





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<sup>rd</sup> 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 boats hit the water. The breeze was forecast to be from the south but like usual this was not to be. We sailed the 1st. 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 heels 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 12th. 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 Restrict 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	Bemd Hefele	Karl Hefele	LH	16	15	16	47

**43<sup>rd</sup> TOMAHAWK REGATTA**  
(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<sup>th</sup> 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<sup>nd</sup> DISTRICT BLUE STAR CHAMPIONSHIP**

June 9-10, 2001

Havre De Grace, MD

by John "Little Mac" MacCausland

The second weekend of June took us to Havre De Grace, Md. for the 2<sup>nd</sup> 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<sup>th</sup> or 7<sup>th</sup> 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.

Boat#	Skipper	Crew	Fleet	R1	R2	R3	Points
8056	John MacCausland	Sean Delaney	CR	2	2	4	8



the boats were able to get back together with the rest of the fleet.

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

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





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







