



DUARTE BELLO
Designer of Star Fittings

Duarte Bello of Portugal designed and manufactured beautiful stainless steel Star fittings. On his boat "Faneca" shown above some of the innovative fittings can be seen. First and foremost is the circular boom vang track, the prototype of the system still used today. At the time this picture was taken in 1962 the usual method of connecting the boom vang was to hook a fitting which was on a wire running along the underside of the boom into some sort of fitting on the rail. There were several variations of this method. Another innovative item which Duarte designed was the Bello bailer, this in 1954. The thought that one could suck out the water in the bilge using the forward motion of the boat was a novel idea.



At the 1984 World's Duarte Bello was honored for his many contributions to the Star Class. Duarte is standing to the right. On this memento board we see only some of the items which Duarte manufactured: circular boom vang track, Bello bailers, jib winch, jib fairlead block, mainsail outhaul fitting, and other items. (Photo: September, 1984, Starlights)

Duarte's various accomplishments as a skipper include a series 2nd at the 1962 World's and representing Portugal in the Olympics in 1956 and 1964. (Photo: 1965 Log)





BLAST OFF IN PORTUGAL

Probably some of the more wild and exciting World Championships have taken place on the water around the Iberian Peninsula. Here we have George Scheder in his Jessica blasting off down a wave.

(Photo: 1965 Log, credit Timoteo.)



DURWARD KNOWLES

In 1947 Durward Knowles of Nassau won the World's Championship in Los Angeles with one of his more frequent crews, Sloan Farrington. It was the first big victory for this great skipper who has remained a prominent figure in the Class for the next 50 years. Durward has competed in 23 World's Championships, once as crew for Ding Schoonmaker. Aside from his win in 1947 he has one second (1954) and two thirds (1946 & 1974). He also competed in eight Olympics from 1948 through 1988, and won the 1964 Olympics, and got a third in 1956.

At the World's Championship at Newport Beach in 1959 Durward Knowles remembers a deflating experience he had before that event. The course off Newport Beach has predominantly light airs with a fair amount of Pacific ground swell, leftover waves from better winds to the northwest, and power boat slop. The local sailors become proficient at handling these conditions, which are somewhat mystifying at first to the outsider. Newport Harbor had a 14 year-old named Skip Allan who was very good at it, so good that he beat a bunch of gold and silver star skippers to win the tune-up race. Durward, who had arrived a few days early to do some practice sailing, asked Skip late one afternoon if he would like to tune up with him. "I didn't mind so much that he kept passing us," said Durward. "But every time he wiped us off the kid would luff up and say, 'Had enough? I have to go home.'" Durward interpreted this to mean, "Now do you give up?" whereas actually it was too late for the youngster to be out on the ocean according to family rules and he didn't want to get into trouble.

Durward Knowles won the 1964 Olympics sailed on Sagami Bay in Japan. By so doing, he and his crew Cecil Cooke became the first Bahamians ever to win gold medals in any Olympic sport. Their achievement was celebrated with a special issue of the Bahamian postage stamp that depicted Stars sailing off Fort Montague in Nassau.

(Photos: 1965 Log.)





(Photo: cover, 1963 Log, credit Morris Rosenfeld)

CYGNET, STAR # 4281

Here is Owen Torrey Jr. in his new Cygnet built by Skip Etchells at the Old Greenwich Boat Co. These boats were well known for the quality of workmanship. The O.G. motto: "Built like a yacht."



APPROACHING THE WEATHER MARK

1962 North American Championship, Seattle.

An Eichenlaub, # 4411 followed by an O.G., # 3855. Check out the angular edges of the bow of the Eichenlaub. (Photo: collection of author)



TOM BLACKALLER AND HIS BOATS
"GOOD GRIEF!"

After a couple of years of sailing around in an old clunker, Star # 2482, "Spirit", in 1958 Tom Blackaller ordered up a new boat from Carl Eichenlaub, # 3938, which he named "Good Grief!". It was with this first "Good Grief!" that Tom began his serious racing career in the Star Class which culminated in two Gold Stars, won in 1974 and 1980. Above we see Tom is preparing "Good Grief!" for the 1963 West Coast Fall Championship, now known as the Calvin Paige. Note that # 3938 has a varnish finish. Years later Tom would remark that it was quite a job keeping the varnish in good shape and required refinishing four times a year.

In 1966 Lippincott Boat Works began construction of fiberglass Stars and Tom ordered up one of these boats later in the year. In 1968 Tom won his first major events, two Silver Stars, first at the Western Hemisphere Spring Championship and then at the North Americans. To the right we see Tom cruising along on San Francisco Bay. Still no hiking straps: you had to hang on however you could.

(Photos: above: collection of author, right: 1969 Log.)





NORTH STAR AT THE 1968 OLYMPICS

In 1968 at Acapulco Lowell North and Peter Barrett represented the U.S. in the Olympics. North Star, Star # 4733, won the Gold Medal. The following year Lowell bought a Buchan boat, # 5392, and finished third in the World's held in his home waters of San Diego.

At the left we see the deck layout of # 5392. Note that the spars were still wood at this point. This was the last year in which only wood spars were allowed.

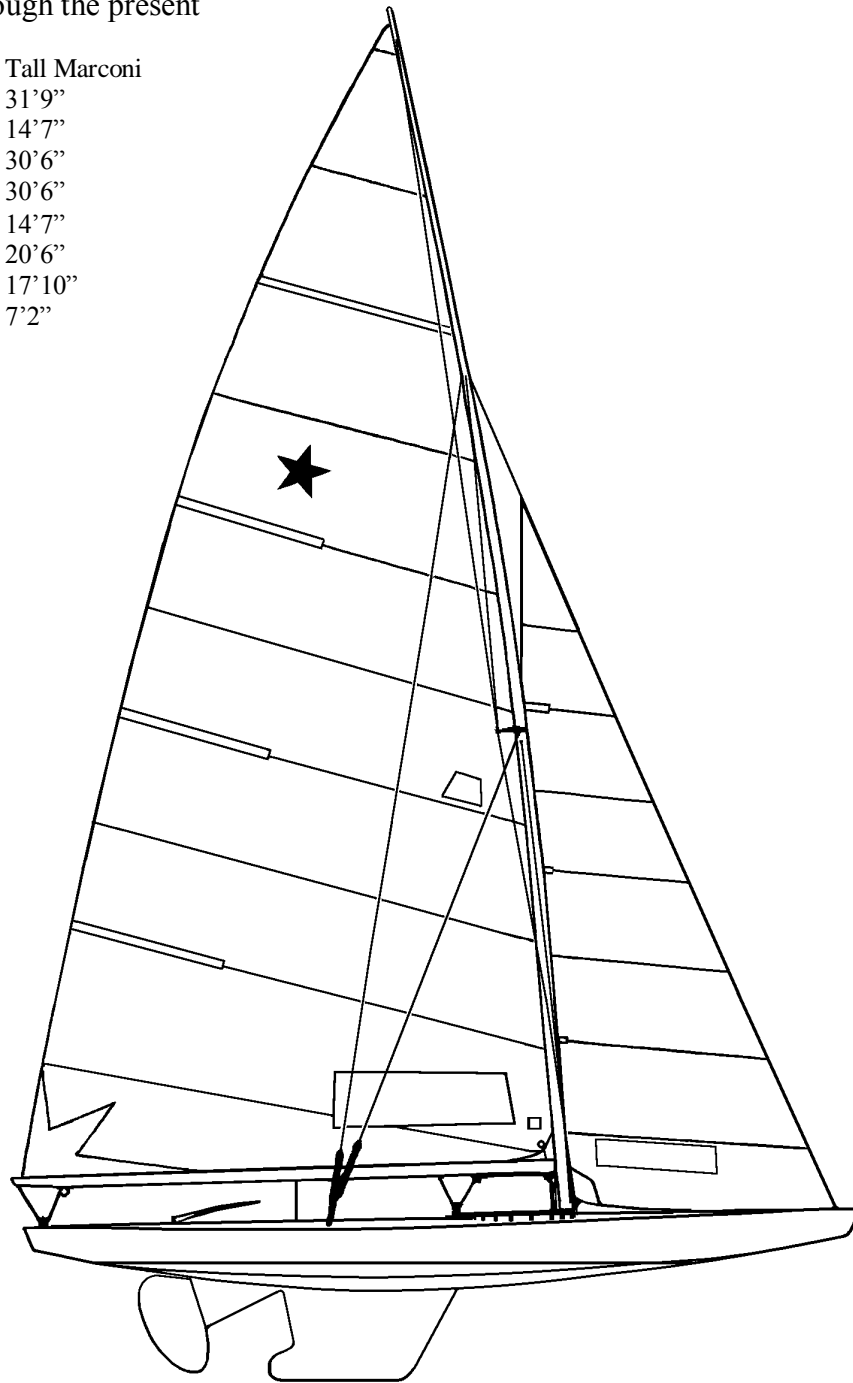
(Photo left: 1970 Log, credit Zagarino.)

(Photo below: 1969 Log, credit Knights.)



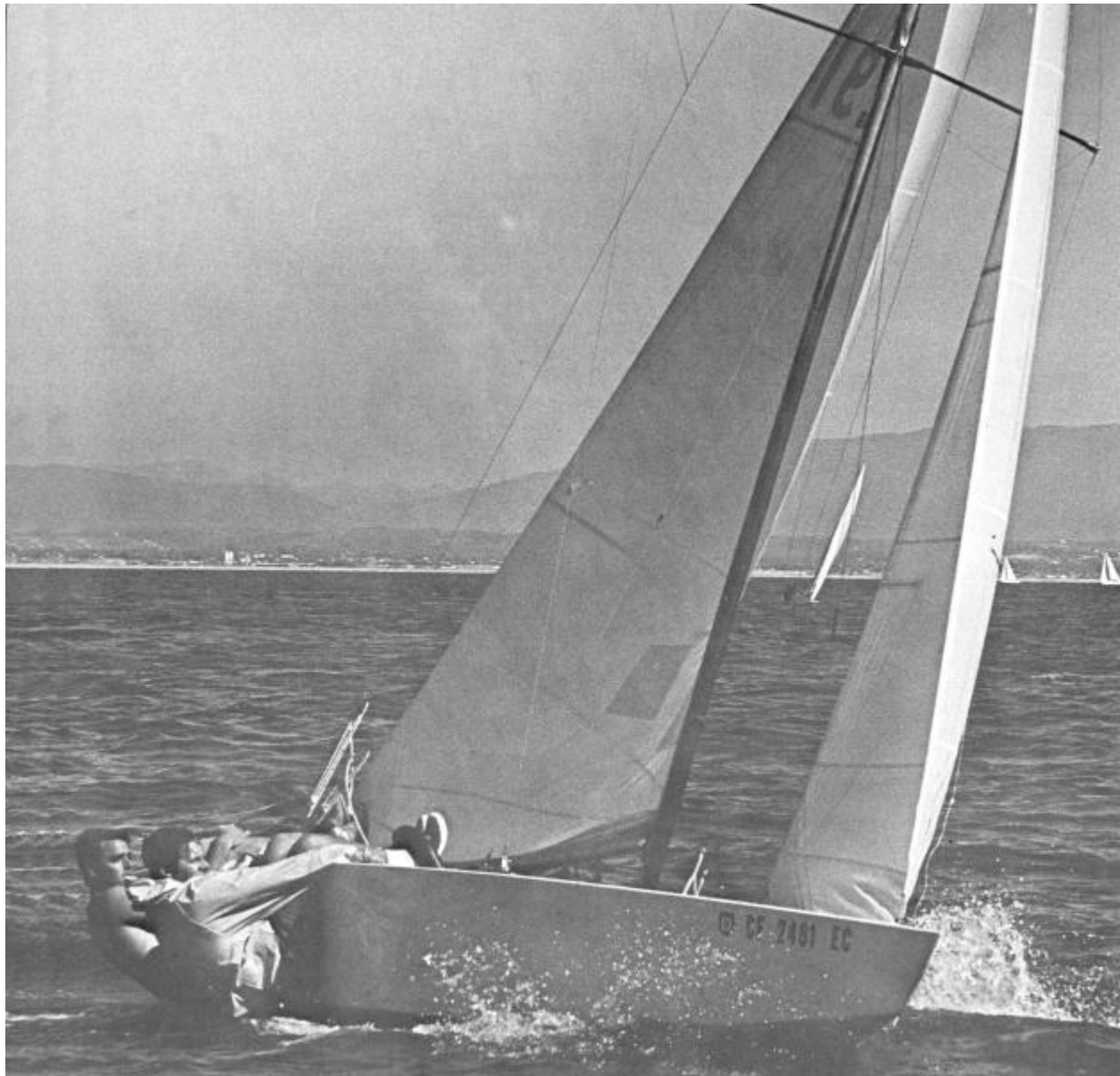
Star of the 1970's through the present

Spars and Sails	Tall Marconi
Mast, deck to sheave	31'9"
Boom	14'7"
Mainsail Luff	30'6"
Mainsail Leech	30'6"
Mainsail Foot	14'7"
Jib Luff	20'6"
Jib Leech	17'10"
Jib Foot	7'2"



THE MODERN STAR

During the late 1960's and early 1970's the Star boat went through a technological revolution. First, in 1966, fiberglass hulls were allowed. The transition to fiberglass hulls over the next few years was gradual since some builders did not have the technical ability to build boats of fiberglass. Then, in 1971 aluminum spars were allowed. Again, not everybody jumped immediately on the bandwagon, in part of course because of the cost. But over the next few years wooden masts faded from the racing scene, and now only a very few woodies, both hull and spar, are to be seen. Sails have changed as well. At the 1978 World's Buddy Melges won three races with a specially yarn-tempered Dacron, and the other three races were won by boats using his sails; a very clear indication of the superiority of this sail cloth.



DENNIS CONNER AND HIS FIRST MENACE

Dennis Conner came onto the Star Class sailing scene starting right at the top. The August, 1970, *Starlights* commented, "The most important member of the team, the Crew, showed the rest of a distinguished group of sailors that besides setting a backstay and trimming a jib, he had other nautical talents. Dennis Conner, borrowing his skipper's boat, ran away with the 1970 sailing of the Rollins Bowl..." Later that year Dennis bought Star # 5291 from his skipper Alan Raffee and renamed it "Menace". Here we see Dennis and his crew in a double mini-hike, probably sometime in 1971 after aluminum spars had been allowed by the Class. Hiking vests were still not allowed, and as a results, as pointed out by Paul Cayard in the August, 2000, issue of *Sea Horse*, 205 lb. crews at the World's were not too far below the average. Paul went on to note that it took a rather unusual crew who could both pack on a lot of weight and still hold the mini-hike throughout a race without the aid of a hiking vest.

Sometime after winning the 1971 World's Dennis Conner was photographed sailing his *Menace* with a lightweight crew in a series of three photos. The photographs are attributed to a Mr. Buchanan of San Diego. The first and third photos appeared in a promotional brochure published by the Star Class at about this time. The second photo was published in *Starlights* in August, 1972.

Dennis went on to win two World's Championships, in 1971 at Seattle, and in 1977 at Kiel where he racked up the best score possible, five daily firsts.





DENNIS CONNER AND JIM REYNOLDS AT SEATTLE, 1971

Dennis Conner won his first of two Gold Stars in 1971 at Seattle with Jim Reynolds crewing. Jim had been a regular crew of choice in the World's since 1958 when he crewed for Walter von Hütschler at the San Diego World's. His best previous showing was second as crew for Malin Burnham at the 1965 World's at Newport Harbor. Jim last crewed in the 1975 World's for his son Mark Reynolds on Lake Michigan. Note that while hiking straps had already been allowed since 1969 for some reason Jim wasn't into that way of hiking yet.



THE 1972 U.S. OLYMPIC TRIALS Held on San Francisco Bay

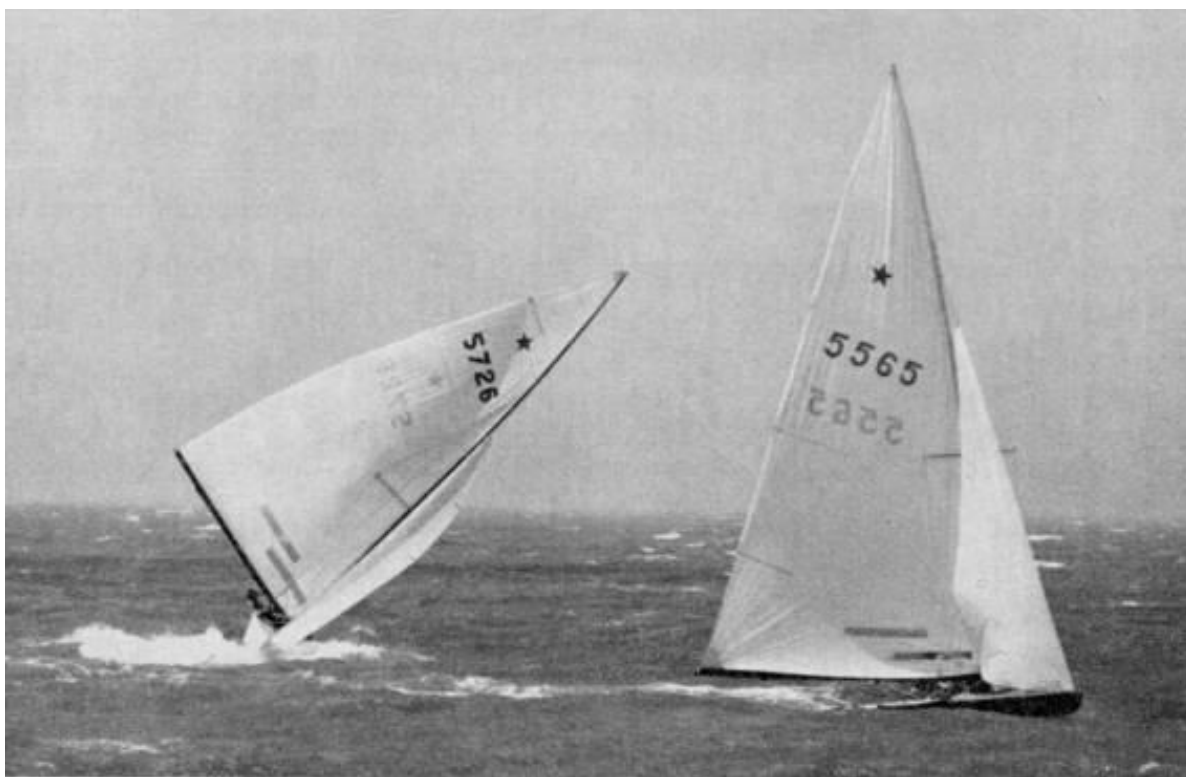
A photographer's dream but a sailor's nightmare came true on San Francisco Bay in 1972 when the U.S. Olympic Trials were held. Only for the third race were there no DNF's registered, although there was one DNS. The final race had the most DNF's, 7 in all, but 11 boats out of the field of 27 which began the series also did not start.

Alan Holt and Richard Gates, sailing Spirit, #5703, finished the series first ahead of Bill Buchan and Doug Knight in Frolic, #5660. Lowell North with Pete Barrett, shown above screaming down onto the leeward mark in Something Else, #5662, came in third for the series. Tom Blackaller and Bill Munster, sailing Good Grief!, #5550, finished the series in 7th place.

Two photographers were on hand to take beautiful action photographs. Chris Caswell took the photo above which appeared in the 1973 Log as well as the lower photograph on the following page which was the cover photo for the 1973 Log. Diane Beeston took the upper photo on the following page.

The upper photo shows Thomas Oller and Alan Lechner in Sashay, #5429, Allen "Punky" Mitchell and Ron Anderson in Streaker, #5726, and Jay Winberg and Thomas Nyland in #5575 approaching the windward mark. The lower photo shows Don Trask and William Kreysler in Swingin' Star, #5700, Barton Beek and Chuck Beek in Hannah, #5645, and Steve Haarstick and Chris Gould in Blue Peter, #5522.





OTHER WILD SCENES On San Francisco Bay

Above: “Punky” Mitchell and Ron Anderson in Streaker, # 5726, must be wondering what might happen next. Fortunately, nothing much, since they finished the race. Doubtful that Bill Gerard and Carl Schumacher in Liberty, # 5565, were even aware that there was some interesting action going on just behind them.

Left: Lowell North getting his crew Pete Barrett nice and wet. And the water in San Francisco, even in the summer, (or seemingly especially so) is quite refreshing to say the least.

(Top photo: 1973 Log, credit Caswell)

(Bottom photo: 1974 Log, credit Caswell)





**BUDDY MELGES &
ANDREAS JOSENHANS**
World's Champions, 1978 & 1979

Before 1978 Buddy Melges was no stranger to Star boats, but he was not a regular player either. However, in 1977 he crewed for Ding Schoonmaker at the North American's at San Diego. A better tutor about the finer points of Star sailing probably could not be found, and obviously Buddy learned his lessons well. He showed up at the 1978 World's in San Francisco well prepared. He bought a Gerard hull which he finished off at his boatworks in Wisconsin. The Widgeon, # 6346, had many innovations, not the least of which was the elimination of backstay tracks in favor of an under-deck wire backstay system. Travelers were still in use with the traveler track just aft of the rudder post, but Widgeon had the track recessed at the center line and then bowed up to about 2" above the deck at the rails. These items, combined with a computer-designed keel, extra stiffening provided by bulkheads, and buoyancy tanks on the floor to make the boat self-bailing made the boat radical for its time.

Aside from these features, Buddy had built fairly flat sails made of a special yarn-tempered Dacron. He gave out three suits of these sails to other participants: Ding Schoonmaker, Bill Gerard and Paul Henderson. These sails showed superior performance in the windy San Francisco conditions and won every race: Melges the first three races, Schoonmaker the next two, and Henderson the last one.

Todd Cozzens, in his write-up of the 1978 World's in the 1979 Log, wrote: "I turned to see Buddy Melges standing there with eyes afire behind aviator sunglasses and an ear-to-ear grin. I had a strange feeling in me that he would win the 1978 Gold Star as I saw that half-crazed expression gazing out into the fog. Melges was later to tell me that it was indeed at that same moment that he felt that he was really prepared to win the series."



MORE FUN AT SAN FRANCISCO

Photographers know a good thing when they see it. Diane Beeston and John Hutton were on hand at the 1978 World's with the hope of getting some more action shots like those from the 1972 Olympic Trials. As an indication of the fun and games, four boats sank in the first race. Pretty good start!



Photo: 1979 Star Class Log. Credit John E. Hutton

Larry Whipple of Puget Sound captures the pin end position, 1978 World's



Photo: John E. Hutton

Tom Blackaller and his ever-grimacing crew Ed Bennett are shown here crossing Peter Holds and Thomas Anderson (6250). Bill Gerard with Paul Cayard are to the left.



Photo: John E. Hutton

Recognizable above: Ricardo Didier and Manfred Kaufmann in #6350, John "Little Mac" MacCausland and George Szabo Jr. in #6283, and Mario Innecco in #6362.



Photo: Diane Beeston

Allan Leibel and David Shaw blasting off just in front of Don Trask and Bill Kreysler in # 6310.



Photo: Diane Beeston

Ben Staartjes and Ko van den Berg in #6243, Ian Elloit and Mark Brink in #5761, and Kirk Reynolds and Michael Huber in 6210.



Photo: 1979 Star Class Log. Credit, John E. Hutton

It was hectic at all marks. The leech of the left starboard tack boat is creased across the shrouds of the next leeward boat. Perhaps 6322 is in the way: she dropped out of the first race.

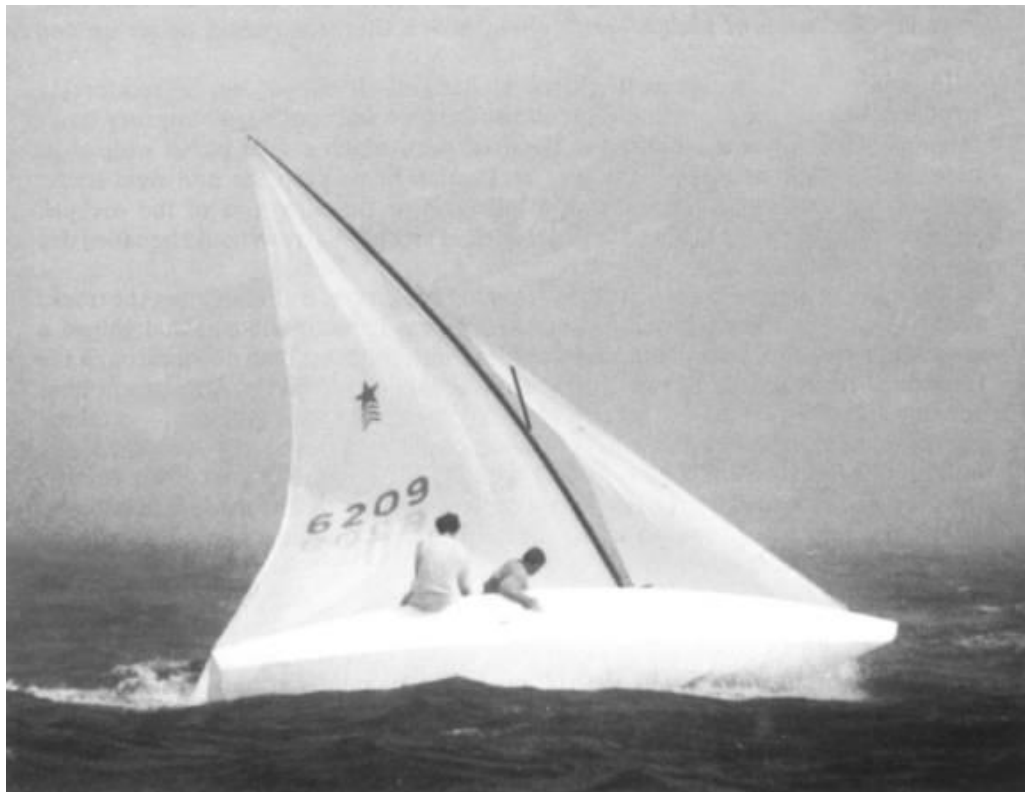


Photo: 1979 Star Class Log. Credit, John E. Hutton

1978 World Championship: there was no lack of air on the last day.

6209 John Jenkins and Theodore Petterson (CB)



Photo: 1979 Star Class Log. Credit: John E. Hutton

Tune-Up Race, 1978 World's
Bill Gerard and Paul Cayard in # 6250 leading Buddy Melges and Andreas Josenhans in # 6346



Photo: 1979 Star Class Log. Credit John E. Hutton

Harry C. (Buddy) Melges and Andreas Josenhans,
1978 World's Champions



ALEXANDER HAGEN &
VINCENT HÖSCH
Winners of the 1981 World's

Alexander Hagen and Vincent Hösch won the 1981 World's at Marblehead. There must be something about Marblehead for Alexander, because when the World's returned to Marblehead in 1997 he won again, this time with Marcelo Ferreira as crew.

Alex and Vincent sailed their first World's in 1979 in which they finished with a series 13th. Next year at the 1980 World's they moved up to a series 6th. Alex, with various crews since 1985, sailed practically every World's up through 1999. Vincent Hösch meanwhile has become a top skipper in his own right.

On Alex's boat Bucephalus, # 6498, the traveler was placed on the transom. His was one of the early boats to do so. It wouldn't be another 10 years until people started to eliminate the traveler altogether.

Below are Alex (left) and Vincent (center) receiving the World's Trophy at Marblehead.

(Both photos: Ogilvy Collection)





BILL BUCHAN & STEVE ERICKSON WIN THE 1984 OLYMPICS

In 1984, Bill and Steve won the Olympics in Frolic, # 6960. Here they are leading Colin Beashel and Richard Coxon in 7014. (Photo: January, 1986, Starlights)

BILL BUCHAN WINS THIRD GOLD STAR IN 1985



Every win of a World's Championship has a special story which goes along with it, but Bill Buchan's win of the 1985 World's at Nassau is probably the most spectacular. With a score of 2-6-2 going into the fourth race Bill was leading in the series, but then disaster struck. On the final upwind leg of the fourth race a shroud let go and over went the mast. This was the first race of a double-header. Fortunately for Bill, Mr. and Mrs. Basil Kelly came along side with their powerboat and picked up Bill's crew Steve Erickson. While Bill and Basil cleared away the rigging in rolling seas Mrs. Kelly and Steve went full throttle to the hoist area to pick up a spare mast. Bill and Steve had the new mast up with just 20 minutes to go before the start of the fifth race. With a 5th in the fifth race and a 2nd in the final race Bill had the competition under control.

(Photo: Ogilvy Collection.)



Zagarino

Steve Erickson and Bill Buchan, 1985 Star Class World Champions and 1984 Olympic Gold Medal winners.



Star Class Collection

Bill Buchan (facing camera), Chief Measurer Joe Knowles (wearing hat) and Carl Eichenlaub discuss a measurement problem at the 1984 Olympics.



Frank Zagarino

A nice photo taken by Frank Zagarino is that of Ding Schoonmaker in one of his *Dingos*.
Chris Rogers is hanging in there somewhere.

One of the more well known series of photos taken by Frank Zagarino is that of Mark Reynolds and Hal Haenel reaching about on Biscayne Bay during the winter of 1992. One of this series of photos was used on the cover of the 1993 Star Log.



A photograph of a white Star sailboat racing on a greenish-blue sea. The boat is heeled to the left, with its white sails fully deployed. A red star is visible on the upper part of the sail, and the number '7460' is printed in blue. Below it, the number '0847' is visible. Two crew members are on board, one near the cockpit. The boat is leaving a white wake. The sky is blue with some light clouds.

1993 LOG

INTERNATIONAL STAR CLASS
YACHT RACING ASSOCIATION

2001 WORLD'S AT MEDEMBLICK

Mark Reynolds and Magnus Liljedahl showing championship form



2003 EUROPEAN CHAMPIONSHIP AT CASCAIS

Cascais dished up its usual weather and wind for the 2003 European's



A FUNNY THING HAPPENED ON THE WAY TO THE FINISH LINE

Over the years photographers have recorded some very interesting situations on the racecourse.
Here are some of these.



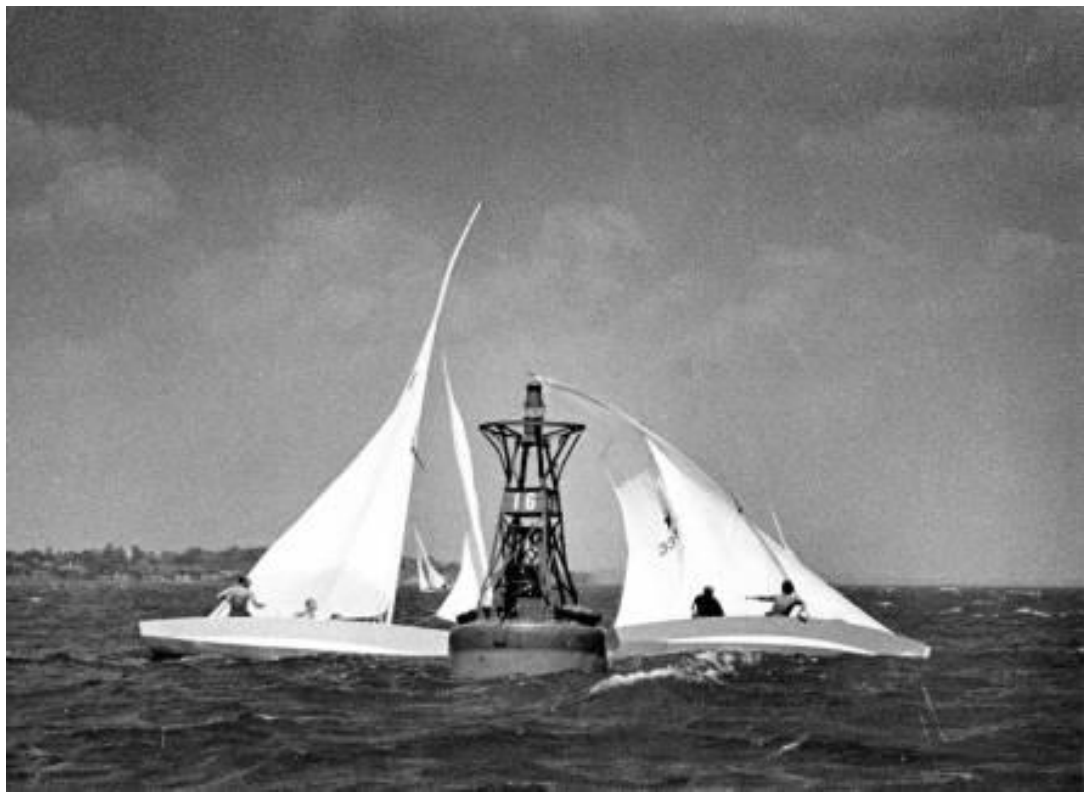
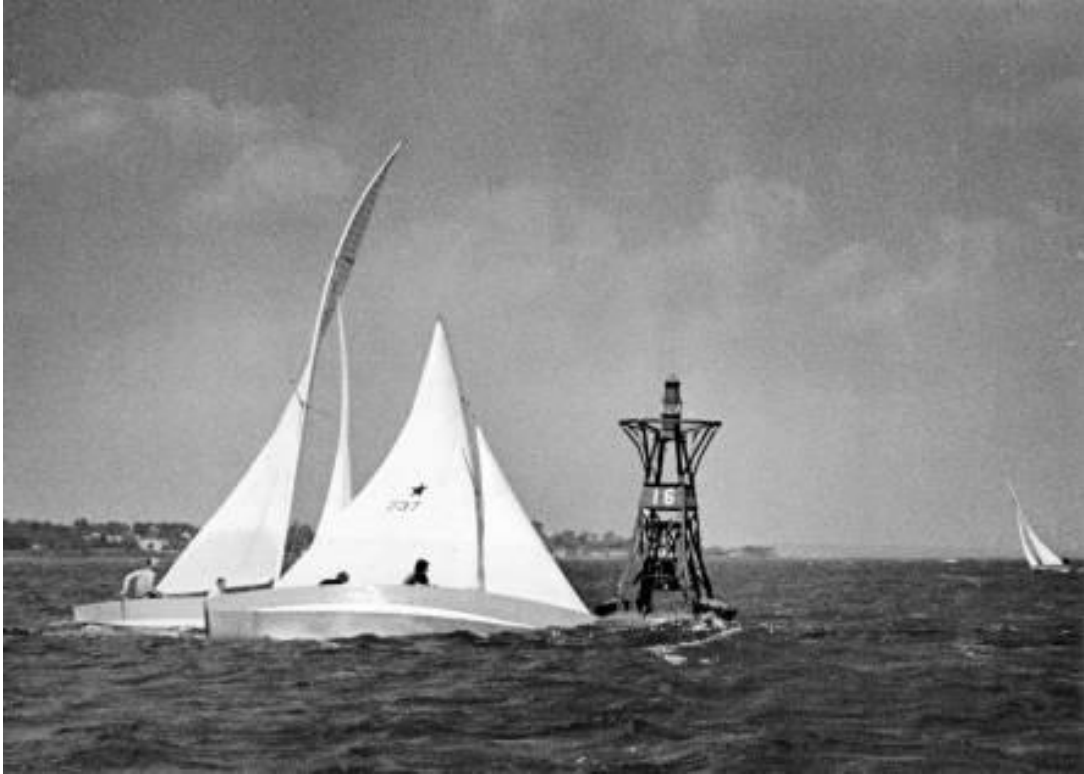
TANGLE (OR TANGO?) AT THE WINWARD MARK

At the 1960 World's at Rio de Janeiro in the first race three boats closed in on the first mark. Unfortunately, Henrique Fischer in *Malabar*, #3228 got his forestay snagged by the tip of the mast of *Twinkle*, #4253, sailed by Roberto Mieres. Mieres went on to finish, but Fischer lost his mast. We will leave it up to the sea lawyers to figure out if Mieres should have dropped out, or at least been scored as a DSQ.



At the 1963 Bacardi Cup Frank Zagarino caught an interesting scene. When Dr. Fred Jabetzki, left, and Bert Williams, right, hooked masts, “Dangerous” Dan Hubers was obliging enough to charge between them, releasing the pair with damage but no broken sticks. Despite the damage all three boats managed to finish the race. Incidentally, “Dangerous Dan” didn’t plan it that way ... it was just all in a day’s Star sailing. Notice that it doesn’t seem that anyone is looking up to see if there is a problem.

MORE EXCITEMENT WITH FORESTAYS

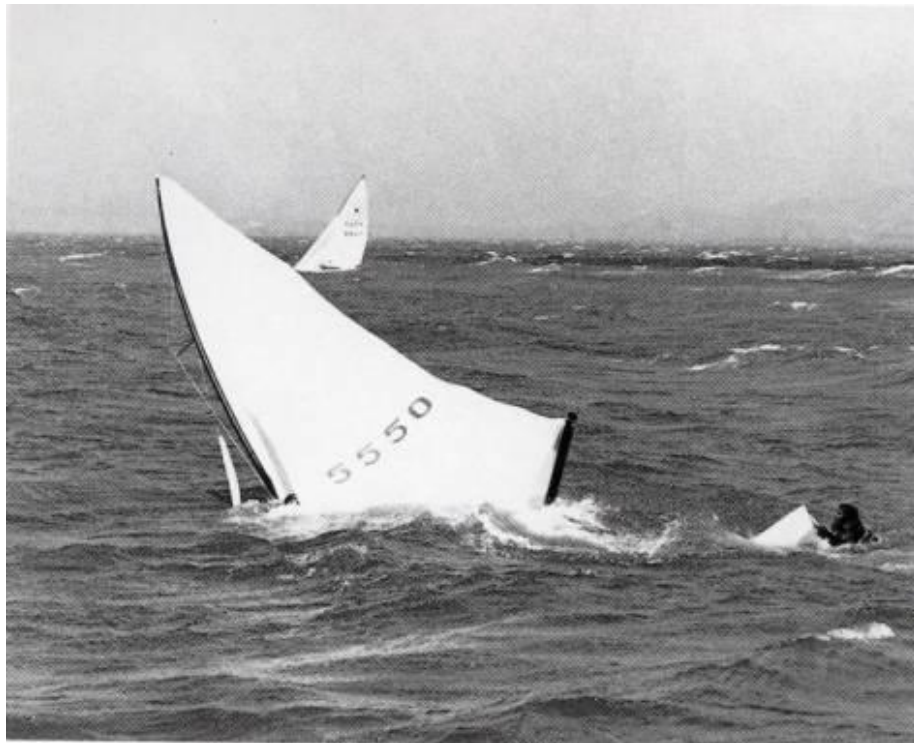


FORESTAY TANGLE AT MILFORD

In 1957 Don Fitch caught this excitement at mark D in Milford, CT

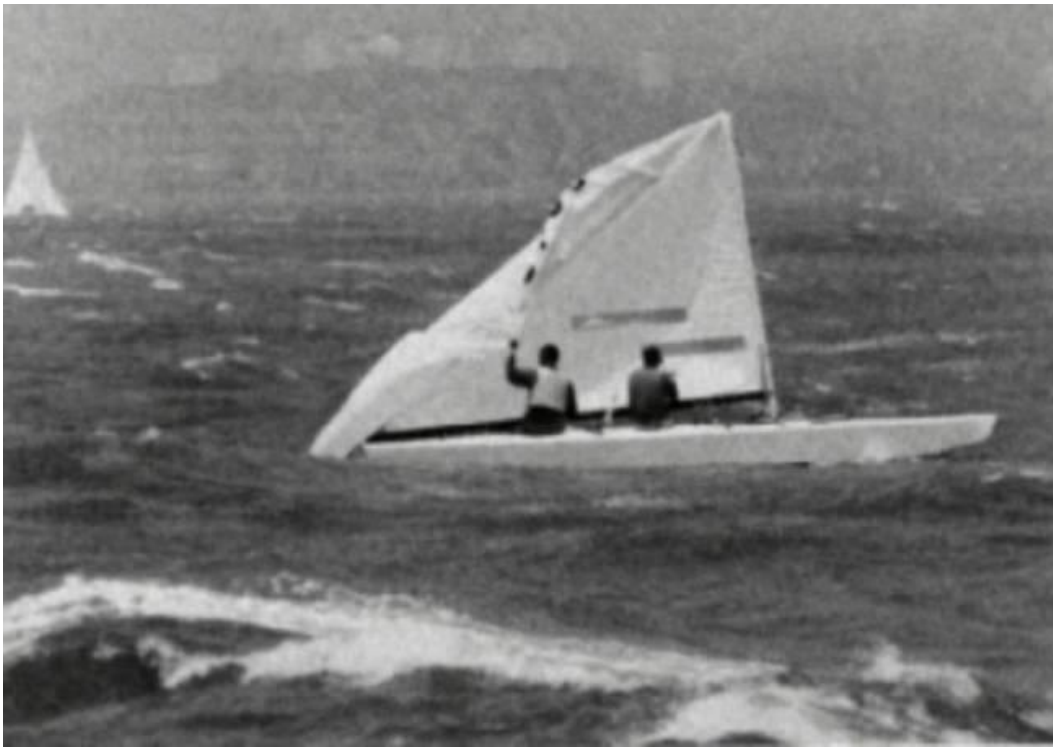


Marshall and Diane Brown, sailing *Jay* (boat # 626 but with sail # 337) couldn't fetch the windward mark and had to bear off to miss it. Unfortunately, the tip of their mast got caught between the jibstay and the forestay of Sam Tator's boat *Sparkle* (boat # 1901 but with sail # 3467). In the second photo Diane is pointing out to Marshall that they have a slight problem. Note that Sam was out on a family-day cruise with his young son and the son's friend as crew. Probably not exactly the sort of excitement Sam was hoping to give the boys.



Chris Caswell photos

Tommy Blackaller (top) and Bill Munster (bottom) go for a swim as # 5550 sinks during the 1972 U.S. Olympic Trials held on San Francisco Bay. The boat was aptly named *Good Grief!* Tom and Bill finished 7th in the Trials.



Chris Caswell photo

Barton Beek and Chuck Beek in # 5645 during the 1972 U.S. Olympic Trials,
a victim of the San Francisco hawk.



TROUBLE AT THE 1983 BACARDI

Frank Egger and Jan Ellison are in the process of taking a dip in race 3 at the 1983 Bacardi. The May, 1983, *Starlights* commented that “flotation tanks don’t have a chance when you leave the covers off!” Apparently the race started peacefully enough, but at the end of the first lap a 30 knot squall struck and the wind did not abate for the rest of the race. Only 33 out of the 76 boats finished the race.



VINCE BRUN & MARCELO FERREIRA
At the 1988 North American's at Ithaca

In the third race closing in on the final leeward mark Vince and Marcelo in # 7209 get hit by a 35-40 knot puff with a shift. Bear Hovey and Neil Foley in # 6474 got their intermediate taken out by Vince's boom but managed to finish the race with a second place. The impact of the roll broke Vince's mast. In the lower photo Marcelo has reached up to grab onto the leading edge of the keel. Bear was already out of the picture, and John A. MacCausland, a.k.a. "Little Mac" with Alan Romefelt up front are about to pass the carnage. (Photos: 1989 Log.)