

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

# JANUARY REGATTA SCHEDULE

Jan. 5-6 Levin Memorial
Jan. 26-27 Biscayne Trophy Regatta
Jan 29-Feb 2 Olympic Classes Regatta

# 2001 SCHOONMAKER CUP November 17-18, 2001 By Rick Burgess

The 2001/2002 winter sailing has started in Miami on November 17 & 18, 2001. What a great weekend of Star Sailing on Biscayne Bay! The wind was 15 to 20 from the north/north east, the air temp around 80 degrees and bright and sunny.

Upon arrival at the Coral Reef Yacht Club on Friday morning, I had the pleasure of meeting Ian Barker & Ed Peel of the SOL fleet. They and their countryman Iain Percy & Steve Mitchell who have shipped there boats over for the winter are going to make a nice addition to the racing this winter. After I dropped off the boat I was delivering, I walked over to the U.S. Sailing Center to find my skipper Bill Allen.

The sailing center is under major construction of a new building so it was a little disorganized, but with Jock Kohlhas's guidance it all seems to be working out fine. Bill and I got out for a sail on Friday afternoon and ended up tuning with Vessela, Smith and the Brits. What a wonderful way to start the weekend.

The regatta had 16 boats from 4 countries (BAH, GBR, CAN, USA), not bad for a weekend regatta.

Saturday morning came with bright sunshine and nice winds 15/18 north-northeast.

# Race #1

The race committee set course # 4, and got us started on time. Vessela / Fatih led the race from start to finish with Percy/Mitchell second. Places 3 thru 7 switched back and forth a number of times with Lowe / Higgs 3rd, Kohlhas / Peters 4th, Anosov / Caesar 5th, Allen / Burgess 6th, and Barker / Peel 7th.

#### Race #2

The race committee set course # 3. Kohlhas led the first lap but was passed on the second run by Barker who went on to win the race. Kohlhas and Vessela went around different gates, Vessela went left and Kohlhas right, Percy left, Allen up the middle. When the shift came in it put Vessela 2nd, Percy 3rd, Allen 4th and Kohlhas 5th.

January, 2002

#### Race #3

On Sunday we had a little more wind 15/20 north-northeast, and the race committee got us going right on time, sailing course # 3. Percy got the early jump on the fleet and won the race, with Vessela 2nd and Smith 3rd. There were many chances to gain or loose places thru out the race with boats 4 thru 7 finishing within several boat lengths of each other.

After the boats were put away we gathered at the C.R.Y.C. for some lunch and the trophy presentation.

A very special thank you to the Race Committee and to the members of the BisB fleet for starting the season off with such a nice regatta.

PS: When I said that the Brits are going to make a nice addition to the sailing this winter I thought I should let you know that Iain Percy won the Gold medal in the FINN class in the 2001 Olympics, and Ian Barker won the Silver medal in the 49er class. To both of them welcome.

#### Schoonmaker Cup Results

		1					
Boat #	Skipper	Crew	Fleet	R1	R2	R3	Points
8059	Peter Vessela	Brian Fatih	WSFE	3 1	2	2	5
8025	Iain Percy	Steve Mitchell	Sol	2	3	1	6
7953	Ian Barker	Ed Peel	Sol	7	1	7	15
7911	Jimmie Lowe	Andrew Higgs	N	3	7	6	16
8043	Jock Kohlhas	Rick Peters	BisB	4	5	9	18
7986	Bill Allen	Rick Burgess	WH	6	4	8	18
8069	Robert Weinstein	Magnus Liljedahl	BisB	8	8	4	20
8072	Doug Smith	Michael Moons	SBC	12	6	3	21
7995	Austin Sperry	Darrell Hiatt	BisB	9	dnf	5	31
7670	Gene McCarthy	Mike Eggen	PPL	13	11	10	34
7899	Chris Lanza	Chris Rogers	BisB	10	9	dnf	36
7225	Hyde Perce	Cary Keigher	WH	11	10	dnf	38
7862	Graham Day	Steve Bugler	LOC	15	12	11	38
7	Arthur Anosov	David Caesar	TaB	5	dns	dns	39
7162	C. Kohlerman IV	C. Kohlerman III	NCB	14	13	dns	44
7585	Sharon Crokett	Bonnie Unsworth	BisB	16	dnf	dns	50

# **COMMODORE'S CUP**

December 1 – 2, 2001 By Magnus Liljedahl

Happy New Year Folks! Another season has arrived. Yes, that's right! If you are in my part of the world and you are a Star sailor, the racing calendar begins with the Commodore's Cup in early December every year. This is where dreams begin and promises are made. To many, this is the beginning of the road, which hopefully, will take them to Athens in 2004. This year's event drew 31 boats from the US, Canada, Bahamas and Great Britain. We were all excited to get to know the British rookie teams of Iain Percy / Steve Mitchell and Ian Barker / Ed Peel. They may be new to the Star class but they are certainly not new to the sailing world. They both brought medals back to the Queen of England from the Sydney Olympics - Percy won the Finn Gold and Barker the Silver in the 49er class. Top sailors from nearly every class are graduating to the Star boat at some point or another. The future looks promising and we'll have a lot of fun over the next few years. The Commodore's Cup consists of three races and there are no drops. Every race counts there is no room for mistakes. The story goes:

First race:

Wind strength: 7-13 knots Wind direction: 50 degrees Course: #4 (W-L-W-L)

Time: 1.29h

Mark and I were a little late as we started toward the Race Committee boat. Kohlhas / Peters had a better start to leeward of us. We stayed on their hip for a while, but then made a short hike towards the right. The breeze had gone right and we looked good as we were coming back on a starboard tack, but it wouldn't last for very long. Slowly, but surely, the leeward most boats started to get headed and they all tacked. Our only option, pretty much, was to tack below the group of boats, which were on the port lay line, and try to survive up to the weather mark. We had Percy / Mitchell on our lee bow and Lowe / Higgs right on top of us. Mark didn't have a lot of room to keep speed up as the breeze fizzled to a low for the day. The Brits made a jump on us as they made two more tacks at the end of the beat. Reynolds took us to the starboard lay line and we rounded the weather mark in 8th position. Sustronk / Wolfs got around the weather mark in first, followed by McNeil / Murphy. Mark and I found ourselves back in 8th place, suffering from the 25 degree left shift. The run was primarily sailed on starboard gybe. We made a small gain toward the end of the leg before rounding the left gate marker. It would eventually set us up for an even bigger gain, later on, during the second beat. The breeze oscillated right and initially the gain was huge, but as we neared the left lay line the port tackers were now lifted. We managed to lee bow them and take the lead at the weather mark the second time around. We made a gybe set, which for those of you who don't know, means I put up the whisker pole on the leeward side from the very beginning of the run and we then gybed the main. This move put us on a starboard gybe before anyone else. Vesella / Fatih followed very closely, but to their frustration (I know all about it) their leeward jib sheet was tangled and they could not set their whisker pole. Our port tack angle to the finish line was not as favorable as for those who had waited to get on the port gybe. In addition, we may have been lifted some and it made it even less favorable to be on the left. Sustronk / Wolfs and MacCausland / Meireles were going very fast and they both passed us. We barely held on to beat Vesella / Fatih and Percy / Mitchell came dangerously close.

#### Top three:

- 1. Sustronk / Wolfs
- 2. MacCausland /Miereles
- 3. Reynolds / Liljedahl

Second race:

Wind strength: 14-16 knots Wind direction: 45 degrees Course: #3 (W-L-W-L-W)

Time: 1.30 h

We got off to a very nice start, about \(^{1}\)4 up from the pin. We had full speed at the gun and we were very close to the line. I looked up towards the R.C. boat and noticed Percy / Mitchell a little poked. The pin end was buried; surely someone down there was OCS'ed (i.e. over early at the start). We went left for a while and then tacked to port. To our surprise, we were almost on the port lay line. A group of boats that had gone further out to the left were all overstood. Vesella / Fatih, who had positioned themselves very well within the fleet didn't get as much of the port lift and increased wind pressure as we did. I could now see them through our main window as we neared the end of the beat. Mark got us around the weather mark in first, followed by Percy / Mitchell and Whipple / Jensen. Our run wasn't that good. We split gybes with Percy, but as we converged 3/4 down, they gybed to starboard inside of us and pulled ahead. Barker / Peel had made a nice gain on the left, but we managed to stay ahead of them and go through the gate in second place. The second beat was mostly right as we worked hard to stay close to the Brits. Whipple / Jensen did a good job of keeping in front of Barker / Peel. Percy / Mitchell crossed the finish line first but didn't get the gun. Unfortunately for them, I was right in saying that they looked poked at the start.

# Top three:

- 1. Reynolds / Liljedahl
- 2. Whipple / Jensen
- 3. Barker / Peel

Third race:

Wind strength: 8-12 knots

Wind direction: 40 degrees Course: #3 (W-L-W-L-W)

Time: 1.57h

Mark wanted me to keep an eye on Vesella / Fatih and MacCausland / Miereles. Those two boats were the closest to us in the overall standings and we wanted to make sure that we stayed ahead or close to them the entire race. Vesella / Fatih had a good start a few boats down the line from us, while MacCausland / Miereles had a poor beginning and had to tack away and take several transoms, heading towards the right. We were going good and stayed on starboard for a while. We could see Vesella / Fatih through the main window and Mark didn't want to split from our closest rival. We got a little bit of a header and tacked. The distant right started to look very good. We could see some cruisers, underneath Key Biscayne, which were lifted on starboard and appeared to have more breeze. We then knew that we had to get to the right, there was no doubt. Brooks Sperry / Eid had reaped the most of the 40degree shift and led the fleet around the weather mark, followed by Bainton / Rogers, Barker / Peel and MacCausland / Miereles. They all came in from the right. Mark and I were in fifth position. Vesella / Fatih had stayed on the left side of the race course and were pretty deep by the time they rounded. Most boats gybed around the offset

mark and sailed a long port gybe and so did we. A group of boats behind us, consisting of Vanderhoff / Karr, Van Wagnen / Beckwith and Austin Sperry / Hiatt, steered a higher course than us, which ultimately took them further out to the left where there was more wind and they made a pretty nice gain on us. Barker / Peel had gybed on to starboard about half way down the run and they lost big. We passed them and, eventually, would keep them behind us for the rest of the race. We had to tack several times at the beginning of the second beat in order to keep clear air. Mark got us in a nice position just shy of the starboard lay line as the boats ahead of us were over standing. We passed Brooks Sperry / Eid and rounded the weather mark in third, right behind MacCausland / Meireles and Bainton / Rogers. It appeared as if MacCausland / Meireles had pulled ahead on the final run. Reynolds and I sailed a higher course then what they did and we ended up pretty separated. However, as we gybed on the starboard lay line, our angle was just a lot more heated and there was more pressure on the left. We rounded the left gate marker only a couple boat lengths behind them.

MacCausland / Meireles worked hard to protect the right on the last beat. The wind oscillated back and forth a few times, and there is no better sailor on the planet when it comes to an oscillating breeze than Mark Reynolds. He would say, "let's take some of this" and "some of that", referring to tacking in the ever so small wind shifts. We appeared to have MacCausland / Meireles behind us at about 4/5th up the beat, but one thing is for sure, never count Little Mac out. One final righty had them to weather of us on a starboard tack, dangerously close to the lay line. Mark did an incredible job of putting us in a point mode and, finally, they had to tack away. We followed immediately and then slammed them, one final time, as we got on the lay line, close to the finish. As we crossed the finish line, Mark said, "That was one good race." I responded by tapping his back, saying, "Yeah, that's for sure."

# Top three:

- 1. Reynolds / Liljedahl
- 2. MacCausland / Miereles
- 3. Barker / Peel

# Final standings:

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

Place	Sail#	Skipper	Crew	From	R1 R2 R3	Total
1	8067	Mark Reynolds	Magnus Liljedahl	SDB	3 1 1	5
2	8056	John MacCausland	Rodrigo Miereles	CR	2 9 2	13
3	8059	Peter Vessella	Brian Fatiih	WSFB	4 4 13	21
4	7995	Austin Sperry	Darrell Hiatt	BB	10 8 5	23
5	8043	Jock Kohlhas	Rick Peters	BB	9 14 7	30
6	7225	Hyde Pierce	Chuck Nevel	WH	7 5 20	32
7	8072	Doug Smith	Mike Moore	SBC	12 7 14	33
8	7953	Ian Barker	Ed Peel	Sol	ocs 3 4	39
9	7993	Joe Bainton	Chris Rogers	NB	21 13 6	40
10	8024	Bill Culberson	Ben Montgomery	MOB	15 16 11	42
11	7952	Brooks Sperry	Chris Eid	WSFB	13 22 8	43
12	8044	Larry Whipple	Darin Jensen	PS	ocs 2 12	46
13	8038	John Vanderhoff	Scott Karr	NCB	ocs 11 3	46
14	7950	Jimmy Lowe	Andrew Higgs	N	11 10 25	46
15	7369	Steve Haarstick	Bob Westcott	SL	14 23 10	47
16	7899	Chris Lanza	Privre Leary III	BB	22 17 9	48
17	7938	Paul Sustronk	Mike Wolfs	LOC	1 dnf 17	50
18	7996	Tony Herrmann	D. Yachavanka	WLM	23 6 24	53
19	7864	Kevin Mc Neil	Kevin Murphy	AN	6 ocs 16	54
20	8025	Iain Percy	Steve Mitchell	Sol	5 ocs 19	56
21	7609	Arthur Anoson	Graham Day	LOC	8 dnf 18	58
22	7734	Hank Rowan	Rick Burgess	LG	16 15 27	58
23	7626	James Freeman	Matthew Freeman	SL	24 12 23	59
24	7970	Nelson Stephenson	Noel Miller	CLIS	20 25 15	60
25	8011	Robert Van Wagnen	Eric Beckwith	BB	18 20 22	60
26	7370	Rob Emmet	Mike Voeltner	AN	17 18 28	63
27	7911	Peter Costa	Joe Zambella	BH	19 19 26	64
28	7998	David Cutler	Richard Burgess, Jr	GrL	25 24 21	70
29	7670	Gene McCarthy	Jerry Ring	PPL	26 21 29	76
30	7521	Craig Prandini	Bob Buchman	BB	27 dne dns	91
31	7585	Sharon Crockett	Bonnie Unsworth	BB	28 dnf dns	92

# THE STAR CLASS COLLECTION AT THE MYSTIC SEAPORT MUSEUM

In 1961 the estate of Ardian Iselin II donated Iselin's complete Star collection, including his boat Ace II, # 202, to the Mystic Seaport Museum. Iselin was a two-time World Champion, in 1925 and 1936, both times in his home-built Ace II. In this collection there are more than 100 trophies, ranging from club and fleet championship trophies to Bacardi and World's daily and series trophies. As a note of interest, when the Bacardi series was resumed in 1962 on Biscayne Bay the estate of Adrian Iselin donated the 1927 Bacardi Trophy which Iselin had won to the event to be awarded as a perpetual trophy. That is why the word "ACE" is inscribed on the Bacardi Cup today.

The boat Ace II is presently set up on display in the North Boat Shed.



(Photo by Guy Gurney)

A second Star boat was donated to Mystic in 1983. This is the Ceti, #7, which had been owned since late 1911 by the family of Warren Ranson. As Ogilvy notes in his "A History of the Star Class", "No. 7 was taken to Lake Massawipi in Quebec, just north of the Vermont border. There it stayed, to be enjoyed as a family daysailer for 70 years, surely the longest active use of any Star anywhere. In 1983 the Ransoms gave the boat to the Mystic Seaport Museum, where it is being preserved. It still has the original gaff rig and, incredibly, the original canvas mainsail."

Ceti is presently in storage in the Small Boat Shed at Mystic. Perhaps even more remarkable than the fact that it still has the original mainsail is that the boat is exactly the way it was built in 1911 by Isaac Smith. The deck in particular has not been changed, and except for expected wear and tear has not been changed or any way updated for all of the years it had been sailing. One of the most noticeable things is the cockpit coaming which extends from just behind the mast to the aft-end of the cockpit. This coaming must have made sailing the boat most uncomfortable when sitting on the deck or hiking out and was quickly dispensed with in other Stars. One can only

imagine that Ceti was not generally sailed in windy conditions and that there was never the need to take off the coaming.



Ceti, #7, at Mystic Seaport

In 1989 the Star Class Central Office sent its archival material to Mystic. This material includes the Register of Star Class boats, numbers 1 - 5100, papers and minutes of the Administrative Committee, International Governing Committee, Development Committee, Measurement Committee and other Star Class committees, plus a host of other documents and correspondence which the Class generated to run Class affairs. These papers are housed in the Manuscript Collection of the G. W. Blunt White Library.

During the late 1980's Stan Ogilvy went through and catalogued a collection of photographs which for the most part were used in the Star Class Logs. These photos became part of the Mystic collection in 1990. At Mystic there is also the Rosenfeld collection, and many photographs of Stars from the earliest days are in this collection which is presently in the process of being catalogued.

The Central Office also had a collection of films of various Star Class events from District to World Championships, the earliest being the 1936 World's. These films are presently at the film archive at Mystic and are in the process of being catalogued. One of the goals of this cataloguing work is to create a historical film loop which will be used in a new Star Class exhibit presently under consideration. The exhibit will feature the various World Championship daily and lesser series trophies. The Star Class archives and exhibits have been generously supported by a long-time Star Class member.

# **GEORGE A. CORRY**

1863-1943

Father of the Star Class Class President, 1922-1925 Class Commodore, 1926-1943



(Photo: 1925 Log)

It is rather doubtful, in this day and age of conformity and political correctness, that a personage such as George Corry could have had the sort influence that he had almost a century ago. His manners and ways of thinking, if the stories told about him in Elder's book "Forty Years Among the Stars" and elsewhere are true, were eccentric to say the least, and he must have been a most colorful character.

Despite this, or perhaps because of this, "Pop" Corry was very effective in promoting his idea of the inexpensive racing yacht. It is fortunate that his idea was ably translated by Mr. William Gardner and his draftsman Francis Sweisguth with the creation of the Star

"Pop" Corry was a very good skipper in the early days of the Star Class and won many of the races he entered. When Starlights began its publication in 1925 one of the features which it carried was commentary by top skippers in the Class, a tradition which is carried on to this day. Here is an article which "Pop" Corry wrote about how to start.

#### **STARTS**

By G. A. Corry

If possible wear a wristwatch on your right wrist so that the watch is always in view when the hand is on the tiller. Keep all sheets free so they will run without snarling. Manoeuvre your boat close to the starting line, keeping clear of course of other classes that start before you. Never run more than half or three quarters of a minute from the line. Watch your signals

carefully and sway up your sails if necessary before the preparatory signal and remember that from that moment on you are subject to all racing rules. With a minute to go, if there is a good breeze, or sooner if not, try to work up into a windward position. You should be within a few seconds, or a few feet of the line when you get your starting signal. A good start and a free wind means fifty per cent of your success as it is hard to gain a length on another boat equally well tuned and almost hopeless to work out of a leeward position with many other boats bothering your wind.

If you will snap your watch and work up to an imaginary line for practice every time you go out for a pleasure or tuning up spin, you will be surprised at how accurate you will become at judging time and distance for your actual starts.

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# IN MEMORIAM DICK GORDON

1918-2001 By Guy Gurney

Several of us from Cedar Point Yacht Club attended a memorial service for local Star legend Dick Gordon who passed away on November 9, aged 83. Father of current CLIS Fleet Captain Rich Gordon, Dick was probably the most competitive skipper that the fleet has produced. Half a century ago he was a boat builder, running the shop for the Old Greenwich Boat Company, owned by Skip Etchells. The handsome wooden Starboats that emerged from the shop were the fastest in existence at the time, and won many world championships for their owners. He also helped build there the prototype of the now hugely popular Etchells keelboat class. Later Dick was a successful yacht surveyor.

A naturally talented helmsman, Dick Gordon was especially successful on Long Island Sound where he consistently finished at or near the top of Star events from the 1930's to the Seventies. At different periods he raced out of Milford YC and Cedar Point YC. To this day he remains the last Cedar Point skipper to win the club's own Star regatta, the Bedford Pitcher, which he last took home back in 1967! A quick look at an old Star Log reveals that in 1966 he won both of the two major local regattas, the Arms-White and the Bedford, and finished in the money at numerous others including the Bacardi Cup in Miami where he was fifth overall.

During the service at the Saugatuck Congregational Church we heard more about Dick's life as several people stood up and affectionately recounted their memories. We learned that he had been a P-38 pilot in World War II, and was shot down twice on reconnaissance missions over the Pacific. Toward the end of the service, two uniformed US Air Force representatives marched to the front of the Church and performed a short ceremony as a trumpeter played Taps, the military farewell salute. One of them formally handed a

folded American flag to Dick's widow, Isabel, expressing his country's gratitude for Dick's service and presenting the flag on behalf of the President. It was an extraordinarily beautiful and emotional moment, and I don't think there was a dry eye in the place.

In recent years Dick's health deteriorated rapidly. Confined to his house, he set up His and Hers computers side-by-side at a desk, where he and Isabel could send emails-sometimes to each other! Despite his weakening condition, he kept a regular eye on what our Star fleet was doing, and when one of us had a successful regatta, he would fire off a message of congratulations and encouragement. Those who knew Dick Gordon will miss him.

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# COMPLAINTS ABOUT ISAF RULES

by Don Becker, US Sailing Senior Judge from Scuttlebutt #955

Reading all the complaints about the complicated 'new' rules, which really aren't new any more, am I missing something?

Quite simply:

Port keeps clear of starboard.

Windward keeps clear of leeward.

The boat astern keeps clear of the boat ahead.

A boat tacking keeps clear of one that is not.

Avoid collisions.

If you gain right of way or change course, give the other boat time to keep clear.

The inside boat(s) at two boat lengths from the mark is entitled to room to round the mark.

A boat that is backing up or not racing keeps clear.

If you have violated one of these rules, take a penalty.

This covers 95% of the situations out there.

With regard to the starting system, I have noticed that when the first signal goes up you do need to be ready to race.

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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	\$20
"A Pictorial History of the Star Class"	\$12
"Complete Results of the World's, North American's,	
and Olympics"	\$12
Complete set of all three books:	\$40

Shipping and handling extra. Order from:

David Bolles Tel: 203 882 9428

133 Castle Lane Milford, CT 06460

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

# 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: <a href="mailto:rhovey@worldnet.att.net">rhovey@worldnet.att.net</a> (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 <a href="mailto:otisinc@compuserve.com">otisinc@compuserve.com</a> (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 / <a href="mailto:sailing@elknet.net">sailing@elknet.net</a> (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)

# 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.

# SPAR TECH SPARS

# MASTS – BOOMS – WHISKER POLES

During the past 30 years that Marine Spar has been serving the Star Class we have developed an inventory of unique marine items for your Star Boat. Many of these items are not available through your marine suppliers.

# Below is a partial list of the many items we carry:

Backstay Adjusters

Bailers Bailer Guards

Battens

Boom - Custom End Fitting

Boom Parts & Wire Bow Guards Circular Vang Track

Compass, Digital Electronic

Cover – Boat Cover – Mast Cover – Boom

Double Mainsheet Setup

Goose Necks Harken Fittings Hiking Straps Hiking Vests Hiking Vest Ropes Hiking Vest Snap Shackles

Inspection Ports
Inspection Port Covers
Intrepid Rope for Backstays

Jib Fairlead Parts Jib Halyard, Spectra Jib Sheet, Custom Tapered

Jib Sheet, Spectra Kevlar Rope Mast Foot Roller Main Halyard, Spectra Main Halyard Top Sheave

Mast Lever Fitting & Bar Mast Repair Sleeve

Mast Step

Rigging – Complete Set, Mast Rod – Inner Lower Stays

Rod – Outer Lower Stays Rudder Head

Sails – North Sail Numbers Schaefer Fittings Shock Cord

Side Stay Cars & Track Spreaders – Tapered Spreader Bracket Sta-Masters

Stainless Steel Rivets Storage Bag – Front Storage Bag – Barney Post Storage Bag – Under Deck Tension Gage for Stays Tiller – Aluminum Tiller Extensions

Tiller Extension Flex Couplers

Trailer Boxes Trailer Brake Cables Trailer Brake Dampers Trailer Lights – Lenses

Trailer Parts

Trailer – Front Wheel

Trailer - Front Wheel Assembly

Vang Cars Windex

Wire – Non Rotating Backstay Wire – Under Deck Controls Whisker Pole Clips & Yokes Whisker Pole Mast Supports

We can supply one wire or a complete set to replace all rigging on your mast.

# Marine Spars, Inc.

14 PLYMOUTH DRIVE, CHERRY HILL, N.J. 08034 USA

TELEPHONE: DAY 856 428 9094 FAX: 856 427 0385

E-Mail – marinespa@aol.com

#### **REGATTA SCHEDULES**

# 1st District

June 22-23 Arms-White, Mid

July 12-14 1<sup>st</sup> District Championship, CLIS

July 20-21 Ned Hav. CA

Sept. 7-8 Bedford Pitcher, CLIS

Sept. 21-22 Nutmegs

# 5<sup>th</sup> District

Jan. 26-27 Brown Star, SDYC Feb. 16-17 SCYA Mid-winters, CYC 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 5th District Blue Star, CYC

Baxter Bowl/Summer Gold Cup, NHYC July ????

July 28-29 Lipton Cup, SBYC Aug. 10-11 King of Spain, CYC Aug. 14-25 World's, CYC

Ag. 30-Sp. 1 Labor Day Pitcher Regatta, SDYC Black Star - Under #7000, CYC Sept.r 7-8

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

## 12th District

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

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

Jan. 5-6 Levin Memorial

Jan. 26-27 Biscayne Trophy Regatta Jan 29-Feb 2 Olympic Classes Regatta

Feb 16-17 Masters' Regatta Mar. 3-8 Bacardi Cup

Apr. 24-30 Spring Championship, Tampa, FL

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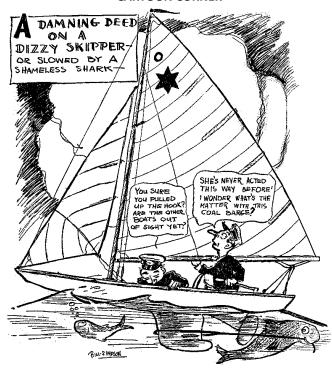
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# **CARTOON CORNER**



Bill Simpson, the web-footed Californian, is responsible for this one. As advice to the "Dizzy Skipper" - find out who, in the San Francisco Fleet, owns a trained shark. Then poison the shark.

Cartoon and caption from the January 1929 Starlights

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#### SEND US YOUR MATERIAL

To submit material to this newsletter please contact:

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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.

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