

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 / Meireles

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 ¼ 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 ¾ 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 40-degree 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 than 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 of 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 Fatih	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	dnf	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.

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

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and Olympics” \$12

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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 otisinc@compuserve.com (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 / sailing@elknet.net (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.

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