☐ STARDUST ☐

Volume 5, No. 8 August, 2004

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

AUGUST REGATTA SCHEDULE

1st District

Aug. 7-8 Make A Wish (Secretary's Cup) (BH)

Aug. 14-15 New England Masters' (BH)

Aug. 21-26 North American Championship (BH)

2nd District

August 4 Bigelow Cup (MRYC) August 7-8 Green Star (MRYC) August 14-15 Lipton Cup (TAYC)

5th District

July 30-Aug 1 Districts / Lipton Cup (SBYC)

12th District

July 31-Aug 1 Lake Sunapee Open (Tri District Qualifier)

Ben Cesare and Patrick Bodden Win the 2004 First District Blue Star

(July 9-11, 2004)

Twenty-two boats from all of the active 1st District fleets showed up a Seawanhaka Corinthian Yacht Club to participate in the 2004 Combined First District Blue Star / Green Star event. The host fleet, Huntington Bay Star Fleet, worked with Seawanhaka and their in-coming commodore Bruce Cook to put on a good regatta.

Bruce Cook, as PRO, ran good regulation Star Class courses on the two days races could be run. Friday dawned with a cold front going through the area bringing with it a refreshing breeze. The first race was run in conditions of a fairly steep chop. Ben Cesare and Patrick Bodden proved

up to the task and won the race, with Joe Bainton with visitor Chris Rogers from the southland coming in second and Bill Watson with Roger Sharp coming in third. The conditions for the second race abated somewhat and Bainton / Rogers were able to carry the race, with Peter Cusick / Sergey Leonidov coming in second and Nelson Stephenson / Guy Gurney coming in third.

Saturday seemed to begin with a moderate breeze and the first race began in hiking conditions. However as the race progressed the wind lightened and the final run began to become excruciating. Ben Cesare and Patrick Bodden again showed the way, followed by Peter Cusick and Sergey Leonidov. Race organizer George Kalfa, with Chris Arleo came in third. The race committee tried to get a fourth race off but as the fleet approached to first windward mark the committee decided that there was no way this race was going to happen and blew it off.

Sunday dawned with little wind and after a long wait the race committee called it a day. The regatta thus ended as being a three-race series, with Ben Cesare and Patrick Bodden winning the Blue Star and Steve Braverman and Ron Rezac winning the Green Star. See the result sheet below for the final standings.

Special thanks to the Huntington Bay Star Fleet, and George Kalfa and Larry Cole in particular, for getting the Seawanhaka Yacht Club to host the 2004 First District Championship and to in-coming Commodore Bruce Cook for running excellent races and generally making the Star Class members feel welcomed at Seawanhaka.

Pl.	No.	Yacht	Skipper	Crew	Fleet	Subg.	R1	R2	R3	Points
1	7952	Kimmar	Ben Cesare	Patrick Bodden	Mid		1	5	1	7
2	7951	Mona Lisa	Peter Cusick	Serge Leonidov	Mid		4	2	2	8
3	7993	Junkyard Dog	Joe Bainton	Chris Rogers	NB	M	2	1	7	10
4	8052	Don't Look Back	Steve Braverman	Ron Rezac	BH		6	4	8	18
5	7650	Catherine	Carlos Rivero	Clifton Webb	BH		12	9	5	26
6	8080	Bold	Nelson Stephenson	Guy Gurney	CLIS	M	5	3	19	27
7	7604	Ingrid Ekholm	Richard Gordon	Desmond Walsh	CLIS		7	10	11	28
8	6687	Wet Dream	Larry Cole	Bob Pluchino	HB	M	15	13	4	32
9	7715	Ciao Bella	William Swigart	Carroll McCallum	CLIS	M	10	16	6	32
10	7565	Telluride	Jack Button	Chris Batchelor	Mid	EGM	11	6	15	32
11	7465		Fotis Boliakis	Duncan Birch	CLIS		9	8	17	34
12	7475	Greek Navy	George Kalfa	Chris Arleo	HB		21	11	3	35
13	8007	Serendipity	Bill Watson	Roger Sharp	CLIS	M	3	dnf	10	36
14	7959	Bel Ami	Thorsten Cook	Mike Young	CLIS	GM	16	12	9	37
15	7101	Phoenix	Scott Rosen	David Timberlake	BH		13	15	12	40
16	8068	Klaudine	Thierry de La Villehuchet	Dan Ronan	Mid	M	17	7	21	45
17	8035	Impromptu	David Bolles	Alejandra Bolles	Mid	GM	19	14	14	47
18	7504	Ranger III	Russ Brooks	Mike Donohue	HB	GM	18	17	13	48
19	7371		Steve Andrews	Ailene Rogers	HB	EGM	14	18	20	52
20	7817	Southern Cross	Jake Fiumara	Will Christenson	CA		8	dnf	dnc	54
21	603	Chuckle	Robert Black	Boguslaw Woytulewski	HB		20	19	18	57
22	7554	Trojka	Emil Karlovsky	Tod Raynor	Mid	VEGM	dnc	dnc	16	62

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New York States

Seneca Y.C., Geneva, NY July 17-18, 2004 by John "Little Mac" MacCausland

Eighteen boats made the trip to Seneca Yacht Club this year. The weather forecast looked great for the weekend, plenty of sun but not much wind.

Saturday morning did not look too bad, a light southerly which the locals thought would build. As soon as we got on the water the wind started to drop. By the time we arrived at the weather mark there was almost no wind. The race committee shortened the course to finish back at the starting line. Brian Cramer & Brad Nichol took the gun followed by John MacCausland & Bruce Hatfield in second with Jeff Schuchardt & Jim Favaro rounding out the tip three.

That was it for the wind and the racing on Saturday. Saturday we were all invited to Rick & Jan Burgess's home for a steak cook out. Rick & Jan's home is on the shore of Seneca Lake. It was a great setting for the evening. After dinning Rick treated us all to our own fire works display.

Sunday was not much better, no wind with rain on the way. By noon the committee called off all racing. Too bad there was not more wind. This is a great lake that could be a lot of fun with a little wind. A good job was done by the fleet members throughout the weekend providing us with breakfast, lunch and dinner each day. Hopefully the wind gods will shine on us next year.

Ben Cesare and Roger Sharp Win the 2004 Ned Hay Regatta

(July 17-18, 2004)

(Photo and information by Jan Walker)

Twenty boats participated in a weekend of challenging sailing, with plenty of talent on the line. This was to be a five race series, but only four races were completed. Two races were run on Saturday, and two on Sunday. Only in the first race was there a good breeze and the rest of the races were run in light conditions. Fresh from winning the 1st District Blue Star event, Ben Cesare, sailing with Roger Sharp, took the Ned Hay Trophy with four bullets, but often with very tight finishes. Five fleets were represented by the top five series finishers!



Photo copyright 2004 Jan Walker Regatta winners Roger Sharp and Ben Cesare with the Ned Hay Perpetual Trophy

2004 NED HAY RESULTS

Pl.	No.	Yacht	Skipper	Crew	Fleet	R1	R2	R3	R4	Pts.
1	7952	Kimmar	Ben Cesare	Roger Sharp	Mid	1	1	1	1	4
2	8052	Don't Look Back	Ron Sandstrom	Steve Braverman	BH	2	2	3	4	11
3	8063	Grinch	Bert Collins	Guy Avellon	AN	3	4	2	3	12
4	7847	Rosebud Café	John Safford	Patrick Bodden	CA	4	3	4	2	13
5	7628	Newf	Mike Feeney	Rob Bowers	Sun	7	7	10	5	29
6	7265	More Pressure	Josh Phypers	Fritz Koopman	CA	5	12	7	10	34
7	7817	Southern Cross	Jacob Fiumara	Will Christenson	CA	6	13	6	12	37
8	7076	One Plus Gemini	Ted Engel	Steven Engel	CA	10	16	9	6	41
9	7963	It's About Time	Bruce Engel	Adam Drucker	CA	12	11	11	7	41
10	7386	Connection	Jim Kubik	Mason Browne	CA	17	8	5	14	44
11	7498	Team Poseidon	Fotis Boliakis	Apostolus Koutoulas	CLIS	9	18	13	9	49
12	7330	The Continental	Mike Trotsky	Ken Woods	CA	13	5	ocs	11	50
13	7650	Catherine	Carlos Rivero	Brandon Ward	BH	8	15	14	13	50
14	7951	Mona Lisa	Peter Cusick	Serge Leonidov	Mid	15	6	12	dnf	54
15	7565	Telluride	Jack Button	Chris Batchelor	Mid	ocs	17	8	8	54
16	7959	Bel Ami	Thorsten Cook	Mike Young	CLIS	14	10	dnc	dnc	66
17	7567	Mistral	Davis Buckley	Aaron Serinis	CA	16	9	dnc	dnc	67
18	7444	Bibo 7	Fran Charles	Shawn Porter	MIT	11	14	dnc	dnc	67
19	7555	Spunk	Ed Desmarais	Brian Ellis	CA	19	19	ocs	15	74
20	7621	Owl	John Rokosz	Mark Spoerk	BH	18	20	dnc	dnc	80

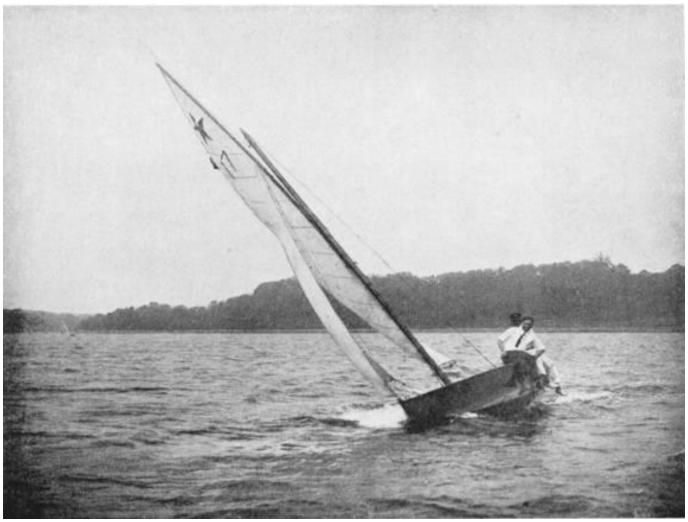


Photo: 1931 Star Class Log

Hiking, 1911 Style
George Corry and Mat Rock sailing *Little Dipper* in Little Neck Bay in 1911
(Crews take note: we fully expect that you will wear ties in the upcoming events.)

70th J. Rulon Miller SeriesJuly 10-11, 2004 by Johnny MacCausland

Each year this event is sailed at Gibson Island, MD, the first weekend after the fourth of July. This year we had eleven boats participating. Gibson Island is a private island north of the Bay Bridge on the western shore of the Chesapeake Bay. We launch on one side of the island and tow for about one hour out to the racecourse.

On Saturday by the time we were out on the racecourse a light easterly started to fill in. This is not the best direction on the bay but it would have to do. Throughout the day the wind slowly increased and moved to the right. By the end of the third race we had seven to eight knots of wind.

Racing was close throughout the fleet with many places changing hands on each leg. At the end of the day John MacCausland with Scott Leppert were in the lead with Tom Price and Will Wagner second followed by Aaron Serinis and Joe Balderson in third.

We all enjoyed a great dinner Saturday night overlooking the Chesapeake Bay at the Gibson Island Yacht Club.

Sunday's forecast was not too promising. The race committee towed us out to the bay so we that we would be ready if any wind arrived. After two and a half hours of waiting, swimming, and sleeping the race committee towed us back to the club. As it turned out we never had any wind all day. Good job by the committee.

The Gibson Island Yacht Club treated us all to a nice barbecue Sunday afternoon at the trophy presentation. We all had a great time and I would encourage all Star Sailors to give this event a try next year.

Pl.	Skipper	Crew	Fleet		Pts.
1	John MacCausland	Scott Leppet	CR	1-1-1	3
2	Tom Price	Will Wagner	CB	3-3-2	8
3	Aaron Serinis	Joe Balderson	AN	2-5-3	10

TOP MASTER - Tom Price & Will Wagner
TOP NOVICE - Gunt. Weissenberger & Chris Brown

Vince Brun's Comments on Starboats

(Scuttlebutt # 1621)

(Sailing World Magazine interviewed Vince Brun following his induction into the Sailing World Hall of Fame. In that story, Brun discussed a number of the boats in which he'd won world championships. We particularly enjoyed his thoughts about the Star.)

The Star is special for me because it's a boat that you can really learn how to sail. The Laser teaches you how to move your body, the effect that your body has in the boatthat's where I really learned how kinetics affects the boat's performance. But 75 percent of the performance is related to how you move your body in the boat. To me the Stars are much more interesting. How you set up the sails, rig, mast is so important because the sail is so much bigger than the boat and you're so overpowered all the time. When comparing the sail area versus the weight of the boat, the Star is probably the biggest boat in the world in terms of ratios. That ratio makes the boat really unstable and you have to have a lot of finesse. If you want to bend the mast fore and aft more, you can bring the spreaders back, you can put on more upper shroud tension, you can bend the mast side to side-you have so much control. You learn from sailing a Star what to do to the rig to power up the sail or depower the sail and then when you go and sail a Farr 40 later in life, you know exactly what to do. The Star is very fascinating - I can see why Bill Buchan sailed it all his life.

WHERE DO WE GO FROM HERE? by Malin Burnham (Starlights, August, 1983)

It was just over five years ago that I stepped in to relieve Bill Parks as the President of your Class. At that time, the growing demands of both the Class and his business dictated that he step down in order to fully accommodate his professional career.

Much has happened since the Spring of 1978. At that time, our members were in need of additional services paralleling our increasing overall activities. The first order of business was to reorganize our Central Office by hiring an Executive Director and a competent back-up secretary. At this point, Todd Cozzens came aboard and installed much stronger working procedures and systems; inquiries and orders were processed on a timely basis, communications speeded up and our promotional efforts expanded greatly. After three and one-half years, Todd has gone on to another challenge and opportunity; thereafter we elevated Doris Jirka to the position of Executive Secretary. Subsequently, the AdComm decided our needs could best be served by a part-time Director of Communications; Jane Pegel has most adequately filled this role for the past year. Continuing to improve service to our membership, we recently installed our own computer-word processing equipment so now all matters concerning the roster, accounting, correspondence, etc., are handled in-house.

Other highlights during the past half-decade include:

- Readmission into the Olympics.
- Continue to tighten specification and measurement procedures.
- Financial condition now strongest in history.
- Membership, active boats and number of regattas at all-time high.
- Produced and have available for rental, a professionally-made promotional film on the

All of the above has been accomplished because your Class has many dedicated members who have been willing to help. Therefore, it is with this comfort and satisfaction that I have decided to retire as your President at the end of 1983. Furthermore, I have always believed that rotation and new blood are highly desired for any organization such as ISCYRA.

With our strong International Governing Committee chaired by Bill Parks, together with our dedicated Continental, District and Fleet officers, I am deeply confident that the Star Class will maintain its leadership as the world's finest one-design yacht racing class.

From the standpoint of Class administration, I must single out the trio of John Allen (North America), Dierk Thomsen (Europe), and Peter Siemsen (South America), for particular praise. Not only have they served as the three-man Log Simplification Committee for the past two years, but also have done the major liaison work within their continents, including dealing with the various national authorities and the IYRU. In one capacity or another, I'm confident these men will continue to serve our Class with distinction.

Last but not least, I wish to thank all present and past members for giving me the support and opportunity to be your President. It was in 1943 when I joined ISCYRA. Looking back, it is easy to say that no other activity has given me such pleasure nor been a greater influence upon my life.

Thanks so much! Malin Burnham

Upcoming Events

THE BAXTER BOWL

July 24-25, 2004 by Dodie Beek

The Baxter Bowl, to be awarded to the winner of a summer series for Stars was donated in memory of Bill Baxter, an early and enthusiastic Star sailor. The first winner of the handsome trophy was George Fleitz with crew Bill Severance in 1954. In 1955 Dick Hahn and crew Bill Ficker sailing *Menuhune* were second winners of the Bowl. Since then it has been raced for every year and has provided one of the best-attended and most competitive series in the local Star class, attracting Star sailors from the entire west coast.

Bill Baxter, Commodore of NHYC in 1944, was an orange grower and rancher from Upland. He was born in

California, graduated from Stanford. His summer home on Bay Avenue had been his grandfather's. He took a great interest in the club and its activities, especially with young sailors who were just starting to race. Baxter, Harry March, Prent Fulmor and Frank Simpson Jr. started the Racing Skipper program in 1949 as they saw a need for encouraging young sailors to participate in competitive sailing and to carry on the yacht club goals. At about the same time he was instrumental in getting the first ever crane installed in the NHYC boat yard, thereby providing the club with the capability of getting the Stars onto trailers at a convenient location.

Bill was an avid Star sailor at a time in the 1930's and 1940's when the local Star fleet numbered as many as 40 boats. Baxter, with Bud Gardiner, another prominent Star sailor, opened a sail loft in 1937 to answer the need for local sails for the active Star fleet and other boats. This was Gardiner and Baxter Sailmakers, which after the war became Baxter and Cicero Sailmakers.

Baxter's flagship when he was Commodore was Star #1560 *Stormy*. Readers would do well to check out the photo of this famous Star in the entrance hall where Commodores' portraits are displayed. Baxter raced the boat against Barney Lehman in *Scout* from 1934 through the 1940's. Walton Hubbard was Baxter's crew at the 1938 Star World's in San Diego and they placed fourth overall. In the 1939 North American's in San Francisco Baxter sailed *Stormy* to a series 6th with Dick McKibben as crew. Shortly before Bill Baxter's death Saint Cicero bought *Stormy* and raced it in the early 1950's. In 1953 Bill Ficker bought *Stormy*, refurbished it and sailed it to win the 5th District Blue Star in 1954.

Bill Baxter died in 1951, still devoted to the Star class and NHYC. The trophy bearing his name has carried on his memory.

Star Class videos available: the following videos are available through the Central Office: "Star Class Tuning Guide", Class promotional video "Fine Tuned for Excellence", 1999 World's: "The World of the Stars", 1987 World's: "Sail against the Best." Also available from the Central Office are Stan Ogilvy's book "A History of the Star Class" and a biography about Durward Knowles, "Driven by the Stars". For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office:

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FOR SALE / WANTED

6000 series boats in various conditions for sale. Boats are located at Milford Y.C., Milford CT. Contact Dick Hovey. Tel: 203 795 3008 / e-mail: rhovey@worldnet.att.net (9-01)

7471 Mader, 1989. Completely updated and perfectly faired. 2001 Spartech mast; hyfield levers on uppers for downwind speed; double mainsheet; new Spartech Boom; Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: Bainton@BaintonLaw.com (5-04)

7996 Mader, 1999: Fast and in near-perfect condition originally built for J. MacCausland, hull faired 2002. 2 masts (1 Spartech, 1 new Emmetti), 2 sets Quantum sails (Z-4/P-2), double mainsheet, 2 poles, 2 covers, tactick compass, all rigging and hardware in top race condition. Contact Tony Rey: 401 662 0347 / E-mail: tonyrey@earthlink.net (5-04)

Spar Tech Mast, F Section: new F section mast, unused and uncut and always stored in mast bag. Contact Rusty Bodden: wlbodden@optonline.net / phone: 203 877 1715 (home) / 203 376 9578 (cell) (11-03)

2857 O.G., 1949: Don Gray would like to find O.G. 2857, which he bought as a new boat back in 1949. The boat was last reported as belonging to Paul Hayes of the Boston Harbor fleet and had the name "Night Light". If anyone knows anything about the boat please contact Don at 203 777 1930 / dagrayir@comcast.net

NEW BOATS, SAILS AND COVERS

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

Mader Boats: http://www.bootswerft-mader.de/ In the U.S. contact John MacCausland: 856 428 9094

Foxy Covers: http://www.teamfoxy.com

Fritz Sails: www.fritz-segel.de

Marine Spars: www.marinespars.com

North Sails:

http://www.northsailsod.com/class/star/star.html Quantum Sails: http://www.quantumsails.com/star

Spar Tech: http://www.spartechco.com/

Bootswerft Steinmayer: http://www.steinmayer.ch

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: 617 839 0992

REGATTA SCHEDULES

1st District
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

Pictory Cup (MPVC)

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

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

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 Chilli (SL)

FIBERGLASS AND GEL COAT REPAIR

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"MERRY X-MAS STAR SAILORS. HERE IS THE 2004 LOG. BETTER LATE THAN NEVER!" 900

EMIL"S CORNER

Cartoon by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles

133 Castle Lane Milford, CT 06460-7515

203 882 9428 / d.bolles@worldnet.att.net

WANTED 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 Jonathan Shay (jonathan@mysticseaport.org). 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