

Volume 5, No. 2 2004

February,

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

## **FEBRUARY REGATTA SCHEDULE**

5<sup>th</sup> District

Feb. 14-15 SCYA Midwinter's, California Yacht Club

20<sup>th</sup> District

Feb. 7-8 Fort Meyers Regatta Feb. 21-22 Masters Regatta

#### **BOB LEVIN MEMORIAL REGATTA**

January 10-11, 2004 By Harry Walker (Results on page 2.)

What used to be a sleepy sail in the sun for perhaps 20 boats turned, this year, into a major regatta: 52 boats registered; 6 Gold Stars; 10 nations represented; a bevy of Silver Stars; and plenty of wind. The event was again hosted by Coral Reef Yacht Club.

## Saturday, January 10

Race 1: The first race of the day was set as course 4 by Rich Raymond, the experienced and well-respected PRO who handles many of the major Star events at the club. Winds were as predicted ranging from 16-18 from the northwest and osculating perhaps 10 degrees. Rich is known for getting the show going on time and today was no exception. The line was good with a slight pin end bias and the start got away with four boats called over early. These included Reynolds, Cayard, McDonald, Campbell and Mark Pickel.

50 boats had checked in but, after the thrash to weather, only 42 turned the mark. The finish, in a building breeze, saw only 39 finishing, the others having retired. George Szabo with Mark Strube crewing, led all the way until the last leg where Ian Percy and Steve Mitchell nailed them by a few yards having, as George put it, "sailed an awesome downwind leg". Howard Shiebler came third.

Race 2: The second race, again course 4, was sailed immediately after the last boat finished race one. At the start the wind was about 18 but was up and down during the race, dropping to 12 at one point. It was a clean start except for the Irish skipper Max Treacy who got pushed over the line by his fellow countryman Mark Mansfield. Racing was tight and at just prior to the first mark two of

the leaders collided causing both to retire. At the finish, which was a nail biter with Howard Shiebler nipping Iain Percy by a foot or two, we saw Freddy Lööf come third and Peter Bromby fourth. Only 36 boats finished as, again, there were several DNF's because of rigging failure. The end of the day saw World's Champion Percy with a slim lead over Shiebler.

In the evening Rick Peters hosted a Star Party at his residence that drew most of the contestants.

#### Sunday, January 11

Race 3: Howard Shiebler won today in the one course 3 race they sailed. Merriman was second and Ian Percy third. Mark Pickel lost his rig when he dipped his pole. Almost all the registered boats sailed except Szabo, of course, whose boat was so badly damaged yesterday. Wind was reported at 15-18 from the northwest with lumpy conditions. Bright sunshine made for a more pleasant day on the Bay.

Top three boats: Howard Shiebler / Will Stout; Iain Percy / Steve Mitchell; Fredrik Lööf / Anders Ekstrom.

## 2004 ROYAL PALM OPEN

FORT MEYERS, FL February 7-8, 2004 By John Chiarella

Host: Royal Palm YC, 2360 West First St. Fort Myers, FL Tel. 239 334 2176; Fax: 239 334 6362

Chairman: Joseph Carroll Tel 239 542 9173 John Chiarella Tel 603 763 5400

Schedule: Friday Feb. 6 Registration 3 to 6 PM

Saturday: Continental Breakfast at Club

Registration 8 to 9

First Race 11AM - Second race approximately 30

minutes after race one.

Dinner at Club - time to be posted

Sun: Contintental Breakfast at Club

Third Race 10:30

Awards: Series First thru Third Skipper and Crew, Dailys

- Masters.

Fees: \$90 for Skipper & Crew; includes Continental Breakfast and Saturday Evening Dinner / Extra meal packages @ \$30. Please make check to Royal Palm YC Open, and mail to Joseph Carroll % Royal Palm YC 2360 West First Street, Fort Myers, Fl. 33901. Lunch available at Club. Housing: Private Housing limited. Call Joe Carroll. Holiday Inn: Two Blocks from Club - call and

ask for the Star Boat Race Special Rate (Nancy) 1 800 664 7775. The Holiday Inn has some overnight docking for us. This is a NEW regatta for the Class and we need your support.

			2004 LEVIN MEMO	RIAL					
Pl	Sail	Skipper	Crew	Fleet	Sub	R1	R2	R3	Total
1	8077	Howie Shiebler	Will Stout	WSFB		3	1	1	5
2	8025	Iain Percy	Steve Mitchell	SO		1	2	3	6
3	8141	Fredrik Lööf	Anders Ekstrom	Bk		6	3	6	15
4	8110	Mark Mansfield	Killian Collins	IRL		4	5	9	18
5	7988	Peter Bromby	Lee White	BER		5	4	11	20
6	8082	Rick Merriman	Bill Bennett	SDB		17	6	2	25
7	8085	Flavio Marazzi	Enrico de Maria	TB		13	11	4	28
8	8169	Rohan Lord	Andrew Taylor			8	10	13	31
9	8028	Mark Neeleman	Peter Van Niekerk	Med		10	14	8	32
10	8168	Ross Macdonald	Mike Wolfs	EB		11	12	15	38
11	8061	Andy Lovell	Magnus Liljedahl	NOG		9	18	16	43
12	8045	Augie Diaz	Hal Haenel	BisB		15	8	23	46
13	8059	Peter Vessella	Brian Fatih	WSFB		19	9	20	48
14	8181	Larry Whipple	Darin Jensen	PS	M	7	23	21	51
15	7995	George Szabo	Mark Strube	SDB	171	2	rdg	dns	60
16	8073	Mark Dahlberg	Ville Kukki	Fin		18	26	19	63
17	7986	Bill Allen	Bruce Hatfield	WH	M	26	16	26	68
18	8087	Kevin Mc Neil		AN	IVI	22	20	28	70
19	7952	Ben Cesare	Kevin Murphy	Mid		16	7	dnf	76
20	8177		Serge Leonidov Andrew Scott			14		14	81
20 21	7592	Terry Hutchinson	Ezra Culver	AN		24	27	30	81
21 22	818	Karl Anderson		BH			dnf	30 7	
		Tony Rey	Doug Brophy	NB	м	23			83
23	8162	Andy Macdonald	Austin Sperry	NH	M	ocs	13	18	84
24	7802	James Freeman	Rick Burgess	SL		28	28	29	85
25	8163	Eric Doyle	Brian Sharp	SDB		dnf	21	12	86
26	7793	Brian Cramer	Eric Monroe		M	29	30	27	86
27	8158	Maxwell Treacy	Anthony Shanks	IRL		12	ocs	22	87
28	80	Jock Kohlhas	Cristel Gruenwald	BisB	G) 1	33	31	25	89
29	8068	T. de La Villehuchet	Dan Ronan	Mid	GM	25	33	31	89
30	8024	Bill Culberson	Stephen Murray	MoB		31	25	33	89
31	7626	Jim Beatty	Rob Emery	LOC	M	21	17	dnf	91
32	7832	John Dane III	Rick Peters		M	dnf		17	92
33	8094	Jali Makila	Eki Heinonen	Fin		20	19	dnf	92
34	8136	Argyle Campbell	Dmitriy Yakovenko	NH	M	ocs	24	24	101
35	7465	Fotis Boliakis	Michael Marzahl	CLIS		27	29	dnf	109
36	8101	Nicklas Holm	Claus Olesen	DF			dns	5	111
37	8129	Mark Reynolds	Steve Erickson	SDB			dnf		116
38	7999		Bruno Miranda	BisB		32	32	dnf	117
39	8140	Marc Pickel	Ingo Borkowski	Brm			15	dnf	121
40	7970	Sara Hopkins	John Jenkins	MES	M	34	34	dnf	121
41	8080	Nelson Stephenson	Brian Wood		M	30	dnf		136
42	8113	Gunti Weissenberger	Chris Brown	NCB			dns		138
43	7425	Barbara Vosbury	Trapper Lippincott	AN			dns		159
44	7964	Chs. Kohlermann IV	Chs. Kohlermann III	NCB		dnf	dns	dnf	159
45	7640	Arthur Anosov	Peter Carson	TaB		dnf	dns	dnf	159
46	8159	Paul Cayard	Phil Trinter	WSFB		ocs	dnf	dnf	159
47	7434	Bill Parks	Clark Anderson	WH	EGM	dnf	dns	dnf	159
48	7202	John Richardson	Jay Richardson	MES	EGM	dnf	dns	dnf	159
49	7993	J Joseph Bainton	Chris Rogers	NB	M		dns		159
50	7370	Rob Emmet	Arnis Baltins	AN		dnc	dnc	dnf	159
51	7911	John Fox	Nancy Fox	BisB	M	dnf	dns	dnf	159
52	7934	Karl Von Schwarz	Rich Wharton	ΔN		dnf	dns	dnf	159

# Star Class Association Maracaibo Fleet 1935 to 1942 Recollections of Oster R.A. Bayne

By Oster J.A. Bayne

My father, Oster R.A. Bayne, was born in 1903 in Trinidad, then in the British West Indies. He was the eldest son born to Samuel Howard Russell and Emily Leonora Bayne. The first Bayne had migrated to Barbados, another British Island Colony, from England in the 1790s to pursue a new life as a planter and then merchant. Subsequently, three generations were born there including Oster's father who arrived in Trinidad in 1880. In 1925 with the local economy in poor shape, he decided to try his luck in nearby Venezuela, then experiencing an "oil rush". He arrived in Maracaibo in November 1925 and was employed on the gold payroll, yes, paid in gold coins, working for an American oil company called Lago Petroleum. The company was later re-named Creole, a subsidiary of ESSO. He commenced work as a "Yields Clerk " in the oil field on the eastern shores of the lake under rather primitive conditions but was then transferred to the Marine Department in Maracaibo in 1929, where he worked for the rest of his career with the company. He married Olga Margarita Ortega Echeverria in 1932 and settled down to family life.

In 1934 when he took up Star Class sailing, life in Maracaibo was much changed from the early years in the fields, or indeed in Maracaibo, when he first arrived. Things were improving fast but his life was centred on work and the social clubs run for the families in the oil camps. There was always a great competitive spirit between the various companies, especially between Lago, Gulf and Shell and this spilled over into the sport of sailing as well. While "hacking out" his sailing career he held down a demanding job and also had to support a wife and five children, so both spare time and funds were precious.

My Father's description of his Star Class sailing days with the Maracaibo Fleet follows:

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The Maracaibo Yacht Club was formed, as I recall, in the latter part of 1929. Subsequently an old residential home on a large piece of land along the shoreline at Be11a Vista was rented and used as a clubhouse. All yachts were of the "Star Class" type, and all registered in the United States in the "International Star Class Yacht Racing Association". All races were run strictly in accordance with the I.S.C.Y.R.A., racing rules and regulations. Schedules for the year's racing were always prepared early in the year. In general, local commercial houses or representatives of manufacturers of oilfield equipment donated the prizes. All races, or each series, consisted of six to eight races, including the "Lake Maracaibo Championship Series" and prizes were awarded to yachts finishing first, second and

third, in each series. When there were no scheduled races for any given period, we would sail for silver cocktail cups, donated by the Club.

Prizes were distributed yearly at either the Lago Petroleum (Creole/ESSO) or the Gulf Petroleum (Mene Grande) camp clubhouse, with club grounds appropriately decorated. These events were run under the excellent direction of Dave Porterfield, George Johnston and Charlie Shultz, with other members giving a helping hand. Arrangements were made to hold a dance after the prize giving function and all members were allowed to bring guests, making the necessary table reservations, etc. This dance was, without doubt, one of the best and most gala functions of the year and quite a number of persons both in the city and the oil camps looked forward, with keen interest, to this event. Naturally, we always had the best live music available and drinks were sold at quite moderate prices thus helping ensure the function's popularity.

In 1934 I became a member of the Yacht Club and was made official starter. Later I became Secretary/Treasurer, a position I held for many years. As Secretary I was also in charge of the clubhouse and grounds and during my administration we installed a new dance floor (concrete) which was an open air affair near the lake shore, sunshades under the palm trees, asphalt walks, as well as a bar and snack-bar. These improvements were made possible mainly through various generous corporate and or company donations. In particular, I recall Mr. Frank C. Laurie, of Lago Petroleum, who was Commodore of the Fleet, donating the materials (second-hand) from his company, to construct a new pier. The donation included the free use of a floating pile-driver. The pier was built of concrete slabs over driven piles and was approximately one hundred and twenty five feet long with a platform at the end, on which a proper flagpole, with yardarms was erected and used for starting and signaling during races. We were very proud of our new pier and that clubhouse site is now the location of one of the finest yacht clubs in Venezuela.

In 1935, the yacht "Chuckle" No 284 was put up for sale and Fred Smith, Managing Director of Maracaibo Oxygen Plant and I decided to buy it and try our luck at sailing. Well, being what one would call "novices", we were almost always near the tail-end or actually bringing up the rear. Fred was usually the skipper and I the jibman. We sailed together for about a year, and in 1936, the Maracaibo Oxygen Plant opened their head-office in Caracas and Fred was transferred there leaving me as sole owner of Chuckle.

After Fred's departure I continued sailing recruiting jibmen from friends who worked at Lago Petroleum. Unfortunately, as with Fred, without much success and I almost always ended up in the tail end. I can still

remember my sailing companions laughing at me for being such a dependable "tail end Charlie".

On Christmas morning 1938, Mr. Frank C. Laurie very generously gave me a new set of sails as a Christmas present. He must have noticed that my sails were in terrible condition being very baggy and out of shape. It took me a little while to break in the new sails, which had to be done slowly, otherwise, they too would have gotten out of shape. After having broken in the new sails, which were for heavy weather, being thicker material, I decided to cut my old lighter sails to try and take out or to reduce, as much as possible, the baggy parts and also to shorten its length, which had also stretched considerably. To achieve this I laid the sails flat, both main and jib on the tennis court, pinned them down as tight as I could and then went to work as best I could, not having had any previous experience. When that was done, my wife Olga sewed it where it was marked or pinned together. As Ripley said "believe it or not" my sails fit perfectly and the difference was observed immediately. I was seldom bringing up the rear and more usually ended a race close up to the front. I never looked back from then onwards, winning many races and series, including the "Fleet Championship Series". I especially remember one set of special yacht races sponsored by the "Asociacion Atletica del Zulia" in both 1939 and 1940. This event was held annually on the 12th of October, the "Dia de la Raza" and for those years the President was Sr. Rafael Echeverria G. The prizes were donated by the "Executive of the State of Zulia", and presented by the President of the State.



Photo: O.J.A. Bayne

Skipper Bayne and Jibman Claugh, with Trophy donated by the executive of the State of Zulia for special race on Dia de la Raza and Sponsored by Asociacion de la Atletica del Zulia, 1939.

Won by yacht "Chuckle"

Lake Maracaibo is very large inland but not quite land-locked lake. In the 1930s the lake, fed by many rivers, held mainly fresh water as the narrows connecting it to the Gulf of Venezuela and the Caribbean Sea were narrow and shallow with relatively little salt water entering. Since then the entrance has been dredged for ocean going vessels and

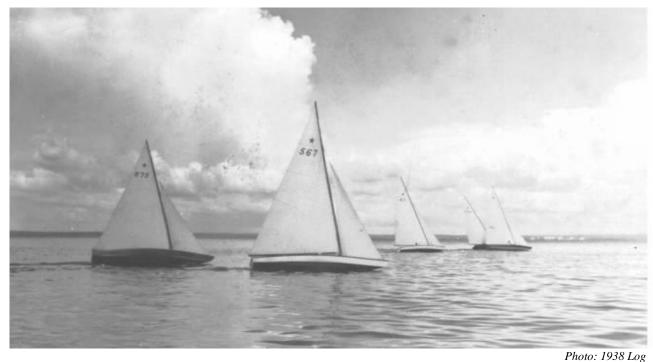
the lake's ecology is changing. The lake's weather makes for variable sailing and is generally calm with moderate breezes, ranging from ten to twenty miles per hour. On occasions it can also be "dead calm" with hardly any breeze, if any, at all. However, during the "Chubasco" or stormy season, it gets very rough indeed with storms suddenly appearing and winds between fifty to sixty miles per hour or more. On such days when it was very rough many yachts broke their masts or tore their sails.

I remember, in particular, one race early in 1940 sponsored by Chester M Crebbs, then Manager of Gulf Oil Corporation's operations nation-wide based in Caracas. Mr. Crebbs had once lived in Maracaibo and had been on many occasions, Maracaibo Fleet Champion. As a matter of fact, at that time, either Frank C. Laurie or Chester Crebbs normally won the prestigious Championship Series. Well, in 1940 Mr. Crebbs came to Maracaibo on a short business visit with Sr. Carlos Henry and while there arranged to have a special race. On the day in question, soon after the race started, gale force winds suddenly began to blow, getting stronger and stronger, resulting in several boats breaking their masts and or tearing their sails. Sailing that day was particularly difficult and you might say "challenging", given the terrible conditions. Of the eight original starters, only four finished the race, with the yacht "Chuckle" crossing the finish line first and with Mr. Crebbs in "Star Baby" in second berth, quite some distance behind, an unaccustomed position for him. I received from Sr. Henry a lovely wristwatch for having won the race and believe I am right in saying the event is registered in the Star Class Log Book for the year 1941.

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My Father ceased sailing abruptly in about 1942, sold his yacht Chuckle and never sailed again. However, he continued to maintain an interest in the sport and remained close friends with his ex-sailing chums for years. He was always proud of what he had accomplished with his boat and cherished his trophies for the rest of his life.

Oster worked for Lago/Creole for 27 years ending up in 1953 as Superintendent of the Marine Department, responsible for 13 shallow draft ocean going tankers and 1,000 staff. He took early retirement to return home and work in a family business in Trinidad with his three brothers. After a comparatively peaceful sojourn in the land of his birth, he died in 1973 leaving a wife and seven grateful children. For the last few years of his life he undertook to write his memoirs describing his eventful life in the "wild west" type environment that were the oil fields of Venezuela in the 1920s and 30s. The book was never published but is a treasured document for his children scattered all over the world. It is from this source that I have taken the words describing his sailing with the Maracaibo Fleet from 1935 to 1942 in commemoration of his 100<sup>th</sup> birth year.



Stars On Lake Maracaibo



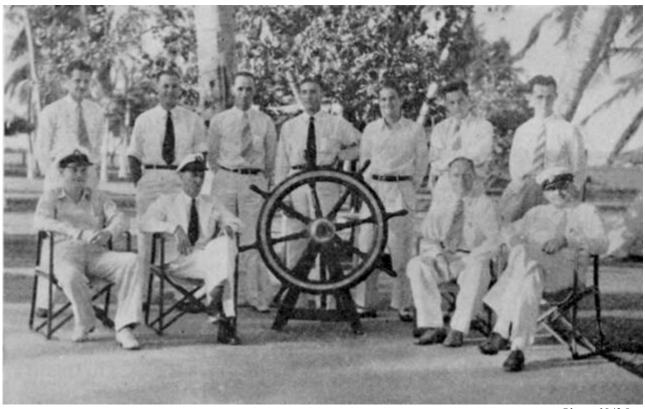


Photo: 1942 Log

Skippers of the Lake Maracalbo Fleet with their perpetual trophy
Maracaibo Yacht Club Yachtsmen, 1941
Standing, left to right: Buck, Hidson, Spicer, Van Rassel, King, Maar, Riley.
Seated, left to right: Frisbie, Bayne (highest season's average 1940), McTear (highest season's average 1941), Douglas.

# 2004 SPRING CHAMPIONSHIP OF THE WESTERN HEMISPHERE

Monday, April 12th through Sunday, April 18th 2004

Host Club: Southern Yacht Club

105 North Roadway Drive New Orleans LA, 70124

**USA** 

http://www.southernyachtclub.org

(504) 288 4221

Regatta Chairman: Guy Brierre

(504) 533-5384 gbrierre@cox.net

Entry deadline: 25 March 2004

Schedule

Sunday, April 11 Easter Sunday

Monday, April 12 Early Registration and Measurement

for Jahnke Participants

Tuesday, April 13 Morning, continued Registration and

measurement

Afternoon - Jahnke Series Races 1-3

Wed., April 14 Jahnke Series Races 4 & 5

Registration & Measurement for non-

Jahnke Participants

Thursday, April 15 Spring Series Race 1
Friday, April 16 Spring Series Races 2 & 3
Saturday, April 17 Spring Series Race 4 & 5

Sunday, April 18 Spring Series Race 6 followed by

Awards Banquet

# STARS TO RETURN TO LARCHMONT!

# Larchmont Columbus Day Regatta October 9-10, 2004

Through the efforts of Star Class member Thierry de La Villehuchet Larchmont Race Committee and Chairperson Cynthia Parthemos the Stars will participate in the Larchmont Columbus Day Regatta, October 9-10, 2004. Traditionally this regatta includes boats from various classes including the Etchells 22's, International One Designs, Shields, Sonars, S Boats and on a separate course, the 12 Metres. The race committee intends to run multiple races each day as the weather permits. Saturday evening there will be a dinner held in Larchmont's famous dining room. This regatta will be included in the scoring for the Nash Trophy. So mark this event on your calendar now! For further information contact Cynthia Parthemos (cparthemos@msn.com) or Thierry de La Villehuchet (tdelavillehuchet@aiagroup.com).

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## 1st DISTRICT WEBSITE

The  $1^{st}$  District website has now moved to  $\underline{www.starclass.org/d1}$ 

## **EDITORIAL**

(This editorial appeared in the February, 1954, issue of *Starlights*. While the author's name is not given, it is presumed to be the work of *Starlights'* editor, C. Stanley Ogilvy. Given some of the noise on Scuttlebutt recently about respecting the rules, this editorial seems to be apropos.)

If you were fouled by another boat in a race, and there was no doubt that you were in the right and the other boat was in the wrong, you would be very much annoyed if that boat did not withdraw from the race on the spot. But if the situation were reversed, and you were the wrong-doer, are you quite sure that you would promptly drop out and sail home?

Can you honestly say to yourself that you have never knowingly committed a foul and kept on racing?

There seems to be too much of this sort of thing going on, particularly in some of the less important series. Those who sail in major events have, by and large, been in the game long enough to know how important it is to drop out after a foul. They also know that it is just a game - that fouling out of a race (and of course thereby losing one's chances in the series) is not the end of the world. Furthermore, in major events a wrong-doer knows that he will surely be protested if he does not drop out, and that he will find himself in a very untenable position if it is a clear-cut case. But in some of the more informal series, there is a most deplorable tendency among certain skippers to try to get away Scot-free even though they are well aware that they are in the wrong. One has even heard the remark, "So I was in the wrong; but if nobody protests, I'm not going to drop out."

There is certainly no possible excuse for such an attitude. The skipper who knows he has broken a rule has an iron-bound obligation to withdraw from the race at once. Most skippers do so. It is completely unfair to the honest majority when a few less scrupulous individuals try to take advantage of a friend's natural reluctance to protest. Nothing creates more acrimony than willful disregard of the sailing rules.

To stay in a race when one knows one should withdraw completely defeats the purpose of the race. How anyone can derive satisfaction from winning a race or a series dishonestly is more than most of us can see. Furthermore, it is a very short-sighted policy. One has to live not only with oneself but with one's fellows. It is sometimes hard to remember, in the heat of the race, that you will be remembered not for how many championships you win, but for the manner in which you sail - the kind of sportsmanship you display.

It may be thought that we are inveighing against the younger sailors, the newcomers to Stars, but this is not the case. Most of the youngsters seem to have a very sound idea of what sportsmanship is all about. Some of the worst offenders are among those old enough to know better.

We do not mean to imply that there are many Star Skippers

who willfully disregard the racing rules; on the contrary, there are probably only a handful. But there ought to be none. Just a few can do a lot to spoil the enjoyment of the many.

The Star Class has a worldwide reputation to live up to. We have long been famous as the Class among whose members there are no strangers. Every Star man is the friend of every other Star man the world over; we are united by the bonds of our common interest into a unique universal fellowship. Would it not be equally fine if we could become famous as the Class in which there is never any ill-feeling over protests, because skippers who commit fouls always drop out? This is no more than the racing rules require us to do; let's do it.

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Star Class videos available: the following videos are available through the Central Office: "Star Class Tuning Guide", Class promotional video "Fine Tuned for Excellence", 1999 World's: "The World of the Stars", 1987 World's: "Sail against the Best." Also available from the Central Office are Stan Ogilvy's book "A History of the Star Class" and a biography about Durward Knowles, "Driven by the Stars". For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office:

## iscyra@interaccess.com

**ISCYRA** 

1545 Waukegan Rd. Glenview, IL 60025-2185

Fax: 847 729 0718 / Office: 847 729 0630

## FOR SALE / WANTED

**6020 Lippincott**, 1976. Complete with trailer. Ready to sail with two sets of sails, 2 year old North's in good condition and old but serviceable Sobstad's. \$500. Boat located in Milford, CT. Contact James Schumacher, 203 459 9879 / j.schu@att.net (10-02)

**6357 Miller-Buchan**, 1978. Black D Section mast & boom. Galvanized stern-forward trailer. White hull, blue deck with blue water line. Boat is in good shape and is ready to trail and sail. \$950. Bob Westcott (585) 482-4698 / <a href="mailto:rwestcot@rochester.rr.com">rwestcot@rochester.rr.com</a> (11/03)

**Spar Tech Mast, F Section:** new F section mast, unused and uncut and always stored in mast bag. Contact Rusty Bodden: wlbodden@optonline.net / phone: 203 877 1715 (home) / 203 376 9578 (cell) (11/03)

## WANTED

Wanted: 7700 series or newer Mader or Folli. Please contact Thorny Cook: <a href="mailto:tpcook@videoautomation.com">tpcook@videoautomation.com</a> / phone: 203-312-0152.

## STAR CLASS MEMORABILIA

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

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## NEW BOATS, SAILS AND COVERS

Web sites for new boats, boat covers and sails which are presently up and running:

Mader Boats: <a href="http://www.bootswerft-mader.de/">http://www.bootswerft-mader.de/</a> In the U.S. contact John MacCausland: 856 428 9094

Foxy Covers: http://www.teamfoxy.com

Fritz Sails: www.fritz-segel.de

Marine Spars: www.marinespars.com

North Sails:

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

Quantum Sails: http://www.quantumsails.com/star

Spar Tech: <a href="http://www.spartechco.com/">http://www.spartechco.com/</a>

Other contacts: Emmeti Spars:

e-mail: mastagl@tin.it

Folli Boats, Lariovela Boatyard:

e-mail: lariovela@tin.it

Lillia Boatyard:

e-mail: lillia@mclink.it

In the U.S. contact Joe Zambella: 617 839 0992

Star-Rigg Service Alexander Hagen: e-mail: <a href="mailto:alex.hagen@t-online.de">alex.hagen@t-online.de</a>

#### FIBERGLASS AND GEL COAT REPAIR

Tel: 203 882 9428

David Bolles 133 Castle Lane Milford, CT 06460

E-mail: / d.bolles@worldnet.att.net

## **REGATTA SCHEDULES**

1<sup>st</sup> District (2004 preliminary schedule. More information will be posted as it becomes available.)

June 5-6 JFK Regatta (BH)
June 19-20 Arms-White (Mid)
July 10-11 Ned Hay (estimated)

July 10-11 Ned Hay (estimated date) (CA)
July 16-18 1st District Championship (HB)
July 31 Skipper's Choice Regatta (BH)
Aug. 7-8 Make A Wish (Secretary's Cup) (BH)

Aug. 14-15 New England Masters' (BH)

Aug. 21-26 North American Championship (BH)

Sept. 11-12 Bedford Pitcher (CLIS) Sept. 18-19 Nutmeg Regatta (Mid)

Oct. 9-10 Larchmont Columbus Day Regatta

2<sup>nd</sup> District (2004 preliminary schedule)

Sept. 25-26 Oxford Fall Wind-Up

5<sup>th</sup> District (2004 preliminary schedule)

Feb. 14-15 SCYA Midwinters, California Yacht Club Mar. 26-28 ABYC Olympic Classes, Alamitos Bay

Yacht Club

Mar. 28-29 Delta Star, Stockton Sailing Club April 3-4 Spring Keelboat Regatta, C.Y.C.

May 6-Aug 19 Starlight Series (Thurs. @ 6pm), C.Y.C. May 29-30 Rollins Bowl, San Diego Yacht Club

June 5-6 Cal Race Week, California Yacht Club June 12-13 King of Spain, California Yacht Club

July 24-25 Baxter Bowl, Newport Harbor Yacht Club

July 30-Aug 1 Lipton Cup, Santa Barbara Yacht Club Sept. 4-5 Labor Day Pitcher, San Diego Yacht Club

Sept. 11-12 Harris Series, California Yacht Club

Sept. 18-19 Green Star, Newport Harbor Yacht Club Oct. 2-3 Fall One Design, California Yacht Club

Oct. 16-17 Pacific Coast Championships, San

Francisco Yacht Club

Oct. 23-24 Calvin Paige, St. Francis Yacht Club Oct. 30-31 Ash Bown / Octoberfest, S.D.Y.C.

Dec. 11-12 Kriss Kringle, San Diego Yacht Club

12<sup>th</sup> District (2004 preliminary schedule)

July 9 – 11 Districts at Royal Hamilton (LOC)

July 17 - 18 NY States (SL)

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

Sept. 11 – 12 Lake George Open (LG)

Sept. 18 – 19 Flasir - (tentative) (LOC)

Sept. 25 – 26 Chilli (SL)

20th District

Feb. 7-8 Fort Meyers Regatta
Feb. 21-22 Masters Regatta
Mar. 6-12 Bacardi Cup
Mar. 18-28 Olympic Trials

## **EMIL'S CORNER**



Cartoon by Emil Karlovsky

## SEND US YOUR MATERIAL

To submit material to this newsletter please contact:

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A reminder about reporting regatta results: please try to give the information in the following format:

Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

Please contact the editor about any corrections to race results, especially concerning names and fleet designations. While this cannot undo what has already been printed, it would be helpful in avoiding errors in the future.

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