

July, 2001
Star Class Newsletter for the $1^{\text {st }}, 2^{\text {nd }}$ and $12^{\text {th }}$ Districts

## JULY REGATTA SCHEDULE

$1^{\text {st }}$ District
July 21-22 Ned Hay (CA)
July 28-29 Atlantic Coast Masters (CLIS)
$2^{\text {nd }}$ District
July 7-8 Miller Series-GIYS
5th District
July 7-8 Baxter Bowl / Summer Gold Cup (NH)
July 28-29 Lipton Cup, Santa Barbara Y.C.
$12^{\text {th }}$ District
July 7-8 Mars/Venus (GrL)


## ATLANTIC COAST MASTERS REGATTA

Cedar Point Yacht Club
July 27-29, 2001
By Nelson Stephenson
Cedar Point is excited to be hosting the 2001 Atlantic Coast Masters Championship Regatta. Our venue is a wonderful place to hold an event of this type and we intend to make this a first class event. There will be an optional practice race on Friday with 2 races on Saturday and one race on Sunday. We are planning a great dinner on Saturday night for all the Masters competitors, crew and family at the CPYC Clubhouse overlooking Long Island Sound.

See the CLIS Web Page for details:
http://www.videoautomation.com/clis.html
More information about directions and lodging in the Westport area is also available on the Cedar Point Yacht Club Web Page at:
http://www.cedarpointyachtclub.org/howtoget.htm http://www.cedarpointyachtclub.org/hotels.htm

## 2001 SUNAPEE ICEBREAKER

MAY 19, 2001
by Rick Burgess
The 2001 Sunapee Icebreaker was successfully sailed on May 19 with 7 boats from 3 fleets after two years of not being run. The Race Committee avidly lobbied for a 3-race 1 -day event despite 2 days as scheduled. This proved to be an excellent decision as Sunday dawned to warm flat calm waters. The racing was over varied courses, $0,3 \& 4$, in generally N to NW winds of 8 to 12 knots. After the first 2 races, prior to the lunch break, Rick Burgess had a strong lead with two bullets. The third race, a good course " 0 ", with magnetic $\mathrm{N}-0$ degrees wind, unfortunately caused Rick to go east at the start which was wrong and his series lead was eroded away by a 5th place at the finish line. Final regatta standings were:

| Yacht | Skipper / Crew | Fleet |  | R1 | R2 | R3 | Tot. Pts. |
| :--- | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| 7835 | Atkinson / Paris | Sun | 2 | 2 | 1 |  | 5 |
| 7824 | Burgess / Peter | GrL | 1 | 1 | 5 |  | 7 |
| 7350 | Abel / Abel | LG | 4 | 3 | 4 |  | 11 |
| 6831 | Delfosse / Myer | Sun | 3 | 6 | 3 | 12 |  |
| 7315 | Wulf / Nichol | Sun | 7 | 4 | 2 | 13 |  |
| 7628 | Feeney / Plunkett | Sun | 5 | 5 | 6 | 16 |  |
| 6806 | Scheu / Thidedeau | Sun | 6 | 7 | DNS | 21 |  |

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## $4^{\text {th }}$ ANNUAL SKIPPERS CHOICE REGATTA <br> Boston Harbor Star Fleet <br> May 20, 2001

The premise: Find someone who has never driven a star in a race before, and let them drive your boat.
The history: Peter Costa started this regatta 4 years ago as a way to expose other racers to the joy of racing a Star.
The plan: Go sailing, have fun, have great racing, and hang out in the bar afterwards.

The results: Success!
For the fourth straight spring, we had a very eager and talented class for the Skippers Choice Regatta on Boston Harbor. This 2001 class was composed of a boat builder, a sailmaker, dinghy sailors, keelboat sailors, cruisers who haven't raced since being a kid, and a long time star crew
who never grabbed the helm. The regatta was hosted by Boston Harbor Star Fleet and Cottage Park Yacht Club, and was open to all boat owners, and their chosen skippers.
We couldn't have asked for more perfect conditions for this event. Bright \& sunny 70+ degrees. The day started with a steady 8-10 knot breeze from the Southeast, and picked up to about $10-12$ by mid-afternoon -- enough, so the owners had to droop-hike in the later races (yet another lesson in crew appreciation!)
Hatch Brown, Danny Mullane, Jim Frazier, and Joe Zambella set five short windward-leeward courses between the airport pier, and Deer Island Light. Gary MacDonald and new Star sailor Chip Sparling chased the fleet in an inflatable giving praise, and tips to the new skippers.
As expected, the racing was very tight. The starts were all aggressive, and close, with a couple of boats caught OCS, but returning to start properly. Again, the chosen skippers were all experienced sailors, and there was no damage to any of our yachts.
The regatta was won by boat builder Mark Lindsey sailing the oldest star in regatta with owner, naval engineer John Fox as crew. Although Lindsey had built stars with Andrew Menkhart a while ago, and participated in two-boat testing, he had never raced one, was excited to do so, and accepted the challenge winning 4 of the 5 races.
J/24 and dinghy sailor Will Welles, sailing with regatta chair and fourth year star crew Sergey Leonidov, gave them a run for their money leading the fleet to the windward mark several times, but Lindsey/Fox in the speedy Gerard 6767 seemed to just scoot by the Folli boat downwind. Lindsey commented that he's not quite sure how it happened, but 6767 just sailed really fast downwind. Leonidov on team Lindsey's performance: "Foxy has again shown with his \# sub 7 K boat that the shine and price of the boat don't matter."
Peter Rodriques, who will be occasional crew for Peter Costa this season, won the fourth race. Bob Carlson, perennial star crew, who had just done two round-trip deliveries of BH stars from Florida, enjoyed his first skippering experience.

After hauling and cleaning up from the day's racing, all went to the CPYC Pilot House for refreshments and trophies. The new star sailors said they had a great time, and hope to be back in a star soon. Many of us, including the new sailors stayed at the Pilot House long after the awards ceremony.

This regatta was started 4 years ago by Peter Costa as a way to expose other sailors to the Star class. The idea is not necessarily to get them to buy a star, but to show them a good time, and they will inevitably recount their Star experiences to other sailors at other events. It also increases our pool of available crew.

The regatta has paid dividends as there is growing interest in sailing stars around Cottage Park Yacht Club, and New England. Many of the Skippers Choice participants have been seen in stars again, and have been overheard talking enthusiastically about their star sailing experience.
Big thanks to Sergey Leonidov for chairing another great event: rallying the fleet to find a great class of skippers, procuring breakfast, and scoring some great prizes. Thanks to Quantum Sails and Cottage Park Yacht Club Commodore Philip Marks for helping with the prizes. And thanks to CPYC, RC, support boats, and the owners who found skippers and lent their boats for this year's event.

| Boat\# | Skipper | Crew | R1 R2 R3 | R4 | R5 | Points |  |  |
| :--- | :--- | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| 6767 | Mark Lindsey | John Fox | 1 | 1 | 1 | 3 | 1 | 7 |
| 7444 | Will Welles | Sergey Leonidov | 2 | 6 | 2 | 2 | 2 | 14 |
| 7621 | Peter Rodriques | Peter Costa | 8 | 2 | 3 | 1 | 3 | 17 |
| 7851 | Drew Robichau | Steve Braverman | 5 | 3 | 4 | 4 | 4 | 20 |
| 7629 | Luis LeMaitre | Ken Woods | 3 | 4 | 7 | 6 | 6 | 26 |
| 7620 | Ed Desmarais | Ken Allen | 4 | 8 | 8 | 5 | 5 | 30 |
| 7782 | Bob Carlson | Kurt Larson | 7 | 5 | 5 | 7 | 8 | 32 |
| 7468 | Chris Clinton | John Siljander | 6 | 7 | 6 | 8 | 7 | 34 |

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## MEMORIAL DAY SERIES

May 26-28, 2001
Milford Y.C.
With the weather reports all predicting rain and inclement weather for all three days of the Memorial Day weekend the series started off inauspiciously enough. Getting out to the starting line for Race 1, scheduled for Saturday, proved to be a chore. There was a rather sloppy, steep chop left over from an easterly blow earlier in the morning and the wind was still blowing at about 10 knots. Just in the last minute of the starting sequence the wind decided to drop to about 5 and with the tide coming down the course some boats found themselves fighting to get over the line. Correll and Nelson in particular decided that they loved the pin end buoy $S$ so much that they got entangled with its anchor line.
About half-way up the course towards the weather mark L a heavy rain shower (which mercifully beat down the chop) and fog set in, making it impossible to see either the mark or, for the boats further offshore, the shore to keep track of land marks. Finally most of the boats decided that this was no way to spend a Saturday afternoon and went in. However, Correll and Nelson, having recovered from their love affair with S, persevered and by setting a course from mark P near shore were able to locate L. The other boat, sailed by David \& Alejandra Bolles, which had not gone in mainly because they didn't see the others go in, had wandered around aimlessly in the vicinity of $L$ without spotting it. Getting sight of Correll and Nelson looming up out of the gloom and figuring that C \& N had a plan to find L they reached over to join them. Correll and Nelson rounded L first and held their lead to the leeward mark C. Meanwhile, the committee boat could not
get its motor started and got towed in, leaving the two boats up to their own devices. Unfortunately for Correll and Nelson, the other boat suggested that the course be shortened to finish at $S$ rather than making a second round. This proposal was accepted and the result was that the race, such as it was, was thrown out.

On Sunday a very dense fog greeted the fleet. It was decided to race from F to W twice around in the Gulf so that the boats could always find some land to get bearings off of. This was partly a game of potluck, and although Lombard and Gray led the fleet upwind they overstood W which was invisible until coming within 50 yards of it while Cusick and Bodick were able to sail right to it allowing them to round first. These two boats held their positions for the rest of the race while Dave and Mike Chittick were able to work their way up through the fleet to third. Correll and Nelson came in fourth.

On Monday morning once again there was a dense fog, but this time the sun was coming through and the Race Committee decided that by the time the fleet got out to $S$ the fog would burn off. Again as on Saturday the course was L-C-L-C-S. The wind was fairly light and most of the crews were either in the boat or sitting on the leeward side. David \& Alejandra Bolles rounded L first followed by Correll and Nelson. Five of the boats gybed to go offshore while the rest went inshore. The wind got progressively lighter and lighter, with the inshore boats running out of air first. The pod of five offshore boats continued towards C and noticed the committee boat setting up a finish line there. In the last couple of hundred yards the wind quit altogether and the tide carried the fleet towards the finish line. However, only two of the boats, Hovey / Converse and Correll / Nelson, had positioned themselves so that they would be carried across the finish line while the other three boats drifted past the committee boat on the wrong side. (Anyone heard of anchoring?) While two of the boats which drifted past took down their sails and called it a day David \& Alejandra Bolles decided to wait to see if the wind would pick up again which it did 15 minutes later. They managed to work their way back to the committee boat and cross the finish line.
Seemingly in honor of the fact that they found $L$ first on Saturday, Correll and Nelson won the series with David \& Alejandra Bolles getting the series' second.

| Boat skipper | crew | R1 | R2 | Points |
| :--- | :--- | :---: | :---: | :---: |
| 6822 Charles Correll | Andy Nelson | 4 | 2 | 6 |
| 7012 David Bolles | Alejandra Bolles | 7 | 3 | 10 |
| 7222 Bear Hovey | Bud Converse | DNS | 1 | 13 |
| 7371 Peter Cusick | Andy Bodick | 1 | DNS | 13 |
| 7728 John Lombard | Don Gray | 2 | DNF | 14 |
| 7248 David Chittick | Mike Chittick | 3 | DNF | 15 |
| 7724 Joe Giunti | John Taylor | 5 | DNS | 17 |
| 7565 Jack Button | Valerie Cronan | 6 | DNF | 18 |
| 7554 Emil Karlovsky | Brian Kane | 8 | DNF | 20 |
| 7465 Ben Cesare | Steve Grgas | DNS | DNF | 24 |
| 7964 Don Gray | Joe Giunti | DNS | DNF | 24 |

## 43 ${ }^{\text {rd }}$ TOMAHAWK REGATTA

June 2-3, 2001
by John "Little Mac" MacCausland
Over the weekend of June $2 \& 3$ we went to Lake Hopatcong, New Jersey to the 43rd. running of the Tomahawk series. With past winners like Herb Hild, Howard Lippincott and Ed Adams this event has a great history.
Friday afternoon we had planned to do an on the water clinic but the weather did not cooperate. Too much wind, rain and thundershowers which did not let us get on the water, but we used the time to talk about Star sailing and went over some of the boats.

The rain finally let up mid-morning on Saturday. The fleet of 18 boots hit the water. The breeze was forecast to be from the south but like usual this was not to be. We sailed the 1 st. race in a light northerly. John MacCausland and George Iverson lead wire to wire. Gene \& Kevin Murphy sailed a great race to finish second and John Finch was third. At the finish the breeze shut down for the rest of the day.
Sunday morning the rain was back, but soon to let up and make way for clearing skies and a good breeze. The racing was very exciting with lots of shifts and big puffs. John MacCausland and George Iverson lend the pack with Gene \& Kevin Murphy close on there heals for another second and Rick Burgess was third.

The last race of the series was lead by Jim \& Matthew Freeman for $95 \%$ of the race with the most breeze of the day on the last beat. John MacCausland \& George Iverson were able to just sneak by to complete a sweep.
The Lake Hopatcong Star Fleet put on a great event. For them it was a good warm-up for next weekend when they will host the 12 th. District Blue Star Championship. I am sure they will do a great job.

| Boat\# | Skipper | Crew | Fleet | R1 | R2 | R3 | Points |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 8056 | John MacCausland | George Iverson | CR | 1 | 1 | 1 | 3 |
| 7726 | Gene Murphy | Kevin Murphy | LH | 2 | 2 | 6 | 10 |
| 7626 | James Freeman | Matt Freeman | Sen | 5 | 6 | 2 | 13 |
| 8013 | Rick Dhein | Dave Marshall | LG | 4 | 4 | 5 | 13 |
| 7824 | Rick Burgess | Gary Schneid | GrL | 9 | 3 | 3 | 15 |
| 7998 | Dave Cutler | Rich Burgess | GrL | 10 | 5 | 8 | 23 |
| 7756 | Brian Murphy | Alf. Rodríguez | LH | 6 | dns | 4 | 28 |
| 7709 | Robert Restrick IV | Thomas Reed | LH | 11 | 8 | 9 | 28 |
| 7709 | John Finch | Stewart Miller | LOC | 3 | 12 | 15 | 30 |
| 6417 | Fred Eagles | B. McConnell | LH | 14 | 9 | 7 | 30 |
| 7120 | Jeff Schuchardt | James Favaro | GrL | 7 | 10 | 14 | 31 |
| 6808 | Jack Dunnigan | Terry Comerford | LH | 15 | 11 | 10 | 36 |
| 7184 | Bill Nutzel | Henry Colie | LH | dns | 7 | 12 | 37 |
| 7729 | Tom Flinn | Pat Flinn | LH | 13 | dns | 11 | 42 |
| 7015 | Jack Winthrop | Peter Brzechffa | GrL | dnf | 13 | 13 | 42 |
| 7930 | John Chiarella | Terry Fletcher | Sun | 8 | dns | dns | 44 |
| 7530 | Bill Farrar | L. Wefferling | Sun | 12 | 14 | dns | 44 |
| 7122 | Bernd Hefele | Karl Hefele | LH | 16 | 15 | 16 | 47 |

## $43^{\text {rd }}$ TOMAHAWK REGATTA <br> (CONTINUED)

Other awards at the Tomahawk Regatta:
Master's Series: Gene Murphy
Long Distance: John Finch
Novice: Dave Cutler

## DAVID CUTLER

WINS TOMAHAWK NOVICE TROPHY
By Rick Burgess
Pete Cutler started sailing Stars in the 1950's and had Gene Murphy as his crew. He became very involved with the sailing programs at Lake Hopatcong and the running of the Tomahawk regatta. Pete was instrumental in getting younger sailors to come into the Star Class. To help encourage them he donated the "Novice" trophy for the Tomahawk Regatta.

Pete left the Lake Hopatcong fleet in the mid 60's and came to Greenwood Lake. At the time the fleet had 4 to 5 old stars. Pete worked very hard and by 1970 the fleet had 18 boats, most of which were in updated racing trim.
Pete became a life member of the Star Class and even though he stopped sailing in the late 80 's he always stayed current with what was happening in the Class. His son David was an avid sailor and a member of the Royal Canadian Yacht Club.

Pete was a very good friend of mine, and it's because of him that I'm in the Star Class. He was not large in stature but he had the ability to generate interest in whatever he took on as a project. When Pete passed away few years ago I went to his funeral where I had the opportunity to reintroduce myself to David. After that David started crewing of one of our local sailors. Then David bought a boat, \# 7162, from me and recruited my son Richard Jr. to crew for him. He has since moved up to \# 7998 and has been very active in 12th district regattas as well as attending most of the winter races in Florida.
This year David was the highest placing "Novice" and was awarded the trophy that his father donated.
I have to say that it was a very moving experience for me to see David walk up and take possession of that award. I can also say that David was also very proud.


## 2001 JFK REGATTA

June 2-3, 2001
By John Fox
Continuing the tradition of last year, Saturday was very windy, but unlike 2000, even the Stars stayed ashore due to a shortage of support boats and a high probability of damage. We were able to start early on Sunday and get 3 races in. The quality was more than enough to make up for any disappointment over sitting on the beach Saturday.

Winds were from the East with lots of shifts and velocity ranging from 4 to 8 knots. The strong Ebb tide favored the south side of the course up wind but playing the shifts well was the ultimate key to success. Downwind required going North, but the wind was light close to the airport and it did not pay to go too close to shore.
Gary MacDonald won the first race nearly from start to finish in spite of rounding the wrong mark and heading back upwind in the middle of the first run. John Fox in second place, made the unfortunate mistake of actually telling Gary as he sailed by and before he lost any boats. MacDonald and Fox battled the rest of the race well in front of the fleet. A broken outhaul on Foxy, halfway up the last beat allowed Joe Zambella to take second and Foxy held on for third.

The second race saw many changes of fortune and extremely tight racing all around the course. Finishers 3-7 were actually overlapped on the finish line. It was that close. John and Sara Siljander put everything together and won the race. John Bainton, in town to practice up for the Pine Series figured out the harbor quite well and finished a solid second.

The third race also saw lots of places change. On the last beat, the finish was near Deer Island and several boats opted to sail well out into the shipping channel and outside a large freighter anchored in President Roads. The gamble paid off for the second and $4^{\text {th }}$ place boats, although MacDonald and Siljander did well by staying just inside the freighter.

In all, we had a great day of the very tight competitive racing that Boston Harbor is known for. Thanks especially to Hatch Brown, Dan Mullane and all the race committee members who do such an excellent job for us every week.

| Boat\# | Skipper | Crew | Fleet | R1 R2 R3 | Points |  |  |
| :--- | :--- | :--- | :--- | :---: | :---: | :---: | :---: |
| 7732 | Gary MacDonald | Howard Davis | BH | 1 | 6 | 1 | 8 |
| 7471 | John Bainton | Will Christianson | BH | 5 | 2 | 2 | 9 |
| 7476 | John Siljander | Sara Siljander | BH | 7 | 1 | 2 | 11 |
| 7950 | Joe Zambella | Marko Lehner | BH | 2 | 5 | 6 | 13 |
| 7376 | Jim Kubick | Chris Sawyer | BH | 6 | 4 | 4 | 14 |
| 6767 | John Fox | Deb Blodgett | BH | 3 | 7 | 5 | 15 |
| 3101 | Ted Lavery | A. Koutalos | BH | 8 | 3 | 7 | 18 |
| 8052 | Tammy Oulette | Ron Rezac | BH | 4 | 8 | 7 | 19 |
| 6997 | De La Porte | Magtawong | BH | 9 | dnf dns | 27 |  |

# $2^{\text {nd }}$ DISTRICT BLUE STAR CHAMPIONSHIP 

June 9-10, 2001<br>Havre De Grace, MD<br>by John "Little Mac" MacCausland

The second weekend of June took us to Havre De Grace, Md. for the $2^{\text {nd }}$ District Star Championship. The forecast for the weekend was for sunny skies but light and variable winds. For once the forecast was right. We had to put up with light winds, big shifts and a lot of current.
On day one 2 races were scheduled. After the tow to the racing area we waited for the wind to come for about $1-1 / 2$ hours. The breeze started to fill from the southwest and very light. The Race Committee set us on a windward leeward course. Tom Price and Will Wanger lead wire to wire. Some of the top teams got caught on the left side of the second beat and paid a big price when the breeze filled more from the right. We were able to hang in for second, with Barbara Vosberry and Trapper Lippincott third. Race two was sailed in better conditions, 8 to 10 knots of wind. Once again we sailed a windward leeward course. Terry Hutchinson and Andrew Scott lead wire to wire. This race was uneventful. You had to go right on the beats and you could lay the leeward mark on starboard. Not much changing of places. Again we were able to hang tough for another second with Bob and Doug Schofield third.

Day two the forecast was not much better than yesterday. We left the dock at 10 AM for the tow to the racecourse. Once we arrived at the race area, around 11 AM we waited till 3:30 PM to get the race off in a very light southwest wind with a strong ebb tide which would push us up wind and be against us on the down wind legs. We got a little help from a right hand puff at the end of the first beat to lead at the first mark. But quickly the fleet stacked up right behind us as we turned down wind in the foul current. Kevin Hall and Chris Brown who rounded the first mark in about $6^{\text {th }}$ or $7^{\text {th }}$ place played the right on the run and passed all of us to lead at the leeward mark. We rounded third and the first four boats opened up a large lead on the fleet. By the next weather mark with Kevin Hall still leading, the same thing happened as the first time. The fleet was all back in the race. But, positions stayed about the same on the run. The last leeward mark rounding separated the fleet again with the help of the current. Kevin Hall held off a hard charging Tom Price and Terry Hutchinson for the win. Tom Price and Will Wanger sailed a great series to take second. With their win in the last race Kevin Hall and Chris Brown came home in third.

The North Chesapeake Bay Star Fleet did a nice job with the event. We all enjoyed their Saturday night steak cook out and refreshments after each day of racing. Thanks to all that helped to put this event on.
$\left.\begin{array}{llllllc}\text { Boat\# } & \text { Skipper } & \text { Crew } & \text { Fleet R1 R2 R3 } & \text { Points } \\ 8056 & \text { John MacCausland } & \text { Sean Delaney } & \text { CR } & 2 & 2 & 4\end{array}\right] 8$

| 7313 | Tom Price | Will Wanger | CB | 1 | 6 | 2 | 9 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | ---: |
| 7763 | Kevin Hall | Chris Brown | AN | 7 | 4 | 1 | 12 |
| 7933 | Terry Hutchinson | Andrew Scott | AN | 9 | 1 | 3 | 13 |
| 7876 | Doug Schofield | Bob Schofield | AN | 8 | 3 | 6 | 17 |
| 7425 | Barbara Vosbury | Trap Lippincott | AN | 3 | 5 | 10 | 18 |
| 8038 | John Vanderhoff | Rowan Perkins | NCB | 4 | 10 | 5 | 19 |
| 8063 | Bert Collins | Guy Avelon | AN | 6 | 9 | 8 | 23 |
| 7307 | John Avis | Rob Shapiro | AN | 5 | 7 | dnf | 25 |
| 7688 | Larry Parrota | Vince Tonrow | NCB | 10 | 8 | 9 | 27 |
| 7741 | Richard Weber | Robert Marley | NCB | 12 | 11 | 7 | 30 |
| 7409 | Doug Wright | Richard Plunkett | NCB | 11 | 12 | dnf | 36 |

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## $12^{\text {th }}$ DISTRICT BLUE STAR CHAMPIONSHIPS

## June 8-10, 2001

Lake Hopatcong Y.C.<br>By Brian Murphy

The $200112^{\text {th }}$ district championships were held June $8^{\text {th }}-$ $10^{\text {th }}$ at the Lake Hopactcong Yacht Club. 31 boats from 7 fleets participated, including 9 boats from Canada.

Day 1 - The fleet left the docks under bright blue skies. Race 1 started in a light northwest breeze. Paul Sustrunk, Jim Freeman and Bob Westcott got off the line well and were top 3 at the weather mark. On the $1^{\text {st }}$ run the wind strengthened and for the rest of the race remained in the 10 - 18 range. On the last beat Hans Fogh moved into third to make the top 3: (1) Paul Sustrunk (2) Jim Freeman (3) Hans Fogh. Race 2 followed immediately in the same $10-18$ northwest wind. Hans Fogh and Brad Anderson worked out in front early and were $1-2$ at the weather mark. They remained in those positions the entire race with Paul Sustrunk coming from way back to finish $3{ }^{\text {rd }}$. The general feeling was that day 1 was a good day of shifty lake sailing.
Day 2 - Another day of bright blue skies but unfortunately no wind. With the lake still flat calm at 3:00 the race committee canceled the days races.

Day 3 - The start time for race 3 was moved up to 9:30 but unfortunately the RC had to postpone due to lack of wind. A light west breeze came up around $10: 15$ and with everyone getting a little nervous about the prospect of a non-series it was decided to head out and hope for the best. Race 3 was started in a very light west breeze which died completely at the first leeward gate. As most of the Fleet sat, Bill Nutzel did the best job of working a small puff that developed on the right side of the course to round the $2^{\text {nd }}$ weather mark in $2^{\text {nd }}$ just behind Brad Anderson. After the first dozen boats rounded the mark the wind kicked in (from several different directions initially) and the fleet got very tight. Positions were changing rapidly and Bill Nutzel jumped out of the pack $1^{\text {st }}$ and went on to win the race much to the delight of the local crowd. John Chiarella and Bill Abbot rounded out the top 3. Race 4 followed immediately and was started in a very shifty west breeze
about 5-15. Paul Sustrunk got a perfect pin end start and led from wire to wire. Hans Fogh keep things close but Sustrunk was able to hold on for the race and the series win. Jim Freeman rounded out the top 3.

Although the conditions were sometimes difficult on the racecourse, we had some beautiful weather, good parties, lots of laughs and hopefully a good time was had by all.

| Boat\# | Skipper | Crew | Fleet R1 R2 R3 R4 | Points |
| :---: | :---: | :---: | :---: | :---: |
| 7592 | Paul Sustronk | John Finch | $\begin{array}{llllll}\text { LOC } & 1 & 3 & \text { (9) }\end{array}$ | 7 |
| 7997 | Hans Fogh | George Iverson | LOC 31 (15) 2 | 6 |
| 6890 | Brad Anderson | Ryan Smith | $\begin{array}{llllll}\text { LOC } & 5 & 2 & 4\end{array}$ | 11 |
| 8003 | Bill Abbott | Scot Town | Iso (6) 535 | 13 |
| 7133 | Ted Hains | Larry Scott | SL (9) 674 | 17 |
| 7271 | Bob Wescott | Werner Holtze | SL 496 (16) | 19 |
| 7824 | Rick Burgess | Gary Schneid | GrL 7 (12) 57 | 19 |
| 7626 | Jim Freeman | Matt Freeman | SL 2 dnf 163 | 21 |
| 7609 | Thomas Fogh | David Caesar | LOC (13) 4128 | 24 |
| 8013 | Rick Dhein | Bruce Hatfield | LG (15) 7116 | 24 |
| 7930 | John Chiarella | Terry Fletcher | Sun $12(16) 211$ | 25 |
| 7756 | Brian Murphy | Al Rodríguez | LH 118 (13)13 | 32 |
| 7726 | Gene Murphy | Chris Murphy | LH 8 (18) 1712 | 37 |
| 6857 | Bill Hendershot | Alain Vranderick | Iso (20) 13817 | 38 |
| 6303 | Bill Nutzel | Kevin Murphy | LH 21 (25) 120 | 42 |
| 7998 | David Cutler | Richard Burgess | GrL 1715 (19)14 | 46 |
| 7709 | Bob Restrick | Tom Reed | LH 22 dnf 1815 | 55 |
| 7184 | Henry Colie | Mike Delorme | LH dnf dnf 1410 | 56 |
| 7830 | Andy Ivey | Kip Gardner | Sun 1410 dns dns | 56 |
| 7835 | Dick Atkinson | Bruce Pariseau | Sun 1014 dns dns | 56 |
| 6808 | Jack Dunnigan | T. Comerford | LH (27)24 1022 | 56 |
| 6417 | Fred Eagles | B. McConnell | LH (25)20 2218 | 60 |
| 7315 | John Wulff | Dag Lidbeck | Sun 1811 dns dns | 61 |
| 7729 | Tom Flinn | Pat Flinn | LH (23)19 2023 | 62 |
| 7060 | Brian McKay | Jennifer Conway | LOC (26)22 2121 | 64 |
| 7120 | Jeff Schuchardt | Jimmy Favaro | GrL 1617 dns dns | 65 |
| 680 | Bernie Hefele | Karl Hefele | LH (24)23 2319 | 65 |
| 5634 | Ian Bruce | Dan Fletcher | Iso 1921 dns dns | 72 |
| 7009 | Stuart Miller | David Craddock | LH dns dns 2424 | 80 |
| 7015 | Jack Winthrop | Pete Brezechffa | GrL dns dns dns dns | 96 |
| 7530 | Bill Farrar |  | Sun dns dns dns dns | 96 |



## ARMS-WHITE REGATTA

June 16-17, 2001
Milford Yacht Club
Thirty-seven boats from 12 fleets of the three local districts plus Peter Bromby and Martin Siese of Bermuda showed up for the Arms-White Regatta hosted by the Mid Connecticut Fleet. Saturday began with a significant amount of fog, and while the race committee boat tried to show the way to the starting line several boats went too far and wandered around in the fog looking for the starting area. Fortunately a little after noon the fog began to lift and
the boats were able to get back together with the rest of the fleet.
The first race got off at about 12:45 in a nice wind of about 8-10 knots. There was a fairly substantial shift which favored the boats on the right and most of those on the left dropped to the middle of the fleet or even further back in the cheap seats. Ben Cesare and Steve Grgas in their first race in a Star did a good job of nailing down first place followed by Peter Bromby and Martin Siese.

The second race also saw the right side of the course favored and the Bermudan team won followed by John Lombard and Kip Gardner.
Unfortunately, Sunday's forecast was for rain and thundershowers and this forecast proved to be correct. An attempt to get off a race was made, but after a very wicked shift to the left during the first leg of the race along with the intermittent downpours the race committee decided to blow off the race. As a result Saturday's scores had to stand as the final results.
In many ways this Arms-White Regatta was a warm-up for the North American's to be held at Milford Y.C. during the last week of August. It was very gratifying to have had such a good turnout this year.

| Boat\# | Skipper | Crew | Fleet | R1 | R2 | Points |
| :--- | :--- | :--- | :--- | ---: | ---: | :---: |
| 7988 | Peter Bromby | Martin Siese | Iso | 2 | 1 | 3 |
| 7465 | Ben Cesare | Steve Grgas | Mid | 1 | 6 | 7 |
| 7728 | John Lombard | Kip Gardner | Mid | 5 | 2 | 7 |
| 7804 | Gary MacDonald Marko Lehner | BH | 4 | 5 | 9 |  |
| 7756 | Brian Murphy | Kevin Murphy | LH | 3 | 7 | 10 |
| 7876 | Doug Schofield | Robert Schofield AN | 10 | 3 | 13 |  |
| 8056 | J. MacCausland | Sean Delaney | CR | 12 | 4 | 16 |
| 7817 | Jacob Fiumara | Joe Chambers | CA | 7 | 13 | 20 |
| 7626 | James Freeman | Matt Freeman | SL | 6 | 15 | 21 |
| 7371 | Peter Cusick | Andy Bodick | Mid | 14 | 8 | 22 |
| 6890 | Brad Anderson | Ryan Smith | LOC | 13 | 10 | 23 |
| 7847 | John Safford | Patrick Bodden | CA | 15 | 9 | 24 |
| 7657 | Bill Watson | Roger Sharp | CLIS | 17 | 11 | 28 |
| 7970 | N. Stephenson | Terrence Glackin CLIS | 11 | 17 | 28 |  |
| 7332 | Thorny Cook | Mike Young | CLIS | 8 | 24 | 32 |
| 6970 | David Hoffman | J. Rittenhouse | CLIS | 23 | 12 | 35 |
| 8013 | Rick Dhein | Dave Marshall | LG | 21 | 16 | 37 |
| 7184 | Henry Colie | Mike Delorme | LH | 16 | 21 | 37 |
| 6767 | John Fox | Sergey Leonidov | BH | 24 | 14 | 38 |
| 7504 | Russ Brooks | Chip Losum | HB | 20 | 18 | 38 |
| 7604 | Richard Gordon | Mike Sarri | CLIS | 19 | 22 | 41 |
| 7222 | Bear Hovey | Bud Converse | Mid | 9 | OCS | 47 |
| 7890 | Guy Gurney | Tim Du Val | CLIS | 22 | 25 | 47 |
| 7554 | Emil Karlovsky | Brian Kane | Mid | 18 | 30 | 48 |
| 7565 | Jack Button | John Button | Mid | 30 | 19 | 49 |
| 6687 | Larry Cole | Bob Pluchino | HB | 26 | 23 | 49 |
| 7248 | David Chittick | Mike Whitford | Mid | 31 | 20 | 51 |
| 7012 | David Bolles | Alejandra Bolles | Mid | 25 | 28 | 53 |
| 6822 | Charles Correll | Andy Nelson | Mid | 28 | 26 | 54 |
| 6731 | John Courtney | Wayne Pierce | Mid | 27 | 29 | 56 |
| 7724 | Joe Giunti | John Taylor | Mid | 33 | 27 | 60 |
| 7163 | Erik Rosanes | Jack Toomey | HB | 29 | 33 | 62 |
| 7737 | Josh Goldman | Brian Hayes | CLIS | 34 | 31 | 65 |
| 7595 | Carol Gracco | Peter Costa | Mid | 37 | 32 | 69 |
| 7765 | Ken Allen | Luke Buxton | BH | 32 | OCS | 70 |
|  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |


| 7306 | Don Cronan | Tim McGovern | Mid | 35 | DNF | 73 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 7964 | Don Gray | Sharon Benton | Mid | 36 | DNF | 74 |

## THE NASH MEMORIAL TROPHY

for the Long Island Sound Fall Circuit
The James Starr Nash Memorial Trophy is a memorial to James Starr Nash who died in a boating accident at the age of 20 in 1939. It was originally the CLIS fleet's season's junior trophy. The purpose of the trophy was changed from being a junior trophy for the CLIS fleet to being the trophy for the Fall Sound Circuit in 1954. The January, 1956 Starlights commented that this trophy was to be awarded to the skipper with the highest total point score in the four weekend series of the September Long Island Sound Fall circuit. However, in recent years two of these series have become defunct and the trophy has not been awarded.
This coming September, in part with the hope that boats which take part in the 2001 North American's held at Milford will want to participate, the Nash Trophy will be raced for again. Two series, the Bedford Pitcher and the Nutmeg, will count towards winning the trophy. Only those boats which compete in both series will be counted in computing the total score. The total score will be the low point score based on all the races completed in the two series. There will be no discards even if all six races are completed.
The Bedford Pitcher will take place on September 15-16 and the Nutmeg on September 22-23.

## 

## IN MEMORIAM

## KENNETH COLE

## By Harry Walker

Kenny Cole - also affectionately known as Captain KOOL has left us and we all mourn his loss.

There is reason to be happy, however, for we know he is out of his misery and suffering, and he has joined his beloved Mary Lois - and has probably already ordered a new STAR BOAT!

Kenny was my friend; my sailing competitor; and my partner in several cruising boats; and often our house guest. Let me tell you a couple of little stories of our long association.

I had ordered a new boat and told Kenny about it and its very special sail number - 6200. He never said a word but at the first regatta of the year he appeared with STAR 6201. He had one-upped me, and he had that sly smile.

On another occasion at a BACARDI CUP we were blown out and so went to the cabin of our "Out Island 41" to play bridge. Now Kenny was a great bridge player and I a poor one. He, and the Greenings, suffered with me amidst clouds of smoke, and at one point I went topside for a breath of fresh air. On returning I picked up my new hand and was amazed to find it full of honors! I bid and made a grand
slam - to many smiles. He had stacked the cards in my absence just to watch me sweat it out... and all three had a big laugh.
Kenny Cole had a heart as big as a football. He was always ready to put somebody else first; he was generous; he had a true devotion to his family and friends; and he always had a "deal" to tell you about.

Lastly, Kenny was always a strong and vital member of the STAR Class. Owner of many good boats; competent and able skipper and competitor; and with a host of STAR friends worldwide. He had sailed for decades in the 4th District and also internationally.

He will be sorely missed by the Class.
Good sailing, Kenny!!

## 

## AUSSIES AT THE 1963 WORLD'S

by Grahame Engert
In 1959 five members of the Lake Macquarie Yacht Club became Star Class owners and we became "Charter Members" of the Lake Macquarie Yacht Club Star Class Lake Macquarie fleet. My Star was "Red Witch", built of New Zealand Kauri and was very heavy compared to a "standard" Star boat.

The Australian "Blue Star Championship" was sailed at Macquarie Yacht Club and was won by "Ishkadoo" sailed by Bob Smith. We placed second and were beaten by one second in one heat and by five seconds in another heat. From this field three boats from New South Wales were selected to race off for the Olympic Games in Italy.

The NSW boats were:

| Ishkadoo | Bob Smith |
| :--- | :--- |
| Menace | Tony Carr |
| Red Witch | Grahame Engert |

It was suggested to me by Bert Russell, NSW Secretary of Star Class that I should charter Martin Visser's boat "Maryke" for the games. After all arrangements were made the Central Office of the Star Class ruled that we must sail the boat we were selected with.

As is now known, we did not fare too well and finished fifth, the winner was Bob French from Victoria, but from that trip an idea was in place.

It would not be fair to not record how well we were received by the Royal Victoria Yacht Club to have us camp in our tent on the lawn at RMYC. We were asked to move to the back of the car park.

The decision was then to build a boat and try to compete in the World's Championship to be held in Chicago, USA in 1963.

When we launched our Star named "Mac" the next hurdle was to win the Lake Macquarie Yacht Club Star Fleet Championships. To be able to compete in a World's Championship one must be a fleet champion at least - or a Blue Star Champion. In fact we did win the Fleet Championship and the plan was then in train.
At that time I was employed by Jack Semple in Newcastle Harbour as a Launch Driver and Divers Attendant. On completing a diving job a message came to leave the diver, John Blake in his suit and call at No 3 Lee Wharf to a ship named CAP SAN DIEGO. As John was in his suit (very cumbersome) I went aboard to see the skipper and see what we were to do. The job consisted of a mooring line around the prop. In engineering terms the prop shaft was now in a tube completely sealed in oil. The big concern was that the line had damaged the oil seal. The fellow I talked to (who I thought was skipper or engineer) turned out to be the manager of the Shipping Company.

When the explanations were made I asked would they like to come on the Diving Barge and talk directly to the diver on the job. That was greatly appreciated and the Manager noticed my Star Class Log and he asked if I sailed. Over the conversation I told him how I would like to race in the World's in the USA. Then he asked how long the Star was, how heavy. When he digested the information he said "Bring that Star aboard. We are going to Newark." "When do you sail?" I asked. "Tomorrow at 12."

At that stage the boat was stripped of fittings, ready to paint and the trailer was not completed. So a mad scramble to get ready for the sailing time. We made it on time and when the Cap San Diego sailed the "Mac" was gone and I would then have to plan just how I was to follow.

When this was explained to Vic Toll at Lake Macquarie Yacht Club, Vic, in league with Kevin Leary of Toronto Rotary Club, started a "Fund" to get the crew away. Tim Owens, one of my chief rivals, came along as crew. As Vic Toll knew Sir Hudson Fish the Manager of QANTAS one free airfare was given. Lots of letters were written and we got to New York. We were billeted by Bill Urback at Staten Island.

The "Mac" was unloaded in Newark and a Star Class officer named Stan Ogilvy towed the boat to the American Yacht Club on Long Island Sound where we sailed the North American Championships in a fleet of 60 odd boats. We finished the series dfl.

To be able to be near the Yacht Club we were moved to a new billet to Irv Herrman where we stayed for the time in New York. These fellows were members of the Byram Rotary Club where we were treated like Royalty and were Guest Speakers. The social side of the North Americans was truly great, with parties at Stan Ogilvy's, Skip Etchells, Waldon's and of course the President's Night at America Yacht Club.

After the North American Championships we then had the problem of getting to Chicago for the World's. But then we got wheels, a 1962 model auto Ford Mercury, bought for $\$ 50$ and of course unregistered! This matched the trailer also unregistered. At the Byram Rotary meeting we told the story of how we were to tow the boat to Chicago a deal was struck! If we returned to Byram and told our story we were to take the car to Tony's and he would put four new retread tyres on the car for us. As for registration we had an old number plate found in a yard screwed on the back of the car - on the trailer I painted the number plate TB 3190 Aust and away we went for Chicago.

Stopped at Niagara Falls on the way and arrived OK at Harry Walker's home in Illinois. Also staying with Harry were Putzy Richter of Brazil and Count Tony Mello of Portugal. Tony was the next marquis to the throne.
As Harry said "It's like a United Nations meeting isn't it." We were the poorest but the happiest in the fleet. Went to all parties, played squash and racquets at the University Club (made Honorary Members).

We left the boat at Chicago. I thought I had sold the boat and left for New York to revisit the Byram Rotary Club. On the way we picked up a hitch-hiker. Then trouble struck between roadhouses (each 60ks in USA there is a Road House). We blew a fan belt. I spliced a piece of rope and this got us to New York. The Yanks thought that was a work of art. I told them "You should see what our cocky farmers do with a piece of fence wire"!!

Driving along I noticed a Police car (with flashing light) came up along side - "Pull over" - "what me"? "YES"! Met him and he asks for my Driver's License - "Australian if it's any good." "Papers to show you own the car?" - old rego papers! "Do you realize these paper's ain't worth the paper they're written on!!" "Don't tell me we have been taken!" I ask. "We are going back to New York to get our \$'s back!" "Look, you are not American Citizens so you had better go!" - I had taken 30 boomerangs with me to give away as gifts and I gave him one. Told him to hold it like this and face into the wind and it would return. "I won't throw that, it will be a memento on my mantle shelf", "Stand there till I get a photo of you." He held the boomerang behind his back.
The hitch-hiker was ill a shake as we drove off. He said "That was a Pennsylvania State Trooper - they are awful tough." He also said it was a $\$ 500$ fine for hitch hiking.

Ended up selling the car to the hitchhiker and got our \$50 back. He wanted his dad to see the car, his dad said "yes" but trouble - to get it home - drive it "no". I say "Where do you live we will deliver it." "In the Bronx."

With the car safely home the father suggests we have a meal at Times Square; just so you can say you had a meal on Times Square. Can't find a parking space, there is one vacant in a Cab Stand. I say "Put it in there." We are going into an
automat, like we see in the movies with a glass swing door and as I was going around the swing door a big policeman was also going round the door and pulling his book out and making for our car. I follow and I say to him "You look like you are going to book my mate. Its my fault we are in the taxi stand - we could not find a park and we wanted to see the automat." He says to me "Are you from Down Under?" I say "Yes from way Down Under, we are going home tomorrow." He says "You have your meal I will guard your car." He sat on the front bumper and nobody was going to shift us. When we came out after our meal the Policeman said "In the war I was Down Under and you people showed me such a good time. You have a safe trip home!!"

When we told the Byran Rotary Club of our exploits they made a tape recording of the meeting. At that stage the Rotary Club had Sister Cities all over the world. Byran was matched with Newport and they asked me to deliver the tape of the meeting to the Newport Club. At that time I thought the Newport Club was in Sydney but it turned out it was in Melbourne.

After two months at home I had a telephone call from a Mr. Mac Faquah the President of Newport Rotary Club and he wanted my address and sent a plane ticket and all information of how he would meet me at the airport on such and such a time and date to deliver and be Guest Speaker at the Rotary Club of Newport. The Rotarians had a big laugh to see how an Australian battler could manage to travel to the USA to compete on a shoestring.
It would not have been possible if it was not for fellows like Vic Toll, Kevin Leary and the Toronto, Bryan, Newport and New York Rotary Clubs and the Lake Macquarie Yacht Club with Wal Turnbull and Peter Farmer making a suit of sails to take with us. When we were at sail and boat measuring the Yanks laughed at our small sails - "Boy! It must blow where you come from!" I asked why they thought our sails are so small. The US sails were 20-25 sq ft bigger and taller than ours. We were beaten but we learnt so much especially sailing light weather.
Each day after racing we would sit and have a beer and a talk with the crews. They did not think we were a threat and would say "What are you going to do?" I would say "Make this." - "Oh no guy. I did that two years ago and this happened." It saved the time and effort and we then knew the answer. This happened time after time and it was a great learning experience.

We went to the New York Yacht Club but could not get in as we did not have a tie and a coat. The cab driver loaned a tie and coat so I could get into the Club and into the lethal Room. The reason we were taken so well was the fact we were the first Australians after the 12 metre fellows and the reason was that we could drink so much of their weak beer without any ill effect!! The Commodore asked if we were going to leave and win the America's Cup and I said "Yes, our boys are like

Bulldogs and they have you by the arse and will not let go until we have the Cup. He said there is no sign of not winning and they admire us on our efforts - this was 1963 and how happy it made me when we did finally win that darn Cup!!
This shows in such a small way just what can be achieved by Clubs backing younger fellows to try for the Big Time in Sailing.

I am sure I speak for Tim when I say I am forever in the debt of the Lake Macquarie Yacht Club and the Rotary movement to enable us to compete. For quite some time after the trip I went to numerous Rotary Clubs as Guest Speaker to tell of our trip and the help we received from US Rotary Clubs. I still correspond with Harry Walker our billet in Chicago and he and his wife have visited with us on three occasions. Harry is now the Secretary of the World Star Class and joined us as measurer in the 2000 Olympic Games, with Helmet Shultz and myself from Lake Macquarie, a truly great experience.
(Editor's note: Martin Visser of the Pittwater fleet, mentioned in this article, also participated in the 1963 World's. His story of relying on people's help and generosity in order to get from Australia to Chicago was much the same. He too showed up at dockside with his boat and found some willing ship captain to transport it, but in this case to San Francisco. Richardson Bay fleet captain John Scarborough got a call asking if he would pick up the boat at dockside in San Francisco and deliver it to St. Francis Y.C. It just happened that I was getting ready to drive across the country to college in Vermont with my pickup truck taking along with me a fourman shell along with my single. John asked me if Visser could use the truck to take his boat to Chicago and I said he could as long as they took the shells with them. We got the shells tied onto the boat's tie-downs and off Visser and his crew went to Chicago. A couple of weeks later I flew out to Chicago and picked up my shells and pickup and continued on to Vermont. I don't remember how Visser got his boat home.)

## 

## ENTRY FORMS DEADLINES FOR THE WORLD'S AND NORTH AMERICAN CHAMPIONSHIPS

July 6, 2001: Entry deadline for the 2001 World Championship.
August 5, 2001: Entry deadline for the 2001 North American Championship.

If you plan to sail in either of the above championships, please submit your entry as early as possible, prior to the deadline. Isolated members that want to sail in the above championships need to read Star Class Rule 29.6 and contact one of your Continental Vice-Presidents well before the deadline of the championship in which you wish to sail.

The Central Office would like to remind all competitors that your signed entry form must be faxed or mailed to both the Central Office and the regatta organizer by the above deadlines. Once the deadline arrives, the Central Office and the regatta organizer prepare the list of competitors. The Central Office then begins to verify all the entry forms. All entry forms must list a skipper and a crew, the boat and sail numbers, and an e-mail address (preferred) or fax number where we can contact you.

For Silver Star regattas, the following applies: Both skipper and crew must be paid members of the ISCYRA. A valid measurement certificate, buoyancy test certificate (signed by the boat's owner) and yacht weight certificate must be on file in the Central Office.
The skipper and a fleet officer (for fleet entries) or district officer (for any district entries) must sign the entry form. A fleet or district officer's signature verifies the skipper's eligibility according to Star Class Rule 26.
Approximately a week after the deadline, the Central Office will inform you if your entry is OK or if there are any items you need to take care of. Please be sure that a working fax number or e-mail address is on your entry form so that we may inform you of your status. You will have until the beginning of the first race to correct any discrepancies.
For the World Championship, the three items listed above apply and there are additional qualifications. You must state your nationality and the type of entry (fleet, district, or former World Champion or Olympic Gold Medallist). Fleet entries must have eight active boats in their fleet in order to send an entry to the Worlds. That means eight different boats owned by eight different Active members. Boats held in partnership may only be counted in one fleet. District entries must qualify through the District Championship and are certified by the District Secretary.
Submitted by Diane C. Dorr

## 

## ROYAL CANADIAN YACHT CLUB TROPHY

> For the North American Championship
> To be raced for on August 26-31, 2001 at Milford Yacht Club, Milford, CT

The North American Silver Star Championship is relatively a latecomer to the Silver Star series held by the Star Class. Originally the North American's was sailed only when the World's was not sailed in the North American continent.
The oldest Silver Star event of the Star Class was the MidWinter Championship which was held in Havana, Cuba. That series was discontinued in 1957. The next oldest Silver Star event is the Championship of Europe, which began in 1932.

This is followed by the Western Hemisphere Spring

Championship, which began in 1934. The first N.A.'s was held in 1939 at Treasure Island in San Francisco Bay in conjunction with the 1939 World Fair. That year the World's was sailed in Kiel, Germany. The first N.A.'s was won by Walter Sumner of San Diego Bay fleet. The series was not held again until 1948 in Puget Sound, and was won by the local fleet representative Charles Ross. Then, starting in 1952 the World's was held in Europe for three consecutive years. Whether coincidentally or not, starting in 1952 the N.A.'s have been held annually ever since.


The Royal Canadian Yacht Club Trophy
The Royal Canadian Yacht Club Trophy is for the winning skipper of the North American series. It was donated to the North American Championship in 1952 by the Royal Canadian Y.C. which hosted the event in Toronto that year. This was the third time the Championship had been held, and the perpetual trophies had yet to be organized.

The trophy lost it original top sometime in the 1960's. Stanley Ogilvy put a notice in January, 1967, Starlights accompanying the picture below as follows:
Mr. and Mrs. Don Trask and crew Bill Kreysler (seated, left,) inspect their newly won North American Championship trophy.
This cup, donated by the Royal Canadian Yacht Club in 1952, once possessed a different top surmounted by a silver model Star boat. The present top, which it has been bearing for some years, does not fit it exactly; it was switched
somewhere along the way with that of another trophy. If anybody has a cup with a boat on top that doesn't quite look as if it belonged there, please notify us at the Star Class office and we'll straighten things out.



## NEW BOATS AND SAILS

Web sites for new boats and sails which are presently up and running:

Mader Boats: http://www.bootswerft-mader.de/
In the U.S. contact John MacCausland: 8564289094
Fritz Sails: www.fritz-segel.de
North Sails:
http://www.northsailsod.com/class/star/star.html
Quantum Sails:
http://www.quantumsails.com/star/index.htm
Other contacts:
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: 6178390992
Star-Rigg Service Alexander Hagen:
e-mail: alex.hagen@t-online.de
Spar Tech:
In the U.S. contact John MacCausland: 8564289094

## FOR SALE / WANTED

WANTED: Mader or Folli built star boat in very good condition, \#7400 or newer. Please call Tom Flinn at work:
(973) 509-7500 x223; or Home: (201) 288-6147. Or e-mail tdfesq@aol.com. (4-01)
6320 Miller-Buchan, 1978. Located at Sunapee, NH. Contact Nat Cook: 603526 4637, E-mail: natcook@tds.net (3-01)

6719 Melges is for sale for US $\$ 4000.00$. The boat comes equipped with sails, f-section Spartech mast, 2 Tactical compasses, all Harken, and mast-up boat cover. The boat has an excellent aluminum road trailer, radial tires, and surge brakes. The hull was completely faired and finished with nine coats of Interlux two-part epoxy paint (Ontario Yachts). This boat has all the go-fast equipment as well as under deck (3 to 1) kevlar running backs, and double bottom with four auto bailers. The boat is a fast club racer and has performed well at the local level. The boat is presently in Toronto and can be delivered. Call 416-4658207 or e-mail francis@fougere.ca (4-01)

7051 - Mader. Boat is in good condition and has all upgrades including thru-deck backstays. SparTech F section mast, four suits of sails, covers (trailer, mast up, mast and boom bags). Harbeck trailer with box. This is a solid boat which is still very competitive at fleet level and would make an excellent starter boat/fleet racer. Boat located on Long Island, NY. \$3500. Contact Randy Pfrunder (631) 472-7259 (eves). elvzig@cs.com (06/01)

7938, 1998 Mader Star for sale. This is an excellent racing Star. Comes with one 1999 Spartech mast, practice suit of sail (other sails negotiable) and Balbi trailer. This boat was fully faired for the 2000 Star World's and is absolutely race ready. $\$ 22500$ USD for a race machine. Please contact Paul Sustronk at 905-825-6463 or otisinc@compuserve.com (4-01)

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 8605725379 / suki@mysticseaport.org

## STAR CLASS MEMORABILIA

If you have anything which you think should be in the Star Class Archives at Mystic Seaport Museum please contact either the editor (d.bolles@worldnet.att.net) (203 882 9428) or Joe Knowles (pnjk@aol.com) (860 572 0606). Anything from a single photograph to a collection of correspondence, program notes, or anything else related to the Star Class and its activities would be most welcomed.

## UNDER 7000 BOATS WANTED

If you have or know of an under 7000 boat which wants to get out onto the racecourse again please contact the $5^{\text {th }}$ District Secretary Ed Sprague at edstarsail@starclass.net (619 224 8454). (4-01)

## REGATTA SCHEDULES

$1^{\text {st }}$ District
Please check the $1^{\text {st }}$ District Web Site for more information about these regattas. Go to:
http://ourworld.compuserve.com/homepages/fcsdesign/
July 21-22 Ned Hay (CA)
July 28-29 Atlantic Coast Masters (CLIS)
Aug. 11-12 Secretary's Cup/
Make-a Wish Regatta (Benefit) (BH)
Aug. 11-12 Picken Memorial (GSB)
Aug. 23-31 North American Championship (Mid)
http://www.mycstar.org
Sept. 8-9 Pine Trophy (Intercollegiate Star Champ.)
Sept. 15-16 Bedford Pitcher (CLIS)
Sept. 22-23 Nutmeg's (Mid)
$2^{\text {nd }}$ District
Please check the $2^{\text {nd }}$ District Web Site:
http://home.dmv.com/~jenkins/star.html
July 7-8 Miller Series-GIYS
Aug. 4-5 Miles River/Green Star-MES
Aug. 11-12 Oxford Summer-TAYC
Sept 8-9 West River Keelboat-WRSC
Sept. 29-30 Fall Windup-TAYC
Oct. 13-14 Michelob Cup-WRSC
(Note date correction on Fall Windup.)

## 5th District Star Race Calendar

July 7-8 Baxter Bowl/Summer Gold Cup (NH)
July 28-29 Lipton Cup, Santa Barbara YC
Sept. 1-2 Labor Day Pitcher Regatta (SDB)
Sept. 8-9 Black Star - Under \#7000 California Champs, California YC
Sept. 15-16 Fall Gold Cup (NH)
Oct. 21-22 Calvin Paige Trophy, St. Francis YC
Oct. 27-28 Ash Brown Oktoberfest Regatta (SDB)
Dec. 8-9 Kriss Kringle Regatta (OD) (SDB)
$12^{\text {th }}$ District
July 7-8 Mars/Venus (GrL)
Aug. 4-5 Sunapee Open (Sun)
Aug. 11-12 N.Y. State Championship (SL)
Sept. 8-9 FLASIR (KL)
Sept. 15-16 Lake George Open (LG)
Sept. 22-23 Chili Regatta (SL)

- Thanks to Harry Walker for his generous support of this - publication

EMIL'S CORNER


Cartoon by Emil Karlovsky


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

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## SEND US YOUR MATERIAL

To submit material to this newsletter please contact:
David Bolles
133 Castle Lane
Milford, CT 06460-7515
2038829428 / 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
Please contact the editor about any corrections to race results. While this cannot undo what has already been printed, it would be helpful in avoiding errors in the future.

Thanks to all of the contributors who have submitted material for this month's issue.

## REMINDER

## PLEASE GET YOUR ENTRY FORMS FOR THE <br> NORTH AMERICAN CHAMPIONSHIP IN AS SOON

AS POSSIBLE

