

1ST DISTRICT NEWSLETTER

Volume 7, No.5

May, 2006

2006 TRI-DISTRICT REGATTA SCHEDULE

May 6-7	MRYC Spring Regatta, Miles River
May 20-21	Lippincott Memorial, Annapolis
May 23-26	ISCYRA Western Hemi Champs, Annapolis
June 3-4	Tomahawk Regatta, Lake Hopatcong, NJ
June 17-18	Arms-White (Mid) <i>Tri-Dist Qualifier</i> FOCUS
June 24-25	NY State Champs, Seneca Lake, NY
June 24	SSA Keelboat, SSA, Annapolis

For a concise East Coast Schedule spreadsheet, provided by the 2nd District see:

<http://starc.triangleresearch.net/d2/2006%202D%20District%20Schedule.html>

An Invitation from 2nd District Secretary Barbara Vosbury

It is time to get the stardust off your boats and come to the Chesapeake for some great spring racing.

The next event is at Miles River Yacht Club for their David Oursler Spring Series, a great event on May 6-7. The notice of race is at <http://starc.triangleresearch.net/d2/MRYC%20SP%2006.html>.

We then head back to Annapolis for the Howard Lippincott Memorial Regatta (also the tune up for the Western Hemispheres) on May 20-21. The NOR for this event can be found at www.race.annapolisyc.org

The Etchells 22's will be joining us to make the Lippincott a great event.

The Western Hemispheres will take place from Monday May 22 (measurement) to Friday May 26. Four days of racing ending on Friday so that there is plenty of travel time for the holiday weekend. <http://annapolisyc.org.x.m6.net/DesktopDefault.aspx> The regatta is coinciding with Commissioning Week at the U.S. Naval Academy so the town will be hopping! The Blue Angels will be flying Tuesday and Wednesday. Get your housing done early! We have compiled a list of housing options at <http://starclass.org/notices/StarHotellist.htm>.

We hope to see you here!

Barbara

ARMS-WHITE REGATTA

Arms Trophy To Winning Skipper
White Trophy To Winning Crew
June 17 – 18, 2006

The Arms-White series is named after two sailors from the C.L.I.S. fleet, John Taylor Arms and Elwood S. White. In 1937 John Arms donated the Arms Trophy and in 1942 the family of Elwood White donated the White Trophy for the winning crew of the Arms series. The series, originally called the Noroton Race Week, was sailed out of the C.L.I.S. until 1969, and then was relocated to Mid-Conn in 1970.

The Arms-White Regatta has enjoyed a good turnout over the years and recently has been running between 20 to 35 boats. Always a nice feature is the Saturday evening dinner at Milford Yacht Club.

This year the Mid-Conn fleet will be trying a four race / one throw-out format (if all four races are completed).

The warning signal for the first race is at 11 AM on Saturday, June 17.

For more information on how to get to the club, housing, or the event itself see the Mid-Connecticut Star Fleet's web site at <http://www.mycstar.org/>, or contact:

Peter Cusick: 203 402 7247 / pcusick@meworx.com

John Lombard: 203 402 7214 / jlombard@meworx.com

1ST DISTRICT CHAMPIONSHIP COMBINATION BLUE & GREEN STAR EVENT

July 14 – 16, 2006

Hosted by the Boston Harbor Star Fleet

The 1st District Championship has enjoyed a good turnout over the years and recently has been running between 20 to 35 boats. Please mark this event on your calendar and plan to join the rest of the 1st District members at this year's event.

The Notice of Race and entry form will available on see the Boston Harbor Star Fleet's web site at <http://www.cpyc.org/star/> and the 1st District web site at <http://www.starclass.org/d1>

For more information on how to get to the club, housing, or the event itself see the Boston Harbor Star Fleet's web site at <http://www.cpyc.org/star/>.

“FOCUS ON 4” PARTICIPATION PLAN

The goal of this plan is to increase participation to 25 – 30+ boats per targeted regattas by agreeing to and targeting “4 Focus” 1st District events annually. This is not a proposal to eliminate any events. It is simply an agreement to attend the events where turnout is critical for maintaining 1st District strength.

Background: 1st District Regatta participation has been steadily declining over the past 5 years. For example, the Bedford Pitcher and Nutmegs, historically attended by 25+ boats, had just 13 and 14 boats in 2005. Busy schedules, increased number of events, competing classes, and other factors has spread us thin. If the average 1st District event becomes a bore, we're jeopardizing our sport and class!

The Good News: Over 45 1st District teams participated in at least one 1st District event in 2005. We have a great district, lots of good friends, deep competition and we don't have to drive far to go to events – we just need to commit to go.

On page 2 is the “Focus-on-4” signup sheet as of May 2, 2006. Please contact Pete Cusick (203 402 7247 / pcusick@meworx.com) or John Lombard: 203 402 7214 / jlombard@meworx.com to add your name or change information on this sheet.

FOCUS ON 4 SIGN-UP SHEET

Skipper	Fleet	No.	AW	1 st D	NH	BP
1 Steve Andrews	HB	7371	★			★
2 Joe Bainton	NB	8112	★	★	★	★
3 John Bainton	NB	7993	★	★	★	★
4 Fotis Boliakis	CLIS	8080	★	★	★	★
5 David Bolles	Mid	8035	★	★		★
6 Steve Braverman	BH	8052		★		
7 Jack Button	Mid	7565	★	★	★	★
8 Ben Cesare	Mid	7952		★	★	★
9 Thorny Cook	CLIS	7959	★	★	★	★
10 Charles Correll	Mid	7474	★			
11 Peter Costa	BH	7621	★	★	★	★
12 John Courtney	Mid	6731	★			★
13 D. Cronan / P. Antinozzi	Mid	7306	★			
14 Pete Cusick	Mid	7951	★	★	★	★
15 Thierry Villehuchet	Mid	8068				
16 Ed Desmarais	CA	7555	★	★	★	★
17 Bruce Engel	CA	7963				
18 Ted Engel	CA	7076				
19 Jacob Fiumara	CA	7847	★	★	★	★
20 Joe Giunti	Mid	7724	★			
21 Rich Gordon	CLIS	7604				
22 Carol Gracco	Mid	7595	★			
23 Don Gray	Mid	8152	★			★
24 Guy Gurney	CLIS	7890	★			★
25 David Hoffman	CLIS	7321				
26 Tomas Hornos	BH	7793	★	★	★	
27 Bear Hovey / Lee Dayton	Mid	7763	★	★	★	★
28 George Kalfa	HB	7475				
29 Emil Karlovsky	Mid	7554				
30 Jim Kubik	CA	7386	★	★	★	★
31 Eric Larsen	BH	6767				
32 John Lombard	Mid	7728	★	★	★	★
33 Gary MacDonald	BH	7732	★	★		★
34 Jay O'Malley	CA		★	★	★	
35 Dave Perry	CLIS					
36 Josh Phypers	CA	7265				
37 Carlos Rivero	BH	7650	★	★	★	★
38 Scott Rosen	BH	7101		★	★	
39 John Safford	CA	7847				
40 Ron Sandstrom	BH	7468				
41 Nelson Stephenson	CLIS	8218	★			★
42 W. Swigart / C. McCallum	CLIS	7715	★	★	★	★
43 Mike Trotsky	CA	7330				
44 Bill Watson	CLIS	8007		★	★	★
45 Ken Woods	BH	7629				
46 Joe Zambella	BH	7228	★	★	★	
1 John MacCausland	CR	8195	★		★?	★
2 Barbara Vosbury	AN	7425			★	★

As of 5/2/06

Total: 29 23 21 25

RE-STAR-ATION OF TROUT, #178

Werner Uebersax, Edward Uebersax,
Kris Uebersax, Tom Gahs
Gibson Island Star Fleet

The first twelve Stars on the Chesapeake Bay, hull numbers 178-189, were acquired by members of Gibson Island Club in 1924. They were all named with fishy names: *Porpoise, Sole, Shark, Barracuda, Perch, Mackerel, Tuna, Minnow*, etc. *Eel* won the 1929 Worlds. *Trout* was hull number 178.

The Uebersax family purchased *Trout* circa 1932, at the Maryland Yacht Club, for approximately \$135. She was sunk at the pier on delivery, and had to be refloated before sailing her home to the Magothy River. It was the first time teenaged Werner had sailed a boat, much less a Star boat.

The Uebersax boys had a tremendous amount of fun with 178 though the rest of the 1930's, including an epic voyage from the Magothy, across the Chesapeake Bay, and up the Chester River to Chestertown. That night at Chestertown, as the tide went out, she settled on a submerged piling and sunk. Undaunted, Werner nailed a board over the hole, bailed her out, and sailed her back home across the Bay. As the years went by, *Trout* gradually became less and less watertight. She sunk so many times at her mooring buoy, she was eventually furnished with tin flotation tanks to at least keep her deck awash. Something clearly had to give.

Werner and his brother Ed started the first rebuilding in 1940 in the backyard of a row house in Baltimore. She was completed after the war, and was launched in the summer of 1946. The hull was rebuilt using a new frame kit and sheathed with a radical new building material – plywood. The keel, rudder, spars, fittings, and sails were all retained, as was the name. Only hand tools were used in her construction.

A new aluminum rig was installed in the 1960's with Dacron sails – both reflecting the current high aspect ratio.

Trout was rebuilt again with the help of sons Werner, Kris, and Eric on the porch of their home in 1970. This included new deck carlins, braces, and deck itself, plus a new keelson. Additional repair was done on the beach with epoxy and fiberglass after the compression load opened a seam directly beneath the mast step. We had to “roast” TROUT, by propping the hull up next to a fire, in order to get the epoxy to cure.

Trout had last been sailed in 1990. By the Summer of 2001, she had dramatically deteriorated. Two generations grew up sailing this boat. She was a treasure, and part of our heritage. We therefore formed a family partnership, headed up by Werner and nephew Tom Gahs, to bring her back into sailing condition. Some of us provided the funding, others sweat equity. A major contributor in the sweat department was Don Gahs, Tom's dad. Had we known what would ultimately be involved, I'm not sure any of us would have signed on, but now that she's sailing again, it was definitely worth it.

The hull required 14 new ribs. With the hull supported by the trailer and the keel, the keelson and centerline spacer blocks were removed. Each suspect rib was individually templated, then sawn free from the bottom sheathing and its mating knees. New ribs were cut, fitted, and

installed one at a time. Several knees (where the side frames fitted up to the ribs) had split over the years; plywood gussets were added to reinforce this critical joint at the boat's chine. New spacer blocks were cut and fitted along the centerline, and a new keelson was fitted and secured in place. A layer of wax paper ensured none of the newly glued and screwed structural members adhered to the old bottom sheathing.

The hull was lifted from the keel and flipped upside down. Sections of bottom sheathing were removed and used as templates for the new marine plywood, while the rest of the sheathing helped maintain the hull's shape. Because of the compound curves in the hull, the order that screws were tightened was critical. The free end of the plywood squirmed back and forth over a several inch range while the screws were fastened. We could force it to go outboard if the centerline gap was closing up just by installing the inboard screws before we installed the outboard screws. The opposite was true if the centerline gap was getting too wide. Once the new sheathing was installed, the 1940 side sheathing was refastened, everything was faired, and all the joints were epoxied with fiberglass tape reinforcement.

The boat was flipped right side up again and supported by a custom made cradle. It was bad timing to discover it, but the stem, where the forestay fitting attached, was severely dry rotted. We removed as much deteriorated wood as possible, and treated the rest with a penetrating epoxy product marketed by Rot Doctor. We repeatedly flooded the whole area with the epoxy treatment over a period of a week, let it cure, and then filled in the gaps with Marine Tex and/or new structural members. A new triangular foredeck section was fitted, glued and screwed in place. The mast partner was modified from a large round hole to a narrow slot required for the replacement modern extruded mast. Finally all the deck seams were epoxied with fiberglass tape reinforcement, faired and painted. In addition to the stem, every wood-to-wood joint was fitted, then removed and treated with a coat of Rot Doctor epoxy to seal the wood against future dry rot.

The boat had never been lifted by keel bolt straps, and calculations suggested that the new mahogany ribs might not be strong enough to handle the load. Deep frames, which doubled as floorboard supports, were added to every other rib long the length of the cockpit. A new mast step, that bridged three ribs, was fabricated and installed. New support structures were installed for the backstays and the vang track.

The 1924 keel was sandblasted, encased in epoxy/fiberglass cloth, and faired smooth. The keel's mounting flange had been reduced to a knife's thickness near the boltholes because of electrolytic action between cast iron of the keel and the original bronze keel bolts. Rectangular stainless steel load washers were fabricated to spread the bolt load over the length of the flange and new stainless steel bolts were bought. The hull was then lifted and mated to the keel; the load washers and keel's mounting flange were faired smooth.

Sanding off 60-some years of interior paint was like being an archeologist. Each successive color represented an era in the boat's past, which meant an era in our family's past. However, sanding off paint under the decks of a Star boat isn't fun. Typically, there's only one way to squirm in there, and

it's usually not what you need to manipulate a sander everywhere it's got to go. Add a sanding mask, goggles, a drop light, a vacuum hose to suck out the dust, an elephant trunk for fresh air, spare sanding disks because they clog so fast, and it's pure hell. But it's one of the things that just has to be done if you're going to restore an old wooden Star to sailing condition.

Trout was launched from Gibson Island, courtesy of our friend Tom Price, in May 2004. It was the first time she had returned to Gibson Island in more than 70 years. The re-Star-ation cost was three times more than our most pessimistic estimates, and the time and scope had more than doubled. But it was very sweet to see her lift off her trailer and hit the water once again. We enjoyed the hospitality of the Gibson Island fleet during the 2004 Miller series, and even started in the first race as an unofficial guest. Let's just say 70 years of design refinement, has in fact made a difference... Even if we don't have the fastest Star on the Bay, *Trout* is once again strong and as always an absolute joy to sail.



Launching day, May 2004. It had been over 70 years since the boat had last been at Gibson Island.

APRIL 2006 REGATTA RESULTS

2006 ANNAPOLIS NOOD

April 28-30, 2006

On Thursday April 27th, visiting Stars began arriving at Severn Sailing Association for the Annapolis NOOD Regatta. Gold medalist Magnus Liljedahl was one of the first competitors to arrive, straight from the European Championship, to crew for Sam Hopkins, and to help Sam rig and tune his mast. Barbara Vosbury, Second District Secretary and Star Class Regatta Manager, was there to find ample space and to welcome everyone.

About 20 Stars had the two smoothly running hoists at Severn to themselves. All other NOOD classes and the rest of the Star Fleet launched from the Annapolis Yacht Club boatyard. Registration and all the social activities for the regatta were carried out under tents set up in the parking area of the AYC junior clubhouse across the street from the AYC boatyard. Upon registering, each boat received a Lands End shoulder bag containing three caps (two Mount Gay) and a load of advertising which included a North Sails 3D ad photo by Star sailor Guy Gurney that required a special lens to bring the 3D effect into focus.

Elliott Oldak, Fleet Captain of the Annapolis fleet, was in the Severn boatyard lending a hand to visitors and commenting on the local conditions, saying "...if there were ever a question of which side to go, the current might determine that you stay toward the shore." This information, given in such a mild tone that it was easy to overlook, was predictive of the weekend conditions.

While Thursday had been a balmy day with little wind ruffling the waters of the Severn with the pros complaining that there would be a drifter, it was surprising to wake up to a 20 knot breeze coming up the river on Friday. The Stars were appointed to the starting line nearest the mouth of the Severn: one nautical mile off the "spider" and gathered at 10 AM with 18 Etchells, 33 J22s, and 21 J24s. There were 24 Stars on the line, starting after the Etchells. At 11AM, when the warning gun sounded, the wind was blowing about 18, gusty and out of the east-north-east. It was sunny but the water was cold. Crews were mini-hiking and getting wet. There were three races, all of them five legs, finishing up wind where the Severn Sailing Association had stationed a second committee boat, so that following each finish the next race could be started as soon as the fleet returned to the starting line. The races were thus run with great efficiency.

Elliott's current was running powerfully. After the races a rumor circulated that the Susquehanna dams had been opened and the water released increased the flow of the ebbing tide.

The left side of the course, nearest the shore, was generally favored all weekend except when pressure, clearer air and shifts gave a right slant some advantage. Cold water was also a factor. One team had to retire on Friday because the crew began to feel hypothermic effects.

Another factor for two teams on Friday was the apparent need to use a focusing lens in the proximity of Guy Gurney. An encounter with Sam Hopkins after rounding the leeward mark in the first run of the first race tore out Guy's spreader bracket. Guy was forced to miss the rest of the day's racing while he replaced the bracket. He protested and won redress, calculated as the average of the rest of his races. As Guy won a race on Sunday, his redress average was a high 8.8 points.

Saturday had two light wind races, both again five legs. First district skipper Carroll McCallum, aided by a very able local crew, Kris Wilson, placed second in a shifty second race with the current again running interference. With the wind dying, the third race for Saturday was cancelled. Fotis Boliakis commented, "Today was not a good day," he said of his 10th, and 17th for the day. "This fleet is very competitive and today was the day for full power through the chop as the wind got light. It's only my second time racing in Annapolis, and I missed the current. I wasn't aware of how strong it was at the top mark. I went where I thought the breeze was, the middle of the racecourse. The boats that went deep left had less breeze, but no current. It was challenging, but tomorrow's another day," pronounced Fotis.

Sunday's winds picked back up to 8 to 10 and very shifty out of the North East. Two five leg races were sailed. The first race was won, no focal glasses needed, by Guy Gurney sailing with Roman Gotsulyak.

The final results show that the First District sailors took 7th, 8th, 9th, and 14th places: Guy Gurney / Roman Gotsulyak and Fotis Boliakis / Darin Jensen of Central Long Island Sound and Tomas Hornos / Luis Hornos of Boston Harbor, finishing consecutively, with Carroll McCallum of CLIS back in 14th.

In the trophy giving, coffee mugs were awarded for daily first three. Lands End polo shirts and duffle bags were awarded for first three in the overall standings. Champion Snipe sailor Henry Filter of Annapolis Star Fleet, with Rodrigo Meireles crewing, won in the Star Class, followed in second place by Hans Fogh (1984 Soling Bronze medalist) with crew David Caesar of the Lake Ontario, Canada Fleet.

With 24 boats on the line, the Star sailors showed off their class. Only the J22 and J105 classes had more boats on the line. The other 14 fleets participating in the NOOD averaged only 12 boats per fleet.

2006 Annapolis NOOD

Pl.	No.	Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	Points
1	8136	Any Given Sunday	Henry Filter	Rodrigo Meireles	AN	1	3	4	1	1	3	3	16
2	7775	Landed Immigrant	Hans Fogh	David Caesar	LOC	6	4	2	2	3	6	1	24
3	8043	--	Jock Kohlhas	Rick Burgess	BisB	4	6	6	4	4	4	5	33
4	7444	--	Aaron Serinis	Brian Wood	AN	7	1	1	12	8	2	9	40
5	8195	Erin	John MacCausland	Shane Zwingelberg	CR	2	2	7	18	5	5	2	41

Pl.	No.	Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	Points
6	8131	Wild Thing	Bob Oberg	Mark Penny	AN	12	5	3	9	6	7	14	56
7	7890	Mongrel	Guy Gurney	Roman Gotsulyak	CLIS	8.8	8.8	8.8	16	12	1	6	61
8	8080	Team Poseidon	Fotis Boliakis	Darin Jensen	CLIS	3	9	10	10	17	10	4	63
9	7793	Pampero	Tomas Hornos	Luis Hornos	BH	5	7	8	7	9	dsq	10	71
10	7939	Alexia	Elliott Oldak	Bud Elsaesser	AN	9	11	15	8	11	9	12	75
11	7072	--	Matt Beck	John Boone	MES	16	10	9	17	10	15	13	90
12	7986	--	Hyde Perce	--	WH	8	14	5	20	dnc	11	11	94
13	7786	Cover Girl	Karen Alt	Eric Wagner	MES	14	16	11	5	18	13	17	94
14	7715	Ciao Bella	Carroll McCallum	Kris Wilson	CLIS	18	15	14	11	2	19	16	95
15	8063	The Grinch	Bert Collins	Matthew Freeman	AN	13	12	dnc	6	ocs	8	8	97
16	7044	L'île Noire	Andre Marcotte	Alain Vranderick	Q	10	8	16	14	13	17	20	98
17	7454	Neva Jo	Murray Leigh	Alex Schwab	NCB	15	13	17	15	7	14	19	100
18	7970	Mary Jane	Sam Hopkins	Magnus Liljedahl	MES	dnf	dns	12	3	15	16	7	103
19	7248	High Stakes	John C. Henry	Jay Langford	MES	19	18	13	13	14	12	18	107
20	7681	Touch of Grey	John Lecourt	Joe Krolak	AN	17	17	18	19	16	18	15	120
21	7614	Teague	Michael Christman	George Christman	--	dnc	dnc	dnc	21	19	20	dnc	160
22	8095	F2	Gunti Weissenberger, Jr.	Chris Brown	NCB	11	dnc	dnc	dnc	dnc	dnc	dnc	161
23	6816	--	Dave Anderson	Mike Carter	AN	ocs	dnf	dnc	dnc	dnc	dnc	dnc	175
24	7497	--	Kris Wilson	--	AN	dnf	dnc	dnc	dnc	dnc	dnc	dnc	175

EASTERN HEMISPHERE CHAMPIONSHIP

April 17-21, 2006

Savoia Yacht Club, Naples, Italy

Monday, April 17:

The wind didn't give signs of life. There was not wind enough to let the Star boats compete. During the whole morning the sailors waited for it until 3:15 p.m., when the race committee decided that nothing could be done today and everything was put off to tomorrow.

After the tune up race yesterday, that is Easter day, the "Eastern Hemisphere Championship" tried to start on an opening day in which the wind often changed direction, but was always under the speed necessary for racing. That's why in the early afternoon, helmsmen, crews and the jury came back to the halls of the Savoia Yacht Club, the host yacht club for this international event.

They will start again tomorrow morning and the race that today didn't take place will be sailed on Wednesday 19th, that was to be the rest day.

Wednesday, April 19:

The first valid race of the Star Eastern Hemisphere Championship, organized by the Circolo Savoia, was held on Wednesday morning, April 19. Finally the Gulf of Napoli had some wind with which the championship was able to start. On Tuesday afternoon, following numerous protests from the contestants, the jury decided to abandon the race of that morning which was initially ruled valid.

On Wednesday, the first race was won by the Polish team of Kusznerewicz and Zycki, followed by the Germans Pickel / Borkowski, and the French Rohart / Rambeau. Mark Reynolds, one of the favorites, had the misfortune of breaking his mast. He retired from the first race, immediately got another mast and raced in the 2nd race. This was won by the Americans Dane/Sperry.

Thursday, April 20:

Two of the big favorites in the Star Eastern Hemisphere Championships won the two races of today, sailed, finally, in

good winds. In the first race, the French team of Rohart / Rambeau finished in front of the Swedes Loof / Ekstrom. In the second race, the places were reversed, with Loof / Ekstrom winning. The Eastern Hemisphere championship title now seems to be between these two World Champions of the Star Class.

In the first race, the only boat that managed to sail in front of Loof / Ekstrom and Rohart / Rambeau, were the Italians Diego Negri / Luigi Viale, who finished third. A former Laser Champion, Negri has been sailing the Star for a year with excellent results. In fourth were Roy Heiner / Alex Breuseker of the Netherlands. Another Italian team, that of Silvio Santoni / Sergio Lambertenghi, sailed with the leaders during the race and finished fifth.

In the second race the Americans Mark Mendelblatt / Mark Strube were 3rd, New Zealand's Hamish Pepper / David Giles were fourth and two Italian teams, Giulio Gatti / Manuele La Porta and Luca Modena / Michele Marchesini, finished fifth and sixth.

Friday, April 21:

It is the Swedish team of Frederik Look and Anders Ekstrom who are the winners of the 2006 Eastern Hemisphere Championship. Loof / Ekstrom are two time Star Class World champions and two time European Champions, and Loof is also an Olympic champion in the Finn class. They received the winner's trophy given by Pippo Dalla Vecchia at the Circolo di Santa Lucia in Naples. Loof, during the six races, had as a stiff competitors the French crew of Xavier Rohart / Pascal Rambeau, other Star World Champions. In the first race of today, Rohart and Loof were side by side, ending up in the low 30s. But by the third mark of the second race, Loof had definitively won the regatta, with Rohart falling back to 5th overall. Second overall in the 70 boat fleet was taken by the American team of Mark Mendelblatt / Mark Strube. It was a good result for the Italian sailors. On the podium in 3rd place was Luca Modena, and Diego Negri finished 4th.

Eastern Hemisphere Championship

Pl. No.	Name	Skipper	Crew	Feet	R1	R2	R3	R4	R5	R6	Points	
1	SWE 8256	--	Loof Fredrik	Ekstrom Anders	BK	6	12	2	1	38	3	24
2	USA 8157	--	Mendelblatt Mark	Strube Mark	TaB	5	8	10	3	29	2	28
3	ITA 8224	Kiss The Medal	Modena Luca	Marchesini Michele	NG	9	5	20	6	8	1	29
4	ITA 8075	Strassabraghette	Negri Diego	Viale Luigi	VE	16	9	3	10	6	7	35
5	FRA 8107	Marsilia	Rohart Xavier	Rambeau Pascal	NI	3	28	1	2	37	4	38
6	GER 8213	Pinta	Pickel Marc	Borkowski Ingo	Bre	2	16	13	bfd	1	6	38
7	USA 8230	Zoom Zoom	Dane III John	Sperry Austin	MoB	8	1	17	9	11	10	39
8	USA 7829	--	Szabo George	Monroe Eric	SDB	4	2	24	13	3	17	39
9	NZL 8187	--	Pepper Hamish	Giles David	Isol	13	36	14	4	7	9	47
10	AUS 8234	Zulu	Conde Peter	Hunn Andrew	Isol	19	6	9	15	23	8	57
11	AUT 8226	Mozarella	Spitzauer Hans	Nehammer Christian	Bal	11	3	25	8	24	25	71
12	ITA 8076	Siluro	Simeone Luca	Colaninno Ferdinando	Rom	14	23	32	20	5	11	73
13	SUI 8232	Michelle	Dannesboe Henrik	Doussot Yves-Eric	G	17	7	23	25	4	dnf	76
14	NED 8248	Xprezzo	Heiner Roy	Breuseker Alex	Hol	18	51	4	rdg	19	12	78
15	GER 8033	Pornostar	Rotermund Philipp	Fendt Florian	Glu	dnf	15	15	11	20	24	85
16	ITA 8042	Darlinga	Santoni Silvio	Lambertenghi Sergio	NG	21	24	5	RAF	26	16	92
17	USA 8250	Rachel	Macdonald Andrew	Fatih Brian	NH	24	26	16	18	17	18	93
18	IRL 8028	--	O'connell Maurice	Peel Edmund	Isol	10	29	rdg	21	21	22	96
19	ITA 8014	La Mia	Barovier Alberto	Mike Wolf	--	44	14	12	23	32	15	96
20	USA 8129	Kaenon	Reynolds Mark	Liljedahl Magnus	SDB	dnf	37	7	12	25	19	100
21	BRA 8049	--	Brun Gastao	Lagoa Marco	RdJ	22	13	46	17	28	23	103
22	POL 8252	Era	Kusznierewicz Mateusz	Zycki Dominik	Isol	1	27	8	7	dnc	dnc	113
23	ITA 7646	--	Di Lorenzo G Arturo	Montefusco Mauro	Cap	40	10	31	42	9	30	120
24	SUI 7990	--	Stegmeier Daniel	Stegmeier Beat	TB	41	52	6	19	35	20	121
25	ESP 7420	Chiqui	Jose' Garcia De Soto	Elorza Alvaro	FdeL	29	4	55	46	2	43	124
26	ITA 7958	--	Alagna Giuseppe	Gambina Raffaele	--	27	17	28	28	36	26	126
27	CRO 7955	Ruza	Lovrovic Marin Jr	Lovrovic Marin Sr	Isol	26	31	raf	24	45	5	131
28	ITA 8242	Pedal To The Medal	Gatti Giulio	La Porta Manuele	IC	46	38	22	5	ocs	21	132
29	HUN 8166	Barbarella II	Tenke Tibor	Bendicsek Jozsef	Ore	32	60	26	33	12	29	132
30	UKR 8205	--	Gureyev Vasyil	Korotkov Volodymyr	Ukr	30	22	39	38	10	35	135
31	ITA 7685	--	Oliviero Nello	Pisa Daniele	Cap	25	39	54	34	13	27	138
32	SLO 7888	--	Bostjan Antoncic	Strakh Gennadi	Slov	37	33	18	51	14	40	142
33	GER 7991	--	Miller Matthias	Voigt Manuel	BF	7	ocs	11	dnf	42	14	144
34	HUN 7799	--	Gereben Márton	Gereben Péter	Ore	48	18	27	29	39	31	144
35	GER 8190	Ente Sub/Saver	Schiffer Thomas	Hentschel Niels	Ijs	20	43	36	22	27	dnf	148
36	ITA 8030	Manon	Cristofori Pierpaolo	Del Col Giancarlo	Rom	23	53	29	16	ocs	33	154
37	ITA 8197	San Luca	Noe' Gianfranco	Ulcigrai Sandro	Tri	34	47	37	41	15	32	159
38	ARG 8212	Kellynda	Kouyoumdjian Juan	Mosas Nicolas	Lar	ocs	19	41	14	16	dnf	160
39	ITA 8029	--	Silvestri Gaspare	Di Martino Paolo	Cap	28	11	19	dnf	58	51	167
40	GER 7550	--	Weinrich Gerhard	Schott Tobias	CBM	31	34	35	40	61	28	168
41	ITA 8165	Buccia Di Banana	Pisanelli Salvatore	Pierr Michele	JO	12	55	52	37	30	38	169
42	BRA 8255	Isabella II	Pascolato Alessandro	Boening Henry Raul	GuB	ocs	54	34	27	44	13	172
43	ITA 8183	Tamburicci	Tamburini Antonio	Fravezzi Albino	SI	33	25	42	bfd	31	41	172
44	UKR 8096	--	Dotsenko Konstantin	Euselenko Alexander	Ukr	43	40	38	35	34	37	184
45	ITA 8089	Trucchina	Orlando Michele	Fabio Curcio	Rom	35	21	43	48	48	39	186
46	ITA 8200	I-Bulgari	Improta Riccardo	Lupoli Andrea	Cap	36	41	57	31	46	45	199
47	RUS 8047	--	Ikonnikov Vladimir	Kulkov Anton	StP	42	30	49	39	40	49	200
48	FRA 8196	--	Dabry Raoul	Cotte Tristan	FdeM	38	46	33	36	50	47	200
49	ITA 822	Vida Bandida	Tarabella Andrea	Gualandri Carlo Corrado	FDM	45	32	44	45	43	42	206
50	LAT 8135	--	Cepurnieks Eizens	Kanskis Eizens	Isol	51	59	45	49	22	50	217
51	ITA 7796	Nini'	Clemente Massimo	Granato Vittorio	Cap	50	20	dns	57	41	55	223
52	SUI 8085	Squalo Bianco V	Zimmermann Lorenz	Steffens Tobias	LUV	15	57	bfd	30	56	dnc	228
53	ITA 7908	Esmeralda	Giusti Sergio	Tomasi Ugo Antonio	--	57	61	48	44	47	34	230
54	GER 7577	Frizzante	Paucksch Christian	Knoll Christian	Sta	ocs	ocs	30	32	57	44	233
55	ITA 7063	Alex	Mattiello Marco Valerio	Spinelli Luciano	Cap	53	42	40	54	60	46	235
56	FRA 7494	Srva	Brillaud Clement	Holier Arnaud	--	47	ocs	51	56	33	56	243
57	ITA 8209	Basilisco	De Denaro Franco	Simoni Renzo	Tri	ocs	35	bfd	dnf	18	53	246
58	USA 7885	--	Bonanni Claude	Burgess Richard	TaB	49	50	50	47	54	52	248
59	ITA 8090	Eurostar	Filippi Luca	Cisbani Paolo	Rom	59	45	60	52	dnc	36	252
60	GER 8016	--	Rauch Hubert	Schappeler Ingo	And	56	44	47	53	52	dnc	252
61	HUN 8115	--	Katai Peter	Nazer Csaba	Bud	52	58	53	43	55	54	257

62	HUN 7900	2 Kuna	Fonntos Robert	Tovjai Petev	Ore	58	56	59	50	49	48	261
63	ITA 7528	Cangaroo	Balderi Antonio	Cinquini Roberto	PDV	54	48	58	58	51	57	268
64	ITA 8182	Nuvola	Righi Roberto	Mugnaini Davide	Viar	ocs	49	56	55	59	58	277
65	ITA 7680	--	Ritucci Giuseppe	Mauro Andrea	Cap	55	62	dns	dnf	53	59	299
66	ITA 8225	F. Monastirio	Boggi Lucio	Cristaldini Corrado	Viar	39	dnf	dnf	59	dnc	dnc	308
67	ITA 7705	Caravaggio	Bonanno Graziano	Caroti Dario	PDV	dnf	dnc	dnc	dnc	dnc	dnc	350
67	SUI 8138	--	Marazzi Flavio	Huter Etienne	TB	dnc	dnc	dnc	dnc	dnc	dnc	350
67	ITA 8228	Robbazona	Poggi Giampiero	Stilo Giovanni	Rom	dnc	dnc	dnc	dnc	dnc	dnc	350

NEW BOATS, SAILS AND COVERS

Foxy Covers: <http://www.teamfoxy.com>

Fritz Sails: www.fritz-segel.de

Mader Boats: <http://www.bootswerft-mader.de/>

In the U.S. contact John MacCausland: 856 428 9094

Marine Spars: www.marinespars.com / 856 428 9094

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

FOR SALE / WANTED

Star Wanted: college student looking for star within budget. Preferably fiberglass hull, any information would help! Available anytime! Thanks, Kevin Taylor supracompski@yahoo.com 972.693.3155. 2/05

6000 and 7000 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) Depending on condition for low # boats \$2-5000. If we keep under \$5,000 we can sell at anytime. # 7100 go for \$1,000-1,500 and goes up from there.

367 (1926) NE Boatworks. 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

2 STAR's, hull #s **5341** and **6031**, donated to Southern Maryland Sailing Foundation (SMSF), with trailers and sails, okay condition. \$750 a piece. (SMSF is a tax exempt organization that promotes and supports junior sailing in South MD.) Contact Carl Feusahrens at carl.feusahrens@navy.mil 7/05

5988 (1976) Lippincott for sale. Hull very fair. Several sails. Good galvanized trailer. Stored inside for last three years. \$1500.00. contact: d.conner@zoominternet.net

6528 Lillia, PRISTINE Ralph DeLuca maintained, with 2 masts, 5 jibs, 4 mainsails, pristine trailer with box. Boat in Santa Monica, CA Call 310-821-2270

6600 series Melges, 1981 at QCYC, Toronto. Aluminum road trailer with hydraulic brakes, 2 suits of sails, Blue fitted boat cover, 2 in-deck compasses, Bow protector, hiking vest, mast cover, trailer tie down bars. \$2500.00 Brian Green: 416-579-6278 or b.green@opg.com, 6/05

6790 Lillia. Located at Miles River Yacht Club. \$3500 Joe Balderson 410-976-4670

7088 Lillia - decent shape but needs a new mast and sails. Can be purchased for less than \$2000 in storage in Sunapee...Dave Ivey Dave@freedsbakery.org

7145 Exact. It has a nice sail inventory and has had a rigging upgrade. The hull, spars and all equipment are in excellent condition. Trailer is a Harbeck with a nice box. All for \$3200 or B/O. Mark Einstein 410-708-1803 or BlueCrabCC@aol.com. 5/05

7585 Mader 1991, Parkerized, Tacttic Race Master, 2 Suits sails: North and Jenkins, trailer redone in 2005 (new tires incl spare, brakes, wiring, title), 1 long box on trailer, mast up cover, 2 whisker poles, 2 harnesses. Superb condition. Located in St. Michaels, \$11,500.00 Bud Mullen, 410-228-0698. 6/05

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)

7830 Mader - 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 Dave Ivey Dave@freedsbakery.org

7958 Folli (located in Lake Bracciano very close from Rome) Balbi Trailer with 2 box, 2 emmeti spars, boom, 2 poles, many sails suites, club cover. Ready for race, in very good condition. 18500,00 euro. Please, if you know anyone interested. contact Stefano Fusco 335.5637342 stefano.fusco@tin.it

North Main & jib for sale. ~1 season old, medium use. Excellent weekend/local event sails. Still very competitive and could be used for regional regattas. Price \$1000/OBO/which is about 60% off. Contact Peter McChesney at 202-464-1000 mcchesney@plsd.com.

Jibs For Sale Cheap- I have Many older Sobstad jibs which have seen little or no use. Price depends on condition. Please call or E-mail for details and spread sheet with a price list of what I have. 410-279-9675 or e-mail aaron@sales.northsails.com. 2/05

1 set North Sails, used only 1 regatta (5 days) - \$1,600.00
Mark Lewis, 5208 Manhattan Drive, Springfield, IL 62707
(217) 726-7296 mtl7935@insightbb.com 1/05

The New Log



2006 REGATTA SCHEDULE

Date	Org.	Event
May 20 - 21	Dist. 13	Erich F. Laeisz Preis
May 23 - 26	ISCYRA	2006 Western Hemisphere Championship
May 23 - 28	Dist. 13	F. Laeisz International German Championship
May 24 - 28	Dist. 13	Holland Regatta
May 27 - 28	Dist. 5	Rollins Bowl
June 17 - 18	Dist. 1	Arms-White
June 17 - 18	Dist. 5	Baxter Bowl
June 17 - 25	Dist. 13	2006 Kiel Week
July 8 - 9	Dist. 5	King of Spain / District Blue Star
July 14 - 16	Dist. 1	Blue Star Championship
July 21 - 23	Dist. 10	Swedish Champ. & 10 th Dist. Championship
July 22 - 23	Dist. 5	Lipton Cup
Aug. 5 - 6	Dist. 12	Sunapee Open
Aug. 5 - 12	ISCYRA	2006 European Championship
Aug. 12 - 13	Dist. 1	Ned Hay
Aug. 19 - 20	Dist. 1	New England Masters'
Aug. 19 - 20	Dist. 13	Bahnwärterpreis
Sept. 2 - 3	Dist. 13	Herbst-Verbandsregatta
Sept. 9 - 10	Dist. 1	Bedford Pitcher
Sept. 16 - 17	Dist. 1	Nutmeg
Sept. 16 - 17	Dist. 5	Pitcher Series
Sept. 23 - 24	Dist. 5	Pacific Coast Championship
Sept. 27	Dist. 5	Calvin Paige / World's Tune-up
Sept. 27 - Oct. 8	ISCYRA	2006 World Championship
Sept. 30 - Oct. 1	Dist. 2	Oxford Fall Wind-up
Oct. 7 - 8	Dist. 1	Larchmont Columbus Day
Oct. 20 - 22	Dist. 5	Pre-Olympic Trials
Nov. 11 - 12	Dist. 5	Ash Bown
Nov. 14 - 19	ISCYRA	2006 North American Championship
Dec. 9 - 10	Dist. 5	Kriss Kringle