

more crucial than boat speed. For example, in the last race those who went right on the last run picked up something, yet to be determined, which those who went left did not have.

1	7565	Button		3	2	5	10
2	7554	Karlovsky	Kane	2	3	7	12
3	7964	Gray	LaPlante	7	4	2	13
4	7012	D. Bolles	A. Bolles	6	8	1	14.75
5	7306	Cronan	V. Taylor	5	9	4	18
6	7724	Giunti	J. Taylor	1	6	dns	19.75
7	6822	Correll	Nelson	4	11	6	21
8	6731	Price	Gracco	dns	10	3	26
9	7222	Hovey	Converse	dns	1	dns	26.75
10	7728	Lombard		dns	5	dns	31
11	7371	Cusick		dns	7	dns	33

MID-CONN QUALIFICATION SERIES

With the conclusion of the 4th of July series the Mid-Conn Qualification series, which began with the Memorial Day series, came to an end. The series was scored on the best 8 races out of 11.

would be in that much wind? "Block and block" isn't the thing, it's how your leech looks. If "block and block" is your goal, get a bendy mast, a big crew and plenty of purchase on your mainsheet.

NOTICES AND ADVERTISEMENTS

Wanted for restoration project: If you know of any hull or pieces of a Star boat dating from the gaff-rigged era (1911-1921, hull numbers 1-106) please contact David Bolles; 203 882 9428 / d.bolles@worldnet.att.net.

Wanted: Bello equipment. I am looking for Bello equipment to replace parts on 3855. I am especially looking for Bello backstay and traveler tracks and slides. Please contact David Bolles; 203 882 9428 / d.bolles@worldnet.att.net

2000 World's video available: To purchase a video of the 2000 World's contact Annapolis Yacht Club / P.O. Box 908 / Annapolis, MD 21401 / Bus: (410) 263-9279 / Bus Fax: (410) 269-8905

Videos available: Mystic Seaport has two World's videos available in VHS: the 1977 Kiel World's (AV 74:77-1) and the 1981 Marblehead World's (AV 74-81-1). For further details call Suki Williams, video archivist, at 860 572 5370

Boat #	Skipper	Crew	27-May	28-May	29-May	04-Jun	10-Jun	11-Jun	24-Jun	25-Jun	01-Jul	02-Jul	04-Jul	Points
1	7565	Button	1	1	2	1	1	3		2	3	2	5	13
2	7964	Gray	LaPlante	4	2	OCS	2	7	5	1	3	7	4	23
3	6822	Correll	Nelson	2	7	5	4	3	2	5	4	4	11	29
4	7012	D. Bolles	A. Bolles	5	4	4	6	6	6	4	5	6	8	35
5	7724	Giunti	J. / V. Taylor	6	6		3	4	7	2	DNF	1	6	35
6	7306	Cronan	V. Taylor	7	8		5	2		3		5	9	43
7	7554	Karlovsky	Kane	DNF	3	3	DNF		4		6	2	3	43
8	6984	Naylor	Small	3	5		DNF		8					91
9	7222	Hovey	Converse			1							1	92
10	7248	Chittick	Whitford						1		1			92
11	6731	Price	Gracco	DNF	DNF	6			DNF			10	3	94
12	7221	Converse	Converse					5						110
13	7728	Lombard											5	110
14	7371	Cusick				DNF							7	112

WOMEN SKIPPERS

By Susie Pegel, the skipper of Star #7325, 2-time Star District 4 champion, 2-time silver chevron winner, District 5 championship race winner.

I think my crew Tom George is getting a chuckle from the comments that women aren't strong enough to trim in a Star mainsail. He knows better having sailed with me, even in winds up to 30 mph at Marina del Rey in February. Granted we weren't trimmed in "block and block" but who

I think this myth that women can't sail Stars is fiction made up by men to discourage women from joining and participating in the class. When my mother bought me my first Star at the end of the 1987 Star Worlds in Chicago, my parents specifically went over and asked Bill Buchan if he thought a woman could sail a Star. He said "I don't see why not." Enough said. My mom went ahead and bought me #6860, a former boat of Mr. Buchan's.

The most wind I've ever raced a Star in was 40 mph at the 1988 Star North Americans in Ithaca. When it gets that windy, it's survival for everyone as evidenced by the infamous Vince Brun leeward mark death roll in that regatta. Disaster even befalls the best of men! My advice to women is go out and try Star sailing. It's not as hard as men might lead you to believe.

1st DISTRICT CHAMPIONSHIP
 Milford Y.C.
 July 14-16, 2000

The 1st District Championship was held at Milford Y.C., which will be the site of the 2001 North American. 30 boats participated from fleets throughout the District.

RACE 1: "You got to go the right way!"

The first race was held on Friday, July 14. The wind at the start was about 5 kts. out of the Southeast. Nothing really developed the first time up, and the fleet rounded the weather mark fairly tightly packed. However, on the run the boats which stayed right were benefited by some mysterious force which moved them ahead of the boats which jibed at the weather mark. A little more wind? More favorable tide? Nothing special developed the second time up, except that as the boats neared the weather mark the wind shifted to the South, benefiting the boats on the right. This time downwind everyone was on a broad reach so it was single file from the weather mark to the leeward mark. The last beat up the wind shifted more right now to the Southwest and also freshened a bit, once again benefiting those who held right and putting those who went left in the cheap seats. Guy Gurney, with the help of Rob Bowers from the Sunapee fleet, read the wind shifts correctly and had a narrow but nice win over John Safford with Patrick Bodden up front.

Saturday brought in a windy and rainy condition. About half the fleet left the dock for the starting line and encountered substantial waves as they left the harbor entrance. The wind and waves continued to build as the boats approached the starting area so the race committee abandoned the racing for the day. Those who went out were at least rewarded for their efforts with a wonderful ride back home. The waves were just right and the surfing was great! However, there were several rigging failures, none of which were catastrophic, so perhaps holding the race might not have worked out anyway. Jack Button put a substantial bend in his rig and spent the rest of the day straightening it out. On the morrow he was ready to go with a vengeance. Maybe we should all bend our rigs?

RACE 2: Local Stars Shine.

Sunday brought in typical Long Island Sound weather. The first race of the day began with just enough wind to get the boats going. Again some went left and others went right. The right worked out and Mid-Conn fleets members David Chittick / Mike Whittford won with Jack Button / Chris Batchelor coming in second.

RACE 3: "Boat speed is where it's at."

By the time the final race started the wind had settled down into a nice wind with marginal hiking conditions. Again

local boats, but with outside help on board, took the top two spots. Peter Cusick with George Iverson up front won, and last year's District Champion John Lombard with Keith Gardner came in second.

At the series' end the Blue Star went to John Safford and Patrick Bodden. This is Safford's fourth Blue Star. Jack Button and Chris Batchelor got series second, and John Lombard / Keith Gardner got series third. At the awards ceremony Guy Gurney was awarded many goodies: the Green Star Trophy, the newly created Marshall Brown Trophy for the winner of the first race, the series fourth trophy, and second in the Master's Division. Jack Button / Chris Batchelor were the winners of the Master's Division, and John Siljander / Robert McKie were Master's Division third. For the Grand Masters it was Don Gray / Ray LaPlante, first, Emil Karlovsky / Brian Kane, second, and David and Alejandra Bolles, third. The District Junior Trophy went to John Bainton / Will Christenson.

Boat #	Skipper	Crew	Fleet					
7847	John Safford	Patrick Bodden	CA	2	5	7	14	
7565	Jack Button	Chris Batchelor	Mid	10	2	4	16	
7728	John Lombard	Keith Gardner	Mid	5	10	2	17	
6970	Guy Gurney	Rob Bowers	CLIS	1	8	10	19	
7371	Peter Cusick	George Iverson	Mid	16	4	1	21	
7265	Josh Phypers	Kurt Larson	CA	4	9	12	25	
7468	John Siljander	Robert McKie	BH	6	7	14	27	
7657	Bill Watson	Roger Sharp	CLIS	3	12	16	31	
7993	Joe Bainton	Chris Rogers	NB	11	20	3	34	
7330	Michael Trotsky	Mican Davis	CA	13	17	5	35	
7248	David Chittick	Mike Whitford	Mid	23	1	13	37	
7163	Nelson Stephenson	Terence Glackin	CLIS	12	19	6	37	
7475	George Kalfa	Chris Arleo	HB	9	14	15	38	
6767	John Fox	Shannon Fox	BH	8	11	20	39	
7101	Ted Lavery	Apostolos Koutoulas	CA	19	3	18	40	
7804	Gary MacDonald	Sergey Leonidov	BH	7	18	19	44	
7604	Richard Gordon	Michael Saari	CLIS	18	21	8	47	
7964	Donald Gray	Ray LaPlante	Mid	17	6	26	49	
7554	Emil Karlovsky	Brian Kane	Mid	22	24	11	57	
7332	Thorsten Cook	Mike Young	CLIS	24	17	17	58	
7306	Don Cronan	Valerie Taylor	Mid	14	23	23	60	
7471	John Bainton	Will Christenson	NB	26	26	9	61	
7012	David Bolles	Alejandra Bolles	Mid	15	22	24	61	
7222	Bud Converse	Carol Gracco	Mid	ocs	13	22	66	
7051	Randy Pfunder	Dave Fennell	GSB	20	25	21	66	
737	Bob Black	John Reilly	Iso	25	15	27	67	
6984	Jason Naylor	Eric Lundell	Mid	21	dnc	dnc	83	

7724	Joseph Giunti	John Taylor	Mid	dnc	27	25	83
7168	Elizabeth Newell	Aaron Bell	CLIS	dnc	28	dnf	90
6822	Charles Correll	Andy Nelson	Mid	dnc	dnc	dnc	93

Yacht Club, Howard McMichael, Jr. He mentioned that Stan was a life-long friend of his father, Howard McMichael, Sr., and had been Best Man at his wedding. Last year when the McMichael family planned to scatter the ashes of their parents by the starting line off the Breakwater, Stan was invited to go along. It was the first time he had been on the water last summer and he indicated to Howie that he thought it was an appropriate idea.

So, on July 7, 2000, after all the accolades had been said, Stan's ashes were put aboard the Race Committee boat and scattered as he wished, on the starting line off the Larchmont breakwater.

While the majority of the guests were Larchmont Yacht Club members, the Star Class was well represented. Rick Munson spoke eloquently of Stan's achievements in Stars, and his exceptional contribution to the class in his various roles as editor, technical advisor and historian. Also present were Mimi and E. Chester Peet, WLIS; Steve Andrews and Arline Rogers from Huntington Bay; Mead Batchelor, Mid-Conn; Guy Gurney and Jane Lawrence, CLIS; and long time Star sailors Owen Torrey, Herb Hild and Butch Ulmer; from the Etchells Class, Timmie Larr, Bill and Parker Ketcham.



TUNING A NEW STAR MAST

By Mark Reynolds

Over the last few years I have had the chance to rig quite a few new masts. A few times it has been for a new boat, a few times because of a new model mast, but also a few too many times, replacing a broken mast. Fortunately today the new masts come pretty ready to go. The mast manufactures also provide great instructions. This is my checklist I go through when installing a new mast.

If the mast isn't already cut to length that is the first step. You need to know the point B measurement for your boat. Point B controls the height of the mast. This point on the mast must be at the height of the shear. The measurement is from the bearing point of the bottom of the mast to the shearline. Your point B may be on your measurement certificate but if it isn't the Log describes how to measure it. Use this measurement by measuring down from the punch mark on the mast and make a mark on the mast, which will be the bearing point of the mast on the step. Subtract for the butt plug length and cut off the extra mast. Be very careful to make sure an accurate cut is made by wrapping a piece of paper around the mast. After

installing the plug check to make sure it's square in all directions.

All wires are already finished except the backstays. You will need to cut the lower and upper to length for your particular backstay system. I like to make them as long as possible to make it easy to reach and to reduce the windage. I have found that with my system I make the lower 9" longer than the band at the boom and the upper 10" shorter than the band.

If you have the intermediates at the spreader tips they now need to be adjusted before attaching them to the spreaders. Pull the upper shroud down along the front of the mast and mark the inside bearing point on the mast. Measure down from this point 2 15/16" (75mm) and make another mark. Now pull the intermediates down and adjust so that the inside bearing point is in line with this mark. Make sure you tighten the locking nut.

After installing the spreaders tie some twine or shockcord tightly between the tips (right around the shrouds) and measure to the back of the mast checking the sweep of the spreaders. This normally comes at 5" now and I think this works fine. At this point I also make sure that the line from tip to tip is perpendicular to the side of the mast butt plug. This can be checked by using a level or you can line up a batten on the butt plug and check to see if it's in line with the twine between the spreader tips. I found with my last few masts that these measurements have been perfect from the factory.

Put a jib trim mark on the spreaders 18" out from the side of the mast. I use a felt tip pen or tape to put a 1" band around the spreader. Just put the mark on the bottom of the spreader if you only want to see it from your boat and if you want it seen from off the boat also put it around the top. I find that in most conditions the jib leech will line up with this mark.

Before standing up the mast check the screws at the jib box, wipe the wires off and tie on the shockcord to keep the backstays from catching the spreader tips. After the mast goes in lay it forward and hook up the headstay and slide on the lower and upper shrouds. I have found that if the uppers are tight enough that they just barely slide on with the mast forward this is about the right tension. If the uppers are too tight then the mast will have too much prebend in light air and the spreaders will pop forward too quickly when sailing on a broad reach. If they are too loose then the whole rig will not be upright in the boat. The lowers should be fairly loose and then tuned on the water. Now hook up and set the backstays. Put on enough forward lever to pop the mast in a positive bend and check that the lower backstays are loose and that the upper backstays have the same amount of tension. Then by using a tape measure hooked on the main halyard measure down to the chine to see that the mast is centered and also check the mast at the

partner. I think it's best to have at least 1/8" of space on both sides of the mast.

The tuning of the lowers will be done on the water as well as the intermediates if they come down to the deck. With intermediates at the spreader tips if you feel that the intermediates need adjusting then do that when you return to the shore. It also is a good idea to check them again, as they tend to set in after the first sail anyway.

REGATTA SCHEDULES

April t.b.a.

20th District Championship

1st District

Please check the 1st District Web Site for more information about these regattas. Go to:

<http://ourworld.compuserve.com/homepages/fcsdesign/>

Aug. 12-13 Picken Memorial (GSB)
Aug. 26-27 Atlantic Coast Masters (BH)
Sept. 9-10 Bedford Pitcher (CLIS)
Sept. 16-17 Nathan Hale, Oyster Bay
Sept. 23-24 Nutmeg's (Mid)

2nd District

Aug. 2 Bigelow Evening Race (MES)
Aug. 5-6 Miles River Regatta /
Green Star Championship (MES)
Aug. 12-13 Oxford Summer Lipton Cup (ES)
Sept. 9-10 West River Keel Boat (WS)
Sept. 16-17 2nd District Blue Star Championship (CB)
Sept. 30-Oct. 1 Oxford Fall Windup (ES)
Oct. 7-8 Michelob Cup (WS)

5th District

May-August Starlight Series (Thursday night) (SMB)
Sept. 2-3 Labor Day Pitcher (SDB)
Sept. 9-10 Harris Cup / under 7000 (SMB)
Sept. 16-17 Fall Gold Cup /
5th District Green Star (NH)
Oct. 21-22 Calvin Paige / West Coast Fall
Champ. (Master's Division) (WFSB)
Oct. 28-29 Ash Brown Oktoberfest (SDB)
Dec. 9-10 Kriss Kringle (SDB)

12th District

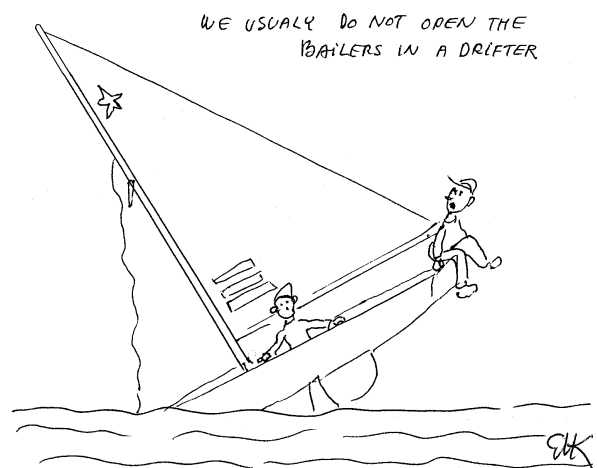
Please check the 12th District Web Site for more information about these regattas. Go to:

<http://www.angelfire.com/stars/LakesDistrict12/index.html>

Aug. 4-6 12th District Championship (LG)
Aug. 12-13 New York State Championship (SL)
Sept. 9-10 Lake George Open (LG)
Sept. 16-17 F.L.A.S.I.R. (SL)
Sept. 23-24 Chili Regatta (SL)

20th District

Nov. 18-19 Schoonmaker Cup
Dec. 2-3 Commodore's Cup
Jan. 6-7, 2001 Bob Levin Memorial
Feb. 3-4 Masters' Regatta
Feb. 17-18 Biscayne Trophy
March 4-9 Bacardi Cup



NOTICE FOR NORTH AMERICAN PARTICIPANTS

From Mark Busch, Regatta Chairman

Due to other club functions, we can only have Star boats arrive Thursday, August 11, and then they must be removed from the Island within 1 week following the regatta. Should someone have a need for storage of a boat during late July and early August we will do our best to find a spot off the Island for the boat.

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EMIL'S CORNER

Drawing by Emil Karlovsky

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SEND US YOUR MATERIAL

To submit material to this newsletter please contact:
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A reminder about reporting regatta results: please try to give the information in the following format:
Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

For back issues of Stardust please call or e-mail David Bolles as shown above. Hardcopy available, but please send stamped self-addressed envelope.