



ORIGINATED 1911

ORGANIZED 1922

FLEETS
161THE OFFICIAL PUBLICATION
OF THE
INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATIONBOATS
3260

EDITOR, C. STANLEY OGILVY, C/O I. S. C. Y. R. A., 51 EAST 42ND ST., NEW YORK 17, N. Y.

Vol. 32

MAY, 1952

No. 11

PROPOSED RESOLUTIONS FOR 1952 ANNUAL MEETING

The following Resolutions have been submitted four months prior to the date of the Annual Meeting as required by Article XXI, Sec. 1, of the Constitution. They have therefore been put on the Agenda, to be presented before the Meeting in Portugal at the end of August.

Some of them have been discussed before, as indicated by the references in parentheses.

These Resolutions are listed here so that the Delegates will know what items they will be called upon to vote on at the Meeting. Delegates should remember that they represent their Fleets, and therefore are expected to vote in accordance with Fleet wishes. At their summer meetings, Fleets should instruct their Delegates how to vote on each of the Resolutions listed here.

One of the purposes of publishing these items in advance is to allow ample discussion before the voting takes place. Any member who has something worthwhile to say for or against any of the following is invited to submit his views for publication.

The Resolutions are:

1. That the titles of Executive President and Executive Vice President be changed to Executive Chairman and Executive Vice Chairman effective January 1, 1953. (See page 2 of March, 1952, STARLIGHTS for proposer and explanation.)

2. That the third sentence of Art. XV, Specifications, be reworded to read: "Fastened to keel with bolts of any suitable metal (suggested not less than 10 bolts $\frac{3}{8}$ " dia. or 5 bolts $\frac{1}{2}$ " dia. for safety.)" (See page 3 of April, 1952, STARLIGHTS.)

3. That Art. VII of the Specifications be revised to read as follows:

1. LARGE BEAMS — forward and aft of mast and at ends of cockpit, sided $1\frac{1}{4}$ ", moulded $1\frac{1}{2}$ ".
2. OTHER DECK BEAMS — sided $\frac{7}{8}$ ", moulded $1\frac{1}{4}$ ".
3. SHORT BEAMS — at sides of cockpit, sided $\frac{3}{4}$ ", moulded $1\frac{1}{4}$ ".

OPTIONS — Beams may be larger, but not less, than dimensions given. Hanging knees and stanchions shown on plans may be modified or omitted, but it is recommended that sufficient bracing be used near the mast to stiffen the boat and counteract rigging stresses.

RECOMMENDED — Sitkas Spruce, Port Orford Cedar.

(The only essential changes here are incorporated in the paragraph, OPTIONS.)

4. That Art. XV of the Specifications should have the following added to the first paragraph: "Overlap may be reduced to $3\frac{1}{2}$ " at frames 3 and 18, and $2\frac{1}{2}$ " at frames 2 and 19. The width along the bisecting line

may be reduced in proportion at these points." (This is to include in Art. XV the material omitted in error from last year's change. See page 4 of March, 1952, STARLIGHTS.)

5. That Art. XV, Sec. 2, of the Constitution should have added the following:

"The International Measurement Committee may, with the approval of the Governing Committee, make minor changes in the Plans, Specifications and Table of Limitations which do not change the basic fundamentals of the Star Design. Such changes may not be retroactive, and are to be for the sole purpose of maintaining the Star as a one-design Class within the practical limits of measurement. Measurement procedure is to be established by this Committee and subject to revision by it when necessary or desirable."

That Art. XXI of the Constitution have the following section added:

"SECTION 5. The Plans and Specifications may be amended either by the procedure of Section 1 of this Article, or by the International Measurement Committee in conformance with Article XV, Sec. 2."

(These two additions constitute a single change, and should be voted as one Resolution.)

6. That Art. VII, Sec. 2, of the Rules Governing the World's Championship be changed by the addition of the following:

"In AA, A, or B Events, these sails must be those acquired for the boat sailed by the skipper in the Eliminations, as provided in Art. XI, Sec. 11, of the By-Laws, except that the skipper may enter one mainsail or one jib or both, borrowed for that purpose, as part of the three units."

This proposal has been submitted by Frank H. Gordon, Ass't XII District Secretary, with the following explanation: "This amendment would continue the restriction of not more than one suit of sails per year, but allow a Fleet better representation in a major event. Since the skipper can borrow a boat from his Fleet (World's Rules, Art. VIII, Sec. 1), and since spars and other equipment can be borrowed from anyone without limitation, it seems only fair and logical that in these events the skipper be allowed to borrow (from anyone) one suit of sails. This change would also serve to specify the sails to be used on a borrowed boat, not now specified in our rules."

(EDITOR'S NOTE: A somewhat similar Resolution, that World's Championship contestants should be exempt from the provisions of the sail-borrowing rule, was proposed and discussed but defeated at the 1951 Annual Meeting. See Item 5 of the Condensed Minutes, October, 1951, STARLIGHTS.)

STARDUST

Three new Fleets have recently been chartered, two of them adding new nations to the ever-growing roster of the I. S. C. Y. R. A. The Valpariso Fleet is the first for Chile, adding another country to the 7th District; and the Dalmatian Fleet adds Jugoslavia to the list.

The third is the Porto (Portugal) Fleet.

* * *

Any Fleets which think that they race in unusually heavy weather might compare notes with the Melbourne Fleet, whose secretary sends this report of the Geelong Yacht Club Regatta Weekend.

"We raced the 38 miles from Williamstown to Geelong on the Saturday. Bob French's *Naiad* won the race; only four finished. Many who were entered did not start, because we had a violent storm the night before, leaving many skippers in all classes with cold feet. Bart Harvey's *Hornet* won Sunday's race, sailed in a very strong wind. As Canio Bay was very sheltered, there was no sea running (most unusual for us), but one puff was strong enough to dip our leeward spreader in the drink."

* * *

Carlos de Cardenas, perennial representative of the Havana Fleet in the World's Championship, was runner-up in the 1948 Olympic Games at Torquay. It is with special interest, therefore, that we note that he has again won the Cuban Olympic Eliminations, and will challenge as that country's representative in the 1952 races at Helsinki.

* * *

The Class "C" ocean racer *Hoot Mon*, which made an excellent showing in the Caribbean racing circuit of the past winter season, stirred up quite a bit of comment because of her unorthodox design. Not only is she a blown-up Star, which produces a very unusual and evidently successful cruising hull; but she is also owned by three prominent Star members, Worth Brown, Woodie Pirie and Charlie Ulmer. They must have driven her in true Star-boat fashion; for her record included a first in Class "C" in the St. Petersburg-Habana race, and third in the overall competition in the Miami-Nassau event.

* * *

Usually the Fleet reports that reach STARLIGHTS are the success stories, the accounts of Star Fleets that have grown rapidly and healthily until they have attained a position of prestige and importance in the sailing community. Unfortunately there are exceptions to the normal pattern. Once in a while — rarely, to be sure, but it has happened — Stars fail to take hold in a new locality. One of these failures appears to be in the making at Singapore. This from a letter from a member of the Royal Singapore Yacht Club:

"On Singapore Island there are five Stars, all owned by the Royal Navy. They were captured in Kiel during the war, and allocated by the R. N. Small Boat Disposal Board to Singapore. They really form part of a lot of 12 Stars, 8 of which were shipped to Hongkong. One of the Hongkong boats was later returned to Singapore." Then follows a listing of the five boats, four of which are the ones previously mentioned in this connection (March 1950 STARLIGHTS).

"These boats are in very poor condition. The trouble is, of course, that they do not belong to individual owners, but to Clubs of the Services. I saw four of them racing together last Sunday, but they did not make an impressive picture with their old sails and dirty looking hulls. I am sure there are no other Stars in Malaya, but there might be some in Djakarta or Surabaya. In 1939 a Dutchman brought the first Star to Singapore, but to my great regret the Class never did get going here. Why, I don't know. I still think they would be quite suitable for our conditions, which include light winds for the best part of the year and comparatively smooth water except from December to February when we get the north-east monsoon.

"The pre-war Star got lost during the Japanese invasion. I made some attempts after the war to interest members of the Royal Singapore Yacht Club in establishing a Star Fleet, but without success."

The Italian racing season opened February 23-25 with a three-race regatta in the Tigullio Fleet, won by Roberto Dazzini's *Glin Glin*. The regatta was followed by a banquet for all the competitors, who were honored by the presence of Continental Vice President Beppe Croce, XIV District Secretary Lagorio Serra, the mayor of the town, and the harbor-master.

* * *

The Fifth District has worked out a schedule which bunches four major regattas in three consecutive weekends of racing, all in the Los Angeles-Newport-San Diego area. The purpose is to allow San Francisco Bay skippers to make the long trip south only once, leaving their boats there between these weekends — a most sensible arrangement, which other Districts might do well to consider.

* * *

Ralph C. Craig, former XII District Champion in 1945 and 1947, was elected Commodore of the Northern Lake George Yacht Club, site of the 1952 XII Districts, on the retirement of Dr. James Corscaden, who is well remembered as host of several previous District series.

* * *

The Blue Ribbon series of the Clube Naval de Cascais was won early this season by Joao Tito's *Malindo*, No. 1655, over five entries.

Because of the increasing pressure of his many other interests, John Snedeker has reluctantly resigned from the Fleet Captaincy of the Great South Bay Fleet. Skip Shaw has recently been elected to fill the position.

* * *

A timely suggestion from one of our Isolated Members asks that we remind the membership of the existence of "forgotten men in the hinterland who possess a pronounced bump of pride of ownership, and who revel in the successes of the Class and its more talented members quite as much as those more fortunate ones of you who have Stars all about you — and water enough to sail 'em on one tack for more than five minutes at a time!"

The Isolated Members are far from "forgotten" by the Association. Indeed, because of the very fact that they are isolated, they are called upon to champion the Class far more often than someone sailing where Stars are well known. Fortunately the Isolated Member is well equipped to do this, because he is naturally an ardent Star man — if he were not, he would not bother to join the Class. There is always missionary work to be done for the Class, and the Isolated Member gets lots of opportunity for that.

At last count there were 42 Isolated Members, distributed as follows. One each in Portugal, Guatemala, Canada, Morocco, the Philippines, Finland and South Africa; two in Chile; and the rest in the United States: Michigan (5), Pennsylvania (4), New York (4), Massachusetts (3), Maryland (2), Texas (2), and one each in Vermont, Tennessee, North Carolina, South Carolina, Florida, Illinois, Louisiana, Washington, Missouri, Maine, Kansas and the District of Columbia.

* * *

Assistant Twelfth District Secretary Frank Gordon has made some interesting calculations on the old favorite question of added weight in a Star hull due to soaking up water into the wood. He writes, "Has anyone weighed a hull in the spring after dry storage, and then again after it has been in the water a few weeks? If so, what is the difference? Most guesses must be high. The sides soak up practically none. The bottom cubic footage equals 4.078 cu. ft., which at 62.4 lb. per cu. ft. comes to 255 lbs. But this is 100% water — impossible. 20% might be more like it, which would amount to 50 lbs."

MOTION PICTURES

Members are reminded that the Chairman of the Motion Picture Committee is Theodore S. Clark, 135 Lafayette St., New York 13, N. Y. All requests and communications originating from North American Fleets, dealing with films, should be directed to him. The fee for use of films is \$5.

1952 NORTH AMERICAN SILVER STAR CHAMPIONSHIP

We are pleased to announce that the Royal Canadian Yacht Club of Toronto has generously donated a fine new trophy, standing 30 inches high, to be awarded to the winner of the 1952 North American Championship. Known as the Royal Canadian Yacht Club Cup, this is to be a perpetual trophy, to be raced for whenever and wherever the North American Championship is held.

In connection with the series in Toronto, the organizing committee states that requests for housing and hotel accommodations should be sent to Miss Nancy Edmonson, Fleet Secretary, 4 Elm Avenue, Toronto. For entry forms or other regatta information write Larry Metcalfe, 604 King Street West, Toronto.

American citizens are reminded that a U. S. passport is not required to enter Canada for a temporary visit. All that is needed at the border is some sort of identification. Driver's license will do.

VIII TACA DARKE DE MATTOS

By ANCHYSES LOPES

On March 9, 1952, immediately following the close of the South American Championship, the Rio de Janeiro Fleet held its first race of the new season, with 34 Stars taking part. As an added attraction, some of the boats were swapped around, the Argentinian visitors being given some of the so-called "best" boats of the Rio Fleet.

The event was the annual long distance race for the Darke de Mattos cup, and it was won by Coca Simoes, the young Rio skipper who has done so well in recent years with his *Toro II*. The complete order of finish follows.

2614	<i>Toro II</i>	C. Simoes	Rio
1533	<i>Pollux</i>	M. Neiva	Rio
2871	<i>Ayrto</i>	A. Costa, Jr.	Rio
3080	<i>Bu III</i>	S. Chaves	Olivos
1976	<i>Gem II</i>	C. Sansoldo	Rio
3159	<i>Pejerrey</i>	M. Torres	Olivos
2613	<i>Sky</i>	N. Sierburgeer	B. A.
2339	<i>Toro I</i>	P. Simoes	Rio
2233	<i>Siribu</i>	A. Cunha	Rio
2211	<i>Bolero</i>	J. Pontual	Rio
2560	<i>Bikini</i>	D. Bueno	Rio
1420	<i>Rig II</i>	A. Dobler	B. A.
3098	<i>Juanita</i>	C. de La Paulera	B. A.
2808	<i>Beaver</i>	H. Desbarats	Rio
2210	<i>Marola</i>	E. Treves	Rio
2293	<i>Iris II</i>	J. Crespin	Rio
2229	<i>Babalu</i>	U. Bonoso	Rio
2612	<i>Xodo III</i>	R. Bueno	Rio
2335	<i>Black Boy</i>	P. Kuernerz	Rio
3224	<i>Susie</i>	H. Godofredo	Rio
2329	<i>Kita</i>	J. Penido	Rio
2227	<i>Polaris</i>	R. Servais	Rio
2228	<i>Tucano</i>	J. Belem	Rio
2209	<i>Xuxu</i>	H. Oliveira	Rio
2230	<i>Tiguenta</i>	I. Strada	Rio
2231	<i>Cleopatre</i>	E. Bessiere	Rio

(8 others did not finish.)

FLEET SECRETARIES

Remember that your delinquent members are no longer receiving STARLIGHTS. They are completely out of touch with you and the Class if they have not paid 1952 dues. It is time to send them a second or third billing immediately. Get them back on the active list as soon as possible, or they will be unable to race this summer.

RACE RESULTS. The summer racing season will soon be in full swing for most Fleets. Get in the habit of reporting *each series as soon as it is finished*. The new Form H12 means exactly what it says: only one copy need be submitted; it suffices for both STARLIGHTS and the Loc. If you get the series reported immediately on its completion it is done and you can forget it, and avoid the mad rush at the end of the year to make the Loc deadline.

1952 LOG

Through the continued cooperation of all those involved in assembling and producing the Log, we were glad to be able to get the book out the first week in April for the second consecutive year. We hope you like the 1952 model.

A story goes with the picture on page 85. Here it is, told by one of the principals, Ass't IV District Sec'y Dick Miller.

"The accident occurred during a race sponsored by the Cleveland Harbor Fleet, with George Voss and myself sailing *Blue Star*. The interesting part about this race was that Mr. Sandy Douglas, sailing his *Thistle*, was trying to give us a bad time, and we were in pretty fair shape until we broke down. The wind was approximately fifteen miles an hour, with very little sea. We had just come over to the port tack to cover my own boat, the *Scout II*, when the lower shroud broke at the spar; at least, I believe this was the sequence of events, but of course we cannot be sure.

"The partner at the deck gave way and the spar fell to leeward about 45° with all sails still pulling. During this the mast, the butt of which was grooved so that it fitted over the step, gave away, and the spar slid across the bottom and went out through the chine for about eight inches. Of course, George and I were both unaware of the spar sticking out through the boat and we were standing, gazing at the wreck, when we suddenly discovered we were ankle-deep in water. We had started to remove the sails when we noticed the hole, with water entering. About this time everything became a madhouse, with pumps and buckets going. Very shortly Bruce Carroll came aboard, and with his added assistance we managed to plug the hole with clothing and keep abreast of the water. For about twenty minutes we bailed and tried to get things organized before a power boat finally came out and towed us in.

"After beaching the boat alongside a dock, as no hoist was available, we found that the hardest job of all was to remove the spar from the hull. It had to be driven out with a sledge hammer. The extent of the damage was that a new deck was required and considerable work on the hull and chine, amounting to quite a sum to the insurance company (Star Class Insurance). The accident could have been prevented, the same as all accidents, by thoroughly inspecting the rigging at more frequent intervals. But the biggest thing, I believe, would be the mast step design, as the conventional type would give less trouble than this type with the fork on the spar.

"The high point was when Bruce Carroll came aboard, pump in hand, with the remark, 'I have heard of people leaving sinking ships, but this is the first time I have ever boarded one!'"

BOATS WITH OWNERS UNKNOWN

The Association tries to keep its files up to date on the location and ownership of all Stars. It would be advantageous to all concerned if the Yacht Register in the Loc listed every boat correctly. Unfortunately, with the passage of time, quite a number of boats have, for one reason or another, acquired the status of "owner unknown." In addition, there are doubtless others, currently listed as belonging to their last registered owners, which have since changed hands unknown to the Association.

In the 1952 Loc there are 93 boats listed as "Unknown," the large majority of them with numbers under 1000. If anyone has any information about the whereabouts or ownership of any of these, we would appreciate it if you would drop us a line at the Central Office stating the latest known information. The same applies to any boat which you know is incorrectly registered.

The "unknown" list follows.

12, 18, 19, 20, 35, 42, 47, 50, 52, 62, 63, 66, 69, 70, 81, 87, 91, 98, 115, 131, 138, 146, 148, 160, 173, 175, 178, 193, 213, 222, 237, 273, 286, 290, 296, 312, 318, 337, 357, 376, 385, 386, 409, 415, 419, 429, 452, 453, 475, 492, 518, 519, 545, 548, 552, 574, 581, 599, 625, 651, 652, 654, 661, 682, 692, 731, 751, 771, 782, 814, 838, 875, 876, 880, 920, 934, 1138, 1179, 1250, 1251, 1285, 1353, 1405, 1572, 1611, 1754, 1757, 2029, 2049, 2098, 2140, 2218, 2691.

IMPORTANT RACING DATES

NORTH AMERICA

- May 10-11, 17-18, 24-25 — W. L. I. S. Fleet May Open Series, Larchmont, N. Y.
 May 25-29 — U. S. Olympic Final Eliminations, Bayshore, Long Island, N. Y.
 May 30 — Joseph Lawrence Memorial Race, Bellport, Long Island, N. Y.
 June 8-14 — III District Championship, Nassau, Bahamas, B. W. I.
 June 21-25 — Noroton Race Week, John Taylor Arms Trophy, C. L. I. S. Fleet, Noroton, Conn.
 June 28-29 — Jackson Park Regatta, Chicago, Ill.
 July 4-6 — Sterling Morton Regatta, Chicago Yacht Club, Chicago, Ill.
 July 4-6 — Santa Barbara Lipton Trophy Series, Santa Barbara, California.
 July 12-13 — J. Rulon Miller, Jr., Memorial Series (Championship of the Chesapeake), Gibson Island, Maryland.
 July 12-13 — Red Grant Series Open Regatta, Raritan Bay Fleet, Perth Amboy, N. J.
 July 18-20 — Cambridge Yacht Club Regatta, Cambridge, Md.
 July 19-26 — Larchmont Race Week, Larchmont, N. Y.
 July 25-27 — Rhody Open Regatta, East Greenwich, R. I.
 July 26-27 — IV District Green Star Championship, Cleveland Yacht Club, Rocky River, Ohio.
 July 27 — Great Captain Island Race, W. L. I. S. Fleet, Larchmont, N. Y.
 July 27 — Thomas Point Long Distance Race, Gibson Island, Md.
 July 28-30 — Central New York Y. R. A. Regatta, Keuka Lake, N. Y.
 Aug. 2-3 — Jersey Coast Challenge Series, Seaside Park, N. J.
 Aug. 2-3 — John Charles Thomas Series, St. Michaels, Md.
 Aug. 5-9 — Corry Series (Great South Bay Race Week), Timber Point, Long Island, N. Y.
 Aug. 7-9 — XII District Championship, Lake George, Hague, N. Y.
 Aug. 9-10 — Chesapeake Lipton and J. Graham Johnson Memorial Series, Oxford, Md.
 Aug. 16-17 — Harry B. Wilmer Memorial Series, Corsica River Y. C., Centerville, Md.
 Aug. 16-17 — V District Championship, Newport Harbor, California.
 Aug. 22-24 — Newport Harbor Race Week, Newport Harbor, Calif.
 Aug. 23-24 — First District Green Star Championship, Huntington Bay, Long Island, N. Y.
 Aug. 23-24 — Stuart Brenizer Memorial Series, Sue Island, Md.
 Aug. 24 — Treat Memorial Long Distance Race, Harlem Yacht Club, City Island, N. Y.
 Aug. 25-27 — Canadian National Exhibition Open Regatta, Toronto, Ontario, Canada.
 Aug. 28-30 — North American Silver Star Championship, Royal Canadian Y. C., Toronto, Ontario, Canada.
 Aug. 30 - Sept. 1 — Picken Memorial Series, Bellport, Long Island, N. Y.
 Aug. 30 — Fifth District Team Races, San Diego Bay, California.
 Aug. 31 - Sept. 1 — San Diego Bay Labor Day Invitation Regatta, San Diego, Calif.
 Sept. 3-7 — Manhasset Bay Fall Race Week, Manhasset, Long Island, N. Y.
 Sept. 6-7 — II District Championship, West Jersey Fleet, Riverton, N. J.
 Sept. 6-7 — Fall Round-Up Series, Columbia Yacht Club, Chicago, Ill.
 Sept. 13-14 — President's Cup Regatta (U. S. Steel Trophy), Potomac River, Washington, D. C.
 Sept. 20-21 — Cedar Point Open Series (Bedford Pitcher), C. L. I. S., Westport, Conn.
 Oct. 5-11 — Hawaiian Invitational Championship, Waikiki Star Fleet, Honolulu, T. H.

IMPORTANT RACING DATES

EUROPE

- Apr. 12-20 — French National Olympic Trials, Marseilles, France.
 June 13-16 — British National Olympic Eliminations, Torbay, England.
 July 20-28 — XV Olympiad Yachting, Helsinki, Finland.
 Aug. 15-21 — Staatsmeisterschaft of Austria, Wolfgangsee, St. Gilgen, Austria.
 Aug. 17-23 — European Championship (Silver Star), Cascais, Portugal.
 Aug. 25-31 — World's Championship, Cascais, Portugal.

FOR SALE

2790, *PARA I*. Built 1948. Sound throughout. Two suits sails; one nearly new, one just recut. Two-wheel trailer. \$1750 complete. R. Riethmiller, 623 Pemberton Road, Grosse Pointe 30, Michigan.

2554, *ESPADARTE*. A South Coast boat, famous for its much better than new condition; winner of one race in the 1948 Olympic Games, sixth in that series, fourth in the European Championships of 1947 and 1950. Complete with extra-light all stainless steel fittings throughout, and two-wheel trailer. Price \$1900, plus \$300 for trailer; offers considered. Joaquim Fiuza, Rua Nova de Sao Mamede 7, 3°, Lisbon, Portugal.

2425, *BALLERINA II*. Built 1946 by J. Hansen; single spreader rig; galvanized keel. Beautiful condition. One suit sails. Make offer. Walter Brachtel, 116 South Elliott Place, Brooklyn, N. Y. Phone Nevins 8-8295.

2366, *DESIRA*. South Coast, good record. One piece topsides. Perfect condition, ready to launch. New stainless single spreader rig. \$1500. New Ulmer light weather main if desired. D. W. Birks, 1100 Main, Peoria, Ill.

2355, *FINESSE*. 1946 Deluxe Saybrook. New spar, boom, rigging. 1951 Fleet and Michigan Champion; second in Great Lakes Championship. Two suits sails. \$1500. R. K. Ferguson, Watervliet, Michigan.

2127, *HELL'S ANGEL*. Sister ship to *Stuttahol*; splendid record; excellent condition. 4-wheel trailer; two suits sails. Stoeffler, 140 8th St., Wood Ridge, New Jersey.

1941, *GLIDER*. One excellent suit Murphy & Nye sails. Top racing condition. Four time Great Lakes Champion, 3rd place World's Championship (1947), 1st place Spring Championship (1949). \$1600. Richard I. Stearns, 3933 No. Ashland Ave., Chicago, Ill.

455, *PEGGY WEE*. New Port Orford ship-lapped bottom 1950. Single spreader rig. 2 suits sails. 4-wheel trailer. \$600. J. H. Triebel, 917 Main St., Peoria, Ill.

WANTED

Used jib and medium flat mainsail. Please give particulars. Malcolm V. C. Hickey, 330 39th St., North Seattle 2, Washington.

STARLIGHTS ADS

\$2 for 3 lines (50 letters to a line). Send check payable to Association, or money order, with copy. No bills are sent. Mail to I.S.C.Y.R.A., 51 East 42nd St., New York 17, N. Y., by 15th of preceding month. For members only. No cuts or special type. Any ad may be rejected without explanation. No commercial ads accepted.

AUSTRALIAN OLYMPIC TRIALS
WON BY HARVEY'S HORNET

2819	<i>Hornet</i>	Barton Harvey	5121
2824	<i>Naiad</i>	Robert French	4519
2687	<i>Rebel</i>	Ian Gibbs	2987
—	<i>Toucan</i>	Basil Walker	2109
2966	<i>Virginia II</i>	Peter da Silva	1585
2690	<i>Tempo</i>	M. Anderson	1012
2682	<i>Don Juan</i>	J. Donne	402

MEMBERSHIP BUTTONS

I. S. C. Y. R. A. lapel buttons are now obtainable from the Association. Price 50c each.