□ STARDUST □

Volume 5, No. 10 October, 2004

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

OCTOBER REGATTA SCHEDULE

1st District
Oct. 9-10

Larchmont Columbus Day Regatta

2nd District
Oct. 9-10

Star Fall Regatta (MRYC)

5th District
Oct 2-3

Oct 16-17

Oct 23-24

Calvin Paige (WSFB)
Oct 30-31

Ash Bown / Oktoberfest (SDB)

MAC CAUSLAND AND FATIH WIN THE 2^{nd} DISTRICT BLUE STAR EVENT

September 11 – 12, 2004 Annapolis, MD by John MacCausland

With the 2004 World's already completed early in the year we were able to have our districts in September. Just maybe this would give us a chance to have a little wind. After a summer of very light wind, this would be very welcomed. Seventeen boats arrived at the Severn Sailing Association to find another weekend with very light wind.

Racing started Saturday morning with a light north easterly which held for most of the day. Racing was difficult with very light wind and very rough water for the first two races of the day. For the third and final race the wind picked up just a little and most of the crews were able to get over the side. By the day's end we had three different race winners and some very close racing. Saturday night Eastport Yacht

Club hosted a very nice dinner which many of the spouses attended.

Sunday did not look good for the wind. We all towed out to the bay and caught up on our rest along with working on our tans. Three and a half hours later the Committee pulled the plug on the day of racing.

With seventeen boats participating we had great weather minus the wind, good food Friday night at Bert Collin's house and Saturday night at the Eastport Yacht Club. Our District's was a nice way to spend the weekend.

More about the 2nd District Blue Star...

by Barbara Vosbury

Easterly winds 5 kts or less. This weather report will send you back under the covers if you live here on the Chesapeake! Actually we did have 5 kts most of the day and it turned out to be a great day for sailing. A little choppy as it was also a beautiful day for powerboating!

John MacCausland and Brian Fatih had to work hard to earn John's 14th Blue Star. Shifty winds and formidable competitors made for a very challenging day on the water.

Tom Price and Will Wagner earned the top Master while Kris Wilson and Bud Elsaesser were the top Novices. Dave Thomas and Eric Wagner won the under 7200 award.

Many thanks and lots of respect to Sandy Grosvenor and her race committee for their persistence and patience. Thank you also to Jack Lynch for standing by as Jury. Eastport Yacht Club hosted a wonderful dinner Saturday night to top off the whole event.

2nd District Blue Star Results

Pl.	No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	Total
1	8184	Erin	John Maccausland	Brian Fatih	CR	4	1	5	10
2	7313	Bop	Tom Price	Will Wagner	CB	6	4	1	11
3	8113		Gunti Weissenberger	Chris Brown	NCB	5	2	7	14
4	7567		Aaron Serinis	VonSchwarz	AN	1	8	6	15
5	8038		John Vanderhoff	Amlong	NCB	2	9	4	15
6	8063	Grinch	Bert Collins	Guy Avellon	AN	10	3	3	16
7	7425	Ice Blue	B. Beigel-Vosbury	Trapper Lippincott	AN	3	6	9	18
8	7460		Kling	Lovelette		15	7	2	24
9	7939	Alexia	Elliott Oldak	Richter	AN	7	5	14	26
10	7497		Kris Wilson	Bud Elsaesser	AN	8	13	10	31
11	7786	Cover Girl	Karen Alt	Chris Hardin	MES	12	12	8	32
12	7454	Neva	Leigh	Steeble		13	10	11	34
13	7054	Rebel Yell	Dave Thomas	Eric Wagner	MES	11	11	12	34
14	7090	Lil White Lie	Bob Bradford	Roger Pickall	MES	9	ocs	13	40
15	7465		Dixon Duffett	Corry Baker	AN	14	16	15	45
16	7970	Mary Jane	Sam Hopkins	Bart Kaplan	MES	16	14	dnc	48
17	6729	Bonita	Walter Risse	Brock	AN	17	15	16	48

PETER CUSICK AND SERGEY LEONIDOV WIN THE BEDFORD PITCHER

Fourteen boats from four fleets participated in the 2004 Bedford Pitcher. Racing started off with a bang on Saturday with a fairly good breeze and plenty of chop. While the fleet stayed fairly close together, oddly enough the first three finishers ended race 1 in what would become the eventual series finish.

Race 2 started in slightly less wind, but after the fleet rounded the windward mark the wind began to lighten until it was just a whisper by the leeward mark. At that time Ben Cesare, with Adam Tamme as crew, was in the lead. There followed a long excruciating windward leg in which some boats were able to hold their positions while others fell into holes which left them stranded. The race committee mercifully shortened the race to end at the second windward mark, with Will Swigart and Desmond Walsh taking top honors.

On Saturday evening the participants were treated to a marvelous dinner provided by the members of the CLIS fleet, led by Nelson Stephenson who cooked the barbequed roast, salmon, chicken and vegetables and Thorny Cook who provided the cheese and crackers.

There was little hope of getting off any races on Sunday, but the race committee set off to do some wind hunting and was able to find enough to get off two more races, albeit in light to moderate conditions. In the final race the tide was running enough to cause a couple of boats to hug the windward mark. However, the team of Peter Cusick and Sergey Leonidov sailed a consistent series to win the event for a second time.

Special thanks for the members of CLIS and the Cedar Point race committee for making the event a memorable occasion.

Pl.	No.	Boat Name	Skipper	Crew	Fleet	R1	R2	R3	R4	Pts.
1	7951	Mona Lisa	Peter Cusick	Sergey Leonidov	Mid	1	3	2	1	7
2	8007	Serendipity	Bill Watson	Roger Sharp	CLIS	2	7	1	4	14
3	7952	Kimmar	Ben Cesare	Adam Tamme	Mid	3	2	3	7	15
4	7715	Ciao Bella	Will Swigart	Desmond Walsh	CLIS	7	1	8	2	18
5	7565	Telluride	Jack Button	Chris Batchelor	Mid	11	5	4	3	23
6	7890	Mongrel	Guy Gurney	Harrison Gill	CLIS	5	8	6	5	24
7	8112	Junkyard Dog	Joe Bainton	Tod Raynor	NB	4	10	9	6	29
8	8080		Nelson Stephenson	David Chard	CLIS	8	12	5	8	33
9	7959	Bel Ami	Thorny Cook	Mike Young	CLIS	10	6	10	12	38
10	7657		David Hoffman	J. Rittenhouse	CLIS	9	9	12	9	39
11	7993		John Bainton	Will Christiansen	NB	6	14	7	13	40
12	6970		Jason Naylor	Chris Kriz	Mid	13	11	11	10	45
13	7371		Steve Andrews	Ailene Rogers	HB	14	4	14	14	46
14	8035	Impromptu	David Bolles	Alejandra Bolles	Mid	12	13	13	11	49

2004 LAKE GEORGE OPEN

by Rick Burgess

The 2004 Lake George Open was held this past weekend. Thirteen boats from 5 different fleets competed.

On Saturday the wind did not come up until mid after noon and the race committee did an outstanding job of setting the course. Though it was on the light side we sailed a very nice course # 4 and finished in about 2 hours. Brad Anderson and Larry Scott gave us a sailing lesson and finished 1st. Andy Ivey sailed around the fleet on the first downwind finished 2nd, and Brian Cramer finished 3rd.

On Sunday morning we arrived to find an outstanding breeze from the south of 14 to 16 kts. The R/C got us going right on time and we sailed two really great races. Brad and Larry continued their winning ways by getting two more firsts. The racing for 2, 3 & 4th places came down to Brian Cramer 2nd and Rick Burgess getting 3rd.

As has been the case in the past the Lake George fleet and club do an outstanding job, and the waters of Lake George

are second to none. We look forward to next year's event and hope to see you all there next year.

Top 8 boats

Pl.	No.	Skipper	Crew	Fleet
1	7630	Brad Anderson	Larry Scott	LOC
2	8143	Brian Cramer	Len Delicaet	LOC
3	7824	Rick Burgess	Kip Gardner	GrL
4	7830	Andy Ivey	Reid Krakower	Sun
5	6303	Bill Nutzel	Liz Nutzel	LH
6	7734	Hank Rowan		LG
7	8083	John Chiarella	Bob Carlson	Sun
8	7940	Tom White		SL

NO RACING AT THE NUTMEG'S

Unfortunately, the remains of Ivan the Terrible proved to be too much in terms of rain and wind. Despite the coming together of a number of boats to participate in the Nutmeg Regatta nothing could be done to get off at least a couple of races to put together a series.

Further Thoughts about How Long Should Star Courses Be

by John Chiarella

We need to do as much as we can to preserve the fleets and I think it very important to allow them to conduct their fleet races as they see fit. However I do believe that the Qualification and major regatta races should follow the Log, as we don't want the Class to become less than what we have today. I think one of the strong points of the Star Class is that we have rules that we follow to promote a high level of competition (most of the time!!)

Fleet racing has become a struggle but we all need to make the effort to encourage sailing at that level. I have always believed that this is the most important part of what we do!! I am encouraged at seeing young people at a lot of the regattas.

STARS AND THE OLYMPICS

(Starlights, January, 1986)

Sailing as an Olympic sport began in 1908 with classes of 6-Metres, 7-Metres, 8-Metres, 10-Metres and 12-Metres. The Sixes and Eights continued in each Olympiad, with other classes in and out, until 1932 when for the first time Stars were one of the four classes that sailed in races held off Los Angeles. Originally slated as an exhibition class, the Star was finally included as one of the regular classes on the Olympic program. This was accomplished through strenuous efforts on the part of the Class organization and the newly (1927) established North American Yacht Racing Union. Gilbert Gray of New Orleans and his crew Andrew Libano had the honor of being the first Star sailors to win Olympic gold medals.

After that Stars continued to be an Olympic class, although sometimes it required considerable pressure to have them included. One bone of contention was that the Star Association (meaning mostly George Elder) insisted that the Star Class Measurement Certificate be sufficient proof that an entry was indeed a bona-fide Star. For some years it was enough, and Stars were not re-measured at the Games. Today it is quite a different matter. The Olympic measuring is said to be at least as thorough as that of any certified Star measurer.

In 1936 Star gold medals went to Dr. Peter Bischoff and Joachim Weise, the crew who would journey to New York the following year with Walter von Hütschler to introduce "flexible spars" to the New World. That was the last Olympiad until 1948 when the races were sailed off Torquay in England. Again the Star barely squeezed in. Four classes had already been named, including a two-man keel boat called the Swallow. The Olympic authorities were overwhelmed with requests to admit the Star as a fifth class, and that was done. There had been no U.S. Swallow trials. Somehow two Star skippers, Woody Pirie and crew Owen Torrey, who happened to be in England at the time, were nominated, and they won bronze medals in the Swallows. Meanwhile Hilary Smart with father Paul Smart crewing

were the duly qualified Star entry and took the gold in that class, so that the U.S. Star contingent had two for the price of one.

During the 1950's and 1960's the committee of the International Yacht Racing Union that recommended (and virtually decided) which classes were to participate in the Olympics was operating under the supposition that the Olympics should be a proving ground for new classes; that it would be a healthy thing for yachting if there was continual turnover in the classes selected; and that all boats used should be modern, which was interpreted to mean newly designed. Naturally Star Class authorities and a great many other people thought otherwise: that the classes selected for the Olympics should be those already accessible to the greatest number of sailors throughout the world. The idea of change for change's sake did not appeal.

Many official and unofficial strings were pulled to keep Stars in the Games for several Olympiads until finally, for the 1976 Games, the Star was replaced by the IYRU-sponsored Tempest. In the long run this may have been beneficial to the Stars. If it did nothing else it showed that absence from the Olympics did nothing to slow down the Star Class. Hardly a dent was made in the total numbers during that period. The Tempest proved to be not as popular as had been anticipated; it was perhaps too similar to the Flying Dutchman, a class well established and already sailing in the Olympics. Besides, it became clear to IYRU authorities that administering an Olympic class was not quite as simple as some people had thought. The intention had been to create a class with rules very tightly written from the outset, so that all boats would remain strictly one-design. But Olympic skippers are good at finding or trying to find ways to get around any rules, and the Tempest sailors were no exception. The authorities may have concluded that a self-administered class with years of experience was best equipped to handle these problems. In any event the Stars were voted back into the Games for 1980 and are still there. It was the first time a class had ever lost Olympic status and subsequently regained it. The pendulum of official opinion has now swung the other way and favors retention of the status quo. The pressure to leave Olympic classes alone comes from many quarters, mainly from countries that cannot afford to mount a national effort around a new class of boats for each Olympiad.

Some Star sailors think that undue emphasis has been placed on Olympic yachting. After all, these races occur only once every four years with the participation of about 1% of all active Star sailors. The glamour of the Olympics attracts a very small group of world-class skippers, while all the others sail for lesser stakes with equal (or greater?) enjoyment, all summer every summer. Fortunately the Star Class is strong enough to cope with the challenges of the super experts and still fulfill its original purposes. These, as the Log reminds us in the opening paragraphs of the Rules, are "to promote, develop and govern Star Class racing throughout the world" and at the same time "to keep the Star Class within the financial reach of the man of moderate means."

Bill Buchan on "Star Boat Mast Breakage Prevention and Damage Control"

(Editor's note: the following article originally appeared in the June, 1987 issue of Starlights. Recently I asked Bill if he would review the article and he made a few changes to bring some points mentioned in the article up to date.)

At a recent District Meeting, skippers were asked for suggestions as to the type of articles they would like to see in "Starlights." One fellow immediately said he would like to know what to do when a mast is broken. Recalling the much publicized mast incident during the '85 Worlds in Nassau, we asked Bill Buchan if he would share some thoughts on the subject. Here are his comments:

Before I get into a description of how to deal with a broken mast, I feel it would be better to offer some suggestions on how to avoid having gear failures in the first place. Proper installation and maintenance of your rigging and hardware is the most important ingredient in keeping breakdowns to a minimum. All the deck hardware should have metal or plastic backing plates as well as self-locking nuts, for obvious reasons. Make sure that the rigging attachments to the deck and spar are led properly so that fatigue is minimized. Areas of special attention should be the underdeck jibstay wire and the jib draft wire where they pass through the deck, as well as the side stay cars that attach to the shrouds. It goes without saying, but if any broken strand of wire is detected in your rigging, that piece of wire should be replaced immediately. Pay particular attention to the backstays and the halyards.

One of the items which should be under continuous scrutiny on the mast is the proper alignment of wire where the attachment points are located, such as where the outer lowers attach to the spreader ends. This is particularly true of rod rigging, I firmly believe that rod rigging should be replaced at least every three years, perhaps more often in regions which experience excessive salt water corrosion. The spreaders should be straightened or replaced if there is any sign of them being bent.

A very important item is to secure the rigging firmly to the mast when trailing so that fatigue will not cause the wire to become brittle as your boat is bouncing down the highway. I am quite sure that the reason my outer broke, causing my mast to break in the 1985 World's, was because one of my spreader bolts was frozen, which kept me from removing the spreader and securing the rigging to the mast while trailing.

On a slightly different subject, always tape your main halyard and jib halyard shackle closed. An unshackled halyard won't cause the mast to break but it will sure ruin your racing.

I haven't (as of this date at least) ever had a jibstay break. One reason for my good luck with this item is probably because I try to install a new one every year. The jibstay probably fatigues near its attachment point at the mast because of the poor lead that results when running with the rig raked well forward and the jib pulled way out to the windward side. Also, if you sail with a lot of mast rake going

to windward, the jibstay will take a bad bend just below the halyard cage, which has caused some failures.

I will identify some of the most common boat handling errors that I have seen bring masts down. One is to round the leeward mark with the jib too tight, the ram held aft and the runners eased off. Another bad habit is to sail downwind in heavy air with the mast raked too far forward. Unfortunately it seems fast to do this, but the risks have to be considered. The primary hazard is that the boat becomes unstable and can roll over to windward, causing the poled-out clew of the jib to dig into the water, which can tear the jib, break the pole, and bring the whole rig down. I always make it a habit to keep the ram well forward when sailing around before the start of a race, especially in heavy winds, to make sure that the mast maintains what I call "positive" bend.

Now for some ideas on how to minimize damage if your mast does break. It is important to get the rig on board quickly. The mast hanging over the side can cause hull damage if the jagged end of the mast or perhaps a spreader comes in contact with the deck or topsides. As the spars come on deck, remove the sails; normally they won't be damaged if the rig is handled carefully.

Another reason for being careful with the rig is that if the break is clean, and there isn't much bend on either side of the break, there is a good chance that the mast can be spliced and reused. It has been my experience that all rigging and halyards should be replaced, even though the mast itself may be OK when put back together. I have had several misfortunes when trying to use wire that has been through a dismasting.

While preparing for a major regatta, it is very important that you have a spare mast ready to go. In other words, the spare rig should have been installed at some time and at least a day or two spent sailing with the mast to be sure that it compares favorably with your other one. On several occasions I have seen masts break when a boat has been merely sailing out of the harbor on the way to a race, by snagging a moored boat, a stray piling or any one of a number of hazards. When this happens, it is really nice if you can duck back into the dock, step a replacement spar and still make the race.

I hope these ideas will help you avoid some of the breakdowns that I have seen or experienced during my years in the Class.

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)

7996 Mader, 1999: Fast and in near-perfect condition originally built for J. MacCausland, hull faired 2002. 2 masts (1 Spartech, 1 new Emmetti), 2 sets Quantum sails (Z-4/P-2), double mainsheet, 2 poles, 2 covers, tactick compass, all rigging and hardware in top race condition. Contact Tony Rey: 401 662 0347 / E-mail: tonyrey@earthlink.net (5-04)

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

2857 O.G., 1949: Don Gray would like to find O.G. 2857, which he bought as a new boat back in 1949. The boat was last reported as belonging to Paul Hayes of the Boston Harbor fleet and had the name "Night Light". If anyone knows anything about the boat please contact Don at 203 777 1930 / dagrayjr@comcast.net (8-04)

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:

Kai Krüger

Dokumentarfilme Texte Websites

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Mob. (0163) 31 77 99 3, kaikruger@agdok.de (9-04)

NEW BOATS, SAILS AND COVERS

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
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

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

iscyra@interaccess.com

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REGATTA SCHEDULES

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1 st District Oct. 9-10	Larchmont Columbus Day Regatta
2 nd District Oct. 9-10	Star Fall Regatta (MRYC)
5 th District	
Oct 2-3	Fall One Design (CYC)
Oct 16-17	Pacific Coast Championships (WSFB)
Oct 23-24	Calvin Paige (WSFB)
Oct 30-31	Ash Bown / Oktoberfest (SDB)
Dec 11-12	Kriss Kringle (SDB)
20th District	
Nov. 13-14	Schoonmaker Cup
Dec. 4–5	Commodore's Cup
Jan. 8–9	Levin Memorial
Jan. 22–23	Biscayne Trophy

Apr. (dtba) 20th District Championship

Masters Regatta

Bacardi Cup

Olympic Classes Regatta

Jan. 24-28

Feb. 19-20

March 6-11

Provisional 2005 1st District Schedule

Here is the provisional 2005 1st District Schedule. Please let me know what changes or additions need to be made.

May (tbd)	Indian Harbor Y.C. Regatta
June 4-5	JFK Regatta (BH)
June 18-19	Arms-White (Mid)
July 8-10	1 st District Championship (Mid)
July 30	Skipper's Choice Regatta (BH)
July 30-31	Marblehead NOOD
Aug. 6-7	Make A Wish (Secretary's Cup) (BH)
Aug 13-14	Ned Hay (CA)
Aug. 21-22	New England Masters' (CLIS)
Sept. 10-11	Bedford Pitcher (CLIS) Tri-District Qualifier.
Sept. 17-18	Nutmeg Regatta (Mid)
Oct. 8-9	Larchmont Columbus Day Regatta

STARS TO RETURN TO LARCHMONT! Larchmont Columbus Day Regatta October 9-10, 2004

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

EMIL"S CORNER



Cartoon by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles 133 Castle Lane Milford, CT 06460-7515 203 882 9428 / d.bolles@worldnet.att.net

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 the editor (d.bolles@worldnet.att.net) (203 882 9428) or Jonathan Shay (jonathan@mysticseaport.org). Anything from a single photograph to a collection of correspondence, program notes, or anything else related to the Star Class and its activities would be most welcomed

Suggested donation for an annual hard copy subscription to Stardust: \$18 continental N.A. / \$23 overseas.

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