







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: you 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 Phipers	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 BIENNIAL 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 seemed 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





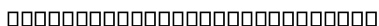
were always ready and willing to help the newcomer in improving his boat and in perfecting his sailing techniques. The true spirit of supporting each other's efforts pervaded our fleets, and we all grew as sportsmen as a result.

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.

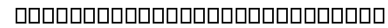
Malin Burnham, President



**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:

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**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](mailto: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](mailto: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](mailto: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](mailto:wlbodden@optonline.net) / phone: 203 877 1715 (home) / 203 376 9578 (cell) (11-03)



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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



