out of the race and kept a close eye on us as we were getting things under control. They even offered extra lifejackets. We managed to take the main down and get a tow line to the chase boat. The water had filled the cockpit but the boat remained stable as long as both of us stayed on the aft deck by the tiller. Under tow we were able to open the bailers and remove the water coming over the bow, but the airtight compartment was full and was dragging the bow under every time we hit a wave which was very often. Lee and Bear came alongside and offered us their boat to go back racing. Very Corinthian gesture and both Phil and I are grateful for their generosity.

We decided to take my boat out of the water and then put our sails on Lee's boat and take the boat for a practice run. We did not know what to expect as far as its condition and its competitive state. We were leading the series as we dropped out, so it was critical to remain competitive. The rules allow for redress hearing that will give us average points from the races completed for the race we missed. So we were planning to file for redress and be back Sunday at the starting line with the borrowed boat. The wind prediction was the same with northwesterly breezes in the high teens.

After we docked and bailed the water from the bow we put the boat on the trailer and shook hands with Bear and Lee who apologized again and explained how they momentarily lost control of the tiller. They graciously offered their boat to us and we took the opportunity to go back sailing. While the 3rd race was in progress at mid Sound, Phil and I realized that the boat needed a lot of tuning and changes to fit our requirements from the hiking straps to mast tuning. We went back tired and immersed in thoughts of how we could overcome this misfortune when we clearly had the ability to win the District Championship and the coveted Blue Star.

On Sunday we were early at Milford YC to take down the mast and re-measure and inspect everything. The wind

prediction was still for breeze conditions, so everything had to work well so we would not lose the rig or break the borrowed boat.

At the first race we had a good start at the leeward end and for the first time we were able to tune the boat during the race. Phil being in good shape was jumping in and out of the boat to reset the jib halyard and Cunningham tension. We managed to extract good speed upwind and we were pleased that we were competitive, but we did not have the edge that my newer boat had offered us, so we could not afford to make extra tacks or any unforced errors. The breeze had now increased to high teens with gusts well over low twenties; we were both hiking hard, but the set up on the skipper's straps was such that it made my feet feel numb and was cutting my endurance short. We rounded the top mark in a familiar second position in hot pursuit of the Boston fleet boat that jibed immediately to avoid us taking him up. Lee's boat had a system of backstay controls similar to the Lilia's, which under these windy conditions was scary, if not dangerous to jibe. So we avoided jibing unless we had to, which did not optimize our tactics, but at least we kept the rig in the boat in one piece. At the leeward mark we were still second, but immediately after the rounding we passed the leading boat and set our course to cover everyone behind us. At the top mark we rounded first with John Lombard in hot pursuit behind us. Lombard was the 2nd boat in the overall standings and we had to keep him behind us. At about 25 meters from the finish Lombard barely crossed in front of us on port and had to make another jibe towards the finish. We were very close ahead, and we kept pumping the main and riding the big waves. John managed to take the gun by the smallest of margins ever. We calculated that we were very even and the last race would determine the winner if we could finish ahead of Lombard to keep our average for the redress at 2 points and no more!

At the start of the last race I thought that the boats to windward would be over, but they managed to stay below the line and worse yet they managed to roll over us and we had to make several clearing tacks. This was developing to be a long race. Only nine boats remained in the race, as many got very tired in these difficult conditions and went home early. We split sides with the fleet in search of a clear lane. We picked some unexpected lifts, but the wind went so right that the rest of fleet was reaching to the mark which gave us the opportunity to catch up and round the mark fourth. We maintained this position until the last run, keeping John behind us by two positions, which would have given us first overall. Again we did not jibe unless we had to and that kept us from playing the shifts and the two boats behind us managed to squeeze by on both sides so we finished a disappointing 6th. The scores made our averages 2.5 points and after the throw-out we had 9 points while John had 8 and was awarded the Blue Star. I received the Green Star as the leading Novice. Great result for us when in my first year in the Stars in 2003 I finished 21st in a 23-boat fleet, in 2004 I finished 11th in a 24 boat fleet and now we just missed the first by one point. There is no doubt in either Phil's or my mind that if that incident had not occurred we would have won with room to spare.

I look back with satisfaction at the improvement I have made in two years of racing in this competitive class. Better yet, Phil appreciates my improvement and commitment to our objective and is very close to signing up for a long term plan

for next year and hopefully the 2008 trials. In 2007 in preparation for the Trials in 2008, we are planning on the commissioning of a new boat in January.

The Best Is Yet To Come!

2005 1<sup>st</sup> District Championship  
July 8-10, 2005

Pl	Sail	Yacht name	Skipper	Crew	Fleet	Subgp	R1	R2	R3	R4	R5	Points
1	7728	Hayaku	John Lombard	Rodrigo Meireles	Mid		6	2	1	1	4	8
2	8080	Team Poseidon	Fotis Boliakis	Phil Trinter	CLIS	Novice	2	rdg	rdg	2	6	9
3	7951	Mona Lisa	Peter Cusick	Serge Leonidov	Mid		8	5	2	6	1	14
4	7993	Junk Yard Puppy	John Bainton	Will Christensen	NB		4	1	5	4	5	14
5	7952	Kimmar	Benjamin Cesare	Patrick Bodden	Mid		9	6	3	7	3	19
6	7732	Night Light	Gary MacDonald	Greg Gahlinger	BH	M	7	12	10	5	2	24
7	8152	Maria II	Jack Button	Chris Batchelor	Mid	VGM	12	7	6	8	7	28
8	7565	Telluride	Dave Perry	John Courtney	CLIS		1	4	raf	3	dnf	29
9	8007	Serendipity	Bill Watson	Brian Sharp	CLIS	M	3	3	4	dnf	dnf	31
10	8068	Klaudina	Thierry de la Villehuchet	Danny Ronan	Mid	GM	13	8	8	9	dnf	38
11	8052	Don't Look Back	Stephen Braverman	Bob Coyle	BH		11	11	9	10	dnf	41
12	8035	Impromptu	David Bolles	Wachter / Carlson	Mid	GM	16	14	14	11	8	47
13	8218	Bold	Nelson Stephenson	Doug Carey	CLIS	M	10	10	7	dnf	dnf	48
14	7554	Troika	Emil Karlovsky	Chris Rogers	Mid	EVGM	14	9	13	dnf	dnf	57
15	7371	8 the Hard Way	Stephen Andrews	Ailene Rogers	HB	VGM	18	15	12	dnf	dnf	66
16	7763	--	Bear Hovey	Lee Dayton	Mid		5	dnf	dnf	dnf	dnf	68
17	7604	Ingrid Ekholm	Rich Gordon	Desmond Walsh	CLIS	M	15	dnf	11	dnf	dnf	68
18	7959	Bel Ami	Thorny Cook	Mike Young	CLIS	GM	17	13	dnf	dnf	dnf	72
19	7474	Robbie II	Charles Correll	Daniel Valleau	Mid	EGM	20	17	15	dnf	dnf	73
20	7650	--	Carlos Rivero	Jeffrey MacKenzie	BH		19	16	dnf	dnf	dnf	77

**71st J. Rulon Miller Series**

July 9-10, 2005

Chesapeake Bay Fleet, Gibson Island Yacht Club  
as reported on the Starclass website

The clouds from Hurricane Cindy were almost moved out and the breeze filled in around Noon from the Southeast. The race committee got two good races completed and one that was typical shifty (well, maybe a little more squirrely than typical) Chesapeake Bay stuff. After a great dinner in the air conditioned Boathouse, everyone retired to recover from the 90 degree day.

Sunday was predicted to be lighter and out of the west or north or something that just wasn't good. We attempted to sail in the Magothy River (sometimes there's better breeze inside) but ended up in the Bay again. The wind god tickled us with 2-4 kts. and then it died out completely. Three guns and we're back on the tow.

Trophies this year were silver frame with digitized photos from the 1938 and 1946 Miller Series. Thank yous to all the participants, to GIYS for continually hosting the event and to the Race Committee and volunteers for all their hard work.

71<sup>st</sup> J. Rulon Miller Series  
July 9-10, 2005

Place	Boat	Skipper	Crew	Sail #:	Fleet	R1	R2	R3	Total
1	8038	John Vanderhoff	Rowan Perkins	8038	NCB	2	3	2	7
2	8136	Henry Filter	Amlong/Filter	8136	AN	3	4	1	8
3	F2	Gunti Weissenberger	Chris Brown	8113	NCB	1	2	7	10
4	7444	Aaron Serinis	Will Wagner	7444	MES	4	1	6	11
5	Neva Jo	Murray Leigh	Ted Steeble	7454	CB	6	8	3	17
6	Ice Blue	Barbara Vosbury	Angelo Buscemi	7425	AN	5	9	4	18
7	7497	Kris Wilson	Bud Elsaesser	7497	AN	8	5	5	18
8	Mistral	Davis Buckley	Claude Engle Jr	7567	AN	9	6	9	24
9	Bop	Tom Price	Tom Price Jr	7313	CB	7	7	dns	26
10	Mary Jane	Sam Hopkins	Bart Kaplan	7970	AN	11	10	8	29
11	Bonita	Walter Risse	Norris Brock	7688	AN	10	11	10	31

**New York State Championship**

July 16-17, 2005

Seneca Lake Fleet

Report by Rick Burgess

On Friday as boats started to arrive at the Seneca Yacht Club, things did not look all that good out on the water. It was 90+ degrees with about the same humidity and not a breath of wind. The weather forecast did not look all that promising as the remains of hurricane Dennis were still in the area.

Well, lo and behold as the 19 boats from 10 different fleets arrived on Saturday morning there it was, a 14 to 18 mph southerly breeze. Now on Seneca Lake, which is about 55 miles long, and 3 miles wide, this is absolutely the best breeze we can get. The fleet left the dock and we were treated to 3 of the best races I have sailed all year.

The racing was extremely close and at the end of the day after three races it was John MacCausland in first with Arthur Anosov in 2nd, and Brian Cramer just two points behind in 3rd.

When we got back to the dock all I saw were faces with big smiles and a lot of people saying what a great time they just

had. Rob Eberling treated the fleet to his now famous Rum Punch over the next couple of hours and then the fleet was treated to a BBQ and fire works display at the home of Jan and Rick Burgess. All said and done it was a really great day on Seneca Lake.

When we arrived on Sunday morning there was still a very nice southerly in the 8 to 12 mph range. We left the dock and were treated to 2 more of what we had the day before, really great sailing. In the end it was John MacCausland taking home the big trophy and Arthur Anosov 2nd.

I want to thank Bob Westcott for organizing a really great regatta. I also want to thank Claude Bonanni and family for their very large contribution to the fireworks display on Saturday night.

As is always the case at regattas there are just way too many people to single out BUT, if I don't thank Marline Koberg and my wife Jan for their work in putting on the BBQ Saturday night I might not have a place to sleep, so thank you all.

I'm not sure how we will be able to top this year's regatta next year, but for those who were there I'll bet they will be there again next year.

New York State Championship  
July 16 – 17, 2005

Place	Skipper	Crew	Sail #	Fleet	R1	R2	R3	R4	R5	Tot
1	John Maccausland	Murphy	USA 8195	CR	1	1	2	1	3	8
2	Arthur Anosov	Brian Caesar	UKR 7640	TaB	2	3	1	2	2	10
3	Cramer	Cutting	CAN 8143	LOC	3	2	3	3	7	18
4	Anderson	Folsetter	CAN 7601	LOC	6	7	5	4	1	23
5	Steve Haarstick	Westcott	USA 7369	SL	4	5	4	7	5	25
6	Rick Burgess Jr	R Burgess Sr	USA 7824	SL	5	4	7	6	4	26
7	Reynolds	Arliss	USA 6569	SKL	7	6	6	12	11	42
8	Rob Eberling	Naimoli	USA 7207	SL	8	8	8	11	10	45
9	Waldick	MacPhail	CAN 6729	LOC	9	9	12	10	8	48
10	Schuchardt	Favaro	USA 7120	Grl	14	10	10	8	9	51
11	Barbeau	Richard	CAN 6415	Q	10	11	9	9	dnc	59
12	Claude Bonanni	Colman	USA 7833	TaB	11	12	13	14	14	64
13	Andre De La Porte	Maizel	CAN 6997	Q	12	dnc	11	13	12	68
14	Rodgers	Carey	USA 7677	BisB	dnc	dnc	dnc	5	6	71
15	Miller	Winthrop	USA 7009	LH	16	13	14	dnc	13	76
16	White	Carey	USA 7783	SL	13	dnc	dnc	dnc	dnc	93
17	Phipps	Fitzpatrick	USA 6450	SL	15	dnc	dnc	dnc	dnc	95
18	Holtze	Carey	USA 7463	SL	dnc	dnc	dnc	dnc	dnc	100
18	Hains	Scott	CAN 7626	LOC	dnc	dnc	dnc	dnc	dnc	100

**...shot with an artist's eye...**

Photographs by Jan Walker

Photos of the 2006 World's, 2006 MORC, and other Star events available on:

[www.RegattaActiveImages.com](http://www.RegattaActiveImages.com)





**ISCYRA****First District Meeting Minutes  
8:00 p.m., Saturday July 9, 2005  
Milford Yacht Club**

The remaining regattas on the 2005 Schedule were discussed by respective fleet members:

Marblehead NOOD  
Ned Hay  
Master's at Cedar Point YC  
Bedford Pitcher  
Nutmeg  
Larchmont Columbus Day

The 2006 Schedule was discussed.

The 2006 District's at Boston Harbor will probably take place in August, but the BH fleet members will check with the Cottage Park Y.C. before firming up the date.

The 2006 Master's will take place in Milford, with the date dependent on the timing of the District's at Boston.

The designated regatta for the 2006 Tri-District Series will be the Ned Hay.

Steve Braverman discussed the Multi-Class regatta concept. Should limit the number of such regattas to two or so each year.

Nelson Stephenson discussed the holding of a Centennial event in 2011. The ample parking lot at Cedar Point makes that yacht club the obvious choice for venue.

John Bainton discussed the question of increasing regatta fees. While the idea of a bare bones regatta sounds appealing, when asked very few meeting attendees voted for this concept.

The District presently has about \$2600 for trophy maintenance.

In reviewing the District Trophy maintenance issue most trophies needed to have their winner plaques updated.

Submitted, July 11, 2005

David Bolles, District Secretary

**2005 1st District Schedule**

July 30-31 Marblehead NOOD, BH  
Aug. 6-7 Make A Wish (Secretary's Cup), BH  
Aug 13-14 Ned Hay, CA  
Aug. 20-21 New England Masters, CLIS, Cedar Point YC  
Sept. 10-11 Bedford Pitcher, CLIS (Tri-District Qualifier)  
Sept. 17-18 Nutmeg Regatta, Mid, Milford YC  
Oct. 8-9 Larchmont Columbus Day Regatta

**2005 2nd District Schedule**

July 23-24 2nd District Blue Star. Tred Avon YC  
Aug 6-7 2nd District Green Star, MES, Miles River YC  
Aug 13-14 79th Lipton Cup, Tred Avon YC  
Sep 10-11 SSA Fall Regatta, AN, Severn Sailing Assoc.  
Sep 24-25 54th Fall Wind Up, Tred Avon YC  
Oct 1-2 Shuster Regatta (Tri-District Qualifier), MES  
Oct 29-30 Etchells / Star Fall Regatta, AN, Annapolis YC

**2005 12th District Schedule**

Aug 6-7 Sunapee Open (Tri-District Qualifier), SUN  
Sep 10-11 Lake George Open, LG, Northern Lake George  
Sep 17-18 FLASIR, Ithaca  
Sep 24-25 Chili Regatta, SL, Seneca Lake, New York

**EMIL'S CORNER**