1ST DISTRICT NEWSLETTER

Volume 7, No.1 January, 2006

WINTER REGATTA SCHEDULE

20th District

Jan 7- 8 Levin Memorial, Coral Reef YC, Miami
Jan 21-22 Biscayne Trophy, Coral Reef YC, Miami
Jan 23-27 Olympic Classes Regatta, Coral Reef YC, Miami
Feb 11-12 Masters' Regatta, Coral Reef YC, Miami
Feb 18-19 Fort Meyers Regatta, Royal Palm YC
Mar 5-10 Bacardi Cup, Coral Reef YC, Miami

5th District

Jan 14-15 Brown Star, San Diego YC
Feb 18-19 SCYA Midwinters, California YC, Santa Monica
Apr 1-2 ABYC Olympic Classes, Alamitos Bay YC
Apr 15-16 Green Star, Bahia Corinthian YC, NewportBeach

WINTER REGATTA INFORMATION

Coral Reef Yacht Club http://www.coralreefyachtclub.org
2484 South Bayshore Drive, Coconut Grove, FL 33133
Phone (305) 858-1733 Fax (305) 854-5911
info@coralreefyachtclub.org
All storage is booked for the 2006 season.

US Sailing Center http://www.usscmiami.org
2476 South Bayshore Drive, Coconut Grove, FL 33133
Phone (305) 856-8412 Fax (305) 854-0122
The monthly storage fee for a Star is $150 plus tax.

Olympic Classes Regatta:
www.ussailing.org/olympics/RolexMiamiOCR

Fort Meyers Regatta: John Chiarella jcdcstar@yahoo.com

TRI-DISTRICT REGATTA SCHEDULE

2006 1st District Schedule as proposed:

May 14-15 Indian Harbor Y.C. Regatta
June 17-18 Arms-White (Mid) Tri-District Qualifier
July 14-16 1st District Championship (Boston)
Aug 5-6 Sunapee Open (Sun) Tri-District Qualifier
Aug 12-13 Ned Hay (CA)
Aug 19-20 New England Masters' (Mid)
Sept 9-10 Bedford Pitcher (CLIS)
Sept 16-17 Nutmeg Regatta (Mid)
Sep 30-Oct 1 Oxford Fall Wind-Up (MES) Tri-D. Q.
Oct 7-8 Larchmont Columbus Day Regatta

2006 2nd District Schedule

Apr 8 SSA Spring Tune Up
Apr 28-30 Annapolis NOOD
May 6-7 MRYC Spring Regatta-proposed
May 20-21 Lippincott Memorial, AYC
June 24 SSA Keelboat
July 8-9 Miller Series, GIYS
Aug 5-6 Miles River
Aug 12-13 Lipton Cup, TAYC
Sept 9-10 SSA Fall Regatta
Sept 30-Oct 1 Fall Wind Up, AYC (TRI-D)
Oct 7-8 Shuster Regatta, MRYC-proposed
Oct 21-22 Etchells/Star Fall, AYC

Brown Star
San Diego Bay Fleet, San Diego Yacht Club
January 14-15, 2006

Chuck Driscoll, San Diego Bay Fleet Secretary, writes:
The Brown Star is a clinic and regatta. We have had the same format for several years. It consists of a clinic on Saturday and racing on Sunday. We start out ashore with rigs down and go through the whole tuning guide. We even go over hull maintenance like wet sanding, polishing and teflon coating. The boats go out on the water after lunch to go over sail trim, tacking, gybing and boat handling. The goal is to get the novice sailor up to a level where they are more comfortable and can concentrate on sailing instead of worrying about how the rig is set up. For the veteran sailor it's a chance to pound in the basics that we sometimes let slide and get some tips on changing gears as the conditions change. Sunday is a three to five race series with special awards for the novice sailors. I'm asking Vince Brun to run the clinic this year as Mark Reynolds and George Szabo have done it the past few years.

We will arrange boat storage for free or a nominal fee to anyone who wants to keep their boat out here for the winter. Let me know if anyone's interested. *chuck@driscollinc.com*

THOUGHTS ON
BOAT RENOVATION
by Bill Buchan

This guide to buying an older Star and making it competitive is a result of a project which I took on in 2004. With the recent increase in interest in renovating older Stars I thought the various considerations involved in finding an older boat worthy of refurbishing and what is involved in renovating it would be of interest to others.

Early in 2004 I went through a refurbishing of the last boat that I built, #7260. Admittedly, it isn't all that old, being built in 1988, but boats do get tired with age and need a certain amount of refurbishing after years of use. "Old Faithful" was purchased from its Canadian owner for less than $5000 US.

I stripped the boat down completely and repainted the boat inside and out. While in the process of rebuilding the boat I thought that maybe I could get better performance with a new keel, so I flew in a new keel from Folli.

One of the thoughts about the Folli keels is that if the keel is as close as possible to the final shape then less filler is needed to achieve the desired keel shape. This means that the overall density of the keel is greater than one which uses filler to achieve the final keel shape and thus has more righting moment when the boat is in the water.

One of the recent trends in setting up Star boats is to have more weather helm than we used to have. In reattaching the keel to #7260 I am trying the maximum-forward position in order to create more weather helm. I was of course concerned

about how this change would affect the boat's performance. I have been sailing the boat for the last two seasons, including at the 2005 North American Championships in Marina del Rey, and I feel that the change has indeed made an improvement in the boat's performance.

Chris Rogers and Bill Buchan setting up "Old Faithful", #7260, during the 1992 World's

The following are some thoughts and suggestions that have occurred to me to help those that might wish to take on a refurbishing project:

1. I urge you to only consider a glass boat if you have any intention of racing and winning in a competitive fleet as, for the reason given below, they are just plain faster. If your primary goal is to have a fulfilling project to bring back something of beauty to its original or better than original condition, then by all means go for it, even though it might be a "woodie", but don't expect to be competitive with the newer series glass boats.

2. In going with the glass boat, it is absolutely necessary that the bond between the skin and the core is sound and that the hull hasn't picked up any weight. As well, there shouldn't be any cracking except perhaps at the deck edge where a reinforcement and repair is relatively easy.

3. Boats built prior to 1980 most likely will not have a keel that is competitive, especially off the wind. I have found other builders to be willing to sell me their keels. The problem is shipping the keel. I would suggest airfreight. Removing a keel and installing the new one is no picnic but it isn't as difficult as it might seem. If you are not up to the task, your local boat builder should be able to give you an estimate of the cost. The weight of the keel will, of course, need to be certified and the various keel measurements checked by a Class measurer so that your Measurement Certificate can be brought up to date.

4. As for the hull shape, it appears to me that not much has changed in the last 30 years or so.[1] If what I hear is correct, the current Lillia, for instance, which is certainly competitive, is basically the same shape as what they were building in the early 1970's. This would lead me to believe that the Gerards, Lippincotts and Duplins, as well as the boats that I built would be fine with regard to their design. Once again, the hull must be in good shape as nothing would be more discouraging than repairing a hull that has delamination or water in the core. Even though I built many successful boats that utilized balsa in some areas of the hull, I would avoid those boats unless they are surveyed extra carefully. Again, weight gain would be a tip off that there is a problem.

5. Boats of the vintage that we would be dealing with, even though they might be glass, will most certainly need to be faired and painted. It is important that enough of the original finish is sanded off so that a minimum of weight is added.

Weight in the ends of the boat

The weight in the ends issue of course started with the early glass boats that were built by Lippincott that seemed strangely fast when their wooden boats hadn't been that competitive. As a point of interest, I called Bob Lippincott prior to the 1968 Olympic Trials to purchase one of their boats as there were rumors of their speed in the hands of sailors that until then hadn't been going all that well. Needless to say, they couldn't take care of me so I was confronted with being a glass boat builder myself, which of course is what I did for the next season. As to when the lightness went to another level, I can't say for sure, but I'd say it was in the mid to late 80's, meaning boats of the 7200 to 7400 series.

It should be mentioned that for quite some time now builders have been squeezing out as much of the resin as possible, mainly through vacuum bagging, creating what is termed a "dry lay-up" in which the fiberglass cloth appears to be dry. The weight of the resulting lay-up has remained fairly constant over the years, at about 0.7 lbs. per square foot. While the Star Class specifications read "The weight per unit area of any part of the hull, including a representative portion of any structure required to stiffen the surface, must equal or exceed 8.8 kg/m² (1.7 lbs/ft²)," note that this includes structural elements. The 0.7 lbs/ft² is just the foam core with glass and gel coat. The point here is that over the last 20 years or so there has been very little change in the weight at the ends due to construction techniques.

From time to time, a swing test or something similar has been brought up as a way to control the situation but so far nothing seems practical, at least as something that could be done at a regatta. How this affects the practicality of the old boats versus the new is somewhat immaterial as the club level sailor sails primarily in smooth water anyway and the difference only really shows up in ocean, open water, conditions. It's certainly something that needs to be considered though, if the

[1]A builder has to take into consideration the fact that the hull shrinks as it cures. A boat built in a mold built to the correct measurements will not measure in because of this. Thus, the hull mold has to be built somewhat larger. Further, depending on the way the hull was laid up it will shrink in various directions which are not completely predictable until after the fact. The tolerances in the Table of Limitations attempt to allow for the result of vagaries due to shrinkage. However, given that the tolerances are now in a fairly narrow range and have been since the Table of Limitations was revised in 1977 and again in the late 1980's it is questionable that there is much difference in terms of potential boat speed by taking the hull to the maximum or minimum dimensions at the various measurement points.

prospective purchaser of the older boat plans on racing in the "big time".

In summary, I would say that for a relatively modest sum of money and a lot of hard work, it is possible for someone to have a boat capable of competing against anyone, anywhere. The candidates are out there. With a little research you might very well find something really special.

(Editor's note: Bill started building Stars at the age of 13 in 1948 with the help of his father. For a history of Bill's boat building career see the article "Buchan Boats" which appeared in the March, 2001, issue of Stardust and is available on the Star Class website. Bill used his boats to win three World's Championships (1961, 1970, 1985) and an Olympic Gold medal (1984). Bill has been a member of the Technical Committee, now the Technical Advisory Board, since 1979 and was its chairman from 1996 through 1998.)

Bill Buchan with his refurbished Star #7260, "Old Faithful"

KEEL COATINGS

and the problem of rusty keels

by David Bolles

Recently I was asked to recoat a keel on a boat built by one of the prominent Star boat builders. The original coating was bubbling up and flaking off the keel due to rust. This is an unfortunately common problem with boats built by this company, and it has come to my attention that boats as new as only 4 years old have had to have their keels recoated, usually at a cost of between $3,000 and $5,000.

While looking into what would be the best solution to making a rust-free coating I realized that Star #3855, which I have owned since 1959 and was built by Skip Etchells in 1957, has never shown any signs of rust on the keel. I asked Jane Lawrence, who worked for Skip Etchells as a secretary at the Old Greenwich Boat Company, if she had any information about what material was used in coating the Old Greenwich Star keels. After checking around with some of the workers employed by O.G. she reported back that the keels were coated with Lithcote at the Union Tank Car facility in Norwalk, Connecticut. Skip would somehow get his keels slipped into the job order at this facility and they would be

coated with whatever coating was being applied to the interior of tank cars at the time.

The principal use of Lithcote is as a tank car coating for the interior of tank cars. The description of Lithcote on the Union Tank Car website says that depending on what the tank car was destined to carry there are various colors as identification marks, this due to the fact that there were various materials used in the coatings and in the vehicle of the coating, from epoxy to phenolic. One of the colors listed is teal which is the color of the coating which is on the keel of 3855. Another is brown which from reports was the more common color of the keels when they came back to O.G. after being coated. From this I would gather that Skip was not too worried about which variety of Lithcote the keel was covered with and whatever the factory was applying to the tank cars at the time the keels arrived at the facility was good with him.

For me, it is truly amazing that after all these years the keel of 3855 shows no signs of rusting. However, applying Lithcote to the keel I had to work on obviously could not be a solution to the problem I was faced with, since the keel was already attached to the boat. I might mention that another common solution to rust prevention, at least during the 1950's and 1960's, was to have the keel galvanized. Again, in this case this was not an option, since the keel would have to be detached from the boat in order to get the keel galvanized.

After checking around with other boat workers who have done the same work it appeared that the best solution was to build up a barrier coat consisting of epoxy and fiberglass.

The first step was in preparing the keel. The old coating had by this time so much rust under it that it peeled off in large sheets without much resistance. The keel was then sandblasted. Aside from the obvious need to get rid of the residual rust a side benefit of sandblasting is that the surface of the keel was substantially scoured thus providing a good grip for the epoxy. Within an hour of the keel being sandblasted the first coat of epoxy was applied, this so that the humidity of the air could not get much of a chance to start the rusting process. Before the epoxy had a chance to set fairing compound made of a mixture of epoxy and microballoons was applied to fill in the blowholes and glass cloth was immediately applied over that. Another coat of epoxy was then applied to thoroughly dampen the cloth and then the whole was allowed to harden overnight. After the epoxy hardened the keel was sanded, after which the various imperfections were filled with more fairing compound, and where needed with glass cloth. Once the keel was completely faired it was wet-sanded, in part to wash off any residue amine blush left behind by the epoxy. The owner of the boat wanted to sail the boat at this point so that might have had the added benefit of further washing off any of the residue amine blush. Once the keel was thoroughly prepared gel coat was applied according to the label's direction and then fine sanded and buffed to a good finish. Of course, any finish coating could have been applied.

It should be mentioned that gel coat is fairly porous, as are some paints. Thus there has to be some kind of impervious barrier coat used as the undercoat. Epoxy is one of those materials which seems to work well. The coating on 3855's keel as listed in the Union Tank Car chart has as the vehicle epoxy phenolic, and this material has obviously stood the test of time.

There has been some discussion as to whether the quality of iron used in the keels by the boat builder in question is somehow contaminated, perhaps as a result of being recycled iron. It is a phenomenon noticed in cars made of predominantly recycled material that they tend to rust out sooner than those made of virgin steel. Whether this factor plays a part in rust appearing on keels so soon after the boats have been built will be tested by time, as there are now several keels which have been recoated using the epoxy and fiberglass base before a finish coating was applied. If these keels do begin to show signs of rust again then perhaps indeed the fault lays with the iron itself.

However, it has been reported that the thinking of the boat builder is that in order to have the maximum righting moment the keel should have the minimum amount of coating, thus giving the keel the highest possible density. Carrying this concept to the logical extreme, milled keels in which the keel is milled to the final shape so that no filler is necessary have become fashionable. Needless to say, the process of producing milled keels is quite costly. While this concept is correct and all very well, it would seem that applying a coat of protective material which is so thin that water penetrates it and begins to cause rust only after a short time is carrying the concept too far. Surely, having the proper amount of a protective barrier coat applied to the keel cannot increase the overall volume of the keel significantly enough to affect the righting moment.

ELDERLEE, INC.
The successor to Parlman Yachts

by Bill Oben

ELDERLEE, INC. of Oaks Corners, NY built a fine line of sailboats and rowboats from 1946 – 1968. Perhaps the most prominent of these was the Star International Class sailboat. *ELDERLEE* was the final successor to a boat building firm originally established in the Coney Island section of Brooklyn, NY shortly after WWI.

Around the beginning of the 20th century, Joseph Parkman and his brother Thomas immigrated to the United States from Hungary, and settled in the New York City area. Tom became a skilled furniture maker. Eventually he developed an interest in boat building, and apprenticed in that trade. Following the conclusion of WWI, Joe and Tom Parkman established a boat building business in Brooklyn, near Gravesend Bay. The business soon began specializing in the construction of Star class sailboats, and quickly gained the reputation as one of the pre-eminent builders of this increasingly popular one-design yacht. Parkman Stars won numerous championships, including the 1928 Internationals and the 1932 Olympics. John and Robert Kennedy co-owned a Parkman Star. From 1926 until Joe's retirement in 1936, the shop built over 200 Star sailboats, or approximately 20% of the hulls licensed by the ISCYRA (International Star Class Yacht Racing Association).

218 LOG OF THE STAR CLASS

★ 615 JUPITER

★ 486 SPARKLER II

★ 700 MOONSHINE

★ 643 MAJELLA II

PARKMAN STARS

These PARKMAN STARS include Olympic, International, Mid-Winter, Atlantic Coast, Pacific Coast, Great Lakes and Gulf Champions as well as Bacardi Trophy and Great South Bay, Bamberger Trophy, Intersectional and local champions and winners of International and other important races.

Spars, Keels, Fittings
Rustless Rigging
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ALSO USED STARS

★ 818 CHUCKLE II

★ 722 WINGS

★ 1019 FLEET STAR

★ 819 FLEET STAR II

★ 319 MOVIE STAR II

JOSEPH PARKMAN

Bay 35th St. & Cropsey Ave.
Brooklyn, N. Y.
Tel. MAyflower 9-6485

★ 980 ANDIAMO III

★ 626 JAY

1936 Star Class Log Advertisement

PARKMAN BUILT

★ STARS ★

Available in 1949

Tom Parkman
Builder of Popular Priced Stars

ELDERLEE, Inc. Oaks Corners, N. Y.

1949 Star Class Log Avertisement

Following Joe Parkman's retirement, Sampson Smith and George Elder acquired the business, retaining Tom Parkman as superintendent. (Elder and Smith had been president and treasurer respectively of the ISCYRA.) It was probably at this time that the name of the firm was changed to *PARKMAN YACHTS, INC.* The boat plant remained in Brooklyn, and the offices were relocated to a building on 42nd street in NYC, which housed another Smith business (and also became home of the ISCYRA). *PARKMAN YACHTS, INC*. continued to build Star sailboats until WWII, when the business was converted to war-time production (producing oars, lifeboats, etc.) under the name of *STAR MARINE CO.*

In 1945, Cebern Lee, an upstate New York businessman and avid Star sailor, purchased the business and relocated it to Oaks Corners, NY. The boat building operation was installed in an old barn adjacent to other businesses he owned. Tom Parkman came along as superintendent, and managed the operation for Lee for the next 22 years. The business was renamed *ELDERLEE*, reflecting the collaboration of George Elder and Cebern Lee.

With Tom Parkman's hands-on management, the firm continued to produce Star sailboats of the highest quality. The shop employed six to seven boat builders in the early years. An *ELDERLEE* ad from 1950 quoted a price of $1600 for a fully-equipped Star. As the demand for Stars decreased (ISCYRA records list only five Stars built by *ELDERLEE*), the boat line was expanded to include Comets, Thistles, and rowboats. The latter two were built from marine plywood. The plant's mill included a duplicating lathe (probably obtained during the war production era) which could readily produce other turned objects such as oars, baseball bats and rolling pins. A generous supply of 2nd quality ball bats was made available to youngsters in Oaks Corners.

Both Cebern Lee and Tom Parkman were avid members of the Seneca Yacht Club, located at the foot of Seneca Lake adjacent to Geneva, NY. In addition to building, tuning and mending boats, Tom held youth sailing classes. He is remembered with great fondness by his former students.

Tom Parkman died in 1968. With his passing, the boat building business known as *ELDERLEE, INC*. also ceased to exist. A bronze plaque hangs on the wall at the Seneca Yacht Club, commemorating Tom's long association with SYC and the esteem in which he was held by the members. Tom is thought to have built more Star sailboats during his 40+ year career than any other builder.

The Star

Around 1906, a small group of yachtsmen from the New York City area asked William Gardner, Naval Architect, to design a small, inexpensive chine-built arc-bottomed sail boat with a fixed keel. The result was a 17' long sailboat with a keel weighing 150 lbs, known as the Bug.

Four years of racing the Bugs in the waters about New York City convinced their owners that the boats were too small, too wet and much too uncomfortable. A committee was appointed

to approach Gardner with a request for a modified boat. In the early fall of 1910, Gardner's draftsman, Francis Sweisguth, drew the plans for a new boat. As originally designed, the Star was 22' 7" LOA with a 5' 8" beam, gaff rigged with a long boom overhanging the transom (typical for racing boats of the day), and equipped with an in-board rudder. In the early 1920s the sail was changed from a gaff to a Marconi rig, and in 1929 the rig was modified again, eliminating the overhanging boom and increasing the height of the Marconi. The boat quickly became a favorite of in-land yacht clubs, where fleets were competitively raced in annual regattas. Weighing approximately 1500 lbs, the boats were usually dry sailed from trailers. The Star is the oldest Olympic class boat, having first been used in competition in 1932. More than 7,500 yachts have been built over its 80 year history. George Elder, author of *Forty Years Among the Stars*, described the Star Class as "the most fabulous one-design in the annals of yacht racing".

The author is indebted to many people who helped with the research for this article, including John Marks of the Geneva Historical Society, David Bolles of the ISCYRA, Bob Rook of the present-day Elderlee, Inc., Martha Wilson and her colleagues at the SYC, and Judith Walsh of the Brooklyn Public Library.

Commodore's Cup
Biscayne Bay Fleet
Coral Reef Yacht Club, Miami, Florida
December 3 – 4, 2005

Place	Boat	Skipper	Crew	Fleet	R1	R2	Total
1	CAN 8143	Brian Cramer	Tyler Bjorn	LOC	2	3	5
2	USA 8156	Andy Horton	Brad Nichol	NB	5	1	6
3	POL 8170	Mateusz Kusznierewicz	Dominik Zycki	Isol	16	2	18
4	USA 8072	Doug Smith	Mike Moore	SMB	11	7	18
5	USA 8230	John Dane III	Austin Sperry	MoB	14	5	19
6	CAN 7775	Hans Fogh	David Caesar	LOC	9	10	19
7	USA 7817	Carroll Beek	John Rumsey	CLIS	3	17	20
8	USA 8176	Erik Lidecis	Michael Marzhal	NH	1	25	26
9	USA 8045	Augie Diaz	Doug Brophy	BisB	18	9	27
10	USA 8067	Will Stout	Darrell Hiatt	SDB	12	16	28
11	USA 8162	Andy Macdonald	Brian Fatih	NH	21	8	29
12	USA 8059	Peter Vessella	Mike Wolfs	WSFB	8	21	29
13	USA 8038	John Vanderhoff	Rowan Perkins	NCB	26	4	30
14	CAN 7601	Brad Anderson	Doug Folsetter	LOC	17	13	30
15	USA 8163	Tom Vander Molen	Karl Anderson	GL	25	6	31
16	USA 8157	Mark Mendelblatt	Mark Strube	TaB	13	18	31
17	USA 8195	John MacCausland	Shane Zwingelberg	CR	6	26	32
18	USA 7370	Rob Emmet	Guy Avellon	AN	10	22	32
19	USA 8136	Henry Filter	Paul Amlong	AN	22	11	33
20	USA 8215	Bill Allen	Chris Rogers	WH	7	29	36
21	USA 8235	Larry Whipple	Darin Jensen	PS	4	raf	38
22	USA 8113	Gunti Weissenberger	Chris Brown	NCB	15	23	38
23	CAN 7899	Mike Milner	Matt Johnston	LOC	29	12	41
24	BAH 8236	Steven Kelly	Bill Holowesko	N	24	19	43
25	USA 8043	Jock Kohlhas	Mickey Nielson	BisB	23	20	43
26	USA 7986	Hyde Perce	Chris Nielson	WH	30	14	44
27	CAN 7626	John Finch	Larry Scott	LOC	20	24	44
28	USA 7833	Claude Bonanni	Richard Burgess	TaB	31	15	46
29	USA 7964	Charles Kohlerman III	Charles Kohlerman IV	NCB	19	32	51
30	USA 7228	Joe Zambella	Peter Costa	BH	27	27	54
31	USA 8218	Nelson Stephenson	Roman Gotsulyak	CLIS	28	28	56
32	USA 7193	William Joyce	Matt Freeman	WLM	32	30	62
33	USA 7934	Karl Von Schwarz	Rich Wharton	AN	33	31	64

Commodore's Cup
Biscayne Bay Fleet
Coral Reef Yacht Club, Miami, Florida
December 3 – 4, 2005
Report by Brad Nichol

As much of the country was dealing with snow, sleet and freezing rain, Coral Reef YC hosted the final regatta of the year in beautiful sunny and eighty degree weather. Unfortunately, the high-pressure system that kept the sky free of clouds also kept away most of the wind.

Saturday we sailed in a dying NE gradient that went right as the sea breeze took control. Many people said that it was the most difficult conditions they had ever seen on Biscayne Bay. The first race saw the fleet split into two packs off the line, one to the left, the other to the right and the right paid huge. Erik Lidecis and Mike Marzhal took a commanding lead that they never relinquished with Brian Cramer and Tyler Bjorn fighting off Carroll Beek and John Rumsey for second.

By the start of the second race the wind had gone even farther right and the race committee set a line and a course square to a wind direction about 10 degrees right of where our current wind reading was. Everyone recognized the pin favored line and it took two tries to get the start off but as the pack was battling for the favored end of the line, a few boats realized that for the committee to set such a skewed course, something must have been going on upwind. The boats that gave up the pin and went right were rewarded with a healthy lead at the weather mark and after Andy Horton and Brad Nichol caught the first puff out of the weather mark they were gone. The Polish Team of Mateusz Kusznierewicz and Dominik Zycki made an incredible comeback from rounding the first mark in 20th to finish second, just ahead of Brian Cramer.

Sunday the fleet headed out in a weak easterly that died and allowed everyone to get a nice tan before returning home. Brian Cramer and Tyler Bjorn won the regatta with 5 points followed by Andy Horton and Brad Nichol with 6 points and Mateusz Kusznierewicz and Dominik Zycki with 18 points.

NEW BOATS, SAILS AND COVERS

Mader Boats: http://www.bootswerft-mader.de/
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: http://www.spartechco.com/

Bootswerft Steinmayer: http://www.steinmayer.ch

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

FOR SALE / WANTED

6000 series boats in various conditions for sale. Boats are located at Milford Y.C., Milford CT. Contact Dick Hovey. Tel: 203 795 3008 / e-mail: rhovey@worldnet.att.net (9-01)

7471 Mader, 1989. Completely updated and perfectly faired. 2001 Spartech mast; hyfield levers on uppers for downwind speed; double mainsheet; new Spartech Boom; Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: Bainton@BaintonLaw.com (5-04)

7737 Mader, 1994. A great boat. Work commitments for the next two years have me traveling abroad too much to sail regularly. Contact Info: Elisabeth Newell / E.R. Newell Architects, pc / 828 12th Street / Santa Monica, CA 90403 / Tel: 310 899 0191 / Fax: 310 899 0181 / Cell: 310 486 2144 / e-mail: ernewell@earthlink.net (8-04)

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:
office@starclass.org Fax:847-729-0718 / Office:847-729-0630
ISCYRA
1545 Waukegan Rd.
Glenview, IL 60025-2185