

# 1<sup>ST</sup> DISTRICT NEWSLETTER

Volume 6, No.3

June, 2005

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## NEAR BY REGATTA SCHEDULE

May 21-22 Lippincott Memorial, AN, Annapolis YC  
May 28-29 Sunapee Ice Breaker, SUN  
June 18-19 Arms-White, Mid, Milford YC  
June 24-26 12<sup>th</sup> District Blue Star, Flotte du Québec  
July 8-10 1<sup>st</sup> District Blue Star, Mid, Milford YC  
July 9-10 71<sup>st</sup> J. Rulon Miller Series, CB, Gibson Island

## 12<sup>TH</sup> DISTRICT BLUE STAR JUNE 24-26, 2005

Host Fleet: Flotte du Quebec  
Location: Club Nautique Deux Montagnes  
30, chemin des Rigolets  
Vaudreuil-sur-le-Lac Québec, J7V 8P3  
Canada

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## UPCOMING REGATTA DETAILS

### SUNAPEE ICE BREAKER

May 28-29

The water in May will still be cold  
but warmer than the Sound.

We have some housing so let me know.

John Chiarella (603) 763-5400 [jcdstar@yahoo.com](mailto:jcdstar@yahoo.com)

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### ARMS-WHITE REGATTA

Arms Trophy To Winning Skipper

White Trophy To Winning Crew

June 18 – 19, 2005

The Arms-White series is named after two sailors from the C.L.I.S. fleet, John Taylor Arms and Elwood S. White. In 1937 John Arms donated the Arms Trophy and in 1942 the family of Elwood White donated the White Trophy for the winning crew of the Arms series. The series, originally called the Noroton Race Week, was sailed out of the C.L.I.S. until 1969, and then was relocated to Mid-Conn in 1970.

The Arms-White Regatta has enjoyed a good turnout over the years and recently has been running between 20 to 35 boats. Always a nice feature is the Saturday evening dinner at Milford Yacht Club.

This year the Mid-Conn fleet will be trying a four race / one throw-out format (if all four races are completed).

The warning signal for the first race is at 11 AM on Saturday, June 18.

For more information on how to get to the club, housing, or the event itself see the Mid-Connecticut Star Fleet's web site at <http://www.mycstar.org/>, or contact:

Ben Cesare: 203 952 8294 / [bencesare@optonline.net](mailto:bencesare@optonline.net)

David Bolles: 203 882 9428 / [d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net)

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Wanted: Star Class Memorabilia

If you have anything which you think should be in the Star Class Archives at Mystic Seaport Museum please contact either David Bolles ([d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net)) (203 882 9428) or Jonathan Shay ([jonathan@mysticseaport.org](mailto: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 welcome.

The 2005 12<sup>th</sup> District Championship will be hosted by Flotte du Quebec in Vaudreuil-sur-le-Lac. It will begin on Thursday, June 23<sup>rd</sup> with weigh-in and beer available at the boat hoist from 3 to 9 PM.

The first warning will be on Friday at 10:30 AM following the 9:30 Skippers Meeting. Friday after the races there will be a BBQ dinner and at sunset a fireworks display in honor of the national holiday.

Racing will continue on Saturday and Sunday with another event dinner on Saturday night.

Please refer to the regatta website:

<http://starc.trianglerecherche.net/quebec/district12champ/index.html>

Regatta Chairman: Alain Vranderrick

[alain.vranderrick@hec.ca](mailto:alain.vranderrick@hec.ca)

Accommodations: Jamie Andre de la Porte

[jandredeporte@sympatico.ca](mailto:jandredeporte@sympatico.ca)

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## 1<sup>ST</sup> DISTRICT CHAMPIONSHIP COMBINATION BLUE & GREEN STAR EVENT

July 8 – 10, 2005

Hosted by the Mid-Connecticut Star Fleet

The 1<sup>st</sup> District Championship has enjoyed a good turnout over the years and recently has been running between 20 to 35 boats. Please mark this event on your calendar and plan to join the rest of the 1<sup>st</sup> District members at this year's event.

There is a cookout planned for Friday evening, and always a nice feature at Milford Yacht Club is the Saturday evening dinner.

Registration will begin at 5 PM on Thursday evening and continue through the morning on Friday until 9:30 AM. The warning signal for the first race is at 11:30 AM on Friday, July 8.

The Notice of Race and entry form is available on the 1<sup>st</sup> District web site at <http://www.starclass.org/d1>

For more information on how to get to the club, housing, or the event itself see the Mid-Connecticut Star Fleet's web site at <http://www.mycstar.org/>, or contact:

Ben Cesare: 203 952 8294 / [bencesare@optonline.net](mailto:bencesare@optonline.net)

David Bolles: 203 882 9428 / [d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net)

NOTES ON  
THE EASTERN LONG ISLAND SOUND FLEET  
AND THE HURRICANE OF 1938  
by Ellicott McConnell

The Eastern Long Island Sound fleet was one of the original chartered fleets of the Star Class, being chartered in 1922. While its territorial waters were listed as being from Brandford Reef, just east of New Haven, eastwards to the eastern end of Long Island Sound, the boats were mainly sailed in the Groton – Mystic area, with the last of the fleet being located at Noank. The fleet was last listed in the 1979 Log.

Before World War II I was active in crewing for various members of the ELIS fleet, which had more than 20 Star boats. I was just a high-school kid at the time.

On September 21, 1938, occurred an event which greatly affected the fleet. The hurricane of 1938 decimated the fleet. It should be remembered that all the boats were on moorings in those days, and all of those which were not hauled prior to the hurricane were wrecked or sunk. All but one, that is, as will be noted below.

Some of the boats I have a particular memory of are the following:

Star # 3, Altair, was last owned by Whit Stueck. She was lost in the hurricane of 1938 at the Shennecossett Yacht Club in Groton, Connecticut. Just the year before # 3 raced in the 1937 International's. I know Whit was attached to the boat as an antique, even in those days. He notched the tiller every time he won a race, and the only part of the boat ever recovered after the hurricane was the tiller which had broken off, according to Whit, at the last notch. I believe he hung it over his fireplace, for he stated he intended to do so. Whit Stueck later owned Star # 1703, Scatterbrain, a Star he built himself in 1938 as a naval architect. I crewed for him in Scatterbrain at the 1940 ELIS Elimination series hosted by Pine Orchard Yacht Club and Sachem's Head Yacht Club, near New Haven. I had not met Whit until he called me out of my warm bunk in a friend's boat before seven one morning to help him scrub the Star's bottom free of invisible blemishes, in the cold water, of course. Whit took the championship, and I still have the winning crew cup on a shelf. Whit ran a yacht building and repair operation in Essex / Saybrook after the war.

Star # 196, Circe, owned by Albert Avery was lost at the same time. I sailed all the summer of 1938 in Circe with Arnold Avery, the owner's son, my high-school buddy. We used her as a daysailer. Star # 333, Colleen, was in the same fleet, and was bought by Albert Avery after the loss of Circe. Arnold and I sailed her during the rest of our high-school days. Arnold and I sailed the Colleen down the sound from Groton to Pine Orchard, where Arnold and another buddy sailed the Star in the races mentioned above. After consulting our chart, coming into Pine Orchard, we confidently sailed between a couple of buoys, remarking, so help me, that anyone not as smart as we probably would mistake the tide rip for a reef. At which point there was a horrendous crash and the Star buried her bow and stopped in her tracks.



Whit Stueck sailing Altair shortly before she was wrecked by the hurricane of 1938

Arnold rushed several directions at once, loudly shouting "Shit a brick; shit a brick!", which must have been an inspiration of the moment, for it was the only time I ever heard Arnold swear in all the years I knew him, until his death last year. Fortunately, no harm was done, although two chastened young men learned the difference between large and small scale charts.

I recall sailing with Arnold in the fall of our senior year, on Labor Day, I believe. There were storm/gale warnings out, and the Coast Guard pointedly came up close to us with the weather flags showing on their small cutter, but we knew where and what we were doing, and had a glorious sail. It was our last together, as Arnold went to summer school the next year to prep for Cornell. (From whence he went to Annapolis, Class of 1946.) I crewed for other people in the summer of 1941 before going to college myself, but it was just for racing. No more long days on the Sound.

I remember that one of the boats of the fleet was owned by a Naval Officer, for this was in Groton, the submarine town. On occasion, if he were on duty and someone else was sailing the boat, he would view the races by periscope.

The only boat, not just a Star, but boat, that weathered the 1938 hurricane in usable condition was the Star # 868, Shirley, basically owned by J.L. Parsons Jr., but for all practical purposes owned and sailed by his cousin Sam and wife Shirley Jones. Shirl was a rare item in those days, a very competent lady who loved to sail single-handed. Sam knew something of hurricanes, and when it was obvious that this was no ordinary

storm, he went out to the mooring and sank the boat. She came through the hurricane with mast intact, probably the only one for a hundred miles.

Sam and Shirl Jones were a great couple, and well-known among the sailing community at the time. Sam was brought up in the Parsons family after his mother died. After marrying in '36 he worked for a year or two in The City, which he hated....then the two of them went with George Vanderbilt, his bro-in-law, on a six-month expedition to the South Seas in the schooner 'Pioneer', later named Cressida, or vice versa. She still sails in one of the Caribbean tourist fleets....with a somewhat distorted history in the brochure, as I recall. They repeated the process in early '41, but to the South American area. In the meantime, they decided to scuttle the City, and lived in a small chauffeur's cottage at Eastern Point belonging to the Parsons. People like Rod Stephens were always dropping in. And I recall Sam muttering about Sterling Hayden forgetting about the ten bucks Sam loaned him when he stopped by for a couple of days on his way, as it turned out, to fame and fortune. Hayden visited again after the war when Sam and Shirl lived in Old Lyme, however, so maybe Sam got his money back.

During the time that Sam worked in New York City, soon after their marriage, he and Shirl used their Star, Shirley (Owner's Suite, two sleeping bags and a bucket) for cruising on Long Island Sound. I recall, with some disbelief at the time, of Sam mentioning that Shirl would insist on spending weekends on the water, even when it meant waking up to frost or light flurries on the deck. My skepticism was abolished one snowy winter night when the three of us were happily ensconced in front of the fireplace of their little cottage in Eastern Point, Groton. Or at least two of us were happy, for at that point Shirl observed it was a pity to just sit around the house, when it would be "so much fun" to row out to Pine Island in the dark for a picnic in the snow. Fortunately, sanity prevailed!

During that period Bill Dodge, (frostbite dinghy sailor, owner of a Star at one time, etc.) would occasionally bring over an outboard engine to put on the Shennecossett Yacht Club workboat, and anyone on hand would explore the Thames River and vicinity, perhaps looking for harbor seals, rare items in those days. Return was always by way of a local fisherman's to pick up some bay scallops for Shirl to sauté for us. One such afternoon, February 2nd, 1941, Groundhog Day, Sam, Shirl, and Bill, went ashore at Ocean Beach during a light snowstorm to pick up a cup of coffee, or just for a walk. Upon their return they found they had committed the unpardonable sin of not securing the boat, which was then drifting away from shore. The thought of having the Coast Guard bail them out was too much for Shirl, who stripped off her surplus clothing and swam out and rescued the boat. (Sam claims he unbuttoned and rebuttoned his own jacket three times before she was ready to swim.) I did not appear on the scene until later that evening when Shirl showed me that her legs were still scarlet from the dunking....a display I appreciated, for she had world-class legs.

There was a picture by Rosenfeld of Sam and Shirl sailing her, used in one of the yachting magazines as an illustration for something or other. There is also a photo of Shirl on the cover of Yachting, spring 1946 I think, right after the war; a distant

picture which was appealing, because Shirl was climbing a ladder in a boatyard to look into a boat, in dressy clothes, as I recall, which gave a nice contrast. She was first and last a boater.



"Altair", E.V. Willis, Post Washington Y.C. Showing the most popular variation of the Marconi Rig, with straight mast and no spreaders. Since 1916 "Altair" has won nearly every series in which it has competed and qualified.

Photo and caption from the 1922 Log

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Wanted: Mast for Star Boat, #2764  
 Would love to sail again. Nyack, NY. Contact:  
[kunstle@optonline.net](mailto:kunstle@optonline.net)

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**Veteran Star Sailors – Please read!** Logs, pictures, documents and even testimonials are wanted for a book on how the class spread across the Atlantic and took hold in Europe during the late 1920's and early 1930's. The book will be published by Hamburg Fleet, which was chartered in 1931 (the fourth one in Europe after Solent 1927, Paris 1928 and Marseille 1930), on occasion of their upcoming 75th Anniversary in 2006. Even the smallest hint is welcome from anybody, anywhere! Please contact:

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APRIL-MAY 2005 REGATTA RESULTS**ANNAPOLIS SPRING STAR**

April 23-24, 2005

Place	Sail#	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	8080	Team Poseidon	Fotis Boliakis	Austin Sperry	CLIS	2	3	5	7	1	18
2	7713		Skip Dieball	Geof. Ewensen	CLE	3	4	2	6	5	20
3	8184		John MacCausland	John Avis	CR	ocs	1	3	1	2	23
4	8131		Doug Schofield	Bob Schofield	AN	ocs	2	1	2	3	24
5	8063		Bert Collins	Guy Avellon	AN	1	7	6	8	4	26
6	7072		Bob Oberg	Ted Kaczmariski	AN	9	6	4	3	6	28
7	7773		Mark Oberg	Andy Oberg	AN	6	5	7	9	10	37
8	7786	Cover Girl	Karen Alt	Chris Hardin	MES	5	9	12	5	8	39
9	7248	High Stakes	John Henry	Jay Langford	MES	10	8	13	4	9	44
10	7454	Neva Jo	Murray Leigh	Alex Schwab	CB	11	11	10	11	7	50
11	7497		Kris Wilson	Bud Elsaesser	AN	4	10	9	12	ocs	51
12	7475		George Kalfa	Tim Willis	HB	8	12	8	10	ocs	54
13	7851		Dixon Duffett	Barbara Vosbury	AN	7	13	11	dnc	dnc	63
14	7970		Phoebe Hopkins	Sam Hopkins	AN	12	14	ocs	dnc	dnc	74
15	7425		Barbara Vosbury	James Allsopp	AN	dnc	dnc	dnc	dnc	dnc	80

**Annapolis Spring Star**

by Fotis Boliakis

It was a difficult regatta due to wind and current. Both John MacCausland, sailing with John Avis, and Doug Schofield, sailing with his brother Bob, misjudged the current strength and were caught over (by far) at the start of the first race. The wind was very unstable due to thunderstorms and rain; we were caught on the wrong side of a shift twice giving us our worst finishes, a 5th and 7th. The 7th place was a salvage after rounding in dead last place at the first mark! After three races we were in second by just one point.

On Sunday the weather turned cold, windy and very shifty. The storms came overnight and a cold front was upon us. The water was warmer than the air. My crew, Austin Sperry, raced both days with no boots, just bare feet, all his gear was still in the Bahamas.

We were very determined to do better in the last race, our last chance to place in the top. At about 1 min, 40 seconds from the start we were committed to the left and we were hanging around at the pin when the wind died (from mid teens to about 5-6 knots) and shifted to the right! We could not get back down to the line in time to start, the current was pushing us over. Then, bang-bang, postponed! We were saved. We knew from the timed oscillations that the next shift would be to the left and we were committed to the pin, with a great start.

The wind increased to high teens with gusts over twenty. We were hoping for less wind as we were the lightest of the crews. We were the leading inside port tacked boat in a left shift and both John MacCausland and the Schofields were on the outside. Unfortunately the boat that was leading the regatta was now in second and we needed at least two boats between us to win the series. We rounded first with a 25 yard space behind us and then the wind speed increased to twenty +/- and shifted back to the right. After a jibe-set at the bear-away mark, we

surfing without jibing to the leeward mark and increased our separation. At the leeward mark we led the parade and tacked to cover when everyone was on starboard tack. The wind continued to shift to the right with us on the inside, but it went so far that we were overstanding by 30 to 40 yards and the next three boats were fetching the mark while we were reaching in.

That shift wiped off our entire gain and we rounded with about 10-15 yards separation and held it for the reach to the leeward mark. Both John MacCausland and the Schofields passed the series leader boat, so if we finished first and the others finished in the same order as they rounded the weather mark, we had the series. The committee wisely shortened the last upwind leg, by half the distance, so we could see the finish from the leeward mark. We covered the competition as much as we could. The Schofields split from John MacCausland and went to the right. We continued with John (as the nearest boat in points) to the left because the wind oscillated back to the left with the stronger gusts. We were able to hold John off; he finished about five lengths behind us. The rest were much further back as they got caught on the wrong side of the last shift. Fuuuuh! It was close.

So Austin and I started to calculate the numbers in our heads and were coming up on top by one point. We were very tired and cold as it was raining, gusty and cold. We finally made First place by two points.

Austin is one the best crews I've had so far, very professional, dedicated and very knowledgeable. We had problems with our downwind boat speed which we worked out. Upwind we made no gains on any boat other than from wind shifts.

Long story, but I learned a lot this weekend and hopefully I will start a streak of good placements towards the Districts and the North Americans. It feels great!

## MILES RIVER SPRING REGATTA

May 7-8, 2005

Place	Sail#	Yacht Name	Skipper	Crew	Fleet	R1	R2	R3	Points
1	8080	Team Poseidon	Fotis Boliakis	Austin Sperry	CLIS	1	1	1	3
2	7713		Geoffery Ewenson	McGlaughlin	--	3	2	3	8
3	7530		Bob Flower	Bob	MES	7	3	2	12
4	7497		Kris Wilson	Bud Elsaesser	AN	6	7	4	17
5	7454	Neva Jo	Murray Leigh	--	NCB	5	6	6	17
6	7090	Lil White Lie	Roger Pickall	--	MES	4	5	9	18
7	7786	Cover Girl	Karen Wiley Alt	--	MES	9	4	7	20
8	7715	Ciao Bella	Carroll McCallum	Guy Gurney	CLIS	2	dns	5	22
9	7054	Rebel Yell	Eric Wagner	--	MES	10	8	8	26
10	7102	Lucky	Will Murdoch	--	MES	8	9	11	28
11	7785	Elusive	Chuck Wiley	--	MES	11	dns	10	36
12	8159	Mary Jane	Sam Hopkins	--	MES	dns	dnf	12	42
13	7182	Wus N' Pus	Rowan Perkins	--	NCB	dns	dns	dns	45
13	7162	Hurrying Angel	Dan North	C.& D.S.North	MES	dns	dns	dns	45

## Miles River Spring Regatta

The Mid-Eastern Shore Fleet and Miles River Yacht Club hosted the May 7-8 Miles River Spring Regatta. Two boats from the First District joined a dozen Chesapeake teams assembled for the regatta.

It was a very rewarding sight, after driving south for four hours, to come to the little town of St. Michaels, Maryland on the Chesapeake's Eastern Shore and, passing pastures on either side, to turn a corner and find Star boats lined up on the grass of a big field with rigs and sails going up. Karen Wiley Alt, Mid-Eastern Shore Fleet Captain, had the event beautifully organized. For latecomers and visitors she was instantly at hand with information and guidance. There was a brief skippers meeting and packed lunches handed out. The Stars had the Yacht Club to themselves, so we could leave the trailers on the lawn next to the hoist and just sail away downwind in the northerly breeze to the starting area on the Miles River.

There was a brisk wind for the first two races, gradually getting lighter for the third race. It stayed northerly without many shifts and the weather legs were short,  $\frac{3}{4}$  miles so the race results depended largely on boat speed. Fotis Boliakis sailing with Austin Sperry and Geoffrey Ewenson with McGlaughlin seemed to have a little more speed than anyone else and got out ahead in each of the races. The rest of the fleet kept closely packed at their heels. Boliakis led and won all three races.

Miles River is not so much a river as it is an inlet bay off the larger Chesapeake, widening in front of the town of St. Michaels so that with the wind out of the north or northwest there is plenty of open water for a substantial windward leeward course. The shores are thinly populated and wooded. Log canoes and Bugeyes and other older boats with more canvas than hull are often seen on the water.

After the races, with the boats lined up on the lawn, there was camaraderie in Louise's Bar on the dock, where we watched

the Kentucky Derby and dropped peanut shells on the floor to fall through the cracks to the ducks.

Sadly on Sunday, the race committee, considering the forecast of strengthening winds, called off the rest of the races. Karen Wiley Alt awarded Fotis Boliakis and Austin Sperry the Dr. David Oursler Memorial Trophy and invited everyone to return in October for the Schuster Regatta, to be sailed the weekend after the Oxford Windup.

As a consolation prize for having the races canceled, Dan North and his father, Judge John North, invited the fleet to the Judge's next-door property to view his vintage collection of pre-war, and pre-First World War Duesenberg, Rolls-Royce, Bugatti (five stunning examples), Alfa-Romeo, Hispano-Suiza, and many more beautifully maintained automobiles. Not a few of the sailors thought that towing a Star home behind a Hispano-Suiza would have been about right.

Greenwich Cup Spring Regatta  
Indian Harbor Yacht Club

By Carroll McCallum

Eight Star boats participated in the Spring Series for the Greenwich Cup held by Indian Harbor Yacht Club. The races were sailed mid-Sound southwest of Great Captain Island. Stars shared the racecourse with J105s, PHRF and Navigator division yachts which were useful as indicators of wind velocity, the major element of the racing on Saturday.

Fotis Boliakis continued winning. The first race was short with fairly regular wind out of the west, 8 knots. The second race had less wind and it suddenly turned east as we came around the leeward mark so we were reaching on the second weather leg. This actually threw Fotis off his stride and he found himself in third place half a leg behind Bill Watson. The race committee then shifted the position of the weather mark by 100 degrees and the lead two boats, vaingloriously caught thinking the course had been shortened, headed for the wrong mark and let Fotis revive his winning streak.

**GREENWICH CUP SPRING REGATTA**

May 14-15, 2005

Place	Sail#	Yacht Name	Skipper	Crew	Fleet	R1	R2	R3	Points
1	8080	Team Poseidon	Fotis Boliakis	Phil Trinter	CLIS	1	1	1	3
2	7715	Ciao Bella	Carroll McCallum	Peter Belknap	CLIS	3	2	3	8
3	7763	--	Dan Ronan	Lee Dayton	Mid	2	3	5	10
4	7248	High Stakes	John Henry	Jay Langford	MES	6	5	2	13
5	8068	Klaudina	T. de La Villehuchet	Brian Sharp	Mid	5	6	4	15
6	7993	Junk Yard Dog	John Bainton	Brian Joyce	CLIS	7	4	7	18
7	7927	Hello Mader	David Ivey	Greg Meyer	Sun	8	7	6	21
8	8007	--	Bill Watson	Jay Rittenhouse	CLIS	4	dnf	dnc	22
9	7952	Kimmar	Ben Cesare	--	Mid	dnc	dnc	dnc	28

Other than that, it was a beautiful day on the Sound, blue sky and sparkling water. There could have been two more races in the long afternoon light. Instead there was free beer, music on the front veranda of the club and much socializing among the sailors from the various yacht divisions. To cap the evening, Fotis arranged for a very civilized dinner upstairs at the club, greatly enjoyed by the skippers and crews and their spouses who attended.

Sunday everyone was on the race course in good time, under a low gray sky, wind southeast, 12 knots, some chop; the sort of day when probably no one on shore looks out at the water and thinks "Oh how I'd love to go sailing". But it was good sailing, the wind kept up, backed 5 degrees and veered 5 and made us pay attention. With only one race planned the committee set us a two mile weather leg and three times up and down. Then during the second run they must have thought it was getting too light because they shortened the last legs to ¾ of a mile, which made it hard, rounding the leeward mark, to find the weather mark, it was so close.

Fotis had a disgustingly perfect committee boat start, with nobody else near him. The rest of us raced to place. Having looked at the numbers, we knew whom to cover and once getting a little chance, did so heartlessly.

CLIS Fleet Secretary Jane Lawrence joined the revelry after the races and applauded the winners of extravagant Tiffany trophies awarded in blue boxes tied with white ribbons. For organizing such a charming regatta, Fotis would have deserved one of those even if he hadn't so handily won it on the water.

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**Lippincott Memorial Regatta  
Annapolis Yacht Club**

As reported on the Star Class website

A typical Chesapeake Bay dying North Easterly brought us shifty breezes, tons of current and lots sloppy seas. We are fortunate that the Etchells crowd joins us for this event, they make the racing and parties bigger and better.

In the end the cream always rises to the top and Aaron Serinis and Will Wagner showed us how it all works. Newcomer Peter McChesney and Todd Hiller (J22'ers converted!!) were fast out of the box in their first Star event, placing second and taking home the Novice Trophies. Doug and Bob Schofield were third and John Vanderhoff and Andrew Parrish took home the Masters trophies.

As expected Annapolis Yacht Club and Mark Murphy did the very best they could in very trying conditions.

**LIPPINCOTT MEMORIAL REGATTA**

May 21-22, 2005

Place	Sail #:	Boat	Skipper	Crew	Fleet	R1	R2	Points
1	7444	--	Aaron Serinis	Will Wagner	AN	2	1	3
2	7713	Light Brigade	Peter McChesney	Todd Hiller	--	3	2	5
3	8131	--	Doug Schofield	Bob Schofield	AN	1	6	7
4	8063	Grinch	Bert Collins	Guy Avellon	AN	4	3	7
5	8038	--	John Vanderhoff	Andrew Parrish	NCB	5	4	9
6	8113	F2	Gunti Weissenberger	Chris Brown	NCB	6	5	11
7	7939	Alexia	Elliott Oldak	Jarashow	AN	7	8	15
8	7497	--	Kris Wilson	Bud Elsaesser	MES	9	7	16
9	7425	Blue Heaven	Barbara Beigel-Vosbury	Bruce Hatfield	AN	8	9	17
10	7934	--	Karl Von Schwarz	Rich Wharton	AN	11	10	21
11	7454	Neva Joe	A. Murray Leigh	--	NCB	14	12	26
12	7953	Bogus	Nick Von Der Wense	Brian Wood	SO	10	dnc	27
13	7970	Mary Jane	Sam Hopkins	Bart Kaplan	MES	15	12	27
14	7688	Bonita	Walter Risse	Norris Brock	--	16	12	28
15	7370	No Name	Rob Emmet	Mike Voeltner	AN	12	dnc	29
16	7786	Cover Girl	Karen Wiley Alt	Chris Hardin	MES	13	dnc	30



**2005 1st District Schedule**

June 18-19 Arms-White, Mid, Milford YC  
 July 8-10 1st District Championship, Mid, Milford YC  
 July 30 Skipper's Choice Regatta, BH, Cottage Park YC  
 July 30-31 Marblehead NOOD, BH  
 Aug. 6-7 Make A Wish (Secretary's Cup), BH  
 Aug 13-14 Ned Hay, CA  
 Aug. 20-21 New England Masters, CLIS, Cedar Point YC  
 Sept. 10-11 Bedford Pitcher, CLIS (Tri-District Qualifier)  
 Sept. 17-18 Nutmeg Regatta, Mid, Milford YC  
 Oct. 8-9 Larchmont Columbus Day Regatta

**2005 2nd District Schedule**

July 9-10 71st J. Rulon Miller Series, CB, Gibson Island  
 July 23-24 2nd District Blue Star . Tred Avon YC  
 Aug 6-7 2nd District Green Star, MES, Miles River YC  
 Aug 13-14 79th Lipton Cup, Tred Avon YC  
 Sep 10-11 SSA Fall Regatta , AN, Severn Sailing Assoc.  
 Sep 24-25 54th Fall Wind Up, Tred Avon YC  
 Oct 1-2 Shuster Regatta (Tri-District Qualifier) , MES  
 Oct 29-30 Etchells/Star Fall Regatta, AN, Annapolis YC

**2005 12th District Schedule**

May 28-29 Sunapee Ice Breaker, SUN, Lake Sunapee, NH  
 June 24-26 12th District Blue Star, Flotte du Québec  
 July 16-17 New York State Championship, SL, Seneca Lake  
 Aug 6-7 Sunapee Open (Tri-District Qualifier), SUN  
 Sep 10-11 Lake George Open, LG, Northern Lake George  
 Sep 17-18 FLASIR, location to be announced  
 Sep 24-25 Chili Regatta, SL, Seneca Lake, New York

Wanted: Star Sailing Stories

contact [StarFirstDNews@aol.com](mailto:StarFirstDNews@aol.com)

**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](mailto: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](mailto: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](mailto:ernewell@earthlink.net) (8-04)

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

Mader Boats: <http://www.bootswerft-mader.de/>

In the U.S. contact John MacCausland: 856 428 9094

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

Fritz Sails: [www.fritz-segel.de](http://www.fritz-segel.de)

Marine Spars: [www.marinespars.com](http://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/>

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Other contacts:

Emmeti Spars:

e-mail: [mastagl@tin.it](mailto:mastagl@tin.it)

Folli Boats, Lariovela Boatyard:

e-mail: [lariovela@tin.it](mailto:lariovela@tin.it)

Lillia Boatyard:

e-mail: [lillia@mclink.it](mailto:lillia@mclink.it)

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