

1ST DISTRICT NEWSLETTER

Volume 10, No. 1

January, 2009

VICE COMMODORE WILLIAM M. PARKS

December 11, 1921 – December 10, 2008

By Melinda Berge

Star Class Vice Commodore Bill Parks passed away December 10, 2008, one day before his 87th birthday. He was the president of the Star Class from 1974 to 1978, a past commodore of Chicago Yacht Club, an ISAF International Judge, a bronze medallist in the Star at the 1960 Olympic Games (Rome), and a Star sailor for 50 years.

He belonged to the Southern Lake Michigan Fleet, racing in the Chicago area. In 1938 he skippered a Star for the first time in a junior championship, and thus began a love affair of long standing.

In 1947, in partnership with Gary Comer, he acquired his first *Shrew*, #1308, a boat already eleven years old at the time. Four years later with this same *Shrew* he won the Mid-States championship and the Fourth District Green Star, and was on his way up. He had a gold chevron from the 1955 World's in Portugal, and was twice the runner-up in the North American Championship (1966, 1969).

Parks was a civil engineering graduate of Illinois Institute of Technology and had an M.B.A. from the University of Chicago. He was a vice president of Vapor Corporation and served on the board of directors of the American Transit Association.

He was a lifelong Star sailor who truly gave more than he received. Besides being a top level competitor, he gave freely of his time, training many young Star crews over the years. An active singer, with a beautiful baritone voice, he was known for singing operas on light air days.

The Star Class sends its deepest sympathy to his wife Joan and his daughter Julie Soxman. Services will be held after the holiday season or in the spring of 2009.

Bill Parks, The Technical Committee and the evolution of the Star

As noted above, Bill Parks was the Star Class President for the years 1974-1978. Prior to that he was very involved in working on technical aspects of the Star hull during the period of transition from a boat being built out of wood to being one built out of fiberglass. He was one of the original members and the first chairman of the Technical Committee, which was first listed in the 1965 Log. After his stint as Class President Bill continued to serve the Class in the International Governing Committee, for a time as Chairman. Beginning in 1984 he returned to the Technical Committee, and continued to serve on it until 1995. Even after that he was often consulted by members of the Technical Committee.

In the 1971 Log appeared technical drawings which accompanied the Specification section. These were the first of a set of drawings drawn by Bill. Some of these drawings, in modified form, continued to be used through the 1990's.

In the June, 2008 issue of the 1st District Newsletter Bill wrote an article entitled **Some Comments on the Development Article** in which he talked about the question of to what degree the Star boat should be one-design.

MEMORIES OF BILL PARKS

by Bill Buchan

My lasting memories of Bill (other than his "shutting the door" on me at a wing mark in the 1953 North American Championship), will be his successful solutions to measurement / technical issues that could have led to the demise of the Class as a One-Design, if not for Bill's "creative" solutions, or equally bad, its obsolescence as a World Class racing yacht, which it is to this day.

One of several instances that come to mind, is how Bill dealt with the vee / pumpkin bottom arc problem that appeared on the scene in the early 1960's. He cleverly came up with the minimum / maximum radii solution as a way to get around the "true arc of a circle" specification which was in the measurement rules for many years.

His philosophy, I would venture to guess, was that if something comes along that makes the Star a better boat, let's figure out a way that it can be allowed. In many years of working with Bill, either within the confines of the Technical Committee or merely as a friend offering advice, I would say that we were always in total agreement.

Bill will be sorely missed by all of us that love the Star Class.

BISCAYNE NORTHWESTERLY



take that insane grin
off your face - I don't
have a visa for Cuba.

by Carroll McCallum

THIERRY DE LA VILLEHUCHET

† December, 22, 2008 †

On Monday evening, December 22, Thierry de la Villehuchet, 65, took his life as a result of being caught up in the Madoff affair. He committed suicide in his office in NYC but was not discovered until Tuesday morning. He was a fund manager and had many investors from France in his portfolio, which totaled about \$1.4 billion. Unfortunately he fell into the Madoff trap and lost much of his money plus that of his investors. The situation was too much for him.



photo by Guy Gurney

Thierry last holiday season at Larchmont Y.C.

Thierry was an avid participant in Star races both in his home fleet of Mid-Connecticut Star Fleet and in the Florida winter circuit. He began sailing Stars some years ago, but moved on to other classes. Prior to returning to the Stars, Thierry had participated in classes such as the Melges 24, Soling, Shields, J-105, and boats local to France. He was a Shields national champion four times. In 2003 he got into Star sailing again because he wanted to improve his sailing skills. Even though his home is in New Rochelle, NY, for his home fleet he chose the Mid-Connecticut Star Fleet in Milford, CT, because of its large fleet. (The Mid-Conn fleet is more than an hour drive from his home, and that on a good day when the traffic is moving.) His enthusiasm for the Star and the Star Class grew over the last few years. Thierry worked hard at sailing, and brought in professional coaches to help him improve his sailing skills.

Thierry was also instrumental in getting Larchmont Y.C. involved in hosting the Stars in their Columbus Day regatta and more recently in considering taking on the 2011 Centennial event. In fact, there was supposed to have a meeting with Thierry and other members of Larchmont Y.C. to talk about the 2011 Centennial event on the Friday evening before his death, but a big snowstorm blew in and the meeting was postponed.



Thierry and Cynthia Parthemos, Larchmont PRO at the 2007 New England Masters' Regatta

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Thierry and crew Witold Gesing at the 2008 Nutmeg Regatta

photo by Kristen Trombley

2008 ISAF ANNUAL CONFERENCE

by Mark Reynolds

I was fortunate to be able to attend the 2008 ISAF Annual Conference in Madrid in early November. This was the first time that I have been able to attend the conference for more than a day or two. I'm currently the men's Keelboat Representative on the ISAF Athlete's Commission (AC) which was formed a few years ago. We have an annual meeting once a year at the ISAF offices before the Annual Conference but have never attended the Annual Conference as a Committee. The Athlete's Commission chairman makes an annual presentation to the Executive Committee, but this time there were also 3 other AC members attending. I attended and observed the Equipment and Events committee meetings as well as the Council meeting where all the final voting takes place. It was apparent this year that it's important for all the AC members to attend the conference as this is the ideal place to present our viewpoints, not only in the meetings but outside the meetings in the hallways and parties. The AC is currently pushing to get a vote on the council which would take our representation a bit further.

In November 2007 it was narrowly decided to have a men's keelboat event at the 2012 Olympics and at the 2008 Conference the equipment (classes) to be used were chosen.

All meetings begin with discussion and then any necessary voting takes place. I was able to observe this process in both the Equipment Committee and Events Committee Meetings. Thereafter, all decisions are passed on to the Council who again votes making the final decision. Fortunately for the Star, there was not much discussion regarding the Star this year, as it was the only equipment being considered for the men's keelboat slot. However, you never know what can happen when ISAF gets together. We were lucky this year in that there were no surprises. As we know, there are a lot of reasons why it's important to have the keelboat fleet racing Olympic event and we also know that the Star has a lot going for it; we just need to keep reminding the non Star sailors at ISAF!

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.

The Steamship
GEORGE W. ELDER

On May 31, 1899, the Harriman-Alaskan expedition sailed for Alaska from Seattle on the steamship George W. Elder. For students of Star Class history, it may seem rather strange that the founder of the Star Class organization, George Waldron Elder, should have had a ship named after him. However, George Waldron Elder, having been born in 1893, was not yet born when this ship was built and named back in 1874. The actual name of our Elder was George Waldron Elder Jr., meaning that there was a George Waldron Elder Sr., and in fact the New York Times published an obituary in June 1, 1916, about George Waldron Elder, stating, among other things, that he lived with his son George W. Elder Jr. at 770 Madison Avenue in New York City.

But even this George W. Elder seems not to be the namesake of the ship, because George Waldron Elder Sr. was born in about 1860, and thus was still too young to be the namesake of the ship. Going back another generation, we find that George Waldron Elder was the son of George William Elder (1831-1873). Since the father died in 1873, a year before the ship George W. Elder was launched, it would be logical to assume that this George W. Elder is the namesake of the ship.

Mentioned is made in George Waldron Elder Sr.'s obituary of Henry Osborn Havemeyer, who was both his business partner and brother-in-law through the marriage with his older sister Louisine Waldron Elder Havemeyer. (Louisine became a prominent art collector in New York City and some of her important collection is at the Metropolitan Museum.)

Henry O. Havemeyer was a New York businessman with many interests, from being on the board of the National City Bank, to being president of the American Sugar Refining Company, to being involved with the Old Dominion Steamship Company which had ships sailing between New York City and ports on the Chesapeake Bay.

The ship George W. Elder was built by the John Roach yard at Chester, Pennsylvania in 1874 for the Old Dominion Steamship Company. As mentioned above, it can be assumed that the ship George W. Elder was so named in honor of Henry O. Havemeyer's wife's recently deceased father. According to the "Marine Intelligence" column in the New York Times of April 14, 1875, the ship was still in service for this company in 1875. However, by 1876 the ownership of the ship was transferred to Oregon Railroad and Navigation Company and sailed around the Cape Horn to take up her new duties on the Pacific Northwest waters in 1876.

Through his business interests Henry O. Havemeyer was in contact with the Harrimans, who owned not only vast railroad interests, but also such things as Oregon Railroad and Navigation Company which had ships plying the waters along the Pacific Northwest coast. When, in 1899, Edward Harriman decided to mount the Harriman-Alaskan expedition it was natural for him to look about in the family's holdings to find a

ship which would meet the needs of the expedition, and the George W. Elder was his choice for this vessel.

According to various reports, the ship was completely refitted for the expedition, and the accommodations upgraded to meet the expectations of Harriman.



Through the first third of the 20th Century the George W. Elder continued to work for various companies, the last one being in Chile, and was scrapped in about 1935, reportedly either in Japan or Chile.

It should be mentioned that various members of the Havemeyer family were Star sailors, and for some time up through the 1950's were the backbone of the Great South Bay fleet. In Elder's book "Forty Years Among the Stars" there is a photo of the Havemeyer family, with a caption which begins: "The Havemeyers, three generations of Star sailors..."

Some biographical notes about George Waldron Elder Jr.: born in New York City – 1893, died in Bellport, NY – October 14, 1954. Married twice, first to Ganie Felicite Lucile Belynde Mary Rose D'Auxy (b. 1887 - d. July 5, 1934), then to Juanita Stewart (dates unknown) shortly after the first wife's death. Elder's occupation is often listed as "yacht broker", but in truth he dedicated most of his time to working on Star Class matters. One related venture is that he, along with Sampson Smith, bought Parkman Yachts in 1936. During WWII the company turned to war production, supplying such things as lifeboats and oars. Then, after WWII Cebern Lee and George Elder revived the business as a builder of pleasure craft under the name of ELDERLEE. (For more on EDLERLEE Yachts see the pages 4-6 of the January, 2006 issue of the newsletter. Go to [Stardust Archives](#) .)

It was at the insistence of Juanita Elder that George Elder wrote a history of the Star Class entitled "Forty Years Among the Stars", published posthumously in 1955.

Editor's note: I would like to thank Nancy Elder Petersen for providing genealogical information about George Waldron Elder Jr. and his ancestors.



Juanita Elder, Commodore's wife, crew on ISCYRA VI at Marblehead Week, 1941,
 was also his crew in World's Championship of 1942
 (Photo and caption from "Forty Years among the Stars")

COMMODORE'S CUP

December 6-7, 2008

Sailed at Coral Reef Yacht Club. No racing on Sunday due to lack of wind.

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	Points
1	8195	John MacCausland	Kevin Murphy	CR	1	7	1	9
2	8285	Augie Diaz	Phil Trinter	BisB	8	2	2	12
3	8177	Jud Smith	Brian Fatih	CA	12	1	3	16
4	8143	Brian Cramer	Matt Johnston	WLOC	6	6	7	19
5	8077	Jack Jennings	Stew Hall	LS	4	12	4	20
6	8245	Peter Vessella	Lee Dayton	WSFB	3	4	15	22
7	8362	Rick Merriman	Brad Nichol	LH	13	5	6	24
8	8286	Henrik Dannesboe	Edward Morey	Sem	2	15	11	28
9	8235	Larry Whipple	Mark Strube	PS	15	3	10	28
10	8217	Aaron Serinis	Mike Phinney	MES	7	16	8	31
11	8333	Jon Vandermolten	Geoff Ewenson	GL	9	OCS	5	34
12	8132	Thierry De la Villehuchet	Witold Gesing	Mid	16	9	9	34
13	8318	Dan Coughlin	Bam Miller	WLIS	11	10	14	35
14	8087	Kevin McNeil	Arnis Baltins	AN	5	14	17	36
15	8072	Douglas Smith	Mike Moore	SBC	10	8	DNF	38
16	8157	Richard Burgess	Scott Larry	SL	18	11	13	42
17	7964	Charles Kohlerman IV	Charles Kohlerman III	NCB	14	13	16	43
18	7970	Hopkins Sam	Nichols Mike	AN	17	17	12	46
19	8128	Culberson Bill	Wunberg Jeremy	MoB	DNS	DNS	DNS	60

OLYMPIC COACHING

Mark Reynolds

I spent most of last summer in Qingdao coaching and sailing Stars. Qingdao wouldn't be my favorite vacation spot but we got very used to the city and sailing conditions and the people were incredibly nice and accommodating. On top of that we weren't there on vacation but what could be more fun than working with great sailors, sailing Stars and being on the water every day trying to win gold medals? John Dane / Austin Sperry and Marc Pickel / Ingo Borkowski teamed up to train for the Olympics and in June invited Stevie Ericson and me to sail a third boat with them. We were primarily looking at and testing light air sails and the new light wind "P Star," affectionately called the "Guppy". The Guppy was pretty much the opposite of a modern Star regarding the hull tolerances; it had short waterlines and full sections for minimum wetted surface. John also had a Mader and his trusty Folli, and Marc also had his Folli. The Guppies arrived while we were there in June and quickly went in the water. While John and Austin tested the Guppy, Stevie and I sailed the Folli. We got plenty of light wind and also a few days of breeze which was a nice change. The algae was always a factor, and it kept some of the speed runs a bit more compact and kept us from ending up in Korea. The Guppies were quick in the light stuff but showed a bit of a weak spot in the little moderate breeze we did see. We looked at a lot of different sails including some stock sails, some with conservative modifications and some more radical stuff too. During the June session Marc asked me to coach him and Ingo in July and then again for the Olympics. This was a great opportunity and I took it!

In July we again tested boats but also wanted to finalize our sail choices. Once again we sailed miles and miles and evaluated photos every night from onboard and off the boat. The mains we ended up with turned out to be very similar to our Q-1 for the light air and the standard Z-4 for moderate and above. For the jibs we also ended up with very small modifications to the P-2; one optimized for light wind made with lighter fabric and hot cut leech, and the other more like the standard P-2. We changed the battens on all the jibs and made a few other minor changes.

We returned to Qingdao early in August before the Olympics. We really didn't have any moderate wind in July so we were anxious to do a little more work with the Guppies before the games to make sure that they were ok in the moderate wind. Light wind is the norm in August but as we all know you can always get the unexpected. We expected light wind in Korea in 1988 but the data was poor. This time we had a lot of good data but in case we got the unexpected we wanted to be prepared. After all Qingdao isn't too far from Pusan, Korea! Just a few days before we had to make the boat decision we had a moderate day and it was clear that the Guppy was slower upwind. With a long term forecast for more breeze than expected we went back to the Folli. We were fortunate to have a late measurement slot and selecting the Folli was the conservative thing to do. John and Austin stayed with the Guppy. I believe John's long term forecast was a bit different than ours, and in fact John was looking just fine after the first

3 races, leading the pack; but as the wind increased his speed decreased. No one predicted the amount of wind we ended up having; it was the windiest Olympics since Pusan.

Over the 2 weeks of the Olympics the racing for all of the classes are staggered, and it was windier for the days that the Stars sailed. It was also very shifty and streaky with strong shifting currents. This was the Qingdao we expected and it made the tactics very difficult. The coaches are required to stay behind the start/finish line the whole race so I was only able to observe the lower section of the race course and it was amazing how the positions would change when the boats came back into view! Sometimes this was due the wind lanes and shifts but also sometimes the strong swirling currents. I spent a lot of time focused on the current and felt I had a pretty good handle on it. I would take readings all day long and then try to predict what it would be the next day. We did move around courses sometimes so that made it a bit more difficult. The day prior to the medal race we had 3 races and there were huge position changes depending on whether or not you gybe set. This was mainly because of the current angle but also a slight wind shift right as well. Unfortunately for GER in the first two races of the day they rounded in the top 2 but ended up in the bottom 2 by holding starboard downwind.

In the medal race I was sure the right would be favored in regards to the current, and although there was a left wind shift near the end of the first beat which saw BRA leading out of the hard left both beats, the right was still good too. GBR let SWE go right on the first beat and trailed slightly at the first mark but their downwind speed got them around SWE and unfortunately for SWE they followed GBR left on the 2nd beat. POL went right and won the race. I'm sure that POL had a bit of trouble explaining why after winning the "medal race" they didn't win the medals.

I don't think the medal race per se adds anything but more confusion to the racing but I can tell you that the conditions were great for this final race and the racing was incredibly close so anyone watching saw sailboat racing as exciting as it gets.

WANTED: MASTS

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

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.

7306 Mader (1987) Specially built by Mader for Durward Knowles and one of the first of the 7300 through 8100 series of Maders built between 1987 and 2003. Second in the 1988 Bacardi (Paul Cayard, skipper) and the 1988 Masters. Lightly sailed recently and in fair condition. Good mast, newer SparTech boom, and trailer included. Boat located in Milford, CT. Price: \$4,000 Call Don Cronan @ 860-810-8934 / doncronan@gmail.com / DCronan@acc.comnet.edu (6 / 08)

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)

7741 Folli (1994) Two masts and one boom. Two sets of sails. Mast and boat covers. Double mainsheet and Lillia-style backstays. A good regatta boat in very good condition. Located in Milford, CT. \$12,000. Contact Rodrigo Meireles at 203 283 1884 / 619 549 1126 / rodrigo@od.northsails.com

7830 Mader (1995) 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. 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. Sparteck 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. Sparteck 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) Sparteck mast; hyfield levers on uppers for downwind speed; double mainsheet; new Sparteck Boom;

Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: Bainton@BaintonLaw.com (1 / 07)

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)

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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.

Milton Thrasher: 941 966-9172

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**EARLY STARLIGHTS**

From December 1923 through January 1924

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

http://www.mycstar.org/Stardust/starlights_back_issues.htm