1ST DISTRICT NEWSLETTER

Volume 9, No. 6 June, 2008

1ST DISTRICT REGATTA DATES

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

Come Join Us
at the Tri-District Regatta

LAKE SUNAPEE OPEN

August 2-3, 2008
For further information and housing please contact
David Cook or John Chiarella
davidcookovenguy@comcast.net / jcdcstar@yahoo.com

TO WHAT EXTENT SHOULD THE STAR CLASS BE A DEVELOPMENT CLASS?

by David Bolles

In the March issue of the 1st District Newsletter appeared an article on the development of the keel over the lifetime of the Class. In passing mention was made of the fact that when the Class switched from wood construction to fiberglass an effort was made by the Class's Technical Advisory Board to tighten the fairly loose "Table of Limitations" for the hull, which during the woodie period was intentionally left loose to encourage the building of boats by amateur builders.

Professional builders took advantage of these loose tolerances on boat construction during the woodie period, and the resulting varieties of hull shapes, some of which were clearly and visually evident, led many people to consider the Star Class during this period to be a semi-development class. Things got to the point where one prominent Star sailor finally left the Class with the parting words of "When you guys figure out what a Star should look like I will rejoin the Class."

During the 1970's and 1980's when the "Table of Limitations" on the hull was being tightened there was some attempt to limit the measurement envelope for the keel as well. Still, the main attention was placed on the tightening up the hull measurements. Now, however, as pointed out in the keel development article, builders are able to exploit the rather loose "Table of Limitations" for the keel through the use of milling machines in order to create keel shapes which push the measurement limitations to extremes in order to be able to offer keels which are physically and in some cases visually different from those which were created through the casting process alone.

Added to this, it is clear from the information coming out of the various Olympic campaigns that there are now hulls coming from the three main boat builders, plus a new entry from Switzerland, to which special building techniques have been applied to create boats which will hopefully be faster in the predicted light-air conditions of the Olympic venue.

After the progress made during the 1970's and 1980's to get control over the construction of the hull, to many of us the changes in keel and rudder design and in the construction of boats which are one-purpose boats is carrying the concept of development too far.

There are, after all, plenty of other areas into which new technologies can be put to work: hull construction, spar and rigging configuration and materials, cockpit and deck layout, sail shapes, etc. We get the feeling that very few people are against any of this, and that the controls the Class has in place for most of this is adequate.[1] There seems to be little complaint about that sort of development. What some of us find disturbing is to see boats in which there are obvious changes in both the keel and rudder shapes, and in which the hull and deck construction do not meet the spirit of the Class's specifications.

It seems to us that tighter controls on the keel and rudder are now called for, especially since it is possible with the advances in technology, especially casting technology, to create castings which are very close to an intended shape. Concerning boat construction: given the advances in technology and in particular electronics over the last 30 years, we feel that the "Moment of Inertia" test which the Class tried out in the mid-1970's should be redesigned and reinstituted in order to enforce the concepts relating to hull and deck construction as outlined in the Class's specification.[2]

ARMS-WHITE REGATTA
June 21-22

See the Notice of Race on page 9 for further information.

[1] The exception to this is what is happening to the boom at the moment. Evidently a maximum depth measurement is needed.

[2] 4.2. Hull - With certain approved exceptions, the bottom, sides, and transom must be of a uniform structural mass throughout. 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. Thickness of the glass-foam-glass sandwich shall be sufficient to provide the flotation required by Section 7.
4.3. Deck - With certain approval exceptions, the deck must be of a uniform structural weight throughout. The weight per unit area of any part of the deck, including a representative portion of any structure required to stiffen the surface, must equal or exceed 5.4 kg/m².

SOME COMMENTS ON THE DEVELOPMENT ARTICLE

by Bill Parks

(Editor's note: Bill Parks was the Star Class President for the years 1974-1978, and as noted below was very involved in working on technical aspects of the Star during the period of transition from a boat being built out of wood to being one built out of fiberglass.)

I led the technical charge starting in 1963 when two Eichenlaub boats showed up at the Chicago World's with distinctly non-arc bottoms, particularly at the transom where everyone could see them. I complained to Paul Smart, then President and before long was chair of a new committee, The Technical Committee. We got after the non-arc bottoms and went from one problem to another over the years with great input from a number of builders and sailors, to put the reins on our creative folks. We should continue to strive for "One-Design" principles. Our committee must try to stay on top of the creative types and put in new tolerances where needed. There will always be creative types that are looking for an edge. We can't stop creativity, but we can limit it.

We MUST retain the One-Design principle as our credo. Otherwise the average fleet member cannot play in the game and that is where our strength lies. Our Technical Advisory Board and its measurers have to have the guts to stand up to the innovators and call a halt to going in unintended directions. It takes guts. We were nervous, initially, in imposing reworks on the builders and other innovators that were "bending" the tolerances and expanding our lines where tolerances had not yet been established. But, we must call a halt to innovations that make our older boats non-competitive, or at least "look" non-competitive.

Our technical Advisory Board should be placing limits wherever they find "excess ingenuity"!!! We did it before and we can do it again. We should not be afraid to add tolerances where people are pushing the limits too hard. We must develop a hard-nosed attitude toward such innovators.

With regard to the "Moment of Inertia Test": I wrote all that wonderfully theoretical stuff and we tested one hell of a lot of boats. The real problem was that the lift suspension systems had too much variation in their stiffness, which affected the results in an unreliable way. Without specially designed and expensive swivel systems we didn't see how we could make this test standard throughout the Class, so we pulled the plug on it.

MOMENT OF INERTIA

(From the 1974 and 1975 Logs)

The Moment of Inertia of the completed hull shall be determined by suspending the hull essentially horizontally in a sling using the standard lifting lugs. The bow should be free to be slightly moved from side to side without the sling or hoisting system imposing noticeable restoring force to cause the bow to seek a neutral position. A wind free environment is recommended. Using two calibrated tension springs rigidly attached to a frame (see sketch) and a small tang with a center hole in between the two springs with a suitable pivot pin attached to the deck as close to the bow as possible, (the pivot pin should be a close fit with the center hole in the tang), displace the bow sideways approximately 3 inches, and allow the bow to freely oscillate back and forth for 10 complete cycles (one cycle being back and forth). The springs should always remain in tension.

Measure: (a) the time for ten cycles to the nearest 1/10 second:

Measure: (b) the distance from the pivot point to the C.G. in feet.

Calculate the Moment of Inertia as follows:

$I_{cg} = 1.62996\ C\ T^2\ L^2$ (pound-feet^2) OR,

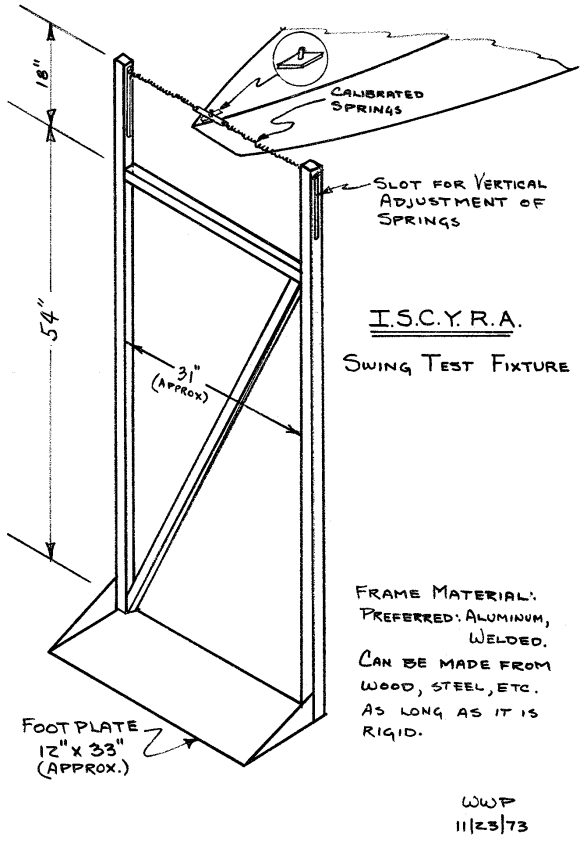
$I_{cg} = 0.496812\ C_1\ T^2\ L_1^2$ (kg-m^2)

C = spring constant in pounds per foot
C_1 = spring constant in kilograms per meter
T = time for one cycle in seconds
L = distance from pivot to C.G. in feet
L_1 = distance from pivot to C.G. in meters.

Should the Moment of Inertia fall below the minimum specified in the table of limitations, then weight must be added to bow or stern or both, and permanently glassed in place, to bring the value up to at least this minimum.

From the table of limitations:

The minimum Moment of Inertia of the completed hull (including keel, skeg, rudder, tiller and all fittings permanently fastened thereto,) about a vertical axis through the center of gravity (C.G.), shall be no less than 17,000 pound-feet^2 (716.3800 kg-m^2). Measurement shall be made in accordance with procedures established by the Measurement Committee.



2008 WESTERN HEMISPHERE
Seneca Yacht Club
May 18-23, 2008
by Rick Burgess

May 19: Tune up race was cancelled due to heavy wind. Seneca Yacht Club was ready, the competitors were ready but Mother Nature threw us a double whammy, 25 mph wind and 50˚ temperatures. The RC wisely left us on the shore to enjoy a warm fire, great sandwiches and of course plenty of story telling.

George Szabo came up with the line of the day: "Rick Burrrrrrrrgess".

May 20 – Races 1:

Race 1 was won by Henrik Dannesboe and Edward Morey. The lack of wind and the cold caused the cancellation of any further racing for the day.

May 21 – Races 2, 3 & 4:

Day two and it was a chilly day but the sailors were in the water and ready to sail. The wind was right out of the west which on Seneca Lake means the wind can and did get a little shifty. In the end of the day it was George Szabo and Rick Peters winning the day with two firsts and a 2nd.

Jack Lynch and his crew did an outstanding job of getting us started on time and that meant we were back at the club and into warm clothing. Of course there was hot soup and chili for all to that the edge off until the mid week dinner. It seams that most of the sailors are enjoying our little piece of heaven.

May 22 - Races 5 & 6:

We got in 2 races today and in the end it was Rick Merriman and Phil Trinter winning the day with a first and a third. We spent 2 hours on shore in the morning as the weather was chilly and rainy, but once we went out it was as they say "all good". The local wind gods seem to want to make it interesting with a west wind again, but the lead boats always seem to figure how to make the most of each shift. Rick and Phil sailing John MacCausland's 8295 won the first race leading from start to finish and Mark Reynolds and John Wulff sailing Sam Rouse's 8231 won the second wire to wire.

So we go into the last day on schedule and I am hoping that the wind cooperates so we have all 8 races in which to crown our Western Hemisphere Spring Champion at the end of the day.

May 23 - races 7 & 8:

Seneca Lake showed a little sunshine today as we left the dock to sail the final two races. Rick Merriman and Phil Trinter did an outstanding job in winning.

Our little club showed that a small club can and did run if I say so myself a fantastic regatta.

Jack Lynch was called on to handle the PRO duties as Scott Ikle developed a virus 3 days before the event was to start that put him in the hospital. Jack has done a fantastic job and I want to thank him and his entire crew for all their great work this week. I also need to thank all of the members of the Seneca Lake Yacht Club for all of their hard work. Every morning the sailors are greeted to a wonderful breakfast, and after each day one of our major sponsors thought that since it has been a bit chilly they would serve hot soup and chili to all. Of course there are two refrigerators full of water and soda for the taking. So thank you Wegman's, Geneva Beverage, Ramada Inn of Geneva, Red Jacket Orchards, and all of the rest of our sponsors. Rums of Puerto Rico and Phil Marks hosted a Rum and Cheese party as well as soup and chili. In my other reports I have praised our race committee, but have forgotten to mention all of the help the Hobart/William Smith sailing team did to assist Jack Lynch in running the races each day.

So in conclusion, for those who came and sailed I think it is safe to say all had fun and for those who opted not to come well you missed a really good Western Hemisphere Championship.

WESTERN HEMISPHERE

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	Points
1	USA 8362	Rick Merriman	Phil Trinter	LH	4	8	25	5	1	3	2	3	26
2	USA 8264	Peter McChesney	Shane Zwingelberg	AN	2	5	3	2	12	2	8	4	26
3	USA 8195	John MacCausland	Guy Avellon	CR	3	6	2	6	8	9	1	2	28
4	USA 8273	George Szabo III	Rick Peters	SDB	21	2	1	1	5	dnc	4	1	35
5	USA 8320	Mark Reynolds	John Wulff	SDB	6	15	9	9	6	1	3	5	39
6	USA 8250	Andy McDonald	Brian Fatih	NB	9	1	4	4	7	6	11	19	42
7	USA 8235	Larry Whipple	Mark Strube	PS	18	7	5	3	3	12	9	6	45
8	SUI 8286	Henrik Dannesboe	Edward Morey	Sem	1	16	7	11	4	21	5	8	52
9	UKR 8157	Arthur Anosov	Dave Caesar	SL	10	4	6	8	10	4	13	11	53
10	CAN 8143	Brian Cramer	Tyler Bjorn	WLOC	7	18	10	7	11	8	10	7	60
11	USA 8177	Jud Smith	Tyler Doyle	CA	5	13	dsq	10	9	7	6	13	63
12	USA 8215	Bill Allen	Dan White	WH	11	3	8	22	14	10	16	15	77
13	USA 8269	Jock Kohlhas	Larry Scott	BisB	17	14	16	16	2	23	14	14	93
14	USA 8013	Rick Dhein	Clark Dhein	LG	14	17	11	12	17	19	18	9	98
15	USA 7802	Tom Doran	David Parry	SL	13	12	19	17	23	18	12	18	109
16	CAN 7626	Mark Passmore	Ivan Bunner	WLOC	15	10	15	21	20	16	17	21	114
17	USA 7824	Richard Burgess	Josh Amermily	SL	22	24	18	23	13	5	15	22	118
18	USA 7463	Werner Holtze	Kurt Holtze	SL	12	28	13	13	27	20	7	26	118
19	ARG 7777	Barbara Beigel-Vosbury	Kip Gardner	AN	27	30	12	14	19	11	19	17	119

Western Hemisphere, continued

20	USA 8038	John Vanderhoff	Rowan Perkins	NCB	19	21	17	18	16	17	21	12	120
21	USA 7369	Steve Haarstick	Rob Eberling	SL	16	9	23	dnc	15	14	20	24	121
22	USA 7814	Keith Donald	Jim Pickering	AN	25	25	26	15	18	15	25	10	133
23	USA 8279	Claude Bonanni	Federico Engelhard	TaB	8	20	28	25	21	13	22	27	136
24	USA 7265	Josh Phypers	Fritz Koopman	CA	23	11	21	24	24	22	ocs	20	145
25	USA 7629	Ken Woods	Bill Paton	BH	20	22	22	20	22	24	23	16	145
26	USA 8083	John Chiarella	Robert Carlson	Sun	26	27	29	26	26	25	26	23	179
27	USA 7127	Bob Westcott	Myron White	SL	30	19	14	19	28	26	ocs	dnf	183
28	CAN 4985	John Finch	Jimmy Finch	WLOC	24	29	27	28	25	27	24	dnf	184
29	USA 7783	Thomas A White	Douglas Carey	SL	31	32	24	33	29	28	30	28	202
30	CAN 6729	Vadim Panna	George Eerenberg	WLOC	35	31	32	30	32	31	29	29	214
31	USA 8086	Stu Miller	Jack Winthrop	LH	34	dnc	30	31	30	29	31	dnc	232
32	USA 8217	Mike Phinney	Brad Balmert	SLE	29	26	31	27	dnf	dnc	27	dnc	234
33	USA 7015	Peter Brzechffa	Les Brzechffa	LH	32	dnc	33	32	33	dnc	32	30	239
34	USA 8336	Bill Fields	Chris Rogers	SMB	28	23	20	29	dnc	dnc	dnc	dnc	241
35	USA 8099	Bill Farrar	Bill Gottling	Sun	33	dnc	dnc	dnc	31	30	28	25	241
36	USA 8084	Bob Teitge	Darin Jensen	DR	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 8156	Andy Horton	Brad Nichol	NB	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 8318	Jon Vandermolen	Steve Ticknor	GL	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 8245	Joe Zambella	Greg Dolan	BH	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 6868	Logan McReynolds	John Driscoll	SL	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 6303	Bill Nutzell	Rick Rundle	LH	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 7611	Scott Pirie	Rick Rundle	BisB	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 8222	Ed Gardner	Matt Freeman	LG	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 8324	Todd Gay	Jesse Paulson	LS	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	CAN 7111	Francis Fougere	Matthew Freeman	LOC	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329
36	USA 8291	Jim Vandermolen	Jon Klerk	GL	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	329

2008 MEMORIAL DAY SERIES

Mid- Connecticut Star Fleet

May 25, 2008

The Memorial Day Series was supposed to be a two-day affair, but Saturday's races were cancelled for a couple of reasons. First, the wind was blowing 24 knots out of the north at the start. Despite this but the Race Committee decided to go ahead with the race because the forecast was for 10 knots. Believing that the weatherman could not be that far off the race continued, and indeed from time to time the wind did get down to 15 knots.

The fleet was rather spread out at the windward mark because of the shifty north wind, with some getting lucky and others falling victims to bad shifts. On the run blasts started coming through with one puff registering 30 knots on the Race Committee boat. Fortunately the only casualty of this was one whisker pole. As the fleet approached the place where the leeward mark was supposed to be it became apparent that one of the passing barges had played pinball with the mark and it was no longer in existence. With that the fleet sailed in.

Sunday's races were much more to the liking of everyone, the wind being about a steady 12 knots out of the southwest. The top three boats finished in the same order in both races and Thierry de La Villehuchet and Witold Gesing took the series.

Memorial Day Series

Pl.	No.	Name	Skipper	Crew	R1	R2	Points
1	8132	Klaudina	Thierry de La Villehuchet	Witold Gesing	1	1	2
2	7890	--	Rusty Bodden	Bud Converse	2	2	4
3	7565	Telluride	Jack Button	Pat Valleau	3	3	6
4	7952	Le Mar	Craig Morgan	Tracy Houle	6	4	10
5	7554	Trojka	Emil Karlovsky	Ed Linke	4	dnc	15
6	7012	Found Goods	David Bolles	--	7	8	15
7	7741	--	Rodrigo Meireles	Tomas & Ven	dnc	5	16
8	8152	Maria II	Don Gray	Jessica Kirchoff	5	dnc	16
9	8152X	--	Jessica Kirchoff	Don Gray	dnc	6	17
10	6052	--	Ed Linke	Emil Karlovsky	dnc	7	18

50TH ANNUAL TOMAHAWK REGATTA
May 31 – June 1, 2008
Lake Hopatcong Y.C.

Due to the organizing efforts of the Murphy family boats from 12 fleets and 4 countries participated in the 50th running of the Lake Hopatcong Tomahawk Regatta. As someone commented, it almost appeared to be a commonwealth games, with Bermuda, the Bahamas and Canada being represented.

The festivities began in fine shape on Friday evening with a good dinner. There were rumors going about that Saturday would proved to be an interesting day on the water with a strong front due to come through.

Saturday's weather did not disappoint those expecting some excitement. Gusty winds out of the southwest were the order of the day, with frequent and fairly significant shifts with varying wind strengths coming through. The wind varied between 10 to 18, with some occasional local stronger shots coming through. Johnny Mac / Tod Raynor had the most consistent day with two firsts and a 4th to take the day.

After racing the party continued with dinner and rum provided by one of the event's sponsors. Again there was a rumor about what the following day would bring in terms of wind, with most agreeing that there would be very little wind.

Well, so much for that rumor! By the time the boats were getting ready to sail the wind was already up with about the same strength as Saturday, although more westerly. In fact Sunday was a little bit more trying on the gear with various things breaking, from hiking straps to backstay ropes, and a few death rolls added in for good measure, forcing various teams to quit for the day.

The final race proved to be very exciting for the two front-runners, MacCausland / Raynor and Bromby / Murphy. It looked as if MacCausland / Raynor would win the race and thus the series, but in the last 100 yards the wind shifted in favor of Bromby / Murphy allowing them to take the race and the series.

To finish off the festivities, following the races there was a nice barbeque lunch which was followed by the awards ceremony. A good time was had by all.

TOMAHAWK REGATTA

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	7756	Peter Bromby	Brian Murphy	Ber	2	3	4	1	1	11
2	8195	John MacCausland	Tod Raynor	CR	1	4	1	5	2	13
3	8295	Rick Merriman	Luis Balzac	LH	3	2	2	4	4	15
4	8013	Clark Dhein	Rick Dhein	LG	5	8	9	6	3	31
5	8269	Jock Kohlhas	K. Hussey	BisB	14	7	8	9	5	43
6	7726	Jimmy Lowe	Kevin Murphy	N	4	9	5	2	dns	44
7	7998	Dave Cutler	Magnus Liljedahl	CLIS	6	11	3	3	ocs	47
8	7824	Rick Burgess Jr.	Rick Burgess Sr.	SL	11	13	10	7	7	48
9	7814	Keith Donald	S. Quinn	AN	16	12	11	8	6	53
10	7993	Andy Ivey	T. Reed	Sun	7	1	6	dnf	dns	62
11	7709	R. Murphy	J. Allen	LH	15	10	dnf	10	8	67
12	7728	John Lombard	David Bolles	Mid	8	5	7	dnf	dns	68
13	7009	P. Flinn	J. Lennox	LH	9	17	dnf	12	9	71
14	8086	Stu Miller	J. Winthrop	LH	17	18	15	14	10	74
15	7940	J. Dunnigan	T. Comerford	LH	19	15	14	13	dns	85
16	8099	Bill Farrar	Matt Freeman	Sun	12	16	12	dns	dns	88
17	6306	Bill Nutzel	B. Rosevear	LH	13	14	dnf	15	dns	90
18	6255	Christopher Klabe	P. Klabe	CR	21	21	dnf	17	11	94
19	7729	Thomas Flinn	K. Flinn	LH	dnf	dns	13	11	dns	96
20	7015	Peter Brzechffa	G. Skinner	LH	20	22	16	16	dns	98
21	4985	John Finch	B. Kitchin	WLOC	ocs	6	dnf	dns	dns	102
22	7630	S. McMillan	S. McMillan	LH	10	20	dns	dns	dns	102
23	6808	Gene Murphy	Alfredo Rodriguez	LH	18	19	dnf	dns	dns	109

FOR SALE / WANTED

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

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

7741 Folli (1994) Two masts and one boom. Two sets of sails. Mast and boat covers. Double mainsheet and Lillia-style backstays. A good regatta boat in very good condition. Located in Milford, CT. $12,000. Contact Rodrigo Meireles at 203 283 1884 / 619 549 1126 / rodrigo@od.northsails.com

7830 Mader (1995) This boat is a creampuff. 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. $23,0000. Call Jane Pegel at 262-245-6242 for details, email: sailing19@charter.net (4 / 07)

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

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

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

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

Milton Thrasher: 941 966-9172
mthrasher@verizon.net / www.angelfire.com / fl4 / mft

EARLY STARLIGHTS

From December 1923 through January 1924

The earliest known Starlights, published on mimeographed sheets, are now available at:
http://www.mycstar.org/Stardust/starlights_back_issues.htm

2008 REGATTA SCHEDULE

Date	Org.	Event
Jun. 1-7	ISCYRA	Eastern Hemisphere Championship
Jun. 7-8	Dist. 1	Marshall Brown Secretary's Cup (BH)
Jun. 11-18	ISCYRA	European Championship
Jun. 14 -15	Dist. 5	Baxter Bowl
Jun. 21 - 22	Dist. 1	Arms-White Regatta (Mid)
Jun. 21 - 28	Dist. 9	Bernina Cup
Jun. 25 - 29	Dist. 13	Kieler Woche
Jun. 28 - 29	Dist. 5	King of Spain Trophy
July 11 - 13	Dist. 1	1st Dist. Championship (CA)
July 12 - 13	Dist. 9	Star Trophy Urnersee
July 18 – 20	Dist. 9	Rostige Kanne
July 19 - 20	Dist. 5	The Lipton Cup
July 26 - 27	Dist. 1	Marblehead NOOD
Aug. 2-3	Dist. 12	Lake Sunapee Open
Aug. 19 - 21	ISCYRA	Olympics
Aug. 23 - 24	Dist. 1	New England Masters' (BH)

ARMS-WHITE REGATTA

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

NOTICE OF RACE

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

2. ALTERATIONS TO THE RACING RULES
Any alterations to the Racing Rules will be specified in the Sailing Instructions.

3. ELIGIBILITY AND ENTRY
Entries eligible in accordance with STCR may compete.

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

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

6. SAILING INSTRUCTIONS
Sailing Instructions will be provided at registration.

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

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

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

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

The event shall consist of a maximum of five races.

10. PRIZES
Series winning skipper will be awarded the Arms Trophy.
Series winning crew will be awarded the White Trophy.

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

11. CONTACTS
Fleet Captain: Rusty Bodden, 203 877 1715 / wlbodden@optonline.net
Fleet Secretary: David Bolles, 203 882 9428 / d.bolles@worldnet.att.net
Fleet Recorder: Peter Cusick, 203 402 7247 / pcusick@meworx.com
Regatta Chairman: John Lombard: 203 402 7214 / jlombard@meworx.com
For information on directions, accommodations, tide information, area charts, etc. visit the Mid-Connecticut Star Fleet web site at www.mycstar.org