

STARDUST

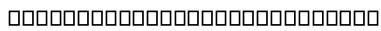
MARCH REGATTA SCHEDULE

5th District

- March 17-18 Spring Gold Cup, Newport Harbor YC
- March 23-25 Alamitos Bay Olympic Classes Regatta
- March 31-April 1 Star Team Racing Championship

20th District

- March 4-9 Bacardi Cup
- April 6-10 Spring Championship of the Western Hemisphere (Nassau)



BUCHAN BOATS

From a conversation with Bill Buchan

The Buchan family business in Scotland was tied to boats and fishing. In the early 1920's they immigrated to the Pacific Northwest where they felt that they could continue their trade. Bill's father, while owning and operating a retail fish market in downtown Seattle, built a variety of sailboats for himself in his spare time during the late 1930's and into the 1940's. Thus, when Bill saw the Stars gather in Seattle for the North American Championship in 1948 and decided, at the age of 13, that he wanted one of those boats it was natural for his father to suggest that they should build one themselves. A major factor in the decision was that at the N.A.'s there were other sailors who were not all that much older than Bill was. Lowell North and Bill Ficker for instance, who were both in their teens, were there and instantly became his heroes.

It happened at this time near Bill's house in the Seattle neighborhood of Madison Park that there was a garage full of Stars, some 20 in all. It was the winter storage place for the Puget Sound Star Fleet. While he and his father got the plans to build a Star from the Class, they found it easier to go to the garage and measure the Stars that were there as well as to pick up on ideas for the construction of the boat. Somehow, the resulting boat was able to measure in as a legal Star. The boat was named "Torrid", # 2830, which was completed and registered in 1949.

The Buchans, father as crew and son, now 14, as skipper, started to race with the Puget Sound Fleet. The fleet was fairly active, with 20 or more boats turning out for the important races such as the Fleet Championship or what was then called the Pacific International Yachting Association Regatta where the Puget Sound Fleet would mix it up with the Canadians from the Vancouver area.

After a couple of years of sailing "Torrid" Bill became more acquainted with the finer points of boat construction in terms of taking advantage of the various tolerances which were

allowed in hull construction and design. The Class was abuzz with what Skip Etchells was doing with his O.G.'s (from Old Greenwich Boat Co.). As a point of interest, Skip and his friend Bill Kelley actually built the first Etchells Star in the same Madison Park garage while they were employed in the Seattle shipbuilding industry during the war. Bill and his father then set about building a new boat which took advantage of some of these "builders tolerances". The resulting boat was "Bydand". # 3213, built and registered in 1952. Bill went to Newport Harbor for the Christmas Regatta that winter to crew with another Seattle Star sailor where he saw George Fleitz, who was amazingly fast in his O.G. Wench IV, Star # 2951. Fleitz had synthetic sails made by Kenny Watts which Bill had no idea even existed. Bill wanted to order a suit of these sails, but Watts didn't want to sell sails to someone who might make his sails look bad.

That summer, John Cram and his brother Wally showed up in Seattle with O.G. # 3298, "Scram", and showed awesome speed in their O.G. as well, interestingly enough with cotton sails, also made by Watts. It was obvious to Bill that it was the O.G. boat and not necessarily the synthetic sails that were responsible for generating such performance. After looking at Cram's boat Bill came to realize that there was more wiggle room in the hull tolerances than he thought possible. This was accomplished by utilizing what the Class called the "moving baseline". By doing so, a boat could be flatter by 2" from the original plans instead of the 1" that he thought was the maximum and still measure in. That was enough to prompt Bill to build yet another boat, #3382, the first "Frolic", in that same summer of 1953.

One of the other hallmarks of the O.G.'s, which wasn't discovered until a couple of years later, was the wide bow. Skip had opened up the half beam measurement at station 1, a measurement that at that time wasn't recorded on the certificate, making the stem more plumb which had the effect of increasing the sailing length of the Star. Realizing that, Bill performed major surgery on the "Frolic" the winter of 1956.

With the building of "Frolic" Bill became a builder of record in the Star Class Log, and Buchan Boats under the symbol BUC was listed in the 1954 Log.

Unfortunately, "Frolic" did not receive her measurement certificate by the time the North American Silver Star series of 1953 took place, and he and his father had to take "Bydand" to Milwaukee. They finished in the lower third of the fleet.

Since Bill couldn't get Watts to sell him sails he had a local sailmaker build him a suit from Dacron in 1954. He and his father participated in the 1954 N.A.'s, this time held at Rockport, MA. With the new boat and sails they were now

whistling another tune and finished 15th out of 37. About this time Murphy and Nye began to make synthetic sails out of a fabric called Orlon, which were very successful so Bill began to buy sails from them in 1955.

After a few years of sailing the "Frolic" #3382 successfully in the 6th District and doing somewhat better at the 1958 and 1959 World's (9th and 10th) Bill decided to build a new "Frolic", #4260, during the winter of 1959/1960 in the garage of his new home on Mercer Island. With this "Frolic" Bill won the 1961 World's with Doug Knight crewing. The next year they went to the World's at Cascais where they finished 4th. (Star #4260 stayed in Portugal and is presently being refinished by its owner Mario Guedes de Sampaio.)



Frolic, # 4260, leaving Bill's shop for the first time in the Spring of 1960.



Star # 5445, Magic, built for Bob Rodgers of the Green Lake fleet. Trailer built by Spar Tech. Note the position of the traveler, half way between the rudderpost and the transom. The starboard bilge pump is just visible in the cockpit.

In 1963 Bill built Star #4660, also named "Frolic". The main

characteristic of #4660 was that it was narrow at the chine and wide at the sheer with minimum freeboard, as compared to 4260, which was a very narrow shape. Bill felt that this design might have better speed in strong wind conditions. With this boat Bill was 5th at the 1963 World's at Chicago. This was also the boat that he sailed at the 1964 Olympic Trials, held in Chicago too. Although the boat certainly performed well in the breezy races, Chicago, as we now know, isn't really the "Windy City" that Bill thought it was.

Not being satisfied with that boat, he then built Star #4913 in the fall of 1964 and finished 3rd at the 1965 World's at Newport Harbor. This was followed by Star #5260, built in 1968, which was raced in the 1968 Olympic Trials in San Diego.

In 1968, because of a housing slowdown in the Seattle area, Bill's construction business tapered off. That, and the advent of fiberglass made it apparent that Bill might want to build Stars for a living. Fiberglass boats had become allowed by the Class by this time. A plug was built in Bill's shop based on the lines of 4260, which seemed to him as the most well-rounded of all the boats he had built in the interim. The work of building the molds as well as the hulls themselves was done by the Clark Boat Co. in Kent, Washington. Bill brought the unfinished hulls back to his garage/workshop and finished them off there, working mostly on nights and weekends.

At first a very low-density foam core was used but that proved to be unsatisfactory. These boats started with #5333, which Bill sailed in the 1978 Worlds. He remembers Lowell North, Pete Bennett and Barton Beek also sailed his boats at that regatta. By the next year he switched to balsa core in the high load areas of the boats.

Bill won the World's at Marstrand with #5460 which was built utilizing the new lay up.

One of the early problems, which Bill encountered with the fiberglass boats was that there was a surprising amount of shrinkage. The molds had to exceed maximum length by a slight amount, for example, in order for the boats to measure in properly. New molds were built in 1971 for the 5600 series boats, many of which were delivered to their owners at the Seattle World's Championship that summer. In 1973 Bill built a second boat for Lowell North, Star #5662. This boat won the 1973 World's for Lowell and then won the 1974 World's with Tom Blackaller at the helm.

The 5600 series molds were sent to Ron Anderson and Larry Whipple after the 1974 World's so that the boats could be built someplace else since Bill's construction business was now taking all of his

spare time. Sometime later the molds were brought back to

Seattle and were eventually sold to a group of people in Brazil.

With his son Carl’s good friend Chris Mass doing most of the work, Bill then built a split mold in the hope that the boats would be easier to assemble, by someone other than himself hopefully.

One interesting phenomenon is that boats built in a split mold cure to be a flatter shape athwartships and boats built in a one piece mold wind up being of a rounder shape. The flatter boats out of this mold were not especially good in light air whereas the rounder ones, for example those molded by Miller, out of a still later mold proved to be good light air boats.

At about this time both Howard Lippincott and Bill Gerard asked Bill if they could use 5600 series boats, which they had at their disposal, to build molds for their own use. In both cases Bill said it would be fine and as a result, several boats were built by both of their companies over the next several years, one of them being the boats with which Buddy Melges won the 1978 and 1979 World’s. Mader was also interested in utilizing the Buchan design so Bill sent over to them a hull from which they built a mold. Mader, working with the MacCauslands, have continued to use basically the same Buchan hull shape to this day.

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2001 MIAMI OLYMPIC REGATTA
January 24 to 27, 2001
Miami, FL, 21 boats
(based on the report by Magnus Liljedahl)

Twenty-one boats showed up for the Miami Olympic Classes Regatta which marks the beginning of a new quadrennium. New and old teams which are looking for a shot at the 2004 Games in Athens used this event as the first step to reach their goals. While most of the boats were from the U.S. there was also one boat each from Finland, Ireland, Bahamas and Austria.

Peter Bromby from Bermuda (4th at the Olympics), crewed for John MacCausland. Markus Mehlen from Kiel, Germany, sailed with the Austrian skipper, Carlo Loos. Kai Bjorn, from Canada, crewed for Larry Whipple.

On Day 1 the breeze was very light and shifty. In both the first and second race MacCausland / Bromby never gave up protecting the left all day. It really paid off for them and they had a pair of first places to show for their efforts.

20. Again the left was the way to go, but this time Reynolds and Liljedahl were able to cash in with three first places. Despite this MacCausland and Bromby went into day three still leading the regatta by 2 points.

Day 3 saw the winds moderate somewhat to 6-12. Four races were run. This day saw a greater sharing of first place finishes, with the sixth race going to Jimmie Lowe and Andrew Higgs, the seventh race to Carlo Loos and Markus Mehlen, the eighth race to Jock Kohlhas and Chris Rogers, and the ninth race to regatta winners John MacCausland and Peter Bromby.

There was supposed to be a fourth day of racing, but it was canceled due to the lack of wind. John MacCausland and Peter Bromby won the regatta by beating Mark Reynolds and Magnus Liljedahl by one point. MacCausland and Bromby led the regatta from start to the end. Peter Bromby is probably the only person who has won this event both as a skipper (1995), and now as a crew. Peter represented Bermuda at the 2000 Olympic Regatta in Sydney, where he and Lee White finished 4th. They were in medal contention for a long time. John coached them in Sydney. Third over all was Ben Mitchell and Rick Peters from Los Angeles. Augie Diaz and Mark Strube, from Miami, were 4th. Terry Hutchinson and Andrew Scott, from Annapolis, were 5th and the legend Vince Brun and Rodrigo Meireles, from San Diego, were 6th.

(See Magnus’ full and detailed report on the Quantum Web Site. Click on “Reports”. For the address of Quantum as well as other useful addresses see page 5 below.)

2001 MIAMI OLYMPIC CLASSES REGATTA													
Boat #	Skipper	Crew	Fleet									Points	
8024	John MacCausland	Peter Bromby	CR	1	1	5	6	5	3	15	8	1	30
7829	Mark Reynolds	Magnus Liljedahl	SDB	8	9	1	1	1	12	3	5	3	31
7930	Ben Mitchell	Rick Peters	SMB	5	10	4	2	2	ocs	2	2	5	32
7970	Augie Diaz	Mark Strube	BisB	6	6	2	5	4	9	13	3	6	41
7933	Terry Hutchinson	Andrew Scott	AN	2	11	7	4	9	5	4	11	4	46
7956	Vincent Brun	Rodrigo Meireles	SDB	4	15	3	3	3	ocs	5	6	7	46
7979	Larry Whipple	Kai Bjorn	PS	7	3	10	6.7	6.7	11	9	4	9	55
7911	Jim Lowe	Andrew Higgs	N	9	4	9	9	10	1	10	7	15	59
7986	Bill Allen	John Upton	WH	14	2	6	7	13	8	12	18	2	64
7963	Jock Kohlhas	Chris Rogers	BisB	18	12	13	10	8	2	8	1	11	65
7972	Peter Vessella	Brian Faith	WSFB	13	7	12	8	6	7	7	15	10	70
7864	Kevin McNeil	Shane Zwingdelberg	AN	12	17	8	11	7	4	16	9	14	81
	Carlo Loos	Markus Mehlen	CBM	11	16	11	12	11	ocs	1	10	12	84
	Maxwell Treacy	Robert Shanks	IRL	3	5	dnc	dnf	17	6	11	16	8	88
7786	Bert Collins	Guy Avellon	AN	15	18	14	15	14	10	19	12	13	111
7626	James Freeman	Matthew Freeman	SL	16	13	17	16	12	15	6	17	17	112
7184	Henry Colie	Mark Beaton	LH	10	14	15	13	16	13	18	14	ocs	113
7757	Marko Dahlberg	Eki Heinonen	Fin	dnc	20	16	14	15	16	14	13	16	124
7512	Robert Teitge	Adam Korejsza	DR	19	19	18	17	18	14	17	ocs	ocs	144
7934	Karl Vonschwarz	John Vonschwarz	AN	17	21	19	18	19	17	20	19	18	147
7585	Sharon Crockett	Bonnie Unsworth	BisB	dnc	8	dnc	dnf	dns	dnc	dnc	dnc	dnc	162

On Day 2 three races were run in winds ranging from 12 to

THE MASTER'S REGATTA, a/k/a "THE ZAG"

February 3-4, 2001
Miami, FL, 43 boats
By Harry Walker

In 1985 Frank and Louann Zagarino organized the first MASTER'S REGATTA. It was held, as now, at the Coral Reef Yacht Club in Miami. Seven crews participated.

This year the 16th Masters was held with 43 boats competing and 7 nations represented. It has become the 2nd largest and, to some the most important event of the winter season. Most of the competitors will stay over and sail the Bacardi the first week of March.

This year's party was partially hosted by Coral Reef to honor the Olympic win of March Reynolds and Magnus Liljedahl at Sydney. Commodore Carol Stout Ewing made a presentation from the club to these fine sailors.

The first race on Saturday was run in 1 - 4 kts of breeze. P.R.O. Raymond set a good line with Committee boat slightly favored. Those who started or tried to start at the boat just as the wind quit got killed! Those with some way on down the line found a shaft of air and were away going to the left. As they rode a favorable shift they did a horizon job on those who went right. The race was won by Boston Harbor's Peter Costa and crew Carol Gracco with John Rumsey and Jock Kohlhas second. Several Olympic medallists finished way back.

Sunday's race was postponed for an hour due to light air thereby giving those who had enjoyed the great party the night before a little more rest.

Again Rich Raymond started the fleet in a light but steady breeze of 4 kts. This time the pin had great attraction and the bulk of the fleet went left. Those who went right on this course 4 found themselves with more pressure and got to the weather mark well in front. Hans Fogh rounded first and held his lead through the next three legs to win. Barton Beek, with son Chuck up front, bettered Walker and Reynolds by 2 feet for 2nd place.

The breeze had come up to 8 - 10 and a third race was called for. Again the pin was slightly favored but the fleet was distributed on the line. There were few shifts. Jimmy Lowe and Andy Higgs from the Bahamas got the win - having improved from a 31st in the 2nd race. The 10-12 kt. breeze made for great sailing. Tony Herrmann with Tod Raynor crewing took 2nd in this race - an improvement of 28 places from the day's first race.

Three races - three winners from 3 different countries - great competition!

Grand Master Hans Fogh with George Iverson won the regatta with finishes of 5-1-3. Joe Bainton and Peter Bromby were the first to finish the Masters (50-60 age group) and Larry Shiebler and son Howie were tops in the Exalted Grand Masters (70-80) and won the father/son title.

Commodore Durward Knowles and Rick Peters didn't have their usual outstanding series but were the top Super Seniors (80 and up) finisher.

It is interesting to note that there were 10 Exalted Grand Master boats, 12 Grand Master boats and 21 in the Master category.

The sun was bright and hot, the water was warm, the party large, friendly and a fine gathering of longtime friends.

Better plan to come next year - if you qualify

2001 MASTER'S RESULTS

Boat #	Skipper	Crew		R1	R2	R3	Points
7997	Hans Fogh	Geo. Iverson	GM	5	1	3	9
7617	John Rumsey	Jock Kohlhas	GM	2	4	12	18
7993	Joe Bainton	Peter Bromby	M	7	5	7	19
7986	Larry Shiebler	Howie Shiebler	EGM	4	13	18	35
7307	John Sherwood	John Avis	GM	15	8	11	35
7936	Ted Hains	Larry Scott	M	17	14	6	37
7369	Steve Haastick	Jim Freeman	M	14	15	10	39
7621	Peter Costa	Carol Gracco	M	1	7	34	42
7804	G. MacDonald	Tom Donnelly	M	9	10	23	42
7985	Barton Beek	Chuck Beek	EGM	18	2	24	44
7254	Trig Liljestrand	Mark Strube	M	3	34	8	45
7670	Gene McCarthy	Glenn McCarthy	EGM	22	6	19	47
7844	Foss Miller	Paul Jester	M	11	33	5	49
8024	Big Mac	Little Mac	GM	8	24	11	49
7741	J. Vanderhoff	Jason Hastings	M	25	21	4	50
7715	Stefan Lehnert	Peter Menning	M	16	28	15	59
7911	Jimmie Lowe	Andrew Higgs	M	28	31	1	60
7952	Brooks Sperry	Austin Sperry	M	40	11	9	60
7425	Trap Lippincott	Barb Vosbury	M	19	20	21	60
8000	Harry Walker	Mark Reynolds	EGM	38	3	20	61
7566	Steve Rubinkam	Jerry Ring	GM	6	26	29	61
7626	Rick Burgess	Bruce Hatfield	M	12	35	16	63
7934	K. VonSchwarz	T. Kaczmarek	M	10	22	35	67
7876	John Jenkins	Bob Schofield	M	20	25	22	67
7785	Davis Buckley	Guy Avellon	M	30	29	13	72
7585	Sharon Crocket	B. Unsworth	M	13	23	37	73
7996	Tony Herrmann	Todd Raynor	GM	42	30	2	74
3342	Sune Carlsson	Benny Nilsson	GM	23	37	14	74
6576	Jack Rogers	Chris Rogers	EGM	32	12	31	75
7614	John Foster	R. Weinstein	GM	21	27	23	76
7956	D. Knowles	Rick Peters	EGM	43	8	30	81
7950	Joe Zambella	J. Zambella, Jr	M	37	17	27	81
6370	Guy Gurney	Rob Bowers	M	29	16	39	84
7506	Tony Riva	Brian Fath	GM	33	19	32	84
7162	C. Kohlerman 3	C. Kohlerman 4	GM	31	18	38	87
7734	Hank Rowan	Glen Suplee	EGM	24	41	33	98
7661	Jan Muller	Jan Sander	M	34	39	25	98
7930	John Chiarella	Bob Carlson	GM	21	36	36	98
7434	Bill Parks	Mike Laport	EGM	36	36	26	100
7193	W.A. Joyce	Mark Veenstra	M	26	40	dnf	110
6700	J. Richardson	J. Richardson	EGM	41	32	ocs	117
7773	Frank Zagarino	D. Yakovenko	GM	35	dns	dns	123
8011	R. VanWagnen	Chris Lanza	EGM	39	dnf	dns	127

DORIS JIRKA
1925-2001

by Richard L. Munson

Doris Jirka, Executive Director of the Star Class for 12 years, 1979-1992, passed away of a stroke at her home in Glenview, Illinois, a short time ago. Survived by her husband, Don, and a son, Brad, she will be missed by all of the many people she worked with and taught during her active life.

Doris was an exceedingly talented person with many interests. With an extensive background in accountancy, she joined the Star Class office in late 1979 to greatly contribute to all aspects of management and become the true backbone and strength of the organization. Her greatest strength was her depth knowledge of the LOG and its applications to all aspects of our operation. Considered to be tough in determinations made, she was ever fair in her decisions to well earn the respect of all involved.

In writing an article to acknowledge her retirement in 1992, Harry Walker, as International Secretary and a devoted friend, wrote of Doris as a real "T Girl" in being "tiny, tough, tenacious, terrifying, talented and terrific."

She devoted many, many hours to teaching in ceramics and to bring the pleasures of working in clay to numerous people of Glenview. Avid in everything she took interest in, from sailing her 22 Square Meter weekly to carving of authentic totem poles, she was indeed talented and very gifted. All members of the Star Class owe a debt of gratitude to Doris Jirka for her numerous contributions to our interests across her years of association. She will be missed by many.



NEW BOATS AND SAILS

Web sites for new boats 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

Fritz Sails: www.fritz-segel.de

North Sails:

<http://www.northsailsod.com/class/star/star.html>

Quantum Sails:

<http://www.quantumsails.com/star/index.htm>

FOR SALE

6320 Miller-Buchan, 1978. Located at Sunapee, NH. Contact Nat Cook: 603 526 4637, E-mail: natcook@tds.net

2000 World's video available: To purchase a video of the 2000 World's contact Annapolis Yacht Club / P.O. Box 908 / Annapolis, MD 21401 / Bus: (410) 263-9279 / Bus Fax: (410) 269-8905

Videos available: Mystic Seaport has two World's videos available in VHS: the 1977 Kiel World's (AV 74:77-1) and the 1981 Marblehead World's (AV 74-81-1). For further details call Suki Williams, video archivist, at 860 572 5379 / suki@mysticseaport.org

QUESTION

How long were the original battens in the Star main and jib?

Answer: the original specs read main, upper batten not over 3', other three battens not over 5' 9". Three allowed in jib, located as per plan, not over 1' 9" each.

When the rig was changed in 1930 the battens in both the mainsail and jib were shortened up. No information is available as to why the change was made, but because it was common to reef the main in those days maybe it was determined that lowest batten in the mainsail was always getting in the way of the reefing operation and so they shortened it to 3'. It seems probable that the upper batten was shortened from 3' to 30" because the batten otherwise was getting fairly close to the mast due to the sharper angle at the headboard.

TIP #18 by Mark Reynolds: When approaching the leeward mark always readjust everything for the next upwind in the same order every time. The order of what I do as the helmsman is; Jib cars in (if they are out), cunningham on, outhaul on, jib tack on, mast puller off and then I pull in the jib sheet (usually the windward one) as the pole comes down.

BISCAYNE TROPHY REGATTA

February 17-18, 2001

By John MacCausland (Little Mac)

Twenty-one boats attended the 2001 Biscayne Trophy Regatta. Saturday's forecast was for a 10 - 15 knots southwesterly that was never seen. We raced the first race in a very unstable west - northwest breeze of 5 to 10 knots. Jock Kohlhas led at every mark, but on the last run to the finish things got very difficult and we got a little bit lucky. We got by Jock Kohlhas and Chris Rogers to cross the line first. Jock was second and Augie Diaz with Mark Strube were third.

The wind finally died when the last boats were finishing the first race. We waited for about 2 hour and off in the distance we could see a line of breeze that was coming. When it got to us it was from the southeast at 11 to 13 knots. The second race was a beautiful race with the right side paying. On the first beat Jimmy Lowe and Andrew Higgs led at the first mark with Chris Lanza and Jason Hastings second, Jock Kohlhas and Chris Rogers were third. We rounded 4th and were able to pass Jock and Chris to round the bottom mark 2nd. The second beat you were able to get out of the left a little better and some of the places changed. Augie Diaz was charging through the pack and rounded the last weather mark was third.

Sunday's race was sailed in 12 to 15 knots of northeast breeze. The course was long and it turned into a battle of 5 boats with places changing on every leg Doug and Bob Schofield won. Jimmy Lowe and Andrew Higgs were second, and Tony Rey and Doug Brophy were third Jimmy Lowe and Andrew Higgs sailed a very good regatta to get the win. We were second with Augie Diaz third.

One highlight of the regatta was that we had some new young faces as well as some returning ones out there sailing: Tony Rey, Soling sailor, America's Cup veteran and also a Star sailor from way back, Andy Horton, Soling sailor, and Andy Lovell, a Laser sailor who finished 2nd in 1990 trials. All were sailing in this regatta trying the boats. I hope they had a good experience and will join us again in the future.

2001 BISCAYNE TROPHY RESULTS

Boat #	Skipper	Crew	Fleet	R1	R2	R3	Points
7911	Jimmie Lowe	Andrew Higgs	N	4	1	2	7
8024	Litte Mac	Kevin Murphy	CR	1	2	5	8
7970	Augie Diaz	Mark Strube	BisB	3	3	4	10
7878	Doug Schofield	Bob Schofield	AN	6	5	1	12
7737	Tony Rey	Doug Brophy	NB	5	4	5	12
7963	Jock Kohlhas	Chris Rogers	BisB	2	6	11	19
7927	J. Ulbrich	Mark Storrs	TaB	8	8	8	24
7626	Jimmie Freeman	Bruce Hatfield	SL	7	12	7	26
7699	Chris Lanza	John Hastings	BisB	10	11	8	27
7640	Bill Culbersson	Matt Mowad	MoB	12	9	10	31
7950	Andy Horton	Carl Anderson		16	7	9	32
7741	John Vanderhoff	Rowan Perkins	NCB	9	19	14	42
7864	Kevin McNeil	S. Zwingelberg	AN	17	13	13	43
7318	Bert Collins	Guy Avellon	AN	13	10	dns	45
7184	Henry Colie	Mike Delorme	LH	11	18	16	45

7734	Hank Rowan	Glen Suplee	LG	15	16	15	46
7471	John Bainton	Will Christensen	NB	19	17	12	48
7369	Steve Haastick	John Finch	SL	14	14	dnf	50
963	Andy Lovell	Prieur Leary	BisB	18	15	17	50
7163	N. Stevenson	Anthony Katoun	CLIS	20	20	18	58
7193	William Joyce	Chris Nielson		dnf	dns	dns	66

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OWEN TORREY, JR.

1925-2001

Owen Torrey of Rowayton, Conn., passed away in his sleep in the early morning of Febrauary 12, 2001. Owen was an accomplished sailor and an able race administrator and active contributor to many different aspects of sailing. Included among his many accomplishments were an Olympic bronze medal (Swallow class) in the '48 Games in London, two America's Cup campaigns and more Newport-Bermuda Races (including the 2000 edition) than we can count.

Owen was active in the Star Class during the 1940's-1960's, and is a holder of a Silver Chevron, representing various second and third place daily finishes which he won in Silver Star Championships. He sailed many of these series with his wife Marge. Owen served on the Judiciary Committee during the 1950's and was chairman of the committee during the "fat bow" controversy.

Owen was a member of American YC, New York YC, Storm Trysail Club, a life member of ISYRA and president of the YRA of Long Island Sound (1992-94). He was active as a US Sailing judge, PHRF handicapper and in race management with his wife Leggie. Born Oct. 31, 1925 in New York, N.Y. Owen graduated from Harvard University in '47 and Columbia University Law School in '51. He served in the 63rd Armored Infantry Battalion 1944-45 Ardennes and Rhineland campaigns. What we'll all remember is a true gentleman who was respected and admired by everyone who met him. Funeral service were held at the American Yacht Club, Rye, N.Y. on Friday, Feb. 16 at 3 p.m.

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2001 NORTH AMERICAN WEB SITE

The 2001 North American Web Site is up and running. The address is:

<http://www.mycstar.org/>

As the sailing season progresses we will post up-dates to keep Class members informed about progress towards getting the event ready. Please let us know, even informally, if you plan to attend as soon as you have made the decision to do so so that we will have some idea of the number of possible participants.



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- Olympic Games - 1,2,3*,4,5*,6*,7,8,9,10,11,12,13,15,16 Riva Cup - 1
- North American Championships - 1,3,4,5,7,9,10,11,12 Lake Sunapee Open - 1,2,3,5
- District 4 Championships - 1,2,3,4,5,6 Miami Olympic Class Regatta - 1,2,4,5,8,10,11
- Spring Championships W.H. - 2,4,5,6,7,8,10 Biscayne Bay Regatta - 1,2,3,4,5,6,8,9,10
- World Championships - 1,4,5,6,7,9,13,15 South American Championships - 2*,3,4,5
- Oxford Fall Windup - 1,2,3,5,6 Bob Levin - 1,2,3,4,6,7,8,9,10
- District 12 Championships - 1 Brazil Olympic Trials - 1,2
- Masters - 1,2,3,4,5,6,7,9,10 Annapolis Spring - 1,2,3
- Swedish Championships - 1,3 Arms White - 1,2,3,4,5
- Pfingstbusch - 1,2,3,5,7*,8*,9,10 Michelob Cup - 1,2,4,5,6,7
- Lake George Open - 1 Tomahawk - 1,2*,3,4,5 District 1 Championships - 1,3,5,6
- Calvin Paige - 1,2,3,5 Ash Bown - 1,3,4 Kiel Week - 1,2,3,4,5,6,7,8,9,10*
- Spring Championships Europe - 1,2,3,4,5,6 US Olympic Trials - 1,3,4,5,7,8,9*,10,11
- Rollins Bowl - 1 Bacardi Cup - 2,3,4,6,10 70 of 93 boats used Quantum!



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REGATTA SCHEDULES

1st District

Please check the 1st District Web Site for more information about these regattas. Go to:

http://ourworld.compuserve.com/homepages/fcsdesign/

- *May 13 Captain Morgan (HB)
- May 20 Skipper's Choice (BH)
- June 2-3 J.F.K. (BH)
- June 16-17 Arms White (Mid)
- June 22-24 1st District Championship (BH)
- July 21-22 Ned Hay (CA)
- July 28-29 Atlantic Coast Masters (CLIS)
- Aug. 11-12 Secretary's Cup/
Make-a Wish Regatta (Benefit) (BH)
- Aug. 11-12 Picken Memorial (GSB)
- Aug. 23-31 North American Championship (Mid)
http://www.mycstar.org
- Sept. 8-9 Pine Trophy (Intercollegiate Star Champ.)
- Sept. 15-16 Bedford Pitcher (CLIS)
- Sept. 22-23 Nutmeg's (Mid)

2nd District

Please check the 2nd District Web Site:

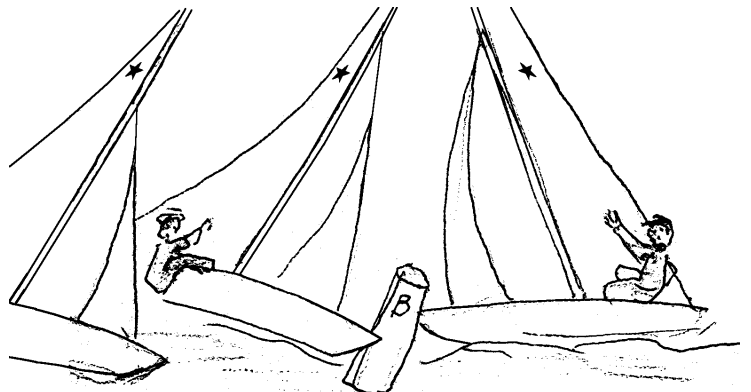
<http://home.dmv.com/~jenkins/star.html>

- April 28-29 SSA Spring Regatta-SSA
- May 5-6 West River Spring-WRSC
- May 19-20 HDGYC One Design
- June 2-3 Lippincott Memorial-SSA
- June 9-10 2nd District Championship-HDGYC
- June 23-24 SSA Keelboat-SSA
- July 7-8 Miller Series-GIYS
- Aug. 4-5 Miles River/Green Star-MES
- Aug. 11-12 Oxford Summer-TAYC
- Sept 8-9 West River Keelboat-WRSC
- Oct. 6-7 Fall Windup-TAYC
- Oct. 13-14 Michelob Cup-WRSC

5th District Star Race Calendar

- March 17-18 Spring Gold Cup, Newport Harbor YC
- March 23-25 Alamitos Bay Olympic Classes Regatta,
- March 31-April 1 Star Team Racing Championship,
California YC
- April 21-22 Delta Star Regatta, Stockton SC
- May 26-27 Rollins Bowl (OD), San Diego YC
- June 2-3 Cal Race Week/Green Star District
Championship, California YC
- June 9-10 King of Spain, California YC
- June 16-17 Star Class Fifth District Championship,
San Diego YC
- July 7-8 Baxter Bowl/Summer Gold Cup,
Newport Harbor YC
- July 28-29 Lipton Cup, Santa Barbara YC
- Sept. 1-2 Labor Day Pitcher Regatta (SDB)
- Sept. 8-9 Black Star - Under #7000 California Champs,
California YC

EMIL'S CORNER



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Drawing by Emil Karlovsky

□□

- Sept. 15-16 Fall Gold Cup (NH)
- Oct. 21-22 Calvin Paige Trophy/
Father & Daughter Dance, St. Francis YC
- Oct. 27-28 Ash Bown Oktoberfest Regatta (SDB)
- Dec. 8-9 Kriss Kringle Regatta (OD) (SDB)

20th District

- March 4-9 Bacardi Cup
- April 6-10 Spring Championship of the Western
Hemisphere
Nassau, Bahamas (Races 1-6/ 7-10 April)
Entry Deadline: 17 March 2001
Nassau Yacht Club
Phone: +1 242 323 8165
Fax: +1 242 322 8185
Email: craigsymonette@yahoo.com
- April t.b.a. 20th District Championship

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