

# Volume 3, No. 2

February, 2002

# Star Class Newsletter for the 1<sup>st</sup>, 2<sup>nd</sup> and 12<sup>th</sup> Districts FEBRUARY REGATTA SCHEDULE

5<sup>th</sup> District

Feb. 16-17 SCYA Mid-winters, CYC

20<sup>th</sup> District

Jan 29-Feb 2Olympic Classes RegattaFeb 16-17Masters' Regatta

#### MASTERS' REGATTA PARTY

From Louan Zagarino: This year the Masters' Party will be held at our home. To plan ahead I would like to know how many people will be at the party. Please let me know if you plan to attend. I can be reached by e-mail or fax 305-667-9542 or of course call at 305-667-7621. E-mail: louanzag@aol.com Thanks. Louan

#### **BOB LEVIN MEMORIAL REGATTA**

January 5-6, 2002 By Magnus Liljedahl

A training camp for the US Sailing Team and 2004 Olympic hopefuls preceded the first Star regatta of the new calendar year.

Our Olympic coach, Ed Adams, led six boats for three days of intensive on-the-water drills, including morning meetings and evening debriefings. The clinic actually extended past the regatta, even though only four boats participated during the final Monday session. The morning routine included short races and starting practice, while the afternoon session was mostly speed practice. Even though the shifty northwesterly breeze made it difficult, coach Eddy made the most out of it.

Taking part in the clinic were some familiar and other notso-familiar names for Star class events. There were John MacCausland, sailing with Rick Peters; the Schofield brothers, Doug and Bob (fourth at the Annapolis worlds in 2000), North American Champ George Szabo, sailing with Austin Sperry plus Mark and I. Relatively new comers to the class were the teams of Terry Hutchinson/Andrew Scott and Andy Lovell/Prieur Leary. Terry and Andrew are on the Team Stars & Stripes for the America's Cup. Terry is a multiple champion in various classes and he just completed the Cape Town to Sydney, Volvo Ocean Race onboard D'Juice Dragon. He was telling me the tales of the 24-hour distance record, which they broke while dodging icebergs in the Southern Ocean and how the waves felt like being hit by a "baseball bat" as they were screaming along during the freezing night in 50 knots of wind. Oh boy, am I glad I didn't go along for that ride!

Andy Lovell is an "All American Sailor" and the runner up at the 1996 US Olympic trials in the Laser class. The New Orleans native is teaming up with my good friend, Prieur Leary III. They represent a good addition to our class and I wish them and the others good fortune for the future.

I'm repeating myself when I say how great Ed Adams is, not only as a coach, but also as an athlete. Every day he manages to teach me something new. You would think that after all these years in the class, it would be hard to pick up on something new, but not so! His energy and knowledge base is second to none! When two-time world champion crew Tom Olsen showed up at the Coral Reef Yacht Club on Friday night and revealed that he was teaming up with Ed for the weekend regatta, I knew we were in for a challenge.

During the two days of starting practice, Ed was complaining how we didn't get close enough to the line. He said that we were late, pretty much every time, not only us, but the others as well. We all took his constructive criticism to heart and acted on it, especially Mark and I. Unfortunately, as the regatta report will tell, we actually over compensated on this subject.

Race # 1 was called off at the first weather mark due to no wind, but it didn't lack drama. We almost got run over by a barge at the end of the leg as Todd Gay/Pat Brewer led when the race which was abandoned at the top of the triangle.

#### First race

Wind strength: 9-12 knots Wind direction: 140 degrees Course #4 (W-L-W-L) Time: 58 minutes

Following a general recall, the start appeared good as we

headed off on a starboard tack. Hutchinson/Scott were leading the fleet, heading for the left corner, known by locals as "the Old Man Expressway". We made a key, lee-bow tack on them about ten boat lengths from the port lay-line and got around the weather mark in first. We led through out the race, even though the "heat" was on the entire way.

Szabo/Sperry appeared to have edged out Hutchinson/Scott at the finish, but for no gain. As it turns out, the three of us, plus MacCausland/Peters, had all been over the starting line early and were OCS'ed (disqualified for being <u>On</u> the <u>Course Side</u> early).

Top three:

- 1. Vesella/Fatih
- 2. Kohlhas/Gulari
- 3. Sustronk/Woliss

#### Second race

Wind strength: 9-12 knots Wind direction: 120 degrees Course #4 (W-L-W-L) Time: 53 minutes

We had to improvise greatly, since we had nowhere to go but ducking the fleet and we took off on a port tack at the RC boat. Mark managed to squeeze underneath the class legend, Harry Walker, and find clear air.

The right side pays off, maybe one out of every ten times during these conditions, so we knew that we had to get a little lucky to stay in the game, and we did, sort of anyway. Mark used the frequent 10-15 degree shifts to keep us alive.

The Schofield brothers were leading at the top mark as we rounded in 7<sup>th</sup>.

We gained on the first run by staying right and passed a few boats. Adams/Olsen did a great job closing in on us from behind.

Mark was in his usual "zoom zone" during the second beat as we closed in on McNeil/Murphy and we managed to pass them on the run to the finish to cross the line in third.

Top three:

- 1. Schofield/Schofield
- 2. Hutchinson/Scott
- 3. Reynolds/Liljedahl

#### Third race

Wind strength: 9-12 knots Wind direction: 120 degrees Course #4 (W-L-W-L) Time: 51 minutes

We started about 1/4 down from the RC boat. McCarthy/McKirahan attempted to squeeze in to leeward on us, causing us to get going a little too early. Hutchinson/Scott were a little "poked" on us and, from what I could see, the Schofield brothers were bow out on them, to leeward. Szabo/Sperry were leading Adams/Olsen around the weather mark, as they were coming in from the right. Mark and I got around the weather mark in third, followed by a "herd" of boats.

We managed to keep our air clean for most of the run, battling with the Schofield brothers. We gybed to port before them, but as the fleet converged at the bottom, we got squeezed and lost big.

Adams/Olsen passed Szabo/Sperry on the second beat to hold on for the win.

Mark and I crossed the finish line in third or fourth, but we learned later that we had another OCS to add on to our point total. Twice in one day, how can that be?

In line with good sportsmanship, we accept the penalty, and press forward from here, after all it is not the end of the world. However I do have some suggestions for a listening ear: we did not hear any signal even though the race committee complied with all the signals. How about firing a gun instead of a horn and/or simultaneously signal from the pin end boat?

Top three:

- 1. Adams/Olsen
- 2. Szabo/Sperry
- 3. Schofield/Schofield

#### Fourth race

Wind strength: 9-12 knots Wind direction: 200 degrees Course #4 (W-L-W-L) Time: 62 minutes

Szabo/Sperry, Adams/Olsen and Hutchinson/Scott all started next to the RC boat and tacked to port right away. Adams had "stuffed" Szabo right before the gun and had the better start of the three, but they had all chosen the right side and were leading at the top of the triangle.

Lowe/Higgs (BAH) and McNeil/Murphy had also picked the right side and were ahead of us at the windward mark.

We decided to gybe right away at the offset mark, and we did, but the problem was that so did the group of boats that were right behind us. As result they all ended up on top of us, as we sailed high for a while, but then we bore off and got clear air to leeward of them, which is what McNeil/Murphy had done right away and extended on their distance on us.

We were able to pick the left gate at the end of the run as McNeil/Murphy had to settle for the right. Mark wanted to go right on the next upwind leg and we did.

There were tacking duels at the end of the leg, as the top boats protected their positions. There was Adams/Olsen vs. Szabo/Sperry and Hutchinson/Scott vs. Mark and I, and the Bahamian boat in between us. It was not very intensive, but it was interesting to watch how the different crews apply different versions of "how to cover a lead". Both the "slam

you" and "let you live" tactics were being administered.

We rounded the top mark in fifth, hoping we could gain a finish or two on the final run. The boats ahead of us gybed to port right away while Mark and I opted for some separation by holding starboard gybe for a while. The boats ahead ended up laying the finish on that port gybe and we had to settle for a fifth place finish.

Top three:

- 1. Adams/Olsen
- 2. Szabo/Sperry
- 3. Schofield/Schofield

#### Fifth race

Wind strength: 14-16 knots Wind direction: 210 degrees Course #4 (W-L-W-L) Time: 63 minutes

The right had looked pretty good on every beat during the fourth race so I wasn't very surprised when Mark wanted the RC end with the ability to tack to port right away. We squeezed in behind "Great Scott" and the fleet as the fiveminute pre-start maneuvers came to an end. "Great Scott" makes a nice race committee boat, but she does blanket the wind, if you get too close. We had good speed though, and were able to tack right away. It looked like we would be "gone" as we took it, pretty much, all the way out to the right. MacCausland/Peters looked pretty good as well. They had tacked to port just about mid-course. Vesella/Fatih were underneath them, also looking good. If the header would come, we would be far ahead, if not, Mac would lead the race, and that is what happened.

It was a picture perfect, Star boat-kind-of-a-day. A nice chop that built - the further down the run we sailed. We past a couple of boats and rounded the left gate marker in third position.

MacCausland/Peters were able to hold on to their lead during the second beat, even though we inched a little closer, especially on Vesella/Fatih. Mark and I gave up some distance on both of the weather legs during this race, by over standing the weather mark. Not good!

I started to look forward to the run before we even got there. I knew it would be a "blast" and it was. We pulled up even with Vesella/Fatih about half way down the stretch, by dipping down low, sailing by the lee, three-quarters of the time. We gybed on the port lay-line and held on for a second place finish.

Top three:

- 1. MacCausland/Peters
- 2. Reynolds/Liljedahl
- 3. Vesella/Fatih

Final standings: (30 boats competed)

- 1. Adams/Olsen
- 2. Hutchinson/Scott

#### **BOB LEVIN MEMORIAL**

Coral Reef Yacht Club January 5-6, 2002

Pl	Sail #	Skipper	Crew	Fleet	<b>R</b> 1	R2	R3	R4	R5	Total
1	3982	Ed Adams	Tom Olsen	NB	4	4	1	1	11	10
2	7933	Terry Hutchinson	Andrew Scott	AN	ocs	2	8	4	4	18
3	7876	Doug Schofield	Robert Schofield	AN	5	1	3	11	13	20
4	8068	John McCausland	Rick Peters	CR	ocs	9	5	8	1	23
5	7995	George Szabo	Austin Sperry	SDB	ocs	13	2	2	7	24
6	7938	Paul Sustronk	Mike Woliss	LOC	3	8	7	17	8	26
7	7864	Kevin McNeil	Kevin Murphy	AN	10	6	4	6	21	26
8	7950	Jimmy Lowe	Andrew Higgs	Ν	7	17	6	3	12	28
9	8059	Peter Vessella	Brian Fatih	WSFB	1	22	17	14	3	35
10	7986	Bill Allen	Fred Weber	WH	11	12	21	7	6	36
11	8067	Mark Reynolds	Magnus Liljedahl	SDB	ocs	3	ocs	5	2	41
12	8043	Jock Kohlhas	Boria Gulari	BisB	2	21	11	13	15	41
13	7626	James Freeman	Matthew Freeman	SL	12	5	14	10	16	41
14	7225	Hyde Perce	Chuck Nevel	WH	13	7	15	12	9	41
15	7844	Foss Miller	Paul Jester	PS	14	16	25	9	5	44
16	7471	John Bainton	Chris Rogers	NB	6	15	13	25	14	48
17	7184	Henry Colie	Mike DeLorne	LH	19	11	10	28	18	58
18	7899	Andy Lovell	Prieur Leary	BisB	9	20	9	21	dnf	59
19	8038	John Vanderhoff	Rowan Perkins	NCB	17	28	16	19	10	62
20	8017	Todd Gay	Pat Brewer	LS	16	14	20	15	22	65
21	8052	Steven Braverman	Ron Rezac	BH	8	24	22	16	25	70
22	7369	Steve Haarstick	Chris Haarstick	SL	15	18	18	22	19	70
23	8069	John Foster	Robert Weinstein	VI	21	10	23	23	17	71
24	7734	Hank Rowan	Rick Burgess	LG	18	19	27	18	23	78
25	8061	Bill Culberson	Ben Montgomery		ocs	23	12	24	20	79
26	8000	Harry Walker	John Terrill	BisB	23	26	24	20	24	91
27	7970	Nelson Stephenson	Terence Glackin	CLIS	22	27	19	26	ocs	94
28	7670	Gene McCarthy	Doug McKirahan	PPL	20	25	26	27	26	97
29	7162	Ch. Kohlerman IV	Ch. Kohlerman III	NCB	24	29	28	29	27	108
30	7609	Graham Day	Steve Bugler		dnc	dns	dns	30	dnf	123

Schofield/Schofield 3.

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#### 2001 BALLOT RESULTS

#### INTERNATIONAL OFFICERS

President	Riccardo Simoneschi
Vice-President Hemisphere 1 Hemisphere 2	J. William Allen Jochen Schwarz
Secretary	Harry W. Walker
Treasurer	Douglas D. Smith
IGC Members at Large Hemisphere 1 Hemisphere 2	John M MacCausland Dierk Thomsen

#### HONORARY OFFICERS

John Chiarella

Otto Schlenzka

Harry H Adler

George Iverson

# Commodore Sir Durward R. Knowles Vice-Commodore Rear-Commodore

For

Total

For

Total

For

Total

For

Total

For

Total

For

Total

#### Carlo Rolandi CONTINENTAL VICE PRESIDENTS NORTH AMERICA 1st Vice-President Joe Zambella 2nd Vice-President George Iverson EUROPE 1st Vice-President Alex Hagen 2nd Vice-President Mario Caprile SOUTH AMERICA 1st Vice-President Torben Grael 2nd Vice President Luis Bustelo AUSTRALIA 1st Vice-President Phillip R. Baker 2nd Vice-President Glenn Tucker RESOLUTIONS #1-2001 (election of officers) 490 72.70% Against 184 No Vote 86 760 #3-2001 (standing committees) 490 76.92% Against 147 No Vote 123 760 #4-2001 (annual meeting) 83.05% 534 Against 109 No Vote 117 760 #6-2001 (late entries) 576 84.96% Against 102 No Vote 82 760 #7-2001 (weighing of crew during regatta) 609 85.65% 102 Against No Vote 49 760 #9-2001 (new crew weight formula) 506 69.60% Against 221 No Vote 33

760 DISTRICT OFFICERS

**Total Votes** 

District 1	
Secretary	Stephen Braverman 40
Asst. Secretary	Ted Lavery 38

District 2 Secretary	Larry Parrotta 35
Asst. Secretary	John J. Jenkins 34
District 3 Secretary	Guy P. Brierre 4
Asst. Secretary	Buddy Clarke 4
District 4 Secretary	Richard Brethorst 37
Asst. Secretary District 5	Mark T. Lewis 37
Secretary Asst. Secretary	Richard E. Peters 40 Peter Vessella 38
District 6	
Secretary	Forrest Miller 12 Charles S. Bethkorf 12
Asst. Secretary District 7	Charles S. Rathkopf 12
Secretary	Jorge Bhering De Mattos 22
Asst. Secretary	Admar Gonzaga Neto 22
District 9 Secretary	Daniel Wyss 58
Asst. Secretary	Yves Tenconi 53
District 10	Long Longe 22
Secretary Asst. Secretary	Lars Lantz 23 Christian Oller 23
District 11	
Secretary Asst. Secretary	Phillip Baker Jr. 4 Iain Murray 3
District 12	
Secretary Asst. Secretary	John Chiarella 36 Richard Atkinson 35
District 13	Renard Anniholi 55
Secretary	Robert Niemczewski 110
Asst. Secretary	Claus-Peter Luxa 111
District 14 Secretary	Andrea Serpieri 63
Asst. Secretary	Francesco Cuccotti 79
District 15 Secretary	Jose M. Pando 22
Asst. Secretary	Jose M. de Bareno Bas 22
District 17	
Secretary Asst. Secretary	Jurgen Janson 54 Gunther Lux 82
District 20	
Secretary	Craig Prandini 16 Claude Bonanni 14
Asst. Secretary District 21	Claude Donanni 14
Secretary	Ian K. Pearson 7
Asst. Secretary	Frank Keesling 7

#### SKIP ETCHELLS

#### AND THE BIRTH OF THE MODERN STAR based on conversations with Bill Buchan and Jane Lawrence

Skip Etchells played an important part in birth of the modern Star. In college he studied naval architecture and when World War II began he went to work in Seattle in the shipbuilding industry. Because of his naval architect training Skip realized that there were allowable tolerances in the Star specifications which would allow him to build a superior boat.

This knowledge was further reinforced by the work which Phil Spaulding and Harry Hofmann did in the 1930's for their master's thesis at University of Michigan in which they studied the effects on the Star hull design by taking the boat to its maximum and minimum tolerances at given stations. They built three models to tank test the question of what the effects on hull speed would be by so doing. Phil, who had set up a naval architect business in Seattle, became acquainted with Skip during the early war years and passed onto him the lines from the most efficient hull in their experiment. As Phil Spaulding noted in a recent interview, this hull was mark by a wider bow and a flatter contour than was normally built into the Stars of the time.

In 1942 Skip and his friend Bill Kelley built the first Etchells Stars, # 2125, Shillalah and # 2127, Hell's Angel, in which he applied these principles. They began construction on these boats first on Mercer Island in Seattle and later finished them off in the Madison Park garage where the Puget Sound Star Fleet housed their boats during the winter.

It is perhaps appropriate here to take a look at the question of tolerances which were allowed in the building of a Star in the wooden hull era. The specifications as they came from Gardner's office in 1911 gave exact numbers. For example, the over-all length was given as 22' 7" and the beam as 5' 8". It was expected that there would be builder errors and in the beginning this was not an area of concern.

However, in the 1925 Log there appeared for the first time an attempt to limit what constitutes builder's errors. It is quite apparent that there was considerable sloppiness on the part of builders up until January 1923, when, according to the 1925 Log, these new limitations on dimensions were drawn up. For example, the length over-all in the revised specifications was given as:

"22 feet, 7<sup>1</sup>/<sub>2</sub> inches. A variation of one inch over, or four inches under, allowed in all boats built prior to January, 1923, and 1 inch under or 1 inch over allowed in all boats built after January, 1923."

Four inches under on pre-1923 Stars??? There must have been some pretty short Stars sailing around in those days!

In the 1930 Log a Table of Limitations governing variations in hull construction first appeared. These limitations were not altered for many years. In the 1941 Log the following are the limitations which Skip Etchells had to work with when planning the construction of his boat.

#### TABLE OF LIMITATIONS

#### HULL

	A	llowed	
	unde	r over	
Length over all, from point A	1/2"	1/2"	
Half breadths at deck and chine, at section 6 and 8	5/8"	5/8"	
Half breadths at deck and chine, at section 3 and stern	1/2"	1/2"	
Frames, position from correct center	1/2"	1/2"	
Contour lengthwise of keel plank at each station	1"	1"	
Contour athwartship at each station	1"	1"	
Contour measured from base line, with the exception there must be			
no concave lines in the bottom anywhere.			

What is most noticeable in these limitations is that the bottom contour of a boat can be 1" over or 1" under at any station. Obviously this gives 2" overall if one uses a moveable base line, making it possible to flatten out a boat by dropping the ends 2". Based on the information which Phil Spaulding passed onto him, the concepts which Skip used in building his boats were to make the bow as wide as possible under the rules, thus making the boat full in the ends, while at the same time flattening out the boat fore and aft.

It is worth mentioning that aside from making the boats constructed using this technique faster, especially off the wind, having full ends also made the boats much more stable. Bill Buchan remembers that at the 1954 North American's sailed in Rockport, MA, the competitors rafted their boats each evening because there was no haulout of boats. One day it happened that his boat was rafted outside #2125, sailed in that series by its new owners Daniel and Brian Catlin of the Great South Bay fleet. Bill had to hop from boat to boat to get to the dock, and when he landed on #2125 he knew there was something very different about the boat. It felt more like a battleship because it was so steady.

Of course it didn't take long for builders, professional and amateur alike, to realize that they were being left behind by Skip's innovative boats and to begin to try to imitate the boats which Skip was building. Bill, for example, built his own boats, starting with #2830 in 1949. Although he tried to incorporate Etchells' concepts in his boat, still even with his third boat # 3328, the first Frolic, he hadn't incorporated the wide bow at station 1 which the O.G. boats had. When he realized that he missed this point he did major surgery to Frolic in 1956 to correct the situation.

When the war was over Skip married Mary O'Toole and move to Greenwich, CT. He took a job in New York City with the naval architect firm of Sparkman & Stephens. According to Jane Lawrence, Skip was not happy doing the daily commute into the city, so after two years of working at S&S he established the Old Greenwich Boat Company. To get him started John Hazen White invited Skip to use a small shed and carpentry tools on the White estate. White also owned Rocky Point Sailing Club and wanted Skip to build a fleet of Moths for the club. This got Skip started with a nice order. Later came an order from White for Lightnings. By

1948 word got around that Skip would build you one of those super Stars and orders started coming in. By 1956 O.G. Boat Co. had outgrown the White facilities and the operation was moved to Stamford, CT.



Skip & Mary Etchells in one of Skip's creations

Skip was forever tinkering with the design of his Stars. O.G. Stars were designated by model letters. By the late 1950's the model designation was "D", or if chromed hardware and bleached deck were part of the deal, "Super D". The last boats to be built by O.G. in 1970 were designated as "G". In that year the rights to the hull design were transferred to Duplin Marine in Winthrop, MA, and Joe Duplin began to build fiberglass O.G.'s using an O.G. model "G" hull as the plug for his mold.

About model differences Bill Buchan has the following observation:

"Joe Duplin once told me that Skip was really surprised that my boats, which were much wider than his at stations 2 and 3 on the chine and narrower than his at the deck at those same stations, were successful. He experimented with moving the volume of the boats nearer to the ends by deepening the keel profile at stations 2, 3 and 4 as well as 7, 8 and 9. There were some boats built with what I would call a "pumpkin" shape as compared with the more successful "V shape". I would think that he felt that the rounder athwartship section would be better in light winds as it should reflect lower wetted surface. Whether it worked out that way or not I can't say. I will say, though, that a model that was called the "F", one of which was sailed by Joe Burbeck in the summer of 1962 on Long Island Sound and later in the World's of that year in Cascias, was about the fasted shape that I ever saw Skip turn out."

One of the hallmarks of the O.G.'s was the quality of workmanship which went into the boats. Top-grade red cedar was used throughout most of the boat. In the areas which took the most stress however, namely the keel plank, keelson, and the ribs which held the keel mahogany was used. Also unique at the time were the decks of O.G.'s. Unlike the other builders who used wide red cedar planks, usually 6" to 8" wide, the O.G. decks were constructed out of 1 5/8" wide red cedar

planks which were shiplapped. On the topside of the plank there was an 1/8" gap between planks which was filled with Thiokol (black rubber). As a nice touch the center deck king plank was mahogany and mahogany was also used around the cockpit edge. The deck was bleached before the varnish was applied, giving the deck a straw-yellow color. All these extra details made the O.G.'s somewhat heavier than the Lippincotts and Eichenlaubs, but a quick glance through the recent Star Class Logs shows that there are more O.G.'s still in service from the wooden boat era than there are Lippincotts or Eichenlaubs. As a recognition of the quality of the O.G.'s the Old Greenwich Boat Company's ad in the Logs would often carry the by-line "Built like a yacht", this as opposed to the Eichenlaub by-line which read "Fine light spars and hulls". The extra weight which an O.G. carried, which was really was only about 50 lbs., did not seem to make the boats any less competitive, and O.G.'s still won their share of races. One of the lightest Stars ever built was Tom Blackaller's Eichenlaub "Good Grief", # 3938, which is reported to have weighed 1,340 lbs. In the October, 1965, Starlights the weight of each boat which competed in the 1965 World's is given. The winning boat was an O.G., # 4831, which weighed 1,423 lbs. Next was an Eichenlaub, # 4749, which weighed a surprisingly heavy 1,457 lbs. Third was a Buchan, # 4913, which weighed 1,383 lbs.



Skip & Mary Etchells with Commodore Rafael Posso after winning the 1950 Mid-Winter Silver Star / Cup of Cuba

One of the big controversies during the 1960's was the question of V-bottomed boats. The Table of Limitations included the words, "Section of bottom to be true arc of circle." The Eichenlaubs got to the point where the V-bottom was carried right to the stern making it obvious that the thwart-ship bottom frames were not true arcs. The O.G.'s were much more subtle in this respect. The frames themselves were relatively true arcs, but the keel flange was faired by building up extra thickness fore and aft and on either side of the keel. The resulting effect was something approximating a V-bottom, at least in the area around the keel. At the height of the controversy about the bottoms of many Stars not being a true arc Skip Etchells proposed a toast at a Star dinner "To Noah, the builder of the only true Ark."

From time to time Skip would contribute comments to Starlights. One of the more amusing is about halyard locks aloft. Hard to imagine today, but there was quite some controversy over having halyard locks. Skip commented:

#### HERE WE GO AGAIN

by E.W. Etchells (From page 3 of the July, 1953, Starlights)

Just had an excellent idea for a few of our brethren who can't stand halyard locks: get a screwdriver and take 'em off! Then please let the rest of us use ours in peace. We've had them for years and they work fine.

That's all - except for the taker-offers who like a limber mast and have them pared down just about so. In these cases have a spare ready - a little fatter than before. And if we are all forced to remove our halyard locks, how about letting the proposers of this legislation guarantee to replace, at their expense, all the broken spars which result? Because there will be lots and lots of them.

Most everybody had heard that halyard locks reduce the column load due to halyards by one half. But unless the latch taker-offers want to run the downhaul end through an illegal hollow mast or a series of fairleads, they will have another problem, namely, eccentricity increase as the mast bends and makes like an archer's bow. The wire seeking the shorter straight line is not relieved as the sheave gets closer to the deck. The headboard drops and automatically maintains the bowstring tension.

Mast failure due to this difficulty is fun to watch - from another boat. It creeps up slowly at first, then faster, and ends with a bang. At least, so it was before halvard locks.

#### SKIP ETCHELLS By Skip Allan

Skip and Mary Etchells were my childhood heroes. Even though I lived in California I got to know about them because I read everything about Stars I could get my hands on. I didn't get to meet them until 1959, when Skip and Mary came to Newport Beach to race in the 1959 World's, and I was their designated boatboy.

Over the years, I had two Etchells Stars. Number 3497 was an Etchells "C" model, and # 4497 was an "E." Number 3497 literally landed at my feet transom first. Its previous owner and crew were short-tacking up the Newport Beach shoreline and a big wave carried it ashore stern first while I was standing there spectating from the beach. The transom was crushed, but our family bought the boat for salvage and Gerry Driscoll did a beautiful repair job.

By 1962 Mary Etchells had retired from crewing for Skip. He needed a crew and called me up. I was 16 at the time and weighed 125 pounds, 100 pounds less than Skip. I flew to Portugal and crewed in the 1962 World's in Cascais with Skip. We did well in the big breeze, despite my light weight, and came third in the World's. Dick Stearns and Lynn Williams won the Gold Star that year with their Etchells "D" model, and the Russian team came second in another Etchells boat.

The Russians had Skip Etchells incensed, as they were clearly using hiking aids, illegal at the time. Skip protested, and we had witnesses. But Class President Paul Smart disallowed the protest, partly to avoid an international "incident." I came away from the World's with a healthy respect for Skip Etchell's attention to detail, as every night he would tweak on his sails. He was also a good tactician, as was evidenced by the Gold Star on his sail.

Skip Etchells' starting techniques were rather unique. All Etchells Stars, beautiful in their own right, came with a mahogany drawer aft under the tiller. I finally got to see what this drawer was intended for when crewing for Skip at Cascais. He carried his stopwatch in that drawer, and as we approached the starting line, he would continually open and shut the drawer to check the time left on the stopwatch!

Old Greenwich Stars, built by Skip Etchells, were the most beautiful wooden Stars ever built. I sincerely hope someone has kept at least one of them.



Stan Ogilvy's Flame, O.G. Star # 2700, crossing the finish line in the fourth race of the 1948 World's at Cascais



The editor's O.G. # 3855, Siren, with John Rumsey up front. Still sailing after all these years, 45 in all.

#### THEY DON'T TACK LIKE THAT ANYMORE

Back in the "good old days" of wooden boats and wooden spars many people carried the boom about a foot off the deck when going upwind. There was thus plenty of space for the skipper to scoot <u>over the tiller</u> when tacking and many of the top skippers did just that.

While reviewing Star Class films for Mystic Seaport, in part so Mystic will know what is on these films and in part to find clips which would make for interesting viewing for a film loop which they plan to make for the Star Class exhibit, I have come across various examples of people tacking using this method. For example, in the video of the 1961 World's Championship during the last race there is a view where as Bill Buchan tacked he scooted over the tiller rather than going under it. Going further back, in the film of the 1950 World's held in Chicago shows that Skip Etchells also scooted over the tiller while tacking. Apparently the same was true for Lowell North in the 1949 World's film, although that was not as clear.

Bill confirmed that indeed many skippers did scoot over the tiller while tacking in those days, but of course that came to an end when the booms began to be carried lower to the deck. It got to the point where there was no room to squeeze through the slot between the boom and the tiller. Perhaps another factor in eliminating this method of tacking is that skippers no longer hiked by laying on the rail as shown in the photo above. Once hiking straps were allowed of course the feet were already pointing into the cockpit and it is logical to jump into the cockpit feet first rather than trying to dive over the tiller.

Skip Allan made the following comment about tacking using the method of scooting over the tiller:

"Most of the good sailors in those days went over the tiller, although personally I went under. I definitely remember Skip Etchells going over the tiller, and I remember Don Edler and Bill Ficker doing the same.

We didn't carry as much rake in those days. I was average, and the outhaul end of my boom was about a foot off the deck when close-hauled. I think it was the San Francisco Bay sailors who first discovered rake was fast in a breeze. In fact, I remember seeing Punky Mitchell's rake for the first time, and said "whoa!" Too much rake was slow in Southern California in those days, but I think with the bigger sails of modern rigs, the more rake you can get the better (as long as you can still sheet the main.)

I also remember a Star World's Champion, who shall remain nameless, who occasionally got stuck between the tiller and the boom, but whose crew was trained to pull the stuck skipper to the high side when he heard the "grunt#\*\*#!!" coming from the back end.

The reason going over the tiller was that it was faster and more direct than dipping into the cockpit and climbing out



the other side."

Skip & Mary Etchells after winning the 1951 World's

#### PHIL SPAULDING And the flat Stars

Bill Buchan notes that Skip Etchells was not the first person to whom Phil Spaulding gave the specifications for a flatter Star. As far as he knows the first Star to be built to these specifications was # 1552, the Nina, built in Tacoma by Allen Teitge, father of Robert Teitge now of the Detroit River fleet. Number 1552 was built in 1937, and Allen Teitge sailed her to a 6<sup>th</sup> District Blue Star in 1939. The boat was then sold in 1940 to Charles Ross, also of Puget Sound fleet. Ross renamed the boat to Cene. He did well with this boat, placing 6<sup>th</sup> in both the 1940 and the 1947 World's, 1<sup>st</sup> in the 1948 North American's, and 1<sup>st</sup> in the 6<sup>th</sup> District Blue Star in 1942 and 1947. Number 1552 was last listed as belonging to Robert Metzger, also of Puget Sound.

# (SUNAPEE ENTRY FORM)

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#### 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 "A Pictorial History of the Star Class" "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: 203 882 133 Castle Lane Milford, CT 06460	9428		

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) (860 572 0606). 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.

**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 / <u>suki@mysticseaport.org</u>

#### 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)

**6719 Melges** is for sale for US \$3,200.00 or best offer. The boat comes equipped with sails, f-section Spartech mast, 2 Tactical compasses, all Harken, and mast-up boat cover. The boat has an excellent aluminum road trailer, radial tires, and surge brakes. The hull was completely faired and finished with nine coats of Interlux two-part epoxy paint (Ontario Yachts). This boat has all the go-fast equipment as well as under deck (3 to 1) kevlar running backs, and double bottom with four auto bailers. The boat is a fast club racer and has performed well at the local level. The boat is presently in Toronto and can be delivered. Call Francis at 416-465-8207 or e-mail francis@fougere.ca (4-01)

**7248 Mader**. Boat is in good condition and has thru-deck backstays. Keel from 7510. Two SparTech F section masts, four suits of sails, and boat cover. 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. \$7,000. Contact David Chittick (203) 261 0283 (office) / 203 268 7815 (home). chits@erols.com (07/11)

**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

**7938 Mader**, 1998. Star for sale. This is an excellent racing Star. Comes with one 1999 Spartech mast, practice suit of sail (other sails negotiable) and Balbi trailer. This boat was fully faired for the 2000 Star World's and is absolutely race ready. \$22,500 USD for a race machine. Please contact Paul Sustronk at 905-825-6463 or <u>otisinc@compuserve.com</u> (4-01)

**Black anodized Spartech Star mast** bought from Melges Boat Works some years ago. The mast has the halyards, but no rigging. Would like to sell it for \$500.00, or best offer. The mast is in Delavan, Wisconsin, next to Lake Geneva, 85 miles northwest of Chicago. Contact Jane Pegel at 262-245-6242 / <u>sailing@elknet.net</u> (12-01)

#### **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: <u>http://www.bootswerft-mader.de/</u> 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/star/index.htm

Other contacts:

Emmeti Spars: e-mail: <u>mastagl@tin.it</u>

Folli Boats, Lariovela Boatyard: e-mail: <u>lariovela@tin.it</u>

Lillia Boatyard: e-mail: <u>lillia@mclink.it</u> In the U.S. contact Joe Zambella: 617 839 0992

Star-Rigg Service Alexander Hagen: e-mail: <u>alex.hagen@t-online.de</u>

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

- Thanks to Harry Walker for his generous support of this
  - publication

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#### **REGATTA SCHEDULES**

#### 1<sup>st</sup> District

June 22-23	Arms-White, Mid
July 12-14	1 <sup>st</sup> District Championship, CLIS
July 20-21	Ned Hay, CA
Sept. 7-8	Bedford Pitcher, CLIS
Sept. 21-22	Nutmegs

5<sup>th</sup> District

- March 16-17 Spring Gold Cup, NHYC
- March 22-24 Alamitos Bay Olympic Classes Regatta
- April 20-21 Delta Star Regatta, SYC
- May 25-26 Rollins Bowl, SDYC
- June 1-2 Cal Race Week/Green Star, CYC
- July 13-14 5<sup>th</sup> District Blue Star, CYC
- July 20-20 Baxter Bowl/Summer Gold Cup, NHYC
- July 28-29 Lipton Cup, SBYC
- Aug. 10-11 King of Spain, CYC
- Aug. 14-25 World's, CYC
- Au. 30-Sp. 1 Labor Day Pitcher Regatta, SDYC Sept. 7-8 Black Star - Under #7000, CYC
- Sept. 7-8 Black Star Under #7000. Sept. 14-15 Fall Gold Cup, NHYC
- Oct. 19-20 Calvin Paige, StFYC
- Oct. 26-27 Ash Bown, SDYC
- Dec. 14-15 Kriss Kringle Regatta, SDYC

12<sup>th</sup> District

June 7-14 2002 North American's, Lake Sunapee

20th District: http://www.stardistrict20.org/

- Jan 29-Feb 2 Olympic Classes Regatta
- Feb 16-17 Masters' Regatta
- Mar. 3-8 Bacardi Cup
- Apr. 24-30 Spring Championship, Tampa, FL

**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 EMIL'S CORNER



Cartoon 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 / <u>d.bolles@worldnet.att.net</u>

A reminder about reporting regatta results: please try to give the information in the following format: Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

Please contact the editor about any corrections to race results. While this cannot undo what has already been printed, it would be helpful in avoiding errors in the future.

Thanks to all of the contributors who have submitted material for this month's issue.

Suggested donation for an annual hard copy subscription to Stardust: \$18.

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