

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

# MAY REGATTA SCHEDULE

1st District

2002

May 19 Skipper's Choice, BH

2<sup>nd</sup> District

May 11-12 SSA Spring Regatta May 18-19 Havre de Grace

5<sup>th</sup> District

May 25-26 Rollins Bowl, SDYC

12th District

May 25-26 Ice Breaker, Sun

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#### ARMS-WHITE REGATTA

Arms Trophy To Winning Skipper White Trophy To Winning Crew June 22-23

The Arms-White series is named after two sailors from the C.L.I.S., John Taylor Arms and Elwood S. White. In 1937 John Arms donated the Arms Trophy and in 1942 the family of Elwood White donated the White Trophy for the winning crew of the Arms series. The series, originally called the Noroton Race Week, was sailed out of the C.L.I.S. until 1969, and then was relocated to Mid-Conn in 1970. See the Mid-Conn fleet web site www.mycstar.org for a history of the event which appeared in a commemorative history about the C.L.I.S. Fleet in 1947.

The Arms-White Regatta has enjoyed a good turnout over the years and recently has been running between 20 to 35 boats. Always a nice feature is the Saturday evening dinner at the Club. As a reminder, the harbor start is at 11 AM on Saturday, June 22.

Aside from the Arms and White trophies for the series winners, there are keepers for the first five places.

For more information on how to get to the club, housing, or the event itself see the Mid-Conn fleet web site www.mycstar.org or contact:

David Bolles: 203 882 9428 / d.bolles@worldnet.att.net

May,

# MAKING THE CASE FOR WEARING A LIFEJACKET

By John Sherwood

As reported in the last issue of Stardust, conditions got pretty rough during the second race at the Bacardi Series. After completing a jibe from starboard to port in 20+ knots of wind on the downwind my boat tipped to windward and I slipped partly off the wet port deck, staying connected only via the tiller. That caused the boat to crash jibe back onto starboard, in the process of which I was hit on the head by the boom, knocked senseless and off the boat. I don't remember being in the water or being picked up by a fortunately nearby RIB, although I am told I was conscious and communicating. The RIB took me to an ambulance waiting at Coral Reef Yacht Club and that to Mercy Hospital where 9 staples closed the 3.5-inch gash in my head.

Is there something good about this? Yes, I was wearing my lifejacket; otherwise I might not be here to write this. Stuff happens. Be careful out there!

In looking back on this matter I have tried to figure out where I screwed up. This was the first time in 27 years of sailing Stars (over a 46 year span since 1956) that I had been hit by the boom, the first time I had been seriously injured on the boat, and the first time I had fallen overboard. Of course I'm 65 years old and probably not as nimble or smart as I once was, though I like to think otherwise -- at least as regards the smart part.

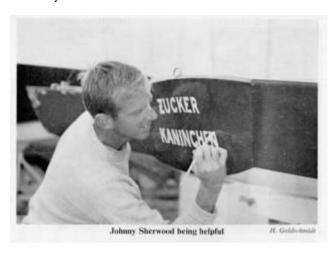
We (John Avis, crew) had sailed a pretty good race to this point, being about 25th in the trying conditions, and we were pleased with the first half of the downwind leg, sailing a little deeper than most of the fleet. I could see the leeward mark and had waited to jibe in order to be fairly sure of making it on the next tack downwind. The boats near us had already jibed but didn't seem to be laying the mark. I figured that if we could sail lower on the port jibe like we had on starboard we might cut some of the boats

ahead off at the mark. I looked astern for an opportune time to make the maneuver, hopefully in a bit of a lull and maybe on a wave. Anyhow, the time came, and we jibed.

Initially the jibe went well, and John went forward to switch the whisker pole. However, as I took my accustomed position on the windward (now port) deck next to the backstay, the boat heeled to windward and I slipped partly off the boat. Either we tripped on a wave or were by the lee or both, but I was mostly off the boat, holding on only by the tiller. As I tried to pull my self back aboard via the tiller, the boat was forced into a right turn and crash jibed back onto starboard. That's the last thing I remember until I "woke up" in the bottom of the inflatable heading in to CRYC. However, John tells me that I grabbed the mainsheet (now on the port side in the water) and that he hauled me back on board the Star and saw me take the tiller and seem to start to sail the boat again. He went forward to sort things out up there (the whisker pole had broken) but noticed that the boat was sailing erratically. He turned around to see what was happening and saw me the water again, this time clear astern. I guess that I was really "out on my feet". He said I waved to seem to indicate that I was okay.

The RIB saw much of this and came over to fish me out. Some other Stars had gone by but afterwards they said that, given the conditions, they couldn't have helped. John sailed the boat back to CRYC single handed, quite a job, with help from one of the guys in the RIB when he got to the dock.

As a general matter I wear my lifejacket on Biscayne Bay if it's blowing over 15. It provides the flotation potential as well as warmth. On the Chesapeake in the summer, I wouldn't ordinarily wear it unless it was blowing about 20 and/or was cooler than normal. In this instance it may have saved my life.



(Photo: 1967 Log)

The boat has the old style sharp edged, triangular boom. The edge probably exacerbated the cut, but I think that things would have been little different with the rounded edge boom. I was wearing a hat, which might have protected my head a bit.

The hospital said I couldn't sail until the wound had been checked in two days (Wednesday). John got permission to sail the two races on Wednesday (racing was canceled Tuesday due to wind conditions) and I sailed Thursday and Friday with a skateboarder's helmet to protect the wound. A CAT scan had shown no internal damage. Actually, the helmet felt pretty good, but I suspect it would be hot in the summer.

In retrospect I should have turned the boat a bit further into the new (port) tack, and I should have been holding onto something more than the tiller. I just didn't seem to have much time after the jibe to grab something or get into the hiking strap before the boat tipped to port and dumped me. Better boat handling would undoubtedly have prevented this event, but things did happen really fast. In any case, I recommend a lifejacket in marginal conditions.

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# Jeremy Davidson & Jessica Costa win LA Harbor Fleet Championship



Jeremy Davidson and Jessica Costa won the Los Angeles

Harbor Fleet Championships held on April 6-7, qualifying them to participate in the World Championships in August. Earlier at the Alamitos Bay Olympic Classes Regatta, held on March 22-24, they came in second, and this in fairly windy conditions.

# **Powering Up**By Mark Reynolds

Based on the positive response on the article on depowering I was asked to discuss powering up. Questions like "How do you keep that crew over the side as long as possible in lighter conditions?" and "When it's light and there's some swell or chop how do I keep the boat moving?" are good ones. We get this condition a lot off San Diego and will most likely have it at the next Worlds in Marina Del Rey. One easy way to power up is to sail light. A lot of guys here in Southern California sail light and in marginal mini hiking conditions it's an advantage, but that isn't always an option. Here are a few pointers:

Crew Weight – Being able to get the crew over the side is fast, particularly in choppy conditions. I will sit almost inside the cockpit to keep my crew over the side. I think that the reduced windage and lower center of gravity are fast. Also if the crew is already out when a puff hits I can quickly lean out and take advantage of the extra power more effectively.

Steering – You want to keep the boat moving so you must really concentrate on keeping both tell tails streaming aft on both sides, and not pinch. In light air it's more important than ever to have the crew doing the looking around so the helmsman can concentrate on precise steering. If you are going fast you are developing more power and you will end up pointing higher than the other boats.

Sails – You need to keep those sails powered up. Use your fuller main if you have one. Often a slightly older main will be better in conditions where you need more power. The draft will be further aft giving you a bit more helm and power.

Rig – it's important to have just a slight leeward sag in the middle of the mast or at least straight. You don't want the mast up in the middle with the tip falling off in light wind. When the rig is set up properly you will automatically have the right bend in all conditions. If your mast is up in the middle in 8 knots you need to loosen the intermediates and the lowers. There should also be a little bit of looseness at the mast partner to keep the mast in column.

Outhaul — As soon as you are no longer full hiking you should ease the outhaul a bit. You can't ease it too much particularly in very light wind but ease it enough to get a bit of shape in the lower section of the sail. Use the lowest seam in the main, it should be pulled straight when over-powered but can drop away at the middle of the boom as much as an inch when you need some power.

Cunningham - The cunningham should be eased to keep the draft as far back as possible. Leave plenty of wrinkles in. If the wind has dropped uncleat the cunningham and ease the mainsheet real quick to get the mainsail to move up the mast track. Spraying a little McLube on the mast track and on the main luff rope will also help.

Backstays - It's very important to have no tension on the

upper backstay. This will give the jib maximum sag and fullness. The lower backstay is a little trickier. You don't want to pull it on too soon, if the crew is not hiking you probably can't use the extra fullness but as soon as your crew drops over the side you can make the main fuller to develop more lift. This will help to keep them over the side and result in more height as well. The helm will increase but in this condition this is a good thing. You just have to experiment to see how much you can pull on. Watch the boats around you.

Jib trim – Make sure you have just enough tension on the jib downhaul to pull out the wrinkles but no more. You might want to keep a few wrinkles in to make sure you are not too tight. Jib lead stays the same but the crew will need to trim the sheet a little more often as the wind changes keeping the leech on the mark on the spreader.

Mainsheet trim – More trim will give you more power, just make sure you don't over do it and put on the brakes. You just have to look at the boats around you and experiment with more or less mainsheet tension to see what's right for the conditions.

#### **TRAILER & TIRE TIPS**

By John MacCausland Tel: 856 428 9094

E-mail: marinespa@aol.com

As the trailing season gets underway remember to check your tires. There is a tire code on the tires which tells you how old the tires are. Don't drive around with tires that are old. Dry rot will weaken the threads and can result in a tire blowout. Also, make sure that you have the right lug wrench to take off the wheel in case something does happen. The best lug wrenches are the cross type with four different sizes. If your trailer is making a banging sound every time you start and stop most probably you need to replace the surge break damper. Call for replacement parts.

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Star Class videos available: the following videos are available through the Central Office: "Star Class Tuning Guide", Class promotional video "Fine Tuned for Excellence", 1999 World's: "The World of the Stars", 1987 World's: "Sail against the Best." Also available from the Central Office are Stan Ogilvy's book "A History of the Star Class" and a biography about Durward Knowles, "Driven by the Stars". For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office:

iscyra@interaccess.com

ISCYRA
1545 Waukegan Rd.
Glanviow, IL 60025 218

Glenview, IL 60025-2185

Fax: 847 729 0718 / Office: 847 729 0630

## SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles

133 Castle Lane

Milford, CT 06460-7515

203 882 9428 / d.bolles@worldnet.att.net

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.

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

David Bolles Tel: 203 882 9428

133 Castle Lane Milford, CT 06460

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

#### STAR CLASS HISTORICAL MATERIAL

Three items which deal with historical information about the Star Class are now available:

"Forty Years A	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

#### 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). Anything from a single photograph to a collection of correspondence, program notes, or anything else related to the Star Class and its activities would be most welcomed.

**Videos available**: Mystic Seaport has two World's videos available in VHS: the 1977 Kiel World's (AV 74:77-1) and the 1981 Marblehead World's (AV 74-81-1). For further details call Suki Williams, video archivist, at 860 572 5379 / suki@mysticseaport.org

**Star Class Logs available:** Logs beginning with the 1954 Log are available for \$5 each. Please contact Diane Brown at 203 562 7420

#### 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)

**6567 Mader**, 1980. Complete with trailer. Two suits of sails. \$1500. Contact Jim Kerns, 203 339 4888 (work), 203 209 2646 (home).

7174 Mader, 1986. Boat is in good condition. Complete package; SparTech F section mast and two suits of sails and much more. 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. \$6000. Contact Alan Pritchard, 203 853 6310 / abpritchard-bellisland@worldnet.att.net (4-02)

**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 <a href="mailto:edstarsail@starclass.net">edstarsail@starclass.net</a> (619 224 8454). (4-01)

#### **NEW BOATS AND SAILS**

Web sites for new boats and sails which are presently up and running:

Mader Boats: <a href="http://www.bootswerft-mader.de/">http://www.bootswerft-mader.de/</a>
In the U.S. contact John MacCausland: 856 428 9094

Fritz Sails: www.fritz-segel.de

North Sails:

http://www.northsailsod.com/class/star/star.html

Quantum Sails:

http://www.quantumsails.com/products/onedesign/c.asp?CID=5

Other contacts: Emmeti Spars: e-mail: mastagl@tin.it Folli Boats, Lariovela Boatyard: e-mail: lariovela@tin.it Lillia Boatyard: e-mail: lillia@mclink.it In the U.S. contact Joe Zambella: 617 839 0992 Star-Rigg Service Alexander Hagen: e-mail: alex.hagen@t-online.de Spar Tech: In the U.S. contact John MacCausland: 856 428 9094 **REGATTA SCHEDULES** 1st District May 19 Skipper's Choice, BH June 22-23 Arms-White, Mid 1st District Championship, CLIS July 12-14 July 20-21 Ned Hay, CA Aug. 3-4 Secretary's Cup, BH Atlantic Coast Master's, BH Aug. 24-25 Sept. 7-8 Bedford Pitcher, CLIS Sept. 14-15 Nathan Hale, HB Sept. 21-22 Nutmegs, Mid 2<sup>nd</sup> District May 11-12 SSA Spring Regatta May 18-19 Havre de Grace June 1-2 Lippincott Memorial, AYC June 22-23 2<sup>nd</sup> District Championship, MRYC June 29 SSA Keelboat July 6-7 Miller Series, GIYS Aug. 3-4 Miles River YC Regatta/ Green Star Aug.10-11TAYC Summer Sept. 14-15 SSA Fall Series Sept. 28-29 Fall Windup, TAYC Oct. 19-20 Michelob Cup, WRSC 5<sup>th</sup> District May 25-26 Rollins Bowl, SDYC Cal Race Week/Green Star, CYC June 1-2 July 13-14 5th District Blue Star, CYC July 20-21 Baxter Bowl/Summer Gold Cup, NHYC July 28-29 Lipton Cup, SBYC Aug. 10-11 King of Spain, CYC World's, CYC Aug. 14-25 Au. 30-Sp. 1 Labor Day Pitcher Regatta, SDYC Sept. 7-8 Black Star - Under #7000, CYC Sept. 14-15 Fall Gold Cup, NHYC

Oct. 19-20

Oct. 26-27 Dec. 14-15 Calvin Paige, StFYC Ash Bown, SDYC

Kriss Kringle Regatta, SDYC

12th District	
May 25-26	Ice Breaker, Sun
June 7-14	2002 North American's, Lake Sunapee
	www.angelfire.com/stars/LakesDistrict12
June 1-2	Tomahawk Regatta, LH
June 11-13	12th District Regatta, SL
July 20-21	NY State Championship, SL
Aug. 3-4	Lake Sunapee Open, Sun
Sept. 7-8	FLASIR, LH
Sept. 14-15	Lake George Open, LG
Sept. 21-22	Chili Regatta

Remember: the deadline for entry forms for the 2002 North American's at Lake Sunapee is May 18.

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#### 1939 MID-WINTER'S IN HAVANA



Some of the luminaries of the Star Class gathered at the 1939 Mid-Winter's in Havana. The recognizable people, standing only, from right to left are Harry Nye, Rafael Posso, George Corry, Harold Halsted, Carlos de Cardenas, with sons Carlos Jr. and Alvaro, unknown, Paul Smart, Adrian Iselin II, and unknown. Below are many of the same, with Mrs. Luisa de Cardenas standing between Paul Smart and Rafael Posso. Commodore Corry is demonstrating his blood-circulation exercise, much to the amusement of one and all.



#### CARTOON CORNER

From Starlights, May, 1928 Cartoon by Pat Clancy, Detroit River Fleet

# AYE, IT'S A HARD LIFE, BOYS

Pat Clancy, scrapping skipper of Scrapper of the Detroit River Fleet, perpetrated this authentic pictorial delineation of the woes of the star boat crew. Pat ought to know for he has skippered and crewed where you can scoop a drink of water from over the side, and also where it is better not to, but carry it with you. Pat offers to do us some more of these libelous atrocities if we want 'em, and we're going to take him up on the offer. Any OTHER GOOD cartoonist wants to get into the competition? If there are enough, Starlights might offer a prize for those that arc accepted. Anyway, thanks, Pat, not only for the help but for the interest, and come again whenever you feel like it.

