

1ST DISTRICT NEWSLETTER

Volume 9, No. 4

April, 2008

PROVISIONAL 1ST DISTRICT REGATTA DATES

June 7-8	Marshall Brown Secretary's Cup (BH)	
June 21-22	Arms-White (Mid)	Focus
July 11-13	1 st District Champs. (CA)	Focus
July 26-27	Marblehead NOOD (BH)	Tri-Dist Qual, Focus
Aug. 2-3	Sunapee Open (Sun)	Tri-District Qualifier
Aug. 23-24	New England Masters' (BH)	
Sept. 13-14	Bedford Pitcher (CLIS)	Focus, Nash
Sept. 27-28	Nutmeg Regatta (Mid)	Nash
Oct. 11-12	Larchmont Columbus Day Regatta	Nash

ANNAPOLIS NOOD

April 25-27, 2008

by Bert Collins

This is just a reminder for the Annapolis NOOD regatta April 25-27. NOR and online entry is available at the following URL:

http://www.sailingworld.com/nood_regatta.jsp?location=599

We need to get seven entries PRIOR to April 14 in order to get a start. At this time there is only one entry! Also, entries submitted AFTER April 7 will need to pay a \$50 late entry fee. If you are going to sail this event I would encourage you to get online and submit your entry asap.

CLASS MEETINGS DURING THE WORLD CHAMPIONSHIP

By Barbara Beigel Vosbury, Executive Director

The Class Management Committee and the International Governing Committee will meet at 0900 on Wednesday, April 9, 2008 at the Coral Reef Yacht Club.

The Annual General Meeting of the Star Class membership will take place at 1800 on Wednesday, April 9, 2008 at the Coral Reef Yacht Club.

We look forward to seeing everyone there.

2008 WESTERN HEMISPHERE CHAMPIONSHIP

Sun May 18th 2008 *through* Fri May 23rd 2008

ISCYRA

Seneca Yacht Club
Geneva, New York,
USA

Regatta Chairman: Rick Burgess, rickburg2@gmail.com

Event website:

<http://www.senecayc.org/2008WesHemChampionship.html>

Notice of Race:

<http://starclass.org/PDF/2008westernhemimor.pdf>

Entry

Form:<http://starclass.org/PDF/2008westernhemientry.pdf>

NOTES FROM THE CENTRAL OFFICE

March 17, 2008

By Barbara Beigel Vosbury, Executive Director

Well it's been two months and I can tell you that we do not subscribe to the US Governments Paperwork Reduction Act!!! The good news is that the Fleet Captains and Secretaries have done a fabulous job getting clear and concise paperwork to the Central office, making the job easier.

Memberships for 2008 so far:

Isolated	46
Active	864
Associate	484
Life	100

I just returned from the Bacardi Cup. What a great regatta! If you haven't had the chance to get to this one, please make an effort. Coral Reef Yacht Club and Tito Bacardi go out of their way to make everyone welcome, supply great racing and great partying. This must be added to your 'to do' list.

A quick note on sponsorship: Some of us are lucky enough to have sponsors for our racing, as seen on the topsides and mainsails of our beautiful yachts. Some of us are not and that is okay.

The sponsors I am speaking of now are the regatta sponsors. It's a fact that nowadays it is very difficult to put on a regatta without some sort of sponsorship, even if it is simply the host club not charging full price for hauling or race committee expenses. For this we should all be thankful.

We should thank our regatta sponsors by coming to the parties and the trophy presentations. We should also thank them by using (or at least trying) their products. We should thank the clubs for their hosting of our events and their membership for stepping aside so that we can have free reign of their club. We should simply be thankful and gracious.

A quick note on your patience: Thank you all for being patient while the office transitions from many years of knowledge to not much when it come to handling the paperwork and daily duties of the Central Office. I have enjoyed meeting more and more of you in the few short months at this job.

My first job to tackle has been the memberships and having them all updated for the Log to go to press. Success! My next job is the approval of entries for the Worlds.....keep your fingers crossed!

See you at the Worlds in Miami.

1ST DISTRICT REPS AT THE WORLD'S

8241	Andy Horton	Andrew Scott	NB
8043	John Manderson	Roman Gotsulyak	Mid
8159	Ched Proctor	Matt Semler	CLIS
8177	Jud Smith	Terry Yuill	CA
8163	Ryan Staszko	Jack Donahue	BH
8245	Joe Zambella	Peter Costa	BH

NEWS FROM THE PAST

Below is an article from the November 1924 issue of Starlights which talks about a boating disaster involving a Star which happened on Lake Washington. One of the interesting points brought up is that the bulkheads broke allowing the boat to sink. There were in fact two alternative self-rescuing details shown in the Gardner November 1910 plan: 1) bulkheads at the forward and aft end of the cockpit, or 2) a self-bailing cockpit with a floor above the waterline and drain tubes, somewhat a la Binkhorst. For those of us who started sailing Stars in the late woodie period, in which there were no bulkheads or any other method to keep the boat afloat should it swamp, this comes as quite a revelation. However, as George Elder in his book "Forty Years Among the Stars" explained, the bulkheads and self-draining cockpits soon led to dry rot and were removed when it became apparent that this was a serious problem.

In fact, it seems like the more forward we go the more we return to the beginning point in some details:

- 1) 2-1 backstay rope system, albeit located much further aft than it is presently
- 2) 2-1 jibsheets
- 3) bulkheads
- 4) self-bailing cockpit

Either William Gardner, or perhaps Francis Sweisguth, the draftsman, were certainly forward thinkers for their day.

For the whole collection of early Starlights which have been scanned in see:

http://www.mycstar.org/Stardust/starlights_back_issues.htm

Mention should be made that there is some question as to whether the bulkheads really gave way. The decks on early Stars also had fore and aft hatches which were used to both air out these spaces and to make it possible to pump them out. It has been suggested that on this occasion the forward hatch was left open because a cooler was stored there with a supply of drinks, and that as the bow of the boat plowed into a wave the water flooded into the forward compartment. This being the Prohibition Era, it would not do to suggest that there was a stash of booze on board.

Following the report of the accident is an editorial by George Elder. Elder, who was the Class Secretary at the time, wrote frequent editorials in which he expounded upon problems in the Class as he saw them. Some of these are either of interest or pertinent even today and will appear in future Newsletters as space permits.

TERRIBLE DISASTER NEAR PUGET SOUND - The first and only serious accident that has ever occurred in a "Star" has been reported by our Puget Sound Secretary. It would appear that a party of six consisting of three men and three women went for a daysail in "All Star" No. 157 on Lake Washington, which joins Puget Sound. As they were returning the wind freshened and kicked up quite sea. The boat was running free directly before it and as is the case in a following sea the boat at times shoot ahead faster than the seas sticking her nose in them. Overloaded, with little free board left she began to trip and the water ran back over the bow and into the

cockpit. Instead of luffing and letting her recover by taking the seas abeam the skipper kept driving her dead before the wind. The cockpit filled, the bulkheads were carried away and the boat sank. Two of the women with the only life belts on hoard were saved. The other four went down with the boat and were drowned. The report fails to mention names and we do not know whether any members were lost.

EDITORIAL SECTION

STARS NOT A FERRY BOAT - Inaccurate rumors of the Puget Sound tragedy are apt to spread and injure our class and we therefore want all members knowing the facts to at once contradict any such rumors if they reflect upon the safety of the Star. Puget Sound has always been a weak fleet. They had just decided to add to it this winter because of the P.C.Y.A. Championships were scheduled for Seattle in 1925. Already there is some local feeling against the Star due to this accident. This is absurd. No sane man could possibly blame the boat. That would be like condemning a make of automobile because some foolhardy driver tried to beat a train to a crossing in one and lost.

We are very sorry for those who were lost but even our sympathy for the skipper does not help us in finding any excuse for him. From what we hear there was no bad storm nor was the boat swamped by one sea but the sinking was gradual, due to the boat being driven under one sea after another. If this is true the skipper had time to think, if he had even let go of his helm the boat would have recovered herself, for we all know that on such a course a star tries to luff and in fact it is hard to hold her before it. Had the skipper done anything except what he did he would probably have saved everyone but it is not the panic-stricken actions of a man who was evidently not an inborn sailor that we criticize so much but his action in originally overloading the boat. To crowd six persons and women among them into a Star that is intended for two only and not even providing life belts, is an inexcusable act. Never have we seen or heard of any one attempting such a crazy thing. It is hard to understand where six could find room to get on board, much less spend the day on a Star and what could even a landsman be thinking of to go on board a boat which any one must have seen was overcrowded and dangerous. A boy of ten can handle a Star in a storm but this boat was never even given a fighting chance.

COMMODORE CORRY CUP

According to the histories of George Elder and Stan Ogilvy the Commodore Corry Cup was given in 1929 to be awarded to the winner of the Great South Bay Race Week. The March 1929 issue of Starlights talks about the new trophy and notes that there was to be one race each afternoon from August 5-10 at different yacht clubs, starting with Babylon Y.C., then Bay Shore Y.C., Point o' Woods Y.C., Sayville Y.C. and finishing at Bellport Y.C. The boats were to sail each morning to the next yacht club. The September 1929 Starlights reported that Star #510, Budsal II, sailed by F. H. Robinson was the first winner of the trophy with three first places.

As far as can be determined, in part based on comments by Steve Andrews who was the last winner of the trophy when it was still raced for as the trophy of the Great South Bay Race Week, the last time it was used as such was in 1972. It was then presented to the 1st District and was used for a time for Marblehead Race Week or the Volvo Cup in Marblehead. After that its use was changed and is presently awarded to the highest place First District finisher at the Worlds.

COMMODORE CORRY TROPHY

As trophy for the highest place 1st District finisher at the Worlds

2007	8156	Andy Horton	Brad Nichol	NB
2006	8156	Andy Horton	Brad Nichol	NB
2005	7650	Tomas Hornos	H. Longarella	BH
2004		no representative		
2003		no representative		
2002	Don't Look Back	Steve Braverman	Ronald Rezac	BH
2001		no representative		
2000	More Pressure!	Josh Pypers	Ted Lavery	CA

As trophy for the Great South Bay Race Week

1972	Spirit of '76	Steve Andrews		(HB)
1971	Bilbo Baggins	Frank Zagarino		(BisB)
1970	Ranger	Russell Brooks		(HB)
1969	Avocet	Walter Brachtel		(MorB)
1968	Tsunami	Anson Beard		(MorB)
1967	Mavourneen	Moore		(HB)
1966	Tsunami	Anson Beard		(GSB)
1965	Shandry	Skip Etchells		(CLIS)
1964	Shanachie	Skip Etchells		(CLIS)
1963	Shamus	Skip Etchells		(CLIS)
1962	Flame	Stan Ogilvy		(WLIS)
1961	Mavourneen	Moore		(HB)
1960	Desiree	Herbert Hild		(ERF)
1959	Flame	Stan Ogilvy		(WLIS)
1958	S.P.D.	Dominy		(MorB)
1957	Independence V	Dominy		(MorB)
1956	Her Ladyship VI	Paige		(MorB)
1955	Flame	Stan Ogilvy		(WLIS)
1954	Flame	Stan Ogilvy		(WLIS)
1953	North Star	Snedeker		(MorB)
1952	Independence V	Dominy		(MorB)
1950	Flame	Stan Ogilvy		(WLIS)
1949	Cygnets	Owen Torrey		(WLIS)
1948	Magic	Rogers		(WLIS)
1947	Hilarius	Hillary Smart		(CLIS)
1946	Whip	Stan Ogilvy		(WLIS)
1945	Gull	Havemeyer		(GSB)
1944	Fo Fo	Picken		(GSB)
1943	Chuckle V	Halsted		(MorB)
1942	Chuckle V	Harold Halsted		(MorB)
1941	Concubine	de Marigny		(N)
1940	Draco II	Ketcham		(GSB)
1939	Draco	Ketcham		(GSB)
1938	Chuckle III	Harold Halsted		(MorB)
1937	High Seas	Picken		(GSH)
1936	Chuckle	Harold Halsted		(MorB)
1935	Sunbeam	Meislahn		(MorB)

1934	Chuckle	Harold Halsted	(MorB)
1933	Kinkajou	Gustavino	(GSB)
1932	Moonshine	Atwater	(NB)
1931	Wings	Pflug	(GSB)
1930	Wings	Pflug	(GSB)
1929	Budsal II	F. H. Robinson	(PGB)

BACARDI CUP

Coral Reef Y.C.
March 2 – 7, 2008

The 114 teams representing 26 countries competed in the six-day regatta, which is widely regarded as one of the best and most competitive Star Class events in the world. The Bacardi Cup Star Class Regatta is co-hosted by the Coral Reef Yacht Club and the U.S. Sailing Center, both based in Coconut Grove, and is sponsored by BACARDI U.S.A., Inc. Bacardi Cup participants were scheduled to sail one race per day from Sunday, March 2, through Friday, March 7, on Biscayne Bay.

The following is distilled from reports filed on the Star Class website by Janet Mizner, Bacardi's media person, and Lynn Fitzpatrick.

Day 1, Race 1

Norwegian Sailors Eivind Melleby & Petter Pederson Win Day One at 2008 Bacardi Cup Regatta

The Norwegian sailing team of Eivind Melleby and crew Petter Pederson finished first in day one of sailing at the 81st Annual Bacardi Cup Star Class Regatta. They finished a boat length ahead of Brazil's Alan Adler, the 1989 Star Class World Champion, who sails this week with crew Ricardo Ermel. Adler / Ermel rounded all four marks in first place before losing cover to the Norwegians on the race's final beat. Great Britain's Iain Percy, the 2002 Star world champion, and his crew Andrew Simpson, finished third.

Winds in excess of 15 knots forced two general recalls before the race's eventual start. An early tack along the right side of the course helped Adler / Ermel to the lead at each of the four marks, followed closely by Melleby / Pederson. Both teams continued to favor the right side throughout the race and rode favorable winds to extend their lead over the rest of the fleet, before Melleby took the win.

"Our strategy was to play it safe by going right on the first beat, and the further right we went, it got better and better," said Melleby. "We were in a big fight on the final beat and were able to keep clear of Adler so that he could not cover us. We're very happy with today's result and we're in good form, but it's a long regatta. All the best sailors in the world are here this week."

Day 2, Race 2

Grael and Jordão

Win the Day and Lead the Bacardi Cup

It was another beautiful day on Biscayne Bay. The sea breeze that greeted sailors in the morning while they were launching their boats held while the race committee attempted to get a start off at noon. Once, twice, three times you're out and unlike yesterday, everyone heeded the black flag and got off cleanly on the third attempt to start the race.

Mark Reynolds and Jamie Gale and Henry Filter and Will Wagner rounded 1, 2 ahead of Luca Modena and Sergio Lambertenghi. Reynolds / Gale held the lead down the run, but as the wind shifted so did positions. As Prof O'Connell, who rounded the weather mark well behind the leaders said, "We frantically tried to calculate the reciprocal of 135 and realized that the leaders were sailing high. We sailed a straight line down the middle," and rounded the left gate in third behind Modena / Lambertenghi and Diego Negri and Luigi Viale. In the meantime, Reynolds / Gale and Marin Lovrovic, Jr. and Sinsa Mikulicic rounded the right gate. With most of the fleet rounding the left gate, there was lots of noise – mostly shouting, but some crunching.

Negri / Viale jumped out to a five boat length lead over Mateusz Kusnierewicz and Dominik Zycki on the next shifty beat and Reynolds / Gale held onto third. Afonso Domingos and Bernardo Santos pulled into fourth.

Positions continued to shift throughout the next two legs as the breeze hovered between 6 and ten knots and Modena / Lambertenghi were able to hold the lead around the final leeward gate. The team that had a slow and steady climb through the fleet, Lars Grael and Marcelo Jordão moved from sixth place at the bottom of the final beat to first place by keeping an eye on local legend, Augie Diaz and Phil Trinter who favored the mid-left during the final beat. The Brazilians won the race with Modena / Lambertenghi finishing second and the best Latin dancer (Diaz) in the fleet and Trinter right behind.

Day 3, Race 3 The Youngest Team on the Water Wins the Day at Bacardi Cup

After the third attempt at a start, most of the fleet headed toward Key Biscayne and a cloudbank to the northeast on their first tack to a mark that was set at 165 degrees, 2.4 nautical miles away.

For the second time in three races, past Star World Champion, Alan Adler and Ricardo Ermel put together a great start and a spectacular first beat to round the weather mark in first, five boat lengths ahead of George Szabo and Rick Peters whose boat was badly damaged during the first race of the series. Szabo / Peters jumped into the lead by staying right on the run. O'Leary / Milne "gained a boat on the downwind leg by staying in the middle, not going to extremes and trying to find pressure," said Milne. The youngest team on the water had their work cut out for them during the remainder of the race. They played the middle left up the next beat and took a short hitch to sneak inside the weather mark just ahead of Dane / Sperry. Their mentors, Iain Percy and Andrew Simpson, were hot on their tails.

O'Leary / Milne and Dane / Sperry broke away from the fleet as O'Leary / Milne took the high road and Dane / Sperry took the low road. "Dane did a good job of slipping in low at the offset. It was a nice feeling to round in the lead, but then the pressure was really on." Dane replied, "Of course, experience and calmness overcomes a lot of things in an 8-10 knot breeze with a big fleet," but the boys had nice downwind speed and powerful gybes.

Days 4 & 5 Canceled due to weather conditions

On Wednesday there was too much wind and Thursday there was none. With that, two races were scheduled for the final day, Friday.

Day 6, Races 4 & 5 Incroyable, Incrível, Incredible

Speed, Black Flags, High Winds and Protests add up to Excitement during the Final Day of Bacardi Cup.

The fleet set out for a 10:00 am start in a brisk sea breeze. Even before they went into the starting sequence, a rig was toppled; many more came down throughout the day. Determined to run two races, the committee hoisted the black flag for the first start of both races.

Race 4: The 2007 World Champions Robert Scheidt and Bruno Prada finished the heavy air race over two minutes ahead of the second place boat. Xavier Rohart and Pascal Rambeau had pulled from fifth place at the first weather mark to second down the final run of the triangle, windward, leeward course in which the breeze peaked at about 20 knots from the SSE.

Scheidt / Prada were just inside Italy's leading Olympic candidates, Francesco Bruni and Gilberto Nobili at the weather mark with Spitzhauer / Nehammer trailing by a couple of boat lengths. Scheidt / Prada extended their lead on every leg while their followers tried to pass one another. Scheidt / Prada's straight-line speed upwind, boat handling, including their gybes, were masterful.

Rohart / Rambeau did not cross the finish line, but rather, went to the left hand side of the line by mistake. By the time they recovered, Hans Spitzhauer and Christian Nehammer, Afonso Domingos and Bernardo Santos, Mark Reynolds and Jamie Gale, John Dane and Austin Sperry and Iain Percy and Andrew Simpson had screeched across the finish line.

Race 5: After a rain cloud went by and the boats that had been lapped by the leaders finished, the fifth and final race was started. Competitors could throw out some deep scores once the fifth race was sailed.

The leader board looked like many of the past season's Grade 1 regattas, this time with Percy / Simpson at the top with only 10 points. Scheidt / Prada had pulled into second with their victory in the first race of the day. Domingos / Santos and Spitzhauer / Nehammer had 18 points apiece.

Robert Stanjek and Markus Koy claimed the lead and extended it to over 20 seconds by the time that the gun sounded for them. Former world champion, Alan Adler and Ronald Seifert were second and Afonso Domingos and Bernardo Santos were third.

As the boats returned to the dock, the regatta winner remained a mystery pending protests. When the scores were posted, Percy / Simpson found themselves in a tie with Domingos / Santos with 20 points apiece. Domingos / Santos, having beaten the Brits in the final race, won their second Bacardi Cup Regatta.

Aided by substantial gains on each of the reach legs in both races, Domingos and Santos sailed to two second places and a first place tie with Percy and Simpson, who held the lead entering the final day of the regatta, but finished fifth and ninth in Friday's two races.

The 2004 and now 2008 Bacardi Cup champions, Domingos and Santos remain the only European sailors ever to win the Bacardi Cup in the regatta's 81-year history.

The prestigious Trofeo Bacardi was presented to the winners dockside, where Domingos, Santos and Tito Argamasilla-Bacardi, the retired former vice president of public relations at Bacardi USA, drank Bacardi Rum from the Cup in a tradition that dates to the first Bacardi Cup Regattas in Cuba in the 1920's.

BACARDI CUP

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	POR 8309	Afonso Domingos	Bernardo Santos	CP	12	9	7	2	2	20
2	GBR 8345	Iain Percy	Andrew Simpson	SO	3	14	3	5	9	20
3	USA 8230	John Dane III	Austin Sperry	MoB	20	39	2	3	5	30
4	POL 8209	Mateusz Kusznierewicz	Dominik Zycki	Isol	11	8	45	6	7	32
5	AUT 8226	Hans Spitzauer	Christian Nehammer	Att	5	55	10	4	14	33
6	BRA 8255	Robert Scheidt	Bruno Prada	Glu	4	12	21	1	bfd	38
7	ITA 8313	Alberto Barovier	Nando Colaninno	SG	23	4	9	18	10	41
8	ITA 8266	Diego Negri	Luigi Viale	VE	16	7	12	14	8	41
9	IRL 8261	Peter O'Leary	Stephen Milne	Isol	14	15	1	39	12	42
10	USA 8285	Augie Diaz	Phil Trinter	BisB	9	3	29	10	20	42
11	ITA 8281	Luca Modena	Sergio Lambertenghi	NG	18	2	37	11	16	47
12	USA 8320	Mark Reynolds	Jamie Gale	SDB	10	16	76	7	15	48
13	USA 8312	Rick Merriman	Brian Sharp	LH	17	47	11	9	11	48
14	BRA 8284	Lars Grael	Marcelo Jardimão	Par	7	1	16	28	26	50
15	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	bfd	26	14	8	3	51
16	NZL 8187	Hamish Pepper	Ed Peel	Isol	19	13	18	16	4	51
17	CRO 8339	Marin Lovrovic Jr	Sinsa Mikulicic	Isol	bfd	10	6	24	13	53
18	ITA 8180	Francesco Bruni	Gilberto Nobili	Pal	22	5	24	bfd	6	57
19	SUI 8296	Flavio Marazzi	Enrico De Maria	TB	15	21	5	22	38	63
20	BER 8272	Peter Bromby	Lee White	Isol	6	20	34	23	18	67
21	NOR 8234	Eivind Melleby	Petter Pedersen	NOR	1	31	26	13	dnf	71
22	USA 8273	George Szabo III	Rick Peters	SDB	rdg	49	4	19	25	72
23	AUS 8214	Iain Murray	Andrew Palfrey	Lmac	13	23	39	17	27	80
24	GER 7971	Robert Stanjek	Markus Koy	BF	dsq	22	31	30	1	84
25	ESP 7581	Roberto Bermudez	Marcelo Ferreira	P-San	34	45	25	15	17	91
26	ITA 8290	Silvio Santoni	Dodo Natucci	NG	38	11	42	20	23	92
27	USA 8176	Erik Lidecis	Michael Marzahl	NH	25	75	15	37	19	96
28	USA 8136	Henry Filter	Will Wagner	AN	21	24	36	dnf	30	111
29	USA 8195	John MacCausland	Kevin Murphy	CR	40	18	38	38	22	116
30	USA 8306	Jim Buckingham	Eric Monroe	NH	29	48	19	36	35	119
31	JPN 8144	Kunio Suzuki	Daichi Wada	Isol	32	34	27	bfd	28	121
32	ARG 7	Alejo Rigoni	Gustavo Gonzalez	BA	35	32	46	26	31	124
33	BAH 8265	Steven Kelly	Bill Holowesko	N	42	54	13	21	dnf	130
34	USA 8264	Peter McChesney	Shane Zwingelberg	AN	46	51	41	29	24	140
35	RUS 8305	Sergey Shevtsov	Roman Sadchikov	StP	39	27	bfd	35	40	141
36	SUI 7990	Daniel Stegmeier	Beat Stegmeier	TB	50	46	28	25	43	142
37	BRA 8283	Gastao Brun	Fabio Kraiczuk	RdJ	28	70	48	31	37	144
38	BRA 8337	Alan Adler	Ronald Seifert	RdJ	2	19	8	bfd	bfd	148
39	HUN 8166	Tibor Tenke	Jozsef Bendicsek	ore	36	71	72	12	29	148
40	ARG 8169	Alberto Zanetti	Warburg Gustavo	OL	58	44	43	27	34	148
41	USA 7986	Julio Labandeira	Nicolas Chernobilsky	OL	26	61	44	47	32	149
42	ITA 8332	Enrico Chieffi	Massimo Galli	PDV	33	30	68	bfd	21	152
43	CAN 8143	Brian Cramer	Tyler Bjorn	WLOC	62	37	33	41	42	153
44	UKR 8205	Kostyantyn Datsenko	Oleksandr Yevseyenko	Ukr	65	25	47	46	39	157
45	CHI 8319	Rodrigo Zuazola	Robert Riegel	Val	45	17	75	43	55	160
46	ARG 7907	Fabian MacGowan	Federico Engelhard	OL	31	52	17	61	dnf	161
47	CRO 8280	Dan Lovrovic	Marin Lovrovic Sr	Isol	55	35	40	32	bfd	162
48	IRL 8254	O'Connell Maurice	Ben Cooke	Isol	8	6	35	bfd	bfd	168
49	USA 8269	Jock Kohlhas	Larry Scott	BisB	47	42	64	33	46	168
50	SUI 8009	Christoph Gautschi	Alex Gouda	Bod	44	84	49	40	52	185
51	GER 8256	Hubert Merkelbach	Gerrit Bartel	UB	dns	33	85	34	36	188
52	ITA 8341	Lucio Boggi	Manuel Laporta	Viar	bfd	50	32	57	57	196
53	GBR 7601	Michael Hicks	Patrick Hicks	SO	48	57	58	44	49	198
54	FIN 8094	Jali Makila	Erkki Heinonen	FIN	24	29	30	dnf	dnf	202

55	BRA 8282	Alessandro Pascolato	Henry Boening	GuB	49	63	53	bfd	44	209
56	USA 8303	Andy Macdonald	Brian Fatih	NH	27	43	23	dnf	dnf	212
57	GER 8130	Henning Voigt	Steve Dirk	Aac	51	59	57	45	dnf	212
58	SUI 8085	Lorenz Zimmermann	Michael Mutti	LUV	53	56	59	52	dnf	220
59	SWE 7978	Ingvar Krook	Hasselgren Henrik	AR	57	106	60	48	62	227
60	USA 8336	Bill Fields	Chris Rogers	SMB	79	41	61	58	dnf	239
61	UKR 8096	Avksentien	Kondratyuk	Ukr	60	64	74	42	dnf	240
62	GER 7865	Stefan Lehnert	Peter Menning	Brm	71	60	95	56	54	241
63	ITA 8164	Valerio Chinca	Massimo Ciano	FDM	dsq	58	79	62	45	244
64	GER 8311	Axel Hampe	Conrads Chris	ZuW	67	96	71	49	59	246
65	ITA 8156	Renato Irrera	Corrado Cristaldini	Pal	64	85	89	55	47	251
66	USA 8159	Ched Proctor	Matt Semler	CLIS	dns	40	52	dnf	41	252
67	GER 7863	Klaus Meyer	Lutz Boguhn	Brm	93	102	50	60	50	253
68	ITA 8344	Antonio Tamburini	Renzo Ricci	SI	56	108	94	51	53	254
69	USA 8317	Jon Vandermolen	Steve Ticknor	Glu	59	28	54	dnf	dnf	260
70	CAN 8045	Mark Passmore	Ivan Bunner	WLOC	dnf	79	77	53	51	260
71	BRA 8300	Peter Ficker	Arthur Lopes	SAN	68	76	63	54	bfd	261
72	USA 8036	Jack Rickard	Tom Farrier	WH	75	93	69	59	60	263
73	USA 8215	Bill Allen	Bruce Hatfield	WH	52	38	56	dns	dns	265
74	USA 8218	Aaron Serinis	Bob Schofield	MES	41	73	dnf	bfd	33	266
75	CAN 7474	Will Hendershot	Alain Vranderick	Q	76	66	62	64	dnf	268
76	GER 8016	Hubert Rauch	Felix Kling	And	81	91	93	50	48	270
77	USA 8077	Tom Londrigan Jr	Stewart Hall	LS	rdg	62	22	dnf	dnf	270.7
78	USA 8245	Joe Zambella	Ed Morey	BH	73	74	20	dns	dns	286
79	ITA 7562	Stefano Bettarini	Alessandro Giachetti	Viar	87	83	65	dnf	56	291
80	USA 8227	Patrick Gudat	Mark Smith	IR	82	89	101	65	58	294
81	USA 8043	John Manderson	Roman Gotsulyak	Mid	43	68	66	dnf	bfd	296
82	GER 8213	Peer Wilhelm	Nils Hollweg	KF	37	95	51	dns	dns	302
83	USA 8132	Thierry De La Villehuchet	Witold Gesing	Mid	86	99	92	63	61	302
84	USA 8083	John Chiarella	Bob Carlson	Sun	85	98	100	67	64	314
85	CAN 7784	Li Hongquan	Wang He	EB	63	72	67	dnf	dnf	321
86	USA 7786	Karen Alt	Rowan Perkins	MES	92	104	98	70	63	323
87	GER 7750	Jens Burmester	Markus Mehlen	ED	78	92	88	66	dnf	324
88	NED 8103	Guus Bierman	Duncan Skinner	Med	74	80	55	dns	dns	328
89	USA 8253	Rick Brethorst	Scott Anderson	LS	54	78	78	dnf	dnf	329
90	CHI 8181	Fernando Rusowsky	Vincente Pablo Gimeno	Val	95	103	105	68	67	333
91	USA 7970	Sam Hopkins	Bart Kaplan	AN	97	110	97	72	68	334
92	USA 7851	Mike Phinney	Brad Balmert	SLE	99	109	102	71	66	338
93	USA 7828	Joseph Pro	Nicolaus Pro	AN	100	107	106	69	65	340
94	USA 8061	Jack Jennings	Mike Rehe	--	dns	36	70	dns	dns	344
95	USA 7713	Ben Fransen	Ian Coleman	AN	72	90	73	dns	dns	354
96	USA 7370	Rob Emmet	Paul Amlong	AN	88	65	83	dns	dnf	355
97	USA 8279	Claude Bonanni	Rick Burgess	TaB	70	82	86	dns	dns	357
98	USA 8222	Ed Gardner	Kip Gardner	LG	69	69	104	dns	dns	361
99	GER 7866	Dierk Thomsen	Darin Jensen	Glu	83	81	87	dns	dns	370
100	AUT 8216	Roberto Tomasini-Grinover	Gunnar Bahr	AU	dnf	53	84	dnf	dnf	375
101	ARG 8239	Martin Pendola	Juan Pablo Engelhard	OL	61	77	bfd	dnf	dnf	376
102	SUI 8329	Daniel Wyss	Urs Joss	Zu	77	100	81	dnf	dnf	377
103	USA 8063	Bert Collins	Kris Wilson	AN	89	88	82	dnf	dnf	378
104	USA 7934	Karl Von Schwarz	Barbara Beigel-Vosbury	AN	96	87	80	dns	dns	382
105	UKR 8314	Vasyl Gureyev	Volodymyr Korotkov	Ukr	30	dns	dns	dns	dns	387
106	GER 7816	Fritz Girr	Marko Hasche	AM	dnf	67	90	dnf	dnf	395
107	CAN 7520	Andre Gagnon	Daniel Despres	Q	84	101	91	dnf	dnf	395
108	USA 7814	Keith Donald	Chris Hardin	AN	80	105	96	dnf	dnf	400
109	USA 8087	Kevin McNeil	Arns Baltins	AN	66	97	dns	dnf	dnf	401
110	AUT 8021	Harald Wirth	Jim Pickering	AU	94	94	103	dns	dns	410
111	USA 7902	Stephen Gunther	Tom Day	CD	98	86	108	dnf	dnf	411
112	USA 8207	Brooks Sperry	Robert Contaras	WSFB	90	dns	99	dns	dns	427
113	GER 7946	Hermann Weiler	Thomas Schmid	Neu	91	111	107	dns	dns	428
114	USA 8157	Arthur Anosov	Mark Dolan	TaB	dnf	dns	dns	dnf	dns	476
114	ESP 8297	Jose Maria Van Der Ploeg	Rivero Fernandez Rodriguez	Barc	dns	dns	dns	dns	dns	476
114	USA 7602	Patrick Londrigan	Ron Burgandy	LS	dns	dns	dnf	dns	dns	476
114	NZL 8061	Rohan Lord	Miles Addy	Isol	dns	dns	dns	dns	dns	476
114	USA 8235	Larry Whipple	Kai Bjorn	PS	dns	dns	dns	dnf	dns	476

FOR SALE / WANTED

STAR CLASS MEMORABILIA: If you have anything which you think should be in the Star Class Archives at Mystic Seaport Museum please contact the editor (d.bolles@worldnet.att.net) (203 882 9428). Anything from a single photograph to a collection of correspondence, Starlights, Logs, program notes, or anything else related to the Star Class and its activities would be most welcomed.

7620 Mader (1992) Lightly sailed and in excellent condition. Good mast, sails, and trailer included. Excellent racing record, boat located in Boston. Call Ken Allen @ 603-219-4379 (11 / 06)

7741 Folli (1994) Two masts and one boom. Two sets of sails. Mast and boat covers. Double mainsheet and Lillia-style backstays. A good regatta boat in very good condition. Located in Milford, CT. \$14,000. Contact Rodrigo Meireles at 203 283 1884, 619 549 1126 / rodrigo@od.northsails.com

7830 Mader (1995) This boat is a cream puff. Campaigned by Paul Cayard, meticulously maintained, race ready. This boat is probably around \$16k give or take. In storage in Sunapee. Andy Ivey: andy@apiadv.com (1 / 07)

7982 Folli (1999) Ready to go sailing. The keel was completely refinished in November, 2005. The boat is in inside storage in Williams Bay, WI, on Lake Geneva, 85 miles northwest of Chicago, IL. All measurement documents are up-to-date and the boat was measured at three World's Championships. Valid titles for boat and trailer. Sparteck and Emmeti masts, Quantum sails. Photos available via email upon request. \$23,000. Call Jane Pegel at 262-245-6242 for details, email: sailing19@charter.net (4 / 07)

8043 Folli: Very clean. 2 masts, 2 poles, Rigged very well. Balbi trailer with 3 boxes. Available after April. Asking 30,000 USD. email: john.p.manderson@gmail.com

8112 Folli (2002) Sparteck mast; hyfield levers on uppers for downwind speed; double mainsheet; new Sparteck Boom; Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: Bainton@BaintonLaw.com (1 / 07)

Wanted: Boats, masts, etc. in various conditions. For the Milford Y.C. Sailing Foundation located at Milford Y.C., Milford CT. Contact Dick Hovey. Tel: 203 795 3008 / e-mail: rhovey@optonline.net (7-07)

Wanted: older masts, booms and sails: We have a growing fleet of older boats at Olympia, WA. We need D-section masts and booms as well as other stuff we can use on the old wood boats we are fixing up. If you have anything please contact Bill Brosius, billandcecilia@comcast.net

Wanted: F Section masts, even those broken at or below the mast band. David Bolles: 203 882 9428 / d.bolles@worldnet.att.net .

Wanted: D or F Section mast. Rob Reuter, 64 Haskell Ridge Road, Rochester, MA 02770 (508) 763-9533 or robreuterjr@aim.com

Models: white polyurethane 11 5 / 8" Star Class half models mounted on 6" x 15" back board for \$100 plus S&H Also Star Class half model plaques with the sails and spars for \$150 plus S&H.

Also, a 60" ¼ scale Star Class half-model for over the mantle as shown in photo for \$600. A true-to-scale rudder will be included although this photo does not show it.

Also available is a ¼ scale hull or even a ready-to-sail r / c equipped model. Ready--sail as an r / c boat for up to \$2900 depending on equipment. The \$2,900 is with authentic looking scaled miniature Harken hardware. A less expensive package can be provided without Harken miniatures.

Milton Thrasher: 941 966-9172

mthrasher@verizon.net / [www.angelfire.com / fl4 / mft](http://www.angelfire.com/fl4/mft)

**EARLY STARLIGHTS**

From December 1923 through January 1924

The earliest known Starlights, published on mimeographed sheets, are now available at:

http://www.mycstar.org/Stardust/starlights_back_issues.htm

2007 REGATTA SCHEDULE

Date	Org.	Event
Feb. 9-10	Dist. 20	Masters Regatta
Mar. 2-7	Dist. 20	Bacardi Cup
Mar. 21-31	Dist. 9	Ski-Yachting (Thun / Adelboden)
Apr. 4-18	ISCYRA	World Championship
Apr. 9-13	Dist. 14	Olympic Garda
Apr. 19	Dist. 9	Zürcher Frühlingspreis
Apr. 25-27	Dist. 6	Black Star Regatta
Apr. 26-27	Dist. 5	Dist. 5 Green Star
Apr. 26-27	Dist. 9	Bodensee Meisterschaft
May 1-Aug.28	Dist. 5	Starlights Thursday Nights
May 18-23	ISCYRA	W. H. Championship
May 21-25	Dist. 13	Breitling Regatta
May 24-25	Dist. 9	Jungfrau Trophy
May 24-25	Dist. 14	Coppa Tito Nordio
May 31-Jun. 1	Dist. 5	Rollins Bowl
Jun. 1-7	ISCYRA	Eastern Hemisphere Championship
Jun. 11-18	ISCYRA	European Championship

ARMS-WHITE REGATTA

Mid Connecticut Star Fleet
Milford Yacht Club
June 21-22 2008

NOTICE OF RACE

1. RULES

The regatta will be governed by the current Racing Rules of Sailing (RRS), the rules of the ISCYRA (STCR), the Notice of Race, (except as any of these are changed by these sailing instructions) and these sailing instructions. The Organizing Authority is the Milford Yacht Club. The host fleet is the Mid-Connecticut Star Fleet.

2. ALTERATIONS TO THE RACING RULES

Any alterations to the Racing Rules will be specified in the Sailing Instructions.

3. ELIGIBILITY AND ENTRY

ENTRIES ELIGIBLE IN ACCORDANCE WITH STCR MAY COMPETE.

4. ENTRY FEE

The entry fee of \$50, payable on or before Registration, includes boat and trailer parking, launching, hauling. Checks are to be made payable to "Mid-Connecticut Star Fleet".

5. SAIL NUMBERS

Each mainsail shall show the sail number as indicated on the Entry Form.

6. SAILING INSTRUCTIONS

Sailing Instructions will be provided at registration.

7. RACING AREA

The racing area will be south of the Milford Harbor entrance.

8. SCHEDULE OF RACES

The first warning signal is scheduled for 11:00 A.M. each day. The event shall consist of a maximum of five races, with no more than three races on Saturday. No race will be started after 14:30 on Sunday.

9. SCORING

Two races are required to be completed to constitute a series.

Only if at least four races are completed, each boat's worse score will be excluded from her series score.

The event shall consist of a maximum of five races.

10. PRIZES

Series winning skipper will be awarded the Arms Trophy.

Series winning crew will be awarded the White Trophy.

There will be trophies for the top three places plus Masters and Grand Masters trophies for boats not finishing in the top three places.

11. CONTACTS

Fleet Captain: Rusty Bodden, 203 877 1715 / wbodden@optonline.net

Fleet Secretary: David Bolles, 203 882 9428 / d.bolles@worldnet.att.net

Fleet Recorder: Peter Cusick, 203 402 7247 / pcusick@meworx.com

Regatta Chairman: John Lombard: 203 402 7214 / jlombard@meworx.com

For information on directions, accommodations, tide information, area charts, etc. visit the Mid-Connecticut Star Fleet web site at www.mycstar.org