

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 On the Course Side 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 7th.

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

Carlo Rolandi

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RESOLUTIONS

#1-2001 (election of officers)

| | | |
|---------|-----|--------|
| For | 490 | 72.70% |
| Against | 184 | |
| No Vote | 86 | |
| Total | 760 | |

#3-2001 (standing committees)

| | | |
|---------|-----|--------|
| For | 490 | 76.92% |
| Against | 147 | |
| No Vote | 123 | |
| Total | 760 | |

#4-2001 (annual meeting)

| | | |
|---------|-----|--------|
| For | 534 | 83.05% |
| Against | 109 | |
| No Vote | 117 | |
| Total | 760 | |

#6-2001 (late entries)

| | | |
|---------|-----|--------|
| For | 576 | 84.96% |
| Against | 102 | |
| No Vote | 82 | |
| Total | 760 | |

#7-2001 (weighing of crew during regatta)

| | | |
|---------|-----|--------|
| For | 609 | 85.65% |
| Against | 102 | |
| No Vote | 49 | |
| Total | 760 | |

#9-2001 (new crew weight formula)

| | | |
|---------|-----|--------|
| For | 506 | 69.60% |
| Against | 221 | |
| No Vote | 33 | |
| Total | 760 | |

DISTRICT OFFICERS

Total Votes

District 1

| | | |
|-----------------|-------------------|----|
| Secretary | Stephen Braverman | 40 |
| Asst. Secretary | Ted Lavery | 38 |

| | | |
|-----------------|-------------------------|-----|
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| 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 | Mark T. Lewis | 37 |
| District 5 | | |
| Secretary | Richard E. Peters | 40 |
| Asst. Secretary | Peter Vessella | 38 |
| District 6 | | |
| Secretary | Forrest Miller | 12 |
| Asst. Secretary | Charles S. Rathkopf | 12 |
| District 7 | | |
| 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 | | |
| Secretary | Lars Lantz | 23 |
| Asst. Secretary | Christian Oller | 23 |
| District 11 | | |
| Secretary | Phillip Baker Jr. | 4 |
| Asst. Secretary | Iain Murray | 3 |
| District 12 | | |
| Secretary | John Chiarella | 36 |
| Asst. Secretary | Richard Atkinson | 35 |
| District 13 | | |
| 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 Baren Bas | 22 |
| District 17 | | |
| Secretary | Jurgen Janson | 54 |
| Asst. Secretary | Gunther Lux | 82 |
| District 20 | | |
| Secretary | Craig Prandini | 16 |
| Asst. Secretary | Claude Bonanni | 14 |
| District 21 | | |
| 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 Etechells 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 Etechells 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, 7½ 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 Etechells had to work with when planning the construction of his boat.

TABLE OF LIMITATIONS**HULL**

| | Allowed | under | 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 Etechells' 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 fastest 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 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



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 *over the tiller* 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 6th 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 6th in both the 1940 and the 1947 World's, 1st in the 1948 North American's, and 1st in the 6th 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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