

The third start attempt was good. The line was committee boat favored and most of the local knowledge tacked to port pretty quickly and dug in to the right. Mark and I followed. Ivey / Nichol were leading at the weather mark, Mark and I rounded in second and MacCausland / Meireles were third.

Szabo / Sperry were leading a group of boats, (a fair distance behind us) sailing a much higher high course, caught some nice puffs, and gained a bunch on us. A nice puff allowed MacCausland / Meireles to pass us about two-thirds down the reach. We broke the cardinal rule of not getting out of the wake from the boat in front of us (I hate when that happens). Bromby / Pritchard sailed low on the second reach and gained initially, but we managed to hold them off and round the bottom mark in third.

The lead would change several times on the second beat. It was very exciting. Mark and I managed to grab the lead at the weather mark in front of Ivey / Nichol, followed by Bromby / Pritchard and MacCausland / Meireles.

We all started out on starboard gybe on the run. All the crew were looking back, trying to figure out where the next puff would come from, but nothing was obvious, at least not to me. Bromby / Pritchard and MacCausland / Meireles gybed first. By the time we gybed, we barely managed to keep our bow out in front of them, but we did and the three of us were all on the lay line towards the leeward gate. Ivey / Nichols had gybed last. Initially, it didn't look good for them, but as we sailed along, they got in to some nice pressure and were able to regain the lead, rounding the right gate marker, just ahead of us. Mark and I led Bromby / Pritchard and MacCausland / Meireles around the left gate.

We seemed to have things pretty much under control, going up the third beat, when all of a sudden my hiking strap broke. I almost fell out of the boat. Mark grabbed hold of me as my body was balancing on the rail. At first I thought that I was okay, but since I didn't make it back in the boat on the first attempt, I was no longer sure. It could have gone either way, but as it turned out, I made it back inside the boat safely. In the meantime, we had gotten out of sync with the shifts and from seemingly having the situation under control, we were now fighting to stay in the game. Luckily, I still had one part of the hiking strap to support my legs although it wasn't strong enough for the full load. I made sure to hold on to the backstay or the sheet or something else during the remainder of the race. Going swimming was not an option. Szabo / Sperry and Hovey / Converse were the furthest to the right, and they gained huge as a port lift put them on the lay line from far away. We somehow managed to keep the lead and started out on the reach with nothing but smooth water ahead of us.

The three top boats would now make a huge jump on the rest of the fleet. Ivey / Nichol, Bromby / Pritchard and our

boat got some really nice puffs and took off. Szabo / Sperry and a few other boats sat in near total calm by the mark. There was nothing that they could do to change it.

The final beat was a matter of covering one another, and as result, we would finish in the same order as the previous lap.

Top three:

1. Reynolds / Liljedahl
2. Ivey / Nichols
3. Bromby / Pritchard

Second race

Wind strength: 10-18 knots

Wind direction: 270 degrees

Course: # 3 (W-L-W-L-W)

The second and third race were double headers i.e. two races in one day. The first start attempt was good. We worked left, keeping a close eye on Ivey / Nichol. Sustronk / Wolf followed us almost tack for tack, but at one point, as we flipped back to starboard, they dug further in to a shift and grabbed the early lead. We followed them around the weather mark. The impressive spectator fleet cheered on as Ivey / Nichol rounded in third. Throughout the regatta, the spectators supported the home team during every mark rounding and finish. Nothing's better than that.

We stayed on starboard for a while, but as Ivey / Nichol and Schofield / Braverman gybed, we followed, barely able to keep our nose out in front of them. The leaders gybed last and we were able to draw almost even with them about 4/5 down the leg. However, a genius couple of gybes by the Canadians, toward the end of the run, put them well out in front again.

The second beat had us cover Ivey / Nichols way out on the left side of the course. Sustronk a.k.a Otis and Mike Wolf, held off any challenges that we made and we all rounded the in the same order at the top of the course.

Ivey / Nichols pulled very close to us about 2/3 down the second run, but we managed to regain the momentum as the breeze shifted left and increased in pressure. The Canadians were almost out of sight at the bottom of the run.

The last beat was almost all a port tack. We made one little hitch over to the left, but that was all that we needed. Ivey / Nichols made their starboard tack later and shorter than ours, and as a result, Schofield / Braverman passed them, half way up the final leg.

Top three;

1. Sustronk / Wolf
2. Reynolds / Liljedahl
3. Schofield / Braverman

Third race

Wind strength: 5-11 knots

Wind direction: 320 degrees

Course: # 2 (W-R-R-W-L-W-R-R-W)

One nice thing about sailing on a small lake is that the port is never far away, nor is the starting line. Most of us sailed to shore between the races, reloaded our guns and then went back out for the next round.

We waited around for some time while the breeze settled. Well it never really did, but it got better - let's put it that way. The first start was a general recall, which was too bad for us. Reynolds had put us in a very nice position by the committee boat and I doubt that we were over early. However, fact is fact and we all had to come back to the starting line for another try. Aided by the black flag, this attempt was good. Our start was almost as good as the first one. There was a lot of tacking up the first beat. Mark did a fantastic job and we seemed to be out front by a fair margin, about two-thirds up the beat. A big lefty filled in and all of a sudden our apparent lead had shrunk to a second place around the weather mark. Rickard / Carlson had a narrow lead on us and MacCausland / Meireles and Bromby / Pritchard followed in third.

The wind was "fluky" as we came very close to the shore by the yacht club. It looked to me as though we should gybe - and we did - but it was a mistake. As a result Bromby / Pritchard and MacCausland / Meireles passed us and we had to settle for fourth around the gybe mark.

We passed Rickard / Carlson on the second reach and followed the leaders around the bottom mark. The second beat had a lot of tacks in it as well, but perhaps I should stop mentioning that. Every beat in this race, and I guess most of the beats on this lake, has a lot of tacks. We did a pretty good job this time and managed to pass MacCausland / Meireles and we almost had the "island" combo Bromby / Pritchard. We were lifted on a starboard tack to the mark, but the lift was so big that they laid it from where they were and squeezed around the mark just inside of us. Bromby / Pritchard gybed as soon as they rounded the weather mark and so did we. As I was setting the pole, Mark yelled, "Let's gybe back, we forgot the offset mark." We ended up rounding the offset mark in first, overlapped with MacCausland / Meireles, but our bow was out front, just a little bit.

The run was very exciting. Bromby / Pritchard gybed away from us, but made no gain. We rounded the left gate in first, with MacCausland / Meireles second and Bromby / Pritchard third.

Mark and I had a great rounding. MacCausland / Meireles tried to dip below us on a long port tack. Bromby / Pritchard went the opposite way, a long starboard tack, in to shore. When they finally tacked, their bow was down, but moments later they got lifted big time. We scrambled to get back in it, but it was too late. Another few boats past

us as well and we barely managed to beat Londrigan / Londrigan to finish fifth in the race. MacCausland / Meireles did a good job recovering from where we were and finished third.

Top three:

1. Bromby / Pritchard
2. Schofield / Braverman
3. MacCausland / Meireles

Fourth race

Wind strength: 7-14 knots

Wind direction: 130 degrees

Course: # 2 (W-R-R-W-L-W-R-R-W)

This was without a doubt the coldest and rainiest day of the championship series. The proximity to the yacht club made it possible for a quick pit stop for some hot soup and coffee. Some of us took a hot shower, fully dressed in our sailing gear. It was certainly a great relief, although temporary.

Mark and I had another great start and we were able to play the shift and round the weather mark in first, followed by Szabo / Sperry and Fiumara / Chambers. We held on for the next lap, but then lost the lead to Szabo / Sperry who rounded the weather mark just a couple boat lengths behind us. They got inside of us on the run and as the righty puff came in, they got in it first, even though we gybed simultaneously to port. We both rounded the left gate marker. It was very shifty and puffy. Mark sailed great and we managed to pass them and regain our lead at the top of the triangle. We held on to the lead for the next lap and won the race. Bromby / Pritchard stayed in fourth place most of the race and kept that position through the finish line.

Top three:

1. Reynolds / Liljedahl
2. Szabo / Sperry
3. Fiumara / Chambers

Fifth race

Wind strength: 7-12 knots

Wind direction: 100 degrees

Course: # 2 (W-R-R-W-L-W-R-R-W)

This race was pretty similar to the previous race. Our start wasn't as good, but we did have clear air from the very beginning. Bromby / Pritchard jumped out to take the early lead. Then it happened again, my hiking strap broke and I almost went for a swim. It was a very similar feeling from the earlier time. We had made a decent repair job and re-stitched the seam of the hiking band, but we failed to realize that the band actually had two seams. Anyway, it caused some discomfort for the remainder of the race, but chances were that the outcome of the race would not have been any different, if it had not broken.

Somehow we lifted off Bromby / Pritchard on a starboard tack and got to the weather mark in first. Mark said "I'm not sure how that happened," and smiled. What he said was true. Sometimes you are just in the right place at the right time. It's a combination of skill and timing.

We managed to stay low and sail straight to the gybe mark on the first reach. Bromby / Pritchard, Sustronk / Wolf and MacCausland / Meireles all sailed higher than us. What we thought would be a nice gain evaporated as some nice puffs brought them closer to us. However, we held on to the lead on both reaches and rounded the bottom mark in first.

Bromby / Pritchard sailed very well up the second beat and passed us as we rounded the weather mark for the second time. They held us off on the following run, beats and reaches, to win the race.

Top three:

1. Bromby / Pritchard
2. Reynolds / Liljedahl
3. Schofield / Braverman

Sixth and final race

Wind strength: 4-6 knots

Wind direction: 205 degrees

Course: #4 (W-L-W-L-W)

The only team that could beat us for the overall championship, going in to the last race was Bromby / Pritchard. In order to do so, they would have to win the race, and at the same time, keep us out of the top three. Counting all of our races, we had eleven points and with a drop, they had eight. Bromby / Pritchard could drop to third, but for that to happen, Schofield / Braverman (13 points with a drop) had to win the race and keep Bromby / Pritchard out of the top five.

During the sail out to the start on the first day of racing, Mark and I had identified some names and sail numbers which we figured would be most likely to do well in this regatta. Some of numbers I knew by heart, but the ones I didn't know, I wrote down on the deck. There were only two boats that Mark cared about going in to the last race. Obviously, Bromby / Pritchard were under intense surveillance, but we also kept an eye on the local team of Ivey / Nichol, who at least during the first couple of races, could do no wrong.

We followed the Bermuda / Bahamas team closely even before the warning signal. Wherever they would go, we would follow. With about one minute to go, we had them pinned to weather of us, forcing them outside of the committee boat, at the weather end of the line. They were in a very difficult spot. However, another leeward boat did something similar to us, and while Bromby / Pritchard had tacked around and gybed back in to the starting line, we sat head-to-wind, with no boat speed, on the wrong side of the

committee boat, as the gun went off. Someone had heard me say "NOOOOO" which had turned in to a "YESSSS" as two guns were fired, indicating a general recall and another chance for us.

The second attempt had the black flag (one minute rule) in effect. Bromby / Pritchard were a lot more aggressive this time around as they followed us during the first few minutes of the sequence. This time they wanted the pin end and they didn't give us much opportunity to get to leeward of them. With about 15 seconds to go, another team got in between us. They both ended up with zero boat speed at the gun. Bromby / Pritchard rounded the leeward pin-boat and re-started. Mark and I could not live on the starboard tack, we flipped to port and ducked a series of boats, before being able to go back left. Bromby / Pritchard were now on a starboard tack, below us. We matched them, tack for tack until we were on the port lay line, with about 1/3 of the leg remaining. We got to the weather mark in about mid twenties (the right side had paid off). The numbers of premature starters were posted on black board and Bromby / Pritchard's number was on it. Mark said "It's a done deal, we won", and then added "now let's see how well we can do in this race."

The right side was bad news, as we learned by the time we got to the leeward gate. We had lost a bunch! The three remaining legs were better for us and we climbed back to 12th at the finish. Sustronk / Wolf (CAN) won the race, leading from the beginning to the end. Szabo / Sperry challenged but had to settle for second, while Hendershot / Vranderick had their best race of the week to cross the line in third.

Top three:

1. Sustronk / Wolf
2. Szabo / Sperry
3. Hendershot / Vranderick

2002 NORTH AMERICAN RESULTS

The Tune-Up Race showed what lake sailing could be like. Perhaps in part because of this, while most of the contestants went out to start in or join in on the Tune-Up Race, only sixteen boats persevered to finish the race. The boats which finished were the following:

TUNE-UP RACE

Pl.	Sail#	M?	Skipper	Crew	Fleet
1	8068		John MacCausland Jr.	Rodrigo Meireles	CR
2	7639		Sam Rowse	John Wulff Jr.	Sun
3	7876		Doug Schofield	Steve Braverman	AN
4	7371		Peter Cusick	Rob Bowers	Mid
5	8035	GM	David Bolles	Alejandra Bolles	Mid
6	7222		Bear Hovey	Bud Converse	Mid
7	6767	M	John Fox	Nancy Fox	BH
8	6425		Chris Eldredge	Rice	Sun
9	8015	GM	Tom Londrigan	Joe Londrigan	LS

10	7793		Brian Cramer	Carson	LOC
11	7964	EM	Don Gray	Wayne Pierce	Mid
12	7088	GM	Jay Ogilvy	Greg Meyer	Sun
13	7620		Ken Allen	Shoreman	WH
14	6756	GM	Steve Andrews	Ailene Rogers	HB
15	7615	M	Richard Sears	Ken Sears	CD
16	8036	GM	Jack Rickard	Bob Carlson	WH

2002 NORTH AMERICAN RESULTS

Pl	Sail	M?	Skipper	Crew	Fleet	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points
1	8067		Mark Reynolds	Magnus Liljedahl	SDB	1	2	5	1	2	[12]	11
2	7988		Peter Bromby	Pritchard	ISOL	3	11	1	4	1	[BFD]	20
3	7876		Doug Schofield	Steve Braverman	AN	[9]	3	2	5	3	9	22
4	7592		Paul Sustronk	Mike Wolf	LOC	5	1	12	[17]	8	1	27
5	8068		John MacCausland Jr.	Rodrigo Meireles	CR	4	10	3	6	6	[14]	29
6	7830		Andrew Ivey	Brad Nichol	Sun	2	4	[19]	8	5	15	34
7	7847		Jake Fiumara	Joe Chambers	CA	11	7	10	3	10	[DNF]	41
8	8015	GM	Tom Londrigan	Joe Londrigan	LS	12	8	6	[16]	11	4	41
9	7614		Karl Anderson	Richardson	BH	13	[14]	8	11	4	10	46
10	7465		Ben Cesare	Amlong	Mid	17	12	[18]	7	14	6	56
11	8017		Todd Gay	Brewer	LS	[BFD]	9	14	18	13	5	59
12	7371		Peter Cusick	Rob Bowers	Mid	14	15	[17]	10	15	7	61
13	8036	GM	Jack Rickard	Bob Carlson	WH	8	20	4	9	21	[32]	62
14	7986	M	Bill Allen	Bruce Hatfield	WH	6	19	13	14	12	[27]	64
15	7631		George Szabo III	Austin Sperry	SDB	DNE	5	[11]	2	7	2	69
16	7222		Bear Hovey	Bud Converse	Mid	7	[42]	20	13	9	21	70
17	7927		David Ivey Sr.	Bill Faccone	Sun	[25]	16	7	12	16	19	70
18	7824	M	Rick Burgess	John Jenkins	GrL	16	6	[22]	15	19	16	72
19	7565	EM	John Button	Chris Batchelor	Mid	18	24	[33]	19	27	8	96
20	7970		Nelson Stephenson	Steven Glackin	CLIS	21	17	[31]	20	18	25	101
21	7067	M	Bill Hendershot	Alain Vranderick	ISOL	27	30	21	[34]	29	3	110
22	7468	GM	John Siljander	Robert McKie	BH	19	27	9	[40]	37	20	112
23	7265		Josh Pypers	Timberlake	CA	AVG	21	[32]	24	25	18	112
24	7852	GM	David Robinson	Jon Robinson	Sun	15	23	[35]	27	17	33	115
25	7951	GM	David Chittick	Mike Whitford	Mid	26	[39]	23	32	24	11	116
26	7639	M	Sam Rowse	John Wulff Jr.	Sun	24	26	16	21	31	[38]	118
27	7835	GM	Dick Atkinson	Bruce Pariseau	Sun	23	13	27	33	AVG	[37]	120
28	8000	EM	Harry Walker	Arthur Anosov	BisB	20	[34]	26	23	23	31	123
29	7192	M	David Cook	Paul Skarin	Sun	[29]	18	25	29	28	26	126
30	7793		Brian Cramer	Carson	LOC	[DNF]	40	36	22	20	13	131
31	7930	GM	John Chiarella	Terry Fletcher	Sun	10	25	40	25	34	[DNF]	134
32	6831		Duane Delfosse	Bob Cook	Sun	31	32	24	[36]	22	29	138
33	6320		Ken Luczynski	Maher	BH	34	[47]	15	38	39	22	148
34	7620		Ken Allen	Shoreman	WH	22	33	41	31	[42]	23	150
35	6425		Chris Eldredge	Rice	Sun	39	[46]	30	26	26	41	162
36	6756	GM	Steve Andrews	Ailene Rogers	HB	32	[48]	38	39	33	24	166
37	8035	GM	David Bolles	Alejandra Bolles	Mid	40	29	29	[44]	35	34	167
38	6985		Nat Cook	Wiggin	Sun	35	[43]	39	35	32	30	171
39	6767	M	John Fox	Nancy Fox	BH	[DNF]	22	46	46	DNC	17	184
40	7088	GM	Jay Ogilvy	Greg Meyer	Sun	38	31	28	[DNS]	DNC	35	185
41	7615	M	Richard Sears	Ken Sears	CD	37	41	37	[47]	30	40	185
42	6572		Dag Lidbeck	Tyler	Sun	28	28	48	[DNC]	40	DNC	197
43	8099		Bill Farrar	Monk Bancroft	Sun	DNE	45	[47]	28	36	36	198
44	7512	M	Robert Teitge	Martín Calabrese	DR	[DSQ]	DNS	DNC	30	38	28	202
45	7729		Thomas Flinn	Flinn	LH	33	44	43	42	41	[BFD]	203
46	7964	EM	Don Gray	Wayne Pierce	Mid	30	37	44	41	[DNC]	DNF	205
47	7315	GM	Bill Pike	Brian Garland	Sun	43	38	34	48	[DNC]	42	205
48	6854	M	Robert Sutor	Robert Stevens	Sun	41	35	45	[DNF]	DNC	43	217
49	6979	EM	Joe Goodnough	Brad Leavitt	Sun	42	50	42	45	[DNC]	39	218
50	5609	GM	John Blom	Alexandra Blom	Sun	36	49	49	43	43	[DNC]	220
51	7554	EM	Emil Karlovsky	Don Cronan	Mid	44	36	[BFD]	37	DNC	BFD	223
52	7785	GM	Davis Buckley	Clarence Baker	AN	AVG	[DNF]	DNC	DNS	DNC	DNC	265

2002 N.A. MASTER DIVISIONS RESULTS

Pl.	Sail	M?	Skipper	Crew	Fleet	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Points
1	8015	GM	Londrigan, Tom	Londrigan, Joe	LS	4	2	2	4	1	2	11
2	7986	M	Allen, Bill	Hatfield, Bruce	WH	1	5	4	2	2	10	14
3	8036	GM	Rickard, Jack	Carlson, Bob	WH	2	6	1	1	5	13	15
4	7824	M	Burgess, Richard	Jenkins, John	GrL	6	1	7	3	4	5	19
5	7565	EM	Button, Jack	Batchelor, Chris	Mid	7	9	14	5	8	3	32
6	7852	GM	Robinson, David	Robinson, Jonathan	Sun	5	8	16	9	3	14	39
7	7192	M	Cook, David	Skarin, Paul	Sun	14	4	9	11	9	9	42
8	8000	EM	Walker, Harry	Anosov, Arthur	BisB	9	16	10	7	6	12	44
9	7951	GM	Chittick, David	Whitford, Michael	Mid	12	21	8	13	7	4	44
10	7067	M	Hendershot, William	Vranderick, Alain	CAN	13	14	6	15	10	1	44
11	7639	M	Rowse, Sam	Wulff Jr, John	Sun	11	11	5	6	12	19	45
12	7468	GM	Siljander, John	McKie, Robert	BH	8	12	3	18	17	7	47
13	7930	GM	Chiarella, John	Fletcher, Terry	Sun	3	10	19	8	14	DNF	54
14	7835	GM	Atkinson, Richard	Pariseau, Bruce	Sun	10	3	11	14	AVG	18	56
15	6756	GM	Andrews, Steve	Rogers, Ailene K.	HB	16	24	18	17	13	8	72
16	8035	GM	Bolles, David	Bolles, Alejandra	Mid	20	13	13	21	15	15	76
17	6767	M	Fox, John	Fox, Nancy	BH	DNF	7	23	23	DNC	6	88
18	7615	M	Sears, Richard	Sears, Kenneth	CD	18	22	17	24	11	21	89
19	7088	GM	Ogilvy, Jay	Meyer, Greg	Sun	19	15	12	DNS	DNC	16	91
20	8099	EM	Farrar, Bill	Bancroft, Monk	Sun	DNE	23	24	10	16	17	95
21	7512	M	Teitge, Robert	Calabrese, Martin	DR	DSQ	DNS	DNC	12	18	11	99
22	7964	EM	Gray, Don	Pierce, Wayne	Mid	15	19	21	19	DNC	DNF	103
23	7315	GM	Pike, Bill	Garland, Brian	Sun	23	20	15	25	DNC	22	105
24	5609	GM	Blom, John	Blom, Alexandra	Sun	17	25	25	20	19	DNC	106
25	6979	EM	Goodnough, Joe	Leavitt, Brad	Sun	22	26	20	22	DNC	20	110
26	6854	M	Suitor, Robert	Stevens, Robert	Sun	21	17	22	DNF	DNC	23	112
27	7554	EM	Karlovsy, Emil	Cronan, Donald	Mid	24	18	BFD	16	DNC	BFD	116
28	7785	GM	Buckley, Davis	Baker, Clarence	AN	DNF	DNF	DNC	DNS	DNC	DNC	145

UNITED WE STAND

(From the 1935 Log)

There is one duty of the members of the I.S.C.Y.R.A that has not been handled quite as efficiently as it could have been. A member of the I.S.C.Y.R.A almost invariably becomes very enthusiastic over the organization, and it is really his duty to assist the executives in all ways to make the Association grow and become even greater than it is now.

Certainly during the course of every year each member of the I.S.C.Y.R.A runs across someone who is interested in racing but who has no boat. When such prospects are found, it is the duty of the member of the Star Class to give the name and address of that prospect to the Secretary of the fleet where that prospect would logically race if he or she owned a boat. It would then be the duty of that Secretary to get is fleet together and have the members bring pressure on the prospect to buy a boat and race with them.

If a member of the I.S.C.Y.R.A. finds a party interested in acquiring a small racing yacht for use in water where there

is no fleet located, it is the duty of that member to inform the Secretary of the district, so that he can use his efforts to create a new fleet within his district. In that case it is the duty of the District Secretary to secure the aid of the Fleet Secretary in the territory where the new class should be developed.

If a member of the Association finds a prospect or group of prospects in a section remote from any fleet, which would obviously call for the formation of a new fleet, it is the duty of that member to notify the Chairman of the Development Committee for him to handle. The Development Committee has members in the United States, Europe, South America, and the Far East, and every lead received by the Chairman is turned over to the proper member to follow up.

It is the duty of each Class Secretary, Fleet Secretary, District Secretary and the Development Committee to answer all communications promptly and carefully. The I.S.C.Y.R.A. has very active officers in all these branches, and if the members co-operate with these officers, the Class shall continue to be the greatest one-design yacht racing group in the world.

NORTH SAILS 2002 STAR CLINIC

May 18-19 2002

Central Long Island Sound Fleet

Westport CT

By Nelson Stephenson

There is absolutely nothing like a cold, wet day with a 20 knot northwesterly to make an indoor Star Clinic seem like a great idea. As John MacCausland, arrived at Cedar Point Yacht Club for the 2002 Star Tuning Clinic we settled into the Cedar Point Yacht Club house for a morning of discussion about how to set up a Star. Little Mac fielded questions from the Fleet on topics ranging from set up to boat speed and spent time individually with each owner discussing their boat. He also provided the Fleet with his 2002 Tuning Tip, a booklet of practical tips on Star set-up and tuning. Following lunch and a break in the rain, the Fleet adjourned to the parking lot and John went over each boat in the Fleet, making sure that set up and tuning was “in the ballpark” and answering more questions from all Skipper’s and Crew.

Saturday night the CLIS Star Fleet (and David & Alejandra Bolles of Mid) had a Fleet dinner hosted by Nelson and Mary Stephenson at their home in Southport, CT. The dinner gave the Fleet the opportunity to get to know John better, hear more about his US Sailing Olympic Campaign and the Winter Circuit in Florida and to just get back together again after a long winter.

Sunday brought much better weather and a “blue sky” day with a light morning breeze which built to a wonderful 12 knot breeze by the middle of the day producing a glorious sail in the middle of Long Island Sound. Seven Star boats enjoyed a great tune-up sail with John MacCausland following each boat in a “Coach” boat providing feedback and double-checking the set up on each boat. Guy Gurney served as Fleet photographer and took pictures of each boat to confirm rig set up. Following the picture session John MacCausland boarded each boat and again reconfirmed set-up and “on-the-water” feel of each boat.

At the end of the day, the CLIS Fleet and the 4 members of the Mid Fleet that joined in as well were impressed with John’s overall Star knowledge and patience. Certainly, North Sails has a great Star representative in “Little Mac” who contributes a great deal to the development of the Class.

What a great way to start the season.....great discussion with a knowledgeable, world class sailor who makes a difference in your early season boat speed. The CLIS Star Fleet appreciates the effort that John puts forth and recommends that all local Star Fleets plan to begin their season with an on-the-water session with John MacCausland of North Sails.



Time to get North Sails on the Boat....
John MacCausland of North Sails takes the helm.....



John MacCausland and Mike Saari tuning USA 7657.

SPAR TECH SPARS

MASTS – BOOMS – WHISKER POLES

During the past 30 years that Marine Spar has been serving the Star Class we have developed an inventory of unique marine items for your Star Boat. Many of these items are not available through your marine suppliers.

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Backstay Adjusters	Jib Fairlead Parts	Sta-Masters
Bailers	Jib Halyard, Spectra	Stainless Steel Rivets
Bailer Guards	Jib Sheet, Custom Tapered	Storage Bag – Front
Battens	Jib Sheet, Spectra	Storage Bag – Barney Post
Boom – Custom End Fitting	Kevlar Rope	Storage Bag – Under Deck
Boom Parts & Wire	Mast Foot Roller	Tension Gage for Stays
Bow Guards	Main Halyard, Spectra	Tiller – Aluminum
Circular Vang Track	Main Halyard Top Sheave	Tiller Extensions
Compass, Digital Electronic	Mast Lever Fitting & Bar	Tiller Extension Flex Couplers
Cover – Boat	Mast Repair Sleeve	Trailer Boxes
Cover – Mast	Mast Step	Trailer Brake Cables
Cover – Boom	Rigging – Complete Set, Mast	Trailer Brake Dampers
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Inspection Ports	Side Stay Cars & Track	Wire – Under Deck Controls
Inspection Port Covers	Spreaders – Tapered	Whisker Pole Clips & Yokes
Intrepid Rope for Backstays	Spreader Bracket	Whisker Pole Mast Supports

We can supply one wire or a complete set to replace
all rigging on your mast.

Marine Spars, Inc.

14 PLYMOUTH DRIVE, CHERRY HILL, N.J. 08034 USA

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condition, practice sails: \$12,000. John Chiarella 800 530 9381(day), 603 763 2208 (evening) jcdstar@yahoo.com



REGATTA SCHEDULES

- 1st District
 July 12-14 1st District Championship, CLIS
 July 20-21 Ned Hay, CA
 Aug. 3-4 Secretary's Cup, BH
 Aug. 24-25 Atlantic Coast Master's, BH
 Sept. 7-8 Bedford Pitcher, CLIS
 Sept. 14-15 Nathan Hale, HB
 Sept. 21-22 Nutmegs, Mid
- 2nd District
 July 6-7 Miller Series, GIYS
 Aug. 3-4 Miles River YC Regatta/ Green Star
 Aug.10-11TAYC Summer
 Sept. 14-15 SSA Fall Series
 Sept. 28-29 Fall Windup, TAYC
 Oct. 19-20 Michelob Cup, WRSC
- 5th District
 July 13-14 5th District Blue Star, CYC
 July 20-21 Baxter Bowl/Summer Gold Cup, NHYC
 July 28-29 Lipton Cup, SBYC
 Aug. 10-11 King of Spain, CYC
Aug. 14-25 World's, CYC
 Au. 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
 July 12-14 12th District Championship, SL
 July 20-21 NY State Championship, SL
 Aug. 3-4 Lake Sunapee Open, Sun
 Sept. 7-8 FLASIR, LH
 Sept. 14-15 Lake George Open, LG
 Sept. 21-22 Chili Regatta



