

1ST DISTRICT NEWSLETTER

Volume 7, No.2

February, 2006

WINTER REGATTA SCHEDULE

20th District

Feb 11-12 Masters' Regatta, Coral Reef YC, Miami
Feb 18-19 Fort Myers Regatta, Royal Palm YC
Mar 5-10 Bacardi Cup, Coral Reef YC, Miami

5th District

Feb 18-19 SCYA Mid-winters, California YC, Santa Monica

ISCYRA

Feb 17-23 South American Championship, Rio de Janeiro

2006 TRI-DISTRICT REGATTA SCHEDULE

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

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

1st District

May Indian Harbor Regatta CANCELLED
June 17-18 Arms-White (Mid) Tri-Dist Qualifier FOCUS
July 14-16 1st District Blue Star (Boston) FOCUS
Aug 5 – 6 Make –A-Wish Regatta, Boston Harbor, MA
Aug 12-13 Ned Hay (Cape Ann) Rockport, MA FOCUS
Aug 19-20 New England Masters (Mid) Milford, CT
Sept 9-10 Bedford Pitcher (CLIS) Westport, CT FOCUS
Sept 16-17 Nutmeg Regatta (Mid)
Oct 7-8 Larchmont Columbus Day Regatta

2nd District

Apr 8 SSA Spring Tune Up, SSA, Annapolis
Apr 28-30 Annapolis NOOD
May 6-7 MRYC Spring Regatta, Miles River
May 20-21 Lippincott Memorial, Annapolis
May 23-26 ISCYRA Western Hemi Champs, Annapolis
June 24 SSA Keelboat, SSA, Annapolis
July 8-9 Miller Series, 2nd D Blue Star, Gibson Island
Aug 5-6 Miles River
Aug 12-13 Lipton Cup, TAYC, Oxford MD
Sept 9-10 SSA Fall Regatta, SSA, Annapolis
Sept 30-Oct 1 Fall Wind Up, Oxford, *Tri-District Qualifier*
Oct 7-8 Shuster Regatta, Miles River
Oct 21-22 Etchells / Star Fall, Annapolis YC

12th District

June 3-4 Tomahawk Regatta, Lake Hopatcong, NJ
June 24-25 NY State Champs, Seneca Lake, NY
July 14-16 12th District Blue Star, Lake Hopatcong, NJ
Aug 5-6 Sunapee Open, NH, *Tri-District Qualifier*
Sep 9-10 Lake George Open, NY
Sep 16-17 FLASIR
Sep 23-24 Chili Regatta, Seneca Lake, NY

For a complete Regatta Schedule see last page.

FEBRUARY-MARCH REGATTA INFORMATION

2006 ZAG Masters Regatta

February 11 – 12

Coral Reef YC, Miami, Florida

The skipper must be 50 years old. Registration is on Saturday from 9:00 to 10:00. There will be an entry fee of \$100.

The first race starts at 12:00 noon on Saturday with two races planned. One race is planned for Sunday starting at 11:30 AM.

Trophies will be given for 1st, 2nd, 3rd in Masters and Grand Masters and for 1st and 2nd in Exalted Grand Master categories.

Sailing Instructions: <http://www.stardistrict20.org/docsall/2006ZAGMastersRegatta.pdf>

Coral Reef Yacht Club <http://www.coralreefyachtclub.org>

2484 South Bayshore Drive, Coconut Grove, FL 33133

Phone (305) 858-1733 Fax (305) 854-5911

US Sailing Center <http://www.uscmiami.org>

2476 South Bayshore Drive, Coconut Grove, FL 33133

Phone (305) 856-8412 Fax (305) 854-0122

The monthly storage fee for a Star is \$150 plus tax.

Fort Myers Regatta

February 18 – 19

Royal Palm YC, Fort Myers, Florida

Registration opens Saturday at 8:30 AM. There will be an entry fee of \$90. The first race will start at 11:00 AM with two races planned for Saturday as well as a great party. There will be one race on Sunday.

John Chiarella jcdcstar@yahoo.com

2006 Bacardi Cup

March 5 – 10

Coral Reef YC, Miami, Florida

To sail in this event you will need to complete an Application for Invitation. For applications received prior to February 14th, the entry fee is \$100. For applications received after February 14th there will be an additional \$50 late fee. The Application for Invitation can be completed online, payment can be made online through the PayPal Account, accepting VISA, MasterCard, American Express and Discover Card, or you can mail in a check with a copy of the Application Form. All mailed entries must be postmarked prior to February 14th, 2006 or the late fee will apply.

Sailing Instructions, Notice of Race, etc:

<http://www.stardistrict20.org/racing/calendar.htm>

Coral Reef Yacht Club <http://www.coralreefyachtclub.org>

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JANUARY 2006 REGATTA RESULTS

BOB LEVIN MEMORIAL

January 7-8, 2006

Biscayne Bay Fleet, Coral Reef YC, Miami

By Jock Kohlhas and Carroll McCallum

Fifty-two boats from nine countries participated in the Levin Memorial Regatta held on Biscayne Bay. John Kostecki and Austin Sperry dominated the fleet by being the only boat never to have a finish out of the single digits. Only one point separated the next four boats, with Will Stout and Darrel Hiatt

taking second at 26 points and Philippe Presti and Jean-Philippe Saliou taking third with the like number of points.

A high pressure area centered over Florida provided beautiful conditions. Saturday morning began with strong, gusty northwest winds with shots up to 25 knots. After flying out to the starting line on screaming reaches, (one pre-race demasting and one rounding up aground,) the fleet avoided further casualty while the RC considered posting a course 1. Then as the wind moderated slightly, course 4 was posted. There was one general recall and the black flag was up. Most of the fleet started at the pin and went left, perhaps thinking of the Biscayne Bay rule "when the wind is left of 360, go left." Andy Horton and Brad Nichol won the race.

By the time the second race began the breeze was in the 12-15 knot range though even less steady in direction. We were given course 3, again with long legs. At the first mark the boats that came out of either the far left or far right were in the lead, making out better than those who went up the middle. On the second beat the left paid and again on the final beat the left side of the course was good until the last few tacks to the finish which favored boats to the right where there was more pressure. The race was won by the eventual regatta winners, John Kostecki and Austin Sperry.

Sunday dawned with temperatures near freezing but by the first race the 70° sunshine had returned. The wind came in at 10° and 8 -10 knots. The RC took the fleet a long way down the bay to the starting line, and put up course 3. Again there was one general recall. The tide was flooding for the whole race. On the first beat the boats that tended right, going up along Biscayne Key, seemed to gain an advantage that was less pronounced on the next two beats. Augie Diaz and Bruce Hatfield sailed brilliantly to win the final race of the regatta, moving them up to 4th place and only one point out of the tie for second.

For a story on the Levin by winning crew Austin Sperry, see the Star Class web-site Results page:

http://www.starclass.org/search.cgi?Action=view&Event_id=912

Biscayne Trophy

January 21 – 22, 2006

Biscayne Bay Fleet

Olympic Classes Regatta

January 24 – 27, 2006

US Sailing

Coral Reef Yacht Club, Miami, Florida

The Biscayne Trophy Regatta and the US Sailing Olympic Classes Regatta, sailed on contiguous days, drew 70 Star Boats to compete on Biscayne Bay in Miami. Of the ten Olympic classes sailing in the Olympic Classes Regatta, the Star Class was the largest fleet. There were representatives from 18 countries and from 17 Star Class districts.

In the final race of the Olympic Classes Regatta only the top ten boats in the standings were allowed to participate. Four representatives from the US qualified and took 2nd, 3rd, 4th, and 9th place. The First District was honorably represented by Andy Horton of the Narragansett Bay Fleet with his crew Brad Nichol of Lake Sunapee, New Hampshire, placing 2nd overall.

2006 Bob Levin Memorial

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	Pts.
1	8230 John Kostecki	Austin Sperry	WSFB	6	1	7	14
2	8067 Will Stout	Darrel Hiatt	SDB	10	14	2	26
3	7879 Philippe Presti	Jean Philippe Saliou	FdeSA	12	5	9	26
4	8045 Augie Diaz	Bruce Hatfield	BisB	4	22	1	27
5	8222 Rick Merriman	Rick Peters	SDB	7	12	8	27
6	8157 Mark Mendelblatt	Mark Strube	TaB	5	4	25	34
7	8162 Andy Macdonald	Brian Fatih	NH	3	10	22	35
8	8187 Hammish Pepper	David Giles	Isol	14	16	5	35
9	8136 Henry Filter	Will Wagner	AN	22	3	11	36
10	8061 Andy Lovell	Magnus Liljedahl	NOG	8	8	23	39
11	8025 Andy Beadsworth	David Carr	SO	13	25	3	41
12	8143 Brian Cramer	Tyler Bjorn	LOC	9	2	31	42
13	8195 John MacCausland	Shane Zwingelberg	CR	17	13	15	45
14	8177 Karl Anderson	Scott Norris	BH	24	9	16	49
15	8080 Fotis Boliakis	Phil Trinter	CLIS	25	24	4	53
16	8176 Erik Lidecis	Michael Marzahl	NH	15	26	12	53
17	7995 George Szabo III	Eric Monroe	SDB	16	19	19	54
18	7899 Mike Milner	Matt Johnston	LOC	2	21	38	61
19	7515 Ross Adams	Stewart Hall	WH	19	17	26	62
20	8044 Martin Siese	Bill McNiven	N	35	18	10	63
21	8215 Bill Allen	Brad Lichter	WH	27	15	21	63
22	8043 Jock Kohlhas	Carroll McCallum	BisB	37	7	20	64
23	8156 Andy Horton	Brad Nichol	NB	1	bfd	13	67
24	7640 Arthur Anosov	David Caesar	TaB	11	6	dns	70
25	8235 Larry Whipple	Darin Jensen	PS	31	11	30	72
26	7763 Bear Hovey	Lee Dayton	Mid	20	29	24	73
27	8239 Mark Reynolds	Hal Haenel	SDB	18	bfd	6	77
28	7713 Peter McChesney	Paul Anlong	AN	32	31	14	77
29	8217 Todd Gay	Scott Anderson	LS	21	35	36	92
30	7986 Hyde Perce	Chris Rogers	WH	30	34	29	93
31	7228 Joe Zambella	Eric Beckwith	BH	29	32	33	94
32	8095 Gunti Weissinberger	Chris Brown	NCB	34	36	27	97
33	8153 Eric Doyle	Brian Sharp	SDB	bfd	27	18	98
34	8231 Sam Rowse	Rob Bowers	Sun	33	30	39	102
35	8236 Steven Kelly	Bill Holowesko	N	bfd	23	28	104
36	7370 Rob Emmet	Guy Avellon	AN	23	39	42	104
37	8175 Jim Babel	Jon VanderMolen	GL	28	38	40	106
38	8072 Doug Smith	Mike Moore	SMB	bfd	37	17	107
39	7714 Jimmy Pahun	Vincent Berenguier	FdeM	36	40	34	110
40	8037 Peter Wright	Don Wright	BisB	26	bfd	32	111
41	8128 Bill Culberson	David Reich	MoB	bfd	20	41	114
42	8038 John Vanderhoff	Rowan Perkins	NCB	dnc	28	35	116
43	8063 Bert Collins	Angelo Buscemi	AN	dns	33	47	133
44	7988 Brad Anderson	Larry Scott	LOC	dnc	dns	37	143
45	7434 Bill Parks	Clark Anderson	WH	dnc	dns	43	149
46	7369 Steve Haarstick	Chris Haarstick	Sen	dnc	dns	44	150
47	7934 Karl Von Schwarz	Rich Wharton	AN	dnc	dns	45	151
48	7521 Jay Tyson	Ian Clough	TaB	dnc	dns	46	152
49	7193 William Joyce	Matt Freeman	WLM	dnc	dns	48	154
50	7964 Ch. Kohlerman IV	Ch. Kohlerman III	NCB	dnc	dns	49	155
51	8028 Maurice O'Connell	Edmond Pezz	Isol	dns	dns	dns	159
51	8163 Tom VanderMolen	Dave Jackson	GL	dnc	dns	dns	159

Six teams represented the First District in the OCR. Three boats came out of Boston Harbor. Karl Anderson and Scott Norris led, placing 25th overall. Tomas and Luis Hornos and Carlos Rivero also represented Boston Harbor. Tomas, at age 17, was the youngest competitor in the Star, and took a third place in the third race. Two skippers, Fotis Boliakis and William Swigart, represented Central Long Island Sound.

Andy Horton and Brad Nichol's day by day description of the Olympic Classes Regatta, posted on the Star Class website, is reprinted here:

Day 1: The weather this morning was perfect -- crisp breeze and not a cloud in the sky. It was perfect Miami weather, and a lot of people decided to enjoy it with us - 70 are in the Star class.

Whether it was nerves or just a crowded launching area we're not certain, but the day began inauspiciously for us as we were hit by some of our competitors on the way to the race course. Later we broke a cleat on the main sheet. While we were fixing it with one of the spares provided by Harken, we ran aground. Thankfully we shook it all off before the start of the first race. We decided to be a bit conservative by not being too aggressive on the starting line, not sailing out to any corners and not pushing the kinetic limits downwind since there are judges on the water.

We started the first race one third of the way down from the windward end and after two quick tacks we found a lane. We worked the middle of the course and rounded the top mark in tenth. As the densely packed fleet worked downwind, we decided to gybe onto port at the first opportunity. We gained several boats on the run and rounded the leeward mark in fourth. Upwind, the right side seemed strong, so we followed the big clouds and the wind they traditionally bring up the right side to round the weather mark in third. On the last leg, we continued to sail fast and finished the race second overall, trailing only current world champion Xavier Rohart from France.

Between races, the wind lightened and after the first general recall it was light enough that most of the crews were up on deck. We had a good start but the Japanese team on our windward hip was quick enough to prevent us from clearing our air on the right side of the course. We didn't feel fast and spent too much time looking around the boat to figure out why which made matters worse. The traditional weather pattern had inverted and there was less wind near the clouds this time, but we sailed for the clouds anyway. Once we got caught in the middle of the fleet it was hard to find clear air, and we were only able to manage a 25th place finish.

Day 2: Day two of the OCR was a test in concentration and patience with two races run in difficult conditions. The race committee postponed the fleet on shore until the sea breeze filled in around 10:30 AM. Still, there wasn't much wind.

The light air in the first race tested racing fundamentals: set the boat up well, hit the starting line with speed, tack on the first shift, and focus all the way around the race course. And it worked. We hit that first shift and were in perfect shape to take the lead and hold it all the way around the race course. At the very end of the race we got caught in a bad set of power boat waves, and with the wind so light and the fleet so talented, that's all it takes to lose one boat at the finish line, which unfortunately we did. Still, we were very happy to post a second place in these tough conditions.

The second race proved to be a bit more challenging. Yesterday there were twenty boats over the line, though the race committee only penalized the dozen they could see, making the temptation to push the line that much greater, though the risk/reward tradeoff has been difficult to judge. Being conservative sometimes makes clear air and a good lane more difficult to find on the first beat, and we may have erred too far on the safe side in the second start.

We sailed a good beat the first time up, but got caught in a tight fleet just shy of the layline. With that much bad air we rounded mid fleet (that's about 35th). It is amazing how tight all the mark roundings are and how easy it is to drop 10 boats in 30 seconds. A good run and a great last beat allowed us to finish 19th on the three leg course.

Day 3: Wow, what a long day! Three races in a shifty northerly breeze takes a lot out of you. We sailed conservatively, knowing that the northerly breeze would provide plenty of passing lanes all day. We wanted to be patient since we think we are somewhat stronger in shifter winds -- if two guys from the northern lakes are good at anything, it is hitting shifts. We were fast and smart in the first two races (with a touch of luck), finishing 4th and 6th. In the third race, we showed good speed most of the way around the track but ended up on the wrong side of a shift at the end, finishing 23rd.

We had good starts a third of the way down from the boat. We had good speed and led the fleet to the first mark in the first race. On the final legs, we sailed up the middle of the course as the fleet split sides. Three boats who gambled and won passed us and we finished fourth overall. In the second race, we would have made it to the first mark in second place but decided to duck several starboard tackers at the weather mark on the port tack layline. The fleet was tight all race and we finished sixth amongst a big pack down wind.

In the final race the wind became patchy -- lulls as low as 10 knots and gusts around 20 knots. The puffy breeze shifted through 30 degrees and the final shift on the final beat was a 60 degree righty. We were all over the place trying to stay in phase but got caught on the left in the final right shift and dropped a dozen boats. Ah well, sometimes you miss one!

In these conditions it is tough to consume enough food and water. It is even more difficult to keep your body and mind focused for three races in windy conditions. We apologize for not writing more, but our brains have stopped functioning.

We are now in second overall with finishes of 2, 25, 2, 19, 4, 6, 23. This puts us in second place overall, and we are the top American team with three races to go. If our finishes seem erratic, consider this: only one team (George Szabo and Eric Monroe) have finished in the top TWENTY in every race.

Day 4: This was the last day of regular competition at the MORC As we sailed out of the harbor, we expected light and shifty winds from the NNE at 6-8 knots. By the time we started the first race, we were battling 16-18 knots of breeze, significant directional swings, and plenty of chop. This made for two VERY challenging races. We concentrated on sailing clean, keeping the boat and mast upright, and sticking with the top of the fleet. Once again the racing was close with seconds separating the boats in the top of the fleet.

We posted two 13th places today, putting us in third place for the series. The French team posted a pair of single-digit finishes and have statistically won the regatta. Szabo/Monroe won the first race and were 17th in the second race and are in second.

The "medal race" is a new change to the Olympic format. The final race is sailed by only the top 10 boats after the first 9 races (with one discard). Tomorrow we will square off in this high-stakes race on a short course against Rohart (FRA), Szabo (USA), Loof (SWE), Presti (FRA), Pepper (NZL), Dane (USA), Kusznierevicz (POL), MacDonald (CAN), and Reynolds (USA). The scoring is changed in

this medal round, with this race counting for double in the final score. Additionally, the score from this race cannot be discarded. We are honored to be in the company of all these Olympic medalists, world champions, and hemisphere champs.

We're expecting a strong breeze tomorrow (25 knots NE). Rohart and Rambeau have won the Star class mathematically heading into the final race with a 48-point lead. We are only 6 points out of 2nd place, so anything is possible.

Day 5: The top 10 boats after the first four days of racing were separated from the other 60 to sail a final "medal race" on Friday. The medal race is a new change to the Olympic format that will make debut in Beijing and regatta organizers have incorporated it into recent events. This was only the second time it had ever been used and the first time ever in the Western Hemisphere. The final race counts double for everyone's scores (so a first place finish is worth two points, a second place finish is four points and so on), and it cannot be discarded from anyone's scores. As any change is, there was some controversy surrounding the new system and some concern about how it would change the racing.

While we knew we had to do well and put several boats between us and the second place team, our game plan was to try to sail a clean race and not lock up into a two-boat race unless the situation naturally presented itself. It was windier than it had been all week, with a gusty, shifty northeaster that was at least twenty knots. The course was also shorter than the previous races to compact the fleet (in fact, the final race only took 36 minutes, whereas the others were at least 90 minutes). We did not see a situation to push our closest competitors over the starting line early so we began to sail our own race. After the start there was a large left shift. We wanted to tack but were pinned by Phillipe Presti and Jean-Philippe Saliou on our windward hip. Up the course, other boats began to tack on each other furiously. The tone was set and we no one wanted to give an inch. In fact, the boats which were able to avoid the rest of the fleet began to separate from the pack of disturbed air and constant tacking. John Dane and Austin Sperry began to extend on the right side of the beat and we tried to follow their lead.

We rounded the windward mark in fourth and were immediately able to calculate our position in the regatta due to the smaller size of the fleet. This was a pleasant benefit and made the racing very interesting for us and the sizeable fleet of spectator boats who came out to see the action. Every decision became ultra-tactical. We gained a place on the run and tacked around the leeward mark out to the left side of the beat where we found better pressure and a favorable shift. We gained another place to move into second around the third mark and were able to hold that position into the finish. The second place team of George Szabo and Eric Monroe finished ninth, allowing us to move into second place in the final standings.

At the awards ceremony, we were awarded silver medals for our efforts. While we were unable to defend our 2005 OCR title we were the top American team again and combined with our second place finish at the 2005 Pacific Coast Championships, we were named the #1 ranked team on the US Sailing Team in the Star class for the second consecutive year.

2006 Biscayne Trophy

Pl	Sail	Skipper	Crew	Fleet	R1	R2	R3	Pts.
1	8144	Iain Percy	Steve Mitchell	Sol	2	3	1	6
2	8168	Ross MacDonald	Mike Wolfs	EB	1	2	3	6
3	8140	Marc Pickel	Ingo Borkowski	Brm	4	5	5	14
4	8191	Freddy Loof	Anders Ekstrom	Bk	13	1	4	18
5	8230	John Dane III	Austin Sperry	MoB	7	4	7	18
6	8127	Robert Scheidt	Bruno Prada	GuB	14	9	2	25
7	8180	Francesco Bruni	Gilberto Nobili	Pal	18	6	6	30
8	8044	Peter Bromby	Bill McNiven	Isol	16	8	11	35
9	7995	George Szabo III	Eric Monroe	SDB	5	17	15	37
10	8028	Maurice O'Connell	Edmund Peel	Isol	20	10	9	39
11	8153	Eric Doyle	Brian Sharp	SDB	19	18	12	49
12	8195	John MacCausland	Shane Zwingelberg	CR	29	12	10	51
13	7515	Ross Adams	Stewart Hall	WH	21	19	23	63
14	8187	Hamish Pepper	Karl Williams	Isol	36	21	13	70
15	8143	Brian Cramer	Tyler Bjorn	LOC	40	14	16	70
16	8045	Augie Diaz	Roman Gotsulyak	BisB	33	25	18	76
17	8023	Lee Kellerhouse	Bill Bennett	NH	28	28	27	83
18	8037	Peter Wright	Dan Wright	JP	41	29	14	84
19	7713	Peter McChesney	Paul Amlong	An	31	35	20	86
20	8215	Bill Allen	Brad Lichter	WH	34	31	22	87
21	8061	Andy Lovell	Magnus Liljedahl	NOG	8	7	dns	89
22	8217	Todd Gay	Scott Anderson	LS	49	22	21	92
23	8238	Philippe Kahn	Joe Londrigan	Isol	52	24	24	100
24	7370	Rob Emmet	Guy Avellon	An	39	36	29	104
25	7715	William Swigart	Chris Rogers	CLIS	45	41	25	111
26	7601	Brad Anderson	Doug Folsetter	LOC	50	33	28	111
27	8236	Steven Kelly	F. DeCardenas	N	27	15	dns	116
28	8145	Afonso Domingos	Bernardo Santos	CP	26	16	dns	116
29	8128	Bill Culberson	Julian Bingham	MoB	59	30	30	119
30	7714	Jimmy Pahun	V. Berenguer	FdeM	54	34	32	120
31	8224	Luca Modena	M. Marchesini	NG	24	23	dns	121
32	8239	Mark Reynolds	Hal Hael	SDB	10	38	dns	122
33	8136	Henry Filter	Will Wagner	An	35	13	dns	122
34	8038	John Vanderhoff	John Avis	NCB	43	11	dns	128
35	7995	Tony Herrmann	Eric Herrmann	WLM	55	42	31	128
36	8176	Erik Lidecis	Michael Marzahl	NH	30	27	dns	131
37	8080	Fotis Boliakis	Phil Trinter	CLIS	bfd	44	17	135
38	8101	Michael Jones	Peter Merrington	LMac	42	20	dns	136
39	7626	Terry Line	Larry Scott	LOC	58	47	33	138
40	7979	Kunio Suzuki	Daichi Wada	Isol	51	bfd	19	144
41	8077	Tom Londrigan Jr	John Corrigan	LS	47	bfd	26	147
42	8231	Sam Rowse	Rob Bowers	Sun	64	50	34	148
43	7793	Tomas Hornos	Luis Hornos	BH	63	51	35	149
44	8232	Henrik Dannesboe	Yves-Eric Doussot	BSL	37	39	dns	150
45	8107	Xavier Rohart	Pascal Rambeau	Ni	3	dns	dns	151
46	7434	Bill Parks	Clark Anderson	WH	62	52	37	151
47	8116	Philippe Presti	Jean P. Saliou	FdeSA	6	bfd	dns	154
48	8189	Bill Field	Brian O'Mahony	SMB	bfd	43	38	155
49	8162	Andy Macdonald	Brian Faith	NH	dnf	dns	8	156
50	7640	Arthur Anosov	David Caesar	TaB	56	26	dns	156
51	8157	Mark Mendelblatt	Mark Strube	TaB	9	dns	dns	157
52	8170	M.Kusznierewicz	Dominik Zycki	Isol	11	dns	dns	159
53	7369	Steve Haarstick	Todd Schumacher	SL	53	32	dns	159
54	8175	Jon VanderMolen	T C Belco	GL	48	37	dns	159
55	8222	Rick Merriman	Rick Peters	SDB	12	dns	dns	160
56	7970	Sam Hopkins	Bart Kaplan	An	68	54	39	161
57	8234	Peter Conde	Andrew Hunn	--	15	dns	dns	163
58	7836	Iain Murray	Andrew Palfrey	LMac	17	dns	dns	165
59	7802	Bert Collins	Matthew Freeman	An	46	45	ocs	165
60	7300	Michael Dunstan	Simon Reffold		22	dns	dns	170
61	7999	Tiani Hausen	Michael Page	BisB	60	dns	36	170
62	7907	Fabian MacGowan	Federico Engelhard	OL	23	dns	dns	171
63	7816	Marko Hasche	Helge Langmaak	--	57	40	dns	171
64	8177	Karl Anderson	Scott Norris	BH	25	bfd	dns	173
65	8059	Peter Vessella	Mark Brink	WSFB	32	dns	dns	180
66	7934	Karl Von Schwarz	Rich Wharton	An	61	49	dns	184
67	8083	John Chiarella	Bob Carlson	Sun	65	46	dns	185
68	8094	Jali Makila	Eki Heinonen	Fin	38	bfd	dns	186
69	8095	G. Weissenberger	Chris Brown	NCB	44	dns	dns	192
70	7202	John Richardson	Bucky Buchanan	MES	67	53	dns	194
71	7650	Carlos M Rivero	Hector Longarela	BH	bfd	48	dns	196
72	7521	Jay Tyson	Ian Clough	BisB	66	dnf	dns	214

2006 Miami Olympic Classes Regatta

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Pts.
1	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	1	9	26	1	6	3	1	5	2	dnc	50
2	USA 8156	Andrew Horton	Brad Nichol	NB	2	25	2	19	4	6	23	13	13	4	86
3	USA 7995	George Szabo III	Eric Monroe	SDB	14	4	5	10	19	13	12	1	17	18	94
4	USA 8230	John Dane	Austin Sperry	MoB	20	13	9	6	29	8	22	19	1	2	100
5	NZL 8187	Hamish Pepper	Carl Williams	Isol	5	14	22	8	ocs	4	3	22	18	8	104
6	FRA 8116	Philippe Presti	Jean-Philippe Saliou	FdeSA	3	10	31	11	11	2	36	15	10	12	105
7	SWE 8227	Fredrik Lööf	Anders Ekström	BK	13	1	19	22	5	10	15	11	16	16	106
8	CAN 8168	Ross Macdonald	Mike Wolfs	EB	10	8	51	3	10	1	39	23	9	10	113
9	USA 8239	Mark Reynolds	Hal Haenel	SDB	dnf	2	10	14	16	23	6	14	23	6	114
10	POL 8170	Mateusz Kusznierewicz	Dominik Zycki	Isol	12	ocs	16	36	1	20	8	6	3	14	116
11	USA 8222	Richard Merriman	Rick Peters	SDB	21	18	7	7	20	18	14	3	21		108
12	AUS 7836	Iain Murray	Andrew Palfrey	LMac	6	3	30	5	26	7	30	21	12		110
13	GBR 8025	Andrew Beadsworth	David Carr	SO	7	15	42	17	12	26	28	9	6		120
14	USA 8162	Andrew Macdonald	Brian Fatih	NH	9	5	33	9	34	14	34	25	4		133
15	USA 8157	Mark Mendelblatt	Mark Strube	TaB	8	28	24	25	ocs	17	24	7	7		140
16	GBR 8144	Iain Percy	Steve Mitchell	SO	4	ocs	6	33	8	24	59	4	8		146
17	USA 8061	Andy Lovell	Magnus Liljedahl	NOG	11	ocs	39	4	3	48	11	17	20		153
18	ITA 8224	Luca Modena	Marchesini Michele	NG	19	12	1	44	30	31	16	10	37		156
19	BRA 8127	Robert Scheidt	Bruno Prada	GuB	26	6	13	38	17	ocs	40	2	14		156
20	USA 8176	Erik Lidecis	Michael Marzahl	NH	43	24	14	13	rdg	39	17	32	30		169
21	ITA 8180	Francesco Bruni	Gilberto Nobili	Pal	15	30	50	16	36	21	2	ocs	11		181
22	USA 8153	Eric Doyle	Brian Sharp	SDB	25	22	17	29	ocs	35	21	16	24		189
23	CAN 7775	Hans Fogh	David Caesar	LOC	44	33	20	2	14	25	18	40	41		193
24	FIN 8094	Eki Heinonen	Jali Makila	FIN	37	29	15	15	38	44	20	18	22		194
25	USA 8177	Karl Anderson	Scott Norris	BH	22	11	58	46	23	19	33	8	33		195
26	USA 8132	Vince Brun	Doug Brophy	SDB	24	ocs	4	34	9	15	57	31	25		199
27	AUS 8234	Peter Conde	Andrew Hunn	LMac	18	23	12	57	49	34	9	29	26		200
28	POR 8145	Afonso M Domingos	Bernardo Santos	CP	23	16	27	21	2	9	37	dnf	dnc		205
29	GER 8140	Marc Pickel	Ingo Brokowski	Brm	34	dsq	37	47	7	29	38	20	5		217
30	JPN 7979	Kunio Suzuki	Daichi Wada	Isol	41	dnf	11	20	15	57	7	33	38		222
31	IRL 8028	Maurice O'Connell	Edward Peel	Isol	17	17	23	35	21	16	27	dns	dnc		226
32	ARG 7907	Fabian MacGowan	Federico Engelhard	OL	16	20	48	12	27	28	25	51	51		227
33	CAN 8143	Brian Cramer	Bjorn Tyler	LOC	27	35	8	43	41	36	10	35	52		235
34	USA 8045	Augie Diaz	Roman Gotsulyak	BisB	32	34	28	45	39	12	46	30	34		254
35	CAN 7899	Mike Milner	Matt Johnston	LOC	28	47	60	51	28	5	44	27	28		258
36	USA 8245	Jon VanderMolen	TC Belco	GL	30	46	41	27	24	42	29	46	35		274
37	BAH 8236	Steven Kelly	Fernando de Cardenas	N	56	49	35	18	53	11	48	28	39		281
38	USA 8136	Henry Filter	Will Wagner	An	29	44	57	58	22	32	43	24	31		282
39	USA 8215	Bill Allen	Brad Lichter	WH	36	37	25	40	18	ocs	52	34	46		288
40	USA 7876	Andrew Landenberger	James McCarthy	--	52	31	43	50	51	50	13	48	15		301
41	USA 8080	Fotis Boliakis	Phil Trinter	CLIS	39	38	36	55	35	43	42	41	32		306
42	USA 7986	Hyde Perce	John Corrigan	WH	45	36	38	32	33	49	49	45	29		307
43	GER 7971	Robert Stanjek	Frithjof Kleen	BF	33	ocs	32	30	13	ocs	26	38	ocs		312
44	FRA 7714	Jimmy Pahun	Vincent Berenguier	--	48	ocs	45	23	40	30	41	36	50		313
45	USA 8217	Todd Gay	Scott Anderson	LS	42	40	40	54	37	27	56	39	42		321
46	USA 8238	Kahn Philippe	Joe Londrigan	Isol	58	19	47	37	52	22	63	44	44		323
47	USA 8023	Leland Kellerhouse	Bill Bennett	NH	38	26	44	24	50	37	62	56	49		324
48	USA 8231	Sam Rowse	Rob Bowers	Sun	49	43	61	31	42	38	32	43	48		326
49	USA 8195	John MacCausland	Shane Zwingelberg	CR	ocs	32	54	56	31	45	50	37	36		341
50	UKR 8096	Vasyl Gureyev	Volodymyr Korotkov	Ukr	46	ocs	34	39	dnf	58	5	50	40		342
51	AUS 7300	Michael Dunstan	Simon Reffold	LMac	47	ocs	59	42	45	54	45	26	27		345
52	AUS 8101	Michael Jones	Peter Merrinton	LMac	35	ocs	21	59	47	41	35	49	ocs		357
53	GER 7552	Mathias Miller	Manuel Viogt	--	dnc	dnc	65	53	32	47	19	12	ocs		368
54	USA 8163	Tom VanderMolen	Dave Jackson	GL	57	39	29	26	56	53	58	dns	53		371
55	CAN 7601	Brad Anderson	Doug Folsetter	LOC	53	27	67	63	55	33	53	47	43		374
56	USA 7715	William Swigart	Chris Rogers	CLIS	60	50	55	64	44	51	47	53	19		379
57	USA 8043	Jock Kohlhas	Conrad Brown	BisB	54	51	46	49	46	52	51	42	45		382
58	USA 8059	Peter Vessella	Mark Brink	WSFB	40	7	18	41	dnc	dnc	dnc	dnc	dnc		386
59	USA 7793	Tomas Hornos	Luis Hornos	BH	55	42	3	ocs	58	56	61	ocs	56		401
60	USA 8122	Claude Bonanni	Richard Burgess	TaB	63	48	52	60	48	55	31	54	55		403
61	SUI 8232	Henrik Dannesboe	Yves-Eric Doussot	BSL	31	ocs	68	28	dnf	dnf	4	dnc	dnc		411
62	USA 8189	William Fields	Brian O'Mahoney	SMB	61	41	53	52	43	46	54	dnf	dnc		420
63	USA 8095	Gunti Weissenberger	Chris Brown	NCB	50	21	63	66	dnc	dnc	dnc	52	47		439
64	USA 7650	Carlos Rivero	Hector Longarela	BH	59	45	49	48	54	dnc	dnc	57	57		439
65	USA 8063	Bert Collins	Matthew Freeman	An	51	52	64	67	57	40	60	55	dnf		446
66	USA 7248	John Henry	Jay Lankford	MES	62	54	62	65	60	59	55	58	54		464
67	GER 7816	Marko Hasche	Helge Langmaak	Att	64	53	56	62	59	dnf	dnc	dnc	dnc		504
68	USA 7970	Sam Hopkins	Bart Kaplan	An	65	55	66	61	dnf	dnc	dnc	59	dnc		516
69	ARG 8169	Alberto Zanetti	Ariel Simonet	OL	dnc	dnc	dnc	68	dnc	dnc	dnc	dnc	dnc		558

EMIL KARLOVSKY Star Sailing Master

By Guy Gurney and C. McCallum

Emil Karlovsky has been sailing Stars for 30 years, all of them as a member of the First District, Mid-Connecticut Fleet, sailing out of Milford Yacht Club. He believes he is currently the oldest Star Boat sailor in the world.



EMIL KARLOVSKY
Photo by Guy Gurney

Emil was born in 1915, the youngest of three children. When he was born, his family was living in New Haven, Connecticut while his father worked toward a doctorate degree in Theology at Yale. Emil's father, Ludwig Karlovsky, also had a PhD degree in Philosophy from the University of Budapest, and eschewed his hereditary Slovakian title in deference to the two PhDs he earned. When Emil was 3 ½ years old, the family returned to live in Czechoslovakia where they owned a castle fifty kilometers from Vienna.

As a child, Emil studied piano. His mother would not let him take fencing lessons for fear he would damage his wrists and impair his piano playing. Emil still plays effortlessly, producing haunting Slovakian melodies from memory. Like his father, Emil enjoyed studying, and determined to become a doctor of medicine. He attended six different universities as his family moved around Eastern Europe. At age 27, in his last year of medical school in Prague, Emil's studies were interrupted when Hitler invaded Poland. He was in Innsbruck at the time and was able to travel to Genoa, Italy and on to the US. His mother and sister had been vacationing and instead of going home, traveled directly to the US. Emil embarked on SS Manhattan in 1941, the last ship out of Genoa. The night he arrived in Genoa, he checked into the best hotel with a view of the harbor, to find it full. He shared a bed with four other travelers, making do by sleeping crosswise. The ship stopped in British Gibraltar where Emil's berth mate was arrested and Emil was questioned: had he seen the fellow taking pictures? Emil said he hadn't noticed; he himself was too busy watching girls. Still, he remembers seeing the line in the water where the Mediterranean meets the Atlantic.

The ship went on to the Canary Islands, took the long route south to avoid German U-boats, and finally to New York. There he joined his mother and sister, staying at the Pierre Hotel. His brother, Ludo (the 11th in a line of Ludwig Karlovskys), was working at the St. Regis at the time. Six years Emil's elder, Ludo had been thrown out of prep school in England, first Eton then Exeter. The brothers had spent several summers together in England. Their spoken English was good because they had an English governess and at one point an English jockey was hired to teach them to ride (as a result, Emil liked to ride with his stirrups short, jockey style.) Ludo liked to spend money. While in England in 1934, he bought a sailboat, hired a crew, and sailed to Barcelona. He then called first one grandfather and then the other asking for money. When Emil arrived in the US in 1941 Ludo had a job managing the bars and wine cellars of the St. Regis, a job provided for him by the Russian Prince Oblenski, a friend of Emil's father. Ludwig was already in the US, working to publish a Slovakian language newspaper.

When Emil paid his bill at the Pierre he used a \$5,000 bill which his maternal grandfather had given him. When he'd arrived in the US, all he'd had was this single bill and his qualifications from school. When Emil was 19 his maternal grandfather had given him enough money to be independent. This grandfather was also Slovakian but had made his way in the US starting as a foreman in a Danbury, Connecticut hat factory. When Emil's mother and father moved back to Czechoslovakia, the grandfather went with them. Beside the castle outside Vienna, the Karlovsky family owned 5,000 acres of farmland rented out to tenant farmers. They were gradually going broke. The castle belonged to Emil's father and two aunts but eventually Emil's mother and grandfather came to own 29% of the property as the grandfather bailed out the original Karlovskys. Grandfather had his money in US dollars and the exchange rate was 35 crowns to a dollar.

In 2002 the heirs of the Karlovsky estate in Slovakia gave the castle back to the government, which would not let them keep the land unless they worked it themselves for two years. The castle would have needed a couple million to maintain. It did have central heat and running water thanks to having been used during the war as a women's health asylum. It had previously had running water drawn from a well in the central courtyard by a pump turned by horses. Similarly, horses turned a generator for electricity stored in batteries. The castle had been built in the 18th century by Fisher von Erlach, the same architect who built the Opera House in Vienna. It was square, with a carriage entry in the back and a central courtyard. It had 44 rooms and a Catholic Chapel, though the Karlovskys were Protestant. The surrounding land was flat and productive.

The Karlovskys kept Hungarian Lipizzaners to pull their carriages. Emil remembers being picked up at the train station by a carriage and four horses, being driven through town to the castle. Hungarian Lipizzaners are different than the better known Spanish Lipizzaners. The Hungarian are also white in color with a black ring spotting, but have less bulky musculature; "more like ballerinas," says Emil.

Emil graduated from Medical school in the US in 1946. He took a job as Chief of Surgery in the army, then, in 1952 started an Ob/Gyn practice in New Haven. He continues to work 2 days a week.

Being well established by 1957, Emil went to Milford Yacht Club to try sailing a Lightning. He joined the club and two months later bought a Six-Meter. She was wood, made in Denmark and he named her *Ursula*. He went out to watch the Stars and 210s racing and found that he could sail faster in his Six-Meter than the boats racing. So he bought a 210 to join in the competition, only to find that he couldn't keep up...at first. Emil sailed 210s for 20 years and has a

trophy wall in his house with 250 trophies, the grandest from sailing in the 210 class. He keeps his Star trophies in two groups: those he earned for his racing prowess, and those he "didn't earn," awarded for being the oldest in his class.

Emil's first 210 was number 332, named *Gruntlet* (a play on gauntlet). He bought his second 210, #165, another Ursula, from Allegra Mertz (sister of Arthur Knapp) of Larchmont. When Emil was Fleet Captain of the 210 fleet there were often 30 boats on the starting line. The boats were kept on moorings in the harbor. One of the hot competitors was Peter Costa.

One day Mead Batchelor came up to Emil and suggested they swap boats for the day. He said he wanted to try out a 210 and would let Emil sail his Star in exchange. Emil now realizes he was "schnookered." Mead had no interest in the 210, he just wanted to get Emil in the Star because he knew Emil would want one. Indeed, Emil bought Mead's Star #4035, an Etchells, and named her *Aquarius*. Emil remembers she was fabulously fast upwind but a dog downwind. After two years, meeting Lippincott at Southern Lake George, he bought a new Lippincott, #6054. She had a blue-green deck, so he named her *Grasshopper*. She was an excellent boat except she would "hobby-horse." Even so, Emil and Judy placed 6th in the Olympic trials in *Grasshopper*.

Emil and Judy were married in 1970 and she crewed for him until one regatta on Northern Lake George when it was blowing. While trying to get between the little islands of Northern Lake George they hit a rock hard and Judy declared she would never get back in a Star.

Emil next bought a Melges from Peter Costa, #6535. She was christened *Grasshopper II*. She was such an incredible boat that Costa later tried to buy her back. She rocked herself. In light air she would ghost along when nobody else could move.

During the '70s there were 20 Stars in the Mid-Conn fleet, and during the '80s there were often 30. Emil owned #68?? for one race, Peter Wright's Mader, then sold it to MacCausland. For a longer time he owned Star #7222, and named it *Nocka*, which in Slovak is a "little night", a night when you do not score. Emil's current Star is #7554, a Mader named *Troika*. Troika is Russian for the three horses that pull a sled. Fifteen years ago, while buying Judy a diamond, Emil discovered a beautiful brooch in an antique shop. It is a representation of three Star Boats. It was made in Europe before the war and Emil has tried to no avail to find its origin, even contacting the Prince of Greece who owned three Star boats before the war.

Emil sends *Troika* to MacCausland every winter to have her cleaned up and everything made "top notch."

Ten years ago, taking the cover off his Star, Emil discovered two black feathers inside the boat. He stuck the feathers in his straw hat and has worn two feathers ever since so that now his hat with feathers is well recognized.

Emil particularly remembers sailing in the 1993 International Masters Regatta in Bermuda. At one point he was in 3rd place, when Tom Londrigan's boat hit him and broke the backstay. Marshall Brown crewed for Emil in that regatta. The Browns, Karlovskys and Mead Batchelor stayed in a hotel called the Little Pomerana that turned out to have a ghost. Emil is sure he and Judy heard the ghost crashing about on several nights, but they never saw a soul.

Emil says he has lots of Star stories that he cannot tell for fear of losing friends, but one that he is willing to recall involves the large

white car with plush red interior belonging to one of the swimming pool members of Milford Yacht Club. Finding it convenient one Saturday, the "pool" member parked her car under one of the hoists in the boatyard, leaving the windows down a crack but locking the car. Emil came in from the races and after getting his boat out and washed with the car in the way, decided the right reproof for such foolishness was to put the running hose into the open car window, filling the car with water.

That same evening, Emil drove his sports car as fast as he could around and around the center flower bed at the front entrance of MYC. For these high spirits he was barred from the clubhouse for one month, though still allowed to sail.

Emil's wry sense of fun has been the source and inspiration for the monthly cartoons printed in this newsletter.

In February every year Emil goes to Miami for the Masters' Regatta, with Chris Rogers as his crew in recent years. Emil has won the title of Grand Master, for being over 60, Exalted Grand Master, for being over 70 and Very Exalted Grand Master, for being over 80. He will be sailing again this year and doubts that anyone will beat him in the over 90 category (he will be 91 in August). He is not sure what title will be given for the over 90 category but has heard of several possibilities:

MGM Maximo Grand Master
 UGM Ultimate Grand Master
 AGM Alto Grand Master
 EGM Exhausted Grand Master
 DND Damn Near Dead

Emil says the reason he has sailed a Star for so long is the people. They are unique individuals who love not just the sport but also the competition with the top sailors in the world.

As for getting under the boom; it has never been a problem, and for the aches and pains after racing, Emil refuses to take anything stronger than Advil.

NEW BOATS, SAILS AND COVERS

Mader Boats: <http://www.bootswerft-mader.de/>

In the U.S. contact John MacCausland: 856 428 9094

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

Fritz Sails: www.fritz-segel.de

Marine Spars: www.marinespars.com

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

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

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

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

Emmeti Spars: e-mail: mastagl@tin.it

Folli Boats, Lariovela Boatyard:

e-mail: lariovela@tin.it

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

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: rhovey@worldnet.att.net (9-01)

7471 Mader, 1989. Completely updated and perfectly faired. 2001 Spartech mast; hyfield levers on uppers for downwind speed; double mainsheet; new Spartech Boom; Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: Bainton@BaintonLaw.com (5-04)

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

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:

office@starclass.org Fax:847-729-0718 / Office:847-729-0630

ISCYRA

1545 Waukegan Rd., Glenview, IL 60025-2185

2006 REGATTA SCHEDULE

(see <http://www.starclass.org/search2.cgi?Action=calendar> for details)

Date	Org.	Event
Feb. 3 - 5	Dist. 9	2006 Primo Cup - Tropee Credit Suisse
Feb. 11 - 12	Dist. 20	Masters' Regatta, Coral Reef, Miami, FL
Feb. 17 - 23		ISCYRA 2006 South American Championship
Feb. 18 - 19	Dist. 5	SCYA Midwinters, Calif YC, Santa Monica, CA
Feb. 18 - 19	Dist. 20	Royal Palm Regatta, Ft. Meyers, FL
Feb. 22 - 23	Dist. 3	Billy Goat Regatta
Mar. 5 - 10	Dist. 20	2006 Bacardi Cup, Coral Reef, Miami, FL
Mar. 22 - 26	Dist. 14	Expert Olympic Garda 2006
Apr. 1 - 2	Dist. 5	ABYC Olympic Classes, Long Beach, CA
Apr. 1 - 2	Dist. 13	Frühjahrs-Verbandsregatta
Apr. 14 - 21		ISCYRA 2006 Eastern Hemisphere Championship
Apr. 15 - 16	Dist. 5	Green Star, Bahia Corinthian, Newport Beach, CA
Apr. 28 - 30	Dist. 2	NOOD, Annapolis, MD
May 4	Dist. 5	Starlight Series thru Aug., CYC, Santa Monica, CA
May 6 - 7	Dist. 2	Ousler Memorial, Miles River, MD
May 20 - 21	Dist. 2	Lippincott Memorial, Annapolis, MD
May 20 - 21	Dist. 13	Erich F. Laeisz Preis
May 23 - 26		ISCYRA '06 Westrn Hemi (Spring)Champs, Annapolis, MD
May 23 - 28	Dist. 13	F. Laeisz International German Championship
May 24 - 28	Dist. 13	Holland Regatta
May 27 - 29	Dist. 1	Memorial Day Club Regattas
May 27 - 28	Dist. 5	Rollins Bowl, San Diego, CA
June 3 - 4	Dist. 12	Tomahawk, Lake Hopatcong, NJ
June 17 - 18	Dist. 1	Arms-White, Milford, CT
June 17 - 18	Dist. 5	Baxter Bowl, NYHC, Newport Beach, CA
June 17 - 25	Dist. 13	2006 Kiel Week
June 24	Dist. 2	SSA Keelboat, Annapolis, MD
June 24 - 25	Dist. 12	NY State Champs, Seneca Lake, NY
July 1 - 3	Dist. 1	Independence Day Club Regattas
July 8 - 9	Dist. 5	King of Spain / Blue Star, CYC, Santa Monica, CA
July 8 - 9	Dist. 2	J Rulon Miller / Blue Star, Gibson Island, MD
July 14 - 16	Dist. 1	Blue Star, Boston Harbor, MA
July 14 - 16	Dist. 12	Blue Star, Lake Hopatcong, NJ

July 21 - 23 Dist. 10 Swedish Champ. & 10th Dist. Championship
 July 22 - 23 Dist. 5 Lipton Cup, Santa Barbara, CA

Aug. 5 - 6 Dist. 2 Miles River Annual, Miles River, MD
 Aug. 5 - 6 Dist. 12 Sunapee Open, Lake Sunapee, NH
Aug. 5 - 12 ISCYRA 2006 European Championship
 Aug. 12 - 13 Dist. 1 Ned Hay, Rockport, MA
 Aug. 12 - 13 Dist. 2 Lipton Cup, Tred Avon YC, Oxford, MD
 Aug. 19 - 20 Dist. 1 New England Masters', Milford, CT
 Aug. 19 - 20 Dist. 13 Bahnwärterpreis

Sept. 2 - 3 Dist. 13 Herbst-Verbandsregatta
 Sept. 2 - 4 Dist. 1 Labor Day Club Regattas
 Sept. 9 - 10 Dist. 1 Bedford Pitcher, Cedar Point YC, Westport, CT
 Sept. 9 - 10 Dist. 2 SSA Fall Regatta, Annapolis, MD
 Sept. 9 - 10 Dist. 12 Lake George Open, Lake George, NY
 Sept. 16 - 17 Dist. 1 Nutmeg, Milford, CT
 Sept. 16 - 17 Dist. 5 Pitcher Series/OD Weekend, San Diego, CA
 Sept. 16 - 17 Dist. 12 FLAISER
 Sept. 23 - 24 Dist. 5 Pacific Coast Champs, San FranYC, Belevedere, CA
 Sept. 23 - 24 Dist. 12 Chili Regatta, Seneca Lake, NY
 Sept. 27 Dist. 5 Calvin Paige/World's Tune-up, San Francisco, CA
Sep 27-Oct 8 ISCYRA 2006 World Championship, San Francisco, CA
 Sep 30-Oct 1 Dist. 2 Oxford Fall Wind-up, Oxford, MD

Oct. 7 - 8 Dist. 1 Larchmont Columbus Day, Larchmont, CT
 Oct. 7 - 8 Dist. 2 Shuster / Green Star, Miles River, MD
 Oct. 20 - 22 Dist. 5 Pre-Olympic Trials, Calif YC, Santa Monica, CA
 Oct. 21 - 22 Dist. 2 Etechells/Star Fall Regatta, Annapolis, MD

Nov. 11 - 12 Dist. 5 Ash Bown/OD Weekend, San Diego, CA
Nov. 14 - 19 ISCYRA 2006 North American Championship, Miami, FL
 Dec. 9 - 10 Dist. 5 Kriss Kringle, San Diego, CA

