

# STARLIGHTS

BOATS: 5779

FEBRUARY, 1973

FLEETS: 197

## 1973 CLASS OFFICERS ELECTED AND APPOINTED

The following tabulation was recorded on December 10, 1972. Wherever there was a contest the first listed is the elected officer, with the number of votes after each name.

**Executive Officers:** President, Frank H. Gordon  
 Vice President, William W. Parks  
 Secretary, Howard T. Walden, Jr.  
 Treasurer, Paul Capron

**Commodore:** Paul H. Smart

**Vice Commodores:** Duarte Bello  
 Carlos de Cardenas, Sr.

**Rear Commodores:** Beppe Croce  
 Walter von Huetschler  
 Lowell North (244); C.S. Ogilvy (201)

### Continental Officers

<i>Cont.</i>	<i>1st Vice Pres.</i>	<i>2nd Vice Pres.</i>
N. America	Dexter Richards	William E. Buchan (116) William Gerard (31)
S. America	Peter D. Siemsen	Roberto Mieres
Europe	Oskar A. Meier	Stig Wennerstrom
Australia	William Hock	Bruce Bragg

### District Officers

<i>Dist.</i>	<i>Secretary</i>	<i>Assistant Secretary</i>
1	Alan Burtis	John M. Goddard
2	Jack Lynch	David D. Gaillard II
3	Paul Richmond	George Criminale
4	John Allen	John McKeague
6	John Gosden	William H. Cowles III
7	Mario T. Innecco	Hans H. Domschke
10	Dierk Thomsen	Borje Larsson
11	William S. Toft	Malcolm Newbiggin
12	Thomas P. Linville	H. Whitney Cutler
15	Mario Caprile	Carlos R. Ferreira
17	Herbert Stanner	Hannes Gubler
20	Read Ruggles	Durward Knowles

### Resolutions

The four Resolutions were approved by the following counts:

<i>Resolution</i>	<i>For</i>	<i>Against</i>
1. Reorganization	262	6
2. Window Size	266	11
3. Sailing own boat (B-2)	213	64
4. Place of World's	246	27

"We, the undersigned inspectors of election, hereby certify that the above figures represent the correct number of votes cast for each candidate and Resolution.

Walter Brachtel (MorB), Chairman."

In the absence of nominations, the Governing Committee has asked the incumbent African Continental Officers to continue for another year.

In the districts for which there were no nominees for Secretary or Assistant Secretary, the G.C. made the following appointments. 5th District: Secretary, William F. Gerard; Ass't D.S., Walter G. Crump. 8th, 13th, 14th, 16th, 18th and 19th Districts: incumbent officers to continue for another year. 21st District: Secretary, William H. Kieser, Jr.

### Committees

	<i>International Governing Committee</i>	
<i>Region</i>	<i>Members</i>	<i>Alternates</i>
1	Oskar A. Meier, <i>Chairman</i> Duarte Bello Pelle Petterson Eckart Wagner	Pierino Bendizoli Manfred Stelzl Dierk Thomsen
2	Frank H. Gordon William W. Parks	Lowell North James N. Schoonmaker
3	Peter D. Siemsen	Mario T. Innecco
4	David J. Forbes	William J. Hock

### Administrative Committee

Frank H. Gordon, <i>Chairman</i> (Sun)	Paul Capron (GB)
William W. Parks (SLM)	Alan Burtis (SLIS)
Howard T. Walden, Jr. (SLIS)	Thomas P. Linville (SLG)

### Judiciary Board

(Term ends December 31 of year shown)

John Allen, <i>Chairman</i> (1975)	Charles W. Lyon, Jr. (1973)
William Gentzlinger (1974)	Jack Streeton (Alt) (1973)

### Measurement Committee

Gary Mull, <i>Chairman</i>	Hannes Gubler
John S. Titterington, <i>Chief Measurer</i>	William Gerard
William V. Richards	Richard D. Gordon

### Technical Committee

Lowell North, <i>Chairman</i>	Pelle Petterson
William W. Parks	James M. Schoonmaker
Duarte Bello	Gary Mull
Thomas Oller	Friedrich Krieger
William E. Buchan	

### Class Promotion Committee

David Millar, <i>Chairman</i>	Oskar A. Meier
Frank Zagarino	Rocco Campanelli

Corresponding Secretary, Mrs. Brigitta Tooker. Secretary for Isolated Members, Philip Botsolas.

**YOU ARE NO LONGER A MEMBER OF THE STAR CLASS**

**unless you have paid your 1973 dues.**

*The next STARLIGHTS is the LAST you receive on your 1972 membership.*

*The 1973 LOG goes only to members in good standing.*

# STARLIGHTS

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February, 1973

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51 E. 42nd St., New York, New York 10017, U. S. A.

Frank H. Gordon, President C. Stanley Ogilvy, Editor

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## STARDUST

Once again the Star Class has led the way. For many years our rules have stated: "The practice of deliberately wetting down clothing for the purpose of increasing the weight carried by the wearer is prohibited." Now at last, after sidestepping the issue for years, the IYRU has added a third paragraph to Rule 22, *Shifting Ballast*, which reads in part: "All clothing and equipment worn or carried by a competitor which is intended to increase his weight shall be regarded as an infringement of this rule."

Dennis Conner, World's 1971 champion, demonstrated his versatility as mystery guest skipper in the Inland Lakes E-Scow Blue Chip regatta last fall in Wisconsin. He had never seen an E-Scow until a day or two before the regatta, when Pete Barrett gave him some brief but high-powered instruction. Conner then went out to win two races and finish third overall, for the best record of any non-Scow mystery guest in the history of the regatta.

The I.G.C. has named the following eight builders and sailmakers as "manufacturing consultants" to the Technical Committee: Ian Bruce, Joseph Duplin, Steve Haarstick, Howard Lippincott, Siegfried Meier, Fred Portier, Richard Stearns, Donald Trask.



## WINNING SKIPPERS CONTINUE TO CHOOSE NORTH SAILS

1972:	
Olympics	1,2
North American Championship	1,2,3
Spring Championship of the Western Hemisphere	1
Bacardi Cup	1,2
Championship of Portugal	1,2
Championship of Germany	1
S.C.Y.A. Midwinters	1

For information on your sail-rig  
combination, call or write:

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Australia  
919-5383

Flotation bags should be inflated only enough to fill out their natural shape. Since the bags must be in place before inflation, it helps to fit a piece of rubber or plastic tubing of the proper diameter and 3 or 4 feet long, over the valve so that you can get into a fairly comfortable position for the long blow. You will find it takes quite a lot of air to fill the monsters. A less painful method is to use a vacuum cleaner with the hose reversed for blowing and a tapered fitting to go over the valve or the rubber tubing. However, watch it! It will inflate in a hurry.

★

The Association has added to our roster a 21st District, Rocky Mountain States, U.S.A. It consists of the newly chartered Continental Divide Fleet (Lake Dillon, Colorado,) and two fleets formerly of the 4th District, Carter Lake and Central Wyoming.

## MAINTENANCE

(Wood Construction)

By Lew Howard, Western Lake Ontario Fleet

It is now spring. We hope that the temperature will be at least 65 degrees and it will not be raining on the days we plan to paint.

Looking first at the bottom and the topsides, if there are any gouges or noticeable scars, they must be filled. The best material for this purpose is two-part epoxy putty. The surface must first be cleaned and old paint in the gouge removed as this putty adheres best to bare wood. Mix a small quantity of the putty (after mixing, it will cure rather quickly and become useless) as directed and apply with a putty knife. After this has thoroughly cured, sand smooth and level with the surrounding surface. Nicks and gouges in the keel can be treated in the same way. If the edge of the rudder is nicked, it can be built up with the epoxy putty and later evened off so it will be as good as new. Alternatively, the patching can be done with trowel cement, a one-part marine putty which should be applied over a priming coat of paint. It is a little easier to handle but will not hold up as well as the two-part epoxy. I have tried to patch the area between my rudder and rudder post several times with trowel cement and each time it has chipped off. Last summer I did the job with epoxy putty and have had no trouble since.

## 1972 OKTOBERFEST REGATTA

The first weekend in October 61 boats sailed in the annual Oktoberfest Regatta for the Konsul van Kempen Challenge Cup on the Ammersee, under the sponsorship of the Hertschinger Yacht Club and the Andechser Fleet. All three races were sailed in steady northeast breezes of about 8 to 10 knot strength.

In the first race, of the favorites only Engler and Scheuregger did well, first and fifth respectively. With a daily first in the second race Schwarz of the home fleet moved into contention but Engler took a second to solidify his position.

That evening an excursion round the lake on the motorship *Utting* proved to be an occasion for a friendly gathering, with a feast of pigs knuckles and free beer, and music. Later the guests and the music continued into the late hours at the Yacht Club.

The patience of the participants was put to the test the next morning, when the wind did not seem to want to come up with its previous strength at the required time. The race committee hopefully had the boats towed out, however, and a race started in Force 1. Presently the wind did return in time to finish a good race. Dr. Schwieger from Hamburg was first, with the Swiss Weiss second; but with their third place, Engler and Koulen easily outstripped the field for the series trophy.

brake trailer. \$1500. Marshall Brown, 1041 Avon Blvd., Cheshire, Conn. 203-272-6009.

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4897, O.G., model G, glass over wood. Trailer. O.G. and Bruder rigs complete; 2 pumps, compass, 2 suits M & N sails; excellent condition. \$1400. Steve Hammond, 5103 Merryview, Kalamazoo, Mich. 616-381-0678.

4317, O.G. Fiberglassed wood hull, latest gear: BB traveler, circular vang, mast raker, sidestay tracks. Galv. keel; North sails. Elec

Many Stars have fairing strips fore and aft and at the sides of the keel flange. These are permitted by the rules to make a smooth transition between the hull and the fin. However, a very fine crack often appears between the fairing strip and the edge of the flange. I have not found the infallible cure for this, but putty of one kind or another rubbed in with the thumb seems to do a reasonable job, at least temporarily.

If any rust spots appear on the fin keel, they should be sanded smooth and coated with rust-inhibitive paint such as zinc chromate.

Now examine the hull. If the paint is smooth and sound with just a few small patches, you can probably touch these spots up with enamel that matches and rub them down with wet-or-dry paper and lots of water. You may have to repeat this operation two or

three times to cover the patch properly. If these spots are small, say less than an inch across, use a small artist's brush and cover only a little more than the patch. If the spots are much larger, you may have to use a larger brush and it may be necessary to paint the entire bottom or topsides to turn out a job that looks like something.

When painting a large area, do not use a brush. There is now a much better tool on the market known as a "shake painter." It consists of a mohair pad, about 6" x 3" in size, which fits into a metal handle. A word of caution: some of these shed their tiny hairs. I found one that does not - the 3X Painter, No. 566, made by Warner Mfg. Co., 801 16th Ave., Minneapolis, Minnesota 55414. This device produces a fine finish, ready for wet sanding with No. 400 wet-or-dry. This may be followed by rubbing compound if you

**ANDECHSER**  
*Oktoberfest Regatta*

1	5425	<i>Kiel</i>	P. Engler	R. Koulen	Essen	1	2	3	180
2	5628	<i>Happy End</i>	G. Weiss	Breitenstein	Zug	10	4	2	170
3	5464	<i>Bavaria</i>	St. Scheuregger	W. Schneider	Ammersee	5	5	6	170
4	5454	<i>Petnic</i>	H. Schwarz	P. Stinglwagner	Andechser	11	1	5	169
5	5674	<i>Is Was</i>	J. Laxganger	G. Urban	Bayrisches Meer	4	6	18	158
6	5151	<i>Zwidawurz</i>	A. Sporer	H. Seitz	Andechser	3	15	13	155
7	5072	<i>Brizidan</i>	H. H. Geim	Dr. D. Meier	Ammersee	2	14	17	153
8	5676	<i>Lausbub</i>	Dr. Schwieger	F. Kopperschmidt	Hamburg	17	17	1	151
9	5351	<i>Klippenjoe</i>	W. Schmittner	F. Schneck	Chiemsee	12	3	21	150
10	5738	<i>Romeo</i>	J. Steinmayer	B. Osterwald	Ueberlingersee	15	10	12	149
11	5664	<i>Montezuma</i>	O. Semmerow	R. Scholz	Berlin	24	11	4	147
12	4898	<i>Zwicker</i>	L. Buedel	E. Pamp	Bayrisches Meer	9	19	11	147
13	4671	<i>Cherie</i>	H. Poelt	Bals	Starnbergersee	7	20	14	145
14	5145	<i>Easy Term</i>	Th. Wolff	R. Heilig	Rapperswil	13	7	25	141
15	5073	<i>Kimmschono</i>	W. Eitle	A. Lanshammer	Starnbergersee	25	12	9	140
16	4911	<i>Bla-Bla</i>	F. Girr	H. Beichl	Andechser	8	22	20	136
17	5362	<i>Babbayaga</i>	W.v. Stillfried	H. Kristinus	Starnbergersee	23	13	15	135
18	4341	<i>Padua</i>	Bauer	Dr. Dietzl	Ammersee	19	16	16	135
19	5152	<i>Lump</i>	H. Loos	Poeverlein	Chiemsee	21	23	7	135
20	5241	<i>Evi</i>	K. Beck	F. Krieger	Zugspitz-Wurmsee	18	32	8	128
21	5573	<i>Eljopeja</i>	Dr. Ruedel	T. Neelsen	Kiel	6	29	26	125
22	5723	<i>Lorbass VII</i>	Dr. Gudrat	M. Joppich	Tegernsee	31	8	23	124
23	5077	<i>Leckmi</i>	H. Liebenberg	H.J. Ouggen	Kiel	35	9	27	115
24	5568	<i>Sunshine</i>	G. Schmitz	Frau G. Schmitz	Kiel	27	21	28	110
25	4766	<i>Mizar III</i>	H. Lambeck	H. Laabs	Essen	34	33	10	109
26	5124	<i>Ingrid VI</i>	W. Meissner	F. Kocourek	Andechser	20	18	42	106
27	5459	<i>Hering</i>	Dr. Geilen	G. Zerna	Rursee	14	35	33	104
28	5321	<i>Topolino</i>	H. Weiler	C. Weiler	Chiemsee	22	24	38	102
29	4716	<i>Blasi</i>	H. Prechter	K. Seitz	Ammersee	26	26	37	97
30	3917	<i>Angela</i>	D. Friedrich	S. Harter	Andechser	37	31	22	96
31	5423	<i>Bummerl</i>	G. Rachl		Ammersee	32	27	31	96
32	5532	<i>Dixie</i>	H. Miethe	J. Paff	Rursee	36	30	29	92
33	4976	<i>Festina</i>	M. Knoernschild	Koeglmaier	Ammersee	16	42	39	89
34	5336	<i>Karin</i>	P. Wich	Frl. K. Wich	Andechser	53	34	19	80
35	5267	<i>Bibi</i>	H. Fendt	E. Popp	Neuschwanstein	28	41	44	73
36	4853	<i>Mustang</i>	Dr. Eisenberger	G. Gordon	Ammersee	29	51	34	72
37	4910	<i>Seeteufel</i>	K. Strobel	Liebner	Ammersee	44	25	49	68
38	3734	<i>Adagio</i>	H. Zapomueel	Frau Zapomueel	Starnbergersee	33	dnf	24	67
39	5414	<i>Tina</i>	Dr. Schiller	H. Halver	Tegernsee	49	39	35	63
40	4984	<i>Baerbel</i>	S. Schmid	H. Rauch	Ammersee	43	50	30	63
41	5461	<i>Fancy</i>	H. Barth	B. Wetter	Ueberlingersee	40	37	47	62
42	5065	<i>Underground</i>	Albrecht	Obermaier	Andechser	48	44	32	62
43	3490	<i>Sphinx</i>	H. Kloepfer	H. Saemmer	Ammersee	54	28	46	58
44	5596	<i>Butzi</i>	Dr. Roellenbleg	J. Poelsterl	Starnbergersee	55	38	36	57
45	5570	<i>Geisha IV</i>	W. Creutz	M. Wahl	Aachen	50	36	45	55
46	4958	<i>Prinzesschen</i>	R. Hillmer	R. Roettger	Ijsselmeer	45	45	48	48
47	4693	<i>Finesse</i>	Dr. H. Gaiser	G. Bornemann	Andechser	46	40	53	47
48	5195	<i>Contra</i>	O. Ziegmeier	M. Hammer	Ammersee	30	47	dnf	47
49	4508	<i>Percy</i>	E. Roemhild	H. Seifert	Andechser	39	dnf	41	44
50	4576	<i>Mythe II</i>	M. Wimmer	H. Baer	Starnbergersee	-	43	40	41
51	3978	<i>Ikumschono</i>	P. Franke	Dorle Franke	Ammersee	42	53	51	40
52	4297	<i>Chu-Chu</i>	H. Klappenbach	B. Juergens	Rursee	47	49	52	38
53	4372	<i>Spleen</i>	H. Schoeneker	Schraidt	Ammersee	41	52	55	38
54	4566	<i>Telstar</i>	M. Korn	Dr. Harteneck	Andechser	52	48	50	36
55	4991	<i>Marylou</i>	K.H. Burkert	D. Schobert	Ammersee	38	dnf	54	32
56	4375	<i>Anka</i>	D. Bechtel	M. Kober	Andechser	56	46	59	25
57	3370	<i>Kniep ut</i>	U. Oelmann	Schulz	Hamburg	51	55	56	24
58	5373	<i>Tante</i>	E. Hengstenberg	H. Tott	Essen	dnf	dnf	43	19
59	4188	<i>Stardust</i>	W. Bahner	Dr. Hartmann	Ammersee	58	54	57	17
60	4336	<i>Stella</i>	E. Kosor	R. Thiermann	Ammersee	57	56	58	15
61	5714	<i>Puzzle</i>	H. Weber	E. Weber	Andechser	dnf	57	60	7

*Now it's time  
for winning  
Skippers to choose  
Raudaschl  
sails.*

*Therefore:*

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European Championship	1,2,3
Kiel Week	1,2,3,4
North American Championship	1
Olympic Games	3,4,5,7,8,9

For information and orders:

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want a superb job, but the 400 or 500 wet sanding is recognized as being efficient.

The paint can be (a) Alkyd acrylic, (b) polyurethane or (c) epoxy. The latter two can be one part or two part. I would advise using alkyd acrylic as it will be easier to apply without laps, etc, and costs less. Be sure to buy marine topside enamel. Since you will be keeping your boat out of water when not sailing topside paint can be used on the bottom as well as on the topsides and deck.

The "shake painter" is excellent for large areas, but use a brush to get into corners and other tight spots. The best results will be obtained if a natural bristle brush is used.

If you have relatively small areas to varnish, such as your mast, boom, whisker pole, tiller, cockpit coaming and other trim, I recommend the use of one-part polyurethane varnish. It is not difficult to apply on small areas, and will hold up much better than ordinary marine spar varnish. Be sure that the surface is well sanded with 320 wet or the new varnish will not adhere.

To paint the bottom where the saddles on the trailer occur: using a low automobile jack placed under the bulb of the keel, lift the boat a few inches, place wood blocking under the keel next to the jack. You will probably find that you have raised one end of the hull only; the other end is still resting on a saddle. Now lower the jack and allow the load to come on the blocking. Move the jack to the other end of the keel and repeat the operation, jacking up until the hull is approximately an inch above both saddles and replace the jack with more blocking. The blocks should be as far apart as possible. Caution: do not put your hand between the hull and the saddle! If you have located the blocking properly, you can now move the trailer several inches forward or backward under the hull. As a precaution, the hull should be braced at the sides. It will not hurt the boat to rest only on the keel. The area above the saddles may now be painted and polished. Do not get on the deck while the hull is jacked up.

Keep the foot of the trailer down at all times except when pushing the trailer or when attached to a car. Raise the foot only 2 or 3 inches above the ground while pushing the trailer with the boat on it.

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