

MackKay Boats Ltd Starling

The Glendowie Boating Club is pleased to announce the availability of fibreglass Starlings from MackKay Boats Ltd. New moulds have been constructed by MackKay Boats to a computer generated John Clinton interpretation of the Des Townson design. Des oversaw the final electronic lofting and class measurer Brian Peet confirmed the dimensions complied with class rules. The plug was cut from a solid MDF billet by a computer-controlled router. Prior to the construction of a production mould, the plug was measured using the GBC 3D jig and it fitted comfortably within existing Starling Class tolerances.



Des Townson christens the prototype MackKay Boats Starling, watched by Owen and Dave MacKay.

The first production boat was recently launched, sailed once, and then shipped to the Korean Boat Show. The show was a huge event complete with outdoor sailing arena. The Starling was trialed by a number of local sailors and it made a favourable impression. The ultimate aim is to have boats exported around the Pacific basin and create a regional network of regattas.



Sam MacKay sailing the new fibreglass Starling.



The clean crisp lines of the Starling are well displayed by the MacKay Boats prototype.

As the photos show, the first boat was rigged with a Southern Spars mast and boom and a North Sails mylar sail. MacKay Boats and the Starling Committee believe it would be extremely difficult to introduce the class internationally with a 1960's un-tapered alloy mast and soft sail. Consequently the carbon/mylar combination will only be available as an export option.



A North Sails mylar sail and Southern Spars carbon mast and boom were chosen for the export option recently displayed at the Korean Boat Show.



The new Townson/Clinton dimensioned solid MDF Starling plug during final preparation, prior to mould construction.

Within New Zealand, requests have been forwarded to the Starling Committee to approve a carbon mast option for New Zealand boats. The intention is for Southern Spars to develop the carbon mast for trials over the next 12 months. The design criteria is for the mast is to replicate the bend of the Fosters alloy mast while also ensuring that the current optimal crew weight range of 60 to 65 KG is maintained. The existing soft cloth Dacron sail will not be changed.

It is worth noting any changes to class rules for local boats will require a postal ballot with a support rate from returns of 75% or greater. Informal meetings and discussions at the last three nationals have indicated a 50/50 split between status quo and change to a carbon mast.

For further information and ordering details on the MacKay fibreglass Starling contact Dave MacKay at dave@mackayboats.com or ph 09 426 4306.