

2002 Spring Silver Star Championship

Tampa, Florida
April 24-30, 2002
By Magnus Liljedahl

The Springs were held on Hillsborough Bay, located inside Tampa Bay, during an extremely hot last week of April. The event, which usually alternates between Nassau, New Orleans and Tampa, is one of the major regattas in the Star Class. The winner earns a Silver Star, which should replace the standard Red Star displayed on the main sail. This year's event had a few more participants than normal, the reason being that the World's will be held in Los Angeles later this summer and several foreigners took the opportunity to participate before shipping their boats out west.

My race reports usually include a tack-for-tack portrayal of every race, but in this regatta there were too many shifts to remember. Most of us knew that we were in for a light wind regatta in "lake-like" conditions, but I at least didn't realize how challenging this place can be. The breeze would usually blow pretty good in the morning, but only last until about noon. Then there would be a waiting game until late afternoon, when hopefully the sea breeze would fill in. Hillsborough Bay, surrounded by land, provided more "lake breeze" than anything else. The race committee appropriately moved to a 10AM start for some of the days. Located about ten minutes from the starting line (nothing is far away on Hillsborough Bay), the clubhouse had the air-conditioning cranking and water fountain flowing. The swimming pool provided another valuable retreat in between races as well as at the end of the day.

One significant change at this event was that it marked the first regatta in the U.S. where the new skipper/crew weight rule was in effect. I managed to lose 35 pounds in 45 days and I feel better than I have in many years. Most of my colleagues have lost similar amounts of excess body fat, and as a group, we now look more like what most people would associate as "athletes" than ever before. Some of the crew are even stacking up more girlfriends due to their slimmed down shape. The opening ceremony hors d'oeuvres table reflected the new, all healthy, attitude. Veggies and fruit were dominant, while the potato chip bowl was left untouched.

Mark and I had a tough time on the water. Our 17th place overall finish reflects that statement pretty accurately. My usual on-the-water input "higher and faster" was replaced by "they are lifted" and "they have now rounded the mark". We usually feel pretty "lucky" on the racecourse and "things" generally work out in our favor. However, this time was very different, as we seemed headed on every tack.

The conditions in themselves were by no means an excuse for our poor performance. Somehow the best team always wins at the end, and this time was no exception. Paul Cayard and Phil Trinter sailed an unbelievable regatta, finishing top three in four of the five races. They never had to make any gigantic comebacks and usually dominated from start to

finish. Iain Percy and Steve Mitchell (GBR) won two races, finished second overall, and confirmed that they belong at the top of the Class. Rookie Rick Merriman, sailing with veteran crew Billy Bennett also sailed very strong, got a few nice breaks when they needed them the most, and finished third overall.

Augie Diaz continues to impress, and sailing with reigning

2002 Spring Silver Star Results												
Pl.	Sail	Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Total	
1	8088		Paul Cayard	Phil Trinter	WSFB	1	3	2	2	8	8	
2	8025		Iain Percy	Steve Mitchell	GBR	8	11	1	4	1	14	
3	8082	Max	Rick Merriman	Bill Bennett	SDB	19	2	4	1	9	16	
4	7995	Danilu	Augie Diaz	Christian Finnsgard	BisB	4	16	8	3	3	18	
5	7631		George Szabo	Austin Sperry	SDB	17	9	3	8	2	22	
6	7673		Mark Mansfield	Killian Collins	IRL	7	4	13	6	ocs	30	
7	7876	Betsy Ross	Douglas Schofield	Robert Schofield	AN	3	10	20	13	5	31	
8	8094		Jose van der Ploeg	Domingo Marique	Bar	26	1	21	7	7	36	
9	8059		Peter Vessella	Brian Fatih	WSFB	13	13	6	9	10	38	
10	7581		Roberto Bermúdez	Juan Pinacho	Bar	2	28	11	21	6	40	
11	7950	Brillo	Jimmie Lowe	Andrew Higgs	N	14	5	12	39	12	43	
12	7862	ISM	John Virtue	Scott Pack	NH	6	12	26	23	4	45	
13	7999		Carlo Loos	Markus Mehlen	Glu	29	8	9	15	16	48	
14	7802		Hans Fogh	Ryan Smith	LOC	20	19	5	5	26	49	
15	8068	Erin	John MacCausland	Rick Peters	CR	10	7	25	20	14	51	
16	7844		Foss Miller	Paul Jester	PS	21	17	10	16	13	56	
17	8067		Mark Reynolds	Magnus Liljedahl	SDB	30	6	17	11	ocs	64	
18	8043		Jock Kohlhas	Alec Belomytsev	BisB	9	21	28	17	19	66	
19	8045		Larry Whipple	Darin Jensen	PS	12	25	22	14	18	66	
20	7670	Cuba Bat	Gene McCarthy	Glen McCarthy	PPL	11	14	19	32	23	67	
21	7986		Bill Allen	Stephen Braverman	WH	24	26	7	30	11	68	
22	7830	Poison	Andrew Ivey	John Nichol	Sun	15	22	14	18	22	69	
23	7847	Southern Cross	Jacob Fiumara	Joe Chambers	CA	23	18	23	12	20	73	
24	8038		John Vanderhoff	Rowan Perkins	NCB	25	23	31	10	21	79	
25	7626	Badger	James A Freeman	Keith Gardner	SL	22	15	32	25	17	79	
26	7568		Arthur Anosov	Gennady Korolkov	TaB	18	24	15	28	28	85	
27	7784	Rachel	Andrew MacDonald	Phil Ramming	NH	5	36	24	33	25	87	
28	7425	Ice Blue	Barbara Vosbury	Trapper Lippincott	AN	33	27	27	29	15	98	
29	7369	No Bozos	Steve Haarstick	Rick Burgess	SL	28	30	16	24	30	98	
30	7932	Ursula	Kyle P Henehan	Chris Doolittle	SDB	16	34	18	35	37	103	
31	7965		Tony Herrmann	Matt Pederson	WLM	31	35	29	26	24	110	
32	7793	Remarc	Brian Cramer	Peter Carson	LOC	35	29	33	19	32	113	
33	7098		Claude Bonnanni	Phillip Sinner	TaB	39	20	dnf	22	ocs	120	
34	X986	Brillo	Joe Zambella	Peter Costa	BH	36	39	30	31	27	124	
35	7866	My Folly	Dierk Thomsen	Lars Thomsen	Glu	32	32	34	27	33	124	
36	7512		Robert A Teitge	Adam Dorcjsza	DR	27	31	35	37	34	127	
37	7970	No Sniveling	Nelson Stephenson	Terence Glackin	CLIS	34	37	36	36	31	137	
38	7998		David Cutler	Brad Anderson	GrL	37	33	39	34	ocs	143	

world champion crew Christian Finnsgard (SWE) they continue to improve their results. Rounding off the top five, George Szabo and the "all positive" Austin Sperry showed moments of brilliance and ended up on the podium.

This event made me appreciate the Star Class in a big way. Not that I haven't realized this before, but for the most part, we battle for top honors and that usually provides all the satisfaction I need. There are so many interesting characters in our class - highly successful individuals in a broad spectrum of professions. This makes it a joy to cruise the boat parking lot and chat with the population on a variety of subjects. The class contains top doctors, lawyers, bankers, insurance agents, researchers and businessmen (and women) in general. There are a lot of different personalities who make it worth while going to a regatta, whether you win or lose. Thank you all for coming to these events, you make the Star class the best class in the world.

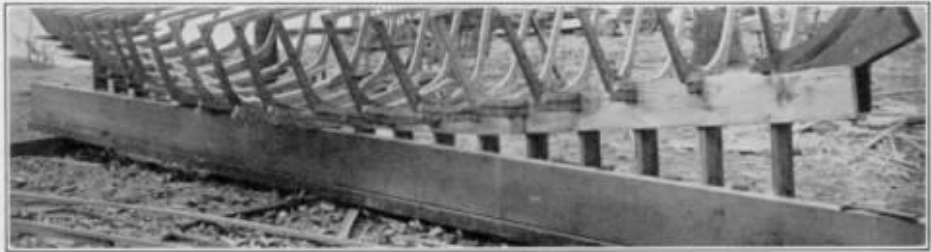
**SO YOU WANT
A CHEAP NEW STAR?**

Delta Manufacturing, originally of Brooklyn, NY and then of Southold, NY, began to build Star kits in the 1920's. The first kits could be bought for \$43. Of course, you had to buy the planking, keel, rigging and sails as well, but \$43 to get you started on a Star boat sounds pretty good. By 1946 inflation struck and you had to pay an exorbitant sum of \$59.

Shown here are the ads placed in the 1927 and 1946 Logs. Building your own Star boat, either from scratch or from a kit, was fairly standard practice during the wood boat era. One of the more successful home builders was Bill Buchan with his Frolic, #4260.

IMMEDIATE DELIVERY

19 STAR BOAT FRAMES, STEM AND TRANSOM



All of light mahogany except the five ribs in wake of keel and two ribs under mast of white oak for extra strength. Copper riveted, burred, sanded and beveled to fit planking, keel and keelson.

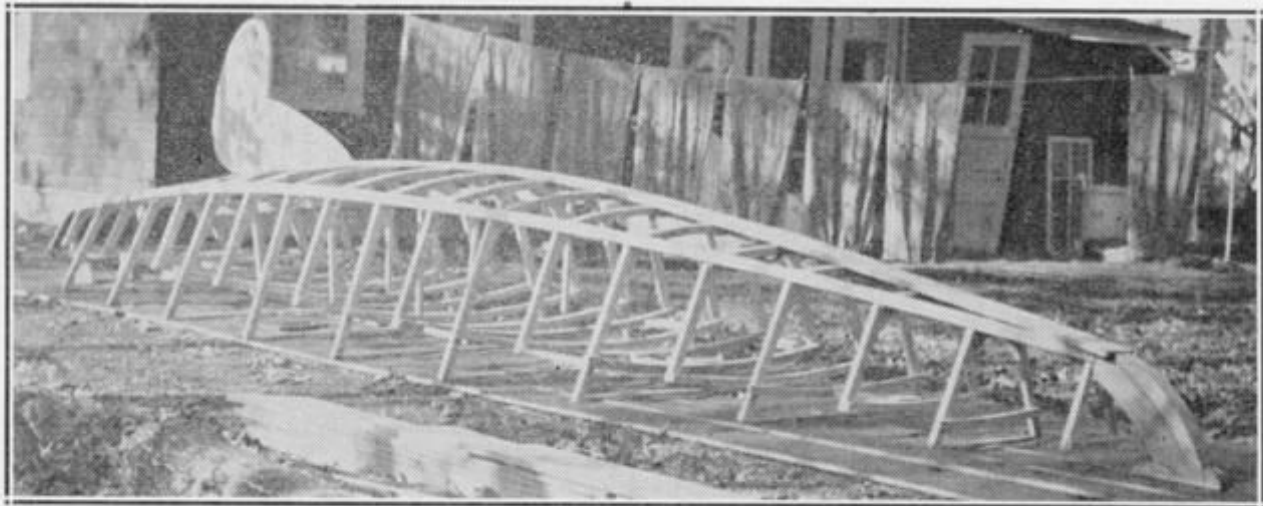
Guaranteed within 1/8" in every dimension.

PRICE \$43.00 CRATED F.O.B. FACTORY

DELTA MANUFACTURING CO.

816 Humboldt Street,

Brooklyn, N. Y.



WE FURNISH

Stem Sitka spruce. Nineteen frames completely assembled, half with deck carlins attached. All other deck carlins furnished. Copper riveted, beveled and sanded to fit planking and keelson. All of Sitka spruce except two frames under mast and five in wake of keel of white oak.

ISCYRA STAR FRAME KIT

Stem	Sitka spruce	Two rudder post blocks.....	White oak
Cleat block	White oak	Transom	Mahogany
Mast deck partner	White oak	Transom cheeks	Sitka spruce
Mast Step	White oak	Transom knee	White oak
Side stay reinforcements	White oak	Skeg	White oak
Six cockpit stantions	Sitka spruce	Rudder	White oak
Two fair leader blocks.....	Sitka spruce	Four templates and instruction sheet	

Permit 3% deviation from specifications

Boxed, F. O. B., \$59.00

\$5.00 Deposit with Order

DELTA MFG. CO.

BOX 664, SOUTHOLD, N. Y.

COLIN ERNEST RATSEY

1927-2002

Colin Ernest Ratsey, one of the most prominent yachtsmen of his generation, died in Vero Beach, Florida, after a brief illness. He was 75. Mr. Ratsey, who was born in New Rochelle in 1927, was the first American-born member of his family to serve as president of the venerable Ratsey & Laphorn Sailmakers. The firm, whose sails adorned Lord Nelson's fleet at Trafalgar as well as numerous Americas Cup contenders, was founded in England in 1690. Mr. Ratsey was the sixth generation of his family to work at the company loft.

In addition running to the traditional family business, Mr. Ratsey was an acclaimed competitor. Among his achievements were winning the prestigious Bermuda Race, completing numerous Trans-Atlantic races and serving as a crew member when the 12-meter Columbia successfully defended the Americas Cup in 1958. Mr. Ratsey also served as Commodore of the American Yacht Club and was a member of the New York Yacht Club and Storm Trysail Club.

Mr. Ratsey is survived by his children, Scott Ratsey of Vero Beach, Florida, Cynthia Ratsey Young of Rye, New York, Colin David Ratsey and Jane Ratsey Williams of Greenport, New York and 8 grandchildren. He is also survived by his sister, Joan Ratsey Darling, of Weston, Vermont.

(Editor's note: the above obituary is included in Stardust because of Colin E. Ratsey's family legacy in the Star Class. His grandfather, George Ratsey, his father Ernest and his uncle Colin were active Star sailors in the 1920's and 1930's. His father was sometimes referred to as the American Ratsey because he ran the New York sail loft and his uncle was referred to as the English Ratsey because he ran the English loft.

Ernest Ratsey had a succession of Stars named Irex and captured various honors, his highest being a Silver Star by winning the first Mid-Winter Silver Star Championship in 1926. When it was proposed that the Star Class have a monthly newsletter it was Ernest Ratsey who suggested the name "Starlights" for it.

Uncle Colin Ratsey, among other accomplishments in the Star Class, came in second at the 1931 World's and a year later came in second while representing England in the Star Class at the 1932 Olympics.

In 1929 both brothers were involved in working with Francis Sweisguth in changing the Star rig to the tall rig still use today by the Star Class. In 1929 the experimental tall rig was tried out on Colin Ratsey's Joy, #361, as shown in the photo above right.

For many years the firm of Ratsey & Laphorn ran advertisements in the Star Class Logs. One of the more unique ads is the one which ran in the 1924 Log. It shows

the firm's loft on City Island, New York City.)



Joy trying out the experimental rig in 1929

THE LARGEST SAIL LOFT IN THE WORLD
22,500 sq. ft. of floor space



Katsey & Laphorn, Ltd.
City Island,
New York City

(Established 1790)

SAIL MANUFACTURERS

Our Sails used by "Taurus" owner, Wm. Inslee, Esq.
National Champion 1922

We keep Star Class Rigging in Stock—Also Turnbuckles, Slides,
Track, Blocks, Imported Linen Rope and best grades of
Imported Yacht Canvas. We have made 185 suits
of Sails for Star Owners.

FIRST IMPRESSIONS COUNT

by A.J. Jakubowska

I joined the Star Class several months ago. My Star #7060 is, in fact, the first sailboat I have ever owned. I am also one of a handful of women involved in the Class. I recently read Paul Cayard's comments on the Bacardi Cup, in the April issue of Stardust. They have prompted me to share some of my own thoughts with you, the thoughts of a novice.

The last few months have been a terrific adventure for me. I fell in love with the Star fast and hard. In one fell swoop, I left behind "big boats" on which I crewed for some time. I have not looked back. I do not think I ever will.

Just a few weeks after buying #7060, I decided to race in the Bacardi Cup, with the encouragement of my great friends from the LOC Fleet, Jennifer Conway, Brian McKay, Dave Craddock and John Finch. Talk about a learning curve!!! I could not decide before the Regatta whether I was more excited or terrified. I kept thinking of all the new and shiny Stars I was going to see at Miami. I kept thinking about all of the great sailors with whom I would be tackling the starting line. I was really, really scared. I was also giggling with anticipation.

About half-way to Miami, I realized that I had left some key gear, including my sheets, in Toronto. Could it get any more stressful? Once we arrived in Miami, with my boat covered with salt and dirt from the trip, I watched the swaying palm-tops with apprehension. How would I manage all of this? New stuff, new boat, new pressures, new people? Would I pass the test I put to myself?

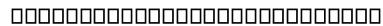
To my great relief and surprise, much of the pressure began to dissipate almost immediately. Help, support and encouragement came from all directions. My hull was scrubbed clean, the mast was stepped, I had sheets and a mast ram. I cannot mention everyone who helped by name, there are too many of you!!!! THANK YOU ALL!!! Within several hours of arriving at Miami, what I had heard was confirmed - the Star Class is full of generous, encouraging, fun-loving, humorous, and hospitable sailors. Yes, I did feel somewhat intimidated until the very end, but that was because of the pressure I applied to myself, to sail the best I could, and not because it came from others. When it blew hard, and it did, I stayed in. I was very much aware of my limited experience and skill, and my weight limitations. No one questioned my decision to do so. It was treated with respect. I felt I could do things at my own pace. The social aspects of the Regatta were also fantastic. The generosity of the Bacardis was overwhelming. Everyone mingled freely. It did not matter who you were or how long you had sailed a Star.

I could not have done any of this without my skipper, Dave Craddock, who agreed to drive my boat at Bacardi having met me for about 10 minutes. He knew virtually

nothing about me or my sailing skills. We had a blast!! and will be sailing again, together, at Seneca in July. Thanks, Craddock, for a fantastic time, for your patience and sense of humor!

Thanks to Paul Cayard for his gracious comments in the April issue. They confirmed everything I felt about the Bacardi Cup. Maybe one day I will work up enough nerve to actually speak to him!

See you on the race course!



Star Class videos available: the following videos are available through the Central Office: "Star Class Tuning Guide", Class promotional video "Fine Tuned for Excellence", 1999 World's: "The World of the Stars", 1987 World's: "Sail against the Best." Also available from the Central Office are Stan Ogilvy's book "A History of the Star Class" and a biography about Durward Knowles, "Driven by the Stars". For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office:

iscyra@interaccess.com

ISCYRA
1545 Waukegan Rd.
Glenview, IL 60025-2185
Fax: 847 729 0718 / Office: 847 729 0630

STAR CLASS HISTORICAL MATERIAL

Three items which deal with historical information about the Star Class are now available:

- "Forty Years Among the Star" by George Elder \$20
- "A Pictorial History of the Star Class" \$12
- "Complete Results of the World's, North American's, and Olympics" \$12

Complete set of all three books: \$40

Shipping and handling extra. Order from:

David Bolles Tel: 203 882 9428
133 Castle Lane
Milford, CT 06460

E-mail: d.bolles@worldnet.att.net



STAR CLASS MEMORABILIA

If you have anything which you think should be in the Star Class Archives at Mystic Seaport Museum please contact either the editor (d.bolles@worldnet.att.net) (203 882 9428) or Joe Knowles (pnjk@aol.com). Anything from a single photograph to a collection of correspondence,

program notes, or anything else related to the Star Class and its activities would be most welcomed.

FOR SALE / WANTED

6000 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)

6567 Mader, 1980. Complete with trailer. Two suits of sails. \$1500. Contact Jim Kerns, 203 339 4888 (work), 203 209 2646 (home).

7174 Mader, 1986. Boat is in good condition. Complete package; SparTech F section mast and two suits of sails and much more. This is a solid boat which is still very competitive at fleet level and would make an excellent starter boat/fleet racer. Boat located in Milford, CT. \$6000. Contact Alan Pritchard, 203 853 6310 / abpritchard-bellisland@worldnet.att.net (4-02)

7731 Folli, 1993. Balbi trailer, keel faired, excellent condition, practice sails: \$14,500. John Chiarella 800 530 9381(day), 603 763 2208 (evening) jcdcstar@yahoo.com

UNDER 7000 BOATS WANTED

If you have or know of an under 7000 boat which wants to get out onto the racecourse again please Ed Sprague at edstarsail@starclass.net (619 224 8454). (4-01)

NEW BOATS AND SAILS

Web sites for new boats and sails which are presently up and running:

Mader Boats: <http://www.bootswerft-mader.de/>
In the U.S. contact John MacCausland: 856 428 9094

Fritz Sails: www.fritz-segel.de

North Sails:
<http://www.northsailsod.com/class/star/star.html>

Quantum Sails:
<http://www.quantumsails.com/products/onedesign/c.asp?CID=5>

Other contacts:

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

Star-Rigg Service Alexander Hagen:

e-mail: alex.hagen@t-online.de

Spar Tech:

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

45th ANNUAL TOMAHAWK REGATTA NEW JERSEY STATE STAR CHAMPIONSHIPS

DATE June 1st – June 2nd 2002

LAUNCHING: Friday PM and early Saturday. Tie between six 100' docks. Bring plenty of line.

ENTRY FEE \$45.00 per boat. Trophies – Tomahawk – skipper and crew series. Masters – skipper, series 1st. Includes bag lunch for skipper and crew on Saturday.

SOCIAL Saturday – optional cookout available at LHYC featuring outstanding complementary hors-d'oeuvres.

LOCATION From East: Take Route 80 West to Exit 30(Mt. Arlington). Turn Right off ramp. **From West:** Take Route 80 East to Exit 30(Mt. Arlington). Turn left off ramp. Follow road 1¼ mile (through traffic light, up hill). About 100 yards after Tappan Liquors, turn left on Oneida Ave. At end of road (bottom of big hill), turn right. Bear left at 1st intersection and follow road out causeway onto Bertrand Island. Through stone gates, take first right, then first left. Lake Hopatcong Yacht Club is on the right.

LODGING

Hotels – Mt. Arlington Sheraton (973) 770 – 2000

Mt. Arlington Comfort Suites (973) 770-7880

INFORMATION Brian Murphy (973) 599 – 9387 or bmurphy@reliableenvelope.com.



George Corry, Father of the Stars
(from the 1931 Log)

ARMS-WHITE REGATTA

Mid Connecticut Star Fleet

Milford Yacht Club

June 22-23, 2002

NOTICE OF RACE

1. RULES

This regatta will be governed by the Star Class Rules (STCR), the Current Racing Rules of Sailing (RRS), this Notice of Race (except as any of these are altered by the Sailing Instructions), and the Sailing Instructions. The host fleet is the Mid-Connecticut Star Fleet.

2. ALTERATIONS TO THE RACING RULES

Any alterations to the Racing Rules will be specified in the Sailing Instructions.

3. ELIGIBILITY AND ENTRY

Entries eligible in accordance with STCR may compete.

4. ENTRY FEE

The entry fee of \$85, payable on or before Registration, includes boat and trailer parking, launching, hauling, and Saturday dinner for the Skipper and Crew. Checks are to be made payable to "Mid-Connecticut Star Fleet".

5. SCHEDULE OF RACES

Races are scheduled to start at 11:00 A.M. each day. The event shall consist of three completed races: two on Saturday and one on Sunday.

6. SAIL NUMBERS

Each mainsail shall show the sail number as indicated on the Entry Form.

7. SAILING INSTRUCTIONS

Sailing Instructions will be provided at registration.

8. RACING AREA

The racing area will be south of the Milford Harbor entrance, approximately 3NM from the harbor.

9. SCORING

The Low Point Scoring System RRS A2 will apply. Each boat's score will be the total of her race scores. The series is three race series. Two races are required to constitute a series.

10. PRIZES

Series winning skipper will be awarded the Arms Trophy.

Series winning crew will be awarded the White Trophy.

11. CONTACTS

Fleet Captain: John Lombard, 203 530 2550 / jlombard@performmedia.com

Fleet Secretary: David Bolles, 203 882 9428 / d.bolles@worldnet.att.net

For information on directions, accommodations, tide information, area charts, etc. visit the Mid-Connecticut Star Fleet web site at www.mycstar.org

