☐ STARDUST ☐

Volume 5, No. 7 July, 2004

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

JULY REGATTA SCHEDULE

1st District

July 9-11 1st District Championship (HB)

July 17-18 Ned Hay (CA)

2nd District

July 10-11 Miller Series (GIYS)

5th District

July 3-4 San Diego Bay Fleets (SDB)

July 24-25 Baxter Bowl (NH)

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

12th District

July 9 – 11 Districts at Royal Hamilton (LOC)

July 17 - 18 NY States (SL)

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

UPCOMING REGATTAS

The 1st District Championship

July 9-11, 2004

Seawanhaka Corinthian Y.C.

The Huntington Bay Star Fleet is hosting the 2004 1st District Blue and Green Star Championship on July 9-11 at Seawanhaka Corinthian Yacht Club. The schedule of events is as follows:

July 8: Registration & weigh-in, 1700 to 2000

July 9: Registration & weigh-in, 0800 to 0930

Skippers' Meeting, 0930

Races 1 & 2 – harbor start at 1000 and first warning at 1130

Beer and cookout following racing. Cocktails (cash bar) available.

July 10: Races 3 & 4 - harbor start at 0930 and first warning at 1030

District Meeting 1830. Dinner 1930. Beer and Cocktails (cash bar) available.

July 11: Race 5 – harbor start at 0930 and warning at 1030 No warning signal will be made after 1430

Awards ceremony following completion of the racing.

The Entry Form, NOR and SIs are available as Word files on the 1st District web site at http://www.starclass.org/d1 For further information please contact the Regatta Chair:

George Kalfa Tel. 631-757-4400 Email gkalfa@aol.com

The History of the 1st District Championship and it Trophies

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

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

In 1929 the Pandora Trophy was retired because it was won for the third time by a CLIS entrant. (A rather quaint custom from the old days!) Frederick T. Bedford, also of the CLIS, immediately donated a new perpetual Atlantic Coast Championship Trophy to be raced for starting in 1930. This has since become the 1st District Championship Trophy. Incidentally, this is the same Bedford who donated the Bedford Pitcher.

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

NED HAY MEMORIAL

July 17-18, 2004

Held at Sandy Bay Y.C, Rockport, Massachusetts

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

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

In 1987 Hilary Smart donated copies of a lithograph of boats in front of the Sandy Bay Y.C. to be used as a prize for winning the trophy. The tradition of using art work for trophies has continued and is a nice touch for this regatta.

REGATTA REPORTS

2004 ANNUAL TULIP TUNE-UP

by Rick Burgess

The Gull Lake fleet hoisted to 51st Tulip Tune-Up regatta on May 21, 22 & 23.

I got a call from John MacCausland asking if I would like to crew with him. The answer was a very quick yes, as I had the great experience of sailing there last year in the Spring Championships. John's plan was to drive out on Thursday and rig the boat Friday and maybe get a little practice in Friday afternoon. Things went as planned on Thursday, and after a short 11 hour drive we arrived at Gull Lake. We were fortunate to have the use of the Parfet's guesthouse to use for the week-end. On Friday we rigged the boat, but the local sailors said there was going to be very bad thunderstorms coming around mid-day. Boy were they right, but they passed through by 2:30 and it allowed us to get in a practice race in a very nice southerly breeze. The weather forecast for the entire week-end did not look all that great with a lot of thunder and lighting storms and a few tornados thrown-in just for good measure.

Saturday morning came and it looked like the really bad weather would miss us so out we went. We sailed three races in what became a trying day of sailing for most of the fleet. The wind increased throughout the day and there were a number of breakdowns, as well as Jack Rickard taking a swim and being rescued by 16 year old Dan Wright (Peter Wright's son). After day one it was former world champion Joe Londrigan and current Olympic Gold Medallist Crew Magnus Libedah in 1st place, Rob Main in 2nd and Lil Mac in 3rd. This is a 5 race regatta and there are no throw-outs, so there was still hope for us to move up.

Saturday night the club hoisted a great dinner at the Country Club, which is part of the Yacht Club across the street.

When we awoke and tuned in to the local NOOA weather it did not look good for sailing. Well the weather gods were looking after us and out we went. We did get to sail two more races in very nice conditions and when the final gun sounded it was Londrigan / Liljedahl 1st, MacCausland / Burgess 2nd, Maine / Barkausas 3rd, Gay / Klerk 4th, and VanderMolen / Ticknor 5th.

The Gull Lake fleet hosted last years Spring Championships and since then they have added 5 new members to their fleet.

Kudos to the Gull Lake fleet and the race committee for putting on what I can only say was one of the best run regattas both on and off the water that I have been to this year. If you get the chance next year try to make this one as I know you will not be disappointed.

TULIP TUNE-UP May 22-23, 2004 Gull Lake

Pl.	No.	Yacht	Skipper	Fleet	R1	R2	R3	R4	R5	Points
1	8111	Joe Londrigan	Magnus Liljedahl	LS	2	1	1	3	2	9
2	8184	John MacCausland	Rick Burgess	CR	1	5	3	5	1	15
3	7905	Rob Maine	Dar Barkausas	WH	3	3	2	1	7	16
4	8017	Todd Gay	Jon Klerk	LS	4	4	6	10	8	32
5	8175	Jon VanderMolen	Steve Ticknor	GL	8	2	7	7	12	36
6	7670	Gene McCarthy	Glenn McCarthy	PPL	9	14	4	12	3	42
7	7602	Pat Londrigan	Ashley Boeyen	LS	15	8	5	11	6	45
8	8077	VanderMolen	Jackson	GL	5	9	11	6	18	49
9	7763	Tom Londrigan Jr	Wallner	LS	7	11	dns	2	4	53
10	7634	Jeffrey Schaefer	Pederson	WLM	11	10	12	19	5	57
11	8037	Dan Wright	Rick Rundle		14	16	avg	14	9	66.3
12	8143	Brian Cramer	Delicaet	LOC	16	6	9	22	14	67
13	8012	Greg Smith	Belco		10	12	8	9	dnf	68
14	8044	Bruce Hatfield	Jackson		19	21	14	4	11	69
15	7765	Richard Parker	Parker	SLE	13	19	13	15	10	70
16	8036	Jack Rickard	Turluck	WH	12	13	dnf	8	13	75
17	7713	James Babel	Bill Hawk	GL	6	18	dnf	17	15	85
18	7718	Tick Ticknor	Lockerbie	GL	24	17	10	21	16	88
19	7542	Rick Brethorst	Eggen	LS	17	7	dnf	13	dnf	95
20	8015	Tom Londrigan Sr	Lockerbie	LS	20	15	dns	16	dnf	109
21	7664	Mike Pick	Gil Cole	LS	18	20	dnf	26	17	110
22	7630	Leahey	Ray		22	23	dns	18	20	112
23	8125	Don Parfet	Waldorf	GL	25	dnf	dnf	23	19	125
24	7739	Roger Turner	Murphy	GL	21	dnf	dns	20	dnf	128
25	7078	Williams	Williams		22	dnf	dns	21	28	129
26	7464	Charles Barnes	Tom Belco	GL	dnf	dns	24	dnf	23	134
27	7935	Ulbrich	Sikkema		26	dnf	dns	25	dnf	138
28	7501	Arthur Riley	Mather	GL	dnf	dns	dns	dns	dns	143

2004 TOMAHAWK

LAKE HOPATCONG, NJ

by John MacCausland

This year's Tomahawk, which is sailed on the largest lake in New Jersey, took place in a nice breeze but rainy conditions. This is very good for the sailors as it keeps all the pleasure boaters off the water and we had the lake to ourselves.

The racing was close throughout the five race series, with many of the lead boats taking turns leading at different parts of each of the races. By the end of the weekend John MacCausland with Lloyd Kitchin & Brian Sharp held on for the win with Rick & Clark Dhein second and Kevin Murphy & Skinner rounding out the top three. With each of the top three boats winning a race, it kept things very interesting.

At the Tomahawk, racing is just one part of the weekend. Friday night they have a rigging party and Saturday night they have hors d'oeuvres served by the club members followed by a wonderful dinner. They really know how to do things right. So, mark it down on your calendar for next year to attend the Tomahawk and Centennial Celebration of the Lake Hopatcong Yacht Club. I am sure the parties will be unforgettable and there might be a few sail boat races also.

Pl. Skipper		R1	R2	R3	R4	R5	Pts.
John MacCausland	CR	1	1	1	2	2	7
Rick Dhein	LG	2	3	4	3	1	13
Kevin Murphy	LH	8	2	2	1	6	19
Brian Murphy	LH	3	7	3	5	5	23
Bob Wescott	SL	9	6	5	4	3	27
Rick Burgess Jr	GrL	7	4	8	6	4	29
Dave Cutler	GrL	4	5	6	7	7	29
Bob Restrick	LH	6	8	7	8	8	37
Pat Flinn	LH	5	9	9	dns	dns	47
Jack Dunnigan	LH	10	10	dnf	9	9	48
Don Taylor		dns	dns	dns	dns	dns	60
	John MacCausland Rick Dhein Kevin Murphy Brian Murphy Bob Wescott Rick Burgess Jr Dave Cutler Bob Restrick Pat Flinn Jack Dunnigan	John MacCausland CR Rick Dhein LG Kevin Murphy LH Brian Murphy LH Bob Wescott SL Rick Burgess Jr GrL Dave Cutler GrL Bob Restrick LH Pat Flinn LH Jack Dunnigan LH	John MacCausland CR 1 Rick Dhein LG 2 Kevin Murphy LH 8 Brian Murphy LH 3 Bob Wescott SL 9 Rick Burgess Jr GrL 7 Dave Cutler GrL 4 Bob Restrick LH 6 Pat Flinn LH 5 Jack Dunnigan LH 10	John MacCausland CR 1 1 Rick Dhein LG 2 3 Kevin Murphy LH 8 2 Brian Murphy LH 3 7 Bob Wescott SL 9 6 Rick Burgess Jr GrL 7 4 Dave Cutler GrL 4 5 Bob Restrick LH 6 8 Pat Flinn LH 5 9 Jack Dunnigan LH 10 10	John MacCausland CR 1 1 1 Rick Dhein LG 2 3 4 Kevin Murphy LH 8 2 2 Brian Murphy LH 3 7 3 Bob Wescott SL 9 6 5 Rick Burgess Jr GrL 7 4 8 Dave Cutler GrL 4 5 6 Bob Restrick LH 6 8 7 Pat Flinn LH 5 9 9 Jack Dunnigan LH 10 10 dnf	John MacCausland CR 1 1 1 2 Rick Dhein LG 2 3 4 3 Kevin Murphy LH 8 2 2 1 Brian Murphy LH 3 7 3 5 Bob Wescott SL 9 6 5 4 Rick Burgess Jr GrL 7 4 8 6 Dave Cutler GrL 4 5 6 7 Bob Restrick LH 6 8 7 8 Pat Flinn LH 5 9 9 dns Jack Dunnigan LH 10 10 dnf 9	John MacCausland CR 1 1 1 2 2 Rick Dhein LG 2 3 4 3 1 Kevin Murphy LH 8 2 2 1 6 Brian Murphy LH 3 7 3 5 5 Bob Wescott SL 9 6 5 4 3 Rick Burgess Jr GrL 7 4 8 6 4 Dave Cutler GrL 4 5 6 7 7 Bob Restrick LH 6 8 7 8 8 Pat Flinn LH 5 9 9 dns dns Jack Dunnigan LH 10 10 dnf 9 9

2004 LIPPINCOTT MEMORIAL

ANNAPOLIS, MD by John MacCausland

Having sailed in Annapolis for many years, one thing I have learned is to take the weather forecast with a grain of salt. Saturday was supposed to be the best day of the weekend and Sunday looked like we would be unable to race. As it turned out, the weather guru's had it all wrong. Saturday we raced one race and coming to the finish line in very light conditions, the race committee abandoned the race. The time limit had expired. The first boat crossed the finish line forty five seconds later, close but no cigar. So Saturday was a bust with not much promise for Sunday.

Sunday turned out to be a great day of sailing. We had twelve to eighteen knots of wind, nice but confused waves. Again it seemed like the weatherman did not have a clue. We sailed three great races about one hour each. With plenty of wind shifts thrown in for good measure it made

racing very interesting. Having won the first two races, John MacCausland with Bob Schofield had a strong lead going into the last race. The battle for second was much closer with three boats within two points, so many places could change.

Aaron Sorinis with John Avis took control of the last race at the first weather mark and held the lead throughout the race. John MacCausland and Bob Schofield were close behind. At the last weather mark Aaron and John were well ahead of the fleet and in a close finish John MacCausland was able to pass Aaron to win the race. Aaron's second place was good enough to secure second overall. Tom Price with Will Wagner rounded out the top three.

Pl.	No.	Skipper	Fleet	R1	R2	R3	Pts.
1	8184	John MacCausland	CR	1	1	1	3
2	7763	Aaron Serinis	AN	5	2	2	9
3	7313	Tom Price	CB	3	3	4	10
4	8038	John Vanderhoff	NCB	2	6	7	15
5	8087	Kevin McNeil	AN	4	8	5	17
6	8063	Bert Collins	AN	6	4	6	19
7	7939	Elliott Oldak	AN	8	9	3	20
8	8113	Gunti Weissenberger	NCB	10	7	8	25
9	7370	Rob Emmet	AN	7	5	dnc	27
10	7425	Trapper Lippincott	AN	6	10	dnc	31
11	7307	John Sherwood	MES	11	11	dnc	37
12	7934	Karl von Schwartz	AN	13	12	dnc	40
13	7497	Kris Wilson	AN	12	dnf	dnc	42
14	7970	Sam Hopkins	MES	14	13	dnc	42

2004 ARMS-WHITE REGATTA

June 19-20

by John "Little Mac" MacCausland

The Arms-White Regatta dates back to 1937 and is one of the premiere regattas on the East coast. The event usually attracts boats from many fleets from the Northeast. This year was no exception with boats from ten different fleets.

The format for this year's regatta was different from the past. Instead of the traditional three race / no throw out format one more race was added to allow a throw out. We sailed three races on Saturday and one on Sunday. The weather was spectacular for both days with very challenging winds.

Racing was close throughout the fleet with many of the top places decided by less than a boat length. In one race the top three boats were over lapped in the space of less than two boat lengths. The conditions made for very exciting racing with the race committee doing an excellent job on providing great racecourses in very difficult conditions.

By the end of the two days of racing John MacCausland with Brian Fatih emerged the winners. Close second was Brian and Kevin Murphy and in a tie breaker Ben Cesare and Serge Leonidov edged out Pete Cusick and Patrick Bodden for third place.

A very special person to the Mid-Connecticut Star Fleet, Diane Brown, celebrated her eightieth birthday. Many of

the sailors were invited to her party on Friday night. A good time was had by all. Her husband Marshall Brown was a life long member of the Mid-Connecticut Star Fleet. We all have a soft spot in our heart for both of them. This

is why I think that the Star class is so special: your are able to make friends that last a lifetime.

Arms-White Results

Pl.	No.	Yacht	Skipper	Crew	Fleet	Subgrp	R1	R2	R3	R4	Points
1	8184	Erin	John MacCausland	Brian Fatih	CR		1	3	2	4	6
2	7726	Go Daddy Go!	Brian Murphy	Kevin Murphy	LH		2	1	8	5	8
3	7952	Kimmar	Ben Cesare	Serge Leonidov	Mid		9	8	1	2	11
4	7951	Mona Lisa	Peter Cusick	Patrick Bodden	Mid		4	4	3	6	11
5	7993	Junkyard Dog	Joe Bainton	Todd Raynor	NB	M	3	17	9	1	13
6	8007	Serendipity	Bill Watson	Brian Sharp	CLIS	M	8	2	4	11	14
7	7265	More Pressure!	Josh Phypers	Ted Lavery	CA		5	9	11	3	17
8	8063	Grinch	Bert Collins	Guy Avelon	AN		7	5	5	10	17
9	7471	Humility	John Bainton	William Christensen	NB		10	6	6	8	20
10	8013	My Horse III	Rick Dhein	Bruce Hatfield	LG	M	6	16	7	9	22
11	7959	Bel Ami	Thorsten Cook	Mike Young	CLIS	GM	17	18	10	7	34
12	7565	Telluride	Jack Button	Chris Batchelor	Mid	EGM	11	12	14	15	37
13	7650	Catherine	Carlos Rivero	Brendan Ward	BH		13	11	16	14	38
14	7604	Ingrid Ekholm	Richard Gordon	Desmond Walsh	CLIS		14	13	13	13	39
15	7555	Spunk	Ed Desmarais	Brian Ellis	CA	M	ocs	10	12	19	41
16	7475	Greek Navy	George Kalfa	Chris Arleo	HB		15	20	15	12	42
17	72	Morning Star	John Courtney	Bob Carlson	Mid		12	14	19	dnc	45
18	7595	Le Vent	Carol Gracco	Peter Costa	Mid		19	7	dnc	22	48
19	8035	Impromptu	David Bolles	Alejandra Bolles	Mid	GM	16	15	17	21	48
20	7386	Connection	Jim Kubik	Mason Browne	CA	EGM	20	22	18	16	54
21	7474	Robbie III	Charlie Correll	Ed Linke	Mid	VEGM	18	19	21	17	54
22	7554	Trojka	Emil Karlovsky	Chris Hartnet	Mid	VEGM	22	21	dnc	18	61
23	603	Chuckle	Robert Black	Boguslaw Woytulewski	HB		21	ocs	20	23	64
24	8152	Maria	Don Gray	Gary Bean	Mid	EGM	ocs	ocs	dnc	20	72
25	7724	Bittersweet	Joe Giunti	Doug De Phillips	Mid	EGM	23	dnc	dnc	24	73

MONTREAL BIANNUAL REGATTA

JUNE 19-20, 2004 By Rick Burgess

This past weekend the 12th district newest fleet hoisted their first regatta, and what a regatta it was. My crew and I arrived at the Royal Saint Lawrence Yacht Club on Friday morning. This is one of the oldest yacht clubs in North America and the facilities and the members were just great. We were met by the regatta organizer Ian Bruce and made to feel right at home. For those competitors that wanted housing it was provided with club members in most cases with-in walking distance to the club. Being that this was the first Star regatta for this new fleet, Ian wanted to make sure that the racing would be first class. Ian made a call to his long time friend Mr. Jack Lynch of the Annapolis Yacht Club and invited him to be the PRO. For those of you that have had the pleasure of sailing in a regatta that is run by Jack you know the event will be run right, and it was.

20 boats launched on Saturday morning from 6 different fleets and headed out onto Lake St. Louis, which is part of the St. Lawrence Seaway. The weather man called for breezes building to 30 knots + . We started the 1st race in a nice 18 to 20 knot westerly and sailed course # 1. The breeze increased as we went up the first beat to the 25 knot range so the two reaches were a whole lot of fun. It's been

a long time since I have sailed heavy wind power reaches. The breeze stayed up through the entire race and caused several breakdowns. The race was won by Ted Haines / Larry Scott with Brian Cramer / Len Delicaet 2nd and Mike Feeney / Rob Bowers 3rd. Jack Lynch made the call that it was best to return to the harbor and wait until Sunday. I did not hear any one complain about this wise decision.

Lots of work on a lot of the boats, but it seamed that there was enough parts and helpers around to lend assistance to those that needed it.

Saturday night we were treated to a wonderful cocktail party at Ian Bruce's house which just happens to be next door to the Yacht Club, which provided us with a great dinner. We were told that the city of Montreal was having a fireworks display in the downtown area, but I don't think many of us made it as most opted to let our heads rest on a nice soft pillow.

On Sunday we were treated to breakfast and then left the harbor to test our skills again. The winds had subsided to the 14 to 18 range, and the RC as expected was set up and ready to go right on time. We were treated to 2 very nice races with very close racing between the top finishers. I was sorry to see Mike Feeney break an upper intermediate at the start of the 3rd race and had to withdraw. He was

one of the fasted boats and was poised to give Cramer, Haines and Ivey a run for there money.

The royal Saint Lawrence Yacht Club and their members are to be congratulated for hoisting a truly wonderful event. Ian Bruce has worked very hard in the building of star sailing in the Montreal area and it was him that made this regatta happen, Thank you Ian.

Skipper	Crew	Fleet	R1	R2	R3	Pts.
Brian Cramer	Len Delicaet	LOC	2	1	3	6
Ted Haines	Larry Scott	LOC	1	5	2	8
David Ivey	Greg Meyer	Sun	6	3	1	10
Bjorn	Bjorn	Q	4	4	7	15
Rick Burgess	Winthrop	SL	5	7	4	16
Bill Hendershot	Farmer	Q	7	6	6	19
Ian Bruce	Farmer	Q	8	9	8	25
Mike Feeney	Rob Bowers	Sun	3	2	dnf	26
D. Trepanier	Christian	Q	9	14	9	32
John Chiarella	Terry Fletcher	Sun	21	10	5	36
P. Hofer	Hofer	Q	21	8	21	50
Brian McKay	Jennifer Conway	LOC	21	11	21	53
Andre Marcotte	Matton	Q	21	12	21	54
Gagnon	Despres	Q	21	13	21	57
Ferguson	Dave Craddock	LOC	21	15	21	57
Molimard	Molimard	Q	21	16	21	58
Dick Atkinson	Atkinson	Sun	21	21	21	63
JamieA. de la Porte	e Bryant	Q	21	21	21	63
Alain Vranderick	Shea	Q	21	21	21	63
Brunet	Labontee	Q	21	21	21	63

HOW LONG SHOULD RACECOURSES BE?

Recently I sent out a questionnaire asking for opinions on how long should racecourses be. Given below are responses from Mark Reynolds and the Star Class's new Regatta Manager, Barbara Beigel-Vosbury. I would like to thank them for taking the time to give thoughtful answers to the question. Hopefully their observations will be of help to those who are organizing regattas. Any further comments would be most welcomed.

How long should racecourses be? By Mark Reynolds

Over the last decade there has been a trend to go to shorter courses for local and regional events, getting away from the standard 10.1 to 10.9 mile courses which at one time seemed to make up most of the races at all levels of Star Class competition. At Green, Blue, Silver and Gold Star events these long courses are mandatory by Star Class rules and cannot be shortened. I think in the past it was felt that the longer course allowed the "cream to rise" and a race allowed to be shortened either in length or legs might allow a light fluky race to finish and also give too much power to the Race Committee to determine the finishing order. However, today many Star sailors would like to have more races per day and perhaps spend fewer days racing in those regattas in which 6 races are mandated.

It continues to be recognized that the standard Star Class courses with a minimum of 2 mile first legs are necessary in large events where more than 60 boats are participating, mainly to have reasonable thinning of the fleet as it approaches the windward mark. Some will argue that with media, sponsor and federation demands that we should even compromise our rules to make sure that races are finished, even in big fleets, but this would be contrary to the concept of allowing the "cream to rise" during a race as pointed out above.

Most Star sailors will agree though that in smaller fleets 10 mile courses often produce races which at a certain point become parades in which there is little change in positions and in which the rear of the fleet begins to loose contact with the leaders. Long courses also makes it impossible to have 3 races in a day and difficult in light winds just to have 2 races. What often happens is that the Race Committees shorten the races up anyway but they are then open to protest. With this in mind, if we wish to have shorter races we must change our rules.

How long should the course be? Lately Olympic sailing has moved to setting course length based on time rather than distance. They might shoot for a 90 minute race and the course length is adjusted appropriately and can also be changed during the race. I think a little of this is okay, particularly with set fleet size, but taken to the extreme very short races would be done in near drifting conditions. This method of determining the length of the racecourse doesn't take fleet size into account which is certainly wrong for our class as a whole.

Perhaps there can be a minimum and maximum leg length and corresponding time limit for 2 or 3 fleet sizes so as not to make it too complicated. There also should be a time limit for the first leg as well.

Here are my suggestions as to the length of racecourses:

- 1) Under 30 boats: 1 to 1.5 mile legs, 30 minutes maximum for the first beat, 2 hours maximum for complete course
- 2) 30 to 59 boats: 1. 5 to 2 mile legs, 40 minute maximum for the first beat, 3 hours maximum for complete course
- 3) Over 60 boats: 2 to 2.5 mile legs, 45 minute maximum for the first beat, 3.5 hours maximum for complete course (i.e., courses as shown in the current Log).

How long should racecourses be?

By Barbara Beigel-Vosbury Star Class Regatta Manager And 2nd District Secretary

Our practices in the 2nd District have been varied. We have several "C" events, which "should" be run per the Log. However, it seems that everyone wants more racing in a weekend so many of the events went to 5 races from 3. We have also welcomed, with open arms, the Etchells fleet to sail in several of our "C" events. Their rules regarding courses are very similar to our and so on those events we tend to do the longer courses. So we try to do the mix in our district and it seems to suit the broad spectrum.

I think for Blue Star Championships we should stick as closely to the Log as possible. After all, it still is a step toward the World's where they run the longer courses. In my eyes to send a short course winner to a long course event may be setting him/her up for a disappointment. The long courses have a different race strategy, different training techniques and certainly a need for extended stamina.

I do agree with Mark's breakdown of the different types of racing we do. Any deviations should be well thought out by people who have good comprehension of the Star and its characteristics and the events themselves. Certainly if I was putting on an event here and had a PRO that had never run a Star race before I would be very pro-active in making sure he had all of his options (and opinions!) on the table before the race. In the end it would leave everyone with a better feeling that the PRO was doing this all for the competitors.

FROM DISTRICT V NEWSLETTER

(Starlights, January, 1982)

As always, the Fifth District is one of the hottest in the world. We do not have the most boats, but we have a depth of talent to rival any other District. This is a great situation that keeps the spirit and the competition at a high level. Competition is what draws us to the Star Class in the first place; however, it also poses a problem in attracting and keeping new members.

None of our fleets have enough active members to go it alone with a full local program. For worthwhile racing we must depend on each other with our inter-fleet events, to insure a good turnout and that competition we are striving for at each regatta. To attain these things requires good communication and cooperation among the fleets.

There is a big pool of excellent sailors in California who should be sailing in Stars if only they knew more about the boat, the Class and the people who sail in it. In our District we need to be more visible to the sailing public. This can be accomplished largely at the fleet level: hold seminars at your yacht club (Star sailing, rules, tactics, organization), show Star Class movies, offer to take a potential sailor out on your boat. In short, each member of the fleet can work to make Star sailing less of a mystery to other sailors.

To me the essence of Star sailing is the people who sail these boats. Without members' participation there is no distinction, no satisfaction for the winners, and no sense of accomplishment for everyone who is out on the race course. It takes all kinds to make up this game we love so much, from the Gold Star sailor at the top of the heap to the often frustrated tail-ender without whom there would be no race. We need everyone's participation. Which race would you rather win, a five boat race with five top sailors or a thirty boat race with those same five top sailors and twenty-five others? I find it easier to lose a race in Stars knowing that I have competed against the very best in yachting than to win in a weak fleet or, worse yet, handicap racing.

I hope each of you will consider serving the Class in some capacity, even if it is only typing the District newsletter. None of the jobs are really time consuming or hard to do. Helping your Class and your friends makes the whole experience that much better.

Harrison Hine, Dist. Sec'y.

2004 ANNUAL MEETING BALLOT RESULTS

2004 for 2005 Resolutions

(For the text of the resolutions see March Stardust)

1-2004 Passed

For: 393 Against: 0

2-2004 Withdrawn

3-2004 Passed

For: 190 Against: 188

4-2004 Passed

For: 190 Against: 182

5-2004 Passed

For: 198 Against: 195

6-2004 Passed

For: 393 Against: 0

7-2004 Passed

For: 252 Against: 141

8-2004 Passed

For: 295 Against: 98

9-2004 Failed to Pass For: 167 Against: 226

#10-2004 Failed to Pass For: 151 Against: 222

....

#11-2004 Passed

For: 296 Against: 97

#12-2004 Passed

For: 357 Against: 36

#13-2004 Passed

For: 218 Against: 175

#14-2004 Passed

For: 314 Against: 73

SPORTSMANSHIP IN THE STAR CLASS

(Starlights, March, 1983) by Malin Burnham

Many of us who have spent the better part of our sailing careers in the Star Class originally joined the class because if offered three major attractions:

- 1. A chance to sail against the very best.
- 2. An exciting, challenging boat.
- 3. A superior grade of sportsmanship.

The third point may not have been obvious to a newcomer at first, but as time went on it was apparent that the top skippers

were always ready and willing to help the newcomer in improving his boat and in perfecting his sailing techniques. The true spirit of supporting each other's efforts pervaded our fleets, and we all grew as sportsmen as a result.

Right-of-way protests were much less frequent than in many other classes because of a strong tendency for skippers to withdraw after committing a foul. Bill Parks likes to tell of an incident that typified this spirit and did much to reinforce his dedication to the Class. In the last race of a Southern Lake Michigan fleet eliminations for the World's Championship in the late forties, prior to the rule that permits re-rounding of touched marks, twice World's Champion Harry Nye, leading the series and the race by a wide margin, lightly touched the last windward mark and without hesitation sailed off the course. It meant that he could not attend the World's that year, a tremendous disappointment to him as he had already made plans to do so. Bill saw it all and will never forget the example that was set for him.

In recent years throughout the yacht racing world we have all observed a deterioration of some of the high ideals that have helped put the Star Class in its current leadership role. Protests in general have increased; voluntary withdrawals have diminished. Rule 60 violations have become a problem. More incidents have been observed involving the use of too many sails, re-cutting sails during a regatta, switching royalty labels from old to new sails. Measurement violations in all classes are still too prevalent. Just in the last three years we have unhappily seen law suits entering into the sport of yacht racing. Can you imagine how much fun it would be to bring your lawyer to every protest meeting or measurement procedure?

Fortunately the ISCYRA possesses a very strong and time-tested constitution. It is the responsibility of all of us to use it properly and, in effect, to do our own policing. Once again we have an excellent opportunity to set a standard of sportsmanship for the rest of the yacht racing world to follow.

Malin Burnham, President

I.S.C.Y.R.A. runs Star affairs

(Starlights, September, 1981)

In a column entitled "Anchor Watch" in a recent issue of the British magazine Yachts and Yachting, a discussion of IYRU responsibility leads to these remarks: "Does not ISCYRA ... run Star affairs world wide largely by itself? Writing the rules itself, issuing certificates and sail numbers itself? Does ISCYRA cede any sovereignty to the IYRU or to any national authority? As little as possible. It runs its own shop almost in its entirety. This sturdy independence of self-appointed authority doesn't seem to have done Stars much harm. In spite of their organization going it alone, despite the incredible age of the design and the resolute abhorrence of the overlapping headsail and the spinnaker, the boat has prospered across the face of the globe. Described as an expensive, overconstructed box the Star has the unique distinction of getting back into the Olympic list after having been dropped ... "

Coming as they do from a quarter that in recent years has had hardly anything good to say about Stars, these compliments, however grudgingly bestowed, represent a welcome change.

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:

iscyra@interaccess.com

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Fax: 847 729 0718 / Office: 847 729 0630

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)

7728 Mader, 1993, in Excellent condition, looks great, very clean and fast. Great trailer, with 2 boxes. Selling due to summer back surgery. Fast sails, option to purchase brand new sails. Call John Lombard at office (203) 402-7214 / jlombard@meworx.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)

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: $\underline{http:/\!/www.teamfoxy.com}$

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

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

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

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

July 9 – 11 Districts at Royal Hamilton (LOC)

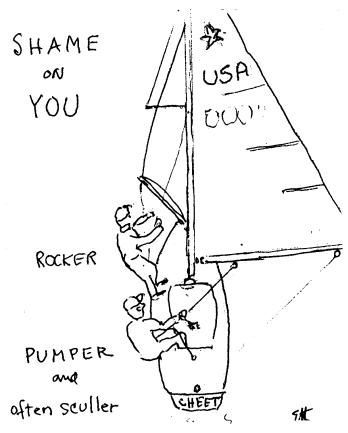
July 17 - 18 NY States (SL)

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 Chilli (SL)

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