



Volume 5, No. 5
2004

May,

Newsletter for the 1st, 2nd and 12th Districts

MAY REGATTA SCHEDULE

2nd District

Apr 30-May 2 Annapolis Spring / NOOD (AN)

(Tri-District Qualifier)

May 8-9 Spring Regatta (MRYC)

5th District

May 6-Aug 19 Starlight Series (Thurs. @ 6pm) (CYC)

May 29-30 Rollins Bowl (SDB)

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The U.S. Olympic Trials

Report as viewed from the Race Committee Boat

By Harry Walker

The event was run like the Olympics at Athens will be run with races scheduled to run between an hour and a half and an hour and a quarter. The target time for each race was 90 minutes. All races were windward-leewards and either two or three times around. For the first four days all finishes were downwind.

Rich Raymond was the PRO and very exacting.

Day 1:

Heavy breezes over twenty knots kept the fleet ashore till well after the announced departure time. After several hours of delay they were sent out into 18 - 20 knots.

Races 1 and 2: Both races were won by Eric Doyle. 5 boats were disabled with 3 masts going down.

Day 2:

The second day saw much lighter conditions with 10-12 knots out of the East.

Race 3: Doyle was over at the start but returned. There were some slight shifts on the W-3 course. Cayard won with Vince Brun second.

Race 4: The fourth race, again with a 10 knot easterly breeze, got off with two boats, Shiebler and Hendrick Wennerstrom over early and not returning. Vince Brun took this one with Cayard second and Andy Lovell third.

Day 3:

Race 5 was perplexing. PRO Raymond took the fleet out onto a glassy bay. Boats who had tows and coach boats got out rapidly. A few who sailed out with little air took two

plus hours to get to the line. It took four tries to get this race started due to a winds pattern that went from around 320 all the way around to 120 degrees. The sea breeze won out in this battle and we got off to a W-3 which actually had to have the last two legs shortened as the wind seemed to be dying. The start was in 6 knots at 110 degrees and the pin end was favored. George Szabo and Mark Strube took this one over Rick Merriman and Paul Cayard came third.

It was a tired fleet which sailed in after 9 hours of frustration mixed with only one race.

Day 4:

Day 4 started with an hours delay due to boisterous winds exceeding 20 knots. PRO Rich hoisted the AP and the fleet sat, knowing they would be out after a bit.

Race 6 was started in 18 knots with the wind direction of 050 degrees and a course of W-2 and leg length of 1.7 nm. The breezes went as high as 21 and in lulls we saw 15 at the Committee Boat. Paul Cayard took this one with Mark Reynolds second. They had a battle all the way down the last leg with jibe after jibe.

Race 7, using the same course and course length but with the breeze having gone to 055, was also won by Cayard with George Szabo closing to second.

Wednesday is a mandatory lay day and the rest of the 16 race series scheduled to start Thursday with winds predicted in the 15kt range.

Day 5:

Race 8: Three races were scheduled for Thursday. However, the forecast was wind for E/NE at 24-32 knots. Unfortunately, the forecast was correct, and after one fairly hairy race which saw the teams of Shiebler / Stout and Dane / Sprague lose their masts, the team of. Szabo / Strube went on to win and they were followed by the Schofield brothers.

Day 6:

Friday started as another windy day. However, once the winds dropped from 30 knots the fleet was allowed to leave shore to start racing at 2:30, 2½ hours behind schedule Friday's wind: E/NE, 22 knots.

Race 9: Cayard / Trinter were chased around the first lap by Reynolds / Erickson, and then Doyle / Sharp, only to be

passed on the final downwind lag.. Szabo / Strube passed Reynolds / Erickson for third.

Race 10: Moments after starting near the committee boat, Cayard / Trinter tacked right with three non-contender boats as a big header came through while everyone else kept going left. That was all she wrote for this race. The team Lovel / Liljedahl closed the gap on Cayard / Trinter but never caught them.

Day 7:

Saturday looked a little chancy as the breezes were at about 20 knots as we went out to the course. We had 6 races to go in the series and though only Szabo seemed to have a fair chance of catching Cayard, he would have to have three great races and Paul suffer both bad luck and a disaster to boot.

All three of the races were sailed in winds of 17-19 knots and the courses were the now normal W-2 of 1.65 nm.

Lovell / Liljedahl captured Race 11 and Reynolds / Erickson won Race 12.

Race 13: Eric Doyle, who has been pushing the fleet with fast and smart sailing, missed this one today by being over early and not returning. This effectively shot him down as a serious threat to Paul, and now only Szabo / Strube looked strong. Unfortunately for George, he and Mark Strube had 2 bad races on Saturday and though it was still possible, overtaking the leaders was a very long shot.

Day 8:

Race 14, 15 & 16: In the worse case scenario Cayard / Trinter needed a 14th in any one of the races on Day 8 to take the series. They got a 5th in the first race of the day and sailed for home. In race 14 Shiebler / Stout got the first of two bullets for the day, also taking Race 15. The Schofield brothers won the final race.

Paul and Phil won without having to sail the last two races. They were able, awesome, and BIG winners. Their preparation was unmatched and their dedication to detail amazing. Physically they are in top shape and kept that way with a regime of exercise and nutrition unmatched by others through the series. America knows we have a couple of great champions on that boat who will represent each of us Staristas in the US and our country at the highest level.

See page 4 for results.

Andy Lovell and Magnus Liljedahl
Win the Jahncke Cup and
Spring Silver Star Championship
(Based on the write-up on the Star Class Web Site)
Jahncke Cup

The Jahncke Cup is used as a tune-up series for the Western Hemisphere Spring Silver Star Championship.

The first day of racing was cancelled due to winds to 35 knots. On the 2nd day, three races were run. Race 1 was a Gold Cup course sailed in 4 to 15 knots at 250 degrees. Race 2 was a windward-leeward twice around in 10-15 knots, puffy at 270 degrees. Race 3 was an Olympic triangle in 10-15 knots puffy at 270 degrees. It paid to go left.

New Orleanian Andy Lovell proved that familiarity with Lake Pontchartrain pays off, finishing first in all three races of the Jahncke Cup on Wednesday at the Southern Yacht Club. Lovell and crew member Magnus Liljedahl, finished eight points ahead of their closest competitors to win the Jahncke Cup.

"We sailed very well today, and hopefully we can carry this over to tomorrow in the Spring Championships," Lovell said. "Knowing this lake definitely provides us an advantage, and it helped us a lot when the winds changed throughout the day. Everything seemed to be working out for us today."

Mark Reynolds finished second in the first two races with crew member Will Stout before having to withdraw from the third race due to a mast problem. "I familiarized myself more with the lake today," said Reynolds, who won the Spring Championships the last two times it was held in New Orleans in 1991 and 1997. "I didn't realize I had won the last two times, but I've sailed here about a half a dozen times in my career and three times in college. "We ran into a minor problem today. We decided to not participate in the third race, so we wouldn't turn it into a major problem."

John MacCausland, along with crew member Brad Nichol, finished second with 12 points. MacCausland won the Jahncke Cup in 1997 and is coming off a first-place finish in the last race in the Bacardi Cup.

Western Hemisphere
Spring Silver Star Championship

Race 1 & 2: Thursday, April 15: Andy Lovell and crew member Magnus Liljedahl won two first-place races on Thursday, and were in first place of the Spring Championships of the Western Hemisphere at the Southern Yacht Club. They lead by three points with four races left in the next three days. "I think a lot of our success as of late can be credited to our three months of intense training before the Olympic Trials (last month)," Lovell said. "The training gave us the confidence and mental ability to overcome anything that happens on the water. "We executed perfect at one point today, and Magnus looked at me and said, 'We really aced that one.' It was like hitting a hole-in-one."

Lovell and Liljedahl defeated Mark Reynolds and Will Stout in the first race and beat off John McCausland and

Brad Nichol in the second. At the end of the day Mark Reynolds and Will Stout were in second with five points.

Races 3 & 4: Friday, April 16: George Szabo along with crew Darin Jensen finished first in both races. Szabo, 33, who resides in San Diego, won the North American Championship in the Star Class in 2001 after taking a four-year break to race a Snipe Class boat. "We had a little bit better conditions today than yesterday, and we started figuring out the wind shifts better," Szabo said. "Darin and I haven't sailed together for about a year; we got a little more accustomed to working with each other." Local sailor Andy Lovell and crew Magnus Liljedahl finished fourth in both races, dropping them into a tie for second place with two-time gold medalist Mark Reynolds with 10 points, one point behind Szabo and Jensen.

"We were going well upwind, but downwind we were having a hard time gaining speed and direction," Lovell said. Lovell finished three feet behind local sailor Guy Brierre in the first race. Brierre took third place in the first race and fifth in the second. Brierre and crew Buddy Clarke moved from seventh place to fifth.

Race 5: Saturday, April 17: Andy Lovell, George Szabo and Mark Reynolds were all tied for first place with eight points after five races. Reynolds and crew Will Stout came in first, their best finish of the competition thus far, with Lovell coming in second and Szabo finishing third. "It all comes down tomorrow with one race left," Lovell said. "We had trouble finishing again in the last run heading downwind. But we changed something on our boat about halfway down the last leg, and that allowed us to hold on to second."

"The change we made today might not even be a factor tomorrow, because we're expecting a different wind direction," said Magnus Liljedahl, Lovell's crew who won an Olympic Gold Medal in 2000. "It's a nice position to be in to have a shot at winning the event on the last day. Just that in itself is an accomplishment with the level of competition in this race. Andy has as much talent as anyone I've ever sailed with, and he'll win the Olympics one day."

Reynolds, who has won three Olympic Medals, has two seconds and two thirds in the previous four races. "Will's setting up the boat well for going downwind, and today we were able to catch Andy in the last leg and hold on for the win," Reynolds said. "Andy's beaten us off the start almost every race, but luckily we've been able to play catch up."

Race 6: Sunday, April 18: Susie Pegel and crew Brian Buffaloe finished first in the final race and seventh overall, but the big story was going on just behind her. Andy Lovell and crew Magnus Liljedahl held off three-time Olympic Medalist Mark Reynolds and crew Will Stout to

finish second in the sixth and final race of the series, winning by one point.

"The race came down to the wire," Lovell said. "At the very end we tacked the boat about 15 times to try to cut them off and push them off to the side. They stayed about 20 feet behind us the whole final leg, and I knew that the southeastern wind would be coming in, and luckily we read it right and got a 20-degree shift."

Reynolds and Stout had passed Lovell on the downwind several times this week, but Lovell returned the favor to win his first Silver Star. "Our accomplishment today definitely validated all of the training we did for the Olympic Trials (last month). Finishing second in the Olympic Trials was like kissing your sister, but today the training paid off and helped us to a very big accomplishment."

"It was an incredible race for me and anyone who appreciates sailing," Liljedahl said. "Andy cemented his name in the Star Class category for a long time today. Andy proved that he's a winner, winning the race today under a lot of pressure."

George Szabo and Darin Jensen, who were tied for the lead Saturday, finished third overall, a point behind Reynolds and Stout.

Results on page 5.



Montreal Bi-Annual Regatta
June 19-20, 2004

The Quebec Star Fleet and the Royal St. Lawrence Yacht Club invite you to the 2004 Montreal Bi-Annual Regatta. The regatta will be hosted from the Royal St. Lawrence Yacht Club with sailing to take place on Lake St. Louis. Three races will be scheduled, two on Saturday and one on Sunday. Registration fee: CDN \$65 / US \$50 per person which will include the social events. There will a Cocktail party at the home of Ian Bruce, (adjacent to the Club), starting at 6:00 pm on Saturday June 19th. This will be followed by a buffet at the RStLYC starting at 7:30 pm. On Sunday morning there will be a proper hot breakfast buffet served at the RStLYC starting at 8:30 am.

The spectacular 6-week duration Montreal International Fireworks festival will be on at that time and the Spanish display is on Saturday night in the Old Port of Montreal, perhaps the most exciting part of the City. Dinner will be finished in time for those who wish to head down to Old Montreal to see the fireworks or just to soak up the City.

Billeting will be provided for ALL those that request it, provided the request is received by Monday June 14th. There are several motels within 5 minutes of the Yacht Club.

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The U.S. Olympic Trials

Pl.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	Total
1	8159	Paul Cayard	Phil Trinter	WSFB	2	6	1	2	3	1	1	4	2	1	4	3	5	5	dns	dns	40
2	8061	Andy Lovell	Magnus Liljedahl	NOG	ocs	dns	4	3	11	3	7	3	5	2	5	1	2	3	4	12	65
3	7995	George Szabo	Mark Strube	SDB	4	5	14	9	1	4	2	1	3	3	8	9	8	11	7	5	69
4	8163	Eric Doyle	Brian Sharp	SDB	1	1	9	8	5	10	12	11	1	8	1	6	ocs	6	6	3	76
5	8129	Mark Reynolds	Steve Erickson	SDB	5	2	10	7	13	2	15	9	7	4	3	11	1	2	10	7	80
6	8132	Vince Brun	Mike Dorgan	SDB	ocs	9	2	1	4	5	3	10	11	6	11	7	3	8	5	6	80
7	8077	Howie Shiebler	Will Stout	WSFB	3	3	6	ocs	12	9	6	dnf	14	15	2	2	12	1	1	4	90
8	8184	John MacCausland	J Brad Nichol	CR	6	8	3	6	10	15	5	8	4	9	15	8	7	4	16	2	95
9	8082	Richard Merriman	William Bennett	SDB	7	4	17	13	2	7	9	5	8	7	6	15	9	9	8	8	102
10	8162	Andrew MacDonald	Austin Sperry	NH	11	7	5	4	6	13	10	7	12	5	10	5	4	16	3	15	102
11	8059	Peter Vessella	Brian Faith	WSFB	10	dnf	8	19	8	11	4	6	9	19	9	10	6	7	11	11	129
12	8131	Douglas Schofield	Robert Schofield	AN	12	13	16	11	7	8	11	2	6	11	dnf	dns	17	13	2	1	130
13	7832	John Dane	Henry Sprague	NOG	9	12	20	16	9	17	16	dnf	10	10	7	12	10	15	9	10	162
14	8177	Karl Anderson	Ezra Culver	BH	13	10	15	5	16	16	8	13	17	16	13	14	16	10	12	9	170
15	8043	Jock Kohlhas	Rick Burgess	BisB	16	14	12	18	19	6	17	12	16	12	16	4	18	17	14	13	187
16	7986	Bill Allen	Brad Lichter	WH	dnf	dns	11	15	20	12	14	14	dns	dns	14	13	11	12	13	20	215
17	7952	Ben Cesare	Serge Leonidov	Mid	14	11	18	10	15	14	21	dnf	19	14	20	18	14	21	15	14	217
18	7988	H. Wennerstrom	Jon Rogers	JP	15	15	7	ocs	14	21	13	dnf	15	17	21	19	15	19	19	17	227
19	7862	John Virtue	Scott Pack	NH	8	dnf	19	12	raf	18	dnf	dnf	13	18	12	16	13	14	dns	dns	235
20	8088	Stephen Gould	Chris Gould	WSFB	dnf	dns	13	14	18	20	18	16	21	21	17	21	20	18	17	18	252
21	7465	Fotis Boliakis	Chris Rogers	CLIS	17	17	22	20	21	19	19	15	18	13	18	20	21	20	20	19	256
22	7042	Steve Brown	Michael Marzahi	NH	ocs	16	21	17	17	22	20	17	20	20	19	17	19	22	18	16	259

Jahncke Open

Pl.	Boat	Skipper	Crew	Fleet	R1	R2	R3	Total
1	8061	Andy Lovell	Magnus Liljedahl	NOG	1	1	1	3
2	8184	John MacCausland	Brad Nichol	CR	4	6	2	12
3	8043	Jock Kohlhas	Richard Burgess	BisB	5	4	3	12
4	8181	Larry Whipple	Mark Strube	PS	6	3	5	14
5	8017	Tod Gay	Jon Klenk	LS	11	8	4	23
6	7793	Brian Cramer	Eric Monroe	LOC	8	10	6	24
7	8129	Mark Reynolds	Will Stout	SDB	2	2	dns	25
8	7496	Guy Brierre	Buddy Clarke	NOG	10	9	8	27
9	8024	Stephen Murray	Austin Sperry	NOG	9	7	12	28
10	8036	Jack Rickard	Bob Carlson	WH	7	14	10	31
11	7988	Rick Peters	Christel Guenewald	SMB	dns	12	7	40
12	8084	Robert Teitge	Brian Faith	DR	12	17	11	40
13	7833	Claude Bonanni	Steve Cutting	TaB	16	16	9	41
14	7425	Barbara Vosbury	Trapper Lippincott	AN	3	18	dns	42
15	8128	Bill Culberson	Chris Frost	MoB	17	11	14	42
16	8113	Gubti Weissenberger	Chris Brown	NCB	14	15	13	42
17	7982	Susie Pegel	Tom George	WH	dns	5	dns	47
18	6933	Chris Nielson	Mickey Neilson	WLM	18	13	dns	52
19	7911	John Fox	Nancy Fox	SB	13	19	dnf	53
20	7497	Kris Wilsons	Bud Elsaesser	AN	15	20	dns	56

Spring Silver Star Championship

Pl.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Total
1	8061	Andy Lovell	Magnus Liljedahl	NOG	1	1	4	4	2	2	10
2	8129	Mark Reynolds	Will Stout	SDB	2	3	2	3	1	3	11
3	7995	George Szabo	Darin Jensen	SIB	3	4	1	1	3	5	12
4	8184	John Maccausland	Brad Nichol	CR	5	2	6	15	4	7	24
5	8181	Larry Whipple	Mark Strube	PS	8	5	5	2	5	dnf	25
6	7496	Guy Brierre	Buddy Clarke	NOG	4	10	3	5	17	6	28
7	7982	Susie Pegel	Brian Buffaloe	WH	7	8	10	11	8	1	34
8	8043	Jock Kohlhas	Richard Burgess	BisB	16	6	17	8	7	4	41
9	8024	Stephen Murray	Austin Sperry	NOG	6	7	16	6	6	raf	41
10	6933	Chris Nielsen	Micky Nielsen	WLM	9	9	12	18	12	8	50
11	7793	Brian Cramer	Eric Monroe	LOC	11	18	8	10	ocs	9	56
12	8128	Bill Culberson	Chris Frost	MoB	10	11	9	19	ocs	10	59
13	8036	Jack Rickard	Bob Carolson	WH	18	15	7	14	13	13	62
14	7425	Barbara Vosbury	Trapper Lippincott	AN	12	13	19	16	10	11	62
15	7988	Rick Peters	Christel Guenewald	SMB	14	14	13	9	ocs	16	66
16	8084	Robert Teitge	Brian Fatih	DR	19	12	14	21	11	12	68
17	7833	Claude Bonanni	Gennady Korolkov	TaB	13	17	11	13	14	dns	68
18	7911	John Fox	Nancy Fox	SB	21	16	20	7	9	18	70
19	8189	Bill Fields	Myles Prichard	SMB	20	20	15	12	15	dnf	82
20	8017	Todd Gay	Jon Klerk	LS	15	21	18	17	16	17	83
21	8113	Gunti Weissenberger	Chris Brown	NCB	17	19	21	20	ocs	14	91
22	7497	Kris Wilson	Bud Elsaesser	AN	22	22	22	22	18	15	99

WHERE ARE THE KIDS?

Some thoughts about today's youth
And the Star Class

It seems like at least once a year, for example at Fleet or District meetings, the question of getting today's youth interested in getting into the Star Class comes up. While I can not provide the answer to this question, I would like to look at two of the factors most often cited as to why we don't see young people in Stars: economics and sailing experience.

1) Economics

One claim is that the cost of getting a Starboat is too high. Let's compare some numbers:

When I got my first Starboat in 1956 I paid \$400. Over the next 5 years I:

- a) worked as a labor in construction: \$1.75 / hour
- b) bought a 2 year old Star: \$2,000
- c) bought a new pickup truck: \$1,800
- c) went to college: \$3,500 / year, room and board included

If we added a zero to all of these figures we would come close to today's prices in every category, except that \$4,000 would be much too much for a 30 year old Star and for \$20,000 we would be looking at a 5 year old Star. Today there are a number of Starboats available for

anywhere from \$1,000 to \$4,000, which with a little work would get the boat going again. Clearly, the relative costs of owning a Star boat have not changed over the years, and in fact for relatively sound entry level boats the cost has come down. From this it would appear that the economics of the situation today is not the limiting factor.

2) Sailing Experience

The claim is often made that the Star is too much for a teenager to handle. Should this be any more true now than it was back in the 1940's and 50's? If we look at the list of people sailing Stars on the West Coast who started in their teens we have to wonder about the truth of this statement. Malin Burnham started sailing Stars when he was 15 and won the 1945 World's at 17, with a 14 year old crew named Lowell North, who in turn had just purchased his first Star that year. Lowell went on to building his own boat at 19 and came close to acing the 1949 World's with four firsts and a second, only to be disqualified in the second race. The previous year Bill Buchan, at 14, had watched Lowell with crew Jim Hill in action at the 1948 North Americans in Seattle and decided to build his own Starboat. Thirteen year-old Skip Allen had a Star wash up at his feet on the beach at Newport Harbor. His father bought the boat, had it repaired, and the next year Skip won the tune-up race for the 1959 World's. Meanwhile, up at San Francisco there was a whole bunch of kids in their late-teens / early 20's who owned Star boats, including Tom Blackaller who got his first boat at 16. No one ever

old.

The following information was published in an old car collector's magazine, but is very appropriate for Star Class trailer tires. The publication states that tires should be changed every six years no matter how much tread is on them. This recommendation is based on the following facts. Older low mileage tires with good tread have a tendency to develop sidewall checking which leads to tire failure. The tire failure is caused by lack of use, ultra violet light and oxidation. When a tire is used regularly lubrication in the rubber works its way to the surface and protects the tire. A Star Boat trailer tire generally gets very little use and is prone to failure when driving interstate speeds. Spend your money on new tires occasionally. Anything less is risking tire failure and possible loss of life.

Be sure to check tire pressure, especially before going on a trip. Tires which are not used very much tend to leak around the rims.

Also, be sure to have the correct lug wrench for the lug nuts. The lug nuts on the trailer may not be the same as those on the car. A good type of lug nut wrench is one of those four-way wrenches. The length of the arms on these wrenches provides extra torque needed sometimes to break the lug nuts free.

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Buchan Stages a Miracle

There are various amazing stories about a Star World's being won after a breakdown. The 1985 World's, which was won by Bill Buchan and Steve Erickson, was one such occasion. The 1986 Log has the following account:

Thursday proved to be an exciting day, and certainly one of the most eventful in the lives of Bill Buchan and Steve Erickson.

A double header with the first race starting at 10:30 meant no loitering over breakfast. Everybody knew by now that the Race Committee fired all guns on time, and that when Bobby Symonette said 10:30 he meant it. The line was flawless, as usual, but half the fleet crossed it about three seconds too soon. The second start was away clear in 18 knots from the southeast. The race was Andy Menkart's all the way. Buchan moved from third to second during the second round, and then at the start of the final windward leg disaster struck: a shroud let go and the mast went over the side. Let Bill tell the story:

"It was a dreadful feeling. Our first thought, of course, was, 'There goes the series.' In any other race it wouldn't have been so bad; we were in pretty good shape and could still throw out one race. But another was coming up, back to back, with only one leg left of this race. Very fortunately for us, Basil Kelly happened to be right there in a fast powerboat. He came alongside and asked what he could do to help. A very quick conference determined that there was not time to tow the boat all the way in and back

out again. Instead, Steve jumped aboard the powerboat and he and Basil roared off to the Creek for our spare mast, which was all rigged and ready for such an emergency. "Again luck favored them; the Creek was about a mile nearer the racing area than the club, where the mast might have been.

"They must have made it to shore in about 10 minutes and made the return trip, against the wind, in maybe 20 minutes, because in just over half an hour they were back with the new mast. Meanwhile I had un-rigged the broken spar and cleared away the mess. We switched masts and stepped the new one. I was a bit concerned that something might be loose or missing aloft, but everything went together like clockwork. We had the sails up and were sailing around 20 minutes before the start of the next race."

Twenty minutes! With most of that time required for getting organized, calming down their nerves and planning the start, that left about five minutes for tuning the rig, something that takes most of us more like five hours. And all this in choppy seas with the boat bouncing all over the place. Asked whether stepping the mast was the worst part of the ordeal, Bill said, "Not at all. The worst was worrying whether Basil and Steve could get back in time. It was a great relief when they appeared with the mast. We knew we still had a job to do, but we knew how to do it."

They certainly did. Who else could have done it, and follow it up by sailing another race as if nothing much had happened and coolly finish fifth?

Bill Buchan, after reviewing this report, has the following comment about the broken mast incident: "Actually Basil's wife Paula and Steve raced into shore and Basil stayed with me on the boat to clean up the mess. What was neat, was that when we were set to go, Basil jumped overboard and swam away, just like in the movies. I'll never forget him."



Steve Erickson and Bill Buchan,
1985 Star Class World Champions

REGATTA SCHEDULES

EMIL'S CORNER

1st District

- June 5-6 JFK Regatta (BH)
- June 19-20 Arms-White (Mid) (Tri-District Qualifier)
- July 9-11 1st District Championship (HB)
- July 17-18 Ned Hay (CA)
- July 31 Skipper's Choice Regatta (BH)
- Aug. 7-8 Make A Wish (Secretary's Cup) (BH)
- Aug. 14-15 New England Masters' (BH)
- Aug. 21-26 North American Championship (BH)
- Sept. 11-12 Bedford Pitcher (CLIS)
- Sept. 18-19 Nutmeg Regatta (Mid)
- Oct. 9-10 Larchmont Columbus Day Regatta

2nd District

- Apr 30-May 2 Annapolis Spring / NOOD (AN) (Tri-District Qualifier)
- May 8-9 Spring Regatta (MRYC)
- June 12-13 Lippincott Memorial (AN)
- June 26 SSA Keelboat
- July 10-11 Miller Series (GIYS)
- August 4 Bigelow Cup (MRYC)
- August 7-8 Green Star (MRYC)
- August 14-15 Lipton Cup (TAYC)
- Sept. 11-12 Blue Star
- Sept. 25-26 Oxford Fall Wind-Up (TAYC)
- Oct. 9-10 Star Fall Regatta (MRYC)

5th District

- May 6-Aug 19 Starlight Series (Thurs. @ 6pm) (CYC)
- May 29-30 Rollins Bowl (SDB)
- June 5-6 Cal Race Week (CYC)
- June 12-13 King of Spain (CYC)
- July 3-4 San Diego Bay Fleets (SDB)
- July 24-25 Baxter Bowl (NH)
- July 30-Aug 1 Districts / Lipton Cup (SBYC)
- Sept 4-5 Labor Day Pitcher (SDB)
- Sept 11-12 Harris Series (CYC)
- Sept 18-19 Green Star (NH)
- Oct 2-3 Fall One Design (CYC)
- Oct 16-17 Pacific Coast Championships (WSFB)
- Oct 23-24 Calvin Paige (WSFB)
- Oct 30-31 Ash Bown / Oktoberfest (SDB)
- Dec 11-12 Kriss Kringle (SDB)

12th District

- June 5-6 Tomahawk Regatta (LH)
- June 19-20 Montreal Regatta
- July 9 - 11 Districts at Royal Hamilton (LOC)
- July 17 - 18 NY States (SL)
- July 31-Aug 1 Lake Sunapee Open (Tri District Qualifier)
- Sept. 11 - 12 Lake George Open (LG)
- Sept. 18 - 19 Flasir - (tentative) (LOC)
- Sept. 25 - 26 Chillli (SL)

A message to "those" who TRY to meddle with STAR CLASS ASSOCIATION RULES.



EW

Cartoon by Emil Karlovsky

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SEND US YOUR MATERIAL

To submit material to this newsletter please contact:
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ANNAPOLIS SPRING / NOOD
 Annapolis, MD
 April 30 - May 2, 2004

The Stars have been included in the Sailing World NOOD event in Annapolis. The dates are April 30-May 2. The Annapolis Star Fleet would like to invite everyone to come and race. Please let us know if you need a place to store your boat before the event.

Entry Fee: \$147 (includes one social)

Registration: April 29, 1500-1900

Information at:

http://www.sailingworld.com/sw_nood.jsp?typeID=403&c atID=599

Local contacts:

Elliott Oldak: oldak@usna.edu
 Barbara Vosbury: bvosbury@msn.com

This regatta will also serve is the first leg of the Tri-District Trophy. The other two regattas are the Arms-White and the Sunapee Open.