

Fleets: 183

Yachts: 8240

# Starlights

Fall, 2005

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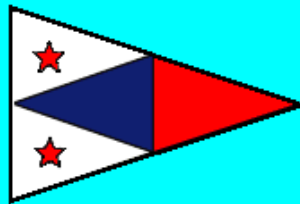


**2006  
STAR CLASS**



**WORLD'S CHAMPIONSHIP**

To be held at the  
Saint Francis Yacht Club



San Francisco, California  
Host Fleet: West San Francisco Bay

Entry Deadline: September 1, 2006

September 27 - October 8, 2006  
St. Francis Yacht Club  
On the Marina  
San Francisco, CA 94123  
USA

(Races 1 - 6 --- October 1 - 6)

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Photo by John Rumsey

John Dane &amp; Austin Sperry at the WH Spring's

**On the Cover:**

John Rumsey, the Principal Race Officer at the Nassau Western Hemisphere Championship, had his digital camera aboard the Race Committee boat and took some spectacular photos. One of the most spectacular is that of Paul Cayard and Brian Sharp crossing the finish line in the 5<sup>th</sup> race.

# Starlights

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## PRESIDENT'S INTRODUCTION to the Fall Starlights Magazine

The past year has been very active and exciting for the Star Class. With our selection as Olympic equipment for the 2008 games in China, the class has reaffirmed itself as one of the most competitive and elite international classes. We continue to attract the best sailors from around the world, as evidenced by the influx of champions from other classes at our 2005 World and Continental championships. We look forward to participating in the top international multi-class events over the next 3 years; particularly the ISAF 2007 Combined World Championships in Cascais, Portugal.

But the strength of our class has always been in our fleets and districts around the world. We have over 3000 members sailing in more than 30 countries, most of whom are sailing the Star for the pure enjoyment of the boat. We are virtually the only class that has successfully combined world-class competition with weekend warrior racing.

The Class has several initiatives underway to help with increasing participation at the local level. In several districts, "older boat" fleets have been established, and are providing an opportunity for new sailors to get their feet wet with limited investment. The class is actively participating in several Offshore One Design regattas, and expects

to continue to race in multi-class events, where envious sailors in other classes can see first hand how much fun we have. We are also planning some events for new members, particularly among the younger sailors. The class officers will do everything they can to promote such events; but it always takes a "champion" at the local level to make it happen successfully.

I would encourage everyone in their fleet and district meetings to be very creative in developing events and formats that increase participation and overall enjoyment, both on and off the water.

I hope you enjoy this annual fall issue of Starlights. We have included summaries of our major events of the past year, along with some technical and sailing articles, some traditional stories, class news and 2006 schedule information. There should be something of interest to everyone.

I have continued to sail Stars for over 40 years because of the competition and the camaraderie of the sailors, both locally and throughout the world. We truly have the best sailors, and the most interesting, friendly people of any class. I hope to see many of you at our national and international events in 2006.

Good Sailing

Bill Allen  
Star Class President



Photo by Jan Walker

A portion of the starting line at the 2005 World's Championship



## BISCAYNE TROPHY

January 22-23, 2005

Report by Carroll McCallum

Photos by Jan Walker

Olympian Bill Parks was the first boat to sail out for the races in the light southeasterly air on Saturday. Sunscreen was in order all day. Crews stayed in the boats or leaned chest down on the weather deck. Both races were course 4 and the second race started with the wind at exactly 180.

The awesome Augie Diaz was out in front all day. It was striking that while Augie and various others got away, the rest of the fleet stayed in close competition, finishing in a tight pack, like hounds pursuing foxes.

On the run back to the hoists Bill Parks serenaded the sunshine and the boats around him. For anyone working on their boat Saturday night there was more music, provided by a big party going on at the Biscayne Bay Yacht Club.

Sunday's forecast was for a front to come through from the northwest bringing unusual cold. The sky was overcast and the wind 14 to 16. Crews suited up and got soaked, but the water temperature was high in the 60s, so it wasn't ever cold. Andy Macdonald gloriously port tacked the fleet at the start. As he crossed several boat lengths to weather of the starboard tack boats on the line you could see his grin.

There was one race, course 4 again and no recalls, so it was a fast day. Those going home to shovel snow had to be envious of the crews leaving their sail on the boom for the Olympic Classes Regatta starting next day.

The winner of the event was Augie Diaz with Bob Schofield as crew. Second were Andy Macdonald and Austin Sperry and third were Luca Modena and Sergio Lambertenghi.



Augie Diaz and Bob Schofield  
get their trophies.

Below: Andy Macdonald and Austin Sperry port-tack the fleet.



**MIAMI OCR**

January 24-28, 2005  
 Photos by Jan Walker

On the day following the Biscayne Trophy 40 Stars participated in the Miami OCR. Jan Walker was on hand to take some beautiful photos, as shown here. The winner of the event was Andy Horton with Brad Nichol as crew. Freddy Lööf and Anders Ekström were second and Vince Brun and Doug Brophy were third.



Above: Brad Nichol, left and Andy Horton getting their winners' medals.

Left: Andrew Beadsworth and David Carr bailing out of a start which became a general recall.

Below: a group of Gold Stars on their way to the offset mark: Mark Reynolds and Phil Trinter in 8129, Freddy Lööf and Anders Ekström in 8191, Eric Doyle and Brian Sharp in 8163 and leading the pack Vince Brun and Doug Brophy in 8132.





## WORLD'S CHAMPIONSHIP

February 8-20, 2005  
Buenos Aires, Argentina  
Photos by Jan Walker

Fifty-two boats from 18 countries and 27 fleets gathered at the Club Nautico Olivos in Buenos Aires for the 2005 Star Class World's Championship. The Argentineans hosted a fine regatta. The entertainment was first class complete with carnes asadas at the barbeque held on the lay day and an elaborate Awards Ceremony.

The sailing conditions were fabulous. The wind was absolutely steady with good solid pressure creating fun swells. There was only one course change during the entire regatta. The racing was world-class fun for the sailors as well as world-class competition level. After each day on the water there were lots of big grins and animated post-race discussions as a result of the really exciting tight racing.

Xavier Rohart and Pascal Rambeau won their second Gold Star by sailing a very consistent series. Second and third were former Gold Star winners Torben Grael / Marcelo Ferreira and Iain Percy / Steve Mitchell.

At the Awards Ceremony endless trays of appetizers were carried through the crowd and beverages of all kinds flowed freely. Just after midnight, presentations began for the many awards and trophies of the Star World's. This culminated about an hour later with on-stage celebration by the three top teams. Argentine hospitality continued on into the night, with the older crowd starting to leave about 2 a.m.



Carnes asadas being prepared for the hungry skippers and crews.



Xavier Rohart and Pascal Rambeau collecting one of their many trophies.



Iain Percy and Steve Mitchell in their brightly colored Star 8144



Xavier puts on his Gold Star.

## 2005 WORLD'S CHAMPIONSHIP

February 8-20, 2005

Buenos Aires, Argentina

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	8107	Xavier Rohart	Pascal Rambeau	NI	6	1	3	2	2	2	10
2	8210	Torben Grael	Marcelo Ferreira	Gua	1	6	8	1	4	3	15
3	8144	Iain Percy	Steve Mitchell	SO	dnf	2	2	13	1	1	19
4	8191	Fredrik Lööf	Anders Ekström	Bk	2	4	6	6	7	4	22
5	7879	Philippe Presti	Jean Phillippe Saliou	FdeSA	5	9	4	3	6	10	27
6	8127	Robert Scheidt	Bruno Prada	GuB	10	8	1	5	13	7	31
7	8170	Roy Heiner	Alex Breuseker	Hol	3	7	10	ocs	8	6	34
8	8145	Afonso Domingos	Bernardo Santos	CP	14	5	9	9	3	11	37
9	8129	Mark Reynolds	Phil Trinter	SDB	7	3	11	16	16	5	42
10	7836	Iain Murray	Andrew Palfrey	LMac	8	12	5	8	21	12	45
11	7995	George Szabo III	Brian Fatih	SDB	9	11	13	17	9	8	50
12	8180	Francesco Bruni	Guido Antar Vigna	Pal	12	10	14	12	5	14	53
13	7213	Julio Labandeira	Valentin Thompson	OL	17	dnf	17	4	19	9	66
14	8031	Luca Modena	Sergio Lambertenghi	SG	18	17	7	14	10	18	66
15	8163	Eric Doyle	Brian Sharp	SDB	13	16	12	15	15	13	68
16	8028	Maurice O'Connell	Ed Peel	IRL	11	14	18	22	12	16	71
17	7581	Roberto Bermudez	Manrique Domingo	P-San	16	23	16	10	14	31	79
18	8158	Max Treacy	Anthony Shanks	IRL	4	15	29	18	20	dns	86
19	8169	Alberto Zanetti	Mariano Lucca	OL	20	13	dnf	19	17	21	90
20	8046	Lars Grael	Marco Lagoa	Par	15	28	15	20	18	24	92
21	8215	Larry Whipple	Mark Strube	PS	19	18	20	28	23	17	97
22	8098	Guillermo Altadill	David Vera	P-San	21	22	21	21	ocs	15	100
23	8109	Peter Ficker	Marcelo Jordao	Gua	28	27	28	7	11	28	101
24	8070	Juan Kouyoumdjian	Juan Pablo Engelhard	--	22	21	22	24	22	23	110
25	7986	Bill Allen	Brad Lichter	WH	24	26	19	26	31	19	114
26	7907	Fabian MacGowan	Federico Calegari	OL	dnf	24	23	11	35	27	120
27	8143	Brian Cramer	Iain Greensmith	LOC	26	19	24	dnf	25	29	123
28	8117	Alessandro Pascolato	Ronald Seifert	GuB	25	30	33	23	24	30	132
29	7871	Marcelo Fuchs	Fabio Kraiczzyk	SP	27	29	35	30	29	20	135
30	7901	Mahesh Ramchandran	Nitin Mongia	IND	23	20	37	dnf	30	32	142
31	7226	Guillermo Calegari	Nicolas Rosas	OL	dnf	35	36	27	32	25	155
32	7700	Eduardo Farre	Santiago Sharpin	OL	32	33	26	39	27	dnc	157
33	7316	Alejandro Chometowski	Hernan Celedoni	BA	31	25	25	25	dnf	dnf	159
34	7774	Andre Mirsky	Marco Aurelio Sa Ribeiro	Par	33	37	39	32	26	34	162
35	8016	Hubert Rauch	Sergey Horetski	And	35	36	32	37	34	26	163
36	8183	Antonio Tamburini	Albino Fravezzi	FDM	29	43	30	36	36	35	166
37	7237	Lucio Boggi	Andrea Tarabella	Viar	36	31	31	34	40	37	169
38	7534	Pablo Gianelli	Jorge Caviglia	OL	dnf	ocs	27	31	39	22	172
39	7909	Jorge Perez	Enrique De La Torre	OL	34	34	38	33	43	38	177
40	7717	Peter Erzberger	Hans Jurg Saner	TB	dnf	39	40	29	38	33	179
41	8122	Claude Bonanni	Richard Burgess	TaB	38	32	41	38	33	dnc	182
42	6924	Alejandro Cherro	Ariel Simonet	OL	dnf	38	42	41	41	36	198
43	7899	Mike Milner	Matthew Johnston	LOC	30	dnf	43	ocs	28	dnf	207
44	8008	Luis Bustelo	Jualian Gazari Barroso	OL	37	42	45	42	46	43	209
45	8211	Juan Jose Percossi	Juan Pablo Percossi	BA	dnf	dnc	34	35	37	dns	212
46	7650	Tomas Hornos	Hector Longarella	BH	dnf	41	46	43	42	40	212
47	7946	Herman Weiler	Steffen Rutz	Neu	40	44	47	40	47	42	213
48	6926	Martin Costa	Federico Mera	BA	dnc	40	48	44	44	41	217
49	7736	Eduardo Soraide	Corrado Cristaldini	OL	39	dnf	44	dnc	45	39	220
50	7106	Vicente Gimeno	Jorge Zuazola	CHI	dnc	dnf	dnc	45	48	44	243
51	7517	Tomoya Hotta	Takashi Hotta	JPN	41	45	raf	dnc	dnc	dnc	245
52	5235	Guillermo J Calegari	Patricio Homps	BA	dnc	dnf	dnf	dnf	49	dnc	261



**BACARDI CUP**

March 6-11, 2005

Coral Reef Yacht Club

Photos by Jan Walker

Sixty-nine boats from 38 fleets from throughout the world participated in the 68<sup>th</sup> running of the Bacardi Cup. Despite the trying wind and weather conditions Mark Mendelblatt and Mark Strube of the local Biscayne Bay Fleet won the event with consistent sailing, never finishing worse than 5<sup>th</sup>.

Because of his years of commitment to seeing that the Bacardi Cup regatta be run with style, Tito Bacardi was honored by having a new trophy created in his name, the Trofeo José Argamasilla Bacardi, to be awarded to the winning crew. The trophy was donated by the Coral Reef Yacht Club, and Mark Strube is its first winner.

## 2005 BACARDI CUP

Top 10 out of 69 boats

Pl.	No.	Skipper	Crew	Fleet	Points
1	8157	Mark Mendelblatt	Mark Strube	BisB	14
2	8207	Howie Shiebler	Anson Stookey	WSFB	18
3	7988	Peter Bromby	Rick Peters	BER	20
4	8222	Rick Merriman	Brad Nichol	SDB	26
5	8184	John MacCausland	Brian Fatih	CR	31
6	8132	Vince Brun	Doug Brophy	SDB	33
7	7829	George Szabo III	Christian Finnsgård	SDB	36
8	8162	Andy MacDonald	Austin Sperry	NH	38
9	8145	Alfonso Domingos	Bernardo Santos	CP	44
10	8045	Augie Diaz	Bob Schofield	BisB	46



Mark Strube and Mark Mendelblatt flanking PRO Rich Raymond and the Bacardi Cup.

Left and below: action at the windward mark.



## THE SPRING SILVER STAR EVENTS

The Spring Silver Star Events, now renamed the Western Hemisphere Championship and the Eastern Hemisphere Championship, could not have taken place in more widely different venues. The Western Hemisphere's took place on the sun-filled ocean off Nassau, and the Eastern Hemisphere's was held on the alpine lake of Thunersee, Switzerland. The event at Nassau provided plenty of wind every day, so often a hallmark of sailing in the Bahamas, and the event on Thunersee provided what would be considered typical lake sailing. Yet, despite the difference in venues, both events epitomized the wide range of Star sailing done throughout the world.

### THE WESTERN HEMISPHERE CHAMPIONSHIP

April 5-9, 2005

Nassau, Bahamas

John Rumsey, a long-time Star sailor originally hailing from San Francisco, was asked to be the Principal Race Officer at Nassau for the Western Hemisphere Championship. He had his digital camera aboard the Race Committee boat and took some spectacular photos. One of the most spectacular is that of Paul Cayard and Brian Sharp which is used as the cover photo of this magazine. They are shown finishing the 5<sup>th</sup> race in first place with enough points to clinch the series. Given that the wind was pretty strong Paul decided that doing a 6<sup>th</sup> race could

be a risk to the rig so that they just "kept the boat on a plane and headed for the barn."

Another good photo is that of Mark Reynolds and Anders Ekström which is used in the technical article about flying the jib higher. See page 24.

A nice group photo was taken at the start of a race. Howie Shiebler and Hal Haenel (8207) are in the foreground. Also visible are John MacCausland and Brian Fatih in 8184 and George Szabo III and Eric Monroe in 7995.



### 2005 WESTERN HEMISPHERE CHAMPIONSHIP

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	8159	Paul Cayard	Brian Sharp	WSFB	2	2	2	2	1	dns	9
2	8218	John Dane III	Austin Sperry	MoB	3	1	6	3	3	dns	16
3	8222	Rick Merriman	Steve Mitchell	SDB	5	11	5	1	6	1	18
4	8157	Mark Mendelblatt	Mark Strube	TaB	7	5	1	4	9	2	19
5	8168	Ross Macdonald	Mike Wolfs	EB	4	4	4	13	4	4	20
6	8156	Andy Horton	Brad Nichol	NB	1	6	7	8	2	7	23
7	8129	Mark Reynolds	Anders Ekström	SDB	10	9	3	5	8	3	28
8	8207	Howard Shiebler	Hal Haenel	WSFB	11	3	10	6	5	8	32
9	7995	George Szabo	Eric Monroe	SDB	6	8	8	9	13	9	40
10	8045	Augie Diaz	Bob Schofield	BisB	12	12	12	11	7	5	47
11	8184	John A MacCausland	Brian Fatih	CR	9	7	20	7	15	11	49
12	7953	Andy Beadsworth	David Carr	Solent	8	14	11	10	10	10	49
13	8215	Larry Whipple	Phil Trinter	PS	15	20	14	12	12	6	59
14	8176	Steven Kelly	Bill Holowesko	N	20	13	9	21	18	rdg	72
15	8028	Maurice O'Connell	Edmund Peel	IRL	17	18	19	14	11	14	74
16	8143	Brian Cramer	Iain Greensmith	LOC	14	15	17	17	20	rdg	75
17	8112	Joseph J Bainton	Tod Raynor	NB	21	22	13	15	16	12	77
18	7471	John J Bainton	Chris Rogers	NB	13	10	15	16	dns	dns	80
19	8084	Robert Teitge	Richard Burgess	DR	24	17	18	19	19	15	88
20	8087	Kevin McNeil	Seth Mininger	An	22	16	21	20	14	dnf	93
21	7225	Hyde Perce	Kevin Murphy	WH	19	21	dnf	dns	17	13	96
22	8177	Karl Anderson	Peter Hopple	BH	16	23	16	18	dnf	dns	99
23	8189	William A Fields	Arthur Anosov	SMB	23	dnf	22	22	21	dnf	114
24	7726	Jimmie Lowe	Andrew Higgs	N	18	19	dns	dns	dns	dns	115
25	8122	Claude Bonanni	Philip Sinner	TaB	25	24	23	23	dns	dns	121



## THE EASTERN HEMISPHERE CHAMPIONSHIP

May 14-22, 2005

Thunersee Yacht Club

Arie van Harwegen den Breems from the Medemblik fleet and Brad Nichol from the Lake Sunapee fleet sailed together at the Eastern Hemisphere Championship. Brad sent out reports via e-mail on the progress of the event, and attached photos which was a nice touch. The photos were taken by Arie and show something of his calling as an art dealer. The two photos below are two different views of the Thunersee Yacht Club. Note the snow in the mountains in the background. One morning the contestants awoke to find that the snow line had descended to only a few hundred meters above the lake level. No reports of anyone having taken off to go skiing!

Due to the surrounding mountains the winds on the lake's surface proved to be tricky and provided for interesting racing. Robert Stanjek and Markus Koy of Germany, sailing 7971, won what became a four race series, having among their scores two first places in the first two races.

Below are a couple of shots of the Thunersee Yacht Club, one with the snow cap mountains in the background.



The next photo below shows the boats all in the water and neatly line up.



The Star Bar seems to have been a favorite watering hole during the event. In the next photo standing in front of the Star Bar are Eric Monroe of California, who crewed for Daniel Wyss of Zurich, and Brad Nichol (in the white shirt).



The next photo from the Star Class website shows one of the starts at the eastern Hemisphere Championship. Note that the snow line had come down the mountainside.



Photo © Ueli Meier



2005 EASTERN HEMISPHERE CHAMPIONSHIP  
 May 14-22, 2005  
 Thunersee Yacht Club

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	Points	
1	GER 7971	Robert Stanjek	Markus Koy	BF	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 van Harwegen den 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	Markus 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	Mangfred 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

**EUROPEAN CHAMPIONSHIP**

by Jan Walker

Photos by Jan Walker

August 8-12, 2005

Varberg, Sweden

Varberg is in a beautiful area of Sweden with a clarity of light that makes even "ordinary" scenes almost breathtaking. The regatta was held at the town yacht club, which is on a point of land opposite the town and its famous old fortress/museum. Impressive facilities and above all lots of space! The event was well organized, with dozens of cheerful volunteers to prevent problems and serve up vats of food when hungry sailors come back from the course. The Swedes were wonderful, warm, welcoming, demonstrating their skill and experience in hosting this regatta.



Sunday, August 7

The scheduled afternoon practice race was cancelled due to very threatening weather forecast and conditions. Then, as these things often happen, the weather cleared by the coast and some boats went out to practice. In the evening, opening ceremonies were held in town, complete with flag bearers and a band concert. This was followed indoors by a fine buffet and welcoming remarks from ISAF president Goran Petersson. Also attending was the legendary Pelle Petterson, industrialist and yacht designer, sponsor and Star sailor (world champion and two Olympic medals).

Monday, August 8

Winners, Race 1:

Mark Mendelblatt / Mark Strube

Winners, Race 2:

Afonso Domingos / Bernardo Santos

This was the first day of racing with two races scheduled. The weather looked quite threatening at first but gradually cleared to visually gorgeous conditions. The winds however were another story -- from the south rather than the usual northwest, becoming progressively lighter during the day and tricky in constant chop and current. The first beat of the second race took a full hour and it was not clear that the race would actually be completed within the time limit.

Tuesday, August 9

Winners, Race 3 &amp; 4:

Iain Percy / Steve Mitchell

The second day had two races scheduled. Very different conditions, with the wind back to its normal northwest direction and strong current left over from the earlier south winds. Two races were completed, with steadily increasing winds and seas. Sailors endured postponement, general recalls, and various stresses on their rigs. As the pictures show, the racing was fast and exhilarating with crowded noisy mark roundings.



Close action in Races 3 &amp; 4

Wednesday, August 10

After those challenges, people really needed the lay day. The day was gray and quiet, with some heavy rain at times.

Thursday, August 11

Winners, Race 5:

Daniel Stegmeier / Beat Stegmeier

For the fifth race the winds were moderate with big seas at an angle to the wind and strong currents underneath. The start featured three general recalls, one under black flag, before a successful start. At the end of the day, Percy & Mitchell had wrapped up first place in the championship and were able to sit out the final day of racing.

Friday, August 12

Winners, Race 6:

Alexander Hagen / Kai Falkenthal

Dull drizzly conditions in the morning, which didn't improve any as the day went along -- decreasing winds with increasing rain. Finally at the end of the day, there was some serious racing for the hoists under full downpour. Starting was a challenge today, with the race finally taking off on the sixth try after five general recalls, two of them under black flag. After five legs, Alexander Hagen won both the race and the Masters' title.



Iain Percy and Steve Mitchell  
during the 5<sup>th</sup> race.

**...shot with an artist's eye...**

Photographs by Jan Walker

Photos of the 2005 World's, 2005 European Championship,

2005 North American's and other Star events available on:

[www.RegattaActiveImages.com](http://www.RegattaActiveImages.com)





## 2005 EUROPEAN CHAMPIONSHIP

Pl.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Total
1	8144	Iain Percy	Steve Mitchell	SO	5	5	1	1	6	dns	18
2	8227	Fredrik Lööf	Anders Ekström	Bk	3	22	7	3	5	3	21
3	8107	Xavier Rohart	Pascal Rambeau	NI	2	43	14	2	2	8	28
4	8157	Mark Mendelblatt	Mark Strube	TaB	1	ocs	2	9	17	2	31
5	8170	Mateusz Kusznierewicz	Dominik Zycki	Isol	14	12	5	6	3	12	38
6	8147	Benny Andersen	Mogens Just	DF	4	27	9	4	12	13	42
7	8149	Alexander Hagen	Kay Falkenthal	Glu	17	3	13	13	19	1	47
8	8226	Hans Spitzauer	Adi Luzlbauer	Bal	9	9	3	7	20	22	48
9	8145	Afonso Domingos	Bernardo Santos	CP	6	1	12	17	16	dns	52
10	8108	Mats Johansson	Leif Moeller	Kal	7	20	18	8	15	5	53
11	7990	Daniel Stegmeier	Beat Stegmeier	TB	21	53	17	16	1	9	64
12	8028	Maurice O'Connell	Ed Peel	Isol	33	25	10	15	7	10	67
13	7971	Robert Stanjek	Markus Koy	BF	44	6	4	5	bfd	16	75
14	7991	Mattias Miller	Frithjof Kleen	UB	16	23	6	12	23	34	80
15	8129	George Szabo III	Christian Finnsgård	SDB	24	8	8	11	34	29	80
16	8076	Luca Simeone	Ferdinando Colaninno	Rom	8	45	21	25	8	18	80
17	8025	Andy Beadsworth	David Carr	SO	13	28	dnf	10	33	14	98
18	8191	Ante Razmilovic	Mike Wolfs	NFB	25	38	19	20	21	21	106
19	8040	Giulio Gatti	Corrado Cristaldini	IC	11	48	20	dnf	4	24	107
20	7290	Rustan Carlstrom	Lars Edwall	Kal	20	14	42	32	rdg	bfd	120
21	8141	Hubert Merkelbach	Oliver Vitzthum	UB	22	44	15	14	25	bfd	120
22	8030	Pierpaolo Cristofori	Menuele La Porta	Rom	37	dsq	16	27	31	15	126
23	7812	Bo Staffan Andersson	Michael Broad	Balt	12	61	35	26	30	25	128
24	8187	Christian Monberg	Martin Leifelt	DF	31	17	22	19	41	dns	130
25	7758	Fredrik Ljungkvist	Daniel Alm	BK	48	dnf	39	28	9	7	131
26	7537	Lars Kiewning	Markus Mehlen	BSL	23	50	11	bfd	14	35	133
27	8066	Johnny Jensen	Marten Petersen	DF	41	39	23	22	11	41	136
28	8051	Thomas Schiffer	Niels Heutschel	IJs	18	2	31	42	50	dns	143
29	8110	Christian Nehammer	Wenk Benedikt	Att	10	29	33	39	40	33	144
30	7461	Peter Podunavac	Davor Pregl	Slov	50	19	29	dnf	29	17	144
31	7978	Ingvar J-Son Krook	Erik Gamner	AR	30	34	27	40	28	27	146
32	8096	Eugen Ajksentiev	Mykola Shapovalov	Ukr	36	4	30	38	49	39	147
33	7338	Martin Wigforss	Anders Ohlsson	Balt	19	46	47	24	dsq	11	147
34	7645	Daniel Wyss	Eric Monroe	ZU	52	33	37	23	10	46	149
35	8070	Chris Frijdal	Rob Eders	LO	40	36	26	46	18	31	151
36	7633	Jan Willem Kok	Gerard Van Der Krogt	LO	64	37	25	30	32	28	152
37	7319	Henrik Dannesboe	Zullin Ramis Fayzullin	BSL	32	15	28	dnf	43	37	155
38	7541	Peter Van Veen	Paul Goelst	Hol	29	18	51	51	35	23	156
39	8134	Alexey Lavrov	Alexandr Kuleshov	Mosc	39	10	55	49	dsq	4	157
40	8166	Tibor Tenke	Jozsef Bendicaek	Ore	47	30	38	29	13	bfd	157
41	7644	Alexander Jorissen	Maarten Schut	LO	56	13	dnf	37	27	26	159
42	8205	Vasyl Gureyev	Volodymyr Korotkov	Ukr	15	32	24	21	dsq	bfd	160
43	7304	Eric Dahlen	Olle Bergqvist	Bk	38	21	56	43	45	19	166
44	8047	Vladimir Ikonnikov	Alexsei Uschakov	StP	35	26	32	31	42	bfd	166
45	7647	Carl Schroder	Stefan Hemlin	PN	59	7	48	18	39	dns	171
46	7753	Marc Blees	Gert Van Der Heiden	Hol	27	41	46	36	22	dnf	172
47	8204	Andreas Hanakamp	Clemens Holtzapfel	Att	49	31	43	34	24	bfd	181
48	8004	Joni Lieve	Asko Salminen	Fin	42	40	45	41	51	20	188
49	7799	Marton Gereben	Peter Gereben	Ore	46	11	41	47	46	bfd	191
50	8054	Maxim Karelskiy	Aleksander Shazagin	StP	57	57	36	33	52	36	214
51	7929	Dirk-Andre Sommer	Andi Noete	Lub	65	24	34	45	54	dnf	222
52	7577	Christian Paucksch	Peter Andru	Sta	53	51	40	50	48	38	227
53	3342	Sune Carlsson	Gunnar Faerneth	RS	54	16	59	52	dns	47	228
54	8126	Anders Hogland	Lars Ahlstedt	Balt	51	52	64	48	47	30	228
55	7272	Reiner Petersen	Oliver Berger	BF	63	58	58	53	55	6	230
56	7819	Tobias Chroneer	Charlotta Chroneer	Balt	60	62	63	55	26	32	235
57	7768	Tomas Fransen	Pontus Gaebel	Kat	43	47	57	44	dnf	45	236
58	7476	Krister Carlsson	Peter Ek	Bk	28	56	50	dnf	57	49	240
59	7489	Hans Oskarsson	Mattias Heiding	PN	34	35	61	dnf	44	dns	242
60	8135	Eizens Cepurnieks	Eizens Kanskis	Isol	55	dnf	44	35	bfd	40	242
61	7176	Christian Oller	Johan Oller	Fin	26	59	62	dnf	56	42	245
62	7420	Jose F Garcia De Soto	Alvaro Elorza	Lar	45	42	53	dnf	38	dns	246
63	8016	Hubert Rauch	Ingo Schappeler	And	61	60	60	bfd	37	44	262
64	7859	Reginald Schlubach	John Schlubach	HF	58	55	52	dsq	36	bfd	269
65	8005	Juergen Paust	Stefan Paust	HF	62	49	dnf	dns	53	48	280
66	5377	Borje Larsson	Carl-Fredrik Larsson	RS	67	63	54	54	dns	43	281
67	7563	Erik Thorsell	Per Pousard	PN	66	54	49	dnf	dns	dns	305

## NORTH AMERICAN CHAMPIONSHIP

Based on reports by Betsy Crowfoot

Photos by Jan Walker

California Yacht Club, the site of many important Star event in recent years, again showed style in hosting the 2005 North American Championship. The staff of Club volunteers worked tirelessly to make sure that the series ran smoothly. As an article written by Mark Reynolds printed in the program noted, the expectation was to have a light wind series with plenty of chop.

Thursday, August 18

Winners, Race 1:

Erik Lidecis / Michael Marzahl

Winners, Race 2:

George Szabo III / Eric Monroe

In the first race eager racers swarmed over the line early triggering two general recalls. The third, and successful, start saw eight of the 48 teams on course side (OCS). Lidecis / Marzahl led the fleet around the course in Race One, fending off a last-leg rally by Australia's Iain Murray / Andrew Palfrey.



As Race Two began, the breeze built to nearly 12 knots and chop increased. A clean start in Race Two paid off for Szabo / Monroe. "The wind picked up and we were able to be in the right place at the right time," said Eric Monroe, earning them a bullet in the second race of the day.



Friday, August 19

Winners, Race 3:

Erik Lidecis / Michael Marzahl

Consistent performance has put the San Diego team of Rick Merriman / Rick Peters at the top of the fleet after two days. "The Ricks" lead the 41 contenders with a steady 3-3-4 record. Today's course was a 10.5 nm windward/leeward course with an average of 12 knots of westerly breeze.



Iain Murray and Andrew Palfrey in *Tango*.



Reynolds / Haenel, Lidecis / Marzahl and MacGowan / Thompson in Race 3.

Saturday, August 20

Winners, Race 4:

George Szabo III / Eric Monroe

Winners, Race 5:

Steve Gould / Greg Sieck

In Race Five, Principal Race Officer Bill Stump remarked, "The top 10 boats changed quite a bit around the course, and were different at the finish than they were at the first mark. It's a long course [2.6 nm legs] and in the middle of the racecourse a lot can change, particularly when it's light or shifty." Those conditions have produced a regatta which is "very exciting" he said, with the majority of the fleet very close – as evidenced by the close finishes on the 10.5 nm courses, and volatile result page.



Sunday, August 21

Winners, Race 6:

John Dane III / Austin Sperry

In the final day Szabo / Monroe defied rig failure and went on to win the North American Championship.

The Race Committee had to wait until the fog cleared— as well as the overly-eager racers who prompted a general recall – to begin Race Six just after 1:00 p.m.

With a slight three-point lead over world-class competitors, Szabo conceded, “The weather was pretty shifty and that made it even more stressful.” Adding to that, on the last downwind run the fitting that held the lower shroud on, broke. “We had to jury rig something for the last beat to hold it together. A broken mast isn’t going to come down right away – but we had to figure out how to fix it and get some speed.” On the last beat Szabo noted that rivals Merriman / Peters took “a huge flyer to the left.”

Merriman / Peters finished third and Szabo / Monroe sixth. With equal points – 16 – it came down to Szabo / Monroe’s two bullet record of 1-2-1-6-6, over Merriman / Peters’ 3-3-4-3-3. Szabo / Monroe were named North American Champions for 2005 at the Sunday evening prize-giving at California Yacht Club.

#### 2005 NORTH AMERICAN CHAMPIONSHIP

Pl.	Sail #	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Total
1	7995	--	George Szabo III	Eric Monroe	SDB	ocs	1	2	1	6	6	16
2	8222	Max	Rick Merriman	Rick Peters	SDB	3	3	4	3	10	3	16
3	8230	--	John Dane III	Austin Sperry	MoB	5	2	7	7	4	1	19
4	8176	Team Corinthian	Erik Lidecis	Michael Marzahl	NH	1	12	1	2	20	13	29
5	7836	Tango	Iain Murray	Andrew Palfrey	LMac	2	6	9	17	5	22	39
6	8129	Kaemon	Mark Reynolds	Hal Haenel	SDB	15	4	10	4	22	7	40
7	8153	--	Eric Doyle	Brian Sharp	NH	10	11	3	6	17	11	41
8	7640	Morvin VIII	Arthur Anosov	Dave Caesar	TaB	12	7	5	18	7	10	41
9	8195	Erin	John MacCausland	Robert Schofield	CR	4	9	24	13	9	9	44
10	7907	--	Fabian MacGowan	Valentine Thompson	OL	13	21	6	15	3	8	45
11	8162	Rachel	Andy Macdonald	Anders Ekström	NH	11	5	12	27	2	16	46
12	8088	--	Steve Gould	Greg Sieck	WSFB	ocs	19	11	5	1	12	48
13	7942	--	Ben Mitchell	Will Stout	LAH	7	18	17	10	13	4	51
14	7213	--	Julio Labandeira	Enrique De La Torre	OL	6	23	14	19	12	2	53
15	7260	Frolic	Bill Buchan	Mark Brink	PS	9	15	8	12	14	14	57
16	8236	--	Steven Kelly	Darin Jensen	N	8	13	18	9	15	20	63
17	7444	--	Aaron Serinis	Will Wagner	MES	ocs	14	19	8	11	17	69
18	7844	Miller Time	Foss Miller	Greg Newhall	PS	ocs	24	15	14	18	5	76
19	8143	Remarc	Brian Cramer	Steve Cutting	LOC	16	17	16	11	16	18	76
20	8234	Zulu	Peter Conde	Andrew Hunn	LMac	ocs	10	13	16	21	21	81
21	8207	--	Jim Buckingham	Philip Sinner	NH	17	20	22	26	8	24	91
22	8101	--	Michael Jones	Simon Reffold	LMac	20	8	20	25	19	28	92
23	8181	--	Argyle Campbell	Guy Avellon	NH	19	16	21	22	24	19	97
24	8189	--	Bill Fields	Magnus Liljedahl	SMB	14	22	25	20	25	23	104
25	7635	--	Dick Schmidt	Ralph Peck	LAH	21	28	30	23	31	15	117
26	8122	--	Claude Bonanni	Rick Burgess	TaB	22	27	29	21	23	25	118
27	7014	Klee Wyck	Craig Wilshire	Emmanuel Cointois	EB	18	25	27	31	32	27	128
28	7469	--	Jed Miller	Scott Wielbicky	PS	23	26	23	28	29	29	129
29	8065	Volans	G Brooks Sperry	Sally Dane Sperry	WSFB	25	31	28	24	30	dns	138
30	7325	The White Goddess	Alejandro Bugacov	Jorge Benedit	SMB	ocs	29	26	32	26	30	143
31	7838	Babe	Doug Steele	Martin Kozaczek	LAH	28	30	31	29	28	31	146
32	7663	--	Marc Skipwith	Mark Stratton	SMB	27	32	dns	30	27	32	148
33	7631	Swing on a Star	Charles Heimer	Graham Heimer	WSFB	24	37	33	33	dns	34	161
34	6883	Ngaru Jr	Steve Johnson	Roman Gotsulyak	SMB	26	34	dns	36	35	33	164
35	7710	--	Jorg Westerheide	Jim Alexander	NH	29	35	37	38	36	36	173
36	6867	Postal	Stewart Rembert	Stephan Cohen	LB	31	36	36	37	33	38	173
37	6971	Sonic Boom	Mike Kennedy	Lucas Kennedy	LB	ocs	33	35	34	34	37	173
38	9999	--	Conrad Brown	Christel Gruenewald	SMB	ocs	dns	34	35	37	26	174
39	8041	--	John O'Mahony	Brian O'Mahony	NH	30	dns	32	41	dnf	35	180
40	6945	--	Angel Lopez	Gus Koven	SMB	32	38	39	40	38	39	186
41	4103	Skip	Scot Merrick	Crystine Lee	WSFB	33	39	38	39	39	40	188



### PHOTOGRAPHERS' CORNER

Throughout the year e-mails and CDs with photographs have been sent in for various events taking place throughout the Star World. Many of these have appeared on the Star Class website. We would like to thank all of you who supply us with both photos and write-ups of the various events, and hope that you will continue to send us your material.

Some photographs which particularly caught the editor's eye are the following:



Photo by John Quackenbos

The wind can blow on Lake Sunapee.  
John Henry and Jay Lankford of Annapolis in 7248  
having a good ride at last year's Sunapee Open.



Jim Burkett took this photo of Jay Tyson and Mark Rodgers sailing 7833 at the 20<sup>th</sup> District Championship.



Photo by Jan Walker

A North American Start.



## STARBOAT MASTS

By Richard Gates

When Alan Holt and I were engineers in the aviation industry we enjoyed sailing Stars, built our own equipment, and started Spar Tech Co. Alan had already established himself as a talented Star sailor and continued to improve his performance in the Star community. He has since left Spar Tech and is pursuing his interest in windsurfing, growing grapes and making wine.

We have seen many developments and changes in the Starboat spars over the years. There have been fads, misunderstanding of the technical facts and real developments.

Wooden spars had wildly differing weights, stiffness, and shapes. When the Star Class established the tip weight limit and allowed the aluminum spar, the characteristics of the Star mast homed in on a very narrow variation of weights, stiffness, and shapes. The Class officials did an excellent job of picking a reasonable tip weight limit that has allowed the development of very good spars.

### The Development of Mast Sections

Since the 60's, spar mast refinements have been slow and intuitive – solid spruce, cedar cored spruce or fir, elliptical aluminum section, teardrop sections, pointed front with blunt aft section, and finally an aerodynamically designed section.

Each design evolution has had distinct advantages; reduced overall weight, increases strength and consistency, smaller section, increased stiffness reduced tip weight for same stiffness, and finally an aerodynamically designed low drag configuration.

The wooden spar shapes were very limited due to the strength of the material. A small, teardrop section wood spar would have easily failed in compression, so the dominant shapes were rather boxy and usually had rather square corners aft.

When the Class allowed aluminum, the spar designers were a bit timid and inexperienced and the first aluminum Star mast was an elliptical shape. Not a very exciting shape, but new material made the bonfires after a windy race day a thing of the past.

As the spar builders and designers gained experience, the favorite section became the 57 x 85 mm teardrop shape. This shape had no theoretical and/or experimental data to support its design. It just looked good to the eye. When this shape was introduced to the Star Class in 1972, the current desktop computer power was a dream and computational fluid dynamics programs did not include boundary layer effects.

With today's powerful desktop computers and sophisticated computational fluid dynamics (CFD) programs it is possible to analyze the airflow about the Star jib, mast and mainsail while taking the boundary layer effects into account.

### Trends

In the later days of wooden spars, competitors would do almost anything to save weight aloft – from hollow tubes for bolts to ski poles for spreaders. The introduction of the Class minimum tip weight set a lower limit for the spars and allowed a structurally more conservative design, but the minimum tip weight was still desired. Today, some sailors are content to pay a tip weight penalty to achieve perceived stiffness.

For a while some level racing designs supposedly experimented with highly corrosive, high strength alloys in an attempt to get stiffer spars for the same or reduced weight. This is not possible since the higher strength alloys have the same modulus of elasticity and the same stiffness to weight ratios. Fortunately the Class had the vision to limit the allowable aluminum alloys to 90% aluminum which prevents the use of many high strength, highly corrosive alloys.

### Recent Developments

Spar Tech wanted to improve the aerodynamic characteristics of the Star mast and challenged Arvel Gentry, ([www.arvelgentry.com](http://www.arvelgentry.com)) a noted aerodynamicist who has worked with mast shapes and sail/mast interaction, to investigate Star mast/sail interaction and design a better mast shape. The only constraints given to Arvel were the Star Class size limits, the requirement that the external surface could not have any concavities, and the current sail shapes. Arvel was free to design any shape that was aerodynamically superior.

The result of this extensive study is the Spar Tech Company G section, Low Drag or GoLD mast. The GoLD mast section has near minimum tip weight, improved aerodynamic performance, and bend properties to match existing mainsails.

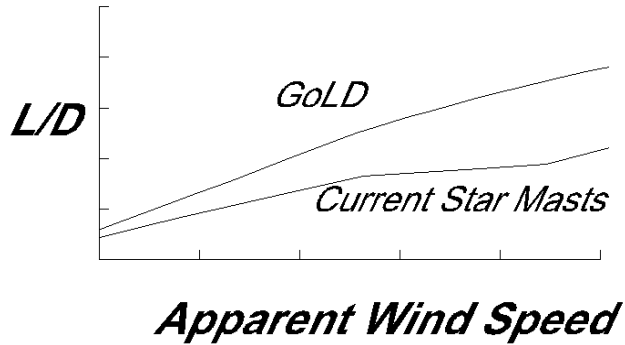
### The Advantages of the GoLD Section

The knuckle on the forward corner is followed by a sloped and much flatter region that is faired into the maximum thickness point. This sloped region gives the boundary layer time to change from the laminar to the turbulent condition; and once the boundary layer is turbulent, it is able to stay attached further back on the mast before it separates. This is why golf balls have dimples. This is accomplished without concavities and/or trip devices.



The figure shows the theoretical flow separation behind the GoLD Star mast when analyzed in the presence of the jib and main sail. The additional flow separation for the conventional teardrop section Star mast is superimposed for reference. The improvement is obvious and significant.

The result of the smaller separation region behind the GoLD mast section is improved Lift/Drag characteristics for the mast, jib, and main sails combination.



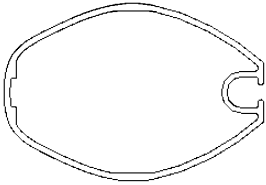
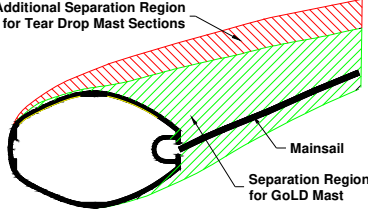
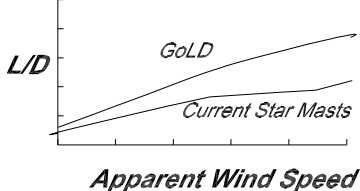
It was a rare opportunity for the Star Class to have access to the expertise of Arvel Gentry and the CFD programs. Take advantage of what technology has to offer:



A very detailed discussion of the GoLD mast design can be found at the web site [www.spartechco.com](http://www.spartechco.com).

# Spar Tech Co.

## The Technological Advantage

<p><b>The GoLD Shape</b></p>  <p><b>Spar Tech Co.</b> Richard Gates Phone 425-883-2126 E-mail: <a href="mailto:rgates@spartechco.com">rgates@spartechco.com</a></p>	<p><b>The Air Flow</b></p> 	<p><b>The Low Drag Results</b></p>  <p><b>Marine Spars</b> John MacCausland Phone 856-428-9094 E-mail: <a href="mailto:marinespa@aol.com">marinespa@aol.com</a></p>
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## RETROFITTING THE JIB HALYARD in order to fly the jib higher

by John A. MacCausland

One of the things which is happening at the moment is that top guys are carrying their jibs a lot higher than before downwind, raising it almost 2 feet or more off the deck. There are a couple of reasons for this. One is to keep whisker pole from digging in when the boat rolls to windward. The other is that perhaps it is more efficient in catching the wind on light days. In this article we will talk about what is involved in getting the jibs to fly higher.

Retrofitting the boats in order to be able to do this is not all that difficult, and in terms of new parts could run about \$150. What is involved is the following:

- 1) Getting a longer forestay which attaches to the underdeck forestay wire between the bow sheave and the deck. For this both the forestay and the underdeck forestay wires have to be changed to wires with ball ends.
- 2) On F section masts drilling a new jib halyard exit hole at about 4" above the whisker pole bracket. On the new G section masts the exit hole is already at this height.
- 3) Changing the jib halyard to a shorter one to match the new exit hole.
- 4) Lengthening the jib halyard clip wires to extend to the new position of the jib halyard balls.
- 5) Lengthening the jib Cunningham line to allow the jib to fly higher.

Not all of these retrofits have to be done simultaneously. For example, item 5, lengthening the jib Cunningham line, can and probably should be done irrespective of what else is changed. Furthermore, half measures which will be described in the following can also be done to fly the jib somewhat higher.

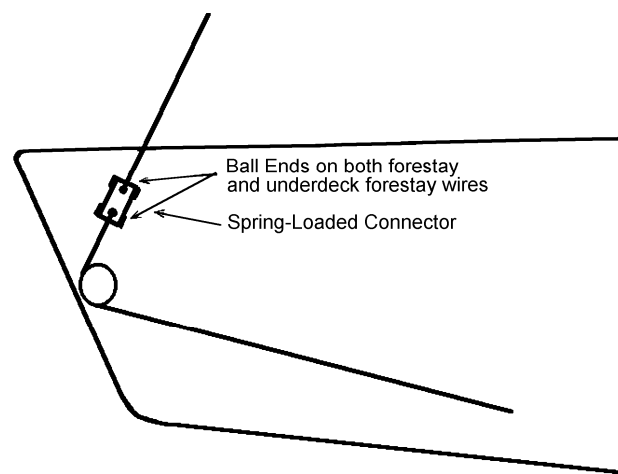
**Item 1:** The reason for changing the forestay wire and underdeck forestay wire is that the older system in which the connection point for the forestay is some 16" above the deck limits how high off the deck the jib can be flown. The loop on the shackle gets hung up on the fork of the underdeck forestay wire. In order to allow free movement of the jib

Cunningham shackle up the forestay the connection point has to be below deck.

This is accomplished by getting a forestay wire which is long enough to enter into the deck and conversely an underdeck forestay wire which is short enough to end just above the sheave in the bow. Each wire has a ball swaged onto the end. There is a spring-loaded mechanism which catches each of these balls and holds them firmly in place. Also, if not already installed, an access plate which will allow ready access to the area in the bow between the deck and the forestay sheave will have to be installed.

It should be mentioned that getting the two balls to catch in the spring-loaded mechanism is a tricky business and requires a good amount of strength and dexterity in the hand, but once you get the hang of it the process is not so difficult.

Also worth mentioning is that there is no longer the forestay pin which is used to measure the rake. The alternative method of obtaining the rake measurement is to lay the forestay on the mast and place a piece of tape at the top of the black band at the gooseneck. This tape is 20" above the former forestay pin, and thus if you have been measuring 16 3/4" to the pin previously you will now measure 36 3/4" to the tape.



Underdeck Forestay Attachment

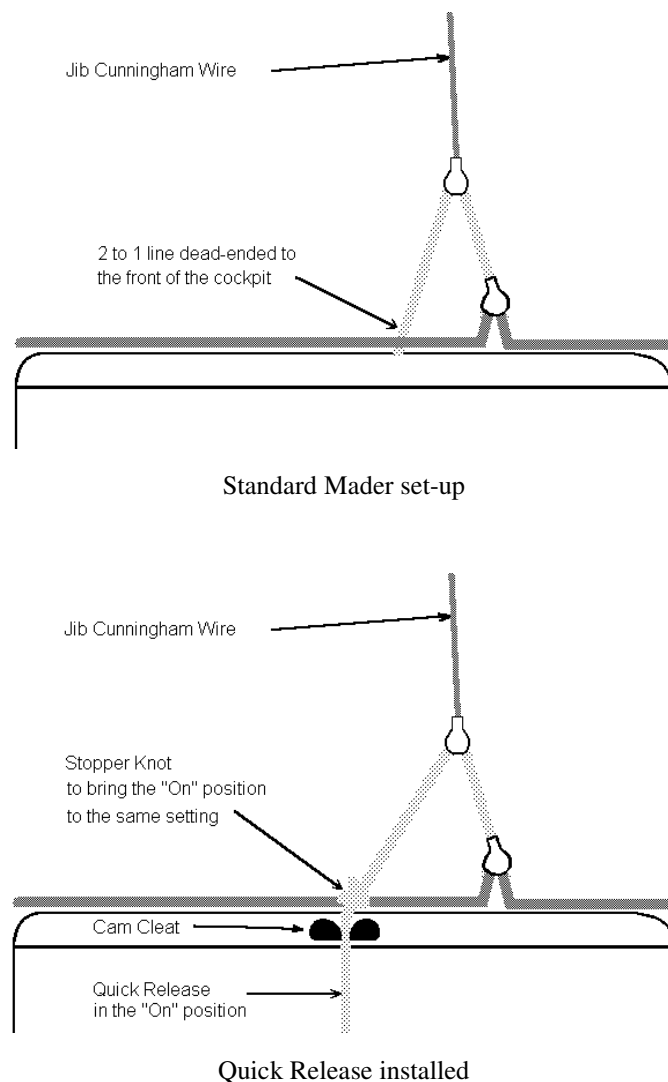
**Item 2:** In order to get the full benefit of this retrofit, on F section masts drill a new jib halyard exit hole at about 4" above the whisker pole bracket.

**Item 3:** Shorten the jib halyard so that the balls just clear the jib halyard exit hole when the mast is in normal upwind position and the jib raised in the proper upwind position. One way to do this is the cut off the jib halyard at the shackle and swage a new ball on at the correct position. To determine the correct position of the shackle measure the amount of distance between the jib halyard exit hole and the top ball. That should give you the amount you wish to cut off the upper end of the jib halyard.

**Item 4:** Every boat is set up differently, so details as to how to lengthen the jib halyard clip wire varies considerably. Some of the more recent Mader boats are already set up in a manner so that all that really has to be done is to lengthen the jib halyard clip stopper wire so that the jib halyard clip catches the jib halyard balls in their new higher position. On some of the older boats, however, the jib puller wire is rigged so that it can only be pulled down the height of the deck to the jib puller sheave, i.e. about 18" to 20". This most probably means that you will have to do some serious rerigging of the jib puller wire in order to be able to get the full benefit of the retrofit. With so many variations between boats it would be hard to describe what would work best. The desired end result though is that the jib halyard clip has full travel from the jib halyard exit hole to the deck. It might be mentioned that in some instances the hole through which the jib puller wire travels has been enlarged in order to pull the jib wire clip below deck, thus giving an even further range of motion.

**Item 5:** On older boats the jib Cunningham usually has a limited amount of free movement up from the deck, perhaps 5" to 10". In some instances this is easily corrected by installing a quick-release line which is attached to one of the blocks of the jib Cunningham system so that when released the jib Cunningham shackle can go to a much higher distance off the deck. The advantage of such a system is that either the jib Cunningham is on or off, and there is no need to readjust the jib Cunningham after returning the quick-release to the "on" position. Again, there is such a variety of rigging setups that it would be difficult to give a

simple fix. Rather, you will have to see how your boat is set up and try to figure out what will work best given what you have.



### Several Half-Measures

As mentioned above, there are several half-measures which will get you to somewhere near the desired goal talked about in this article. For example, on an early 8000 series Mader it was found that by putting an extension in the jib puller system an extra 6" of travel could be gotten out of the jib puller. It just happened that the upper ball on the jib halyard wire was also 6" above the lower one which had previously been the normal one to which the jib halyard clip was attached, so aside from the extension and a longer jib puller line no other alterations had to be made. Also, the quick-release described in Item 5 was easily installed, consisting on a cam cleat and about 6' of line, so that the jib Cunningham shackle had the full 16" of travel up



the old style underdeck jib forestay wire. Since the boat is sailed in normally flat-water conditions, these two alterations have been considered enough

to achieve the goal of keeping the whisker pole from digging in when rolling to windward.



Photo: John Rumsey

Mark Reynolds and Anders Ekström  
in 8129 during the Western Hemisphere's  
Did we say 2' off the deck? Looks more like 3'!

## POWERING UP

By Mark Reynolds

When the wind is light and the water choppy, invariably you are looking for power. The number one question is usually "How to keep the crew over the side?". Other than sailing with a super light crew here are a few tips for getting the crew over early and powering up for these conditions:

**Crew Weight:** Being able to get the crew over the side is fast in choppy conditions because of the reduced windage and lower center of gravity. You also don't want the boat too flat where you slam into the chop either. As the skipper I will sit almost inside the cockpit to keep my crew over the side in this condition. It even gets hard to see the tell tails sometimes! If it is flat water I don't have the crew go over as early so I can sit out and see better.

**Steering:** You want to keep the boat moving so you must really concentrate on keeping both tell tails streaming aft on both sides, and not pinch. In light air it's more important than ever to have the crew doing the looking around so the helmsman can concentrate on precise steering. If you are going fast you are developing more power and you will end up pointing higher than the other boats.

**Sails:** You need to keep those sails powered up. Use your fuller main if you have one. Often a slightly older main will be better in conditions where you need more power. The draft will be further aft giving you a bit more helm and power.

**Rig:** It's important to have a straight or slightly sagged mast. You don't want the mast poked to weather at the spreader with the tip falling off in light wind. When the rig is set up properly you will automatically have the right bend in all conditions. If your mast is poked to weather in 8 knots you need to loosen the intermediates and the lowers. There should also be a little bit of looseness at the mast partner to keep the mast in column.

**Outhaul:** As soon as you are no longer full hiking you should ease the outhaul a bit. You can't ease it much but enough to get a bit of shape in the lower section of the sail. Use the lowest seam in the main, it should be pulled straight when over-powered but can drop away at the middle of the boom as much as an inch when you need some power.

**Cunningham:** The Cunningham should be eased to keep the draft as far back as possible. Leave plenty of wrinkles in. If the wind has dropped uncleat the Cunningham and ease the mainsheet real quick to get the mainsail to move up the mast track. Spraying a little McLube on the mast track and on the main luff rope will also help.

**Backstays:** It's very important to have no tension on the upper backstay. This will give the jib maximum sag and fullness. The lower backstay is a little trickier. You don't want to pull it on too soon, if the crew is not hiking you probably can't use the extra fullness but as soon as your crew drops over the side you can make the main fuller to develop more lift. This will help to keep them over the side and result in more height as well. The helm will increase but in this condition this is a good thing. You just have to experiment to see how much you can pull on. Watch the boats around you.

**Jib Trim:** Make sure you have just enough tension on the jib downhaul to pull out the wrinkles but no more. You might want to keep a few wrinkles in to make sure you are not too tight. Jib lead stays the same but the crew will need to trim the sheet a little more often as the wind changes keeping the leech on the mark on the spreader.

**Mainsheet:** More trim will give you more power. Just make sure you don't overdo it and put on the brakes. You just have to look at the boats around you and experiment with more or less mainsheet tension to see what's right for the conditions.

In summary if it's light and choppy power up as much as you can and get the crew over the side. You need to sit in to get the right heel angle. If the water is flat then get comfortable and have the crew balance the heel angle.



Iain Murray sailing in light conditions, sitting almost inside the cockpit to keep the crew over the side.

IN MEMORIAM

**HOWARD LIPPINCOTT**

October 23, 1919-August 26, 2005

Howard Lippincott, owner and founder of Lippincott Boat Works, passed away August 26, 2005. His corporation made one-design racing sailboats and cruising sailboats from the mid 1940's to 1985 for sailing enthusiasts all over the world, and his sailing accomplishments include four-time winner of the Comet Class Internationals, winner of the Star Class North American Championship in 1956, winner of Bacardi Cup Championship in 1963, and a top competitor in the Star World's for a number of years. He was the first boat builder to successfully change from fabrication of wooden built Star boats to fiberglass.

In January 1997, *Sailing World* carried an extensive write-up about Howard Lippincott. Those portions which pertain to the Lippincott Boat Works and particularly to Star boats is given here:

Howard Lippincott is the man who, with his brother Bob, formed the backbone of Lippincott Boat Works and helped usher in the modern era of boatbuilding. In 1946, Howard and Bob started building boats. The Lippincotts quickly established a reputation for turning out tremendous numbers of well-built, competitive boats in an era when boatbuilding was extremely labor-intensive.

"There was no Harken or anything like it," remembers Star sailor John MacCausland. "They had to make all of their own fittings, their own masts and booms, plus everything has to be varnished or painted." And it was there that Howard excelled. "He was a real mechanic," said MacCausland.

When it came to saving weight, Howard Lippincott was a master. He was among the first to experiment with titanium fittings to lighten the load aloft. He removed as much unnecessary hardware from every part of their boats as possible.

Ironically, a key strength of Lippincott Boat Works was that the two brothers were so very different. Quiet and pensive, Howard was the innovator and the builder. Outgoing and gregarious, Bob was the salesman and promoted. Above all, the Lippincotts produced exactly what anyone would want in a product - good performance, high quality, longevity..

The brothers really make their mark by never being content with the status quo. Of all of their groundbreaking innovations, the use of fiberglass in their boats is perhaps their greatest legacy.

"We really didn't have the skills to build in fiberglass," said Howard Lippincott, "but fortunately we got hooked up with Bud Nelson, from Ohio, who had build other glass boats. He got us all geared up with the coring and various techniques. The earliest fiberglass racing boats of any design weren't very refined. Some people started putting balsa core in them, which would collect water and add weight. We used a closed cell urethane foam system." The

Lippincotts poured their own foam for a while, then eventually bought it commercially and made a horizontal band saw to slice it into sheets. According to Howard, they were one of the first builders to use vacuum bagging to pull the air out of the laminate. "A lot of people just laid the foam in and set bricks on it," he said. "That trapped air in it, and then on the outside of that high gloss hull you could eventually tell where every little bubble was." A testament to that quality, many of those fiberglass Lippincott boats are still being raced, even though it's been almost two decades since the last Lippincott hull came out of a mold.

In the 1970's, the company faced a real disaster when the boatworks burned down in August of 1973. It was a hot day, and as near as Howard can figure, acetone in a barrel located outside the building had expanded. As it did, acetone sprayed out an unsecured vent hole in the barrel and spilled onto the nearby pavement, eventually reaching a nearby oil-burning furnace where it ignited. But the perception of Lippincott boats was too strong for a simple fire to end the era. The key element of the Lippincott success has as much to do with simple business acumen as it did with innovation.

"They has a very loyal customer base and that is something important in any business," said sailmaker Herb Hild. "People also found them easy to do business with. They listened and were always willing to try something. Where older builders said 'Don't you tell us how to build a boat.' the Lippincotts would always listen. A lot of the ideas on their boats came from customers."

Seattle Star sailor Bill Buchan heard about the fire and allowed Lippincott to lift a mold from a Buchan-built Star. "We had it measured and found that it was identical to what we had been building except for one station on the chine, just ahead of the transom," said Lippincott. There, it was different by 3/16 to 1/4 of an inch. The Lippincott Star deck mold had survived the fire, so that was used with the Buchan hulls. The name of the new boats became sort of a joke because everyone knew we had a fire and everything, so they called them "Buchancotts."

Around 1978, Bob left the business, and a year later the last small Lippincott one-design -- a Star -- was built. They sold the business in 1984.



## FRANK ZAGARINO

Photographer and Star Sailor

Frank Zagarino, the founder of the Master's Regatta and long-time supporter of the various Star Class events which take place on Biscayne Bay, died at the age of 74 the day before the 2005 Bacardi series began. Such was Frank's popularity among the Star sailors that upon hearing of his death many of the Star sailors gathered at the Bacardi got together and cut out Z's which were affixed to the sails.

By profession Frank was a freelance photographer. His work showed up in such varied publications as Life Magazine and One-Design Yachtsman. Louan Zagarino, Frank's widow, has kindly sent a collection of photographs which tell us something about Frank's life.

of the 1971 World's, held on Puget Sound. He did this by just beating out the eventual series winner Dennis Conner at the finish line. Frank also won the 1969 Bacardi Cup, which he considered his proudest achievement.



Years later, and yet another *Zig Zag* with Louan.



In this self-portrait we see Frank with three of his favorite subjects: photography, his Star boat, and Louan.

Frank owned a series of Stars, many of which were named *Zig Zag*, as is the case of the ones in the accompanying photos. With Star #5543 Frank scored his best race in the Stars, winning a pair of Gold Chevrons by coming in first in the second race



Frank and Louan worked closely with Tito Bacardi in getting the Bacardi Cup series set up every year. Here they are at one of the recent Bacardi Cup events.

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**ZAGARINO PHOTOGRAPHY**

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FRANK ZAGARINO

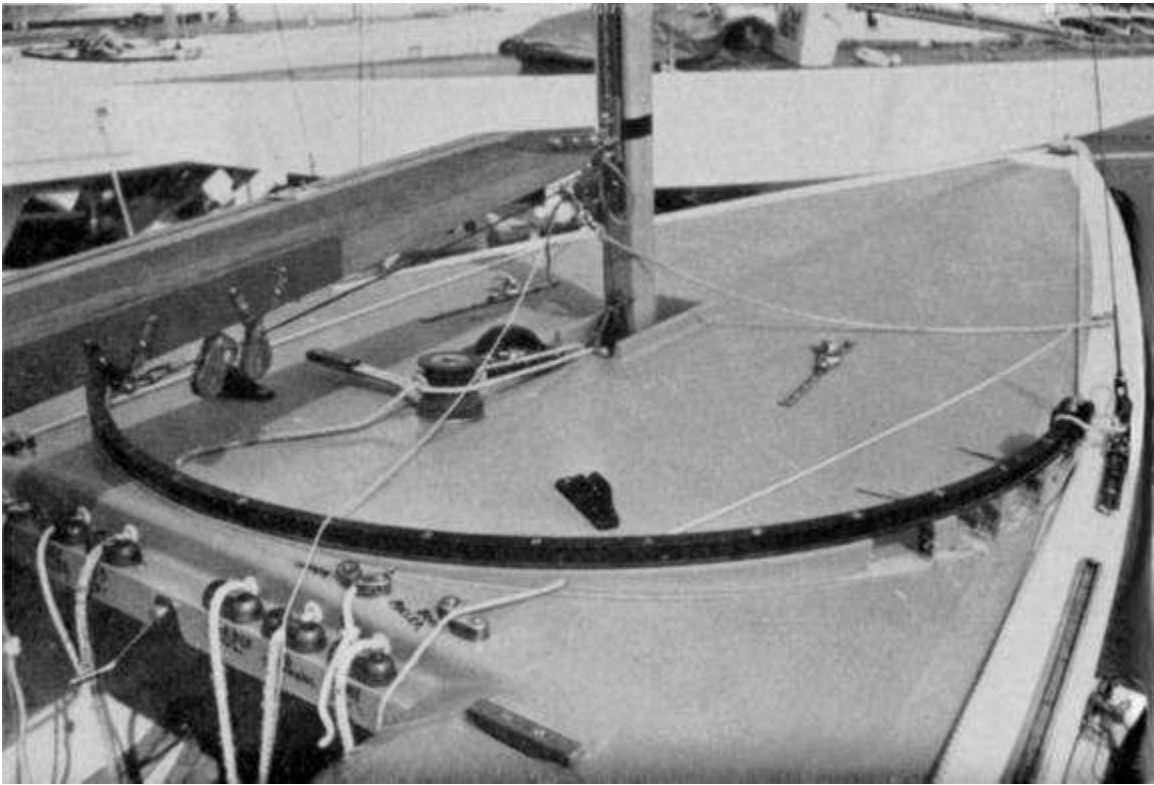


At the 1963 Bacardi Cup Frank caught an interesting scene. When Dr. Fred Jabetzki, left, and Bert Williams, right, hooked masts, “Dangerous” Dan Hubers was obliging enough to charge between them, releasing the pair with damage but no broken sticks. Despite the damage all three boats managed to finish 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.

One of the subjects which Frank photographed was the deck layouts of boats. In 1991 Frank purchased Folli-built #7313 from Werner Fritz and renamed it *Zig Zag*. Here is a photo of *Zig Zag*’s deck layout.







This earlier photo, taken of the foredeck of Lowell North's *North Star*, #5392, shows the latest in deck layout in 1969. Note the wooden spars: this was the last year in which only wooden spars were permitted in the Star Class.

Over the years Frank took interesting photos of prominent Star Class members sailing on Biscayne Bay. The following are shots of Bill Buchan, "Ding" Schoonmaker and Mark Reynolds.







Another nice photo 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 is that of Mark Reynolds and Hal Haenel reaching about on Biscayne Bay during the winter of 1992 as shown here. For another of this series of photos see the cover of the 1993 Star Log.

## MEMBER SPOTLIGHT

### TORBEN GRAEL



Born in Sao Paulo on July 22, 1960, Torben has spent a lifetime on the water. Since he was nine years old, Torben spent most of his time sailing in the Guanabara Bay, Rio de Janeiro, Brazil. Snipes, Lasers, Solings, Stars, big boats... It doesn't matter which boat, which class... For Torben what really matters is to be out sailing!

As a result of his dedication and persistence, Torben collects uncountable sailing awards in the Brazilian and international sailing circuit.

Torben won a gold medal in the Star Class at the 2004 Olympics. The Brazilian sailor has now won five Olympic sailing medals: two gold and two bronze in the Star, and one silver in the Soling in 1984. Torben has also won the Star World Championship once (1994) and the Snipe World Championship twice. Yet outside of those classes, he may be best-known as the tactician of the winning Louis Vuitton Cup America's Cup boat in 2000, Luna Rossa, which beat Paul Cayard's America One before losing to Team New Zealand.

Torben is married to Andrea Grael who is also a successful sailor. He has two children: Marco (16) and Martine (14). Marco won the Optimist Nationals in Brazil in 2003 and is currently sailing Snipes, Tornados and big boats. Martine won the Optimist Nationals in 2004 and has sailed at the Optimist North Americans and European Championships.

Torben's brother, two-time medalist in the Tornado class Lars Grael is also an active sailor in the Star Class. Just recently he won the Star South Americans in Buenos Aires, Argentina beating 24 competitors.

Torben is currently involved with the first ever Brazilian Volvo Ocean Racing campaign – Brazil 1, the most audacious nautical engineering projects made ever in Brazil.

Torben is the Continental Vice-President of South America.

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### PHILLIP R. BAKER

Phillip was born on August 6<sup>th</sup>, 1949, in Sydney Australia. After graduating from Manly Boys High School he began working in the marine business. He was formerly the business executive of "Baker's Marina" on Pittwater, Sydney, and is currently an owner / manager of "Coomba Park Retreat" on Australia's mid-north coast.

He is married to Rosalind Baker and has two children: son Phil Baker Jr. and daughter Lauren Baker.

There are other family members who have been involved in sailing Stars. His father Jack Baker sailed Stars in the 1950's and 1960's and his son, Phil Baker Jr., has sailed with him since 1980. Phillip started sailing Stars 30 years ago in the mid 1970's.

Phillip has participated in various Star World's both as skipper and as crew. His best races were a 2<sup>nd</sup> and 4<sup>th</sup> when he crewed for Colin Bate in the 1982 World's in Medemblik, Holland, with a 10<sup>th</sup> overall in the series. They followed this up in the 1983 World's with a 13<sup>th</sup> overall in California. Phil has also been a member of the Australian National Olympic Squad in 1982, 1983, 2001 and 2002.

Phillip's other interests are surfing and deep-sea fishing.

Phillip is presently a Star Class officer and holds the position of Continental Vice-President of Australia. Aside from being the First Continental Vice President, Phillip is also the Lake Maquarie Star Fleet Captain.



Phillip crewing for his son Phillip Jr.

## A History of the NICE CHRISTMAS REGATTA (1960-2004)

by Jacques Puissegur

Nice is the capital of French Riviera. It is a charming city of 400,000 people which can double this number during summer season. The famous Baie des Anges is renowned for its blue sea and sky. The bay is well protected from the strong Mistral. Moderate easterly, southerly or westerly winds are the more frequent winds. During the winter the temperature is agreeable enough for sailing and the waves during a good breeze are just perfect for surfing a Star.

For these reasons, a group of local sailors chose the Star in 1954 at the Club Nautique de Nice (founded in 1883) which hosted the new fleet. The nearness of the splendid Bay of Villefranche where there has been a star fleet since it was chartered in 1930, and also the nearby Monaco fleet, chartered in 1949, and the Monaco Star builder Chantiers Manzone were factors which helped the growth of the new Nice fleet. At the beginning of the 20<sup>th</sup> century the Club Nautique de Nice had organized each year international regattas to which International 6 and 8 meters were invited. In the 1930's Stars began racing in the bay. Unfortunately, during the 2<sup>nd</sup> World War the Club was destroyed, but was rebuilt in 1950, and the Stars appeared again on the bay.

Soon after the resumption of Star racing, the Nice fleet expected to organize an international winter regatta. Originally, Stars and Snipes were the classes which attended the Semaine Internationale de Nice. However, by 1960 The Nice Christmas Regatta was for only for the Stars. Among the contestants we remember the Italian Olympic Gold Medallist, World's and European Champion Agostino Straulino, Italian champions Luigi Croce (Nice winner in 67, 68, 71) Loris Modena (85) Riccardo Simoneschi (89) who was promoted honorary member of the Club Nautique de Nice last year in gratitude of his job as President of the ISCYRA, Pietro d'Ali (94) Flavio Scala, Giorgio Gorla etc., the French Albert Debarge (2<sup>nd</sup> at the 57 World's) winner in 1964, Dr Georges Pisani, Silver Star and the Nice and Monaco champion Roger Bourdon, winner in 1961 (9<sup>th</sup> District Blue Star in 1977). Many Swiss were consistent winners, such as Dr Roost (62, 63, 65), then our loyal supporter Heinz Maurer, (69, 72, 73), the Silver Star Dr Peter

Wyss (74, 79) and the former Olympian Swiss Star builder Josef Steinmayer (77, 82) who came to Nice last year, Oliver Berchtold, (1988), Jean Claude Vuithier in 1991, the Stegmeier brothers won in 1998. Germany has sent Fritz Geis, winner in 1975 and 76, and the talented Vincent Hoesch who won in 1993. The French Nicolas Loday won in 2000 ...The Spanish Gonzalo in 2001, his compatriot Bermudez de Castro in 2003.

This roll goes on with one of the most famous winners and friends of the Nice Christmas Regatta, our lovely late Jochen Schwarz who won in 81, 87, 92. The first time he came in Nice he was 18, crewing his father. His premature death in 2003 was a dramatic lost for his family, his wife Lia and his two charming daughters, for the Star Class too, and for his numerous friends particularly at the Club Nautique de Nice... The perpetual Blacky Challenge was presented by Lia to the Club for the winner of the Christmas Regatta, in remembrance of Jochen.

Another great winner is our marvelous Italian friend Luca Modena, with 5 victories (95, 96, 97, 99 and in 2004 after a four year break!) He collects of course 5 Challenge Morinaud, (Mr. Morinaud was an distinguished member of the Club Nautique Nice.)

At the beginning their Star career, Xavier Rohart, Yannick Adde, and most recently Pascal Rambeau joined the Nice fleet which is very proud and honored to rank among its members the 2003 and 2005 World's Champions and 2004 Athens Bronze Medallists. For warm-up, they won the 2002 Christmas Regatta!

The British team Graham Bailey and David Heritage, with Mrs. Julia Bailey, joined the Nice fleet two years ago and with their three Stars they added to our fleet's strength. Their excellent sailing level, kindness, hospitality and sense of humor are legendary! Graham was 2004 Champion of France at Marseille.

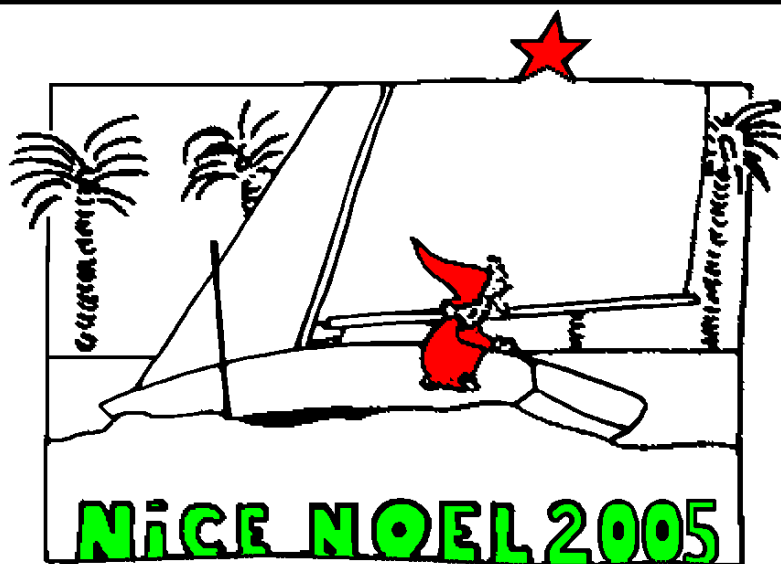
More and more this regatta became a European winter rendezvous of Olympic hopefuls from some ten nations.

The 49<sup>th</sup> running of the Nice Christmas Regatta will be held on December 27-30, 2005. Please come and join us!  
ALL ARE WELCOMED!

Send an e-Mail to [jacquespuissegur@aol.com](mailto:jacquespuissegur@aol.com) for more information.



# 49<sup>th</sup> ANNIVERSARY !



*Welcome to the*  
**INTERNATIONAL CHRISTMAS REGATTA**  
**Trophée du Comté de Nice**  
***December 27 - 30, 2005***

*Contact* JACQUES PUISSEGUR • 4 AVENUE SALONINA • 06000 NICE, FRANCE  
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Photo by Jan Walker

Mark Reynolds / Hal Haenel in 8129 and Erik Lidecis / Michael Marzahl in 8176 at the N.A.'s

# I.S.C. Y.R.A.

## 2006 CHAMPIONSHIP FIXTURE LIST

(Current as of October 8, 2005)

- |   |                                    |                             |
|---|------------------------------------|-----------------------------|
| <b>• <u>South American Championship</u></b> |                                    | <b>ENTRY DEADLINE</b>       |
| 17 - 23 February 2006                       | Rio de Janeiro, Brazil             | 29 January 2006             |
| Iate Clube do Rio de Janeiro                | (Races 1 - 6 --- February 19 - 23) | +55 21 2543 1714            |
| Av. Pasteur, 333 Praia Vermelha             | Phone:                             | +55 21 2543 1244, ext. 2169 |
| Rio de Janeiro 22290-240                    | Fax:                               | vela@icrj.com.br            |
| Brazil                                      | E-mail:                            | www.icrj.com.br             |
|   | Website:                           |                             |
  
- |   |                                 |                       |
|---|---------------------------------|-----------------------|
| <b>• <u>Eastern Hemisphere Championship</u></b> |                                 | <b>ENTRY DEADLINE</b> |
| 14 - 21 April 2006                              | Naples, Italy                   | 27 March 2006         |
| Reale Yacht Club Canottieri Savoia              | (Races 1 - 6 --- April 17 - 21) | +39 335 6891661       |
| 13 Banchina Santa Lucia                         | Phone:                          | +39 081 7647445       |
| I-80132 Naples                                  | Fax:                            | info@starspring06.com |
| Italy   | E-mail:                         | www.starspring06.com  |
|   | Website:                        |                       |
  
- |   |                               |                          |
|---|-------------------------------|--------------------------|
| <b>• <u>Western Hemisphere Championship</u></b> |                               | <b>ENTRY DEADLINE</b>    |
| 20 - 26 May 2006                                | Annapolis, Maryland, USA      | 2 May 2006               |
| Annapolis Yacht Club                            | (Races 1 - 6 --- May 23 - 26) | 410 263 9279             |
| 2 Compromise Street                             | Phone:                        | 410 269 8905             |
| Annapolis, MD 21401                             | Fax:                          | cthayer@annapolisyc.org  |
| USA   | E-mail:                       | www.race.annapolisyc.org |
|   | Website:                      |                          |
  
- |                                       |                                  |                                       |
|---------------------------------------|----------------------------------|---------------------------------------|
| <b>• <u>European Championship</u></b> |                                  | <b>ENTRY DEADLINE</b>                 |
| 12 - 19 August 2006                   | Hamburg, Germany                 | 24 July 2006                          |
| Norddeutscher Regatta Verein (NRV)    | (Races 1 - 6 --- August 14 - 19) | +49 (0)40 229 08 15                   |
| Schöne Aussicht 37                    | Phone:                           | +49 (0)40 229 08 72                   |
| D-22085 Hamburg                       | Fax:                             | sekretariat@nrv.de                    |
| Germany                               | E-mail:                          | www.nrv.de or www.hamburger-flotte.de |
|                                       | Website:                         |                                       |
  
- |                                    |                                 |                       |
|------------------------------------|---------------------------------|-----------------------|
| <b>• <u>World Championship</u></b> |                                 | <b>ENTRY DEADLINE</b> |
| 27 September - 8 October 2006      | San Francisco, California, USA  | 1 September 2006      |
| St. Francis Yacht Club             | (Races 1 - 6 --- October 1 - 6) | 415 563 6363          |
| On the Marina                      | Phone:                          | 415 563 8670          |
| San Francisco, CA 94123            | Fax:                            | raceoffice@stfyc.com  |
| USA                                | E-mail:                         | www.stfyc.com         |
|                                    | Website:                        |                       |
  
- |   |                                    |                       |
|---|------------------------------------|-----------------------|
| <b>• <u>North American Championship</u></b> |                                    | <b>ENTRY DEADLINE</b> |
| 14 - 19 November 2006                       | Miami, Florida, USA                | 26 October 2006       |
| Coral Reef Yacht Club                       | (Races 1 - 6 --- November 16 - 19) | 305 858 1733          |
| 2484 South Bayshore Drive                   | Phone:                             | 305 854 5911          |
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### **Additional Information:**

- |                            |                    |  |
|----------------------------|--------------------|--|
| • Rolex Miami OCR          | 23-27 January 2006 | Coral Reef Yacht Club, Miami, FL, USA                  |
| • Bacardi Cup              | 5 - 10 March 2006  | Coral Reef Yacht Club, Miami, FL, USA                  |
| • Sem. Olympique Francaise | 22 - 30 April 2006 | Hyerres, France -- hyeres.ffvoile.net                  |
| • Spa Regatta              | 24 - 28 May 2006   | KNVV, Medemblik, Netherlands -- www.sparegatta.org     |
| • Kiel Week                | 17 - 25 June 2006  | Kieler Yacht Club, Kiel, Germany -- www.kielerwoche.de |

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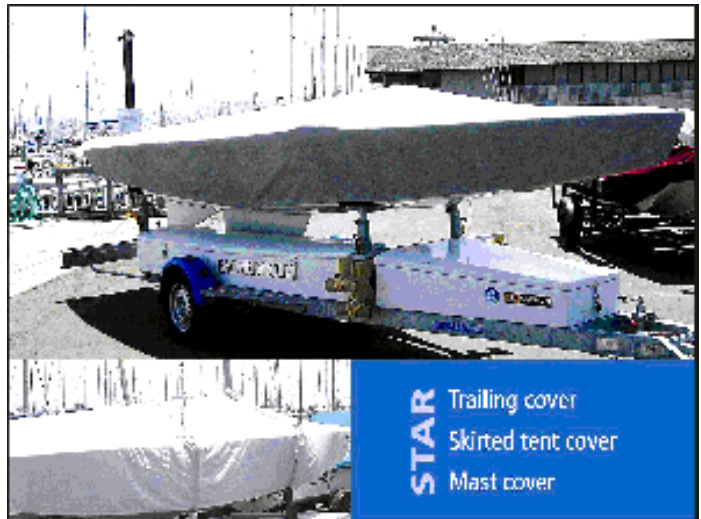
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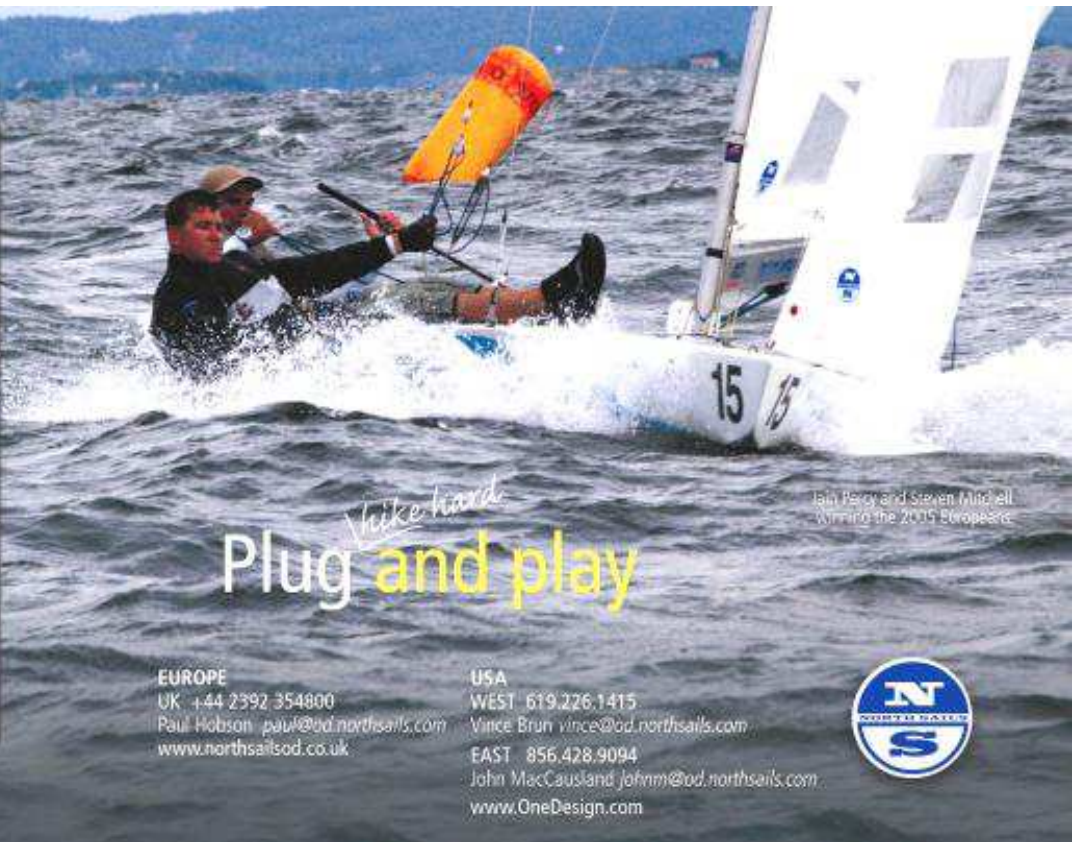


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- 1,2 CHESAPEAKE BAY GREEN STAR
- 1,2 NEW YORK STATE CHAMPS
- 1 DISTRICT 1 CHAMPS
- 1,2,3,4 DISTRICT 2 CHAMPS
- 1 DISTRICT 5 CHAMPS
- 1 ARMS-WHITE REGATTA
- 1st TOMAHAWK REGATTA
- 1,2,4 LEVIN MEMORIAL REGATTA
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