Stardust December, 2000

Star Class Newsletter for the 1st, 2nd and 12th Districts

ALTERNATIVE METHOD OF SENDING OUT THE E-MAIL FOR STARDUST

It has been mentioned by some readers that they go straight to the 1st District Web Site to read Stardust. Thus, having Stardust attached to the e-mail which is sent out to deliver Stardust and also to inform people that the new issue of Stardust is available just slows down the receipt of the e-mail. A new e-mail list is being created which will only inform the recipient that the new Stardust is on the 1st District Web Site, and will include a link to the web site. If you would prefer <u>not</u> to receive Stardust as an attachment please send a note to the following address so stating:

DECEMBER / JANUARY REGATTA SCHEDULE

5th District

Dec. 9-10 Kriss Kringle (SDB)

d.bolles@worldnet.att.net

20th District

Dec. 2-3 Commodore's Cup Jan. 6-7, 2001 Bob Levin Memorial

STARS TO REMAIN IN OLYMPICS

International Secretary Harry Walker was informed on November 9th that the Council of ISAF has decided that the Star Class is to remain in the Olympics for 2004.

In order to present the case that the Star Class should remain in the Olympics a delegation of top Star Class officials went to the ISAF annual meeting held this year in Edinburgh, Scotland. This delegation was led by President Riccardo Simoneschi and included Secretary Harry Walker, Treasurer Robert Maine, and past presidents and I.G.C. members Dierk Thomsen and Jack Rickard. Also in Edinburgh were Class committee members Daniel Wyss, Charles Cook and John Koopman, along with Mark Reynolds, Magnus Liljedahl, Ian Walker, and Shawn MacLean.

During the ISAF meeting a party was held by the Star Class for ISAF delegates. As part of the effort to show the delegates that the Star deserves its position in the Olympics three boats which showed the history of development of the Class were put on display. These boats included a boat built in 1934 by Abeking & Rasmussen, a boat built in the 1980's by Danilo Folli, and Ian Walker's Silver Medal winner also built by Folli. The point made by this presentation must have been well taken by the ISAF

delegates.

ANOTHER VIEW OF THE OLYMPIC SAILING VENUE by Harry Walker

I was fortunate to be able to go to Sydney in order to help with measuring the boats that were participating in the Star Class event. The Olympic Sailing venue stretched along almost a mile of New Beach Road at Rushcutters Bay. Everything was behind security fences with guards and metal detectors at each of the few entries.

Star Boat Measuring was done in the "Drill Hall", the 2nd floor of which was as the Yachting Administration Headquarters. Sail measuring was done in a large tent 1/2 mile away. John Koopman supervised all measuring of the Stars with a staff of 8 volunteers - 7 Aussies and me. Three boats had to have minor modifications and many jibs had to have minor changes. All sails had to have their manufacturer's labels removed due to size restrictions.

Four boats were measured each day, and thus it took four days to get them all done. Sails took 2 1/2 days. Each competitor measured in 3 mains and 3 jibs. After selecting the ones the competitors wanted to use, those main sails had to have numbers removed and new National Letters applied. In addition the flag of the nations had to be applied carefully without wrinkles to each side of each main as well as the names of the skipper and crew in their correct position. This took about 2 hours per boat.

The hardstand facility where the Stars were parked was tight but adequate. It was shared with the Solings. Boats came out every other day. When boats got banged up, and occasionally there were collisions, repairs were made on the hardstand.

Most of the sailor athletes stayed in the Olympic Village at Homebush which was a 30 minute catamaran ride away up the Paramatta River. These river cats were big, fast, and limited to the athletes and team staff. A few teams, however, stayed in hotels near Rushcutters. All of the athletes got to see some of the action at the Olympic Park.

The marina site had all types of facilities for both athletes and volunteer staff; eating, bathing, physiotherapy and media interview areas. There were fleets of rubber coach boats as well as measurers' boats, judges' boats, committee and mark boats. All had small flags identifying them.

Only one day of Star racing was done inside the Sydney Harbor Heads. The rest of the races were out in the open sea. Magnus, in his daily reports, has given good details on all the races, including his and Mark's Gold Medal win.

My feelings in a few words: Great organization. Fantastic number of volunteers in every job. Immense crowds at Olympic Park, at events, on trains, in queues. All the people were cheerful, helpful, enthusiastic, and happy, whether in the stadium, on the trains, on the subways, or when being herded

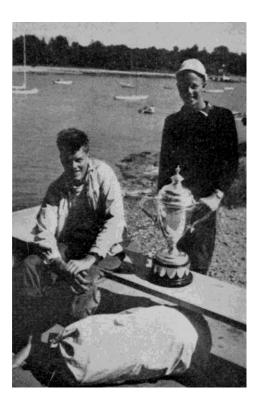
STAR	CLASS	NEWSI	LETTER	for the	1 st ,	2^{nd}	and	12^{th}	Distric	ets
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along like complacent cattle. Never heard a mean word!

THE NASH MEMORIAL TROPHY and the LONG ISLAND SOUND FALL CIRCUIT

The James Starr Nash Memorial Trophy was originally the CLIS fleet's season's junior trophy. While it was reported as such in the Logs from 1946 through 1952, there is a picture of the trophy in the 1945 Log with its winners Bill Hastings and Tony Widmann, indicating that the trophy was already in use in 1944.



The trophy was not reported as being awarded in the 1953-1954 Logs. Then, starting in the 1955 Log the trophy was reported as being given to the winner of the Fall Sound Circuit. The January, 1956 Starlights commented that this trophy is awarded to the skipper with the highest total point score in the four weekend series of the September Long Island Sound Fall circuit. The four regattas which counted towards the trophy were Nathan Hale (HB), Iselin (SLIS), Nutmeg (Mid) and Bedford Pitcher (CLIS).

For the years 1954 through 1982 the Nash Trophy was reported as a four regatta series, although in the later years it was only reported sporadically in Starlights, there being no mention made of it from 1973 through 1982. After the December, 1982 issue of Starlights no further mention of the Nash Trophy has been found in either Starlights of the Log.

Given that the trophy is a memorial to James Starr Nash who died in a boating accident at the age of 20 it is not

surprising to learn that the trophy was originally intended to encourage junior sailors. The May, 1939 issue of Starlights carried the story of this accident. See below. As of this writing it has not been learned why the purpose of the trophy was changed from being a junior trophy to being the trophy for the Fall Sound Circuit.

PHILIP UPTON AND JAMES NASH DROWNED IN HUDSON RIVER / FREAK SNOWSQUALL CAUSE OF DINGHY CAPSIZAL

Starlights, May, 1939

In the most shocking and tragic accident the Class has ever suffered, two of its younger but most promising skippers were taken from our midst on the night of April 12th when Philip Q. Upton and James Starr Nash were lost in the icy waters of the Hudson River. While our reports on the tragedy have not been official, the sympathies of the Association are extended to the parents of these two boys, who in the few years we have been privileged to know them, had won universal popularity and esteem.

Piecing together data received from President George W. Elder's office and from an Associated Press news item published in the New York Evening Sun the details seem to be as follows. Phil Upton and James Nash in company with Carlyle W. Jones, all students at Bard College, Annandaleon-Hudson, New York, went out about dusk in a brand new Frostbite Dinghy, which had just arrived from its builder. Shortly after they went out for their trial spin a bad snow squall came up quite suddenly. Subsequently the dinghy was found by a searching party headed by Sergeant Harold Quinn of the New York State Police and more than fifty members of the faculty and student body of the college, which is a branch of Columbia University. The dingy was found washed ashore overturned with the seats and oars missing but up to this writing no trace of the three boys has been reported to Starlights.

Philip Upton, 20 years of age, of St. Joseph, Michigan, had competed in two World Championships and last year won the Great Lakes Championship. He was Secretary of the St. Joseph-Paw Paw Lake Fleet and one of the most enthusiastic skippers and workers in the Class. During the 1937 World Championship on Long Island Sound, when Woody Pirie, a series leader broke his rudder post just before one of the starts, Phil immediately offered him Ibis, his own boat, for the race, sacrificing his own points in a manner so generous as to indicate his high level of sportsmanship. To save a few seconds he even jumped overboard to help Pirie make a quick start, as to have delivered him aboard a spectator boat might have cost precious seconds. Last year he won the Great Lakes Championship from one of the best fields this event ever

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attracted and after winning it, an honor he long coveted for his own St. Joseph-Paw Paw Lake Fleet, he offered to permit it to be sailed at Vermilion, Ohio, because he felt holding the event there would build up the Class.

Truly there are few boys of twenty who have contributed so much to Corinthian yachting by their own high ideals as did Phil Upton in the few years he was associated with Star racing. In a wholly unostentatious way he was essentially a doer and several of the fleets in the Fourth District owe boats and members if not their existence to his energy and enthusiasm. Memorial services were held in one of the largest churches in St. Joseph, Michigan, and were attended by all of the Sea Scouts and Boy Scouts from the surrounding territory. A Star mainsail with the Blue Star and Phil Upton's number was suspended from the front wall of the church.

James Starr Nash, 20 years old, of Norwalk Connecticut, was the son of Harold L. Nash, Commodore of the Noroton Yacht Club, former Mayor of Norwalk, and Secretary of the Central Long Island Sound Fleet, as well as one of the veteran skippers of the pioneer days of the Class. Jimmy was one of the coming skippers on Long Island Sound and was showing the same touch with the tiller and the same uncanny ability at windhunting which has made his father a respected competitor for many years. He sailed with his father at Nassau last Spring, skippering one of the boats in the series. In recognition of his sustained interest and real ability with not quite modern equipment against some of the Sound's best, his father had just presented him with a new Star but two months ago.

(Editor's note: Despite Phil Upton's efforts to help Woody Pirie mentioned above, it was and is of course contrary to the rules to switch boats in this manner, and so both Upton and Pirie received zero points for the race.)

TENTATIVE 1st DISTRICT SCHEDULE

The following is a tentative 1st District Schedule. Some of these dates, in particular those preceded by *, are not yet ratified by the corresponding fleets and may yet be changed. Please check these dates and report any problems to Ted Lavery (Lavery.Ted@epamail.epa.gov), John Fox, (FCSdesign@compuserve.com), or me.

*May 13 Captain Morgan (HB) May 20 Skipper's Choice (BH)

June 2-3 J.F.K. (BH) *June 16-17 Arms White (Mid)

June 22-241st District Championship (BH)

Ned Hay (CA) July 21-22

July 28-29 Atlantic Coast Masters (CLIS)

Aug. 4-5 Secretary's Cup/ Make-a Wish Regatta (Benefit) (BH) Aug. 11-12 Picken Memorial (GSB) Aug. 23-31 North American Championship (Mid) Sept. 15-16 Bedford Pitcher (CLIS) *Sept. 23-24

Nutmeg's (Mid)

CHILI REGATTA September 23-24, 2000 Seneca Y.C. By Rick Burgess

The 2000 Chili regatta was sailed out of the Seneca Yacht Club. Fifteen Stars from two countries and four fleets arrived at the Seneca Yacht Club to sail for the Chili regatta honors. The weather was demanding to say the least. On Saturday it was 60 degrees, raining and the wind was blowing 18-20 from the South. When Seneca gets a south wind it allows the seas to build quite nicely and one would think they are sailing in the ocean. It's really great.

On Sunday the wind shifted to the North and diminished to 8-12 and the seas went flat.

One of the really great things about sailing at the Seneca Yacht Clubs Chili Regatta is that on Sunday afternoon the sailors are treated to a wonderful variety of home made chilies from the local members. While the fireplace puts a wonderful warmth throughout the club house, the never ending keg continues to flow.

Bob Westcott continues to be a wonderful regatta organizer, and with his hard work and his never-ending promotion of sailing in the 12th district.

A special thank you to Steve Haarstick and Haarstick Sailmakers for their contributions at the trophy presentation.

Chili Regatta Results

Boat#	Skipper	Crew	Fleet	R1	R2	R3	R4	Points
7133	Ted Hains	Larry Scott	LOC	2	1	1	4	8
7122	Kirt Reynolds	Tom White	SL	1	4	7	1	13
7463	Werner Holtze	Eric Holtze	SL	5	5	2	2	14
6985	Jim Freeman	Matt Freeman	SL	4	2	3	5	14
7876	Dave Miller	Derren Monster	LOC	6	3	6	3	18
7369	Kurt Holtze	Andy Meyer	SL	10	8	5	6	29
7271	Bob Westcott	Dave Murray	SL	9	6	9	7	31
6796	Dick Sands	Doug Clark	KL	7	9	11	8	35
7609	Dave Caesar	S. MacDonald	LOC	3	dns	8	9	36
7940	Dan White	Garret McGowen	KL	8	7	10	12	37
7207	Rob Eberling	Devin Greene	SL	dns	dns	4	10	44
7044	Ted Koberg	Jim Christian	SL	11	10	13	13	47
6569	Brud Nicholson	Jim Girdling	SL	dns	dns	12	11	53
5546	Charlie Greene	John Hogan	ISO	dns	dns	14	18	56
3422	Peter Lent	Ray Helmer	ITH	dns	dns	dns	dns	60

QUESTION

What do the following boats have in common?

680, 1288, 1932, 2858, 4317, 5216, 5815, 6052, 6053, 6544, 6731, 7306, 7724

Find out the answer next month.

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REGATTA SCHEDULES

5th District

Dec. 9-10 Kriss Kringle (SDB)

20th District

Dec. 2-3 Commodore's Cup **Bob Levin Memorial** Jan. 6-7, 2001 Feb. 3-4 Masters' Regatta Feb. 17-18 Biscayne Trophy March 4-9 Bacardi Cup

20th District Championship April t.b.a.

2000 World's video available: To purchase a video of the 2000 World's contact Annapolis Yacht Club / P.O. Box 908 / Annapolis, MD 21401 / Bus: (410) 263-9279 / Bus Fax: (410) 269-8905

Videos available: Mystic Seaport has two World's videos available in VHS: the 1977 Kiel World's (AV 74:77-1) and the 1981 Marblehead World's (AV 74-81-1). For further details call Suki Williams, video archivist, at 860 572 5379 / suki@mysticseaport.org

Star Class videos available: the following videos are available through the Central Office: "Star Class Tuning Guide", "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 is Stan Ogilvy's book "A History of the Star Class" and a biography about Durward Knowles, "Driven by the Stars". The following items are also available from the Central Office. 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

Book - History of the Star Class

Book - Driven by the Stars

Plans - Complete set w/spec. book

Drawing 1 - Lines & Limitations

Drawing 2 - Construction

Drawing 3 - Keel

Drawing 4 - Sail

Specification Book

Flag - Large (48" x 72") or (123 cm x 184 cm)

Flag - Medium (24" x 36") or (62 cm x 92cm)

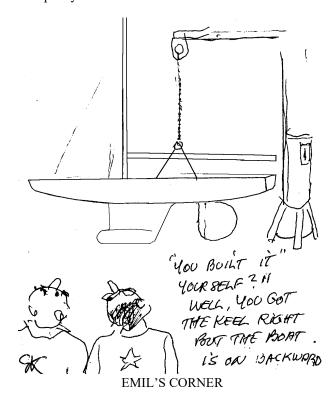
Flag - Small (12" x 18") or (31 cm x 46 cm)

Blazer Patch - Current Logo: PIN ON or SEW ON

Blazer Patch - Historical Logo: PIN ON or SEW ON

Jacket Patch - Current Logo

Lapel Pin - Current Logo Tie: Specify Color



Drawing by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles

133 Castle Lane

Milford, CT 06460-7515

203 882 9428 / d.bolles@worldnet.att.net

Advertisements for boats and boat-related accessories are accepted and will be included in the newsletter as space allows. Please follow the standard format as given in the Starlights when writing up the ad.

A reminder about reporting regatta results: please try to give the information in the following format:

Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

For back issues of Stardust please call or e-mail David Bolles as shown above. Hardcopy available, but please send stamped self-addressed envelope plus two 33¢ stamps.

Stardust September, 2000

Star Class Newsletter for the 1^{st} , 2^{nd} and 12^{th} Districts