

1ST DISTRICT NEWSLETTER

Volume 8, No. 11

November, 2007

WORLDS' QUALIFICATION FROM THE 1ST DISTRICT

As mentioned in the August Newsletter, with a turnout of 21 boats in the District Championship the 1st District may send four boats as District representatives to the 2008 Worlds. The top ten boats were as follows:

Pl.	Skipper	Fleet
1	Fotis Boliakis	CLIS
2	Peter Cusick	Mid
3	Ched Proctor	CLIS
4	John Manderson	Mid
5	Tomas Hornos	BH
6	Joe Bainton	NB
7	Ben Cesare	Mid
8	Rusty Bodden	Mid
9	Dan Ronan	Mid
10	Bill Watson	CLIS

If those you are on this list and are planning to go please let me know. Should any of the top four decide not to go then I will contact the person next in line to alert him to the possibility of his going to participate in the 2008 Worlds, and so on down the list until I find the next person willing to go.

Please keep in mind that the entry form for the Worlds must reach the Central Office and the organizing club 30 days before the first race.

Best, David Bolles: d.bolles@worldnet.att.net



From the November, 1928 Starlights

LARCHMONT COLUMBUS DAY REGATTA

October 6-7, 2007

Larchmont Y.C.

Five boats participated in the final regatta of the Long Island Sound Fall Championship, the Larchmont Columbus Day Regatta. Ched Proctor with Matt Semler as crew convincingly won the regatta with four firsts. The conditions both days were light and shifty, but somehow Ched was able to get his boat into position to take advantage of the wind shifts and pressure.

Larchmont Columbus Day Regatta

Pl	Sail	Skipper	Crew	Subg.	Fleet	R1	R2	R3	R4	R5	Points
1	8159	Ched Proctor	Matt Semler	M	CLIS	1	2	1	1	1	4
2	7866	John Manderson	Roman Gutsulyak		Mid	2	1	2	4	3	8
3	8132	Thierry de la Villehuchet	Witold Gesing	M	Mid	3	3	5	2	5	13
4	8059	Bear Hovey	Lee Dayton		Mid	4	4	4	5	2	14
5	7763	Dan Ronan	Jeffrey Kleinops		Mid	5	5	3	3	4	15

NASH TROPHY

The Nash Trophy is for the Long Island Sound Fall Championship, which consists of the Bedford Pitcher, the Nutmeg Regatta, and the Larchmont Columbus Day Regatta.

This year three boat competed in all three races. Bear Hovey and Lee Dayton won the trophy with the best accumulated score. This is Bear's second win of this trophy, the first being in 1989.

Nash Trophy

Pl	Sail	Skipper	Subg.	Fleet	Bed	Nut	Lar	Points
1	8059	Bear Hovey		Mid	14	8	14	36
2	7866	John Manderson		Mid	23	31	8	62
3	8132	Thierry de la Villehuchet	M	Mid	25	25	13	63

OXFORD FALL WINDUP

September 29-30, 2007

Pl. No.	Name	Skipper	Crew	Fleet	R1	R2	Points
1	7866 Rosebud	John Manderson	Roman Gotsuliak	Mid	2	1	3
2	8136 --	Henry Filter	Will Wagner	AN	1	4	5
3	8131 Wild Thing	Bob Oberg	Mike Zuschnitt	AN	4	3	7
4	8087 8087	Kevin Mcneil	Arnis Baltins	AN	3	7	10
5	7713 --	Ben Fransen	--	AN	5	6	11
6	7718 --	Mark Oberg	Andy Oberg	CR	8	5	13
7	7786 Cover Girl Star	Karen Wiley Alt	Tim Godley	MES	dns	2	16
8	8038 8038	John Vanderhoff	Adam Doetzal	NCB	7	10	17
9	7939 Alexia	Elliott Oldak	Bob Greenlee	AN	6	13	19
10	8063 Grinch	Bert Collins	Brent Ostbye	AN	10	9	19
11	7814 Fiasco	Keith Donald	Matt Semler	AN	12	8	20
12	7732 Night Light	Gary Macdonald	Greg Gahlinger	BH	9	11	20
13	7970 Mary Jane	Sam Hopkins	Chris Brown	AN	11	12	23

SHUSTER REGATTA

October 6-7, 2007

Congratulations to Dan North on winning the District 2 Green Star!!!

Light and fluky conditions plagued the 4th Annual Harold Shuster Regatta, but they managed to get three races in!

Pl. No.	Name	Skipper	Crew	Fleet	R1	R2	R3	Points
1	7530 Stay Tuned	Bob Flower	Jib Jallade	MES	2	2	2	6
2	7162 Hurrying Angel	Dan North	Jeep Jallade	MES	1	1	8	10
3	8131 Wild Thing	Bob Oberg	Mike Zuschnitt	AN	3	3	4	10
4	7072 Maddie	Bob Bradford	Elliott/Greenlee	MES	6	7	3	16
5	7102 Lucky	Will Murdoch	Carl Lankhammerer	MES	5	6	5	16
6	7785 Elusive	Chuck Wiley	Bill Cockayne	MES	7	5	6	18
7	7970 Mary Jane	Sam Hopkins	Chris Brown	AN	9	9	1	19
8	8038 8038	Rowan Perkins	John Vanderhoff	MES	4	8	7	19
9	7054 Rebel Yell	Eric Wagner	Robert Davis	MES	8	4	9	21
10	7425 Ice Blue	Barbara Beigel-Vosbury	Paul Amlong	AN	dns	dns	dns	33

2ND DISTRICT BLUE STAR CHAMPIONSHIP

October 13-14, 2007

Pl. No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	8264 Palmer Legal Staffing	Peter McChesney	Shane Zwingelberg	AN	1	16	1	2	8	12
2	8136 --	Henry Filter	Will Wagner	AN	5	3	4	1	7	13
3	7313 Bop	Tom Price	Bob Greenlee	CB	9	19	2	6	2	19
4	7814 Fiasco	Keith Donald	Sean Quinn	AN	7	2	14	4	6	19
5	7718 --	Mark Oberg	Andy Oberg	CR	3	8	5	13	3	19
6	7939 Alexia	Elliott Oldak	Chris Hardin	AN	2	13	9	8	5	24
7	7713 --	Ben Franzen	Ian Coleman	AN	8	4	13	3	9	24
8	8131 Wild Thing	Bob Oberg	Mike Zuschnitt	AN	4	11	11	10	1	26
9	8038 --	John Vanderhoff	Adam Dolezal	NCB	11	14	3	5	12	31
10	7072 Maddie	Bob Bradford	Rowan Perkins	MES	15	7	15	9	4	35
11	7786 Cover Girl	Karen Wiley Alt	Tim Goodlee	MES	6	1	16	15	18	38
12	7530 Stay Tuned	Bob Flower	Jib Jallade	MES	10	12	6	12	11	39
13	7307 T-Bone	Andrew Parish	Todd Hiller	MES	12	6	7	18	17	42
14	8063 Grinch	Bert Collins	Brent Ostbye	AN	13	10	8	11	15	42
15	7454 Neva Jo	Murray Leigh	Barbara Beigel-Vosbury	CB	14	18	12	7	14	47
16	7102 Lucky	Will Murdoch	Carl Langhammerer	MES	17	15	10	17	10	52
17	7162 Hurrying Angel	Dan North	Jeep Jallade	MES	18	9	19	16	13	56
18	7785 Elusive	Chuck Wiley	Tim Paris	MES	16	5	17	19	19	57
19	7970 Mary Jane	Sam Hopkins	Chris Brown	AN	19	17	18	14	16	65

27TH THROPHEE PINATEL

October 27-28, 2007

Floate de Paris, Cercle de la Voile de Paris
 Le Plan de'eau de Meulan sur la Seine, France
 by Carroll McCallum
 photos by Olivier Guerin

Thierry Magon de la Ville Huchet keeps a Folli, #8068, at his family home, Ville Huchet, in Brittany. I had the good luck to be invited by Thierry to visit his home to pick up the boat, and to crew for him in the Pinatel Regatta sailed on the Seine west of Paris.

Thierry arranged for me to arrive in Paris on Wednesday morning. There he met me and we took the fast train to Rennes in Brittany. We were met by the governess of his ancestral castle who took us on to the castle for lunch and to pack up the Star. Afterward I was given a wonderful tour of the port of St. Mallo where Thierry learned to sail as a child and where his Corsair ancestors sequestered their ships after raids on the British fleet, and where now there are beautiful resorts and yacht harbors.

On Thursday we drove the Star to Meulan sur la Seine, the site of the regatta. There are two yacht clubs on the Seine near Paris with two rivalrous Star fleets: the Floate de Paris (FdeP) sailing out of the Cercle de la Voile de Paris (CVP), which sponsored the regatta, and the Flotte de Ile de France (IF) out of the Yacht Club de l'Ile de France (YCIF), a club originally formed by artist types too ribald and rough for the CVP, so Thierry told me. We parked the boat at CVP then walked down the river on the public riverside pathway to the YCIF for lunch.



Star 8068, Thierry de la Ville Huchet, the Cercle de la Voile de Paris

There was no wind on the river that afternoon so we just set the boat up and put it near the hoist and made the forty minute return drive to Paris. Thierry made sure to introduce me to ALL the best French dining, ensuring thereby that there would be less weight disadvantage if the wind filled in. Which it did not on Friday. We arrived in the morning in misty cool weather and put the boat in the river, only to find that the current dominated the breeze. Still, during that morning sail and another after lunch, Thierry ably demonstrated his knowledge of the local conditions. The river is not wide: only about 200 yards across. It flows through Paris, in the east, westward toward the English Channel. In the best conditions the wind comes out of the west straight up the river, with

shifts from the southwest, so that the north side of the river is favored because it is beyond the wind shadow cast by the shore. But for us on Friday the wind was from the north and we practiced sailing along the south shore of the river, testing how far the wind shadow extended from the shore. Thierry remembered very well that the center of the river always provided the best wind, with the upwind shore casting a glassy shadow almost half way across the river and the downwind shore having a dead air buffer under the trees that was also to be avoided. In addition, the wind was very spotty, coming down onto the river in fingers of ripples that were visible but transient.

Besides familiarizing ourselves with the wind, we were able to ensure that the boat and rig were ready to go, which they seemed to be except for the bottom needing polish. Looking forward to another elegant dinner in Paris, and having found out that Saturday's races would not start until 2 PM, we left the bottom work for the next morning.

We were joined Friday night by the third member of our team, a young friend of Thierry's from Brittany named Sandrix, a finance student and intern at his company. Sandrix had come to Milford for the Nutmegs this year when it was very windy and enjoyed helping on the Race Committee and acting as support crew. So she joined in again, helping us with gear and especially helping to polish the boat Saturday morning. I hope we gave the other teams something to fear as we demonstrated our early preparation and dedication.



Thierry and Sandrix prepare 8068 on the hoist at Cercle de la Voile de Paris

Saturday morning showed that a Swiss and a German team had also traveled to Paris for the Pinatel. The rest of the eleven boat fleet was composed of sailors from the two Paris clubs. The schedule provided for lunch at Cercle de la Voile de Paris for all the competitors before the racing began. This was very pleasant but Thierry made sure we did not linger. 8068 was the first sail hoisted and out on the river testing the

air. There was almost none, but enough that we could reconnoiter the starting line and signals. The line was nearly the width of the river and set straight out from the committee boat docked in front of the CVP on the south bank. It was set perpendicular to the shore and was never varied or set to be true to the wind at all. Thierry explained to me that this was because to be in the middle of the river was more important than being at the favored end. On days like this the race committee determined the direction of the wind and posted a large red arrow indicating which direction on the river to go to the first mark. There were turning marks set in each direction, one up and one down river and both set across the river, nearer to the north shore, in an attempt to keep mark roundings out of the path of the long commercial barges that navigate the Seine.



A Barge passing through the fleet on the River Seine

All the Stars launched on time and floated about in the current, some even dropping anchor while we had several starting sequences abandoned. One of the starts had to be abandoned because the gun coincided with the passage of a barge. It had a particularly ill tempered helmsman whose wife came to the window and loudly cursed us (I was glad not to understand her French,) as the fleet narrowly divided before the bow wake.

After an hour of waiting we docked and socialized, except the team of Burban/Burban, #6698. Philippe Burban stayed out to practice with his crew, his 10 year old daughter Valentine. It was their persistence that drew us back on the water at about 4 PM and we got a start off. The wind was puffing out of the southeast and the committee pointed the red arrow up stream.



On the dock at Cercle de la Voile de Paris

During the several abandoned starts, also pointing us up stream, Thierry had the idea to position the boat over the line

at about a minute and let the current carry us back behind the line as we carefully trimmed in to bring the boat up to speed. He did this to perfection, giving us a very nice, center of the river, beginning. But the wind was really light and shifty. Almost immediately we were on a run. We jibed twice before we again hardened up and came to the mark on a beat. We were third around and found it was a reach down river. Thierry trimmed lightly. We passed one boat and were relieved when the committee shorted the course and finished us as the rest of the fleet drifted down current to the line. The winning boat was Philippe and Valentine Burban, who certainly deserved it after their attentive practice in the current all afternoon.

That night the CVP presented a dinner at a long table in the dining room, where a fire warmed one end of the charming room. I sat with the captains of the two fleets and urged them to try sailing on Long Island Sound. I was pleased to hear (they both spoke English) that the light wind race was typical and everyone prized the skills required to respond quickly to the changes in wind direction and to spot the wind location on the water, considering it as good a contest as heavy air racing.

Driving back into Paris that night I saw the Eiffel Tower shimmering with hundreds of flashing and glittering strobe lights and the Arc de Triomphe (on which is engraved the name of one of Thierry's ancestors, an admiral for Napoleon) surrounded by swirls of little cars, ten deep, entering the surrounding traffic circle and exiting down the dozen avenues that spin off, all without any lane markers.



We were to have an early start on Sunday but as we drove out of the city in the morning there was again the low misty sky of the days before. We found the river smooth as glass. We soaped the bottom of the boat and launched to encounter a nice little breeze coming out of the west almost straight up the river. The first start was scheduled for 10 AM. The committee postponed for 10 minutes while all the boats from IF sailed down to the line, then pointed the red arrow toward the west, down river into the wind. Thierry concentrated on starting in the middle of the line. We did not look good at all when the gun went off. We had fair speed however and with a patient hand on the tiller we rounded in third. The race was

windward leeward and finished coming back up from the leeward mark. We had a photo finish, just edging into second place. The race was won again by Philippe Burban, who now had his son crewing. The next race began immediately, again one time around. We were fifth at the weather mark but on the run we closed behind three boats side by side ahead of us. We were all on starboard jibe. As we came up Thierry chose to pass to leeward, taking us into their shadow and close to the shore, but giving us control of the mark rounding. His tactic worked perfectly and we rounded in second. On the beat to the finish I thought we would have another second place but the lead boat tacked out past the midline of the river, and just as Thierry had warned, the wind for the boat on the upwind shore died dramatically while we in mid river sailed on and took the gun.

We started again immediately. Thierry again started in the middle of the line. We looked like nothing special, but we had speed and by the mark we had pulled into third place and by half way down the run we were in the lead. We sailed back toward the line in first but did not hear a gun, so realized the course was twice around. The wind was picking up so that in the puffs I was sliding out into a mini hike. In one of the knockovers I discovered we had a lot of sea grass on the keel and was able to pull most of it off, wondering how we could have been so fast with so much weed. Thierry was sticking to his strategy of not sailing past the midline of the river and of holding his heading in lulls so that we sailed through the brief headers and were ready when the wind filled back in. Thierry had us in the right place on the river and we were easily able to keep our lead for the rest of the race. That gave us two seconds and two firsts. We were careful not to lose our concentration by demonstrating any jubilation.

Thierry was in the middle of the river again for the start of the fifth race. As if we were gaining momentum with the increasing wind, we were first around the weather mark and

though we had to watch the boats puff up behind us on the runs, Thierry held the lead the whole race.

With that record we had won the regatta but there was one more race. We wanted to keep competing. Thierry changed his strategy and started right next to the windward shore, next to the CYP docks and the committee boat. One boat was above us and the two of us were in danger of being in the wind shadow from the shore, but that end of the line was so favored that we were able to reach down to the wind on the middle of the river and were right away ahead of the rest of the fleet. We would have done better in that final race but our jib halyard rig slipped so we could not control the tension on the luff of the jib. I couldn't figure out what was wrong until I'd crawled in and out under the deck and around the mast for the whole run. Then we finally saw that the fitting over the ball on the halyard had slipped. By the time I got it hooked back on the correct ball we were in fourth. It was a frustrating race but it would have taken a lot more to dampen our spirits. Even without a throw out race we had a decisive win and we both felt that Thierry had won because he had correctly identified the prevailing conditions, had formed a strategy and had stuck to it with discipline.

The club house was a hospitable scene after the races with lunch, the fire in the hearth and rum drinks served in the bar. We learned that the Pinatel Trophy was presented in memory of an elderly Star sailor, and that the regatta is one of three that constitute the Championship of France. Each participant received a CVP mug and a bag embroidered with the name of the club. Thierry won a half model as the first place trophy. Photographs were taken and we said farewell to our competition, hoping to see them at future regattas in Larchmont or Milford, the Centennial Silver Star, or at least next August at the regatta Thierry plans to host in his home port of St. Mallo in Brittany.

27th Pinatel Trophy

Pl.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	USA 8068	Thierry De La Ville Huchet	Carroll McCallum	Mid	2	2	1	1	1	dsq	7
2	FRA 6698	Philippe Burban	Valentine Burban	IF	1	1	3	8	5	6	16
3	SUI 7536	Robert Rauss	Beat Sauter	BSL	3	7	2	4	4	4	17
4	FRA 7529	Guillaume Poli	Philippe Petiet	IF	7	6	4	2	7	1	20
5	FRA 6276	Loic Eonet	David Guiraud	IF	dnc	5	9	7	2	2	25
6	FRA 736	Michel Leopold Leger	Noel-Roland Le Berre	FdeP	9	8	8	3	3	3	25
7	FRA 6160	Romain Andrieux	Olivier Guerin	FdeP	8	4	5	6	6	5	26
8	GER 7898	Klaus Bode	Gnus Poelen	IJs	6	3	6	5	8	7	27
9	FRA 6426	Antoine Klotz	Patrick Bezat	IF	4	9	10	10	9	8	40
10	FRA 6862	Patrick Raffard	Nicolas Fruchaud	IF	5	10	ocs	9	10	9	43
11	FRA 7926	Sebastien Msika	Mathieu Furge	IF	dnc	11	7	11	11	10	50



From left to right: Second place son Burban and Philippe Burban, FdeP Fleet Captain Romain Andrieux, Klaus Bode of Germany, Carrole McCallum, First place Winner Thierry Magon de la Ville Huchet, Third place Robert Rauss and Beat Sauter of Switzerland, CVP President Christian Dsouches

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.

367 NE Boatworks. (1926) Cedar over oak. Needs restored but restorable. Many original deck fittings. Spruce Spar. On trailer, but trailer not safe for over the road. Free. contact: d.conner@zoominternet.net

6970 Mader (1983) Mast, sails, and trailer included. Boat located in Milford, CT. Contact Jason Naylor @ 860 227 5459 / jasonn20002000@yahoo.com (7/07)

7474 Folli (1990) Good mast, sails, and trailer included. \$6000. Boat located in Orange, CT. Call Charles Correll @ 203-799-1208 / SPARKYREC731@aol.com (7/07)

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)

7830 Mader (1995) This boat is a cream puff. Campaigned by Paul Cayard, meticulously maintained, race ready. This boat is probably around \$16k give or take. In storage in Sunapee. Andy Ivey: andy@apiadv.com (1/07)

7904 Lillia (1998) Torben Grael's former Star - Dry Cockpit Version. One mast and boom. Two sets of sails. A good regatta boat in very good condition. Not sailed for 4 years; always kept indoors. Kufer trailer, 2 long boxes: good to 100 km/h. Located in northwest Germany. Euro 14.500. Contact: Barbara.Friebel@gmx.de

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. Sparteck and Emmeti masts, Quantum sails. Photos available via email upon request. \$23,000. Call Jane Pegel at 262-245-6242 for details, email: sailing19@charter.net (4/07)

7993 Mader (1999) Sparteck mast; hyfield levers on uppers for downwind speed; double mainsheet; new Sparteck Boom; Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: Bainton@BaintonLaw.com (1/07)

8112 Folli (2002) Sparteck mast; hyfield levers on uppers for downwind speed; double mainsheet; new Sparteck 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 .

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 \$2900 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





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