

---

Star Class Newsletter for the 1<sup>st</sup>, 2<sup>nd</sup> and 12<sup>th</sup> Districts

---

## JULY REGATTA SCHEDULE

1 <sup>st</sup> District	
July 14-16	1 <sup>st</sup> District Championship (Mid)
July 22-23	Secretary's Cup / Make-a Wish Regatta (Benefit) (BH)
July 29-30	Ned Hay (CA)
2 <sup>nd</sup> District	
July 8-9	Miller Series (CB)
July 15	Eel Junior Regatta (CB)
5 <sup>th</sup> District	
July 8-9	Baxter Bowl / Summer Gold Cup (NH)
July 29-30	Lipton Cup (SBC)
12 <sup>th</sup> District	
July 8-9	Men are from Mars, Women... (GrL)
July 22-23	Canadian Nationals (National Y.C.) (LOC)
July 29-30	Lake Sunapee Open (Sun)

## REGATTAS COMING UP IN JULY

(See the June issue of Stardust for notes on the "Men are from Mars..." at Greenwood Lake and the Sunapee Open)

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

#### ATLANTIC COAST CHAMPIONSHIP

July 14-16

Hosted this year by the  
Mid-Connecticut Fleet

The first time the 1st District Championship was held was in 1925. At the time it was called the Atlantic Coast Championship because the series was raced for by boats from the entire Atlantic seaboard. The original trophy was called the Pandora Trophy. From 1925 to 1927 the trophy was awarded to the boat having the highest score in the last three races of the World's Championship by entries representing fleets on the Atlantic seaboard. The winner of the first Championship was Adrian Iselin, in Ace, #202. Iselin was to win the Championship again in 1945, once again using Ace, #202.

In 1928 the World's Championship went to Newport Harbor, California. Because of this, beginning in 1928 the Atlantic Coast Championship was held as a separate event, sometimes as a three and sometimes as a five race series.

In 1929 the Pandora Trophy was retired because it was won for the third time by a CLIS entrant. (A rather quaint custom from the old days!) Frederick T. Bedford, also of the

CLIS, immediately donated a new perpetual Atlantic Coast Championship Trophy to be raced for starting in 1930. This has since become the 1st District Championship Trophy. Incidentally, this is the same Bedford who donated the Bedford Pitcher.

In 1948 the 2nd District began to have its own District Championship, and from that time on the 1st District alone raced for the Atlantic Coast Championship Trophy.

Green Star Division: A "B" division was first created in 1919. That eventually led to the Novice (green star) Championships, which are now being held by most Districts of the Star class. The Novice division starts together with the rest of the fleet with the same gun. A separate score is kept of the Novice division, regardless of how many "A" entries finished among them.

Master's Division: The Master's trophy, awarded to the highest place master (reaching age 50 before the regatta) at the Atlantic Coast Championship, was donated by the MacDonald Family of Quincy, MA, in 1988. It was presented on the occasion of the 50<sup>th</sup> anniversary of Allan and Jay MacDonald's entry into the Star Class and was given to acknowledge their contribution to youth sailing in Boston Harbor and their devotion to and love of the Star Class.

This year the 1<sup>st</sup> District Championship is being hosted by the Mid-Conn fleet. There will be one race on Friday, two races on Saturday, and one race on Sunday. Harbor start for the Friday race will be 11 AM. After the race on Friday there will be a cookout at the Club, and on Saturday there will be dinner served on the Club deck.

For more information on how to get to the club, housing, or the event itself see the 1st District Web Site under Regattas and Events, or contact:

David Bolles: 203 882 9428 / [d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net)

Mary O'Connor: 203 877 6963 / [OconnorM@is.cbs.com](mailto:OconnorM@is.cbs.com)

### SECRETARY'S CUP

July 22-23, 2000

Sponsored by the Boston Harbor Fleet,  
C.P.Y.C., Winthrop Massachusetts

The Secretary's cup came about as a replacement for the Bedford Pitcher. The Boston Harbor Fleet ran the Bedford Pitcher regatta for a period in the early 80's when the CLIS fleet was inactive. When the CLIS fleet reactivated, Boston Harbor returned the trophy. Marshall Brown, who was the District Secretary at the time, donated a trophy which was his grandfather's to Boston Harbor for our regatta and the Secretary's cup was born.

The Secretary's Cup is run in conjunction with the Make

2000

A Wish Regatta for which proceeds go to the Make a Wish Foundation Charity. The MAW was organized by Joe Zambella, our new Continental Vice President. In 1999, the MAW Regatta raised over \$22,000 for charity.

NED HAY MEMORIAL

July 29-30, 2000

Held at Sandy Bay Y.C, Rockport, Massachusetts

Edward N. Hay was a member of the Cape Ann Star fleet. He sailed with his wife Doris Hay. Ned Hay was the honorary chairman of the 1954 North American's held by the Cape Ann fleet. He donated two perpetual trophies to the event; the Winning Crew trophy and the trophy for the winner of the last race. Another nice touch of this North Americans was the use of paintings as trophy prizes.

Soon after his death Doris Hay donated the Ned Hay Trophy which held its first regatta in 1959. Another long-time Cape Ann fleet member, Paul Woodbury, was the winner of this first regatta.

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 trophy. This print was used as one of the prizes in the 1954 North Americans. Martha Safford helped Hilary by getting involved in choosing other art work as prizes for the Ned Hay Memorial that year, 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 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.

□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□□

LOCAL FLEET NEWS

MID-CONN Reminder:

- July 1-3 July 4th series, Milford Y.C.  
(July 1&2; 12:45, July 3; 11:45)
- July 8-9 Sat 4&5, Sun 4&5: 12:45
- July 14-16 1st District Championship  
11 AM Harbor start
- July 22-23 Sat 6&7, Sun 6&7: 12:45
- July 29-30 Sat 8&9, Sun 8&9: 12:45

MID-CONN  
MEMORIAL DAY SERIES

The racing season for the Mid-Conn fleet began with the Memorial Day Series. One race was held each day, Saturday through Monday. Saturday's race began in a nice breeze with the course being BPBPS. Jack Button crossed the fleet with a pin-end port tack start and lead all the way. Charlie Correll went right after rounding P the first time around and passed everybody but Button to come in 2<sup>nd</sup>. Sunday's race was also sailed on the BPBPS course, but the wind was much lighter. Fortunately the race committee saw that the winds were getting light the second time up to B and shorten the course, cutting out the second P rounding.

The winds in Monday's race were medium, creating a considerable amount of chop on a course of NDNDS. Bear Hovey and Marshall Converse debuted their newly purchased boat 7222 and won going away. The Doc put in a good showing in all three races and would have been series second but unfortunately had rigging failure on the last leg of Saturday's race.

1	7565	Button	One-a-day	1	1	2	3.5
2	7012	Bolles	Bolles	5	4	4	13
3	6822	Correll	Nelson	2	7	5	14
4	7964	Gray	LaPlante	4	2	OCS	17
5	7554	Karlovsky	Kane	DNF	3	3	17
6	6984	Naylor	Small	3	5	DNS	19
7	7222	Hovey	Converse	DNS	DNS	1	22.75
8	7724	Giunti	Taylor	6	6	DNS23	
9	7306	Cronan	Cronan	7	8	DNS26	
10	6731	Price	Gracco	DNF	DNF	6	28

SKIPPER'S CHOICE REGATTA

May 28, 2000

By Sergey Leonidov

On Sunday, May 28th, 2000 Boston Harbor Star Fleet held its third annual Skipper's Choice Regatta. Jim Mullane helmed with John Siljander on the, John Fox crewed for Jon Kemp, Dave Fortier drove Steve Braverman's boat with Ron Rezac, Dennis Unger sailed with Bob Chadwick, and Ted Grossbart drove Gary's boat with me over the side.

Thankfully, the wind settled in a warm 8-10 knots SE breeze. The course was right across the channel that runs from Deer Island Light towards CPYC, and the tide was incoming, so the rule of the game was to cut inshore as quickly as possible and then to short tack to the mark trying to avoid the tide. There definitely were some eddies at the starboard layline closer to the mark. Kurt Larson and Gary MacDonald followed the fleet around the course during the races in Peter Costa's Avon, giving pointers to everyone. This was very helpful as the fleet became tighter and tighter as the races progressed.

Jim Mullane showed superior driving skills throughout and with careful tactics by John Siljander scored first overall with three bullets in four races. Dave Fortier/Ron Rezac took second spot overall. Ted Grossbart who sailed with me and Gary in Gary's boat also comes from heavy multihull background. Ted found the tightness of racing and mark rounding very refreshing and educational. John Kemp, sailing with John Fox, is relatively new to sailing and this was his first race ever.

1	7468	Mullane	Siljander	1	1	2	1	5
2	7628	Fortier	Rezac	3	2	1	2	8
3	7804	Grossbart	Leonidov	2	3	3	3	11

2000

4	6767	Kemp	Fox	4	4	4	4	16
5	6432	Ungar	Chadwick	5	5	5	5	20

2000

**JFK REGATTA**

June 3-4, 2000

By John Fox

Saturday started with winds in excess of 20 kts from the Northwest following a frontal passage during the night. All one design classes except the Stars elected not to sail. The threatening weather also seemed to keep Stars from other fleets away as well. The race committee elected to delay 1 hour and winds diminished to about 18 kts when we left the dock. Racing both days was very tight with leads changing many times. Joe Zambella was very fast in his new boat and was leading on points after the racing on Saturday. Unfortunately he suffered some minor breakdowns and had to miss sailing on Sunday to repair the boat. However, only Saturday counted in the Boston Harbor Fleet's qualification series so Joe leads that with Steve Braverman & John Siljander tied for 2nd and Ken Woods third.

Sunday the winds were lighter and the first race started in a 6-8 kt breeze. Steve Braverman and John Siljander took an early lead to the first mark and sailed left on the run to catch the flood current in the shipping channel. The rest of the fleet went right and caught a fresher breeze. Gary McDonald was first to the leeward mark and but Ken Allen led the way across the finish line. Steve and John had to settle for 4th & 5th. The breeze filled in to 12 kts for most of race 4. The fleet was fairly close together for most of the way around the course but Gary managed to find the front and stay there through the finish. Steve took 2nd which put him on top for the JFK. John Siljander took second overall with Gary third.

All in all, the sailing was really great and those that stayed ashore missed out on a terrific time.

Boat	Skipper	Crew			
1	7628	Braverman	Rezac	4	1 4 2 11
2	7468	Siljander	McKie/Larson	1	4 5 3 13
3	7804	MacDonald	Leonidov	5	6 2 1 14
4	7940	Zambella	Sokolich	2	2 8 8 20
5	7465	Cavicchi	Davis	6	7 3 5 21
6	7629	Woods	Paton	3	3 8 8 22
7	6767	J. Fox	S. Fox	7	5 6 6 24

□□□

**JOHN A. MACCAUSLAND TAKES  
THREE CONSECUTIVE REGATTAS**

Johnny Mac, in his new boat Erin, # 8024, won three consecutive regattas during the first three weekends of June. Each regatta was in a different district. First was the Tomahawk Regatta of the 12<sup>th</sup> District, then the Lippincott Memorial of the 2<sup>nd</sup> District, followed by the Arms-White

**Regatta of the 1<sup>st</sup> District.**

**TOMAHAWK REGATTA  
LAKE HOPATCONG, N.J.**

June 3-4, 2000

Thirteen boats from five fleets showed up for the 41<sup>st</sup> Annual Tomahawk Regatta held on Lake Hopatcong on June 3-4. The fleets included Cooper River, Greenwood Lake, Lake Ontario Canada, Seneca Lake, and the home fleet of Lake Hopatcong. Races 1 and 2 on Saturday were held in breezy conditions of 20 kts. or so, but on Sunday the wind backed off to a nice breeze of about 8 kts. John A. MacCausland won all three races.

Boat	Skipper	Crew				
1	8024	MacCausland	Wulff	1	1 1 3	3
2	7824	Burgess	Schneid	3	3 4	10
3	7756	B. Murphy	Rodriguez	7	2 2	11
4	7350	Finch	Anderson	4	5 3	12
5	7261	Wescott	Bowers	2	7 7	16
6	7726	G. Murphy	K. Murphy	5	6 5	16
7	7793	Krahulik	Winthrop	6	4 dns	24
8	7798	Cutler	Burgess Jr.	8	9 9	26
9	6808	Dunnigan	Comerford	9	10 8	27
10	6417	Eagles	McConnell	10	dnf 6	30
11	7127	B. Hefle	K. Hefle	11	11 10	32
12	7709	Restrick	Reed	dnf	8 dns	36
13	4985	D. Brown	S. Brown	dnf	dnf dns	42

**HOWARD LIPPNECOTT Sr. MEMORIAL  
ANNAPOLIS  
June 10-11, 2000**

Thirteen boats came together for the Howard Lippincott Memorial at Annapolis Y.C. The winds for races 1 and 2, held on Saturday, were moderate at 10-12 kts. On Sunday the wind was slightly less. John A. MacCausland won the series with two 1<sup>st</sup> and a 4<sup>th</sup>. Second was Rod Munster from LOC. There was a three-way tie for third which was won by John Sherwood on best place.

Boat	Skipper	Fleet				
1	8024	John A. MacCausland	CR	1	1 4 6	6
2	7350	Rod Munster	LOC	2	8 2 12	12
3	7307	John Sherwood	CB	5	7 1 13	13
4	7864	Kevin MacNeil	AN	3	2 8 13	13
5	7741	John Vanderhoff	NCB	6	4 3 13	13
6	7566	Elliott Oldak	AN	4	6 5 15	15
7	7313	Tom Price	AN	7	3 6 16	16
8	7785	Davis Buckley	AN	11	5 7 23	23
9	7951	Will Bacon	WSFB	10	9 9 28	28
10	7318	Bert Collins	AN	8	11 10 29	29

2000

11	7386	James Kubik	CA	9	10	ocs	33
12	6729	Walter Risse	AN	13	12	11	36
13	7182	Hans Crosby	NCB	12	dnf	dnc	40



2000

Wanted for restoration project: If you know of any hull or pieces of a Star boat dating from the gaff-rigged era (1911-1921, hull numbers 1-106) please contact David Bolles; 203 882 9428 / [d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net).



Wanted: Bello equipment. I am looking for Bello equipment to replace of parts on 3855. I am especially looking for Bello backstay and traveler tracks and slides. Please contact David Bolles; 203 882 9428 / [d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net)

2000 World's video available: To purchase a video of the 2000 World's contact the Annapolis Yacht Club / P.O. Box 908 / Annapolis, MD 21401 / Bus: (410) 263-9279 / Bus Fax: (410) 269-8905

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

□□□

TUNING TIPS

STAR MAST TUNE DOWNWIND

by Mark Reynolds

Setting up your mast properly for running is almost as important as your upwind setup. Today with a lot more windward leeward courses running speed is more important than ever. Setting up the mast for downwind is pretty simple, just lay the mast forward the right amount and you are all set, right? Yes, that's the main part but there are a few small things that can be done to get a little better looking tune. If you make a few small changes. When you lay your mast forward the proper amount for the wind conditions, the shrouds will loosen slightly and the leeward spreader will swing forward and your main will have a much better shape. This is even more important with the new full batten in the head of your main. If your shrouds are too tight and the spreader doesn't swing forward and the upper batten might even pop into a reverse curve.

Before you even leave the dock you should make sure a few small things are right. To get the leeward spreader out of the main you need to make sure that it swings far enough forward. If you have an older mast you will have to notch the inside back edge of the spreader more. The newer spreaders have more cut away but you can even go more. All you need is about 1/4 of metal left. If you have the secondary limiting pins in your newer mast take them out.

The other thing that is important is to get the leeward shroud loose. The leeward spreader will not swing forward if the shrouds are too tight. We like to have the shrouds tight for upwind and we don't want to compromise that but there are a few things you can do to loosen them for

downwind. When you lay the mast forward they will loosen somewhat. You can increase this looseness by having the mast butt slide aft. My mast butt not only slides aft but the plug is slightly angled so as the mast goes forward the mast gets a bit shorter. The sliding mast butt will also help you if you have an older boat that doesn't have enough room forward in the mast partner. You can get a mast butt plug with a roller or you can insert a block of delrin in the bottom of your butt plug that extends below the aluminum about 2 mm.

You can also make your shrouds adjustable. Some sailors are using a lever arrangement to loosen the leeward shroud. Now that you have the little things taken care of what should the mast look like? It is faster in all conditions to lay the rig forward when running. The right amount to let the mast forward depends on the wind strength.

You should have a mark on your backstay for your maximum forward position which you will use in under 10 knots of wind. This mark is somewhere around 3' (91 cm) from the upwind position. As the wind increases you must be a bit more careful when letting the rig forward. The further forward you go the easier it is to break your rig.

You also don't want any aft bend in the mast. You want the mast leaning forward and a very slight inversion bend in lighter winds. In moderate winds make sure the mast is forward and straight. This means that not only do you want to lay the mast forward but you don't want to use too much mast ram forward. You should have just enough mast ram to keep the mast from reversing. This will help your leeward spreader swing forward. In light to moderate winds you can use the windward spreader to judge your mast bend. The windward spreader should not be swung back hard against the stop but standing more straight out from the mast.

With the mast laid forward and the spreaders straight out from the mast the mast is much easier to collapse if you dip the pole in the water. Only in extremely strong wind will the need to survive be more important than letting the rig forward. In the last few races at the Worlds in Spain we kept the rig all the way aft. The last race at the 1988 Olympics was another such time for Hal and me but that time the backstay line ended up parting at the cleat and we lost the rig anyway.

Editors' note: We would like to thank Mark Reynolds for sharing with us tips from his newsletter. For other tips see: <http://www.quantumsails.com/star/>

Tip #4: Put a knot in your mast ram so that it has just a slight amount of tension in it when the backstays are set

2000

and the mast popped forward (mast bend and spreaders swung aft). This will keep the mast from inverting when you are reaching before the start without having to make any ram adjustment.

REGATTA SCHEDULES

1<sup>st</sup> District

Please check the 1<sup>st</sup> District Web Site for more information about these regattas. Go to:

<http://ourworld.compuserve.com/homepages/fcsdesign/>

July 14-16 1<sup>st</sup> District Championship (Mid)  
July 22-23 Secretary's Cup / Make-a Wish  
Regatta (Benefit) (BH)  
July 29-30 Ned Hay (CA)  
Aug. 12-13 Picken Memorial (GSB)  
Aug. 26-27 Atlantic Coast Masters (BH)  
Sept. 9-10 Bedford Pitcher (CLIS)  
Sept. 16-17 Nathan Hale, Oyster Bay  
Sept. 23-24 Nutmeg's (Mid)

12<sup>th</sup> District

Please check the 12<sup>th</sup> District Web Site for more information about these regattas. Go to:

<http://www.angelfire.com/stars/LakesDistrict12/index.html>

July 8-9 Men are from Mars Women... (GrL)  
July 22-23 Canadian Nationals (National Y.C.) (LOC)  
July 29-30 Lake Sunapee Open (Sun)  
Aug. 4-6 12<sup>th</sup> District Championship (LG)  
Aug. 12-13 New York State Championship (SL)  
Sept. 9-10 Lake George Open (LG)  
Sept. 16-17 F.L.A.S.I.R. (SL)  
Sept. 23-24 Chili Regatta (SL)

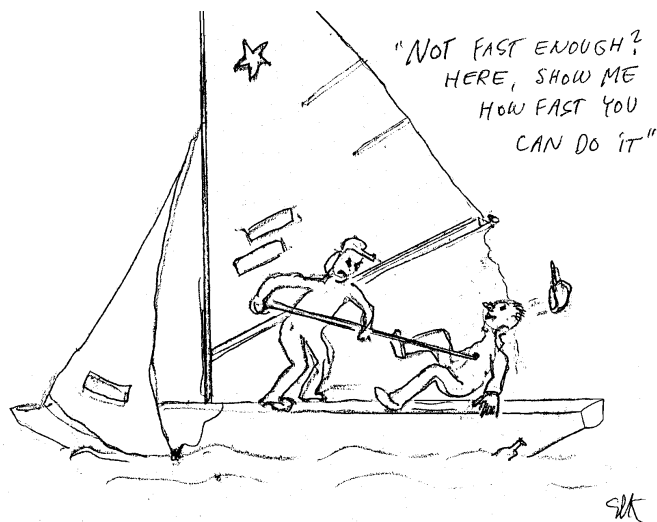
2<sup>nd</sup> District

July 8-9 Miller Series (CB)  
July 15 Eel Junior Regatta (CB)  
Aug. 2 Bigelow Evening Race (MES)  
Aug. 5-6 Miles River Regatta /  
Green Star Championship (MES)  
Aug. 12-13 Oxford Summer Lipton Cup (ES)  
Sept. 9-10 West River Keel Boat (WS)  
Sept. 16-17 2<sup>nd</sup> District Blue Star Championship (CB)  
Sept. 30-Oct. 1 Oxford Fall Windup (ES)  
Oct. 7-8 Michelob Cup (WS)

5<sup>th</sup> District

May-August Starlight Series (Thursday night) (SMB)  
July 8-9 Baxter Bowl / Summer Gold Cup (NH)  
July 29-30 Lipton Cup (SBC)  
Sept. 2-3 Labor Day Pitcher (SDB)  
Sept. 9-10 Harris Cup / under 7000 (SMB)  
Sept. 16-17 Fall Gold Cup /  
5<sup>th</sup> District Green Star (NH)  
Oct. 21-22 Calvin Paige / West Coast Fall  
Champ. (Master's Division) (WFSB)  
Oct. 28-29 Ash Brown Oktoberfest (SDB)  
Dec. 9-10 Kriss Kringle (SDB)

EMIL'S CORNER



Drawing by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact:

David Bolles  
133 Castle Lane  
Milford, CT 06460-7515  
203 882 9428 / [d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net)

A reminder about reporting regatta results: please try to give the information in the following format:

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

