

Starlights



Fleets: 182, Boats: 8223

Originated 1911, Organized 1922

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MESSAGE FROM THE PRESIDENT by Bill Allen

Since our last issue, many regional and international events have been sailed, some of which are detailed herein. London has been selected for the 2012 Olympics, and while nothing is set, all indications are that the Star will continue to be included in the games. Our relationship with the international community continues to be strong. I do not anticipate any pressure for changes to our class events or formats for the next few years. We will enthusiastically participate in the 2007 ISAF World Championships in Cascais, Portugal. All other class events will be sailed according to class rules.

In our last issue, we included a detailed survey for members to indicate their feelings about the class. Enclosed herein is a summary of the responses received from 218 of our members. While this is a small segment of our total membership (7%), it appears that all of the geographic and demographic groups were well represented.

In general, you all feel that our class is among the best in the world; a great boat, the best competition, and wonderful people, and that no major changes should be undertaken. In particular, we should strive to reinforce the qualities that have made the class great, namely, a boat for both top-level international (Olympic) competition as well as weekend club racing.

In the area of sailing, it is apparent that the quality of racing is most important as an attendance reason, and in most cases the expectations of excellent racing are being met.

There were some comments about making the racing format more flexible, with perhaps shorter races and more of them in a day. I note that the new resolution for rule 34 addresses this aspect, so please be sure to vote on this item in November.

Some sailing related concerns were expressed, mostly regarding the cost of the boat and the need to recruit more new and younger sailors to the class. The class management team is committed to keeping costs in check, and does not envision any further use of exotic materials. We are also trying to help local fleets to recruit new sailors, although much of this effort

must be done by the local sailors themselves. Tom VanderMolen, our marketing manager, is working on ideas to spur interest, with special events and promotion activities.

Another major area of the survey concerned class communications. We have re energized communications over the past year, and the changes seem to be well received. Over 75% of responders gave a good or excellent rating to the LOG, Starlights, eStarlights, and the web site. There is some feeling that we have overlap, but all four received significant support. Accordingly, the class management team will continue with all four communication vehicles, and has NO plans to charge a subscription fee. We would like to save mailing costs of the Starlights, so please let the Central Office know if you would prefer to receive your copy only on the web.

Many people indicated they would like to see more sailing tips, technical articles and people stories, including pictures both in Starlights and the web site. A more international focus was also requested. We will try to improve in both of these areas. Of course, we need help from you all to do this, so please send in reports and suggestions for articles to either David Bolles or Melinda Berge, either by email or to the Central Office.

It was also interesting to see that over 50% of those responding own another boat, either power or sail, and that so many of our members are active in other sports.

Thanks to all who responded to our survey. Please feel free to forward additional comments to myself, David, Melinda, or any member of the class management team.

Good luck to all for the rest of the sailing season. Hope to see many of you on the course.



The beautifully maintained Star #942, Maunzi, on Attersee owned by Dr. Berndt Kretschmer of Salzburg

**RESULTS OF THE
STAR CLASS SURVEY**

There were 218 respondents to the Star Class Survey which was posted on the Star Class web site and in Starlights. The results of the survey are as follows:

District	Respondents	Average Age
1	28	52
2	17	55
3	0	
4	20	42
5	13	53
6	23	47
7	2	47
9	15	51
10	14	43
11	2	45
12	23	48
13	17	41
14	11	40
17	13	42
18	5	33
20	4	71
21	5	65
Isol	3	57
unknown	3	
Total:	218	average age: 48

The ages of respondents ranged from 17 as the youngest, with 85 being the oldest.

The number of respondents was 7% of class membership which numbers approximately 3025. Of these respondents, 94 respondents, or 43%, were from Districts 1, 4, 6, and 12, the US / Canadian border.

The bulk of the respondents are from USA and Canada, with 134 responses. While this group makes up 29% of total membership with 877 members, they made up 61% of the respondents to survey. Europe has 65% of membership with 1981 members but with 70 responses made up only 32% of the respondents to the survey. South America, Australia and Isolated make up 5% of membership with 167 members and with 13 responses also made up 5% of survey.

The respondents rated their Sailing Ability as follows:

District racers –	104
Club racers -	55
Gold-silver racers -	48
Professional -	9
Fun –	2

Publications rating:

Star LOG ratings overall excellent – 73 good – 102 average – 29 poor - 1	Star LOG ratings US/Canada excellent – 48 good – 59 average – 14 poor - 1	Star LOG ratings Europe excellent – 21 good – 35 average – 10 poor - 0
Star Class website ratings overall excellent – 78 good – 97 average – 23 poor - 3	Star Class website ratings US/Canada excellent – 40 good – 60 average – 10 poor - 1	Star Class website ratings Europe excellent – 26 good – 30 average – 10 poor - 1
eStarlights ratings overall: excellent - 47 good - 94 average - 32 poor - 9	eStarlights ratings US/Canada: excellent - 33 good - 43 average - 17 poor - 4	eStarlights ratings Europe excellent - 11 good - 35 average - 12 poor - 3
Starlights ratings overall excellent – 48 good – 96 average – 39 poor - 5	Starlights ratings US/Canada excellent – 39 good – 51 average – 19 poor - 3	Starlights ratings Europe excellent – 7 good – 35 average – 18 poor - 1

ISCYRA ratings:

ISCYRA ratings overall excellent – 78 good – 105 average – 17 poor - 1	ISCYRA ratings US/Canada excellent – 41 good – 51 average – 6 poor - 1	ISCYRA ratings Europe excellent – 20 good – 38 average – 8 poor - 0
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Publications read: 1 is the most read, 5 is the least read

Star Class website

90% (196) read it, rating is 1.65

Starlights: 148 receive it, 63 (42%) would pay for it, 105 want it by mail, 58 by e-mail /pdf and 14 don't want it.

78% (170) read it, rating is 2.65

eStarlights: 181 receive it

63% (137) read it, rating is 2.75

Star LOG

77% (167) read it, rating is 2.9

Scuttlebutt

47% (101) read it, rating is 3.03

Fleet website

44% (96) read it, rating is 3.07

District website

55% (120) read it, rating is 3.35

Sailing World

44% (96) read it, rating is 3.66

Forum

34% (74) read it, rating is 3.7

List Serve

23% (49) read it, rating is 4.5

Content of e-Starlights:

Sponsor – 3

Fun – 69

Profiles – 131

Fixture List - 104

Results - 162

Tips - 167

Events - 113

Schedule of e-Starlights:

twice a month - 45

monthly - 113

every two months - 34

Content of Starlights:

Sponsor – 58

Profiles – 112

Reports – 130

Tips - 135

Events – 115

Schedule of Starlights:

monthly - 49

every two months - 50

quarterly - 64

Starlights Comments

- Better photographs and technical tips
- Between the Website and eStarlights and log, there's not much else necessary. The quarterly Starlights are nice but not necessarily current. I don't see the need with the other forms of communication.
- I like it, but as a pro writer, I'm often looking for a warmer feature on one of our great sailors. With info for sure, but mostly a glimpse of their lives and their lives within sailing.
- I liked the old, ordinary paper, non-glossy format.
- I liked the quarterly magazine style format of the previous Starlights much better. There was a more professional, quality appearance when compared to the cheap paper newsletter look
- It is very important to have in hand the monthly activity of the Star Class so you can communicate with other sailors interested in the Stars
- Less duplication between printed and e-Starlights
- Mailing is costly I know, but Starlights and the Log are the only communication most members get from their ISCYRA membership. The website is great but a hard copy to a member reminds them that they do belong to the organization.
- Nice big picture on the front cover, pictures of the competitive boats inside the cockpit as well as hull shots
- The color Starlights of a couple years ago was a great magazine. Up-to-date regatta info can be found on the web, but there is still something enjoyable about sitting down to read a magazine over coffee.

eStarlights Comments

- A bit more international orientated
- A little short on content, but still nice to receive
- Best thing that has happened to the class and really the only necessary expense
- Consider using e-Starlights to communicate the latest in regatta results/notices and particularly important class news that needs to be communicated promptly. More...
- e-Starlights can be used toward relaying regular communications from the class to it's members at a low cost. Use this and the website for distributing everyday info to the members and make the printed Starlights a more quality publication.
- Links to website info most important
- Love getting it on-line. Save the paper on mine. Sailing tips are the most helpful for me - especially making the Star go fast in all winds and points of sail is the biggest challenge.

Other Communication Comments	
I think the website is great, current and topical. I like the log for the tradition and the hardcopy records	
Classified section is great - self administered results timely and easy	
I find the website perfect. Don't change anything! About the Log, I find the new one much better than before.	
Invaluable reference. A little less regatta results and more informative articles would be nice. Updates on new boat designs, retrofitting upgrades etc.	
It would be good if either Log or website carried addresses of members	
Need to solicit more how-to's from the experts in the class. The level of technology/performance tips should be spread across the levels of the class more, to improve quality in all.	
Try to send the LOG as early in the year as possible. It's a great book for almost a century with lots of history!	

Sailing		Anticipated attendance –	150 chose it, average rating of 2.7
Planning on attending 2005 events:		Learn –	149 chose it, average rating of 2.5
Star Class local events -	181	Social Events –	130 chose it, average rating of 3.5
Multi class events -	93	Weather forecast –	121 chose it, average rating of 3.7
Districts -	131	On-shore facilities –	121 chose it, average rating of 3.6
Silver Championships -	69	Cost of entry fee –	114 chose it, average rating of 4.0
World Championship –	17	Family friendly –	108 chose it, average rating of 3.5
Not sure –	14	Quality of Prizes –	92 chose it, average rating of 5.1
None –	6	Subsidies –	75 chose it, average rating of 3.5
Number of events attended in 2004:		Number of days sailing a Star in 2004:	
7 plus events -	64	None -	1
5-6 events –	37	1 - 9 days -	10
3-4 events –	39	10-19 –	36
1-2 events –	34	21-29 –	46
none –	1	30-39 –	31
Rating of 2004 Worlds by 18 who attended: (1 is best)		40-49 –	28
Club facilities –	2.66	50-59 –	14
Pre event info –	2.61	60-69 –	5
On Shore facilities –	2.35	70-79 -	5
Level of Competition –	1.10	100 -	2
Race Management –	3.20	200 –	2
Rating of Silver events by 64 who attended: (1 is best)		Star Boat quality (1 is best, 5 is worst)	
Club facilities –	2.14	Value for money –	3.14
Pre event info –	2.26	Detailing quality –	3.06
On shore facilities –	2.03	Rigors of sailing –	2.39
Level of competition –	1.71	Build quality –	2.18
Race management –	1.82	Hull –	2.20
Attend event factors: (1 is the high rating)		Description of Star boat:	
Quality of racing –	181 chose it, average rating of 2.0	Grand Prix -	91
Wind water quality –	167 chose it, average rating of 2.4	High Performance -	106
Short Distance –	157 chose it, average rating of 2.8	Sport Boat -	3
		General Purpose -	13

Star Class Survey General Comments

What Do You Think Of The Class?	
Great racing. However the cost of new boats is getting very high.	
It has only been 1/2 of my life!	
Great Boat, average class organization. (but we have come through a difficult time & I think we are moving in the correct direction)	
Great boat, great central office, but I think there should be a sub organizations based on continents, such as North America, Europe, Australia. I think I would enjoy my boat more if I lived on the east coast of the US.	

What Do You Think Of The Class?

Awesome, and going in the right direction! I like the new changes.
--

Simply the strongest, best class in the world. Best competitors, most organized, great "adult" class, great values, need to gain greater access for graduating college sailors (but the level of the class) seems to do this already.

It is the best. Let's keep the weekend participant interested and involved.

The Star Class offers us weekend warriors a chance to sail local fleet races, district championships, regional regattas, and national/international championships with the worlds best sailors.

Strong class that has a lot of opportunity to build on the local fleet level. More grass root efforts are needed to help build fleets. Always amazed at how small NA fleets are given the pleasure that comes from racing these boats.
--

I think it is an excellent boat to sail. I get the chance to learn and compete with the top sailors. Also, it is a great class all around because you can just sail it in your fleet, or you can try to go for the Gold in the Olympics.
--

Sometimes I wonder, what the ISCYRA does with all our membership-money. Is there a possibility to get a view on this?

Love it. The boat and the people. But I have not broken a mast yet..
--

Do You Have Anything Else To Add?

Our fleet CLIS has three Stars for other's to use and they are used by other sailors. I have owned a Star since age 15
--

Need to find more durable sails. Everybody is always needing new sails. Can't we get someone to make something that lasts more than 5 races?
--

I love the historical information available on some fleet sites, maybe add profiles of sailors AND boats. Profile more old boats to encourage new participation, as is being done in some fleets.

We have to think about class rules which fit in today's ISAF Olympic rules. Especially the procedure to change rules!

Class and fleet promotion needs to be improved - this is primarily the responsibility of the district and fleet organizers.

Important to stay Olympic and important to stay local fleet friendly too. Don't be in a big hurry to change things. I believe the reason we are having trouble attracting new members is the necessity to carry gorilla crews.
--

Although I'm a girl I love to sail Star races. I'm glad to see that you are working hard and creating an up-to-date internet page and also the Starlights magazine. Thanks a lot for that.
--

Our Star is on loan to the Museum of Yachting to be used by sailors on a request basis.

Fleet development is hard due to the perception that the Star boat is (a) really expensive and (b) only suitable for big men. In an older era, wives and daughters routinely sailed, owned, and crewed the boats. Now it is almost unheard of. Wifely resist
--

We like to think that every boat in our fleet is for sale to new members. That is the way we have tried to grow our fleet.
--

Racing formats are always the same -- it would be fun to have more races in one day with a variety of courses , encourage use of colored sails so spectators can follow boats more easily , conduct some events in venues where spectators can see the races .
--

The rules 34.3 should be changed and adapted like other Olympic classes and the Olympic program: More Races 11-16. Shorter Courses: 60-90 minutes.
--

The most challenging and at the same time most satisfying boat to sail. This class still retains sailors who are members of the finest of sailing traditions - marked by fair competition, camaraderie, sportsmanship and general respect for fellow sailors
--

The decision making process should be made quicker. a resolution brought forward now would be voted on only at the World's 2006...
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Understanding the class rules is a matter of opinion. Understanding does not mean always agreeing!
--

The whole prospect of sailing a Star is very expensive. Some limits should be applied, for instance, to the number of new sails that a person can buy in a season, such as is done in the Etchells Class
--

Classic sailing is in the air. We should catch this wave with events for wooden Stars.
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...shot with an artist's eye...

Photographs by Jan Walker

Photos of the 2005 World's, 2005 MORC, and other Star events available on:

www.RegattaActiveImages.com



**REPORT ON THE
EASTERN HEMISPHERE CHAMPIONSHIP**

Fifty-two teams from 16 nations competed in the Eastern Hemisphere Championship. The 2005 Eastern Hemisphere Championship, a Silver Star event, formerly known as Spring European Championship, was organized by the 80-years-old Thunersee Yacht Club (TYC), one of the most active sailing clubs in Switzerland with a strong boat policy direction on Olympic and international classes.

Due to the surrounding mountains the winds on the lake's surface proved to be tricky and provided for interesting racing. Only the required four races were completed. Robert Stanjek and Markus Koy of Germany won the series

Please see the very extensive report on this event which is posted on the Star Class web site.

2005 Eastern Hemisphere Championship

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	Points	
1	GER 7971	Robert Stanjek	Markus Koy	--	1	1	8	13	23
2	CRO 7955	Marin Lovrovic, Jr.	Marin Lovrovic, Sr.	CRO	2	3	7	20	32
3	DEN 8187	Christian Monberg	Martin Leifelt	DF	24	7	5	1	37
4	GER 8033	Philipp Rotermund	Nils Hollweg	Glu	19	12	6	2	39
5	FRA 7714	Paul Sevestre	Vincent Berenguier	FdeM	3	11	3	22	39
6	NED 7806	Arie v. Harwegen d. Breems	Brad Nichol	Med	15	17	16	3	51
7	IRL 8028	Maurice O'Connell	Ed Peel	IRL	12	4	9	31	56
8	SUI 7969	Kurt Scheidegger	Kurt Scheidegger	TB	31	2	20	5	58
9	GER 8141	Hubert Merkelbach,	Dirk Meissner	UB	10	6	14	32	62
10	SUI 7990	Daniel Stegmeier	Beat Stegmeier	TB	6	30	26	9	71
11	DEN 8066	Johnny Jensen	Martin Petersen	DF	5	21	12	35	73
12	SUI 8138	Flavio Marazzi	Magnus Liljedahl	TB	dnf	13	4	4	74
13	SUI 7968	Res Bienz	David Jeanneret	TB	14	44	11	8	77
14	SUI 7925	Peter Theurer	Christoph Christen	LUV	17	27	17	17	78
15	SUI 8009	Christoph Gautschi	Kurt Freuis	Bod	33	29	13	6	81
16	SUI 7319	Henrik Dannesboe	Ramis Fayzullin	BSL	13	8	dns	7	81
17	HUN 7799	Márton Gereben	Peter Gereben	Ore	9	10	23	39	81
18	GER 7991	Matthias Miller	Frithjof Kleen	--	11	bfd	2	16	82
19	RUS 8134	Alexey Lavrov	Denis Kharitonov	Mosc	7	35	15	25	82
20	SUI 7645	Daniel Wyss	Eric Monroe	ZU	35	9	25	14	83
21	POL 8170	Mateusz Kusnierewicz	Dominik Zychi	POL	4	dne	1	26	84
22	FRA 7518	Martin Tenconi	Yves Tenconi	FdeSA	16	43	10	23	92
23	SUI 8085	Lorenz Zimmermann	Andreas Furrer	LUV	41	5	19	30	95
24	SUI 7578	Marc Friderich	David Veit	TB	29	20	37	11	97
25	SUI 7912	Martin Ingold	Dario Bischoff	TB	39	16	24	19	98
26	SUI 7983	Beat Hunziker	Vincent Nagelisen	--	28	23	35	15	101
27	GER 8016	Hubert Rauch	Ingo Schapeler	And	23	26	31	21	101
28	ESP 7420	José Garcia De Soto	Alvaro Elarze	--	18	dne	21	12	104
29	SUI 8019	Jeannot Walder	Hans Korevaar	ZU	20	32	18	34	104
30	GER 8104	Andi Hermann	Benedikt Wenk	Bod	21	19	22	dnf	115
31	FRA 8196	Raoul Dabry	Tristan Cotte	--	44	31	34	10	119
32	GER 7837	Sybille Merk	Michael Merk	Neu	40	14	28	37	119
33	ITA 11	Mario Salani	Stefano Lillia	Mu	8	bfd	27	33	121
34	SUI 7948	Rico Gregorini	Daniel Christen	BSL	22	39	43	18	122
35	RUS 7798	Yuri Firsov	Dimity Gornyy	CON	34	15	30	45	124
36	GER 7944	Klaus Kappes	Steffen Rutz	UB	32	25	40	29	126
37	LAT 8135	Cepurnieks Eizens	Kankin Eizens	LAT	43	22	29	38	132
38	GER 7577	Christian Pauksch	Ines Pauksch	Sta	27	18	42	46	133
39	SUI 8133	Hans Stöckli	Axel Erbe	Rap	25	24	32	dsq	134
40	AUT 7795	Franz Mastnak	Robert Rastinger	TR	26	42	39	27	134
41	SUI 7532	Urs Infanger	Raymond Imboden	LUV	45	33	36	24	138
42	GER 7550	Tobias Scot	Peter Linke	CMB	36	36	41	36	149
43	FRA 7937	Michael Dreyfus	Christoph Bouvet	FdeSA	42	34	33	41	150
44	SUI 7717	Peter Erzberger	Hans-Jurg Saner	TB	38	38	38	42	156
45	SUI 7671	Peter Kilchenmann	Manfred Lehmann	--	49	37	47	28	161
46	SUI 7571	Rolf Eigenmann	Roger Glanzmann	BSL	48	28	45	40	161
47	GER 7946	Hermann Weiler	J. Matrel	Neu	30	41	48	49	168
48	SUI 7723	Andreas Honegger	Henri Daester, Patrik	--	37	48	46	44	175
49	SUI 7776	Beat Sauter	Felix Spiegel	BSL	51	45	44	43	183
50	FRA 7359	Jacques Borel-Giraud	Philippe Anthoine	FdeSA	46	40	50	50	186
51	SUI 7411	René Lüdi	Stephan Lüdi	--	47	47	49	47	190
52	SUI 6914	Christian Meylan	Marc Trincart	G	50	46	51	48	195

2005 KIEL WEEK

More sunshine than sailing
by Alexander Hagen

When the Olympic classes prepared for the biggest sailing event in the world the non-Olympic classes already suffered from a Scandinavian high pressure that presented high temperatures and very little wind. By the end of the event we sailed only 2 out of 5 days, but these days were excellent, the very best that sailors can get, with 10-20 knots of wind quite steady from the north and some seas plus a lot of sunshine. Just the last race on Saturday ended a little uncomfortable when the wind died completely on the finishing run and the competitive fleet of 40 boats from 16 nations gathered on the finish line all at the same time. But a dock-party from the Kiel Fleet cheered those up that had disadvantage on the water.

Oh – by the way, the Star Class was highly focused by the media. It was not only Beat Stegmeier and his boat SUI 7990 that took attraction. The press was hunting for his skipper Russell Coutts who jumped into the Star and respectfully finished 7th.

In the end we had a fine series of 5 races with a throw out and our new members Mateusz Kusznierevicz / Dominik Zycki from Poland won, followed by Americans George Szabo / Eric Monroe and Benny Andersen / Mogens Just from Denmark.

Some comments about the wind and weather:

Out of the five scheduled days of racing the Stars were able to race only two days, on Day 1 when they got in races 1 and 2 and on Day 4 when they got in races 3, 4 and 5. Days 2, 3 and 5 saw no racing due to the lack of wind.

2005 Kiel Week Results

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	POL 8170	Mateusz Kusznierevicz	Dominik Zycki	POL	3	6	1	10	3	13
2	USA 8129	George Szabo	Eric Monroe	SDB	4	3	4	9	6	17
3	DEN 8147	Benny Andersen	Mogens Just	DF	14	1	5	22	2	22
4	GER 8149	Alexander Hagen	Kai Falkenthal	Glu	7	9	13	4	4	24
5	DEN 8187	Christian Monberg	Martin Leifelt	DF	1	5	11	13	10	27
6	GER 8074	Erich Hirt	Christian Paucksch	Sta	15	7	15	2	8	32
7	SUI 7990	Russell Coutts	Beat Stegmeier	TB	13	dsq	2	11	7	33
8	ITA 8031	Luca Modena	Michele Marchesini	Viar	9	16	7	3	19	35
9	GER 8033	Philipp Rotermund	Nils Hollweg	Glu	10	4	dnf	8	13	35
10	CRO 7955	Marin Lovrovic Jr.	Marin Lovrovic Sr.	CRO	bfd	14	9	7	5	35
11	AUT 8226	Hans Spitzauer	Adi Lüzlbauer	SMA	6	17	3	bfd	11	37
12	IRL 8028	Maurice O'Connell	Ed Peel	IRL	2	dnc	10	12	14	38
13	GER 7992	Reinhard Schmidt	Dirk Meissner	Moh	18	20	6	15	1	40
14	GER 8020	Michael Ilgenstein	Lutz Boguhn	HF	23	15	19	1	17	52
15	UKR 8205	Vassili Gureyev	Volodymyr Korotkov	Ukr	25	8	8	18	20	54
16	GER 7537	Lars Kiewning	Markus Mehlen	--	26	18	12	17	12	59
17	AUT 8110	Christian Nehammer	Gunther Mitterhauser	AU	8	10	22	24	21	61
18	GER 8051	Thomas Schiffer	Niels Hentschel	--	bfd	19	20	14	9	62
19	DEN 8066	Johnny Jensen	Jörn Petry	DF	11	13	17	21	24	62
20	HUN 8166	Tibor Tenke	Jozsef Bendicsek	Ore	17	12	18	bfd	16	63
21	SUI 7319	Henrik Dannesboe	Ramis Fayzullin	BSL	24	21	16	5	25	66
22	GER 7695	Frank Tusch	Sven Winkelmann	--	21	23	21	16	23	81
23	GBR 8191	Ante Razmilovic	John Tremlett	SO	dnc	dnc	14	6	18	83
24	HUN 8115	Peter Katay	Csaba Naser	Bud	28	26	28	19	15	88
25	GER 7971	Robert Stanjek	Markus Koy	BF	5	2	dnc	dnc	dnc	97
26	GER 7918	Marko Lehner	Helge Spehr	LUX	29	27	24	23	26	100
27	ESP 7514	Agustin Juarez	Manuel Gonzalez	M	32	32	23	bfd	22	109
28	GER 7483	Nils Hansen	Sven Johannsen	HF	34	31	27	25	27	110
29	COL 7859	Reginald Schlubach	John Schlubach	HF	31	30	30	20	dnc	111
30	ITA 7827	Nicola Celon	Mario Salani	--	12	11	dnc	dnc	dnc	113
31	GER 8027	Martin Schwieger	Eike Holst	HF	33	29	25	bfd	28	115
32	GER 8130	Henning Voigt	Dirk Struve	KF	19	28	29	dnc	dnc	121
33	GER 8140	Thomas Müller	Frithjof Kleen	KF	16	25	dnc	dnc	dnc	131
34	ESP 7420	Jose Francisco Garcia de Soto	Alvaro Elorza	P-San	22	22	dnc	dnc	dnc	134
35	GER 7397	Uwe Heinzmann	Andy Nolte	--	27	24	dnc	dnc	dnc	141
36	SUI 8085	Lorenz Zimmermann	Christian Trachsel	--	30	dsq	26	bfd	dnc	146
37	GER 7665	Josef Pieper	Sören Dretzko	Moh	20	dnc	dnc	dnc	dnc	155
38	GER 7414	Lars Keilwitz	Nils Petersen	KF	35	33	dnc	dnc	dnc	158
39	GER 8173	Werner Zacke	Ulrich Homburg	ED	36	34	dnc	dnc	dnc	160
40	SWE 7489	Hans Oskarsson	Mattias Heiding	--	dnc	dnc	dnc	dnc	dnc	180
40	GER 7711	Dieter Kruegel	Atze W. Lehmann	Glu	dnc	dnc	dnc	dnc	dnc	180
40	GER 7991	Matthias Müller	Fritzjof Kleen	--	dnc	dnc	dnc	dnc	dnc	180
40	ARG 8070	Juan Kouyoumdjian	Juan Pablo Engelhard	--	dnc	dnc	dnc	dnc	dnc	180
40	GER 7676	Jens Wilke	Ingo Weinbacher	Glu	dnc	dnc	dnc	dnc	dnc	180

ANNOUNCEMENTS FROM THE TAB

Interpretations to Specifications

By Hannes Gubler, Chairman
Technical Advisory Board

The Technical Advisory Board has decided on the following interpretations to the following Specifications:

1. Materials for the Backstays, Spec. 11.2:

Many sailors use new materials like "Dyleema" for the upper and the lower backstays. Since the backstays are considered as "running rigging" and Spec. 11.2 states that the running rigging may be of "any material" the TAB confirms that the material for the backstays (uppers and lowers) is optional.

2. Coating of the Jibstay, Spec. 11.1:

Some sailors use coated wires or tubes around the jibstay to protect the sails. The TAB considers that means to protect the sails for a longer life are in the interest of the Class. It is however obvious that - on the other hand - an aerodynamic advantage resulting thereof can in no way be accepted. The TAB has therefore decided the following limitation with a clarifying addition to Specification 11.1:

The Jibstay may have a firmly fitted tube or coating totaling a maximum of 7,2 mm in diameter.

3. Position of the Cockpit, Spec. 6.1:

In connection with the approval of new Starboat designs it had been discovered that the position of the cockpit is not clearly defined and only described as laying between the Hull Stations 5 and 8. Considering the official Drawing Nr. 2 and the existing tolerances concerning the Deck the TAB has limited the position of the cockpit opening with a clarifying addition to Specification 6.1 as follows:

The forward end of the cockpit opening is limited with 3685 maximum forward of Point "T" and the aft end with 1605 minimum forward of Point "T".

For the Technical Advisory Board

Hannes Gubler, Chairman
April 16th, 2005

2008 WORLD'S CHAMPIONSHIP

By Rick Burgess, Chairman IGC

The Star Class will have the 2008 World's Championship completed by May 1, 2008. The venue of the championship must be outside of Europe, being that the previous World's will be the 2007 ISAF Combined Worlds in Cascais, Portugal. This all makes very good sense as the 2008 regatta will qualify the final 25% of the countries that will be able to send entrants to the 2008 Olympics in China.

The IGC is considering different sites for this regatta and is asking if you have a viable facility that would want to be considered for this event, please contact the Central Office to obtain the proper forms to submit a request to host the 2008 World's Championships.

2005 REGATTA SCHEDULE

August-October, 2005

Date	Org.	Event
Aug 13-14	D5	King of Spain
Aug 13-14	D1	Ned Hay
Aug 13-14	D2	79th Lipton Cup
Aug 13-14	D4	59th Mission
Aug 13-14	D13	Bahnwärter-Preis, Alster
Aug 16-21	ISCYRA	North American Championship
Aug 19-21	D10	International Swedish Championship
Aug 21-22	D1	New England Masters
Aug 23-25	D15	Cto. de España Mem. JM Pando
Aug 26-28	D17	"100jährige"-TopStars
Aug 26-28	D12	CORK Regatta Canadian Championship
Sep 1-4	D17	Österr.Staatsmeisterschaft&Gams
Sep 3-4	D13	Herbstverbandsregatta
Sep 3-4	D10	GP 5 - Lasse Berg Memorial - Würth Cup
Sep 3-4	D9	Trophée du Léman Versoix
Sep 3-5	D21	D21 Championship
Sep 3-4	D13	Hollandia Trophy
Sep 4-5	D4	Midstates
Sep 10-11	D1	Bedford Pitcher
Sep 10-11	D17	Grenzlandregatta
Sep 10-11	D2	SSA Fall Regatta
Sep 10-11	D10	Fin - Star Race
Sep 10-13	D14	Campionato Italiano Classi Olimpiche
Sep 11	D9	Red Star
Sep 16-20	D9	Neuchâtel Schweizermeisterschaft
Sep 17-18	D5	Pitcher Series One Design Weekend
Sep 17-18	D1	Nutmeg Regatta
Sep 17-18	D4	4th DFinale
Sep 17-18	D10	GP 6 - SSS Höst Rasta
Sep 17-18	D17	Kronprinz-Rupprecht-Preis
Sep 23-25	D17	Oktoberfest Ammersee
Sep 24-25	D2	54th Fall Wind Up
Sep 24-25	D4	J. Holt Thomas Memorial Regatta
Oct 1-2	D17	Starfinale
Oct 1-2	D10	GP 7 - Oktoberpokalen
Oct 1-2	D9	Herbstpreis Zürich
Oct 8-9	D1	Larchmont Columbus Day Regatta
Oct 8-9	D17	Wodi-Wodi-Pokal

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