

STARDUST

Volume 2, No. 2

February, 2001

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

FEBRUARY REGATTA SCHEDULE

20th District
Feb. 3-4 Masters' Regatta
Feb. 17-18 Biscayne Trophy

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BOB LEVIN MEMORIAL REGATTA. By Magnus Liljedahl

I must admit that sailing has not been much on my mind, ever since the Olympics. I was wondering if I would get that driving desire back again? My question was answered when our Olympic boat was delivered to Miami last week. As I picked it up and brought it back to the yacht club, any doubts that I may have had were gone. I'm extremely happy to be back in the boat. Sailing has given me so much joy during my lifetime and perhaps, the best is yet to come.

First race
Wind strength: 1-5 knots
Wind direction: 155 degrees
Course #3 (W-L-W-L)

It has been, and it still is, unusually cold in Miami. As a matter of fact, we had freezing temperatures on Friday night. There was a light westerly breeze as we headed out to the racecourse. The 30-boat fleet included several new teams. It is very good news for the class, which appears healthier than ever. The breeze would slowly die and by the time we got to the middle of the bay it was total calm. I was wondering how patient the race committee would be. There was a playoff football game at 4PM and the chances for a race looked dim. The sun started to warm up pretty nicely and slowly, the sea breeze started to build. After a two-hour delay, we finally got off to a race. Mark and I started near the committee boat. It was the favored end and with about 30 seconds to go, we were looking pretty good. Gavin Brady/George Iverson were to weather of us, but they were over early and had to re-start. Lanza/Hastings came from behind with lots of speed and ran us over, causing us to suck a lot of gas at the most crucial part of the race. They too, were over early, but they didn't realize it and kept on racing. We made a few tacks but each time we did, we lost to the fleet. It was light and very puffy. Hank Rowan/Rick Burgess sailed right passed us. They started out, pretty much, straight behind us and all of a sudden they were in front of us, to weather. We decided to hit the left hard, two-thirds up the beat. The leader, Colie/Murphy came out of that corner and it proved to be a good call for us as well. We managed to pass Beek/Hine as we rounded the mark in about 13th place.

The run was sailed mostly on starboard. We were able to keep our air clean and separate from the pack of boats in front of us. A fortunate rounding had us squeeze around the right gate marker in third.

The second beat was shortened some. We tacked to port, pretty much right away and held, almost to the lay line. As we approached the mark, we had passed Rowan/Burgess and we were now in second.

The run to the finish got very light. We gybed a couple of times to cover the completion and managed to keep them behind us to finish second.

Newcomer Henry Colie, sailing with Kevin Murphy stayed out in front the whole race and won by a huge margin. Nice going.

- Top three:
1. Colie/Murphy
 2. Reynolds/Liljedahl
 3. Rowan/Burgess

Second race
Wind strength: 1-5 knots
Wind direction: 120 degrees
Course #3 (W-L-W-L)

The conditions were very much like during the first race. It was a beautiful day, but with very light air. The only race of the day had one general recall but the second attempt was good. Mark and I had a good start, pretty close to the RC boat. With the majority of the fleet to leeward, we stayed on starboard, almost all the way out to the left lay line. It looked as if we had all the boats on our right but a little more velocity and a slight right shift paid off for them. Sustromk/Nyhof rounded the weather mark in first, followed by Allen/Upton and Lanza/Hastings. We lost some at the end of the leg and rounded somewhere in the top ten.

Most of the boats gybed around the offset mark and sailed down the run on a port gybe. The boats behind us sailed too high, causing us to do the same in order to keep clear air. That proved to be a mistake. Gale/Iverson gybed back to starboard half way down the run and made out big. Diaz/Strube continued on starboard after the offset mark and passed most of the fleet. The race committee lengthened the second beat. They probably figured that the sea breeze was going to kick in, but it never did. We gained a few boats and looked a little bit better at the weather mark. On the last run to the finish we stayed on starboard all the way to the lay line. Mark was able to sail a little lower than the boats in front of us and we got inside of

them and gybed first. Similar to yesterday, the wind was now almost dying out. Diaz/Strube and Brady/Iverson gybed about half way down. At the finish we had gained on them but not enough to pass. Some of the boats in front of us had picked the left side of the run and they lost big. Allen/Upton barely squeezed in front of us at the finish.

Top three:

1. Sustronk/Nyhof
2. Brady/Iverson
3. Diaz/Strube

2001 BOB LEVIN MEMORIAL
January 6-7

Boat #	Skipper	Crew	Fleet	R1	R2	Points
7995	M. Reynolds	M. Liljedahl	SDB	2	5	7
7970	A. Diaz	M. Strube	BisB	7	3	10
7938	P. Sustronk	D. Nybor	LOC	10	1	11
7933	Hutchinson	A. Scott	AN	5	7	12
7864	K. McNeil	Zwendalberg	AN	4	11	15
7997	G. Brady	G. Iverson	WSFB	16	2	18
8024	MacCausland	S. Delancy	CR	12	6	18
7184	H. Colie	K. Murphy	LH	1	18	19
7986	B. Allen	J. Upton	WH	19	4	23
7670	G. McCarthy	G. McCarthy	PPL	8	17	25
7963	J. Kohlhas	C. Rogers	BisB	15	10	25
7911	J. Lowe	A. Higgs	N	20	9	29
7876	D. Schofield	B. Schofield	AN	14	16	30
7	N. Stevenson	T. Glachin	CLIS	22	12	34
7741	J. Vanderhoff	R. Perkins	NCB	13	21	34
7369	S. Haarstick	C. Haarstick	SL	27	8	35
7985	B. Beek	H. Hine	NH	9	27	36
7993	Joe Bainton	B. Sharp	NB	24	13	37
7626	J. Freeman	B. Hatfield	SL	23	14	37
7444	F. Charles	R. Sandstrom	BH	6	dnf	38
7471	J. Bainton	W. Christenson	NB	11	28	39
7162	C. Kohlerman	C. Kohlerman	NCB	25	15	40
7193	W. Joyce	C. Nielsen	Wis	18	22	40
7957	C. Bonianni	A. Anosov	TaB	21	20	41
7998	D. Cutler	J. Wulff	GrL	17	25	42
7786	B. Collins	G. Avellon	AN	26	23	49
7899	C. Lanza	J. Hastings	BisB	ocs	19	51
7934	Vonschwarz	Vonschwarz	AN	29	24	53
7521	C. Prandini	P. Veary	BisB	28	dns	60
8000	H. Walker		BisB	dns	dns	64

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BREAKTHROUGH AT THE 1978 WORLD'S

By Paul Cayard

(originally written for Seahorse)

Flying home from Europe recently, I began thinking back over my career and my thoughts focused on my first Star World's Championship. The year was 1978, the venue was San Francisco and the characters are now famous to all of us. For a change of pace I thought I would take a look back at this event. The protagonists are legends of our sport. I think you'll enjoy the story.

At 18 years of age, 6' 2" and 205 pounds, I was the perfect 505 crew. However, Tom Blackaller had taken notice of me and asked me to crew for him in the 1978 Star North American Championship in Toronto as a lead up to the Star World's in San Francisco later that year. I drove the boat from San Francisco to Toronto, cleaned it, rigged it, got it measured and waited for Tom to fly in the night before the first race. Such is the life of a keen young, aspiring, sailor. The championship was not to be as there was no wind to be found in Toronto that year. But I was exposed to the world of "Big Time" sailing. Durward Knowles, Buddy Melges, Bill Buchan, Joe Duplin, Dennis Conner, Lowell North, Ding Schoonmaker and of course Tom Blackaller were all present. So was a lesser known boat builder named Bill Gerard. As Tom was to sail the Star World's with his regular crew, Ed Bennett, Bill asked me to crew for him and as keen as I was, I said sure.

Star sailing in those days was a "man's" sport. No hiking vests, no self bailing cockpits and sliding track backstays that had to be tacked. What this meant was that the crew was hiked out over the side hanging on by his ankles, pulling on a rope that was attached to a bilge pump and retracted by shock cord, and tacking and releasing the backstays on tracks at each tack. It was a workout to say the least. But because you had to hang out over the side with no support, 205 pounds was not that far off the pace for weight. Of course there were exceptions; Ron Anderson, crewing for Dennis Conner at 275 could hike the whole way and Bill Munster at 285 crewing for Malin Burnham could most of the way.

To say that Bill Gerard and I were underdogs was an understatement. The best Bill had ever done in the World's was 15th and this was my first. But to our good fortune, two days before the World's started, Buddy Melges came up to Bill and, handing him a bag of sails, said "Here, give these a try." We had no idea that what we had in our hands was pure speed...an innovation the likes of which comes around once every 10 years in one-design sailing and produces speed that makes a significant difference. The sails in the bag were the first of the heavily yarn-tempered Dacron cloths and cut into the flattest set of Star sails ever seen. Buddy brought five suits to San Francisco; two for himself, and he gave one set to us, one to Ding Schoonmaker and one to our current ISAF president Paul Henderson. Little did anyone know that those five suits would win every race in that regatta. The standard in the class at the time was the North "DC2" main with a "TA4B" jib. "DC" stood for Dennis Conner, the reigning World's champion having won every race at Kiel the year before. But the DC2 would be too full for the strong wind of San Francisco Bay once Buddy Melges came blowing off the starting line in truly a different gear.

In the first three races of the regatta, the story was told. Buddy first, Dennis second and Tom third in each race.

Buddy would come off the line and within five minutes it would look like he had started 30 seconds over early. With Andreas Josenhans at 255 holding the boat down and the supper flat supper hard "SF" main, Buddy was untouchable. There was nothing that stalwart Star Champions Blackaller, Buchan and Conner could do to equal Buddy's speed. Through excellent sailing and experience in the class, Blackaller and Conner dragged their extra full sails around the course better than anyone else but Buddy was in a league of his own.

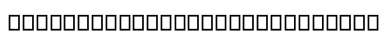
There were 99 boats at the World's that year, the biggest fleet ever to that date. At the first windward mark of the first race five boats sunk, all but one being retrieved off the shallow bottom of the Berkeley Circle. A relatively short 2 mile beat, a shiftless 20-25 knots of wind, and 99 boats was a recipe for carnage. Places 30-70 arrived at virtually the same time. A scene like that had never been seen before. In fact, the first leg of a Star World's race is now 2.75 miles for this reason.

After three races, Ding Schoonmaker gave up on his North sails and went for the Melges sails and proceeded to win the next two races. Buddy finished second or third in each and virtually sewed up the regatta without having to sail the last day.

The last race is a historical one. We were having our best race in 2nd place fighting it out with the current ISAF President, Paul Henderson for the win. Henderson was the better sailor on the day and won the race, the only race he has ever won in the Star World's. I am sure it is one of his fondest memories.

In the final tally, Melges won the World's (the first of two in a row) and his legend continued to grow in yet another class. The win also launched Melges as the boat builder and sailmaker of choice in the Star class at that time. He must have sold 400 suits of sails and 20 boats in the year following his win. Dennis Conner finished second, Tom Blackaller third, Gerard/Cayard fourth and Ding Schoonmaker fifth.

A lot of water has passed under the bridge since that regatta.



OPINIONS and COMMENTS

LAMINATED SAILS FOR THE STAR CLASS

In keeping with the tradition of refinement and innovation which has kept the Star Class alive and well throughout its 90 year history members of the Class Management Committee have recently revisited the question of laminated sails. The primary concern has always been whether the extra cost of Mylar, and now Kevlar and Pentex sails is warranted, especially with the thought that

they may in the long run prove to be more cost-effective. Mark Reynolds has kindly written a note which deals with both the question of cost and the question of longevity of these laminated materials which is clear and to the point. The question of carbon masts was brought up in an article which appeared in the recent Starlights, and thus the reference to this as well.

LAMINATED SAILS AND CARBON MASTS

By Mark Reynolds

Laminated sails on carbon masts would look cool and modern, no question about that, but it would be a mistake for the Class to move this type of rig too quickly. Right now laminated sails for the Star would be more expensive and unless a good method is found to control the durability, not as long lasting as the material we presently use in making Star sails. Carbon masts would be a lot more expensive than the masts we presently use, making the total package of laminated sails and carbon spars a very expensive proposition.

The Star Class has a tradition of innovation and refinement but only has moved to new materials when they have proved absolutely beneficial to the Class. We have not usually been the first to make the move. We didn't go to aluminum masts or glass hulls until after many other classes had done so and we were sure that it was the way to go.

The Finn class changed to carbon masts and laminated sails and the price for the small un-stayed Finn mast is now higher than our current fully rigged Star mast (and they do still break as well). The laminated sails must be light to have enough stretch but the polyester film (Mylar) used in laminated sails shrinks and distorts so now Finn sails are often replaced 4 times as often as their Dacron predecessors.

The Snipe class now allows laminates (very strictly controlled as to legal fabrics) for the jibs and durability has been a problem. As a result most Snipe sailors are going back to Dacron.

Of course the sailors haven't gotten any lighter. Thus, while the total rig aloft weighs less with laminated sails and carbon masts the end result is that in those conditions where heavy crews have the weight advantage then they will continue to have this advantage, assuming that everyone in the class has switched to using these materials.

The laminated fabric cost varies greatly from the less expensive low fiber count/more Mylar sandwiched fabrics to the very expensive Cuban fiber fabric. The higher fabric cost and more intricate construction would certainly increase the prices quite a bit. I ran some prices from our Quantum "big boat" pricing program and this is what I got compared to our current cross-cut Dacron Star sail prices.

- Tri-radial construction with Pentex fabric +55%
- Tri-radial construction Kevlar fabric + 90%

With one-design manufacturing efficiency the prices should

be slightly lower but still a lot more expensive than what we use now. The durability question isn't so clear but it's possible that the life of laminated sails would be no longer than those made of the material we presently use, probably less, and when a laminated sail goes bad you throw it in the dumpster. They do not make good second-hand sails.

My feeling is still that use of carbon fiber and laminated sails (maybe even with carbon in them) are probably in our future but for now we should keep an eye open for successful use elsewhere first. We should start doing some testing and make the move when it's clear that it's a better value than what we have now.

*Editor's note: Mark had the following comment about the different materials used in laminated sails:

What is normally called a Mylar sail really should be called a laminated sail or something similar. Mylar is Dupont's trade name for polyester film. It is just a solid film, often clear. Our current windows are made of polyester film which may or may not be Dupont Mylar. Pretty much all laminated sails are made with polyester film on one or both sides (hence the misnomer "Mylar") and either polyester, Pentex, aramid (Kevlar is Dupont's aramid) or now carbon yarns or fibers laminated to the film. Sometimes also a mix of the above fibers are used.

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ROYAL CANADIAN YACHT CLUB TROPHY
For the North American Championship

The North American Silver Star Championship is a relatively latecomer to the Silver Star events held by the Star Class. Originally the North American's was sailed only when the World's was not sailed in the North American continent.

The oldest Silver Star event of the Star Class was the Mid-Winter Championship which was held in Havana, Cuba. That series was discontinued in 1957 for obvious reasons. The next oldest Silver Star event is the Championship of Europe, which began in 1932. This is followed by the Western Hemisphere Spring Championship, which began in 1934. The first North American Championship was held in 1939 at Treasure Island in San Francisco Bay in conjunction with the 1939 World's Fair. That year the World's was sailed in Kiel, Germany. The first North American's was won by Walter Sumner of San Diego Bay fleet. The series was not held again until 1948 on Puget Sound, and was won by the local fleet representative Charles Ross. Then, starting in 1952 the World's was held in Europe for three consecutive years. Whether coincidentally or not, starting in 1952 the North American's has been held annually ever since.

In 1952 the Royal Canadian Yacht Club hosted the North American's in Toronto. The Club donated the Royal Canadian Yacht Club Trophy to the North American Championship which is awarded to the winning skipper.

Apparently since this was the third time the North American Championship was held the perpetual trophies had not yet been organized.



(Photo: 1953 Log)

The above photo shows the trophy when it was new. The trophy lost its original top sometime in the 1960's. Stanley Ogilvy put a notice in the January, 1967, Starlights accompanying the photo shown below as follows:



Mr. and Mrs. Don Trask and crew Bill Kreysler (seated, left,) inspect their newly won North American Championship trophy.

This cup, donated by the Royal Canadian Yacht Club in 1952, once possessed a different top surmounted by a silver model Star boat. The present top, which it has been bearing for some years, does not fit it exactly; it was switched

somewhere along the way with that of another trophy. If anybody has a cup with a boat on top that doesn't quite look as if it belonged there, please notify us at the Star Class office and we'll straighten things out.

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Boom – Custom End Fitting	Mast Foot Roller	Storage Bag – Barney Post
Boom Parts & Wire	Main Halyard, Spectra	Storage Bag – Under Deck
Bow Guards	Main Halyard Top Sheave	Tension Gage for Stays
Circular Vang Track	Mast Lever Fitting	Tiller – Aluminum
Compass, Digital Electronic	Mast Lever Bar	Tiller Extensions
Cover – Boat	Mast Repair Sleeve	Tiller Extension Flex Couplers
Cover – Mast	Mast Step	Trailer Boxes
Cover – Boom	Rigging – Complete Set, Mast	Trailer Brake Cables
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Hiking Vests	Sails – Quantum	Trailer – Front Wheel Assembly
Hiking Vest Ropes	Sail Numbers	Vang Cars
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REGATTA SCHEDULES

EMIL'S CORNER

- 1st District
Please check the 1st District Web Site:
<http://ourworld.compuserve.com/homepages/fcsdesign/>
- *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 22-24 1st District Championship (BH)
 - July 21-22 Ned Hay (CA)
 - 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. 8-9 Pine Trophy (Intercollegiate Star Champ.)
 - Sept. 15-16 Bedford Pitcher (CLIS)
 - Sept. 23-24 Nutmeg's (Mid)

- 2nd District
Please check the 2nd District Web Site:
<http://home.dmv.com/~jenkins/star.html>
- April 28-29 SSA Spring Regatta-SSA
 - May 5-6 West River Spring-WRSC
 - May 19-20 HDGYC One Design
 - June 2-3 Lippincott Memorial-SSA
 - June 9-10 2nd District Championship-HDGYC
 - June 23-24 SSA Keelboat-SSA
 - July 7-8 Miller Series-GIYS
 - Aug. 4-5 Miles River/Green Star-MES
 - Aug. 11-12 Oxford Summer-TAYC
 - Sept 8-9 West River Keelboat-WRSC
 - Sept. 29-30 Fall Windup-TAYC
 - Oct. 13-14 Michelob Cup-WRSC

- 20th District
- Feb. 3-4 Masters' Regatta
 - Feb. 17-18 Biscayne Trophy
 - March 4-9 Bacardi Cup
 - April 6-10 Spring Championship of the Western Hemisphere
Nassau, Bahamas (Races 1-6/ 7-10 April)
Entry Deadline: 17 March 2001
Nassau Yacht Club
Phone: +1 242 323 8165
Fax: +1 242 322 8185
Email: craigsymonette@yahoo.com
 - April t.b.a. 20th District Championship

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Question: how long were the original battens in the Star main and jib?
Answer in next month's Stardust.



Drawing by Emil Karlovsky

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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 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.
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Fax: 847 729 0718 / Office: 847 729 0630

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