

STARLIGHTS

BOATS: 5779

MARCH, 1973

FLEETS: 197

1973 WORLD'S CHAMPIONSHIP

The San Diego Yacht Club announces their hosting of the 1973's World's Championship, October 7-14, 1973, at San Diego, California, U.S.A. This will be the sixth World's held by that Yacht Club and the San Diego Bay Fleet.

Registration and measuring	Thurs.-Sat., Oct. 4-6
Tune-Up races	Oct. 5, 6
Flag raising; boats in water	Sunday, Oct. 7
The series: six races, one per day weather permitting, with a rest day on Friday, Oct. 12	Mon. Oct. 8-Sun., Oct. 14
Trophy presentation	Sunday, Oct. 14

For general information: Chuck Hope, General Chairman
1475 6th Avenue
San Diego, Calif. 92101

For shipping assistance: Bill Munster
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For charter information: Pete Bennett
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RIGGING AND TUNING

By Lew Howard, Western Lake Ontario Fleet

Before attempting to step the mast there are a few things to attend to. Block the trailer wheels fore and aft, be sure the foot is all of the way down. Check all of the rigging. Make certain that all of the fastenings are tight and that the rigging is not twisted. Figure out where each shroud and stay will go when the mast is in place. When everything appears to be in order, put a sail tie around the mast and rigging, except the backstays, a few feet above the gooseneck. The back stay slides can be threaded on to the tracks and located about three feet from the forward end.

Check the balance point of the mast. It will probably be in the vicinity of the spreaders. This means that as you walk the mast up, as soon as you pass the balance point there will be a tendency for the heel of the mast to kick up. Your friend at the heel of the mast, guiding it through the opening in the deck, will have to exert some downward pressure to overcome this tendency. As you walk forward you will have to straddle the cockpit so take care not to lose your footing. The mast may have a tendency to sway from side to side which can be disconcerting.

If you have never stepped a Star mast, it might be well to try it on the ground just to get the feel of it so you will know what to expect when you are on the deck which might be a bit wobbly. (A light modern mast makes stepping much easier. —Ed.)

When the mast is upright and you are certain that the heel is seated in the step, insert the blocks fore and aft in the opening. The mast is still in a precarious position so have your friend stand up and steady it from that position. Now remove the sail tie which you had put around the mast and rigging, sort out the jibstay and secure it at the bow and take up the slack. Now move both backstay slides aft, to give a 3-point support for the mast. Next attach the upper shrouds to the chainplates or whatever arrangement your Star has, and the lower shrouds forward of them. If your rig has a headstay, rather than jumpers, this should now be secured to the most forward fitting at the bow.

The boom is now installed and there should be a stop at the lower end of the track to prevent the top of the boom (bottom of tunnel for foot of sail) from ever being below the top of the black band.

Adjusting the rigging is a painstaking job and cannot be rushed. As a starter the mast blocks at the deck should be so arranged that the upper shrouds will be even with the forward face of the mast. This will make the lower shrouds pull forward on the mast which is quite important downwind as here the upper part of the mast, which is unsupported on the aft side has a tendency to bend forward, pushing the center of the mast aft. This can break the mast in a good breeze if not guarded against. Another precaution to take is to be sure that the blocks on the aft side of the mast prevent this part from moving aft which also helps to reduce bowing aft at the center.

A Star sails to windward best with the mast raked somewhat aft.

This can vary between 18 and 36 inches. The rake is not to be confused with the bend of the mast; however, the two must be worked together as we shall see.

To understand mast bending, we must know something about the design of a sail. Dacron stretches only slightly. However, it does stretch and it stretches more on the bias than along the warp or woof; therefore the cloths are placed perpendicular to the leech of the sail where there is no support or control, while the bias occurs along the luff and foot where control is available. The luff and foot are cut on a convex curve which is more pronounced on the luff. When this curve is put on a straight spar, folds will appear parallel to the spar. The greater the curve of the luff and the straighter the mast, the deeper the folds. When the wind blows into a sail in this condition, it will fill out in an airfoil shape, the amount of fullness being directly proportional to the curve cut into the sail, bearing in mind that the mast is straight. If the mast is allowed to bend by slacking the headstay or jumpers, the curve of the mast will approach the curve cut into the luff of the sail; the vertical folds will be reduced in depth and the airfoil shape will be flattened somewhat. If you overdo the bending, the sail will distort and wrinkles will be seen running approximately parallel with the leech. This is referred to as "turning the sail inside out" and should be avoided. The reason for bending, and hence variation in fullness, is that the greater the depth of the airfoil shape, the greater the power derived from the wind. This is fine, but can easily be overdone since the greater the power, the greater the forward thrust and along with it the greater the heeling force or side thrust. You cannot have one without the other, so as the wind increases the power must be reduced by flattening the sail. So slack the headstay or the jumpers a little and let it bend. However, it is not quite that simple. We want to reduce the power aloft, where it produces the greatest heeling moment, more than lower down. This is where the lower backstays come into the picture. They should be adjustable without affecting the main backstays. If the lowers are too loose, diagonal wrinkles will occur in the lower part of the sail. Tighten the lower backstay until the wrinkle just disappears - no more. If the wrinkles occur near the upper or middle part of the sail, tighten the jumpers or headstay until they disappear. Ideally, the proper adjustment of the lower backstay and the jumpers or headstay will produce a smooth curve in the mast which gradually increases with height above the deck. This is not a one-time adjustment as the bend of the mast must vary with the wind strength. However, due to the flexibility of the mast, the stretch of the stays and the downward pull on the leech by the mainsheet, the bend is automatic within limits. In other words, the mast will bend automatically as the wind increases.

It must now be apparent that the mast rake and bend are related. With the maximum bend in the mast, about 12 inches, the mast should be raked so that the mainsheet blocks on the boom almost touch the block on the deck when sheeted flat in a good breeze. To accomplish this you may have to shift the mast blocks at the deck opening or move the heel of the mast fore or aft.

(To be concluded.)

STARLIGHTS

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NORTH AMERICAN CHAMPIONSHIP

The 1973 North American Championship (A Event) will be held by the Gibson Island Yacht Squadron and the Chesapeake Bay Fleet from the 15th of September through the 22nd. Six races will be sailed, with a double-header on Monday, Sept. 17, and a rest day on Thursday, Sept. 20. The final race is scheduled for Saturday, Sept. 22.

This year is the 50th anniversary of the founding of the Gibson Island Yacht Squadron and of the chartering of the Chesapeake Bay Fleet of the Star Class.

STARDUST

Three new fleets were chartered last year: Pater Noster, comprising the waters from Lysekil to Marstrand, where the 1970 World's Championship was sailed; Sauerland-Moehnesee, on a lake in Germany; and the Continental Divide Fleet in the U.S.A. There was already a Moehnesee Fleet, chartered in 1970; but then across the middle of the lake was built a bridge too low for Stars to pass under. Those unfortunate enough to live on the now separated part of the lake had to trail many miles around to the old racing area. Result: division into two fleets. We are informed that both are flourishing.

The Continental Divide fleet was previously mentioned in connection with our announcement that a new Rocky Mountain District had been formed. The fleet sails on Lake Dillon, about 50 miles west of Denver via Loveland Pass. Its members claim that the lake's altitude of 9200 feet above sea level makes this the highest Star fleet in the world.

The Star Class contains two kinds of skippers. There is the group of perhaps a hundred, possibly as many as two hundred, whose sights are set only on the big series, the gold and silver star championships, national championships, and other big time events. They have the latest equipment and the most gadget-crowded boats. Many of them buy a new Star at least once every two years, and their sail inventories are large. This group constitutes the world's top contenders in major events.

All the rest of the Class comprises the other group. Probably less expert but no less keen, this group enjoys racing as much as - maybe more than? - the experts. Perhaps they have less time and energy to devote to travelling and campaigning; their names may not make the headlines; but they are among the Class's staunchest supporters. A three year old boat is, for them, by no means ready for the discard. Indeed they become more personally attached to their boats than the hotshots do.

Starlights tries to serve the interests of both groups. Last month we ran a low-powered article on upkeep that could have been of no great interest to owners of glass boats; but very many people still sail wood boats. The Class values the continuing support of both kinds of members. It could not do without either.

Ding Schoonmaker and crew Joseph Steinmeyer of Biscayne Bay bested a small but select fleet at Port St. Lucie, Florida, to win the third annual Southern Star regatta in December, 1972. Frank Zagarino was second and Richard I. Stearns third. Another expert was also on deck: Charlie de Cardenas chaired the race committee.

From David Forbes, 1972 gold medal winner in the Stars at Kiel: "Having gone to a lot of trouble to have a boat built in

Australia and then finding our speed was just not good enough at Kiel Week and in the European Championship in Sweden was very disappointing at the time. But on reflection, having slighter slower boat speed in those regattas more than anything probably helped us to win the gold medal. Without that warning, we would not have had the courage to charter a brand new boat for the Games... To be one of the winners at the '72 Olympics has made me very humble. So many things had to happen before and during the regatta which in some small way helped John Anderson and me to end up the winners, not the least being the help and encouragement from the many Star sailors against whom I have raced. The Star Class may no longer be an Olympic class, but I am one sailor who will always sail a Star as long as there is one to sail."

Johnny Sherwood's *Amethyst* was an easy winner of the Chesapeake Bay Y.R.A.'s high point trophy for the 1972 season. Second was Bruce Dougherty in *Blaze Star*, and third John Jenkins' *Bilbo Baggins*. (Did you lose the Ring, John? Or did Bilbo just make himself invisible at the wrong time?)

The California Rollins Bowl regatta will be sailed this year at San Diego Bay, on the weekend of June 2-3 instead of the traditional Memorial Day holiday.

In making up the 1973 LOG we have noted many boat names and numbers in the race results that do not match the listings in the master register of boats. Are these boats out on loan or charter, or have they really changed hands during the season? We have no way of knowing. When you get your new LOG, be sure to check to see whether your boat is correctly listed in the back pages of the book. If it is not, please make yourself personally responsible for notifying the central office. Give all particulars of the new ownership, fleet, etc. Only by this means can we keep the Register up to date.

To date we have 1972 race results from the following fleets that came in too late for inclusion in the 1973 LOG. They are still drifting in, the latest received a day or two ago: Tampa Bay, Copacabana, Rursee, Tallinn, Neuschwanstein, Gardasee. From the last mentioned we are publishing one major series elsewhere in this issue, the Friendship Regatta. In that connection, we ran into an unusually large number of errors in the reported summaries. We corrected 21 spellings of boat and crew names, and have doubtless missed many others. The scores themselves are in question: they do not quite audit out.

We are making a drive in 1973 to get more and better reporting of series as they are sailed, particularly in Europe. Please pay especial attention to details of the kind mentioned above. It is not possible to make all corrections at a distance. This of course applies equally to U.S. events. Time is another factor; do not let weeks go by before you send in series results that could just as easily have been reported immediately after the event, when facts and figures were readily available.

The calendar of coming events looks a bit skinny. As soon as your important racing dates have been set, please send them to *Starlights*. Your local newspaper, and many of the yachting periodicals, might be interested too.

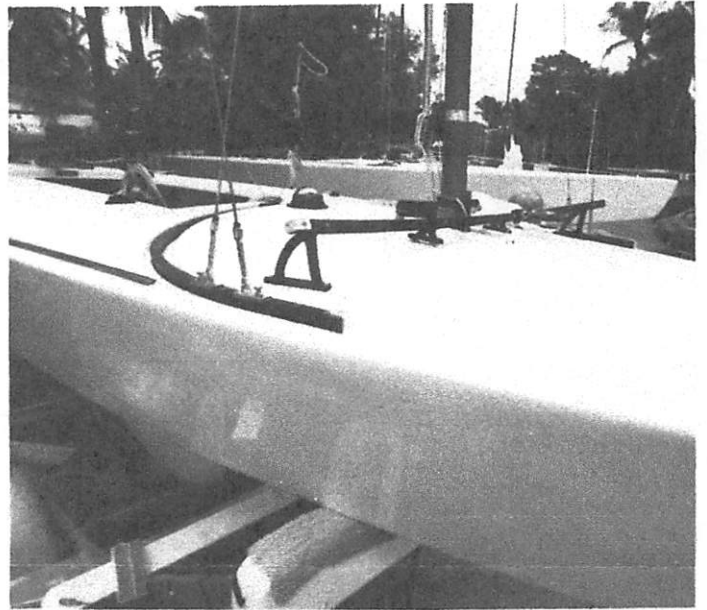
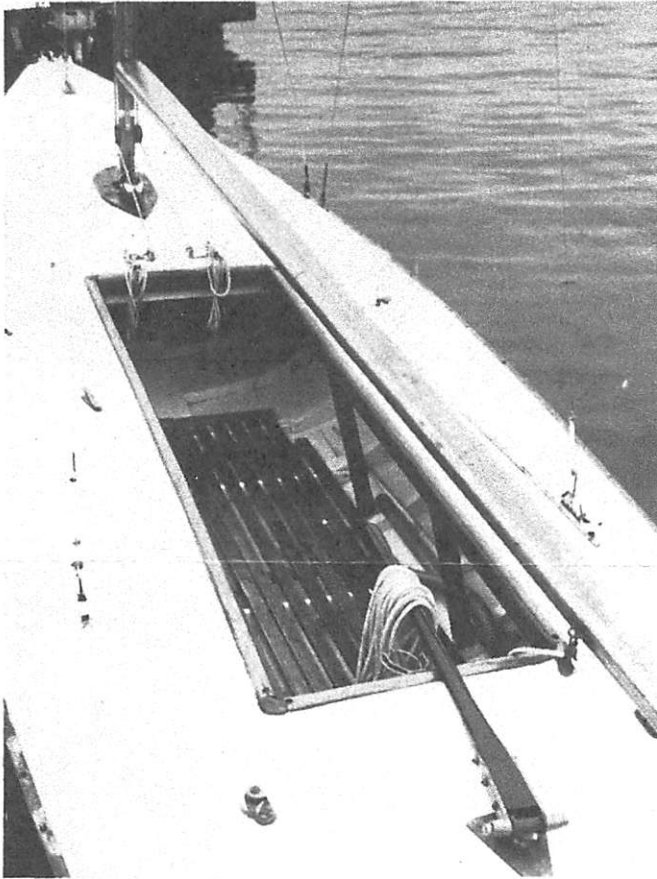
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The drawing on page 4 is from the sprightly newsletter of the Lake Ontario Canadian Fleet.

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BUOYANCY

The following has been in effect since Jan. 1, 1973 by order of the G.C. (See Sept., 1972, Starlights):

Boats with forward bulkheads must have bags installed totalling 400 pounds positive buoyancy, securely fastened forward of the cockpit and if possible all forward of the bulkhead.

FOR SALE

5667, *Dingo*. Custom finished Duplin 1972. Every available extra. Particulars from Ding Schoonmaker, 4055 Douglas Rd., Miami, Fla. 305-667-6626.

5648. Petersen 1971. 2 suits 72 Norths, new Holt section, all extra goodies. Don Trask's special with Teflon bottom. 3rd District Champion; 5th N.A. 72. \$4000. Roy A. Troendle, Jr., 8601 Oak St., New Orleans, La. 504-861-8117.

5443. 1970 Buchan fiberglass, Holt aluminum and wood masts. 71 & 72 North sails. Min.

weight. Chuck Findlay, 92 Lagoon Rd., Belvedere, Calif. Home: 415-435-2679; bus: 415-433-4800.

5133. Lippincott glass. 1972 North jib, 1971 North main and jib. Holt alum. mast and boom, 2 Omni compasses, circular vang. Galv. trailer; 2 covers. Fully equipped to race; excellent condition. \$2500. C.H. Livaudais, 2006 Pakenham Dr., Chalmette, La. 504-271-3397 or 504-271-5982.

4862. 1964 Eichenlaub; '69 main and jib, Eriksson spars, circular vang, 2 bailers, new deck, pumps, 2 compasses. Laminar finish. 1964 galv. trailer. 1971 North sails. Distress sale. C. Coffey, 2424 Santa Clara Ave., Alameda, Calif. 94501.

4845. Lippincott. Alum. mast, 2 suits sails, pump, flotation, Cunningham, etc. Galv. trailer w.elec. brakes. Ready to race. \$1600. Bob Mosher, 27 Gerritsen Ave., Bayport, N.Y. 516-472-2237.

4798. Lippincott. Circular vang, new alum. mast, pumps, bailer, compasses, flotation, all go-fasts. New epoxy finish; 3 suits sails; trailer. \$1750. Peter Schoor, 111 Highpoint Dr., Gulf Breeze, Fla. 904-932-5657.

4586. 1962 O.G. glass over wood with good

racing record and in excellent condition. All latest racing equipment: bull ring, compasses, pumps, bailer, covers, other extras. E.b. trailer; 1969 Holt rig; 1970 M & N sails. Asking \$2000. E.J. Pobar, 3527 22nd Ave., Kenosha, Wisc. 414-652-4451.

4438. Lippincott, excellent condition, completely refinished. All racing fittings, good sails, good trailer. \$1350. Thor Rhodin, 402 Cayuga Heights Rd., Ithaca, N.Y. 607-272-5314 or 607-256-4068.

4255. Lippincott. 1970 mast (wood), 1971 North sails. Repainted 1972; circular vang; excellent condition. \$1350. Bob Kritzer, 90 Fox Hedge Rd., Saddle River, N.J. 201-327-5041.

3932. O.G. excellent condition. Harken blocks, self-tacking jib, circular vang, 2 pumps, sails and trailer. \$1275. Fred Morgan, 339 Private Rd., E. Patchogue, N.Y. 516-475-6956.

3642. Lippincott. Min. wt. wood hull in excellent condition. Trailer with new tires; 2 suits sails. \$950. Don Ogilvy, 36 Taunton Rd., Scarsdale, N.Y. 914-723-5022.

North Main. 1972 BC-7 for aluminum spar. Used only 12 races. Asking \$150. C.G. Davis, 38 Spring Hollow Rd., Centerport, N.Y. 516-261-5507 (home).

FRIENDSHIP TROPHY

Garda Lake, October, 1972

1	5631	<i>Subbnboana</i>	Wagner	Moeckl	2	4	2	14
2	5724	<i>Avoltore</i>	Serena	Bottini	3	3	3	17.1
3	5687	<i>Simba V</i>	Maurer	Bischof	4	9	1	23
4	5597	<i>Umberta IX</i>	Fiorino	Pedrazzane	12	1	ret	33
5	5437	<i>Mumugna</i>	Albarelli	Testa	1	?	ret	33
6	5611	<i>Lucky Liz</i>	Riess	Niedsballa	7	5	5	33
7	4898	<i>Zwicker</i>	Budel	Volker	13	6	6	42.2
8	5464	<i>Bavaria</i>	Scheuregger	Kegelmeir	6	11	8	42.7
9	5461	<i>Proserit</i>	Kappes	Baout	10	8	7	43
10	5705	<i>Teodora</i>	Modena	Torboli	16	2	ret	58
11	5623	<i>Schuastabuam</i>	Kastinger	Felscher	15	16	9	58
12	5639	<i>Oodloriak</i>	Stangel	Kumpscht	5	ret	12	59
13	5674	<i>Is was</i>	Vogt	Klaus Lud	8	7	ret	60
14	5836	<i>Der Otto</i>	Mitterhauser	Lisiak	14	18	10	60
15	5560	<i>Annalisa III</i>	Vago	Vago	22	10	11	61
16	5531	<i>Immer Dabei</i>	Kruegel	Hiebler	20	12	13	63
17	5555	<i>Penelope</i>	Wyss	Baumann	9	15	ret	69
18	5621	<i>Halla</i>	Ermann	Werner	18	13	ret	76
19	5336	<i>Karin VIII</i>	Wich	Wich	27	14	ret	86
20	5324	<i>Nicoletta II</i>	Mascanzoni	Fravezzi	21	20	ret	86
21	5612	<i>Bounty IV</i>	Folli	Rampoldi	11	ret	-	87
22	5313	<i>Otptaus</i>	Ciaggli	Biberich	26	17	ret	88
23	4481	<i>Gamine</i>	Riess	Baumann	28	19	ret	92
24	5259	<i>Luciana</i>	Alfonso	Alberio	24	ret	ret	94
25	5446	<i>Papillon</i>	Schoffler	Kostner	25	ret	ret	95
26	5745	<i>Delfin III</i>	Langer	Spangler	17	-	-	101
27	5175	<i>Kriss</i>	Bendazzoli	Lonardelli	23	-	ret	101
28	5752	<i>Aglaia</i>	Weinberger	Basal	19	-	-	103
29	5174	<i>Guappa</i>	Besenzoni	Besenzoni	29	-	ret	107
30	4991	<i>Mary Lou</i>	Burkert	Braumann	30	-	ret	108
31	3928	<i>Schuma</i>	Canali	Alfonso	ret	-	-	117
32	5351	<i>Klippenjoey</i>	Schmittner	Schnect	ret	-	-	117
33	5508	<i>Joyeuse</i>	Cassinari	Rangi	ret	-	-	117

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MAJOR RACING DATES

- Mar. 4-11 - Spring Championship of the Western Hemisphere (Silver Star) and Harry Knowles Memorial Open, Nassau, Bahamas.
- Apr. 22-28 - European Spring Championship (Silver Star). Place to be announced.
- Apr. 30-May 1 - Erich Laeisz Challenge, Alster Lake, Hamburg.
- May 30-June 1 - Championship of Switzerland, Rapperswil.
- June 2-3 - Rollins Bowl, San Diego, California.
- July 26-Aug. 4 (Exact dates to be announced) - Championship of Europe (Silver Star), Medemblik, Holland.
- Aug. 7-10 - Twelfth District Championships (Blue and Green Stars), Lake George, Hague, N.Y.
- Sept. 15-22 - Championship of North America (Silver Star), Chesapeake Bay Fleet, Gibson Island, Md.



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

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

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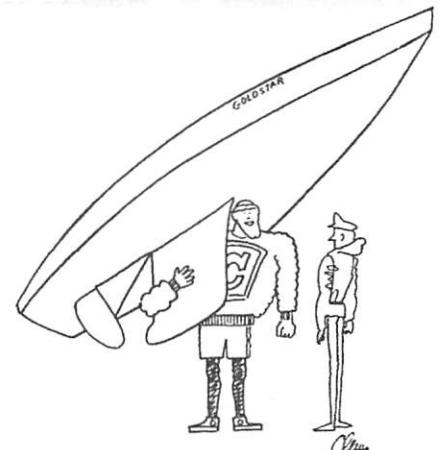
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