

1ST DISTRICT NEWSLETTER

Volume 10, No. 2

April, 2009

DISTRICT 1 REGATTA SCHEDULE FOR 2009

Date	Regatta	Fleet	Club
June 6-7	Marshall Brown Secretary's Cup	BH	CPYC
June 20-21	Arms-White	Mid-Conn	MYC
July 10-12	District 1 Championship	Mid-Conn	MYC
August 8-9	Masters Regatta	WLIS	LYC, Larchmont, NY.
August 12-14	Western Hemisphere Championship, Junior	Sunapee D12	SYC
August 15-16	Sunapee Open	Sunapee D12	SYC
August 22-23	Ned Hay	CA	SBYC
September 12-13	Bedford Pitcher	CLIS	CPYC
September 14-19	Star North Americans	CLIS	CPYC
September 26-27	Nutmeg Regatta	Mid-Conn	MYC
October 10-11	Columbus Day Regatta	WLIS	LYC, Larchmont, NY.

Combined events:

- 1) Joe Duplin New England Championship: Marshall Brown Cup, Sunapee Open, Ned Hay.
- 2) Nash Trophy: Bedford Pitcher, Nutmeg, Columbus Day Regatta.
- 3) Tri-District: Arms-White, Sunapee Open. Waiting for D2 to confirm event.

Note: For those wishing to keep their boats at Milford Y.C. between the Arms-White Regatta and the 1st District Championship please contact one of the Mid-Connecticut fleet officers to make arrangements. Also, please note that the Milford Y.C. July 4th Series, to be held on July 4-5, is an open event and all are invited to compete.

CONVERSATIONS WITHIN THE SPORT OF SAILING

An interview by Scuttlebutt with Mark Reynolds

It is often said how sailing is unique as a sport, where the opportunity is readily available to compete against the very best in the sport. Occasionally we get the chance to chat with them too.

(March 3, 2009) American Mark Reynolds knows a thing or two about the Star class. His dad was runner up twice in the Olympic trials (1964 and 1968), and Mark is a 2-time Star World Champion and 3-time Olympic medalist in the class. Mark shares his thoughts on this pre-eminent Olympic keelboat event:

The Star class has a long history of attracting top sailors, but the class is costly. Has the desire to succeed pushed the class out of reach for too many people?

The Star class continues to attract top sailors and all Olympic classes are costly to compete at the top level. The desire to succeed has pushed every Olympic sport to a higher level requiring a greater and greater level of commitment in time and money and the equipment cost is not the only issue. Look at the entourage that Dara Torres had! In sailing there still are many classes that have a mixture of amateurs and professionals and the Star class is certainly one of the best examples. There is a growing gap between the amateurs and pros, it's a challenge for the class to serve both groups.

Equipment cost is an issue but it's not where most of the money gets spent anymore for the pros but it is an issue for the amateurs. The largest price increase in the boats (which have all been made in Europe for since the mid 80's) has been the

collapse of the dollar against the euro over the last 7 years with the cost up 80% at one point last year compared to 2001. This has also increased the cost of campaigning in Europe for Americans. One big advantage that the Star class has is a market for used equipment and the fact that the boats stays competitive for a long time. This helps the pros reduce costs by retaining most of the value in their assets and helps the amateurs with good equipment at reduced prices.

The class has just voted to limit on the water coaching. How do you think this will change the use of coaching? Has the coaching trend a good or bad thing?

Frankly I don't think the new rule will make too much of a change, at least when it comes to reducing coach boats on the course. There are various reasons to limiting coaching; no one likes the power boats powering up and down the course chopping up the water and we all know now that the less fuel we can burn these days the better. There's the risk of collisions, I saw the result of a major one last summer in China with a top coach running into a top Tornado and we all know about Kimberly getting run over in Athens. The new Star rule will prevent those with coaches from getting information on the water before races and I think this is good. The problem is not as some think that the coaches are signaling their boats during racing, I've never seen that happen.

The new Star rule is just like what the Farr 40's have and that didn't cut back on the coach boats. All the top guys will still have coaches out there like before. I do think we need to keep working on other ideas. It's funny but today many sailors think that without a coach they can't get out or back from the race

course. We survived for years without tows, I remember Buddy telling me quite a few years ago that he'd never received a tow out or back from the race course in his life.

At the minimum, does every boat need their own coach boat? Maybe we should use the rule that has been used in the Olympics the last few times where the coaches have to stay behind the starting line for the whole race and perhaps also require multiple coaches in each coach boat. Perhaps that would encourage people to team up and would also add to the safety level. A total ban on coaching would be very hard to enforce, sometimes there's a fine line between spectators and coaches. My mom and dad often like to go out and watch me race and my dad is a Star World Champion; when is he a parent watching and when does he become a coach? Of course it's much easier to control at the Olympics because of the restricted zone but how about everywhere else?

Explain the skipper-crew weight formula, and is it achieving its objective?

I was against the weight rule initially but crew weights were increasing which was limiting the sailors that could be competitive. Like we have discussed above the desire to succeed pushes athletes to make sure that they take every advantage and it was clear that a heavier crew weight makes the Star go faster in most conditions. Since the crew weight is slightly more effective than the skipper's weight the formula takes this into account, this is why it's not just a total weight like other classes.

The result is that a very wide range of sailors are able to compete in the Star on an equal basis and you no longer need a huge crew. The formula has been fine tuned a few times over the years and is working well. A former 470 sailor can compete equally against a former Finn sailor. The range of sailors weights are far wider than any other Olympic class and this is one of the reasons that sailors can come from just about any other Olympic class and compete against each other in the Star.

Are most of the top boats paying their crews, and how did this trend begin?

No, but just like in other Olympic classes most of the top teams could now be considered professional sailors, they don't have jobs outside of sailing and are supported by their federations and sponsors. If they are going to be the best in the world they must devote all of their time to sailing. There are some amateur skippers throughout the fleet that pay a small group of professional crews just like in other competitive classes today.

Has the shift for the class to multiple race days compared to single race days affected the competition?

No, I think the multiple race days have been more driven by the desire of amateur sailors to get more sailing in each day they put aside for sailing. The professionals like the idea of more races as well. The shorter races probably put a little less emphasis on equipment which some are happy about. Multiple races per day are more difficult though at the Worlds when there are well over 100 boats.

Folli boats had been the standard for many years, but the focus for this Olympics seemed to be about custom boats. What prompted this shift?

No shift really. Folli boats have done well over the years but so have the Lillia's and Mader's. I won with Folli's but Torben won with Lillia's. This year a new Mader won but Mader has been around longer than Folli or Lillia. Also no one builder has ever won all 3 medals at the Olympics, fortunately there is great competition between the builders. There have always been custom or prototype boats as well and at this Olympics it was no different. Bill Buchan won with a custom boat in 1984. In that same year Andrew Menkart built a boat for himself and then later went into production. I also had a prototype boat in 1984 but switched back to an older boat for the trials. Marc Pickel has been building some boats for himself over the last few years and is now looking to go into production with these "P Stars", possibly in the US. John Dane used one from a brand new mould but Marc ended up using a 4 year old Folli as did the 4th place Polish team.

The prototype boats ended up fairly evenly spaced through the fleet proving that the standard boats were hard to improve on. The 3 medal winning boats were from Mader, Lillia and Folli. The class probably has more builders now than ever before which is great, keeping the quality extremely high. One of keys to the success of the Star is that there is a small controlled amount of development. The boat slowly evolves to stay modern and it also adds another challenge to the athletes to get the most out of their boat. You can buy a ready to race high quality boat, but if you wish you can also build your own, which actually was more popular in past years. You can also modify your own boat, either by yourself or along with your builder. This is certainly a part of our sport, in fact the one that I enjoy most!

Can you provide approximate costs for the following items that are needed to compete:

Boat/Rig/Trailer - My current boat (built by Folli) was delivered to the 2007 Worlds and cost 35,000 Euros with all available options including a milled keel. All that was needed to race were sails and a cover. Hal and I were the top Americans and qualified the US for the 2008 Olympics finishing 12th.

Mast - \$4,400

Set of sails - \$3,200

Coach boat - \$25,000?

Coach daily rate - Don't really know but roughly \$400 to \$1200 per day?

Crew daily rate - I have no idea but probably similar to the coaching rate?

Other - Airfares, cars, fuel, housing, food, entry fees, etc which made up the vast majority of mine and most budgets!

THE BACARDI CUP

March 8-13, 2009

By Janet Maizner

Day One: Szabo/Peters Win First Race at Bacardi Cup Regatta

March 8: With shifty southeasterly winds up to 12 knots, the 62-boat Bacardi Cup fleet sailed a fast first day race on Biscayne Bay. For two-time North American Star Class Champion George Szabo of San Diego, and crew Rick Peters it was the first time the duo had won a race together since 1995.

It was a tight finish with Jon VanderMolen of Richland, MI, and crew Geoff Ewenson taking second, and Mark Mendelblatt (St. Petersburg, FL) and crew Bruno Prada in third; the same lineup at the last mark.

Szabo/Peters were in the top 10 boats from 1st through the 3rd mark and took the lead at the 4th. "Rick and I won our first race together in 1995 and now we've done it again," said Szabo. The team was rewarded with a bottle of Bacardi Gold Rum by Tito Argamasilla Bacardi who was in a nearby boat. Tito signed the label and then handed it to Szabo who said this is one bottle of rum he won't be drinking.

After competing in almost a dozen Bacardi Cup's, VanderMolen said this was his first time placing in a daily race. "We sailed for the pressure and kept climbing," he said, "and the last run is what made the difference".

Day Two: Italians Boggi/LaPorte Win Day Two at 2009 Bacardi Cup, Bromby/Liljedahl in First Place Overall

March 9: The second race of the 2009 Bacardi Cup got off to a late start today after puffy 8 to 10 knot winds caused a 20-minute postponement followed by a general recall. The Italian team of Lucio Boggi and crew Manuele La Porta led at the start and played cat and mouse with three-time Bacardi Cup champion Peter Wright and crew Nathan Quist, both of Chicago, IL, through most of the 10.5 mile race on Biscayne Bay. The Italian duo are now in 8th place overall and the Chicagoans are in third.

Wright who took 10 years off since his last Bacardi Cup win in 1993, said he had good speed from the start and was in a jibing duel with the Italians from the second mark on. "We weren't watching Bromby at all. He got between us at the end," said Wright.

The powerhouse team of Peter Bromby and Magnus Liljedahl, both Olympians and Bacardi Cup champions, slid into second place on the run to the finish and move up to first place overall.

"We found some pressure at the right time and picked off a couple of boats by tacking to the left of the boats ahead of us just after the start," said Bromby who was out of the top 10 at the first mark but had consistent gains throughout the race.

Day Three: Mark Mendelblatt and Crew Bruno Prada Win Day Three at Bacardi Cup

March 10: Mark Mendelblatt, the 2005 Bacardi Cup champion and America's Cup tactician, and crew Bruno Prada of Brazil won the third race in the six race series at the 82nd Bacardi Cup Star Class Regatta on Biscayne Bay, near Miami. Today's first place finish moves them up six slots to third overall.

Mendelblatt credits his win today to Bruno who he is sailing with for the first time. "He called the right off the start, fixed our rig for speed adjustment on the first run, and pulled the seaweed off our bow." The duo took a sharp left tack off the downwind mark after noticing more wind on the left. "I like the left in Miami," said Mendelblatt. "It seems the way to go more times than not."

Light wind this morning pushed the race start back an hour, but the six knot breeze had little effect on Bermuda's Peter Bromby and crew Magnus Liljedahl who had great speed on the course today and finished in second for the second day in a row.

"We concentrated on staying in pressure and it made the difference today, as well as having Magnus on board," said Bromby who is a two-time winner of the Bacardi Cup. "We had a good first half and now we need a good second, but there are a lot of good sailors in this competition."

Bromby/Liljedahl, who were in the top five in a fleet of 62 boats for the entire race today, maintain their first place overall after three of six races.

Californian Andy MacDonald and crew Brian Fatih of Miami finished third and are in 25th overall.

John MacCausland and crew Kevin Murphy, both from New Jersey, finished in fourth and had a strong race today rounding the first upwind mark second just behind Mark Reynolds and crew Hal Haenel, and coming through the downwind gate first. They are in 10th overall.

Day Four: Bromby/Liljedahl In First Place Overall with Win Today at the Bacardi Cup

March 11: Bermuda's Peter Bromby and crew Magnus Liljedahl of Miami held off a late charge by Jon VanderMolen of Gull Lake, Michigan, and crew Geoff Ewenson of Annapolis, Maryland, to win day four at the 82nd Bacardi Cup Star Class Regatta on the waters of Biscayne Bay, Miami. With the victory, Bromby and Liljedahl increase their overall lead to seven points with two races to go in the regatta.

Winds were 8-10 knots out of the northeast today as Day 4 of the 2009 Bacardi Cup Star Class Regatta got underway, picking up to 12 knots and more as the four-leg race progressed. Olympian Peter O'Leary and crew Tim Goodbody (IRE) were among the first boats off the starting line with a pack that took a left tack upwind.

However, Bromby and Liljedahl established themselves as the team to beat with the lead at the first mark, and they never looked back. By the third mark, Bromby's lead was more than eight boat lengths, but it whittled to about one boat at the finish following several strong attacks by the Americans on the final downwind leg.

“We bided our time before we attacked,” said VanderMolen. “If you start attacking too early, you potentially give up ground to the boats behind you, so it’s a delicate balance.” Ewenson added, “Chances weren’t good that we would pass [Bromby], but we had to attack him. We got close enough that we could hear them talking. I like to think we made them a little nervous today.”

When asked about that, Liljedahl assured, “They didn’t make us nervous at all. When they jibed out on the final leg, it allowed us to get a little more pressure on the run. VanderMolen did a good job, but I knew Peter would pull it out.”

With Wednesday’s second place finish, VanderMolen and Ewenson remain in second place in the overall standings.

Rounding out the top five Wednesday were Switzerland’s Flavio Marazzi and crew Petter Pedersen; Ireland’s O’Leary and crew Goodbody; and Americas Cup veteran and former Star Class World Champion Paul Cayard with Olympian Austin Sperry of the United States.

Day Five: Andrew Campbell and Crew Mike Nichol Win Day 5 at Bacardi Cup

March 12: It was a perfect sailing day on Biscayne Bay with 10 - 12 knots of wind from the northeast, sunny skies and temperatures in the high 70s.

It was also the perfect day for Star newcomer Andrew Campbell of San Diego and crew Mike Nichol of Miami who edged out Olympians Marc Pickel of Germany and crew Steve Mitchell of Great Britain on the approach to the finish line to win the fifth race in the 82nd Annual Bacardi Cup being sailed on Biscayne Bay, Miami.

Campbell was in the top dozen off the start line, moved up to second at the third mark, and never let go. “We made nice gains downwind and hung tough,” said Campbell, a 2008 Olympian in the Laser Class and 2006 College Sailor of the Year. “Truth is my legs fell asleep as we never let up.”

The two teams went bow to bow on the last upwind leg and Campbell and Nichol kept their speed up through the finish line beating Pickel and Mitchell by seconds.

“There was some pressure to keep up the lead, but as the race goes on, the pace gets to you,” said Pickel who had an almost 30 boat lead at the first mark. “We are still pretty happy with the results,” he said.

“If there is a competition to do a year, it has to be the Bacardi Cup,” added Pickel. “The camaraderie among the competitors creates a special atmosphere and I believe that this Bay is the best place to sail Stars.”

Overall leaders Peter Bromby and crew Magnus Liljedahl, both Olympians and Bacardi Cup champions, finished 24th in the 64-boat fleet and keep the number one slot with 12.3 points after discarding today’s race. All competitors toss out their worst race after completing five races in the six race Bacardi Cup.

Mendelblatt/ Prada move from fourth into second overall with 17 points after discarding their Day 2 finish, and Gull Lake, MI “weekend warrior” Jon VanderMolen and crew Geoff Ewenson drop down from second to third overall after discarding today’s 20th place finish.

The final race and sixth race in the 2009 Bacardi Cup will be sailed on Friday, March 13th.

Final Day: Bermuda’s Peter Bromby and Crew Magnus Liljedahl Win 2009 Bacardi Cup

March 13: Bermuda’s Peter Bromby and veteran Star Class crew Magnus Liljedahl of Miami won the 2009 Bacardi Cup Star Class Regatta Friday on Biscayne Bay in Miami.

Bromby and Liljedahl sailed to victory on the final race in the six race regatta to finish with a commanding six-point lead over Floridian Mark Mendelblatt, the 2005 Bacardi Cup champion, and crew Bruno Prada (BRA) who finished second overall.

Bromby took an early lead on the left side of the fleet following a very strong start and held the lead at each of the first three marks. He rounded the fourth mark in second place behind seven-time Bacardi Cup Champion Mark Reynolds of San Diego, sailing this week with crew Hal Haenel, but regained the lead on the final leg to capture both the Day Six victory and his third Bacardi Cup championship.

“Every time we needed some extra horsepower, we seemed to find it today,” said Bromby. “We were keeping an eye on Mendelblatt. If he would have taken control of us, things would have been very different. Our strategy was to cover him throughout the race.”

Added Liljedahl, “We attacked [Mendelblatt] at the start, tripped him a few more times, and sucker-punched him a couple times at the end. We just needed to stay ahead of him today.”

“I came in not knowing what to expect,” added Clay Bischoff, a Star Class up-and-comer and winner of the 2009 ISAF Team Racing World Championship with Team USA in Australia. “I came to learn as much as I could, regardless of the scores and standings. Growing up in Miami, seeing this bay, and being around a group of great guys willing to pass down their knowledge created just a perfect atmosphere for me as a young sailor. I can’t wait to come back to the Bacardi Cup.”

More than 60 teams representing 15 countries competed in the 82nd Bacardi Cup Star Class Regatta, one of the most competitive Star Class events in the world. The legendary Bacardi Cup, ranked as one of the best international sailing regattas in the world, is sponsored in full by Bacardi U.S.A., Inc. and co-hosted by the Coral Reef Yacht Club and the U.S. Sailing Center in Miami, FL. What started out as a three-day event with less than 10 boats in Havana, Cuba in 1927, remains one of the few sporting events in which weekend enthusiasts have the opportunity to compete head on with Olympians and Star World Champions.

2009 Bacardi Cup Results											
Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points	
1	BER 8272	Bromby Peter	Liljedahl Magnus	Isol	AVG	2	2	1	24	1	12
2	USA 8267	Mendelblatt Mark	Prada Bruno	TaB	3	23	1	10	3	2	19
3	USA 8362	Merriman Rick	Trinter Phil	LH	6	44	7	6	12	8	39
4	SUI 8364	Marazzi Flavio	Pedersen Petter	TB	OCS	12	13	3	5	7	40
5	USA 8259	Cayard Paul	Sperry Austin	WSFB	11	10	8	5	11	24	45
6	USA 8376	Vandermolen Jon	Ewenson Geoff	GL	2	16	6	2	20	30	46
7	USA 8265	Wright Peter	Quist Nathan	Isol	13	3	19	13	13	10	52
8	USA 8250	Macdonald Andy	Fatih Brian	NH	DNF	13	3	11	8	18	53
9	GER 8361	Pickel Marc	Mitchell Steve	Brm	5	26	45	8	2	14	55
10	IRL 8261	O'Leary Peter	Goodbody Tim	Isol	4	29	17	4	4	OCS	58
11	USA 8157	Anosov Arthur	Dolan Mark	SL	17	17	5	21	10	29	70
12	USA 8195	Maccausland John	Murphy Kevin	CR	10	28	4	31	17	12	71
13	USA 8320	Reynolds Mark	Haenel Hal	SDB	12	15	12	30	34	3	72
14	ITA 8177	Modena Luca	Lambertenghi Sergio	NG	AVG	43	37	7	7	5	75.8
15	GBR 8025	Gimson John	Greig Ed	SO	16	22	24	14	14	11	77
16	SWE 8338	Johansson Mats	Moller Leif	Kat	8	53	14	22	31	4	79
17	USA 8273	Szabo George	Peters Rick	SDB	1	20	25	9	26	OCS	81
18	USA 8285	Diaz Augie	Strube Mark	BisB	15	5	10	26	27	26	82
19	USA 8241	Campbell Andrew	Nichol Mike		RAF	18	28	12	1	27	86
20	FIN 8292	Dahlman Mathias	Heinonen Erkki	Fin	7	36	20	15	25	20	87
21	USA 8268	Hagebols Rodney	Finlay William	WSFB	AVG	7	33	40	21	9	92
22	ITA 8341	Boggi Lucio	LaPorta Manuele	Gar	20	1	9	BFD	37	31	98
23	USA 8333	Bischoff Clay	Bjorn Tyler		OCS	4	OCS	19	6	6	100
24	NED 8263	Jorissen Sander	Veldhuizen Erik	Med	14	BFD	11	44	22	13	104
25	CAN 8143	Cramer Brian	Johnston Matt	WLOC	21	27	21	17	43	23	109
26	USA 8318	Coughlin Daniel	Balmert Brad	HB	34	6	18	33	23	32	112
27	USA 8215	Allen Bill	Hatfield Bruce	WH	31	21	31	18	42	15	116
28	USA 8077	Jennings Jack	Rehe Mike	LS	30	8	23	16	51	OCS	128
29	USA 8253	Brethorst Rick	Anderson Scott	LS	23	11	41	34	41	19	128
30	USA 8072	Smith Doug	Moore Mike	SBC	28	42	29	23	16	39	135
31	UKR 8247	GUREYEV VasyI	Korotkov Volodmyr	Ukr	25	31	36	32	32	17	137
32	CAN 8024	Fogh Hans	Cheer Roger	LOC	35	DNF	15	38	30	25	143
33	USA 8279	Bonanni Claude	Burgess Rick	TaB	33	33	30	27	35	21	144
34	USA 8170	Londrigan Tom	Hall Stewart	LS	24	BFD	34	DSQ	15	16	154
35	ITA 8156	Irrera Renato	Cristaldini Corrado	Pal	27	9	22	50	48	49	155
36	GER 7601	Hicks Michael	Hicks Patrick		22	25	49	25	45	47	164
37	CAN 7626	Passmore Mark	Bunner Ivan	WLOC	OCS	24	OCS	29	18	35	171
38	GER 7750	Burmester Jens	Kleine Friedrich	ED	36	30	16	42	DNF	50	174
39	GER 8311	Hampe Alex	Conrads Chris	ZuW	26	38	58	41	40	36	181
40	AUT 8369	Tomasini Grinover Roberto	Bahr Gunnar	AU	43	19	27	46	47	DNC	182
41	GER 7865	Lehnert Stefan	Struve Dirk	Brm	44	50	26	DSQ	33	33	186
42	USA 45	Valasek Marek	Fedyszyn Todd		56	37	38	20	44	48	187
43	USA 8245	Zambella Joe	Scott Larry	BH	AVG	55	39	28	38	42	187.4
44	ITA 8344	Barovier Alberto	NOBILI Gilberto	SG	AVG	35	DNS	49	19	44	189.4
45	SUI 8286	Dannesboe Henrik	Morey Edward	Sem	29	58	47	24	39	DNC	197
46	USA 7307	Sutter Larry	Jenkins John	MES	37	41	51	59	46	28	203
47	USA 8095	Weissenberger Gunti	Hardin Chris	NCB	38	45	55	47	36	37	203
48	USA 8112	Bainton John	Rogers Chris	NB	51	47	48	39	52	22	207
49	ITA 8183	Tamburini Antonio	Ricci Renzo	SI	46	39	40	53	29	DNF	207
50	CAN 7930	Hofkirchner Terry	Imai Jeffrey	LOC	48	14	44	54	62	53	213
51	SUI 8329	Wyss Daniel	Joss Urs	ZU	41	54	35	45	OCS	41	216
52	USA 7986	Beigel-Vosbury Barbara	Zuschnit Michael	AN	49	52	42	35	49	43	218
53	USA 8132	Kohlhas Jock	Gesing Witold	BisB	AVG	46	32	BFD	28	OCS	218.2
54	USA 8323	Doyle Eric	Calder Steve	NH	DNS	40	OCS	43	9	OCS	222
55	USA 8063	Collins Bert	Avellon Guy	AN	42	48	46	52	56	34	222
56	USA 7713	Fransen Ben	Coleman Ian	AN	OCS	34	50	51	50	38	223
57	CAN 7501	Karahanias Amanda	Karahanias Tony	LOC	54	49	43	37	55	40	223
58	USA 7902	Gunther Stephen	Armstrong Lance	CD	52	32	52	48	60	52	236
59	NED 8348	Bierman Guus	Skinner Duncan	LO	45	51	OCS	36	54	DNC	251
60	USA 8217	Phinney Mike	Poole Greg	WLE	39	59	57	58	57	51	262
61	USA 8083	Chiarella John	Carlson Bob	Sun	47	57	56	57	59	46	263
62	USA 7970	Hopkins Sam	Serenis Aaron	AN	53	56	54	55	58	54	272
63	USA 7497	Wilson Kris	Quinn Sean	AN	55	60	53	56	61	55	279
64	USA 8128	Culberson Bill	Jakubowska A J	MoB	DNS	DNS	59	DNC	53	45	287

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.

7306 Mader (1987) Specially built by Mader for Durward Knowles and one of the first of the 7300 through 8100 series of Maders built between 1987 and 2003. Second in the 1988 Bacardi (Paul Cayard, skipper) and the 1988 Masters. Lightly sailed recently and in fair condition. Good mast, newer SparTech boom, and trailer included. Boat located in Milford, CT. Price: \$4,000 Call Don Cronan @ 860-810-8934 / doncronan@gmail.com / DCronan@acc.comnet.edu (6 / 08)

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. \$12,000. 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. Spartech 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)

7932 Mader (1998) Lightly sailed and in excellent condition. 2 masts (Spar Tech & Emmeti), 2 sets of North sails, and trailer included. Picked up at Mader in Germany and sailed in 1998 Worlds at Slovenia. Boat located in San Diego. \$15,000. Contact Ed Sprague: 619 224 8454, ejspraguejr@mac.com. (11/08)

8052 Mader (2001). Race-ready, updated and well maintained. Spartech mast & boom, two poles, tactick compass, sails. Mast up cover, mast down cover, mast and boom covers. Harbeck trailer with single long box. Boat, trailer and covers are in excellent shape -- everything works! Located in Massachusetts. Steve Braverman: sbraverman@starclass.org (8 / 08)

8112 Folli (2002) 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 (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

Wanted: 1937 Star Log. The Central Office would like to find a copy of the 1937 Star Class Log to complete its collection. Should you know of an available copy please let Barbara know. 443 456 5733 / office@starclass.org

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.

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