

1ST DISTRICT NEWSLETTER

Volume 10, No. 10

October, 2009

DISTRICT 1 REGATTA SCHEDULE FOR 2009

Date	Regatta	Fleet	Club
October 10-11	Columbus Day Regatta	WLIS	LYC, Larchmont, NY.

Combined events:

- 1) Joe Duplin New England Championship: Marshall Brown Cup, Sunapee Open, Ned Hay.
- 2) Nash Trophy: Bedford Pitcher, Nutmeg, Columbus Day Regatta.
- 3) Tri-District: Arms-White, Sunapee Open. Waiting for D2 to confirm event.

ANNUAL COLUMBUS DAY REGATTA

Sat. Oct. 10th & Sun. Oct. 11, 2009

The Annual Columbus Day Regatta will include the Star Class Western Long Island Sound Championship as well as YRA One-Design Racing for the last call of the season racing.

[Notice of Race](#)

[YRA of LIS Sailing Instructions](#)

[1st Amendment to the YRA of LIS Sailing Instructions](#)

[Entry Form](#) - complete form and save to your computer. Click send and attach the entry, DO NOT CHANGE the file name.



Larchmont Yacht Club, 1897, as photographed by John S. Johnston.

DISTRICT SECRETARY'S NOTES

by Luis Hornos

In preparation of the 2010 season I'd like to request the following information from you:

1. 2010 schedule of events. I'm talking D1 events scheduled regularly in your fleet.

Boston Harbor Fleet: Marshall Brown Secretary's Cup and District 1 Championship.

Cape Ann Fleet: Ned Hay.

Mid Conn. Fleet: Arms-White and Nutmegs.

CLIS Fleet: Bedford Pitcher.

We need a hosting fleet for the Masters. This year the Larchmont YC graciously hosted the Masters, but attendance was very poor. The BH Fleet is having the District 1 Championship, so I am asking the Cape Ann, Mid Conn, and CLIS fleets to consider hosting the Masters as an independent well-run event. We need to schedule this event right.

2. It would be also nice to have your regular Fleet series schedule for the season. I'll work with John Vanderhoff (Secretary of D2) and John Chiarella (Secretary of D12) to know their schedule, plus I will include Annapolis and Marblehead NOOD's to conform a combined schedule.

3. Please, inform your fleet members that the D1 annual dues are now: \$10 per sailor (active, associate, or life member). Plus all class and fleet applicable dues. Please check with the central office (Barbara@starclass.org) before collecting the class dues, just in case of any change for 2010. I need these funds by the end of January 2010 in the D1 account in order to continue the fixing and preservation of all D1 trophies.

Please send payment to:

Luis Hornos
167 West Shore Drive
Marblehead, MA. 01945

I am glad to report that all D1 trophies have been repaired, they look wonderful. The next step is to build a display case to transport and protect them better. They are simply irreplaceable.

I am looking forward to work with all of you to make the most of the 2010 sailing season! Our 100 anniversary is coming soon. Celebrations are in the planning stage. I know we have a lesser Fleet participation than 5 or 10 years ago, but we still have a very strong Class. Fleets are the most critical component to keep the Class growing again. Let's have the schedule for 2010 completed early so everyone can plan for regattas well ahead. It will help to increase participation.

Thanks for reading! Hope to hear from you soon.

BEDFORD PITCHER

Cedar Point Y.C.

September 12-13, 2009

The Bedford Pitcher was used by the N.A.s as a practice race series this year.

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points		
1	8177	Jud Smith	Stuart Delisser	8177	CA	2	4	4	1	15	11
2	8195	John MacCausland	Kevin Murphy	8195	CR	4	1	3	4	18	12
3	8264	Peter McChesney	Shane Zwingelberg	8264	AN	6	10	6	2	2	16
4	8306	Jim Buckingham	Austin Sperry	8306	NH	1	12	2	27	5	20
5	8143	Brian Cramer	Matt Johnston	8143	WLOC	5	17	7	3	9	24
6	7620	Derek Decouteau	Stuart Frost	7620	BI	19	2	22	8	1	30
7	8269	Jock Kohlhas	Witold Gesing	8269	CLIS	9	3	5	14	19	31
8	8336	Cuyler Morris	Rick Peters	8336	SDB	8	6	8	16	20	38
9	8245	Joe Zambella	Bill Gottling	8245	BH	17	18	15	5	4	41
10	8169	Alberto Zanetti	Gustavo Warburg	8169	OL	dns	20	1	19	3	43
11	8067	Tomas Hornos	Luis Hornos	8067	BH	13	5	24	15	11	44
12	8007	William Watson	Roger Sharp	8007	CLIS	10	13	14	9	13	45
13	8318	Daniel Coughlin III	Brad Balmert	8318	HB	16	14	12	7	21	49
14	8013	Richard Dhein	Clark Dhein	8013	LG	12	24	17	12	10	51
15	7986	Barbara B-Vosbury	Tom White	7986	AN	22	8	16	6	28	52
16	8059	Dan Ronan	Lee Dayton	8059	MID	14	19	10	10	23	53
17	8080	Fotis Boliakis	Roman Gotsulyak	8080	CLIS	7	11	19	21	17	54
18	8112	John Bainton Jr	Will Christenson	8112	NB	25	16	11	23	6	56
19	7959	Thorsten Cook	Mike Young	7959	CLIS	26	7	13	22	22	64
20	8238	Joe McCorkell	Brent Ostbye	8238	AN	18	22	20	13	16	67
21	8176	John O'Donnell	Huy Nguyen	8176	LB	21	23	18	24	7	69
22	7930	Oskar Johansson	Jeffrey Imai	7930	LO	15	26	dns	18	12	71
23	7741	Ben Sternberg	Phil Brewster	7741	CLIS	23	30	29	11	14	77
24	7715	William Swigart	Carroll McCallum	7715	CLIS	24	21	27	25	8	78
25	8333	Larry Whipple	Mark Strube	8333	PS	3	dns	9	dns	dns	82
26	8065	Douglas Steele	Barton Jahncke	8065	LB	11	31	21	26	27	85
27	8083	John Chiarella	Bob Carlson	8083	SU	30	15	23	17	dns	85
28	7629	Kenneth Woods	Jim Pickering	7629	CA	20	28	26	20	24	90
29	7619	Peter Brzecffa MD	Richard Burgess	7619	LH	28	27	25	28	25	105
30	7933	Igor Vavilov	Mikhail Karavitchev	7933	CLIS	29	29	28	30	26	112
31	8215	Bill Allen	Brad Lichter	8215	WH	dns	9	dns	dns	dns	114
32	7604	Rich Gordon	Richie Gordon	7604	CLIS	27	25	31	dns	dns	118
33	7306	Lou Roberts	Eva Burpee	7306	MID	31	32	30	29	29	119
34	7936	Matt Cartwright	Jack Cartwright	7936	LG	dns	dns	dns	31	30	131



Photo: Hilary Lawrence

Stuart Delisser and Jud Smith
Winners of the Bedford Pitcher

STAR NORTH AMERICANS

Cedar Point Y.C.

September 14019, 2009

Report by Lynn Ftizpatrick, WorldRegattas.com

Champions Continue Their Ways

Westport, CT (September 15, 2009) - Long Island Sound's seabreeze exhaled as if had emphysema, one lung and was toting around a respirator. The water was flat during the first two races of the 2009 Star North American Championship being hosted by Cedar Point Yacht Club in Westport, CT. At times, the current was flowing in the same direction as the wind's mighty gasps, which registered two to four knots. Despite the mentally exhausting beats and runs, recently crowned Star World Champions, George Szabo and Rick Peters, sailed with the same consistency that earned them the World Championship title in last month's light air regatta in which current played a major role.

Jud Smith and Stuart Delisser, fresh off this weekend's victory in the Cedar Point Open for the Bedford Pitcher, looked as if they were going to continue on their rampage when they rounded the first windward mark of the series opener in the lead, extended and crossed the finish line ahead of Szabo / Peters and John Vanderhoff and Adam Dolezal. Smith was noticeably relieved when the race was over. As for the second race, he and Delisser are looking forward to putting it behind them. The pair got caught on the wrong side of a large shift during each of the two beats. Smith, however, did take note of some amazing recoveries, especially from Eivind Melleby and Petrus Eide, who flew in Monday afternoon from Norway and only had time for a sunset sail as preparation for the regatta.

Rick Peters' word for the day was, "LUCKY." According to Peters, "Pete McChesney is the luckiest man alive." During each weather leg of the day's second race, Peter McChesney and Shane Zwingelberg saw some wind on the left and sailed for it. "We were very nervous out there on our own, but it worked out," said McChesney.

Day Two - Sept. 16: Clarke and Bjorn Surf Ahead in the Star NA's

Richard Clarke and Tyler Bjorn surfed their way to two bullets in an easterly that swept swells and saturated rain clouds down Long Island Sound. Andy Horton and Stevie Erickson went down the run neck and neck with Clarke / Bjorn, during the first race and finished overlapped, yet a couple of feet behind the Canadians. The second race was a different story; Clarke pulled out all of the stops that he used to use in the Finn and crossed the finish line over a minute ahead of the Horton / Erickson.

According to Bjorn, "Richard is a magician downwind" According to Clarke, "I owe it all to Tyler and the P Star. The P Star is an awesome platform. Tyler tells me what to pull, and there isn't a lot for me to pull back there. The P Stars are fast downwind and we had a great time."

There were a number of casualties today. A handful of teams returned to shore shortly after peaking their bows outside of the cover of Saugatuck Island and the channel. Slam jibes and

stressed parts took down masts and disabled boats. More than one crew went overboard.

Day Three: Two Horizon Jobs for Horton and Erickson

Andy Horton said, "Could it get any weirder than that?" as he crossed the finish line of the first race of the day over a minute ahead of Alberto Zanetti and Gustavo Warburg. In fact, it did get a lot weirder as the afternoon on Long Island Sound wore on. The weirder it got, the more the man who used to be hoisted up Prada's mast to spot wind and his Olympic Gold Medal and Star World Champion crew, Steve Erickson, distanced themselves from the rest of the fleet.

Horton / Erickson cracked the code of Long Island Sound's wind shifts and flushing current and walked away from Thursday's two races of the 2009 Star North American Championship with two horizon jobs. They crossed the finish line in the second race over two minutes in front of Richard Clarke and Tyler Bjorn. John Bainton, Jr. and Will Christenson held the lead in the second race for about half of the five-leg race, but were passed by Horton / Erickson during a huge right hand shift during the second beat. In the meantime, Richard Clarke and Tyler Bjorn clawed their way through the fleet and pulled from sixth to second in the sixth race of the series.

With Thursday's two bullets Horton / Erickson inched ahead of Clarke / Bjorn by one point. Clarke / Bjorn posted 8 points to their scoreline during the day.

Crews braced themselves for a cold and windy northerly and a swell rolling down Long Island Sound. They punched through lumps on the way to the starting area and waited for the wind to settle under the low-bottomed cumulo-stratus clouds. The clouds were like a vacuum sweeping back and forth. During the first race, teams who were in synch with the sweep to the left off the starting line were launched and the boats that went right hoped that the pendulum and the pressure would swing in their favor. Throughout the rest of the race, the current swung, the wind lightened and went right and then left: 60°, 30°, 350°, 20°, 350°.

The current swept the fleet over the starting line a couple of times before they had a clean start for the second race of the day. When a huge left shift came through, half of the fleet found itself overstood from the port tack layline. The second attempt at Race 6 was well underway before things got funky again, but those who have been going fast and calculating the wind and current vectors in their heads or on their decks have a way of stymieing the fickle finger of fate rising to the top of the fleet.

Day Four: Andy Horton and Steve Erickson win 2009 Star North American Championship

Andy Horton and Steve Erickson were in command of the 2009 Star North American Championship and kept the upper hand on the 47-boat fleet right through the final race of the series. This is Horton's second North American Championship and second Silver Star victory and Erickson's first North American Championship. Erickson won numerous of championships in the 1980's and 1990's sailing with skippers

Bill Buchan and Paul Cayard, and is not sure how many Silver Stars he has in his collection.

The fleet left the dock in the morning, a 12-15 knot westerly was sweeping white caps and rollers out Long Island Sound from Manhattan. Alberto Zanetti and Gustavo Warburg were on fire in the Argentine's favorite conditions during the first race of the day. They won and Horton / Erickson were right on their tail. The rest of the fleet never really came within striking distance of them. Some considered today's conditions to be perfect while others ended up doing chicken jibes around the

offset mark. "The waves were just right for surfing downwind and staying in control" said Horton.

2009 Star World Champions George Szabo and Rick Peters and Peter McChesney and Shane Zwingelberg were tied with 23 points apiece going into the final two races. Szabo / Peters beat McChesney / Zwingelberg in both of Friday's races and took third in the regatta. John MacCausland and Kevin Murphy took fifth on a countback to Eivind Melleby and Petrus Eide.

NORTH AMERICAN CHAMPIONSHIP

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	Points
1	USA 8241	Andy Horton	Steve Erickson	NB	5	13	2	3	1	1	2	1	15
2	CAN 8361	Richard Clarke	Tyler Bjorn	Isol	16	3	1	1	6	2	3	3	19
3	USA 8263	George Szabo	Rick Peters	SDB	2	4	4	2	11	11	9	4	36
4	USA 8264	Peter McChesney	Shane Zwingelberg	AN	12	1	3	16	3	4	17	8	47
5	USA 8195	John MacCausland	Kevin Murphy	CR	11	7	5	4	14	5	dns	7	53
6	NOR 8317	Eivind Melleby	Petrus Eide	NOR	19	5	6	5	12	7	8	10	53
7	USA 8306	Jim Buckingham	Austin Sperry	NH	15	21	8	7	7	17	11	2	67
8	USA 8177	Jud Smith	Stuart Delisser	CA	1	17	10	10	19	12	5	17	72
9	BRA 8159	Andre Mirsky	Marcelo Jordao	RdJ	17	2	9	13	dnc	14	14	13	82
10	ARG 8169	Alberto Zanetti	Gustavo Warburg	OL	28	15	7	24	2	23	1	12	84
11	CAN 8143	Brian Cramer	Matt Johnston	WLOC	7	10	17	11	10	29	19	11	85
12	USA 8112	John Bainton Jr	Will Christenson	NB	18	14	19	6	34	3	27	15	102
13	USA 8067	Tomas Hornos	Luis Hornos	BH	6	42	16	9	8	16	29	18	102
14	USA 8215	Bill Allen	Brad Lichter	WH	20	43	11	23	5	6	21	19	105
15	USA 8080	Fotis Boliakis	Roman Gotsulyak	CLIS	10	23	20	12	dnf	22	22	5	114
16	USA 8227	Arthur Anosov	Michael Nichol	SL	24	31	18	dns	20	15	4	9	121
17	USA 8044	John Finch	Ivan Bunner	WLOC	32	41	21	14	23	13	6	14	123
18	USA 7620	Derek Decouteau	Stuart Frost	BI	9	20	29	21	4	28	28	20	130
19	USA 8376	Jon Vandermolten	Geoff Ewenson	GL	25	34	15	15	13	10	18	dnf	130
20	USA 8007	William Watson	Roger Sharp	CLIS	30	6	25	17	26	24	16	21	135
21	USA 8318	Daniel Coughlin III	Brad Balmert	HB	14	22	22	rdg	17	20	24	29	138
22	CAN 7930	Oskar Johansson	Jeffrey Imai	LOC	8	18	14	22	dnf	dnc	20	16	146
23	USA 8036	Jack Rickard	Sam Eadie	WH	41	12	23	25	24	21	13	31	149
24	USA 8333	Larry Whipple	Mark Strube	PS	36	44	13	8	dnf	8	15	26	150
25	USA 8132	Jack Jennings	Brian Sharp	LS	42	33	28	dsq	15	18	10	6	152
26	USA 7462	Dave Watt	Mike Thompson	PS	4	40	32	19	16	27	31	24	153
27	USA 8245	Joe Zambella	Bill Gottling	BH	26	19	26	20	18	34	23	23	155
28	CAN 7626	Mark Passmore	Brad Anderson	WLOC	27	26	12	18	dsq	dsq	12	22	165
29	USA 8013	Richard Dhein	Clark Dhein	LG	23	11	35	28	29	19	36	32	177
30	USA 8028	John Vanderhoff	Adam Dolezal	NCB	3	24	dns	dns	22	31	25	30	183
31	USA 7619	Peter Brzechffa	Richard Burgess	LH	22	27	38	27	32	9	dns	dns	203
32	USA 7629	Kenneth Woods	Jim Pickering	CA	45	9	dsq	dsq	35	36	7	27	207
33	USA 7715	William Swigart	Carroll McCallum	CLIS	34	16	ocs	dns	27	25	32	35	217
34	USA 8083	John Chiarella	Bob Carlson	Sun	29	46	36	29	30	32	33	28	217
35	USA 7565	Jack Button	Bud Converse	MID	38	29	27	26	33	39	35	34	222
36	CAN 7601	Doug Folsetter	Larry Scott	WLOC	21	25	24	bfd	28	30	dns	dns	224
37	USA 8269	Jock Kohlhas	Witold Gesing	CLIS	13	28	dsq	dsq	9	33	dns	dns	227
38	USA 8176	John O'Donnell	Huy Nguyen	LB	35	32	30	dne	25	35	30	33	233
39	USA 7959	Thorsten Cook	Mike Young	CLIS	37	35	33	dnf	21	26	38	dnf	238
40	USA 8175	James Babel	TC Belco	GL	31	39	31	bfd	31	37	34	dns	251
41	USA 7986	Barbara Beigel Vosbury	Tom White	AN	40	30	dns	dns	dsq	dsq	26	25	265
42	USA 7998	David Cutler	Nelson Stephenson	CLIS	39	8	37	dns	dns	dnc	dnc	dnc	276
43	CAN 6729	Vadim Panna	Neil Gibb	WLOC	44	45	dnc	dnc	36	38	37	36	284
44	USA 8065	Douglas Steele	Barton Jahncke	LB	33	36	34	dne	dsq	dsq	dnf	dns	295
45	USA 8238	Joe McCorkell	Brent Ostbye	AN	43	37	dns	30	dnc	dnf	dns	dns	302
46	USA 8295	Stuart Miller	Jack Winthrop	LH	46	38	dnc	dnc	dnc	40	39	raf	307
47	USA 7306	Lou Roberts	Kevin Elterman	MID	47	47	39	dnf	dsq	dsq	dnc	dnc	325

Nutmeg Regatta

September 26-27, 2009

Mid-Connecticut Star Fleet

In contrast to the Bedford Pitcher, which saw 34 entries, most of which went on to compete in the North American's, this year's Nutmeg Regatta had a very small turnout of 8 boats.

While two days of racing were scheduled, races were run only on Saturday. On Sunday a combination of rain, a lack of wind, and a rather dense fog bank on Long Island Sound caused cancellation of the 2 races scheduled for the day.

Saturday's racing took place in a southwesterly breeze which uncharacteristically not only oscillated in wind speed, causing crews to be in the boats for brief moments and then full hiking the next for longer periods of time, but also in direction, varying 20° either side of the medium of about 140°. Despite the rather inconsistent wind John Edenbach and Will Christenson were able to pick the right way to go by the end of each race, even though at times they found themselves out of phase as the race began, giving them the clear win for the regatta.

NUTMEG REGATTA

Pl.	No.	Skipper	Crew	Cat.	Fleet	R1	R2	R3	Points
1	7471	John Edenbach	Will Christenson		NB	1	1	2	4
2	8269	Jock Kohlhas	Carroll McCallum	M	CLIS	2	2	3	7
3	7728	Peter Cusick	Roman Gotsulyak		Mid	4	3	1	8
4	8059	John Lombard	David Bolles		Mid	3	5	6	14
5	8318	Dan Coughlin	Jerry Albrecht		HB	6	4	5	15
6	7732	Gary MacDonald	Serge Leonidov	GM	BH	5	6	7	18
7	7959	Thorney Cook	Ed Linke	GM	CLIS	8	7	4	19
8	7952	Craig Morgan	Tracy Houle	M	Mid	7	8	9	24



Photo: Ian Coughlin

Some of the participants of the Nutmeg Regatta
 Standing: Serge Leonidov, Mini Micro, Will Christenson, Jerry Albrecht, John Edenbach, Thorney Cook, Dan Coughlin
 Kneeling: Jock Kohlhas, Peter Cusick, Event Organizer Kevin Elterman.

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Cover – Boom	Rigging – Complete Set,	Trailer Brake Dampers
Double Mainsheet Setup	Mast	Trailer Lights – Lenses
Goose Necks	Rod – Inner Lower Stays	Trailer Parts
Harken Fittings	Rod – Outer Lower Stays	Trailer – Front Wheel
Hiking Straps	Rudder Head	Trailer – Front Wheel Assembly
Hiking Vests	Sails – <u>North</u>	Vang Cars
Hiking Vest Ropes	Sail Numbers	Windex
Hiking Vest Snap Shackles	Schaefer Fittings	Wire – Non Rotating Backstay
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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.

5266 Eichenlaub 1968 Free. One of the last of the Eichenlaubs. "V" bottom. Fiberglass coat over red cedar. Needs lots of work. Sits on a Lippincott trailer \$500. David Bolles: 203 882 9428 / d.bolles@worldnet.att.net .

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

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. \$23,000. Call Jane Pegel at 262-245-6242 for details, email: sailing19@charter.net 4 / 07

7932 Mader 1998 Lightly sailed and in excellent condition. 2 masts Spar Tech & Emmeti, 2 sets of North sails, and trailer included. Picked up at Mader in Germany and sailed in 1998 Worlds at Slovenia. Boat located in San Diego. \$15,000. Contact Ed Sprague: 619 224 8454, ejspraguejr@mac.com. 11 / 08

8052 Mader 2001. Race-ready, updated and well maintained. Spartech mast & boom, two poles, tactick compass, sails. Mast up cover, mast down cover, mast and boom covers. Harbeck trailer with single long box. Boat, trailer and covers are in excellent shape -- everything works! Located in Massachusetts. Steve Braverman: sbraverman@starclass.org 8 / 08

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

8295 Mader 2007. Race-ready. 2008 Silver Star winner. Harbeck trailer with 3 storage boxes. \$30,000. Contact John MacCausland at 856 428 9094 / marinespa@aol.com

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

Wanted: 1937 Star Log. The Central Office would like to find a copy of the 1937 Star Class Log to complete its collection. Should you know of an available copy please let Barbara know. 443 456 5733 / office@starclass.org

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.

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**EARLY STARLIGHTS**

From December 1923 through January 1924

The earliest known Starlights, published on mimeographed sheets, are now available at:

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The San Diego Bay Star Fleet

1925 to the Present Day
A Seventy-Five Year History

front dust jacket flap

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A Seventy-Five Year History

SOME SAY IT IS the Pacific swell, the steady breezes, the local sail makers or the support of San Diego Yacht Club that makes San Diego a hot bed of top internationally ranked sailors. One thing for sure they all sailed Star boats.

These San Diego Bay Star Class World Champions chose the Star not only because it is a delight to sail, but because the boat is powerful and the boat is sensitive to hull trim and sail trim. The thirty-one foot mast on a 22' 8" hull provides power in light air and the large main can be controlled in 30 knots of wind by flattening the sail with the bendy mast and other controls.

Whatever the reason for the success of the San Diego Bay Star Fleet sailors, the fleets of the Star Fifth District and the sailors that sailed against them in national and international competition helped to develop these sailors.

One of these sailors, in the Star Class, is the most famous of all, Lowell North, who won an unprecedented four Star Class World Championships. He was so dedicated to his avocation and unhappy with the sails the sail makers were making built his own sails. He later started his own company that eventually became the World's largest sail maker, North Sails.

Sure, they were all overachiever personalities but they gravitated to the Stradivarius of sail boats, the international one-design Star and went on to excel in big boats and in particular the America's Cup.

This is their remarkable story. *The San Diego Bay Star Fleet, 1925 to the Present Day--A Seventy-Five Year History.*

Rounding the leeward mark at 1994 Star Worlds Championship.
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A two volume book set that chronicles the San Diego Bay Star Fleet since 1925, and follows the Class as a whole.

Fleets from around the world are included because San Diego Bay Star sailors sailed in regattas and World Championships hosted by a myriad of Star fleets. Every Star Class World Championship since inception of the class are included, plus Silver Star events.

It is also a tribute to Lowell North, the Class' only four time Star Class World Champion. Much of Lowell's personal memorabilia is also included.

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