

2005 STARLIGHTS AND LOG

By Bill Allen, ISCYRA President

I am very pleased to announce a new program for communicating with the class membership. This inaugural issue of a re-energized Starlights, completed in record time by our new editor David Bolles, is the first of 5-6 periodic issues of Starlights to be produced in 2005. We plan to have a fall color magazine format to summarize the Northern Hemisphere season as well. These issues, together with our LOG, to be received in May, form the basis of our communications with members; of course the web will continue to be a main news and communication vehicle. Melinda Berge will undertake the LOG preparation in addition to her webmaster duties. I am very excited to have this excellent team spearheading our communications with the class.

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2004 COMMODORE'S CUP

December 4-5, 2004

by John MacCausland

It's early December so it must be time to go south to race Star Boats. In the northeast anyway we have had a very mild fall. So the weather was not the telltale sign that it was time to go south. We needed to look at the calendar.

Twenty-nine boats made the trip to Miami. During the week prior to the event we had many boats out on the water with many new faces giving the Star Boat a try. We had Athens Olympian Mark Mendelblatt with long time Star crew Mark Strube and Andy Horton sailing with Brad Nichol. Each of these teams is starting Olympic programs for 2008. It is great to see new faces in the Star, a boat we all know is the place to be.

Over the weekend we sailed five races. Three races were sailed on Saturday in mainly light conditions. On Sunday we finished off the series with two races in great Star Boat weather. We had lots of sunshine and ten to twelve knots of wind.

The racing was close throughout the fleet, with many boats having good results in individual races. Going into the last race it was who beat whom in the last race between Mark Mendelblatt and John MacCausland for the overall win. Mendelblatt lead MacCausland throughout the race, eventually finishing second to Andy Horton and Brad Nichol and winning his first Star event on his first try.

It was great to be back in Miami and seeing many of my old friends and having many new faces joining the fun. It will be a great winter in Miami. Everybody should make a point to head south for some of the best Star Boat Sailing you will do all season.

2004 Commodore's Cup Results

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	8157	Mark Mendelblatt	Mark Strube	--	4	1	6	1	2	8
2	8184	John MacCausland	Brian Fatih	CR	1	3	5	2	5	11
3	762	Andy Horton	Brad Nichol	NB	9	9	4	3	1	17
4	8045	Augie Diaz	Bob Schofield	BisB	10	17	3	4	4	21
5	8043	Jock Kohlhas	Bruce Hatfield	BisB	2	10	2	12	9	23
6	7225	Hyde Perce	Chuck Nevel	WH	5	15	11	6	8	30
7	8038	John Vanderhoff	Rowan Perkins	NCB	6	4	18	11	12	33
8	7471	John Bainton	Will Christiansen	NB	7	13	13	7	6	33
9	7640	Arthur Anosov	Richard Burgess	TaB	ocs	21	1	8	7	37
10	8080	Fotis E Boliakis	Phil Trinter	CLIS	14	8	26	14	3	39
11	8181	Larry Whipple	Bill Holovesko	PS	3	2	17	19	dnf	41
12	7986	Bill Allen	Ken Allen	WH	16	26	10	9	11	46
13	8112	J Joseph Bainton	Serge Leonidov	NB	13	12	9	27	16	50
14	7995	George Szabo III	Eric Monroe	SDB	18	18	8	16	10	52
15	7369	Steve Haarstick	Todd Schumacher	SL	8	16	14	22	14	52
16	8068	T. de La Villehuchet	Danny Ronan	Mid	21	5	21	13	15	54
17	8087	Kevin McNeil	Kevin Murphy	AN	23	7	12	15	dnf	57
18	8143	Brian Cramer	David Caesar	LOC	11	14	ocs	17	17	59
19	7626	John Finch	Larry Scott	LOC	20	27	7	21	13	61
20	8077	Tom Vandermolen	Dave Jackson	GL	12	6	23	23	dns	64
21	7370	Rob Emmet	Mike Voeltnem	AN	17	24	dns	5	19	65
22	7677	Chris Rogers	Jim Freeman	BisB	22	11	24	10	23	66
23	8113	Gunti Weissenberger	Chris Brown	NCB	15	25	16	20	18	69
24	7228	Joe Zambella	Peter Costa	BH	26	19	15	28	24	84
25	7999	Tiani Hansen	Andres Soliminch	BisB	19	29	25	18	22	84
26	7964	Charles Kohlermann IV	Charles Kohlerman III	NCB	25	20	19	24	25	88
27	7193	William Joyce	Mike Eagen	WLM	27	22	20	25	21	88
28	8000	Harry Walker	John Terrell	BisB	24	23	22	dns	dns	99
29	7934	Karl von Schwarz	Richard Wharton	AN	28	28	27	26	20	101

WINTER CHAMPIONSHIP OF PALERMO

(Campionato Invernale Sud Italia)

By Alessandro Caldarella

The Campionato Invernale Sud Italia consisted of four weekends of racing at Palermo: November 6-7, November 20-21, December 4-5, and December 18-19, 2004.

First weekend, November 6-7: Saturday was a splendid sunny day with 68 knots of wind which permitted only one race. On Sunday it was a beautiful windy day with gusts to 30 knots which permitted 2 races to be completed.

Second weekend, November 20-21: On Saturday a wind of 17-18 knots allowed three splendid races. On Sunday the wind diminished to 12 knots but with large waves. Two more races were completed. Two more teams joined the racing for this weekend, with Pietro D'Ali coming from Genoa.

Third weekend, December 4-5: This event should be called Spring Championship rather than Winter Championship; a splendid sunny weekend with a lovely weather and very

high temperature, 26-27° C on the water. The event was moved to the Gulf of Palermo for the two final rounds under the aegis of the Società Canottieri Palermo, and also under the Sicily Sailing Club supported by the Sailing Race Service which replaced the CUS Palermo.

There were two days of racing with light wind which allowed us to finish 4 races under sometimes very difficult conditions. On Saturday there was only one race with a medium wind of 6 knots: the first team was D'Ali / Caldarella followed by Irrea / Colannino and the Masserdotti / Castelli from Garda Lake. On Sunday, thanks to the high temperature, there were three races with 9 - 10 knots lessening to 6 knots in the last round. The combined two days' results showed that in first place was the team Bruni / Vigna, followed by D'Ali / Caldarella and finally third Irrera / Colannino. The cumulative results after 12 rounds show Bruni / Vigna in first followed by Simeone / Rocca in second and Irrera / Colannino in third.

A second winter series will follow in Naples on Jan. 15-16, Jan. 29-30, Feb. 12-13 and Feb. 26-27, 2005.

Campionato Invernale Sud Italia

Pl.	Boat	Skipper	Crew	Fleet	R1 11/6	R2 11/7	R3 11/7	R4 11/20	R5 11/20	R6 11/20	R7 11/21	R8 11/21	R9 12/4	R10 12/5	R11 12/5	R12 12/5	Points
1	8180	Bruni	Vigna	Pal	2	6	4	1	1	2	1	1	dnc	1	1	1	15
2	8076	Simeone	Rocca	Rom	1	1	2	2	3	1	2	3	5	9	3	2	20
3	8081	Irrera	Colannino	Pal	6	2	1	4	8	6	4	4	2	8	4	3	36
4	8028	Bertorotta	Paxia	--	3	ocs	6	5	5	3	3	2	6	2	10	9	44
5	8200	Improta	Lupoli	--	5	4	raf	6	6	5	ocs	5	8	3	8	7	57
6	7685	D'Ali	Caldarella	Viar	dnc	dnc	dnc	3	2	4	ocs	ocs	1	5	2	5	70
7	8089	Orlando	Piazza	Pal	ocs	dsq	7	7	7	7	5	ocs	7	6	9	8	79
8	8114	Masserdotti	Castelli	Gar	7	5	5	dnc	dnc	dnc	dnc	dnc	3	4	5	6	83
9	7685	Oliviero	Montefusco	Cap	4	3	3	dnc	dnc	dnc	dnc	dnc	ocs	dnc	dnc	dnc	94
10	7063	Montefusco	Castelli	Cap	dnc	dnc	dnc	8	4	dnc	6	6	dnc	dnc	dnc	dnc	120
11	7680	Ritucci	Grassi	Cap	dnc	dnc	dnc	dnc	dnc	dnc	7	dnc	9	7	7	10	120
12	8090	Filippi	Gisbani	Rom	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	4	11	11	ret	138
13	818	DiFede	Caldarella	--	8	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	152

2004 KRISS KRINGLE

San Diego, Dec 11-12, 2004

by Bill Buchan

Almost exactly a year ago, I made the decision buy back Frolic #7260 which was built for the 1988 Olympic trials. (For a discussion of what went into getting #7260 going again see the following article which was written in August.) As things have turned out, I haven't built any Stars since then. In the last 10 years it has had two Canadian owners who took very good care of, what to me, is a special boat. After racing somewhat off and on, with modest success, here in Seattle this past summer, I decided that we, the boat and I, needed to be tested against a different Fleet. I planned on attending the Pacific Coast Championship and Calvin Paige Regattas in San Francisco this past October but I had a nasty cold at the time so those plans were cancelled. Fortunately, Foss Miller decided to leave his boat in Southern California after doing well in the Calvin Paige Regatta, which gave me the incentive to

join him in San Diego for the Kriss Kringle Regatta. I felt that Foss would give Mark Brink and me a good benchmark as we had several good races against them during the summer so we would be able to determine how competitive our Fleet is, also we would know if we were doing better or worse than we had been doing at home.

As things worked out we only raced on Saturday with Foss having a great day with a 2nd and a 3rd to win the Regatta. Benny Mitchell finished second with Will Stout, sailing his first Star Regatta as a skipper, in third place.

Even though we only had a 9 boat fleet, it was a good test for my rebuilt boat, which incidentally is outfitted with a new keel and I came home pleased with our performance. Foss should be very pleased as well as he sailed very well and showed particularly good off wind speed together with his always excellent upwind performance.

For me, it was great to see my San Diego friends, who almost without exception, managed to drop by and say hello. It was great!

2004 Kriss Kringle Results

Pl. No.	Yacht	Skipper	Fleet	R1	R2	Pts.
1	7844 <i>Miller Time</i>	Foss Miller	PS	3	2	5
2	7942 --	Ben Mitchell	LB	1	5	6
3	7630 <i>WAAt WWAT</i>	Will Stout	--	6	1	7
4	7260 <i>Frolic</i>	Bill Buchan	PS	4	3	7
5	8132 <i>Giselle</i>	Vince Brun	SDB	2	6	8
6	7631 <i>T. Corinthian</i>	Erik Lideces	NH	5	4	9
7	7570 <i>Jamba</i>	Chuck Driscoll	SDB	7	7	14
8	7932 <i>Ursula</i>	Kyle Henehan	SDB	8	8	16
9	7710 <i>Bruck</i>	J. Westerheide	ED	9	9	18
10	8077 <i>Foxy Lady</i>	Michael Marzahl	SBC	dnc	dnc	22

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THE REBIRTH OF “OLD FAITHFUL”, #7260

By Bill Buchan
(Written in August, 2004)

Earlier this year I went through a refurbishing of the last boat that I built, #7260. Admittedly, it isn't all that old but boats do get tired with age and need a certain amount of refurbishing after years of use. “Old Faithful” was purchased from its Canadian owner for less than \$5000 US.

I stripped the boat down completely and repainted the boat inside and out. While in the process of rebuilding the boat I thought that maybe I could get better performance with a new keel, so, I flew in a new keel from Folli.

One of the thoughts about the Folli keels is that if the keel is as close as possible to the final shape then less filler is needed to achieve the desired keel shape. This means that the overall density of the keel is greater than one which uses filler to achieve the final keel shape and thus has more righting moment when the boat is in the water.

One of the recent trends in setting up Star boats is to have more weather helm than we used to have. In reattaching the keel to #7260 I am trying the maximum-forward position in order to create more weather helm. Only testing and competition will tell whether this will improve the boat's performance.



Chris Rogers and Bill Buchan setting up “Old Faithful”, #7260, during the 1992 World's

In Memoriam

AGOSTINO STRAULINO

October 10, 1915 – December 14, 2005

The Italian Admiral Agostino Straulino passed away in the military hospital in Rome where he had been for 20 days. On October 10th he celebrated his 90th birthday and he seemed tired but still in good shape. A few days after the party he entered the hospital where he died on 10:00 AM on December 14th.

Sraulino was born at Lussinpiccolo on the island of Lussino in Dalmatia on Oct. 10, 1914 into a family with a longstanding seagoing tradition. At the time the island, which later became Italian and now is part of Croatia, belonged to Austria. In 1934 Straulino entered the Italian Naval Academy as a reserve officer. It was there that he took up sailing Stars against the other officers.

Starting with his first Silver Star in 1938, Straulino, often with Nicolo Rode as crew, compiled an impressive list of victories which continued throughout the 1940's and 1950's. The team of Straulino and Rode won 3 World's Championships (1952, 1953, 1956), 2 second places (1938, 1949) and 1 third place (1954). Straulino, with various crews, represented Italy in five Olympic games, four in Stars, winning Gold (1952) and Silver (1956). His win of the Gold medal was spectacular in that he never finished worse than 2nd in the seven races series, and finished up the event with 3 firsts and 4 seconds. He also won 10 Silver Stars in the European Championship over a period from 1938 through 1959, eight of which were won consecutively between 1949 and 1956. In 1959 Carlo Rolandi, presently a Rear Commodore of the Star Class, became Straulino's crew.

Sraulino's first boat was Star #1540, named *Polluce*, built in 1937 by Cantieri Baglietto of Varazze, Italy. Then, starting in 1949 he had a series of boats named *Merope*. The last one, *Merope IV*, #4176, was an Eichenlaub built in 1959 especially so that he and Rolandi could participate in the 1959 World's at Newport Harbor.

In 1965 Straulino assumed command of the tall ship *Amerigo Vespucci*. In addition, he cruised and raced with Navy school ships. He retired in his mid seventies with the rank of Admiral and moved to Rome.



Agostino Straulino, left, and Nicolo Rode after winning the 1952 World's

OFFICIAL ENTRY FORM GOLD & SILVER EVENTS

International Star Class Yacht Racing Association

2005 Western Hemisphere Championship

April 5-9, 2005

Nassau Yacht Club, Nassau, Bahamas

1. **SKIPPER:** Name _____ Age _____
 Address _____
 _____ Country _____
 Phone _____ Fax _____
 E-mail _____
 Yacht Club _____
 Fleet _____
 ISCYRA Membership: ? Life ? Active ? Isolated (Ref. STCR 29.6)
 ISAF Registered Sailor ID _____ (For Gold Events Only)
 Highest Honour Award of Skipper _____

2. **CREW:** Name _____
 Address _____
 _____ Country _____
 Telephone _____
 E-mail _____
 Fax _____
 Fleet _____
 ISCYRA Membership: ? Life ? Active ? Associate ? Isolated
 ISAF Registered Sailor ID _____ (For Gold Events Only)

3. **SAIL NUMBER** _____
 Indicate national letter code and sail number.

4. YACHT IDENTITY and CERTIFICATION

Yacht Number _____
 Yacht Name _____
 Owner Name _____
 (only if different from skipper)
 Country _____
 Telephone-Home _____
 Telephone-Business _____
 Fax _____
 Fleet _____
 Yacht has approved **Measurement Certificate** on
 file in the Central Office? ? Yes ? No
 Yacht has valid **Yacht Weight Certificate** on
 file in the Central Office? ? Yes ? No

5. TYPE OF ENTRY

Gold Event (World Championship):
 ? District Entry _____ District
 (District number)
 ? Defending Champion
 ? Former World Champion Skipper OR
 Former Olympic Gold Medalist Skipper
Gold or Silver Event (World or Continental Championship):
 ? Fleet Entry _____ Fleet
 (Fleet Name)
Appropriate Officer must sign below.

6. **CERTIFICATION:** I declare that I am a national of the following country, _____ and am therefore eligible to compete for this country in the Olympic Games. I also hereby certify the above entry to be correct to the best of my knowledge and that Skipper and Crew comply with eligibility Rule 26; and ISAF Eligibility Code RRS Appendix 2, Regulation 19. I agree to be bound by *The Racing Rules of Sailing, The International Star Class Yacht Racing Association Rules* and by all other rules that govern this event.

- A. THE SKIPPER:**
1. Is a current paid Active or Life Member of the Class and has been since the beginning of his fleet qualification races.
 2. Is enrolled in the above fleet and has not been enrolled as an Active member in any other fleet for six months prior to the first race.
 3. Has sailed his/her own yacht in at least 5 races in his Fleet waters within the last 12 months.
 4. Is qualified to represent his Fleet or District

- B. THE CREW:**
1. Is a current paid member of the Class as of this date (dues must be in Central Office).

SKIPPER

FLEET OFFICER (Fleet Entry Only)

DISTRICT OFFICER (Dist. Entry Only)

(Signature)

(Signature)

(Signature)

(Date)

(Title)

(Date)

(Title)

(Date)

(Title)

7. Send One Copy to:

International Star Class
 Yacht Racing Association
 1545 Waukegan Road - Ste. 8
 Glenview, IL 60025, USA
 FAX: +1 847 729 0718
 E-MAIL: office@starclass.org

8. Send One Copy to Regatta Organizer:

Nassau Yacht Club
 PO Box N-752
 Nassau, Bahamas
 FAX: 242-393-8184
 Email: star@bahamassailing.org

DEADLINE: March-16, 2005

9. ALL ENTRY FORMS MUST BE FILLED OUT IN DUPLICATE -- One copy to the ISCYRA Central Office and one copy to the Regatta Organizer.
 (entry form REV-04/04)

2005 Western Hemisphere Championship
Nassau Yacht Club-Nassau, Bahamas
Silver Star
April 5th – 9th, 2005
NOTICE OF RACE

1. Rules

The Regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing* for 2005-2008 (RRS) and the rules of the Star Class (STCR). The Organizing Authority is Nassau Yacht Club in conjunction with the International Star Class Yacht Racing Association (ISCYRA). The host fleet is Nassau.

1.1 Decisions of the International Jury will be final in accordance with RRS 70.4.

1.2 The prescriptions of the National Authority, Bahamas Sailing Association shall not apply.

2. Alterations to the Racing Rules

2.1 RRS 32 and RRS 33(b) will be changed to provide that courses will not be shortened.

2.2 RRS 35 will be changed to provide that boats not finishing within 60 minutes after the first boat to finish will be scored "Did Not Finish".

2.3 RRS 62.2 and 66 will be changed to shorten the time for requesting redress and the requesting that a hearing be re-opened on the last day of racing.

2.4 RRS 63.3 will be changed to provide that only the skipper or crew may represent a boat at protest hearings.

2.5 RRS A4.1 will be changed to provide that a boat failing to check in prior to the warning signal will be scored the same as a boat not starting in that race, without a hearing.

3. Advertising

The event is designated Category C, RRS Appendix 1, and Regulation 20. Boats may be required to display Event Advertising on the forward part of the hull.

4. Eligibility and Entry

4.1 Entries eligible in accordance with STCR 21, 26, 29 and 30 may compete.

4.2 Entries shall be submitted on the Official Entry Form not later than March 16th, 2005 to the International Star Class Yacht Racing Association Central Office, 1545 Waukegan Road, Glenview, IL 60025-2185 USA, (847) 729-0630 Fax: (847) 729-0718, and to the Nassau Yacht Club, P.O. Box N752, Nassau, Bahamas, Tel-242-393-5366, Fax-242-393-8184, email: star@bahamassailing.org

4.3 Only skippers and crew eligible to compete under the ISAF Eligibility Code, RRS Appendix 2, Regulation 19, shall be eligible to compete in this regatta.

5. Entry Fee

The entry fee of US\$ 380.00 includes boat and trailer parking, launching, hauling and invitations to social events for skipper and crew. Entry Fee must be paid upon registration at the Nassau Yacht Club. Major credit cards will be accepted with a 3% processing fee.

6. Schedule of Races

April 4th Registration and Measurement

April 5th Registration, Measurement,

April 5th Harry Knowles Series, 3 Races in Montagu Bay

April 6th Spring Series, 1st and 2nd races, off the eastern end of New Providence

April 7th Spring Series, 3rd and 4th races

April 8th Spring Series, 5th and 6th races

April 9th Reserve day

No warning signal will be made after 1400 hours on April 9th.

7. Disclaimer

The Organizing Authority shall require each competitor to sign a waiver for loss, damage or injury to persons or property occurring in conjunction with the regatta or on the property The Nassau Yacht Club.

The Organizing Authority, their members, employees, officers and/or agents shall not be responsible for any loss, damage or injury that may occur to person or property whether ashore or at sea as a consequence of the participation of any boat.

8. Measurement

8.1 Measurement will take place at the Nassau Yacht Club. Each participating boat shall have a valid Measurement Certificate, and Weight Certificate. Only boats that have completed registration, paid all entry fees, and passed the prescribed measurement check procedure by 1500 hours on April 5th are entitled to race. The International Jury may order that a boat be re-checked during the regatta.

8.2 Crews shall demonstrate compliance with crew weight limits in accordance with STCR 31.1.3 prior to 1800 on April 5th. Crews may be re-weighed during the event at the discretion of the Organizing Authority.

9. Sail and Bow Numbers

9.1 Each boat shall show the sail number and national letters as indicated on the Official Entry Form and approved by the Measurer.

9.2 Bow numbers will be assigned and given to each participating boat. They shall be affixed to the hull according to the Sailing Instructions.

10. Sailing Instructions

The Sailing Instructions will be available upon registration.

11. Racing Area

Racing will be conducted in proximity to Montagu Bay and east of New Providence.

12. Courses and Procedures

Courses and procedures will be according to STCR 34.

13. Scoring

The Low Point Scoring System, RRS A, will apply, modified so that each series score will be the total of her races scores with her worst score excluded if more than four (4) races are completed. Six races are scheduled, of which four races shall be required to constitute a series, in accordance with STCR 27.2.

14. Berthing and Hauling

14.1 Boats shall be hauled each day at The Nassau Yacht Club.

15. Prizes

15.1 Perpetual Trophies will be awarded according to STCR 24.

15.2 Series prizes will be awarded to the skipper and crew finishing first through third.

15.3 Master's trophies will be awarded to the skipper and crew finishing first in the Series for skippers aged 50 through 59 before the start of the first race. Competitors in the Master's Division will also compete for Series prizes (see 15.2).

15.4 Grand Master's trophies will be awarded to the skipper and crew finishing first in the Series for skippers aged 60 or over before the start of the first race. Competitors in the Grand Master's Division will also compete for Series prizes (see 15.2).

15.5 Daily prizes will be awarded to the skipper and crew finishing first in each race.

16. Information: <http://www.nassauyachtclub.org/html/star1.htm>

STAR CLASS RULE CHANGES FOR 2005

By Bill Allen, ISCYRA President

Several Star Class Rule changes were voted in by the 2/3 of the membership in the recent balloting. The results are shown below. Many of the changes are purely administrative. Several of the more significant ones are summarized below. They will all take effect January 1, 2005.

Resolution #4 – Unfortunately there is a conflict between resolutions # 1 and #4. Both address the method of determining the members of the IGC. The matter was put to the Judiciary Board. Their decision is that resolution #4 takes precedence. Specifically, the JB decided “Resolution #4 changed rule 14.1 to make at large members appointed rather than elected, and increased their number from 2 to 4. Therefore, there is no need to make the amendment to rule 11.1 put forward by Resolution #1, and it should remain as published in 2004.”

They added that it might be good policy for the president to appoint those “elected.” I hereby appoint Richard Burgess and Christoph Gautschi as IGC members for 2 year terms. They will both be excellent IGC members. The other 2 appointed IGC members will be appointed shortly.

Resolution #5 – The Star Class will embrace and support the 2007 ISAF Combined Olympic Classes World Championship in Cascais, Portugal. The qualifications and racing format may be slightly different than our traditional World Championship. This event will be the only event in the next quadrennial that will not be run strictly according to Star Class rules.

Resolution #8 – The Class can now try alternate formats for specific events (test events) for one year only. No waiver of rules regarding membership, class organization, or administrative procedures will be allowed. This will allow us to try different formats for Blue and Silver events, particularly in small venues, without violating class rules.

Resolution #12 - The Class has voted to change the weight limit (Rule 31.1.3) formula slightly. The new formula is:

Crew weight = $([100 - \text{Skipper's weight}] / 1.5) + 100$ (in kilograms)

For some time now the class has had a rule with a formula, attempting to balance the extra righting moment of a crew in the “droop-hike” position with that of a skipper. The old formula had a “2” in the denominator, which basically corrected for the crew being twice as effective as the skipper.

The class had some technical and empirical analysis done, and submitted a rule change to change the factor. This new one much more accurately balances the righting moment for skipper and crew. The result is a more equitable rule that allows a variety of skipper/crew weight combinations to be competitive.

The impact of this change is minimal. For 100 Kilogram skippers, a maximum 100 kilogram crew is still permitted. For 80 kilogram skippers, a 113 kilogram crew is allowed

(prior rule – 110 kilograms). For 120 kilogram skipper, 87 kilogram crew (prior rule – 90 kilograms)

Congratulations to the elected Star Class Officers, as shown below.

2004 ELECTION RESULTS**International Officers**

IGC Member at Large for the Western Hemisphere (1):
Richard Burgess

IGC Member at Large for the Eastern Hemisphere (2):
Christoph Gautschi

Honorary Officers

Vice Commodores: John Chiarella, Otto Schlenzka

Rear Commodores: Harry H. Adler, Carlo Rolandi, Harry W. Walker

Resolutions

Resolution #	Percent	Pro	Con	Abs.	Total
#1-2004 Passed	93.85%	336	22	7	365
#3-2004 Passed	75.64%	267	86	12	365
#4-2004 Passed	71.72%	246	97	22	365
#5-2004 Passed	82.23%	287	62	16	365
#6-2004 Passed	97.73%	344	8	13	365
#7-2004 Passed	78.39%	272	75	18	365
#8-2004 Passed	74.05%	254	89	22	365
#11-2004 Passed	83.71%	298	58	9	365
#12-2004 Passed	72.80%	265	99	1	365
#13-2004 Failed	42.78%	151	202	12	365
#14-2004 Passed	78.13%	268	75	22	365

2004 FOR 2005 RESOLUTIONS

The texts of the 2004 for 2005 Resolutions on the 2004 ballot which passed are as follows:

#1 - 2004 - submitted by the Cooper River Star Fleet
To amend Rule 11.1 International Officers as follows:
New reading of Rule 11.1:

11.1 International Officers, (in charge of Association business) when elected, shall serve terms of four years, but may serve no more than a total of eight years in such office. The election of the International President, International Secretary and Eastern Hemisphere Member at Large shall occur at a two year interval to the election of the International Vice-Presidents, International Treasurer and Western Hemisphere Member at Large. Such interval was established by an election of the International Vice-Presidents and International Treasurer in the year 2003.

#3 - 2004 - submitted by the Laredo Star Fleet
To amend Rule 11 Association Officers as follows:
Add Rule 11.4:

11.4 All the International Officers, in connection with the International Olympic Committee (IOC) and the International Sailing Federation (ISAF), must work in a coordinate way to maintain the "Olympic Status" for the Class, as pointed out in Rules 23.5.1, 23.5.6 and 40.

#4 - 2004 - submitted by the Tampa Bay Star Fleet
To amend Rule 14.1 International Governing Committee (IGC) as follows:

Replace sentences 2 and 3 of Rule 14.1 with:

The IGC shall consist of the International President, the two International Vice-Presidents, two of the four First Continental Vice-Presidents and four Members at Large, each of whom is now or has been an Association officer, designated by the International President to serve for two calendar years.

#5 - 2004 - submitted by the Tampa Bay Star Fleet

To amend Rule 14.1 International Governing Committee (IGC) as follows:

Add Rule 14.1.7:

14.1.7 Permit the Class to sail in an ISAF-sponsored World Championship sailed under International Sailing Federation (ISAF) and/or International Olympic Committee (IOC) Rules only once per quadrennial.

#6 - 2004 - submitted by the Tampa Bay Star Fleet

To amend Rule 15.9 The Regatta Manager as follows:

In sentence 2, replace the first word "He" with the words "The Regatta Manager".

#7 - 2004 - submitted by the Laredo Star Fleet

To amend Rule 18.1 Star Class Association Rules and 40.3 as follows:

Delete the words (in 18.1) "not later than in the next issue of Starlights" and the words (in 40.3) "in Starlights" and replace both with "on the ISCYRA web page".

#8 - 2004 - submitted by the Cooper River Star Fleet

To amend Rule 18 Amendments as follows:

Add Rule 18.2.1:

18.2.1 The I.G.C. may, upon a majority vote of the IGC, waive or suspend a specific Star Class Rule within STCR 23 through 35, STCR 37 and STCR 40. Such waiver or suspension of Star Class Rules shall be approved by the I.G.C. and published on the Star Class web page not less than 90 days prior to any test Event and shall be effective only for a single Event. STCR 18.2.1 shall not be used to waive or suspend Star Class Rules 1 through 22, STCR 36, STCR 38 or STCR 39.

#11 - 2004 - submitted by the Gluecksburg Star Fleet

To amend Rule 31.1.3 Personnel (Weight Rule) as follows:

In the first sentence after "and all respective Olympic Trial Regattas", add the words "and all International Sailing Federation Grade One Ranking Regattas".

#12 - 2004 - submitted by the Gluecksburg Star Fleet

To amend Rule 31.1.3 Personnel (Weight Rule) as follows:
Change the weight formula to:

In kilograms: $C = [(100 - S) / 1.5] + 100$

#14 - 2004 - submitted by the Buenos Aires Star Fleet

To amend the section Measuring The Star Class Boat as follows:

Add to the end of the Experiments, Peculiarities, and Discrepancies section:

In any series, the Technical Advisory Board, the Certified Measurer and the Series Measurer are responsible for the total observance of what is stated in the previous paragraph.

ISCYRA 2005 FOR 2006 RESOLUTIONS

#1 - 2005 – submitted by the Tampa Bay Star Fleet

To amend **Rule 16.1**. as follows:

Add to Rule 16.1:

If an annual meeting predicts a situation where any fleet or International Officer cannot assure fair representation, the I.G.C. may elect to postpone or reschedule the annual meeting. Any rescheduling of the annual meeting shall be posted on the Class website no sooner than 90 days prior.

REASON: To allow the I.G.C. to decide if an annual meeting is fairly represented. Annual meetings fall in situations where timely resolutions cannot be made in reasonable time frames.

#2 - 2005 – submitted by the Cooper River Star Fleet

To amend **Rule 18.1. Star Class Association Rules** as follows:

After the first sentence of paragraph three in Rule 18.1,
add:

However, the total number of votes cast on it must be at least one third of the total number of eligible voters at the time the votes were cast.

REASON: A resolution, before being submitted to the Class as a whole, should not be passed on to the Class members unless it has passed a quorum test.

#4 - 2005 – submitted by the Annapolis Star Fleet

To amend **Rule 27.1. The World Championship...** as follows:

Rule 27.1. The World Championship shall consist of a **minimum of** six completed races. A race postponed, abandoned or incomplete will be rescheduled and resailed as soon as possible. There shall be two reserve days for possible resails. ~~Not more than two races shall be sailed on any one day.~~ A series not completed at the end of the second day following the date of the last regularly scheduled race shall be canceled. Notwithstanding the foregoing, if five races have been completed in a series which would otherwise be canceled pursuant to the preceding sentence, and if the leading boat has scored finishes which render it mathematically impossible for any other boat to defeat her even if a sixth race were sailed, then the series should count as the World Championship.

REASON: Proposed course formats suggest number of races per day.

#5 - 2005 – submitted by the Annapolis Star Fleet

To amend **Rule 27.2. The Continental Championship...** as follows:

Rule 27.2. The Continental Championship shall consist of six scheduled races. A race postponed, abandoned or incomplete will be rescheduled and resailed as soon as possible. There may be one reserve day for possible resails provided that such option is stated in the Notice of Race. ~~Not more than two races shall be sailed on any one day.~~ The race committee shall make every reasonable effort to complete six races within the

published date (including reserve day if any). If it is not possible to complete four races, the series shall be canceled.

REASON: Proposed course formats suggest number of races per day.

#6 - 2005 – submitted by the Wilmette Harbor and Tampa Bay Star Fleets

To amend **Rule 29.3.2. Third method for qualifying to the World Championship** as follows:

Delete the last sentence of Rule 29.3.2., “This rule expires on December 31, 2005.”

REASON: This rule, which is destined to expire at the end of 2005, has worked well and is particularly useful in providing entry to the World Championship for localities where fleets have not yet taken hold. It should not be allowed to expire at the end of 2005.

#7 - 2005 – submitted by the Tampa Bay Star Fleet

Add Rule 29.4.1.:

29.4.1. Additional entries to the World Championship may be allowed for no more than two International Officers.

REASON: International Officers travel to the World Championship at their own expense for annual meetings and should be allowed to compete.

#8 - 2005 – submitted by the Lake Sunapee Star Fleet

To replace **Rule 31.1.3. Personnel (Weight Rule)** as follows:

Rule 31.1.3. For Gold, Silver, Blue and Green events, Fleet Qualifications, the Olympic Regatta, and all respective Olympic Trial Regattas, the total crew weight of skipper and crew will not be more than 204.12 kilograms (450 pounds).

REASON: The reason for this change is to make it more reasonable for all competitors to obtain crews and/or skippers. The present rule is too confining and complicated. It also favors heavier skippers and drastically affects the total crew weight (skipper and crew) allowable. Example: skipper 180 lbs. – crew 240.69 = 420.69, skipper 250 lbs. – crew 205.69 = 455.69.

#9 - 2005 – submitted by the Cooper River Star Fleet

To amend **Rule 31.1.3. Personnel (Weight Rule)** as follows:

Rule 31.1.3. For Gold, Silver, and Blue events, Olympic Regattas, and all respective Olympic Trial Regattas, the total crew weight of skipper and crew will not be more than 200 kilograms.

REASON: The reason for this change is to make it more reasonable for all competitors to have equal righting moment. The present rule is too confining and complicated.

#10 - 2005 – submitted by the Roma Star Fleet

To replace **Rule 31.1.3. Personnel (Weight Rule)** as follows:

Rule 31.1.3. For Gold, Silver, and Blue events, Fleet Qualifications, the Olympic Regatta, and all respective Olympic Trial Regattas, the total weight of skipper and crew will not be more than 190 kilograms maximum.

REASON:

1. The total crew weight with a light skipper may differ almost 30 kilograms from the total weight with a heavy skipper making heavy skippers faster.
2. The current weight formula was adopted before battened trousers were allowed. Currently with the use of battened trousers, skippers may hike harder; therefore, the current weight formula favors heavier skippers.
 3. With the same crew weight, all the boats would have the same flotation water length.

#11 - 2005 – submitted by the Annapolis Star Fleet

To amend **Rule 34.3. Courses** as follows:

34.3. Courses.

34.3.1. Course 0, 1, 2, 3 and 4 are described below. In Gold and Silver events, Course 0, 1, 3 or 4 shall be used; Course 2 may be used in Silver events if requested by the sponsoring fleet and approved by the Continental Committee. In Blue and Green events, Course 0, 1, 2, 3 or 4 shall be used. No course may be shortened. In C events and qualifications the above courses are not mandatory and may be shortened.

34.3.2. Course 0.

Click to enlarge image. *Delete all wording except for description of course. Add “See STCR 34.3 for further course description.”*

An isosceles right angled triangle, followed by a windward and return, and finishing on a final windward leg, the right angle mark being omitted after the first round, ~~totaling approximately 10.8 nautical miles (hereinafter referred to as n.m.). Recommended length of windward leg, 2 n.m.; of second and third legs, each 1.4 n.m.~~

34.3.3. Course 1.

An isosceles right angled triangle, followed by a windward and return, the right angle mark being omitted after the first round ~~totaling approximately 10.6 n.m. Recommended length of windward leg, 2.4 n.m.; of second and third legs, each 1.7 n.m.~~

34.3.4. Course 2.

Two isosceles right-angled triangles, with a windward and return in between, the right angle mark being omitted during the second round, and finishing on a final windward leg, ~~totaling approximately 10.1 n.m. Recommended length of the windward leg, 1.3 n.m.; of the second and third legs, each 0.9 n.m.~~

Click on image to enlarge Courses 1 and 2. *Delete all wording except for description of course. Add “See STCR 34.3 for further course description.”*

World Championship

Olivos, Buenos Aires, Argentina
 Entry Deadline: 13 January 2005
 Date: 8 - 20 Feb. 2005 (Races 1 - 6 --- Feb. 12 - 19)
 Club Nautico Olivos
 Juan Bautista Alberdi y Rio de la Plata
 1636 Olivos, Buenos Aires, Argentina
 Direct Championship Line: +54 11 4794 7799, c/o
 Carolina Freitag
 Phone: +54 11 4799 9553 Fax: +54 11 4799 8788
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carolina@starclass.com.ar
 Website: www.starworld2005.com

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2005 REGATTA SCHEDULE

Date	Org.	Event
Jan 05 - 09	ISCYRA	South American Championship
Jan 08 - 09	Dist. 20	Levin Memorial
Jan 10 - 15	Dist. 11	Sail Melbourne International Regatta
Jan 15 - 16	Dist. 14	Campionato Invernale Star di Santa Marinella
Jan 15 - 27	Dist. 14	Campionato Invernale Sud Italia Naples
Jan 15 - 16	Dist. 5	Brown Star
Jan 22 - 23	Dist. 20	Biscayne Trophy
Jan 24 - 28	ISCYRA	Rolex Miami OCR
Feb 08 - 20	ISCYRA	2005 World Championship
Feb 12 - 13	Dist. 20	ZAG Masters Regatta
Feb 13	Dist. 14	Campionato Invernale Star di Santa Marinella
Feb 19 - 20	Dist. 20	Fort Myers Regatta
Feb 19 - 20	Dist. 5	SCYA Midwinter
Mar 06 - 11	Dist. 20	2005 Bacardi Cup*
Mar 06	Dist. 14	Campionato Invernale Star di Santa Marinella
Mar 25 - 27	Dist. 5	ABYC Olympic Classes
Apr 05 - 09	ISCYRA	Western Hemisphere Championship
Apr 16 - 17	Dist. 5	Green Star/Ahmanson Cup
Apr 22 - 29	ISCYRA	Semaine Olympique Francaise
May 14 - 22	ISCYRA	Eastern Hemisphere Championship
May 14 - 15	Dist. 5	Dist. 5 Championship / Rollins Bowl
May 14 - 15	Dist. 1	Indian Harbor Y. C. Regatta
May 26 - 29	ISCYRA	Spa Regatta

*Please note: you need to pre-register for the Bacardi Cup. See the Star Class web page.

For further information on these events, including NOR's and entry forms, go to:

www.starclass.org

If you cannot download the necessary forms please contact your Fleet or District secretary, or alternatively contact the Central Office. (Contact information in next column.)

2005 WORLD'S SCHEDULE

Date	Program	Time
February 8	Registration	
February 9	Measurements & Registration	
February 10	Measurements & Registration	
February 10	IGC Meeting	0900 hs
February 10	Annual Meeting	1830 hs
February 11	Measurements & Registration	
February 11	Tune Up Race	1500 hs
February 12	First Race	1500 hs
February 13	Second Race	1500 hs
February 14	Third Race	1500 hs
February 15	Fourth Race	1500 hs
February 16	Lay Day	
February 17	Fifth Race	1500 hs
February 18	Sixth Race	1500 hs
February 19	First Reserve Day	
February 20	Second Reserve Day	

2005 MEETINGS AT THE WORLD'S

There will be the following meetings at the 2005 World's:
 The ISCYRA International Governing Committee (IGC) / Class Management Committee (CMC) Meeting will be held on 10 February 2005 at 9:00 am [0900 hs] at Yacht Club Olivos.
 The ISCYRA Annual Meeting will be held on 10 February 2005 at 6:30 pm [1830 hs] at Club Nautico Olivos.

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SEND US YOUR MATERIAL

To submit material to Starlights please contact:
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 Milford, CT 06460-7515
 203 882 9428 / d.bolles@worldnet.att.net
 To submit material for the Star Class web page please contact Melinda Berge, Webmaster and LOG editor, at webmaster@starclass.org

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Starlights



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