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Yachts: 8275

Starlights

Fall, 2006

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Quantum Ad

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Starlights

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**International Star Class Yacht Racing Association**

Bill Allen, President

Diane Dorr, Exec. Secretary

Ginger Shevlin, Admin. Secretary

David Bolles, Editor

Melinda Berge, Webmaster

Barbara Perce, Accts. Manager

Address all advertising and editorial correspondence to:

International Star Class Yacht Racing Association

1545 Waukegan Road, Glenview, IL 60025-2185, U.S.A.

Tel: 847-729-0630 Telefax: 847-729-0718

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On the cover:

Star Class photographer Fried Elliott took photos at the 2006 Star Class World's Championship which was held on San Francisco Bay. On the cover we see a group of Stars with the Golden Gate Bridge in the background. For more of Fried's photos of the World's see pages 25-27. A slideshow of the event is available at:

<http://www.friedbits.com/PhotoBits/Sailing/Star/index.php>

PRESIDENT'S INTRODUCTION to the Fall Starlights Magazine

2006 has been a great year for the Star Class. Participation has increased in most of our national and regional events throughout the over 35 countries in which the Star is actively raced. Our championships have continued to attract the best sailing talent in the world, as evidenced by the entry list at the recent Star World Championship in San Francisco.

This is the second annual fall magazine summarizing the highlights of 2006. Last year's inaugural issue was very well received, and we hope this issue is even better. We have tried to incorporate something for everyone, with summaries of the major World and Continental events, and a section on District Championships. Also included are technical articles and some tips on how to sail the boat more efficiently; and of course lots of amazing pictures of the most beautiful boat in the world.

While competition in regional and district "regattas" continues to be strong, some of our fleets seem to be struggling to maintain participation in regular weekend races. Creative ideas are needed to increase the "fun" of these races, perhaps including off the water activities. Some ideas are included herein. The class officers will do everything they can to promote such activities; but it always takes a "champion" at the local level to make it happen successfully.

We recently conducted the Class Annual meeting during the World's in San Francisco. We had the honor of an address by Vice Commodore Bill Parks, who has sailed Star boats for 67 years. Bill won an Olympic Bronze

medal in 1960, was Star Class President from 1974-1978, and continues to race actively with the Wilmette Harbor Fleet. He taught me some of my early hard tactical lessons when I first ventured into the Star. Bill's message was to challenge the top sailors, who often have other sailing commitments outside of the Star Class, to give some time, even a few days a year, to help build local fleets. Without strong local fleets, we would not be able to provide the opportunities for the elite sailor. These recognized champions can do a lot to attract younger sailors to the Star

I would like to personally thank all of our excellent class officers and committee volunteers whose hard work made 2006 so successful. We all look forward to 2007 and participating in both Star Class events and the top international multi-class events, highlighted by the ISAF 2007 combined World Championships in Cascais, Portugal.

The Star Class continues to be one of the few classes that has successfully promoted both top level world class competition and local weekend (or weekday) racing. At the recent World's, many people commented about how strong the competition was. However, many more commented about the interesting, friendly people they had met at this and other Star events who had become lifelong friends.

I hope to see many of you at our regional, national and international events in 2006.

Good Sailing

Bill Allen



President Bill Allen with Brad Lichter up front as crew
at the 4th District Great Lakes Championship

Fried Elliott
Photo: Fried. Elliott

2006 SOUTH AMERICAN SILVER STAR CHAMPIONSHIP

February 19-22, 2006
Yacht Club of Rio de Janeiro

First Day Report:

Eight-time Laser World Champion and double Olympic gold medallist Robert Scheidt got off to an impressive start with crew Bruno Prada, racking up two second place finishes to be in 1st place at the end of day one. In the opening race they followed winners John King / Luiz Carlos Simao, and in the 2nd race they were behind 1989 Star World Champion Alan Adler and crew Ronaldo Seifert.

Second Day Report:

Two victories placed Alan Adler and Ronald Seifert in the lead after four races. Their first win today was close with Robert Scheidt / Bruno Prada with Adler taking the victory by the width of a hand. Adler / Seifert have 7 points, followed by Scheidt/Prada (8 points) who were second in both races today, as they were yesterday. In the 2005 championship, Scheidt/Prada finished 2nd overall, behind Lars Grael and Marco Lagoa.

Third Day Report:

In today's first race, the J24 World Champion and Star novice, Mauricio Santa Cruz with his crew Andres Doublé won the first race. The current South American champion Lars Grael, sailing with Marcelo Jordão, won the second race of the day and are in third overall.



Photo: Angela Siemsen

Fourth Day Report:

Robert Scheidt and Bruno Prada won the only race of the day which was held in extremely difficult conditions. "It was a very difficult race with an ebbing tide and little wind," said Scheidt. He and Prada established a narrow lead and then held on for the duration of the race, with their closest rivals, Adler/Seifert finishing fifth.

Fifth Day Report:

Having opted to sail exclusively in the Star in 2006, the Olympic Laser two-time gold medalist Robert Scheidt won the 2006 South American Championship with crew Bruno Prada. With a third place in the first race of the day, the pair had their

first place. Second in this event in 2005, Robert and Bruno still raced the last race of the championship and again had a 3rd place. They finished with 17 points, against 21 for Alan Adler and Ronaldo Seifert (2nd) and 32 for John Albert King and Luiz Carlos Simão (3rd). Scheidt was very happy with the championship, as Alan and Ronaldo were sailing very well. "We are motivated for the remainder of the season," affirmed Scheidt, 32 years old.

The South American Championship had 26 boats participating, including two Chileans, an Argentine and a North American. In nine race, the São Paulo pair won one race, had five seconds, two thirds and a fourth, which was discarded. Crew Bruno Prada (34 years old, former Finn sailor) commented. "We had very consistent finishes, with the right tactical choices made the majority of the time. To sail in the Rio de Janeiro is complicated because of the force of the currents, but we had an excellent performance." Before the South Americans, Robert and Bruno had competed in the United States and finished sixth in the Biscayne Bay Trophy and 19th at the Rolex Miami Olympic Classes Regatta. In 2005, they were 2nd in the South Americans, sixth in the World Championship, third in the Week Pre-Olympics, 2nd of the Sailing Week of Rio De Janeiro and champion of the Sailing Week of São Paulo.



Photo: Thomas Scheidt

Robert Scheidt and Bruno Prada

2006 South American Silver Star Championship
February 19-22, 2006

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R8	Points
1	8127	Robert Scheidt	Bruno Prada	GuB	2	2	2	2	4	2	1	3	3	17
2	8034	Alan Adler	Ronaldo Seifert	RdJ	4	1	1	1	6	4	5	4	1	21
3	7590	John Albert King	Luiz Carlos F L Simao	Cop	1	12	5	5	11	3	3	2	2	32
4	8046	Lars S Graef	Marcelo Jordao	Par	11	3	12	3	3	1	6	12	5	44
5	7018	Mauricio Santa Cruz	Andre Lerszycki	Gua	8	4	6	13	1	16	4	5	12	53
6	8048	Daniel Wilcox	Marco Lagoa	Gua	5	6	8	9	2	18	9	8	6	53
7	8117	Alessandro Pascolato	Henry Raul Boening	GuB	9	9	9	4	8	6	2	11	7	54
8	7772	Peter Eduardo Siemsen	Manfredo Florice	Cop	6	5	7	7	9	raf	16	1	4	55
9	8109	Peter Ficker	Manuel Bunge	San	14	13	3	11	5	7	15	7	9	69
10	7966	Augusto Barroso	Noel Ferreira	Gua	12	10	22	12	12	10	7	6	11	80
11	8049	Gastao Brun	Antonio Carlos Paes Leme	RdJ	3	14	16	8	13	12	10	13	10	83
12	7850	Andre Sviatopolk Mirsky	Mauricio Bueno	SP	16	18	10	17	7	9	13	9	13	94
13	7871	Marcelo Fuchs	Fabio Kraiczky	SP	13	7	13	6	14	11	8	dnf	dnf	99
14	7316	Alejandro Chometowski	Nicolas Chernobilsky	BA	17	11	11	16	16	5	17	16	8	100
15	7237	Vicente Pablo Gimeno	Jose Augusto Barcellos	Val	10	dnf	17	14	10	dnf	14	10	14	116
16	7200	Carlos Dohnert	Fernando Ilha	Cop	18	16	14	10	20	14	11	18	20	121
17	8122	Claude Bonnani	Richard Burgess	TaB	19	24	15	15	15	8	dns	15	19	130
18	8039	Admar Gonzaga Neto	Guilherme Mayerhofer	Par	20	21	20	19	17	13	18	14	16	137
19	7777	Francisco Siemsen	Luiz Fernando Fabrianni	Cop	22	15	18	20	19	19	12	20	15	138
20	6922	Rafael Pariz	Felipe Carvalho	GuB	15	20	19	21	18	17	21	17	18	145
21	8145	Jorge Zarif	Ubiratan Mattos	--	7	8	4	dnf	dnf	dnf	dnf	dnf	dnf	154
22	7212	Sergio Goretkin	Miguel Fialho	RdJ	dnf	17	dnf	22	22	15	19	19	17	158
23	7074	Joao Marcos M De Almeida	Flavio Luiz Gama	Par	24	22	25	23	21	20	20	21	21	172
24	7517	Jorge Bhering	Arthur Lopes	RdJ	21	19	21	18	dnf	dnf	dnf	dnf	dnf	187
25	6714	Wilton A Santos	Sater Abdo Sater	Gua	23	25	23	24	23	21	22	dnf	dnf	188
26	7083	Charles Viviane	Ingo Wender	--	dnf	23	24	dnf	dnf	dnf	dnf	dnf	dnf	209

2006 BACARDI CUP

March 5-10, 2006

Photos by Jan Walker

The highlight of the Miami winter sailing season, the Bacardi Cup, lived up to expectations. Ninety-two boats from 22 different countries and four continents showed up for the event.

The Bacardi Cup Regatta continues to be a showcase of what the Star Class is all about. In this regatta there was a cross section of abilities and varieties of sailors, from past World and Olympic champions to Olympic hopefuls to the proverbial weekend warriors. As often noted, in what other sport can you find the elite of that sport and people who participate in the sport for enjoyment competing on the same field? Yet here they all were, all on the same starting line, and from time to time the weekend warriors were able to shine and outdo some of the stars of our sport.

Day 1: Two-time Olympic Gold Medalist and seven-time Bacardi Cup Champion Mark Reynolds, sailing with crew Christian Finnsgard, finished first in day one of sailing Sunday. Seventh after the first mark, Reynolds managed to make consistent gains throughout the race. He made the fourth mark just ahead of Eric Lidecis and attacked the right side on the final run to take the lead. Lidecis chose the left side on all five runs and rounded each mark in the top five, but lost considerable distance to Reynolds on the final run.

Day 2: The father and son-in-law team of John Dane and Austin Sperry won Monday's second race on the waters of Biscayne Bay. With a third place finish in Sunday's first race, this victory gave them the overall lead going into the third race in the regatta.



John Dane and Austin Sperry

Day 3: Andy Beadsworth and crew David Carr of Great Britain won Tuesday's race, well ahead of second place finishers Xavier Rohart and crew Pascal Rambeau of France.



Closing in on the leeward gate

Day 4: John Dane and crew Austin Sperry won Wednesday's fourth race. With many of the overall leaders faltering on day four, Dane and Sperry regain the overall lead heading into the final two races of the regatta. Dane and Sperry were among a large group of boats that elected to attack the left side of the course on the first run. Once out in front, Dane and Sperry leveraged strong winds again on the left side to build a commanding 10-boat-length lead at the second mark, substantially ahead of their nearest competitors.

Wednesday night saw the first of the two dinners and award ceremonies for which the Bacardi Cup event has become famous.

Day 5: Two-time Bacardi Cup Champion Peter Bromby, sailing this week with crew Bill McNiven, won Thursday's fifth race.

Day 6: France's Xavier Rohart and crew Pascal Rambeau, the 2005 Star Class world champions and number-one ranked Star team in the world, finished first in the final race of the Bacardi Cup and fourth in the overall standings. The team of John Dane and Austin Sperry came in fourth to clinch the win for the regatta.



Peter Bromby and Bill McNiven win the 5th race

The final awards dinner, complete with orchestra and samplings of Bacardi products, was a wonderful ending to a good week of racing.



Austin Sperry and John Dane with the Bacardi Cup

2006 Bacardi Cup
Top 14 out of 92 entries

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	USA 8230	John Dane III	Austin Sperry	MoB	3	1	17	1	6	4	15
2	GER 8213	Marc Pickel	Ingo Borkowski	Brm	8	2	bfd	7	2	2	21
3	BER 8044	Peter Bromby	Bill McNiven	ISOL	4	7	bfd	12	1	3	27
4	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	17	3	2	59	5	1	28
5	POL 8170	Mateusz Kusznierewicz	Dominik Zycki	ISOL	6	25	6	4	14	avg	41
6	POR 8145	Afonso Domingos	Bernardo Santos	CP	10	9	10	9	12	5	43
7	AUS 7836	Iain Murray	Andrew Palfrey	LMac	5	28	9	8	7	16	45
8	USA 8238	Joseph Londrigan	David Giles	LS	48	13	3	22	3	6	47
9	BRA 8127	Robert Scheidt	Bruno Prada	GuB	34	4	4	2	13	27	50
10	GBR 8025	Andy Beadsworth	David Carr	SO	43	19	1	16	10	7	53
11	USA 8239	Mark Reynolds	Christian Finnsgard	SDB	1	5	12	27	23	14	55
12	USA 8156	Andy Horton	Brad Nichol	NB	22	bfd	13	13	4	8	60
13	USA 8222	Rick Merriman	Rick Peters	SDB	7	10	15	31	11	19	62
14	USA 8157	Mark Mendelblatt	Mark Strube	TaB	24	11	8	6	16	bfd	65

EASTERN HEMISPHERE CHAMPIONSHIP

April 17-21, 2006

Savoia Yacht Club, Naples, Italy

Monday, April 17: After the tune up race on Easter Sunday, the "Eastern Hemisphere Championship" tried to start on an opening day. However, the wind often changed direction and was always less than necessary for racing. The sailors waited for the wind to settle in until 3:15 p.m., when the race committee decided that nothing could be done. The skippers, crews and the jury went back to the Savoia Yacht Club, the host yacht club for this international event.

Tuesday, April 18: For a second day a valid race could not be completed. On Tuesday afternoon, following numerous protests from the contestants, the jury decided to abandon the race of that morning which was initially ruled valid.

Wednesday, April 19, Races 1 & 2: The first valid race of the Star Eastern Hemisphere Championship, organized by the Circolo Savoia, was held on Wednesday morning, April 19. Finally the Gulf of Napoli had enough wind with so that the Championship was able to start.

The first race was won by the Polish team of Kusznerewicz and Zycki, followed by the Germans Pickel / Borkowski, and the French Rohart / Rambeau. The second races was won by the Americans Dane / Sperry.

Thursday, April 20, Races 3 & 4: Two of the big favorites in the Star Eastern Hemisphere Championships won the two races of the day, sailed, finally, in good winds. In the first race, the French team of Rohart / Rambeau finished in front of

the Swedes Lööf / Ekström. In the second race, the places were reversed, with Lööf / Ekström winning

In the first race, the only boat that managed to sail in front of Lööf / Ekström and Rohart / Rambeau, were the Italians Diego Negri / Luigi Viale, who finished third. A former Laser Champion, Negri has been sailing the Star for a year with excellent results. In fourth were Roy Heiner / Alex Breuseker of the Netherlands. Another Italian team, that of Silvio Santoni / Sergio Lambertenghi, sailed with the leaders during the race and finished fifth. In the second race the Americans Mark Mendelblatt / Mark Strube were 3rd, New Zealand's Hamish Pepper / David Giles were fourth.

Friday, April 21, Races 5 & 6: In the first race of the day, Rohart and Lööf were side by side, ending up in the low 30's. But by the third mark of the second race, Lööf had definitively won the regatta, with Rohart falling back to 5th overall.

The Swedish team of Fredrik Lööf and Anders Ekström won the 2006 Eastern Hemisphere Championship. They received the winner's trophy given by Pippo Dalla Vecchia at the Circolo di Santa Lucia in Naples. Lööf and Ekström, during the six races, had stiff competition from the French crew of Xavier Rohart and Pascal Rambeau, who are also two-time Star World Champions.

Second overall in the 70 boat fleet was taken by the American team of Mark Mendelblatt / Mark Strube. On the podium in 3rd place was Luca Modena and Michele Marchesini, and Diego Negri with Luigi Viale as crew finished 4th.

2006 Eastern Hemisphere Championship

Pl. No.	Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points	
1	SWE 8256	--	Lööf Fredrik	Ekström Anders	BK	6	12	2	1	38	3	24
2	USA 8157	--	Mendelblatt Mark	Strube Mark	TaB	5	8	10	3	29	2	28
3	ITA 8224	Kiss The Medal	Modena Luca	Marchesini Michele	NG	9	5	20	6	8	1	29
4	ITA 8075	Strassabraghetta	Negri Diego	Viale Luigi	VE	16	9	3	10	6	7	35
5	FRA 8107	Marsilia	Rohart Xavier	Rambeau Pascal	NI	3	28	1	2	37	4	38
6	GER 8213	Pinta	Pickel Marc	Borkowski Ingo	Bre	2	16	13	bfd	1	6	38
7	USA 8230	Zoom Zoom	Dane III John	Sperry Austin	MoB	8	1	17	9	11	10	39
8	USA 7829	--	Szabo George	Monroe Eric	SDB	4	2	24	13	3	17	39
9	NZL 8187	--	Pepper Hamish	Giles David	Isol	13	36	14	4	7	9	47
10	AUS 8234	Zulu	Conde Peter	Hunn Andrew	Isol	19	6	9	15	23	8	57
11	AUT 8226	Mozarella	Spitzauer Hans	Nehammer Christian	Bal	11	3	25	8	24	25	71
12	ITA 8076	Siluro	Simeone Luca	Colaninno Ferdinando	Rom	14	23	32	20	5	11	73
13	SUI 8232	Michelle	Dannesboe Henrik	Doussot Yves-Eric	G	17	7	23	25	4	dnf	76
14	NED 8248	Xprezzo	Heiner Roy	Breuseker Alex	Hol	18	51	4	rdg	19	12	78
15	GER 8033	Pornostar	Rotermund Philipp	Fendt Florian	Glu	dnf	15	15	11	20	24	85
16	ITA 8042	Darlinga	Santoni Silvio	Lambertenghi Sergio	NG	21	24	5	RAF	26	16	92
17	USA 8250	Rachel	Macdonald Andrew	Fatih Brian	NH	24	26	16	18	17	18	93
18	IRL 8028	--	O'Connell Maurice	Peel Edmund	Isol	10	29	rdg	21	21	22	96
19	ITA 8014	La Mia	Barovier Alberto	Mike Wolf	--	44	14	12	23	32	15	96
20	USA 8129	Kaenon	Reynolds Mark	Liljedahl Magnus	SDB	dnf	37	7	12	25	19	100
21	BRA 8049	--	Brun Gastao	Lagoa Marco	RdJ	22	13	46	17	28	23	103
22	POL 8252	Era	Kusznerewicz Mateusz	Zycki Dominik	Isol	1	27	8	7	dnc	dnc	113
23	ITA 7646	--	Di Lorenzo G Arturo	Montefusco Mauro	Cap	40	10	31	42	9	30	120
24	SUI 7990	--	Stegmeier Daniel	Stegmeier Beat	TB	41	52	6	19	35	20	121
25	ESP 7420	Chiqui	José Garcia De Soto	Elorza Alvaro	FdeL	29	4	55	46	2	43	124
26	ITA 7958	--	Alagna Giuseppe	Gambina Raffaele	--	27	17	28	28	36	26	126
27	CRO 7955	Ruza	Lovrovic Marin Jr	Lovrovic Marin Sr	Isol	26	31	raf	24	45	5	131
28	ITA 8242	Pedal To The Medal	Gatti Giulio	La Porta Manuele	IC	46	38	22	5	ocs	21	132
29	HUN 8166	Barbarella II	Tenke Tibor	Bendicsek Jozsef	Ore	32	60	26	33	12	29	132
30	UKR 8205	--	Gureyev Vasyil	Korotkov Volodymyr	Ukr	30	22	39	38	10	35	135

31	ITA 7685	--	Oliviero Nello	Pisa Daniele	Cap	25	39	54	34	13	27	138
32	SLO 7888	--	Bostjan Antoncic	Strakh Gennadi	Slov	37	33	18	51	14	40	142
33	GER 7991	--	Miller Matthias	Voigt Manuel	BF	7	ocs	11	dnf	42	14	144
34	HUN 7799	--	Gereben Márton	Gereben Péter	Ore	48	18	27	29	39	31	144
35	GER 8190	Ente Sub / Saver	Schiffer Thomas	Hentschel Niels	Ijs	20	43	36	22	27	dnf	148
36	ITA 8030	Manon	Cristofori Pierpaolo	Del Col Giancarlo	Rom	23	53	29	16	ocs	33	154
37	ITA 8197	San Luca	Noé Gianfranco	Ulcigrai Sandro	Tri	34	47	37	41	15	32	159
38	ARG 8212	Kellynda	Kouyoumdjian Juan	Mosas Nicolas	Lar	ocs	19	41	14	16	dnf	160
39	ITA 8029	--	Silvestri Gaspare	Di Martino Paolo	Cap	28	11	19	dnf	58	51	167
40	GER 7550	--	Weinrich Gerhard	Schott Tobias	CBM	31	34	35	40	61	28	168
41	ITA 8165	Buccia Di Banana	Pisanelli Salvatore	Pierri Michele	JO	12	55	52	37	30	38	169
42	BRA 8255	Isabella II	Pascolato Alessandro	Boening Henry Raul	GuB	ocs	54	34	27	44	13	172
43	ITA 8183	Tamburicci	Tamburini Antonio	Fravezzi Albino	SI	33	25	42	bfd	31	41	172
44	UKR 8096	--	Dotsenko Konstantin	Euselenko Alexander	Ukr	43	40	38	35	34	37	184
45	ITA 8089	Trucchina	Orlando Michele	Fabio Curcio	Rom	35	21	43	48	48	39	186
46	ITA 8200	I-Bulgari	Improta Riccardo	Lupoli Andrea	Cap	36	41	57	31	46	45	199
47	RUS 8047	--	Ikonnikov Vladimir	Kulkov Anton	StP	42	30	49	39	40	49	200
48	FRA 8196	--	Dabry Raoul	Cotte Tristan	FdeM	38	46	33	36	50	47	200
49	ITA 822	Vida Bandida	Tarabella Andrea	Gualandri Carlo Corrado	FDM	45	32	44	45	43	42	206
50	LAT 8135	--	Cepurnieks Eizens	Kanskis Eizens	Isol	51	59	45	49	22	50	217
51	ITA 7796	Nini'	Clemente Massimo	Granato Vittorio	Cap	50	20	dns	57	41	55	223
52	SUI 8085	Squalo Bianco V	Zimmermann Lorenz	Steffens Tobias	LUV	15	57	bfd	30	56	dnc	228
53	ITA 7908	Esmeralda	Giusti Sergio	Tomasich Ugo Antonio	--	57	61	48	44	47	34	230
54	GER 7577	Frizzante	Paucksch Christian	Knoll Christian	Sta	ocs	ocs	30	32	57	44	233
55	ITA 7063	Alex	Mattiello Marco Valerio	Spinelli Luciano	Cap	53	42	40	54	60	46	235
56	FRA 7494	Srva	Brillaud Clement	Holier Arnaud	--	47	ocs	51	56	33	56	243
57	ITA 8209	Basilisco	De Denaro Franco	Simoni Renzo	Tri	ocs	35	bfd	dnf	18	53	246
58	USA 7885	--	Bonanni Claude	Burgess Richard	TaB	49	50	50	47	54	52	248
59	ITA 8090	Eurostar	Filippi Luca	Cisbani Paolo	Rom	59	45	60	52	dnc	36	252
60	GER 8016	--	Rauch Hubert	Schappeler Ingo	And	56	44	47	53	52	dnc	252
61	HUN 8115	--	Katai Peter	Nazer Csaba	Bud	52	58	53	43	55	54	257
62	HUN 7900	2 Kuna	Fonntos Robert	Tovjai Petev	Ore	58	56	59	50	49	48	261
63	ITA 7528	Cangaroo	Balderi Antonio	Cinquini Roberto	PDV	54	48	58	58	51	57	268
64	ITA 8182	Nuvola	Righi Roberto	Mugnaini Davide	Viar	ocs	49	56	55	59	58	277
65	ITA 7680	--	Ritucci Giuseppe	Mauro Andrea	Cap	55	62	dns	dnf	53	59	299
66	ITA 8225	F. Monastirio	Boggi Lucio	Cristaldini Corrado	Viar	39	dnf	dnf	59	dnc	dnc	308
67	ITA 7705	Caravaggio	Bonanno Graziano	Caroti Dario	PDV	dnf	dnc	dnc	dnc	dnc	dnc	350
67	SUI 8138	--	Marazzi Flavio	Huter Etienne	TB	dnc	dnc	dnc	dnc	dnc	dnc	350
67	ITA 8228	Robbabona	Poggi Giampiero	Stilo Giovanni	Rom	dnc	dnc	dnc	dnc	dnc	dnc	350

2006 WESTERN HEMISPHERE CHAMPIONSHIP

May 23-26, 2006

Annapolis Yacht Club

by Melinda Berge

Photos by Jan Walker

May 23, Races 1 & 2: The first day of racing for the Western Hemisphere Championship was under sunny skies but with a cold, gusty northwest wind of 15 knots with a temperature in the high 50s

The first race was a 2 mile, four leg windward-leeward course set at 325 and changed to 335 for the 2nd upwind leg. Dane / Sperry were first around the windward leg of the first leg after having stayed to the left side of the course, taking advantage of the lessening ebb current at the top of the leg. Following them were Reynolds / Haenel, O'Connell / Peel, Murray / Palfrey and Anosov / Caesar. VanderMolen / Wolfs were first at the 2nd windward mark. Following them were Murray / Palfrey, Reynolds / Haenel, Dane / Sperry and Conde / Hunn. This order held to the finish, except with Reynolds / Haenel and Dane / Sperry exchanging places and Cramer / Bjorn taking 5th ahead of Conde / Hunn.

Start of the 2nd race

The second race brought lighter, but still gusty winds with larger shifts up to 45 degrees.



May 24, Race 3: Racing was delayed due to light winds. One race was finally competed in the late afternoon. Winds finally settled in at 6-10 knots from the south after having clocked from the north during the long waiting period.



May 25, Races 4 & 5: Warmer but cloudy with temperatures in the mid 60sF. The wind slowly built from the south and at noon there was 15 knots. The first race of the day was won by Rick Merriman / Rick Peters, followed by Andy Macdonald / Brian Fatih and George Szabo / Eric Monroe for a southern California sweep of the top three.

In the 2nd race the southern California contingent continued strong with Mark Reynolds / Hal Haenel winning the race and Erik Lidecis / Michael Marzahl finishing 2nd. John Dane / Austin Sperry were third and are tied with Reynolds / Haenel for first overall in the regatta. Just one point back is Australia's Iain Murray / Andrew Palfrey.

May 26, Race 6: The fleet had to wait until early afternoon for the wind to show up from the south at 12-14 knots. John Dane and Austin Sperry, with their 6th in the race, won the Western Hemisphere Championship followed by Mark Reynolds / Hal Haenel in 2nd and George Szabo / Eric Monroe in 3rd.

Winning the final race (their 2nd first place in the regatta) were Rick Merriman / Rick Peters, followed by George Szabo / Eric Monroe and Argentina's Fabian MacGowan / Frederico Engelhard.



Winners Austin Sperry and John Dane flank race organizer Barbara Beigel-Vosbury

2006 Western Hemisphere Championship

Pl.	No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	USA 8230	Zoom Zoom	John Dane	Austin Sperry	MoB	3	13	3	5	3	6	20
2	USA 8239	Kaenon	Mark Reynolds	Hal Haenel	SDB	4	1	8	9	1	16	23
3	USA 8129	--	George Szabo	Eric Monroe	SDB	16	9	26	3	5	2	35
4	USA 8222	Max	Rick Merriman	Rick Peters	SDB	15	3	32	1	16	1	36
5	USA 8176	--	Erik Lidecis	Michael Marzahl	NH	8	14	12	16	2	7	43
6	USA 7640	--	Arthur Anosov	David Caesar	SL	9	7	11	24	4	12	43
7	CAN 8143	Remarc	Brian Cramer	Tyler Bjorn	LOC	5	23	4	7	10	18	44
8	USA 8195	Erin	John MacCausland	Shane Zwingleberg	CR	14	6	1	12	25	13	46
9	USA 8162	Rachel	Andy Macdonald	Brian Fatih	NH	22	11	6	2	9	dnc	50
10	USA 8168	--	Jim VanderMolen	Mike Wolfs	GL	1	10	2	14	24	dnc	51
11	IRL 8028	--	Maurice O'Connell	Ed Peel	Isol	10	4	23	15	15	8	52
12	AUS 7836	Tiger	Iain Murray	Andrew Palfrey	LMac	2	2	38	4	7	ocs	53
13	ARG 8169	--	Alberto Zanetti	JP Engelhard	OL	24	17	13	8	13	9	60
14	USA 8136	Any Given Sunday	Henry Filter	Rodrigo Meireles	AN	12	16	10	13	21	11	62
15	AUS 8234	Zulu	Peter Conde	Andrew Hunn	Isol	6	22	17	11	8	ocs	64

16	USA 8215	Olivia	Bill Allen	Brad Lichter	WH	25	20	9	19	12	5	65
17	USA 7713	Light Brigade	Peter McChesney	Mike Jones	AN	7	12	15	6	28	dnc	68
18	ARG 7907	Star Express	Fabian MacGowan	Frederico Engelhard	OL	13	29	34	18	6	3	69
19	USA 8043	--	Jock Kohlhas	Richard Burgess	BisB	20	8	5	20	22	21	74
20	USA 8177	Two Sacks of Cement	Karl Anderson	Magnus Liljedahl	BH	18	5	14	10	32	ocs	79
21	USA 7444	--	Aaron Serinis	Brian Wood	MES	17	25	7	ocs	31	10	90
22	USA 8080	Team Poseidon	Guy Gurney	Roman Gotsulyak	CLIS	19	21	30	21	20	man	93
23	USA 7793	Pampero	Tomas Hornos	Luis Hornos	BH	30	19	21	22	14	17	93
24	USA 7986	--	Hyde Perce	Darin Jensen	WH	11	33	20	23	29	15	98
25	USA 8131	Wild Thing	Bob Oberg	Mark Penny	AN	23	24	27	ocs	11	ocs	128
26	USA 8038	--	John Vanderhoff	Rowan Perkins	NCB	27	35	18	31	17	ocs	128
27	USA 7715	Ciao Bella	William Swigart	Carroll Beek	CLIS	41	18	25	28	37	22	130
28	USA 8128	Dangerous	Bill Culberson	Buddy Clark	MoB	26	27	28	36	dnc	14	131
29	USA 8095	--	Gunti Weissenberger	Chris Brown	NCB	34	32	36	17	18	zpf	132
30	USA 7370	--	Rob Emmet	Tim Hotchkiss	AN	21	28	31	25	dnc	27	132
31	USA 7072	--	Matt Beck	John Boone	AN	36	34	16	26	33	26	135
32	ARG 7976	--	Martin Pendola	Ariel Simonet	BA	31	37	24	29	23	zpf	140
33	USA 7425	Ice Blue	Barbara Beigel-Vosbury	Chris Hamilton	AN	28	39	35	35	26	19	143
34	USA 7786	Cover Girl	Karen Alt	C Eric Wagner	MES	37	30	19	38	35	24	145
35	USA 8063	Grinch	Bert Collins	Matt Freeman	AN	29	15	39	30	36	dnf	149
36	AUS 8101	--	Michael Jones	Simon Reffold	LMac	32	26	33	ocs	19	ocs	153
37	USA 8083	Sonya	John Chiarella	Bob Carlson	Sun	33	31	40	34	38	20	156
38	USA 7681	Touch of Grey	John Lecourt	Joe Krolak	AN	35	40	29	37	27	28	156
39	USA 7497	--	Kris Wilson	Ben Fransen	AN	40	38	41	27	30	29	164
40	ITA 8183	Tamburicci	Antonio Tamburini	Renzo Ricci	SI	38	36	22	32	ocs	ocs	171
41	USA 7162	Hurrying Angel	Dan North	Chris Hardin	--	42	42	42	33	34	dnc	193
42	USA 7934	--	Karl Von Schwarz	Seth Mininger	AN	39	41	37	dnc	dnc	dnc	203



John Dane III and Austin Sperry in 8230 followed by Brian Cramer and Tyler Bjorn in 8143

KIEL WEEK

June 17-25, 2006

Seventy-five years ago as a result of the formation of the first German Star fleet, the Norddeutsche Flotte, the Stars first participated in the Kieler Woche. (See pages 28-29 of this magazine for the history of this fleet.) This year once again the Stars put in a strong appearance at the Kiel Week with 49 entries representing 18 countries and 29 fleets from all of the active continental areas.

The series was scheduled to be a 10 race series, with the final race being the "medal" race which would be scored with double points. However, in the end only 9 races were completed due to various weather-related conditions.

Going into the medal race, which was the 9th race of the series, five boats were in a position to win the event since they were all within five points of each other. Mendelblatt and Strube came in 4th in the medal race, receiving 8 points under the new Olympic scoring system. Robert Scheidt and Bruno Prada came in 6th in the medal race giving them 12 points. As a

result both teams ended the series with 31 points. Although tied on points, Mendelblatt and Strube beat Scheidt and Prada due to the new Olympic scoring system which places extra weight on the final race.

Strube called winning Kiel Week "awesome." He said the competition was tight the entire regatta, and the sheer amount of competitors made the win that much more exciting. "We had some good competition and to come out first was just fantastic." Prior to Kiel Week, the team only trained one week together on their new boat. Once they adjusted to the new boat and corrected their mistakes, they were able to move ahead. "We made a big leap in our communication with each other. We came together more as a team." He added, "It felt good."

This win marks Mendelblatt and Strube's first win at a major European regatta. A second win would follow at the European Championship, the write-up of which given immediately after this report. Last year they had their first major win when they won the 2005 Bacardi Cup. Strube and Mendelblatt first sailed together in the 2003 America's Cup in New Zealand on One World.

2006 Kiel Week

Pl. No.	Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Points	
1	USA 8157	--	Mark Mendelblatt	Mark Strube	TaB	3	6	5	7	2	4	3	7	8	31
2	BRA 8127	Guarini	Robert Scheidt	Bruno Prada	GuB	4	2	2	1	6	bfd	4	8	12	31
3	POL 8252	--	Mateusz Kusznierewicz	Dominik Zycki	Isol	1	28	1	16	5	bfd	6	2	6	37
4	GER 8213	--	Marc Pickel	Ingo Borkowski	Brm	12	5	7	3	7	bfd	1	1	14	38
5	SUI 8138	--	Flavio Marazzi	Etienne Huter	TB	2	4	3	5	4	bfd	17	4	16	38
6	GER 7971	--	Robert Stanjek	Frithjof Kleen	BF	6	3	4	4	1	3	5	9	18	38
7	NZL 8187	--	Hamish Pepper	David Giles	Isol	7	8	9	12	19	bfd	2	5	2	45
8	DEN 8147	--	Benny Andersen	Mogens Just	DF	11	1	12	2	21	9	13	rdg	10	54
9	USA 8129	--	George Szabo III	Eric Munroe	SDB	28	9	16	8	18	5	8	6	4	56
10	GER 7991	--	Matthias Miller	Manuel Voigt	BF	36	17	11	14	3	bfd	12	3	20	80
11	ITA 8076	Siluro	Luca Simeone	Colaninno Ferdinando	Rom	23	19	10	6	33	2	11	13	30	91
12	ITA 8075	--	Diego Negri	Luigi Viale	--	8	16	22	13	11	bfd	7	21	24	101
13	USA 8250	--	Andrew Macdonald	Brian Fatih	NB	5	14	13	24	20	man	10	18	28	101
14	AUT 8226	--	Hans Spitzauer	Christian Nehammer	Bal	16	11	dnc	dnc	14	7	16	12	26	102
15	GER 8149	Felicitas	Alexander Hagen	Sebastian Munck	Glu	15	29	23	23	10	8	18	15	22	111
16	CRO 7955	--	Marin Lovrovic Jr	Marin Lovrovic Sr	Isol	14	12	20	10	22	12	9	26	40	117
17	NED 8248	--	Roy Heiner	Alex Breuseker	Hol	18	7	18	dnf	15	bfd	14	14	34	120
18	GER 8033	--	Philipp Rotermund	Florian Bendt	Glu	10	21	28	bfd	13	11	35	33	32	147
19	HUN 8166	Barbarella III	Tibor Tenke	Jozsef Bendicsek	Ore	21	32	19	19	9	bfd	23	10	50	151
20	IRL 8028	--	Maurice O'Connell	Edmund Peel	Isol	9	18	17	dnc	31	19	20	19	56	158
21	ITA 8224	--	Luca Modena	Michele Marchenisini	NG	13	10	8	17	8	6	28	16	bfd	161
22	GER 7992	Bayer Express	Reinhard Schmidt	Dirk Meissner	Moh	26	25	27	9	30	21	21	11	48	161
23	GER 8020	--	Michael Ilgenstein	Lutz Boguhn	HF	dnf	dnc	15	18	16	10	37	27	44	165
24	GER 8141	--	Hubert Merkelbach	Gerrit Bartel	UB	20	24	14	11	23	bfd	22	23	62	174
25	SUI 8232	--	Henrik Dannesboe	Igot Kaptourovitch	TB	24	26	dnc	25	12	17	27	25	46	174
26	RUS 8047	Secret	Vladimir Ikonnikov	Anton Kulkov	StP	27	15	38	28	37	man	man	35	38	184
27	GER 8140	--	Thomas Mueller	Magnus Liljedahl	Zug	17	31	34	dnf	27	16	19	24	52	185
28	AUS 7876	--	Andrew Landenberger	Simon Reffold	--	30	35	24	27	41	18	32	32	36	197
29	AUS 8234	Zulu	Peter Conde	Andrew Hunn	Isol	25	39	21	20	26	bfd	25	20	60	197
30	POR 8145	--	Afonso Domingos	Bernardo Santos	CP	19	20	6	21	25	bfd	rdg	22	dnc	209
31	POR 7760	--	Henrique Anjos	Afonso Marques	CP	29	13	dnf	dnf	24	bfd	24	30	42	211
32	GER 8130	--	Henning Voigt	Dirk Strube	KF	35	23	30	29	34	22	40	29	54	220
33	DEN 8066	--	Johnny Jensen	Martin Pedersen	DF	31	22	36	15	35	15	26	28	dnc	236
34	ARG 8212	--	Roberto Bermudez de C.	Francisco Quiroga	Lar	33	27	dnc	dnc	17	1	15	dnc	dnc	243
35	GER 991	--	Johannes Babendererde	Sebastian Petrov	Lub	34	34	25	26	39	bfd	46	31	64	252
36	GER 8233	--	Josef Piepra	Martin Huchel	--	32	30	32	30	38	20	44	39	72	255
37	GER 7577	XXX	Christian Paucksch	Christian Knoll	Sta	39	dns	31	34	36	bfd	man	17	74	261
38	GER 8190	--	Thomas Schiffer	Niels Hentschel	--	22	33	29	22	29	bfd	30	34	dnc	264
39	UKR 8205	--	Vasit Gureyev	Vladimir Korotkov	Ukr	45	dnc	dnc	35	32	bfd	33	37	58	273
40	SWE 8031	--	Borje Larsson	Carl Frederik Larsson	RS	38	38	33	31	45	24	41	dnc	70	276

41	HUN 8115	--	Peter Katai	Csaba Nazer	Bud	42	41	37	32	40	bfd	36	36	68	290
42	ESP 7420	--	Jose F. Garcia De Soto	Alvaro Elorza	Lar	dnc	dnc	dnc	dnc	42	25	man	38	66	308
43	GER 7711	Immer Dabej	Dieter Kruegel	Atze Lehmann	Glu	44	44	39	DNS	48	26	45	42	78	318
44	GER 8016	--	Hubert Rauch	Ingo Schappler	And	40	37	35	33	43	bfd	34	40	dnc	319
45	SUI 8085	--	Lorenz Zimmermann	Beat Stegmeier	LUV	37	36	26	dnf	28	bfd	dnc	dnc	dnc	327
46	GER 8027	Starsinn	Martin Schwieger	Waldemar Schoenebeck	HF	dnc	dnc	dnc	dnc	dnc	dnc	man	43	76	327
47	GER 7550	--	Tobias Schott	Peter Linke	CBM	41	40	dnc	dnc	46	23	42	41	dnc	331
48	GER 8026	--	Walter Soellner	Gerhard Weinreich	CBM	43	43	dnc	dnc	44	bfd	dnc	dnc	dnc	380
49	GER 8093	--	Marko A Hasche	Helge Spehr	HF	dnc	42	dnc	dnc	47	bfd	43	dnc	dnc	381



Photo by Claus-C. Plaass

A start at Kiel Week: Matthias Miller and Manuel Voigt, 7991; Mateusz Kuznierewicz and Dominik Zycki, 8252; Mark Mendelblatt and Mark Strube, 8157.

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

Photographs by Jan Walker

Photos of the 2006 Biscayne Bay Regatta, 2006 Bacardi Cup,

2006 Western Hemisphere's and other Star events available on:

www.RegattaActiveImages.com



2006 EUROPEAN CHAMPIONSHIP

August 5-12, 2006

Neustadt, Holstein, Germany

based on reports by Brad Nichol

Day 1, Race 1: Winners: Mark Mendelblatt and Mark Strube.

Eighty boats showed up for the 75th annual Star Class European Championships. So far the weather has been perfect with sunny skies, wind out of the north and water temps a refreshing 65 degrees. There was one race scheduled for the first day starting at noon and the race committee was able to keep all the boats in line on the first attempt at a start under the "Z" penalty flag. On the last leg we dropped a few boats and finished 19th, not what we were shooting for, but not bad in such a large and talented fleet.

Day 2, Race 2 & 3: Two bullets for Mark Mendelblatt and Mark Strube.

The races today were crazy to say the least. We had great breeze, up to 18 knots. But we are sailing right under a shoreline so the wind is very shifty. For example, the boat that was leading the first race started at the left end of the line on port tack and laid the first mark. This is on a 2 mile leg with 80 + boats. In the end we finished ninth in that race and then had a 14th in the second race.

Day 3, Races 4 & 5: Winners, Race 1: Hamish Pepper and Carl Williams. Winners, Race 2: Andy Horton and Brad Nichol.

We knew it would be another shifty day on the racecourse. The breeze was a little lighter than yesterday, but we were still fully powered up and hiking hard. We were in the middle of the starting line for the first start. Two huge shifts came in on that leg and we were about 9th at the first mark. By the next mark we were up to 7th and held that for the next full lap. Finally up the last beat of the race the opportunity we had been patiently waiting for came in. We leveraged a little to the left of the leading pack, a good left puff came in and we punched through to finish 3rd.

Race 5: We had another good start and went right up the middle of the course. In the beginning the left side was way ahead, then the right, then the left and finally a small right shift came in. We had a nice extension on the next beat and on the last down wind. When we rounded the bottom mark we were 20 lengths ahead of 2nd place. About half way up the beat we decided to split from our pack on the left and to go get in front of the pack on the right. Just as we got to the pack on the right a huge 30 degree right shift came through. Our gamble paid off; the boats on the left side dropped out of contention and we were somehow still ahead of everyone on the right side. We crossed the line ahead of the rest of the fleet finishing off a great day with a bullet.

Days 4, 5 & 6: There was little or no wind for the remaining days of the Championship. For 6th day we had no wind. It was the last day of the European Championship and we didn't even leave the dock.

The regatta finished with the standings the same as they have been for the last three days, with Mark Mendelblatt and Mark Strube being the winners. The top Europeans were Diego Negri and Luigi Viale who became the European Champions.



Photo by Daniel Forster/Rolox

Mark Mendelblatt and Mark Strube
leading Diego Negri and Luigi Viale

2006 European Championship

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	USA 8157	Mark Mendelblatt	Mark Strube	TaB	1	1	1	17	7	10
2	BRA 8127	Robert Scheidt	Bruno Prada	GuB	2	8	6	27	9	25
3	USA 8156	Andrew Horton	Brad Nichol	NB	19	9	14	3	1	27
4	NZL 8187	Hamish Pepper	Carl Williams	Isol	12	23	8	1	6	27
5	ITA 8266	Diego Negri	Luigi Viale	VE	10	7	11	10	2	29
6	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	7	15	12	7	5	31
7	AUT 8226	Hans Spitzauer	Christian Nehammer	Bal	30	4	10	15	4	33
8	GER 7991	Matthias Miller	Manuel Voigt	BF	8	6	5	26	20	39
9	POL 8252	Mateusz Kusniercicz	Dominik Zycki	Isol	5	22	3	14	23	44
10	GER 7971	Robert Stanjek	Frithjof Kleen	BF	11	3	29	28	3	45
11	GER 8213	Marc Pickel	Ingo Borowski	KF	9	33	4	12	21	46
12	ITA 8180	Francesco Bruni	Gilberto Nobili	Pal	26	11	19	2	18	50
13	ITA 8076	Luca Simeone	Ferdinando Cocianinno	Rom	23	5	24	11	12	51
14	USA 8268	John Dane III	Austin Sperry	MoB	15	19	16	8	13	52
15	DEN 8147	Benny Andersen	Just Mogens	DF	28	12	2	25	16	55
16	SWE 8256	Frederik Lööf	Anders Ekström	SCF	3	10	28	dnf	14	55
17	USA 8273	George Szabo III	Eric Monroe	SDB	4	16	22	20	15	55
18	SUI 8138	Flavio Marazzi	Etienne Huter	TB	33	26	13	6	11	56

19	POR 8145	Afonso Domingos	Bernardo Santos	CP	21	17	15	18	8	58
20	GER 8149	Alexander Hagen	Sebastian MuncK	Glu	13	35	18	4	40	70
21	ITA 8224	Luca Modena	Michele Marchesini	NG	14	bfd	23	23	10	70
22	GER 7973	Michael Koch	Carsten Witt	KF	6	38	17	bfd	17	78
23	IRL 8028	Maurice O'Connell	Edmund Peel	Isol	16	14	32	dns	19	81
24	CRO 7955	Marin Lovrovic	Mark Lovrovic	Isol	18	29	34	13	25	85
25	USA 8250	Andrew Macdonald	Brain Fatih	NH	20	18	20	39	28	86
26	SUI 8232	Dannesboe Hendrik	Kaptourovitch Igor	BSL	36	25	35	5	22	87
27	GER 7860	Kiewning Lars	Seeberger Uli	BSL	47	2	36	24	33	95
28	ITA 8014	Barovier Alberto	Coppola Umberto	SG	29	20	26	21	29	96
29	GER 7992	Schmidt Reinhard	Meissner Dirk	Moh	31	42	9	19	41	100
30	NOR 8183	Melleby Eivind	Kjus Lasse	Isol	32	44	27	16	27	102
31	GBR 8191	Razmilovic Ante	Wolfs Mike	Sol	27	32	25	38	26	110
32	GER 8020	Ilgenstein Michael	Boguhn Lutz	HF	17	24	43	37	37	115
33	SWE 7812	Andersson Bo Staffan	Broad Michael	Sand	34	31	30	22	36	117
34	GER 8141	Merkelbach Hubert	Bertel Gerrit	UB	46	13	31	32	57	122
35	GER 8190	Schiffer Thomas	Hentschel Nils	IJS	38	37	7	48	46	128
36	SUI 7990	Stegmeier Daniel	Stegmeier Beut	TB	24	52	47	41	24	136
37	CAN 8143	Cramer Brian	Tyler Bjorn	LOC	35	bfd	38	31	32	136
38	GER 7989	Wilhelm Peer	Hollweg Nils	TB	45	27	37	30	45	139
39	SWE 7978	J Krook Ingvar	Gamner Eric	AR	40	39	50	33	31	143
40	AUT 7846	Weinreich Gerhard	Kagl Alexander	H	49	21	42	34	48	145
41	GER 991	Bebendererde Johannes	Petrov Sebastian	Lub	22	45	41	69	39	147
42	NED 8070	Frijdal Chris	Edens Rob	LO	37	54	59	9	50	150
43	RUS 7805	Vokhmintsev Dimitri	Lyasnikov Vladimir	StP	48	40	21	42	59	151
44	GER 7837	Merk Sibylle	Neu Michael	Neu	41	28	55	35	60	159
45	UKR 8205	Gureyev Vasyl	Korotkov Volodymyr	UKR	39	53	49	47	34	169
46	ARG 8212	Kouyoumdjian Juan	Rosas Nicolas	Lar	25	30	40	bfd	dns	178
47	NED 7633	Kok JW	Krogt Van Der	LO	50	36	45	52	49	180
48	GER 8016	Rauch Hubert	Schappeler Ingo	And	53	46	53	29	75	181
49	SLO 7888	Antoncic Bostjan	Strakh Gennadi	Slov	42	72	64	45	30	181
50	GER 8130	Voigt Henning	Struve Dirk	KF	43	57	33	53	61	186
51	DEN 8066	Jensen Johnny	Pedersen Martin	DF	44	67	48	56	42	190
52	SWE 7304	Eric Dahlen	Bergquist Olle	BK	59	49	46	54	44	193
53	GER 8160	Linde Dr Florian Von	Conrads Chris	ZuW	51	61	51	43	52	197
54	GER 1122	Heinzmann Uwe	Nolte-Franzen Andi	KF	52	56	dnf	36	55	199
55	GER 8055	Diercks Jochen	Braasch Herbert	Lub	56	47	66	40	56	199
56	GER 8198	Fernholz Uwe	Diestelmayer Stefan	Ess	55	51	52	46	63	204
57	GER 8093	Hasche Marko	Behn Philip	HF	57	55	39	63	54	205
58	FIN 8004	Leevene Oy Joni	Salminen Asko	Fin	58	41	54	65	53	206
59	GER 7944	Kappes Klaus	Ertel Felix	UB	67	60	58	57	38	213
60	GER 8167	Tusch Frank	Kleine Frida	ED	63	70	44	68	43	218
61	SWE 8126	Hogland Anders	Nilsson Par	Sand	61	65	56	67	47	229
62	ESP 8098	Altadill Guillermo	Roca Manuel	Lar	54	34	dsq	60	dns	231
63	HUN 8115	Katai Petrer	Nazer Csaba	Bud	69	66	61	70	35	231
64	GER 7712	Kahl Wulf	Kahl Wulf-Peter	Lub	74	68	68	44	51	231
65	GER 7960	Thurner Frank	Landinger Hubert	ZuW	71	59	57	50	68	234
66	GER 7946	Weiler Hermann	Moratski Sergey	Neu	66	63	65	49	65	242
67	COL 7859	Schlubach Reginald	Carl Daniel	HF	68	50	69	64	62	244
68	GER 7272	Petersen Reiner	Berger Oliver	BF	62	75	62	55	69	248
69	GER 7842	Bauer Florian	Schaefer Bernhard	AM	64	64	63	58	73	249
70	AUT 8249	Tomasini Roberto	Bahr Gunnar	AU	73	58	70	59	71	258
71	POL 7858	Wierzbicki Arkadiusz	Zawistowski Piotr	Isol	65	71	71	61	64	261
72	GER 8018	Niemczewski Robert	Umlauf Michael	BF	76	43	67	dns	dns	269
73	GER 7262	Toedt Peter	Kaeshammer Stefan	HF	77	dns	dns	51	58	269
74	GER 7483	Hansen Nils	Johannsen Sven	HF	78	62	72	62	74	270
75	FIN 6773	Holm Kim FW	Sundman Jesper	Fin	70	74	60	72	70	272
76	FIN 7913	Oller Christian	Oller Johan	Fin	79	73	73	66	66	278
77	GER 7750	Burmester Jens	Peusch Frank	ED	75	69	dns	71	72	287
78	ESP 7514	Juarez Augustin	Gonzales Manuel	Lar	dnc	48	dnf	dns	dns	297
79	NED 7806	Arie van Harwegen den Breems	Corrigan John	Med	72	dnf	dns	dnf	67	305
80	GER 8102	Frowein Heiner	Dentler Sebastian	UB	60	dnc	dns	dns	dns	309
81	GER 8150	Richter Olaf	Dietmar Hobbie	--	dnc	dnc	dnc	dnc	dnc	332
81	GER 7920	Dellwig Andreas	Butz Hans Martin	--	dnc	dnc	dnc	dnc	dnc	332

1st DISTRICT CHAMPIONSHIP

July 14-16, 2006

Cottage Park Yacht Club

Story by winning crew Four Blue Bar Beek McCallum

Twenty-four boats from 4 fleets participated in the 2006 Combined Blue – Green Star event, held at Cottage Park Y.C.

For the first race on Friday there was a course 4 started in a 185 degree southerly. Thorny Cook, with Mike Young, was moving like a house on fire. He was first around the first weather mark. We were second and then Bear Hovey / Lee Dayton. On the second run we tailed Bear to the finish. Bear and Lee won the first race and with it the coveted Marshall Brown trophy, a handsome half model of Marshall Brown's blue boat.

The second race was course 3, starting in the warm veered 260 degree breeze. Peter Costa, with his all time best crew and daughter Jessica, had a big lead at the first weather mark and never lost it.

Saturday, a course 4 was finally started in 130 degrees at 1:40 PM. Will got a great start at the committee boat and was able to go right and get out in front. Covering and staying to the right, he held the lead the whole race.

The second race, course 3, started, after two false starts, in a 185 degree breeze that had built up to 12 knots. John Lombard and Rodrigo Meireles won and sailed in leading the series. John sported a yellow jersey that evening, which included a lobster dinner followed by a First District meeting.

The last race, on Sunday, was a surprise finish as previous Blue Star winner Bill Watson, with Roger Sharp, jumped to the front on a lift out of the left on the third weather leg winning the race and rising to second place in the regatta. Will Swigart, sailing very fast downwind and sticking to our strategy of going right, was third in the race. On the last

weather leg we saw the lefty lift us 20 degrees so that we were sailing only about 5 to 10 degrees off the mark. We could see that Cusick, Lombard and Hovey were not to our right or ahead of us, and Bill Watson, who won, Gary MacDonald, who was second, and John Manderson just behind us, didn't have the points to threaten us so we were feeling somewhat elated. Given the throw-out of our 15th in the second race, Will won the Blue Star and I got my four bars.

John Manderson, sailing Star 7866, "Rosebud" with Matt Semler, was the highest placing novice, finishing 7th overall and winning the Green Star.

The trophy presentation took place on the outdoor back porch of the club. Peter Costa and Jim Mullane presided. Jim's father, Dan Mullane is the Race Committee Chairman of CPYC and ran an excellent regatta. Alan Pritchard served as PRO, providing superb race management, for which we are very grateful.



2006 1st District Championship

Pl	Sail	Boat Name	Skipper	Crew	Fleet	Subgroup	R1	R2	R3	R4	R5	Total
1	7715	Ciao Bella	William Swigart	Carroll McCallum	CLIS	M	2	9	1	(15)	3	15
2	8007	Serendipity	Bill Watson	Roger Sharp	CLIS	GM	(13)	5	8	3	1	17
3	7728	Hayaku	John Lombard	Rodrigo Meireles	Mid		5	8	4	1	(10)	18
4	7732	Night Light	Gary MacDonald	Bob McKie	BH	M	9	6	2	(17)	2	19
5	7951	Mona Lisa	Peter Cusick	Serge Leonidov	Mid		4	2	(7)	7	6	19
6	7763	Team VioLight	Bear Hovey	Lee Dayton	Mid		1	11	(14)	2	8	22
7	7866	Rosebud	John Manderson	Matt Semler	Mid	GRN	3	(12)	10	9	4	26
8	7621	Owl	Peter Costa	Jessica Costa	BH	GM	(12)	1	11	12	9	33
9	8052	Don't Look Back	Steve Braverman	Ron Rezac	BH		11	4	(13)	6	13	34
10	7565	Telluride	Jack Button	Matt Sovis	Mid	EGM	(15)	3	6	14	14	37
11	7952	Kimmar	Ben Cesare	John Boone	Mid		(20)	16	12	4	7	39
12	8035	Impromptu	David Bolles	Emilia Wachter	Mid	GM	7	15	3	(19)	16	41
13	7959	Bel Ami	Thorny Cook	Mike Young	CLIS	GM / GRN	6	17	(22)	18	5	46
14	7228	Brillo	Joe Zambella	Joe Zambella, Jr.	BH	M	8	14	19	5	(dnc)	46
15	7265	More Pressure!	Josh Phypers	Fritz Koopman	CA		16	10	15	11	(dnf)	52
16	7604	Ingrid Ekholm	Richard Gordon	Desmond Walsh	CLIS	M / GRN	(19)	7	17	13	17	54
17	7629	--	Ken Woods	Howard Davis	BH		22	20	5	8	(dnc)	55
18	7330	--	Michael Trotsky	Shimi Elkon	CA	GRN	(18)	18	9	16	12	55
19	7338	--	Jay O'Malley	Patrick Cushna	CA	GRN	14	(22)	20	10	15	59
20	6767	Speed Limit Infinity	Eric Larson	Paul McMahon	BH	GRN	10	13	21	(22)	18	62
21	7386	Connection	Jim Kubik	Mason Browne	CA	VEGM	(21)	19	18	20	11	68
22	7554	Troika	Emil Karlovsky	David Schutz	Mid	VEGM	17	(21)	16	21	19	73
23	7793	Pampero	Tomas Hornos	Luis Hornos	BH		(dnc)	dnc	dnc	dnc	dnc	100
24	7650	--	Carlos Rivero	Jim Mullane	BH	M / GRN	(raf)	raf	raf	dnc	dnc	100

2ND DISTRICT CHAMPIONSHIP / MILLER SERIES

July 8-9, 2006

Saturday started out overcast, no breeze and a lot of current due to the dams being opened up on the Susquehanna. The committee towed us across the shipping channel to the flats where some of us promptly anchored and waited for the breeze to fill in. Close to 2 hours later a little puff turned into a 345 course. The committee was able to pull off two good races on Saturday.

Sunday's weather forecast was better and we weren't yet privy to just how much better. The breeze filled in at around 200

degrees and built to about 15 kts. at 195 by the third race of the day.

In the end, John MacCausland and Shane Zwingelberg won a tie breaker with Pete McChesney and Mike Jones to win the Miller Series and earn another Blue Star.

Many thanks to Murray Leigh for putting the event together, Claude Engle, Ron Ward, Jack Lynch and the rest of the great Race Committee people who lent their time and their boats to make this a successful District Championship and Miller Series.

2nd District Championship

Pl.	No.	Yacht	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	8195	Erin	John MacCausland	Shane Zwingelberg	CR	8	1	3	1	1	6
2	7713	Light Brigade	Pete McChesney	Mike Jones	AN	1	2	1	2	2	6
3	8095	F2	Gunti Weissenberger	Chris Brown	NCB	4	9	2	3	4	13
4	8038	--	John Vanderhoff	Adam	NCB	2	3	5	4	6	14
5	7313	Bop	Tom Price	Bob Greenlee	CB	10	7	4	7	3	21
6	7425	Ice Blue	Barbara Beigel-Vosbury	Michael Zuschnitt	AN	3	4	10	8	10	25
7	8063	Grinch	Bert Collins	Greg Gahlinger	AN	6	5	9	9	5	25
8	8131	--	Bob Oberg	Alex Schwab	AN	7	6	8	6	7	26
9	7497	--	Kris Wilson	Ben Fransen	AN	9	10	6	11	9	34
10	7460	Highway 61	Steve Kling	Mark Bryfogle	AN	13	15	12	5	8	38
11	7054	Rebel Yell	Eric Wagner	Robert	MES	11	12	7	10	14	40
12	7454	Neva Jo	Murray Leigh	Ted Steeble	CB	5	13	13	12	11	41
13	7089	--	Mark Oberg	Andy Oberg	CR	12	11	11	14	12	46
14	7970	Mary Jane	Sam Hopkins	Remo	AN	15	8	15	15	15	53
15	7090	Lil White Lie	Bob Bradford	Roger Pickall	MES	14	14	14	13	13	54

3RD DISTRICT CHAMPIONSHIP

Pl.	No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	Points
1	8230	Quest II	John Dane III	Austin Sperry	Mob	1	1	1	3
2	8128	Dangerous	Bill Culberson	Buddy Clark	Mob	3	2	2	7
3	7636	--	Miller	Fanning	GBT	2	5	4	11
4	7596	--	Michael Mark	A.B. Reasonover	Mob	4	6	3	13
5	8067	Yanqui	Jose Oti	Matt Freeman	GBT	7	4	7	18
6	7832	Quest	Rusty Noonan	Miller	Mob	5	3	ocs	19
7	6976	--	Wainwright	Ted Germann	Mob	8	9	5	22
8	8124	--	Geoffrey Ibbott	Schira	GBT	10	7	6	23
9	8024	--	Matt Patterson	Joe Baber	GBT	6	8	ocs	25
10	7496	Watch This	Mickey Lake	Bob Mobley	Mob	9	10	dnf	30

The 3rd District Championship Participants

4TH DISTRICT GREAT LAKES CHAMPIONSHIP

August 25-27, 2006

The 4th District Great Lakes Championship was sailed Friday, Saturday and Sunday, August 25 - 27, 2006, out of the Sheridan Shores Yacht Club, Wilmette, IL.

On Friday it started out blowing 12-15 out of the SW and built throughout the race. By the last leg it was blowing 35 in the puffs and nobody could gybe. Tom Londrigan, Jr. broke his boom and turned his mast into a pretzel but otherwise no major damage. Only one race was sailed that day.

On Saturday storms were south of the city with lots of lightning so the race was postponed in the harbor until the storms dissipated. We went out about 1:00 and got in only one race in very light and shifty conditions. Everyone was happy to not sail any more races in those conditions.

Sunday was a beautiful day. 15-18 out of the NE with big waves. We got in 3 short races and everyone was exhausted by the end of the day.

Congratulations to Todd Gay and Pat Brewer on their victory in this year's 4th District Blue Star Championship.



Photo by Rena Brewer

Winners Todd Gay and Pat Brewer

4th District Great Lakes Championships

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	8217	Todd Gay	Pat Brewer	LS	4	9	3	2	3	12
2	8215	Bill Allen	Brad Lichter	WH	6	4	2	7	2	14
3	7905	Robert Maine III	Chris Rogers	WH	3	3	4	10	5	15
4	7986	Hyde Perce	Chuck Nevel	WH	8	21	5	1	6	20
5	8245	Jon VanderMolen	Steve Ticknor	GL	7	5	5	6	4	20
6	8077	Tom Londrigan Jr	Matt Pederson	LS	dnf	15	1	5	1	22
7	8175	Jim Babel	Bill Hawk	GL	1	8	8	12	9	26
8	7982	Susie Pegel	Mark Johnson	WH	12	2	9	14	7	30
9	8111	Rick Brethorst	Ryan Ruhlman	LS	2	10	13	8	10	30
10	8036	Jack Rickard	John Corrigan	WH	9	18	7	4	11	31
11	7670	Gene McCarthy	Glenn McCarthy	PPL	11	11	17	3	8	33
12	7956	Tony Hermann	Brian Mahony	WLM	15	6	12	9	13	40
13	8012	Greg Smith	TC Belco	GL	dnf	1	14	11	15	41
14	7193	Chris Nielson	Mickey Nielson	WLM	5	13	10	13	dnc	41
15	7957	Kent Heitzinger	Bobby Nobles	WLM	10	20	11	16	dnf	57
16	8244	George Preckwinkle	Chris Wallner	LS	14	22	16	15	12	57
17	7634	Jeff Schaefer	Rob Walker	WLM	13	19	15	17	14	59
18	7109	Todd Cozzens	Lauren Cozzens	WH	dnf	12	19	18	16	65
19	8168	Jim VanderMolen	Jon Klerk	GL	dnf	7	18	dnc	dnc	71
20	7078	Rick Rundle	Scott Pirie	JP	dnf	14	dnf	dnc	dnc	83
21	7434	Bill Parks	Sam Eadie	WH	dnf	16	dnc	dnc	dnc	85
22	7660	Pat Gudat	Roger Huber	IR	dnf	17	dnf	dnc	dnc	86



Photo by Fried Elliott

5th DISTRICT CHAMPIONSHIP

July 8-9, 2006
California Yacht Club
by Rick Burgess

Twenty-six boats arrived on Friday to compete in the 5th District Championships. Every fleet in the 5th District was represented thanks to the hard work of district secretary Mike Marzahl.

On Saturday we left the dock under bright sunshine and a gentle 8 to 10 knot westerly breeze to sail 3 of the scheduled 5 races. The Race Committee as expected was on station and set to go on time. When the day ended it was Rick Merriman and Rick Peters in first and new Santa Cruz fleet member and

former World Champion Freddy Lööf and Anders Ekström one point behind, and Jim Buckingham and Eric Monroe in 3rd. Upon returning to the dock we were greeted with cold beer, pizza and salad. From what I saw it was smiles all around as it was nothing short of a great day at California Yacht Club.

Sunday arrived and we were again treated to great RC work and a really nice breeze of 10 to 12 knots. In the end of the day it was Freddy's day as he and Anders did what they needed to do to win both The King of Spain and the 5th District Championships.

Again California Yacht Club greeted the fleet with cold beer and a buffet of make your own tacos.

5th District Championship Results

Pl.	No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	8246	SED	Fredrik Lööf	Anders Ekström	SCF	2	2	2	1	3	10
2	8195	Max	Rick Merriman	Rick Peters	SDB	3	1	1	5	4	14
3	8207	--	Jim Buckingham	Eric Monroe	NH	4	3	5	2	2	16
4	8162	Rachel	Andy Macdonald	Brian Fatih	NH	1	5	7	8	1	22
5	7942	--	Ben Mitchell	Hal Haenel	SMB	5	7	4	4	5	25
6	8176	--	Eric Lidecis	Mike Marzahl	NH	10	6	3	3	7	29
7	8088	--	Steve Gould	Greg Sieck	WSFB	7	9	6	6	8	36
8	8059	--	Peter Vessella	Darin Jensen	WSFB	6	4	9	13	11	43
9	8181	--	Argyle Campbell	Steve Brown	NH	9	8	8	12	13	50
10	8023	--	Lee Kellerhouse	Brian Mahoney	SDB	8	14	12	7	12	53
11	8189	--	Bill Fields	Rick Burgess	NH	14	15	10	10	10	59
12	823	Spread Eagle	Nedko Vassilev	Paul Erickson	WSFB	16	13	14	11	9	63
13	222	Pequeño	Alejandro Bugacov	Jorge Benidid	SMB	12	10	15	14	15	66
14	8065	Volans	Brooks Sperry	Tim Ray	WSFB	13	12	11	17	14	67
15	7635	--	Dick Schmidt	Chris Eid	SMB	11	16	13	19	16	75
16	7836	--	Richard Pearce	--	WSFB	20	19	20	15	17	91
17	8041	Caitlin	Brian O' Mahoney	David Pleman	LB	22	11	16	16	dns	92
18	7838	Babe	Doug Steele	--	SMB	15	21	22	18	18	94
19	8072	--	Doug Smith	--	SMC	dnc	dnc	dnc	9	6	96
20	6971	Sonicboom	Michael Kennedy	--	SMB	21	17	17	20	21	96
21	7631	7631	Charles Heimler	Graham Heimler	WSFB	17	18	21	21	20	97
22	8077	Primo	Tom Hulme	--	SMB	19	20	18	22	19	98
23	6883	--	Mark Vangessel	--	--	18	22	19	dnc	dnc	113
24	6500	--	Stephen Johnson	--	Isol	24	24	23	24	22	117
25	4103	Skip	Scot Merricks	--	WSFB	23	23	24	23	dns	120
26	16883	--	Steve Arkle	--	--	dnc	dnc	dnc	dnc	dns	135

6TH DISTRICT CHAMPIONSHIP

August 12-13, 2005

The District 6 Championship was held at Royal Vancouver Yacht Club, the venue for the 2007 North American Championship. The Blue Star was won by Carl Buchan, the Green Star by Alex Fox, the Masters by Bob Britten and the Grand & Exalted Grand Masters by Bill Buchan. The following is a report from a Victoria competitor:

Saturday was cloudy, with no wind when we got down to the club at around 9am - conditions did not look promising! Thankfully, the wind did fill in from the west at about 10:30am in time for the 11am start. Three races were sailed on Saturday, all in a very nice 8-12 knot westerly. Generally, the left (south) side of the beats were favored, but there were some shifts from the right, especially on the runs. The tide was

ebbing for most of the racing. That evening there was a great banquet at Kit's.

Sunday was sunny, with a very nice 10-15 knot westerly. Again, an ebb tide with the left side of the beat being quite favored. An interesting (@#*) tactical consideration was a large freighter that was about 2/3rds up the beat. In some races it had little impact but in others, particularly the two on Sunday, it was a very significant factor. Carl Buchan won the regatta quite easily sailing with his son Jaimie. Carl really is a superb sailor. He is consistently fast, rarely makes mistakes and when he does, he is quick to cut his losses and dig back into the fleet. A real highlight of the regatta was seeing 3 generations of the Buchan family all out on the same race course and, as usual, at the front of the fleet! Overall a great regatta with excellent conditions for Star racing!

6th District Championship

Pl. No.	Yacht	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	7405 Frolic	Carl Buchan	Jamie Buchan	PS	2	2	1	1	ocs	6
2	7612 Piranha	Bob Britten	Justin Chant	VI	6	4	3	2	2	11
3	7260 Frolic	William Buchan	Eric Bentzen	PS	4	1	12	3	4	12
4	7899 Potempkin	Alex Fox	Dunnery Best	VI	3	7	5	4	6	18
5	7469 Barky Dog	Jed Miller	Scott Wielbicki	PS	1	11	4	11	3	19
6	7844 Miller Time	Foss Miller	Greg Newhall	PS	13	6	2	12	1	21
7	7738 White Rabbit	Fred Dill	Mike Wurm	EB	5	10	9	14	5	29
8	6890 Hondo	Brian Huse	Scott Killam	VI	8	3	13	6	dnf	30
9	6385 Fishy Digits	Hunter Lowden	Brett Wilson	EB	10	14	6	7	7	30
10	7305 --	Tim Stamper	Simon Troop	VI	7	5	7	15	ocs	34
11	7737 Still Life	Malcolm Smith	Dugald Smith	VI	11	9	8	9	8	34
12	7014 Klee Wyck	Craig Wilshire	Emmanuel Comtois	EB	9	12	17	5	14	40
13	7256 --	Kelly Hand	Andreas Naumann	EB	17	15	14	8	9	46
14	7264 --	Henry Larkin	Charles Hansen	EB	12	17	10	16	10	48
15	7215 Anxiety Closet	Stephen Pellerin	Chris Conway	EB	16	13	11	13	12	49
16	6824 --	Scott Lindberg	Dave Martin	PS	14	16	15	10	11	50
17	7451 Shorebreak	Dennis Burgess	Dave Kershaw	EB	15	8	16	17	13	52
18	6420 Urgensea	Gordon Clay	Mark Storey	EB	18	18	18	18	15	69



Weather mark rounding

Photo courtesy of KYC

9TH DISTRICT CHAMPIONSHIP

Sailed at Club La Pelle, Marseille, France

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	SUI 7969 Scheidegger Kurt	Scheidegger Markus	TB	3	1	7	3	1	8
2	SUI 7912 Ingold Martin	Bischoff Dario	TB	10	2	4	1	5	12
3	SUI 7645 Wyss Daniel	Jensen Darin	ZU	4	7	3	ocs	2	16
4	SUI 7990 Stegmeier Daniel	Stegmeier Beat	TB	2	4	5	8	9	19
5	FRA 7494 Brillaud Clement	Brillaud Philippe	FdeSA	8	10	1	2	dsq	21
6	SUI 7582 Timm Roman	Huber Kaspar	ZU	1	8	8	5	dnf	22
7	MON 8040 Marchesi Marco	Barrabino Eric	MO	rdg	rdg	2	7	8	22.7
8	SUI 8085 Zimmermann Lorenz	Fuerer Andreas	LUV	6	3	12	dsq	6	27
9	FRA 8196 Dabry Raoul	Cotte Tristan	FdeM	11	6	17	4	7	28
10	SUI 7723 Maurer Heinz	Honegger Andreas	TB	5	12	9	ocs	4	30
11	SUI 7578 Friderich Marc	Degen Benno	TB	7	9	6	ocs	10	32
12	FRA 7937 Dreyfus Michel	Ferrat Calixte	FdeSA	ocs	11	10	9	3	33
13	SUI 7776 Spiegel Felix	Sauter Beat	BS	12	13	14	10	11	46
14	FRA 7947 Marcon Louis	Chapeau Patrick	FdeM	13	15	11	dsq	12	51
15	FRA 6844 Poilroux Hubert	Poilroux Yvan	FdeM	15	14	13	11	14	52
16	SUI 7948 Christen Christoph	Christen Daniel	BSL	14	5	16	dnf	dnf	55
17	FRA 6974 Barre Joel	Pourtier Marcel	FdeM	dnc	dnc	19	6	13	58
18	MON 7903 Orlando Filippo	Corrado Giovanni	MO	17	dsq	15	12	dnf	64
19	SUI 6747 Moret Lorenzo	Moret Fabia	BSL	16	16	18	dnf	15	65

12th DISTRICT CHAMPIONSHIP

July 14-16, 2006

Lake Hopatcong Yacht Club

Report by Magnus Liljedahl:

Lake Hopatcong Yacht Club hosted the Blue Star event July 14-16. Lake Hopatcong is one of those places that I would like to return to for as long as I live. It is a great venue, the yacht club has a long, impressive, history and its members really make you feel welcome. The lakeshore is "littered" with beautiful homes and the relatively flat surroundings gives breeze easy access to the water surface.

There were concerns that Friday mornings calm conditions would extend throughout the weekend, but as it turned out we had three very nice days of sailing. The lake is odd shaped, which provides for decent weather legs in various wind directions. The southerly breeze provides the most solid condition and that's what we experienced on Friday afternoon.

Hans Fogh and David Caesar dominated the series, winning both races on Friday, adding a couple of thirds on Saturday, winning the regatta without even sailing the final race on Sunday. Runner-ups were Rick and Clark Dhein from Lake George, while third place honors went to Kirk Reynolds and Dan White, from Lake Seneca. Legends and lake sailors atop the scoreboard indeed! John MacCausland gave up the tiller to Kevin Murphy for the event and they ended the series with an impressive 2-1. Another long time crew, Richard Burgess, assumed the helm for the weekend, finishing 8th overall.

It isn't often that one is guaranteed a trophy before an event starts, but that was our case for this series. I was invited to sail

with Bill Nutzell in hull # 6303 and the "oldest boat" award would eventually be ours. That wasn't my reason for sailing around in a "barge" for the weekend.

My motivation was multi pronged. I find it challenging to sail with various skippers, everyone unique in their own ways and there is always something that can be learned from each and every one. It is not often that Star sailors in new, modern, boats get to improvise and practice seamanship like they do in the famous ocean race. Heading out to start on Friday, the mainsail needed manipulating to stay hoisted and the jib halyard locked in about 12" too high. In the 4th race I was below deck making some repairs, causing us to barely make the start, but we did time it perfect, luckily I may add, and we crossed the line with full speed at the gun. That's when the outhaul broke, in about 5 knots of breeze, causing the foot to retract all the way to the barney post. As it turned out, it ended up being our best race, finishing fourth. Coming back to shore we had to capsize the boat in order to get the main down. Our modest 12th overall wasn't because of slow boat speed. I truly never felt disadvantaged.

Sailing on small lakes is very different then sailing, let's say, in San Diego or San Francisco. How about Rick and Clark Dhein? They looked like 470 sailors to me, but their lake experience made crew weight a non-issue.

Special thanks to the entire Murphy family, Liz and Bill Nutzell, my host and hostess Kenny and Cindy Heaton and to all of you who contributed at the 50/50 raffle ticket fundraiser, benefiting team PARADISE, on Saturday night.

12th District Championship

Pl.	No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	7775	--	Hans Fogh	David Caesar	LOC	1	1	3	3	dns	8
2	8013	My Horse III	Rick Dhein	Clark Dhein	LG	8	2	6	1	2	11
3	7995	--	Kirk Reynolds	Dan White	Sen	7	3	1	5	3	12
4	8143	--	Brian Cramer	Tyler Bjorn	LOC	2	5	2	7	4	13
5	7726	Erin	Kevin Murphy	John MacCausland	LH	6	6	7	2	1	15
6	8162	Motomaster&Planter	Terry Line	Larry Scott	LOC	11	4	4	11	5	24
7	7927	Hello Mader	Dave Ivey	Mike Nichols	Sun	5	7	9	14	9	30
8	7824	--	Richard Burgess	Josh Asermily	Sen	3	10	11	21	7	31
9	7127	Unfinished Business	Bob Westcott	Mark Passmore	Sen	12	11	5	8	8	32
10	7830	Poison	Andrew Ivey	Greg Skinner	Sun	4	8	14	10	11	33
11	7756	--	Brian Murphy	Alfredo Rodriguez	LH	14	9	8	13	6	36
12	6303	Mixed Nutz	William Nutzell	Magnus Liljedahl	LH	13	16	10	4	13	40
13	7709	--	Bob Restrict	Tom Reed	LH	9	18	13	6	12	40
14	8083	Sonya	John Chiarella	Bob Carlson	Sun	10	17	15	17	10	52
15	7729	Skibbereen	Patrick Flinn	Tom Flinn	LH	15	14	12	12	14	52
16	6415	--	Thomas Barbeau	Yannick Richard	Q	17	13	19	9	15	54
17	7783	--	Thomas White	Doug Carey	Sen	21	12	16	20	dns	69
18	8086	Miller Time	Stuart Miller	Jack Winthrop	LH	22	19	17	15	18	69
19	6808	--	Jack Dunnigan	Terry Comerford	LH	19	15	21	19	20	73
20	8099	Dearest Friend	Bill Farrar	Monk Bancroft	Sun	18	20	18	18	19	73
21	7630	--	Sam McMillan	Steve McMillan	LH	16	21	22	22	16	75
22	7996	Big Jim	James McIntosh	Logan McReynolds	Sen	20	dnf	20	16	dns	80
23	7015	--	Peter Brzechffa	Richard Burgess	--	dns	dns	dns	dns	17	89

10TH DISTRICT CHAMPIONSHIP

July 21-23, 2006

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R3	Points	
1	SWE 8108	Mats Johansson	Leif Moller	Kat	3	6	1	1	11
2	SWE 8	Tom Lofstedt	Martin Larsson	RS	2	3	2	7	14
3	SWE 7812	Bo-Staffan Andersson	Michael Broad	Sand	5	1	8	3	17
4	SWE 7978	Ingvar Krook J-Son	Par Nilsson	AR	8	9	4	4	25
5	SWE 7338	Martin Wigfors	Anders Ohlsson	Sand	1	2	3	dsq	29
6	SWE 7304	Erik Dahlen	Olle Bergqvist	BK	10	11	7	2	30
7	SWE 7758	Fredrik Ljungkvist	Daniel Alm	BK	4	5	ocs	6	38
8	SWE 7917	Benny Nilsson	Stefan Fagerlund	RS	6	7	16	10	39
9	SWE 7489	Otto Hamel	Hans Hamel	Sand	13	15	10	5	43
10	RUS 8047	Vladimir Ikonnikov	Anton Kylkov	StP	7	ocs	6	9	45
11	SWE 7290	Rustan Carlstrom	Lars Edwall	Kat	16	12	9	8	45
12	SWE 7647	Borje Larsson	Fredrik Larsson	Sand	17	10	5	17	49
13	FIN 8004	Joni Leeve	Niklas Koskimies	Fin	19	8	11	11	49
14	SWE 7320	Fredrik Fransson	Tomas Akerman	BK	15	14	14	12	55
15	SWE 8126	Anders Hogland	Lars Ahlstedt	Sand	14	17	12	13	56
16	SWE 7233	Lars Lantz	Jakob Thun	Kat	21	4	15	20	60
17	SWE 7476	Krister Carlsson	Daniel Hansson	BK	12	18	13	19	62
18	SWE 7608	Jan Muller	Ragnar Santesson	RS	11	16	17	21	65
19	SWE 7059	Stefan Johansson	Marie Lundback	Bk	9	20	20	18	67
20	SWE 3342	Sune Carlsson	Gunnar Farnert	RS	20	13	dnf	15	71
21	SWE 7800	Martin Renheim	Johan Malmgren	RS	22	19	18	14	73
22	FIN 7913	Christian Oller	Johan Oller	Fin	18	21	19	16	74

13TH DISTRICT CHAMPIONSHIP / TRAVEMÜNDER WOCHE

July 27-30, 2006

Michael Koch and Carsten Witt are the District 13 champions

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	Points	
1	NZL 8187	Pepper Hamish	Williams Carl	ISOL	5	6	1	12
2	POL 8170	Kusznierewicz Mateusz	Zycki Dominik	ISOL	2	8	5	15
3	GER 797	Koch Michael	Witt Carsten	KF	14	4	2	20
4	IRL 8028	O'connell Maurice	Peel Edmund	ISOL	11	3	10	24
5	GER 7971	Stanjek Robert	Kleen Frithjof	BF	8	10	6	24
6	GER 7991	Miller Matthias	Voigt Manuel	BF	1	11	14	26
7	SUI 8232	Dannesboe Henrik	Kaptourovitch Igor	BSL	6	9	11	26
8	DEN 8147	Anderen Enny	Just Mogens	DF	7	17	3	27
9	GER 8190	Schiffer Thomas	Hentschel Niels	--	21	5	4	30
10	GER 8033	Rotermund Philipp	Fendt Florian	Glu	4	7	21	32
11	GER 8130	Voigt Henning	Struve Dirk	KF	12	13	7	32
12	GER 8149	Hagen Alexander	Munck Sebastian	Glu	25	2	12	39
13	GER 7992	Schmidt Reinhard	Meissner Dirk	Moh	19	15	8	42
14	GER 8093	Hasche Marko A	Behn Philip	HF	10	12	22	44
15	AUT 8226	Spitzauer Hans	Nehammer Christian	Bal	9	1	dns	45
16	GER 8055	Diercks Jochen	Braasch Herbert	Lub	17	20	13	50
17	DEN 8066	Jensen Johnny	Pedesen Martin	DF	20	23	9	52
18	NED 8188	Veldhuizen Erik	Broekhof Erik	--	3	18	dns	56
19	GER 991	Babendererde Johannes	Petrov Sebastian	Lub	26	14	16	56
20	GER 7262	Toedt Peter	Kaeshammer Stefan	HF	15	24	17	56
21	GER 7989	Wilhelm Peer	Hollweg Nils	KF	13	16	dns	64
22	NED 7806	Van Harwegen Den Breems Arie	Corrigan John	Med	27	27	15	69
23	GER 7272	Petersen Reiner	Romberg Thomas	BF	28	21	20	69
24	GER 7711	Kruegel Dieter	Lehmann Atze	Glu	30	26	19	75
25	NED 7644	Jorissen Sander	Schut Maarten	Hol	22	19	dns	76
26	GER 7794	Murek Udo	Baudisch Walter	Ess	16	28	dns	79
27	POL 7858	Wierzbicki Arek	Zawistowski Piotr	Isol.	32	30	18	80
28	GER 8198	Fernholz Uwe	Diestelmann Stefan	Ess	18	29	dns	82
29	GER 1122	Heinzmann Uwe	Nolte Andree	--	24	25	dns	84
30	COL 7859	Schlubach Reginald	Bayer Mark	HF	29	22	dns	86
31	GER 7750	Burmester Jens	Hauschke Andre	--	23	32	dns	90
32	GER 7954	Tiedemann Wolfgang	Kramer Lutz	--	31	31	dns	97
33	DEN 7694	Svendsen Jorgen	Jurlander Jens Chr	DF	dnc	dnc	dnc	105
33	SUI 8085	Zimmermann Lorenz	Steffens Tobais	LUV	dnc	dnc	dnc	105

**DONAU-ALPEN DISTRICT
2006 17th DISTRICT CHAMPIONSHIP**

May 5-7, 2006

Reported by Daniel Erdélyi

The Öreghegy fleet organized the 2006 17th District Championship at the harbor of Balatonföldvár, Hungary with the help of the Spartacus Sailing Club. The Spartacus Sailing Club held a great Championship for the 54 star sailors from six nations. The Championship was completed on the third

day of the regatta. All six races were sailed in very good weather conditions, 2-3 B East wind.

Hans Spitzauer, the winner of the series, packed up his boat after the fifth race. He had already won the trophy by the end of the 5th race. Even so, the last race was very stirring, because the second through sixth places were decided in this race. Finally Tibor Tenke won the race and he got the third place for the series. Márton Gereben, who came in second in this race, got the series second place.

2006 17th District Championship

Pl.	Cty.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	AUT	8226	Spitzauer Hans	Nehammer Christian	Bal	2	1	1	5	1	dns	10
2	HUN	7799	Gereben Márton	Gereben Péter	Ore	8	2	6	1	3	2	14
3	HUN	8166	Tenke Tibor	Bendicsek József	Ore	6	4	3	6	2	1	16
4	RUS	8134	Lavrov Alexei	Kuleshov Alexander	Mosc	3	9	5	2	7	3	20
5	HUN	7366	Holovits Huba	Félegyházy András	Bud	5	3	2	10	4 5	4	24
6	HUN	7586	Haranghy Csaba	Komm András	--	7	5	4	4	5	5	26
7	AUT	8164	Gfreiner Dietmar	Fussi Martin	Att	4	6	7	3	4	7	27
8	GER	8026	Söllner Walter	Horetsky Sergey	CBM	24	13	8	7	9	12	49
9	HUN	7961	Bánkuty Gábor	Kehr Martin	--	44	8	12	9	10	10	49
10	GER	8160	Von Linde Florian	Fürer Andreas	ZuW	15	15	4	46	11	6	51
11	GER	7550	Schott Tobias	Linke Peter	CBM	13	11	44	11	8	9	52
12	CZE	7372	Sterba Igor	Sluka Libor	Pra	10	10	4 5	14	6	15	55
13	HUN	6865	Erdélyi Dániel	Szalontai Ábel	Ore	49	7	19	8	16	11	61
14	HUN	7026	Martin Viktor	Puskás Zsolt	--	1	22	9	13	20	20	63
15	HUN	7733	Ujhelyi András	Visy László	Ore	16	16	13	49	4	16	65
16	HUN	8115	Kátay Péter	Názer Csaba	Bud	12	14	48	12	14	14	66
17	HUN	7900	Forintos Róbert	Horváth István	--	9	19	20	17	13	13	71
18	GER	7946	Weiler Hermann	Matrai Josef	Neu	17	18	10	26	21	8	74
19	GER	7981	Janson Jürgen	Joppich Manfred	Teg	11	12	16	20	19	17	75
20	HUN	811	Bezeréti Miklós	Görföl Kosztasz	--	20	17	17	18	18	18	88
21	GER	7880	Eckel Martin	Glunde Jorg	And	24	25	21	15	17	19	96
22	HUN	7138	Gömöry Ágnes	Durbák Zsolt	Bal	18	21	26	23	25	24	111
23	HUN	6966	Ember Sándor	Aubeck Ferenc	--	22	24	24	dsq	22	22	114
24	HUN	7825	Husvéth Ferenc	Huber Zoltán	Bud	dnf	dns	22	21	23	21	115
25	HUN	6829	Holovits Tamás	Erdélyi Péter	Bud	23	20	25	22	dns	dns	118
26	HUN	6506	Fi János	Tóth Gábor	Bud	dns	23	23	24	26	23	119
27	HUN	6377	Stankovics Tamás	Keszthelyi Gábor	--	25	26	27	25	24	25	125



WORLD'S CHAMPIONSHIP

September 27-October 8, 2006

Based on reports by Magnus Liljedahl

Photos by Fried Elliott

Sixty-six boats from 46 fleets and 25 countries, representing all of the continents in which there is active Star racing, competed in the 2006 Star Class World's Championship, held on San Francisco Bay under the auspices of the St. Francis Yacht Club.

The following report is a synopsis of a blog, placed on www.teamparadise.org, written by Magnus Liljedahl. Team Paradise is an adaptive sailing program, supporting disabled and blind sailors no matter where they are from.

Race 1: Sunday, October 1.

Winners: Hamish Pepper and Carl Williams

Here we are on the notoriously windy San Francisco Bay. Most everyone was anticipating heavy air throughout the series. Once we arrived at the racecourse the breeze built to about 10-12 knots from 205°. While most of the champs were gunning for the left, the right paid off hugely during the first beat, putting local sailors Steve Gould and Greg Sieck in first around the weather mark. Some of the top teams have been here for weeks training hard, going to the gym, analyzing every aspect of their game. Yet, here is someone sailing around in equipment which is far from perfect without being caught by these professional sailors. Or how about Dr Bill Fields / Rick Burgess? They only lost one boat during the 2-½ hour race, dropping from 7th to 8th.

As the race wore on Hamish Pepper and Carl Williams moved into the lead and extended their lead nicely on the last beat to finish first.



First race winners Hamish Pepper and Carl Williams

Race 2: Monday, October 2

Winners: Flavio Marazzi and Martin Kozaczek

Today's condition was almost a carbon copy of yesterday's. The race was postponed ashore, then the wind gradually filled in and we all headed for the Berkley Circle. There were two general recalls, then the Z flag went up and the start counted. Many of the same teams were gunning for the pin end, surely

convinced that the left would be paying off for the day, but just like in the first race, the right was the way to go on the first beat.

Races 1 and 2 of this series prove why so many sailors keep at it for a lifetime. There is always a chance to win, or do really well, even if you aren't a supercharged professional. Good sailors can beat anyone as long as they go the right way and have luck on their side.

One of the notable performances today belongs to Bill Buchan, who finished 6th in the race. How inspiring is it for many of us to have a senior citizen beat up on the Percy's and Lööf's? Falvio Marazzi and his "pick-up" crew Martin Kozaczek won the race by a substantial margin. How about Rohan Lord / Miles Addy, clinging on to a second and Robert Scheidt / Bruno Prada, gaining on every leg? Great performances from these teams.

**Race 3: Tuesday, October 3**

Winners: Andy Horton and Brad Nichol

Mirror-like conditions in the morning and the race was postponed again. After a couple of general recalls and a Z-flag the race was on. Freddy Lööf / Anders Ekström were determined to go right and they looked super good about half way up the course, but then the wind faded on the right. Reynolds / Haenel had started near the pin end and then tacked to port pretty soon. They easily crossed Lööf as he made a perfect call on the starboard lay-line from far away. Reynolds held on to the lead, but not by much. Horton / Nichol rounded the left gate right behind them, as Pickel / Borkowski picked the opposite gate a few boat lengths back. Reynolds had it dial in as he extended on Horton, but Pickel passed both boats by staying left and had a good lead at the second weather mark. The breeze had picked up to about 14 kts. The last beat was pretty exciting as Pickel kept hammering left. Reynolds followed in order to cover several boats. Horton / Nichol went hard right and must have caught a nice header. They did not only win the race by a fair margin, but also grabbed the overall lead in the championship.

Race 4: Wednesday, October 4

Winners: Hamish Pepper and Carl Williams

It was cold and calm as we arrived to the racecourse. The start was postponed for a while, but eventually this breeze filled in. Two general recalls seems to be a minimum for this series. The black flag came up at the third attempt and the race was on. The first beat, starting out at about 10 kts, had a 30° right

shift with fading velocity. Reynolds / Haenel got to the top mark in first, rounding inside of Rohart / Rambeau, who had over-stood the starboard lay-line, as it was ebbing. Buchan / Bentzen rounded in third. Imagine, just like in the “old days”, Reynolds and Buchan out front.

Hamish Pepper / Carl Williams grabbed the lead on the run followed by Rohart / Rambeau and Iain Percy / Steve Mitchell. Pepper / Williams rounded the right gate while the others picked the left gate. They all tacked to port as soon as they could, but had to contend with all the boats coming down on the run. Most everyone went hard right on the final beat. The wind was fizzling out and, as the fleet finished, became close to a “drifter”. Hamish Pepper / Carl Williams carried their biggest lead of the day across the finish line in first. Then the reality set in for several teams. The Brits, who held on to their third, fell victim to the Z-flag, by adding 20% to their finish.



Series Runners-up Robert Scheidt and Bruno Prada

Race 5: Thursday, October 5

Winners: Fredrik Lööf and Anders Ekström

Cold, rainy and calm, but the breeze eventually filled in and the rain stopped. Race #5 got off on the first try, which sort of took me by surprise. Freddy Lööf / Anders Ekström grabbed the lead at the first mark. The first run had to be very stressful on the leaders. Light and patchy winds doesn't provide any bonus on the run. Sure enough, Jim Buckingham / Mike Dorgan, Xavier Rohart / Pascal Rambeau, Mateusz Kusznierwicz / Dominik Zycki and Diego Negro / Luigi Viale all passed the Swedes, picking the right gate for a port rounding, while the Scandinavians turned upwind on starboard tack. Jim Buckingham / Mike Dorgan had assumed the lead at the second weather mark, in front of Lööf / Ekström. The two teams were using different downwind techniques. Anders was laying on the foredeck, all the way up on the bow while Mike was standing up by the mast. The Swedes took the lead just before the gate rounding.

The last beat was somewhat of a victory lap for the Swedes. They did what you would expect of them. They built a huge lead and were never threatened again. Buckingham / Dorgan held on to their second place and crossed the line in front of Scheidt / Prada who gained throughout the race.



Third Place finishers Xavier Rohart and Pascal Rambeau

Race 6: Friday, October 6

Winners: Fredrik Lööf and Anders Ekström

Today was different than all other days, at least for me. My phone rang at about 8.30AM. It was Mark Reynolds calling. “Hey Mag, did you bring your sailing gear? Hal left at 4 AM, trying to make it back to L.A. He will become a father within minutes.” During the race Mark made some good tactical calls, finding clear lanes, keeping us on the lifted tack. All of a sudden there was a loud sort of bang: our forestay had snapped off just below the deck in the bow. We looked at each other in disbelief. It was a race-ending incident. We reached off, avoiding boats sailing upwind.

For a second day Freddy Lööf and Anders Ekström had a good race, coming first. Second were Iain Percy / Steve Mitchell, with Xavier Rohart and Pascal Rambeau finishing third.

Hamish Pepper and Carl Williams came in 8th, which was good enough for them to clinch the Gold Star. They became the first New Zealand team to win this event. Robert Scheidt / Bruno Prada were the runner-ups and the 2005 World Champions Xavier Rohart / Pascal Rambeau came in third in the series.



Gold Star winners Hamish Pepper and Carl Williams

2006 World's Championship

Pl.	Sail #	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	NZL 8187	Hamish Pepper	Carl Williams	Isol	1	20	4	1	5	8	19
2	BRA 8127	Robert Scheidt	Bruno Prada	GuB	6	4	13	5	3	4	22
3	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	14	5	5	2	8	3	23
4	USA 8156	Andy Horton	Brad Nichol	NB	2	9	1	zfp	9	9	30
5	SWE 8256	Fredrik Lööf	Anders Ekström	SCF	33	13	12	13	1	1	40
6	NZL 8061	Rohan Lord	Miles Addy	Isol	3	2	10	11	46	14	40
7	SUI 8138	Flavio Marazzi	Martin Kozaczek	TB	4	1	14	15	12	15	46
8	POL 8252	Mateusz Kusznierewicz	Dominik Zycycki	Isol	17	10	ocs	zfp	4	7	59
9	USA 8207	Jim Buckingham	Mike Dorgan	NH	13	23	19	4	2	49	61
10	GER 8213	Marc Pickel	Ingo Borkowski	Brm	43	35	2	9	20	5	71
11	USA 8267	Mark Mendelblatt	Mark Strube	TaB	25	8	16	zfp	10	13	72
12	ITA 8266	Diego Negri	Luigi Viale	VE	62	14	7	37	11	6	75
13	ITA 8224	Luca Modena	Michele Marchesini	NG	51	12	6	14	26	19	77
14	AUS 7836	Iain Murray	Andrew Palfrey	LMac	7	30	17	23	21	11	79
15	SUI 7990	Daniel Stegmeier	Beat Stegmeier	TB	18	3	18	zfp	19	41	88
16	POR 8253	Afonso Domingo	Bernardo Santos	CP	29	7	29	6	47	17	88
17	BRA 8240	Torben Grael	Marcelo Ferreira	Gua	15	31	15	42	17	10	88
18	USA 8268	John Dane III	Austin Sperry	MoB	34	17	9	16	24	24	90
19	ITA 8076	Luca Simeone	Ferdinando Colaninno	Rom	39	22	24	12	13	20	91
20	USA 8273	George Szabo	Eric Monroe	SDB	23	28	8	26	31	18	103
21	USA 8239	Mark Reynolds	Hal Haenel	SDB	44	26	3	10	22	dnf	105
22	ITA 8180	Francesco Bruni	Gilberto Nobili	Pal	42	21	34	zfp	14	16	105
23	ARG 7907	Fabian MacGowan	Federico Engelhard	OL	10	33	28	20	18	34	109
24	GBR 8144	Iain Percy	Steve Mitchell	SO	36	16	ocs	zfp	42	2	112
25	USA 8222	Rick Merriman	Rick Peters	SDB	35	24	21	29	32	12	118
26	USA 8260	Bill Buchan	Erik Bentzen	PS	26	6	dsq	22	40	26	120
27	USA 8195	John MacCausland	Bob Schofield	CR	54	32	22	24	7	37	122
28	UKR 8157	Arthur Anosov	David Caesar	CLIS	30	27	20	60	25	25	127
29	ARG 8212	Juan Kouyoumdjian	Nicolas Rosas	Lar	55	46	rdg	28	6	27	129
30	CRO 7955	Marin Lovrovic Jr	Marin Lovrovic Sr	Isol	19	18	25	65	45	23	130
31	ITA 8014	Alberto Barovier	Umberto Coppola	SG	22	39	35	38	23	29	147
32	SUI 8232	Henrik Dannesboe	Igor Kaptourovitch	BSL	dnf	29	32	18	36	35	150
33	USA 8059	Peter Vessella	J Darin Jensen	WSFB	31	45	11	52	16	dnf	155
34	AUS 8234	Peter Conde	Andrew Hunn	Isol	40	19	30	58	44	22	155
35	BAH 8265	Steven Kelly	William Holowesko	N	21	40	36	61	27	32	156
36	USA 8176	Erik Lidecis	Michael Marzahl	NH	28	25	23	55	53	31	160
37	USA 8250	Andrew Macdonald	Brian Fatih	NH	49	zfp	ocs	48	15	21	161
38	USA 8088	Steve Gould	Greg Sieck	WSFB	5	44	45	40	50	30	164
39	IRL 8028	Maurice O'Connell	Edmund Peel	Isol	11	11	ocs	50	59	33	164
40	SUI 8009	Christoph Gautschi	Jurg Konig	Bod	9	42	42	51	38	45	176
41	JPN 7979	Kunio Suzuki	Daichi Wada	Isol	20	41	ocs	36	52	28	177
42	SWE 7978	Ingvar Krook	Andreas Fuerer	AR	57	43	26	25	29	57	180
43	CAN 8143	Brian Cramer	Tyler Bjorn	LOC	37	36	38	zfp	28	44	183
44	USA 8177	Karl Anderson	Edward Morey	BH	46	37	37	44	30	43	191
45	CAN 7899	Alex Fox	Dunnery Best	VI	12	55	52	33	41	dnf	193
46	NED 8263	Erik Broekhof	Erik Veldhuizen	--	24	49	ocs	43	43	38	197
47	USA 8215	Bill Allen	Brad Lichter	WH	61	51	33	zfp	37	36	197
48	USA 8189	William Fields	Richard Burgess	SMB	8	38	46	zfp	58	52	202
48	HUN 8166	Tibor Tenke	Jozsef Bendicsek	Ore	32	34	31	zfp	ocs	39	203
50	USA 8246	Philippe Kahn	Joe Londrigan	SCF	41	47	ocs	30	39	48	205
51	USA 7844	Foss Miller	Greg Newhall	PS	16	48	40	59	55	50	209
52	USA 7531	Richard Pearce	Paul Manning	--	47	54	48	34	35	54	218
53	CHI 8181	Rodrigo Zuazola	Marcos Fuentes	Chile	56	ocs	41	46	34	55	232
54	HUN 7900	Robert Forintos	Andras Komm	--	27	58	53	41	57	56	234
55	LAT 813	Eizens Cepurnieks	Aleksander Muzicenko	Isol	58	52	43	35	62	46	234
56	BUL 7437	Nedko Vassilev	Paul Erikson	Isol	60	53	44	39	51	47	234
57	ITA 8183	Antonio Tamburini	Renzo Ricci	SI	38	57	ocs	zfp	33	42	237
58	CAN 6890	Brian Huse	Scott Killam	VI	48	56	47	zfp	49	51	238
59	USA 8043	Jock Kohlhas	David Bolles	BisB	52	50	39	56	61	49	246
60	AUT 8216	Roberto Tomasini Grinover	Walter Passegger	AU	45	62	50	47	60	59	261
61	CHI 7972	Vicente Gimeno	Luis Felipe Herman	Chile	53	59	51	45	54	58	261
62	NZL 7609	Steve Johnson	Stephan Cohen	Isol	59	64	55	zfp	48	61	277
63	USA 8041	Brian O'Mahoney	David Pleman	LB	50	61	54	zfp	56	60	281
64	USA 7254	Derek Decouteau	Joseph Donnette	BI	64	60	49	zfp	ocs	53	292
65	CAN 7451	Dennis Burgess	Dave Kershaw	EB	63	63	56	bfd	63	62	307
66	USA 4103	Scot Merrick	Crystine Lee	WSFB	65	65	57	63	64	63	312

THE 75TH ANNIVERSARY OF THE HAMBURG FLEET

The year 2006 is the 75th Anniversary of the founding of the Hamburger Flotte. The original fleet Charter, which was to the Norddeutsche Flotte, is dated 1931. However, between the 1934 and 1935 Logs the Norddeutsche Flotte divided itself into two entities, the Hamburger Flotte and the Kieler Flotte, with the Hamburger Flotte retaining the date of foundation of 1931 and the Kieler Flotte given the date of foundation of 1935.

For Hamburg's 75th Anniversary Regatta, named the Erich F. Laeisz International German Championship, Marko Hasche, Secretary of the Hamburg Fleet, wrote the following short history:

“The Norddeutsche Flotte or North German Fleet was created in the winter of 1930/31. With the founding of the Kiel fleet in 1935 the North German Fleet was renamed the Hamburg Fleet. The founder of the fleet was the Norddeutsche Rudder Verein member and sponsor Erich F. Laeisz. From the first he was so convinced that the Star was the class of boats they should use that he, together with his friends Hans Domizlaff, Kurt Broschek and Franz Brinckman, ordered a fleet of Star boats from the builder Abeking & Rasmussen. Since then Lake Alster has been the cradle of the Northern European Star boats. With the establishment of the Norddeutsche Flotte in 1931, there were now 4 Star fleets in Europe, three of which exist still, Solent, Paris and Marseille.”

In the 1932 Log, the first one to carry information about the fleet, there is the following notation about it:

Norddeutsche Flotte
Capt: - Hans Domislauff
Secy: - Erich F. Laeisz

Trostbruecke 1
Hamburg, Germany

Coast of Baltic Sea and inland waters of Schleswig-Holstein

The 1932 Log has 1931 fleet results for the Norddeutsche Flotte and include races both at Alster and Kiel.

The 1933 and 1934 Logs continued to list the same information about the fleet.

In the 1935 Log the Hamburg Flotte and the Kieler Flotte were listed as separate entities:

Hamburg Flotte (HF) Chatered 1931

Capt: - Erich F. Laeisz
Secy: - Walter von Heutschler

Trostbruecke 1
Hamburg, Germany

In and about the waters of Hamburg

Kieler Flotte (KF) Chatered 1935

Capt: -
Secy: - L. Behncke

Wall 48
Kiel, Germany

Baltic Coast from Danish frontier to Warnemunde



Erich Laeisz, in white, on his Star *Paka*



Photo: 1940 Log

1939 World's Champions Egon Beyn and Walter von Hütschler

The boats listed as belonging to the Norddeutsche Flotte in the 1932 and 1933 Logs were the following:

810 Paka	NDF	Laeisz & Beyn	AR-31
811 Bambuka	NDF	Hanz Domizlaff	AR-31
813 Markab	NDF	Marianne & Franz Brinckman	AR-31
841 Uzel II	NDF	Hans Lubinus	MP-31
842 Königsau	NDF	Buresch & Junghans	MP-31
843 Mia VIII	NDF	Herman Andersen	MP-31
844 Holland	NDF	J.J. & Adrian Maas	AR-31
898 Smut	NDF	Kurt Borschek	AR-32
907 Hilda II	NDF	Teodor Giesecke	MP-32

AR = Abeking & Rasmussen, Lemwerder, Germany

MP = Mattiessen & Paulsen, Arnis, Germany

Starting in 1936 the information in the Logs gets very thin. This in part may be due to the fact that much of the Star sailing was taken over by the various military fleets: Flotte der Marinestation der Nordsee, Flotte der Marinestation der Ostsee, and Flotte der Marineschule Murwik. Equally possible is that Walter von Hütschler, fleet secretary through this period, was not as good of a correspondent as he could have been.

The following paragraphs about the establishment of the Hamburg Fleet are from C. Stanley Ogilvy's "A History of the Star Class":

The first Stars ever produced in Europe were two built in Germany in 1924 by Abeking & Rasmussen, one of the world's foremost yacht builders. With no Stars in existence in continental Europe, A & R must have kept track of all small boat designs everywhere. However it happened, they had obtained the plans, and produced two boats for the Weser Yacht Club in Bremen for the use of that club's younger sailors. These boats were assigned no numbers, their existence being unknown to the Class central office. Dirk Albers, who sailed one of the two after it had been converted to the tall rig in 1932, believes that the boat was originally gaff rigged, which may well have been the case if A & R worked to a set of old plans in 1924. A photo of Albers' boat racing in the 1934 Kieler Woche shows clearly that she then had a wide single-spreader rig, the earliest on record and at least three years ahead of its time. The two boats were assigned a pair of numbers, 421 and 422, that had been carried blank until 1932. By that time Abeking & Rasmussen were building Stars regularly, and may have applied for numbers when they converted the rigs.

Of equal interest is the shape of the stem. No true Star ever had such a bow. These two boats were never certified. They could not have measured in. The sharp angles were all taken out of the stem, both in profile and athwartships. It would not have been done in the interests of speed; these boats were never intended for competition, there being none for Stars at that time. Someone at A & R must have thought he could improve the appearance of the boats, and modified the plans to make the bow more closely resemble that of a traditional yacht. The coaming was quite normal at that time; all coamings were always optional.

Erich F. Lacisz, whose shipping line operated the famous "Flying P" sailing vessels (Preussen, Padua, Pamir, Passat, etc.), the last of the square riggers, did much to sponsor and promote Stars. He founded the Hamburg Fleet in 1931. In the mid-1930s several service fleets were established by the German navy, mainly for the use of its officer personnel. The naval academy at Flensburg had 38 brand new Stars. Otto Schlenzka recalls that as a young naval cadet he was provided with one for his exclusive use, with two midshipmen to take care of it. Later these boats were "liberated" by the French and British armed forces, and a dozen went to Hong Kong. Otto has been a familiar figure at Kiel for many years as chairman of Kiel Race Weeks, is active in the IYRU in more than one capacity, and is an IYRU International Judge. He has been chairman of our Race Management Committee since its inception in 1974.

In 1936 the Olympic Games were sailed at Kiel. A first-rate job was done in running the races and the shore activities were also conducted in grand style. Erich Lacisz reported that every afternoon after the races great crowds gathered on the Hindenburg Embankment, where the flags of the winning nations were raised while the corresponding national anthems were played by a military band and a detachment of naval personnel stood at attention. All this was for the sailing events only, quite aside from the main festivities that were going on for all the rest of the Games at Berlin, 200 miles away. For most nations a site in the middle of Europe was far more accessible than the California coast, a quarter of the way around the world, where the 1932 Games had been held. Twelve Stars participated. The skippers of some of them were exposed for the first time to the possibilities of flexible spars. Von Hütschler had been sailing in the waters around Kiel for several years while developing his new invention, and his fleet mates were not long in adopting the technique. Walter had coached the German Olympic representative Bischoff, who came from Berlin, and had served as his trial horse and training partner. The Dutch and Swedes were also using spar flexing in 1936. Peter Bischoff and Hans-Joachim Weise won the gold medal for Germany with ease, with Sweden taking the silver and Holland the bronze. These Olympic leaders were surprised that the U.S. entry had not caught on and was still sailing with perfectly straight spars. American eyes were not opened until 1937. Glenn Waterhouse and Woody Metcalf finished fifth, wondering why they had been unable to do better. They noted that Bischoff trimmed his boom with a bend, but apparently the mast operation escaped them.



Built in Germany in 1923, #421 was sailed by D. Albers and P. Philipps.

FLEET DEVELOPMENT

Building up Fleets with Old Boats

Three of the more successful fleets in terms of expanding the number of boats which participate in their fleet racing programs are the Lake Ontario Canada Star Fleet, the Olympia, WA Star Fleet and the Santa Monica Bay Star Fleet. Presented here are comments by the people behind these efforts on how these programs have worked.

It should be noted that the common theme in these three write-ups is:

- 1) Buying inexpensive boats which are then reconditioned by the fleet members and sold at cost to prospective new fleet members.
- 2) Racing on weekday evenings,
- 3) Having a “spark plug” who puts in much work in order to bring the various boats, parts, sails and people together.

The Lake Ontario, Canada (LOC) Star Fleet

by John Finch – former LOC Fleet Captain
with the collaboration of AJ Jakubowska,
LOC Fleet Development Officer

Although the Star Class is absolutely thriving on the international race circuit, activity at the local fleet level over the last decade or so has been marked by ebbs and flows. Loss of interest in the Star at the fleet level became a major concern for us in the Lake Ontario, Canada Star Fleet in 1994 when, in spite of our usual “retain and grow” efforts, participation dwindled to just two boats. It was very clear to those who remained that something had to be done.

We took a decidedly different approach to fleet development in 1995, which proved to be quite successful. The proof is in the numbers. Seven additional boats were brought into the fleet during the course of the 1995 season. We stepped up the efforts further in 1996, 1997 and 1998. While the numbers then stabilized for several years, we have been able to add a further number of boats in the last three years or so. Today, we are one of the largest Star fleets in the world with over 40 boats. And we’re still growing!

What we needed to do in the mid-1990’s to spur fleet development occurred to me at a Star regatta around that time. A fellow showed up curious about Stars, and happened to talk to the owner of the boat parked next to mine. I overheard the conversation as they discussed the features and virtues of the Star at considerable length. This one was similar to conversations I had had on countless earlier occasions.

As a non-participating listener though, I could see that there was a problem when the discussion came around to “competitive” boats. Although the owner very articulately and excitedly explained the benefits of different brands of boats, masts, sail designs, crew weights, etc., the fellow soon became disinterested (or perhaps overwhelmed) and moved on. I realized that he probably got the impression that you could barely even sail a Star, let alone race, without a late model boat, an endless supply of new sails, an athletic giant for a crew, and an extensive budget.

I think that while we follow with excitement the achievements of our elite Star athletes competing at the international level, we forget that the vast majority of Star sailors are not world-class competitors who require the ultimate in equipment. Items that we express as crucially important, such as epoxy hulls, rod rigging, special keel shapes, new spars and sails, and even white hulls, are only significant if everything else in your racing campaign is perfect. These are not big concerns for the average sailor, so when we talk about such items with so much emphasis, Mr. Average receives a somewhat distorted impression.

Our promotional thinking has been oriented too much towards top-level racers. The Star is an easy sell to the world’s top sailors and the Class is self-promoting to the sailing elite. Our promotional efforts should focus more to promoting and building fleets from the bottom. With such efforts, we will suddenly open the door to a whole world of people that can have tremendous fun sailing Stars. In the LOC Fleet, we continually find all kinds of people, young and old, more and less experienced, keenly interested in used Stars in the \$2,000 to \$3,000 price range, so that is the area we have historically focused on.



John and AJ coming in after a Wednesday night race

The Star is a great boat for fleet building! Due to the intense competition, outrageous spending, and insatiable quest for even the most minuscule performance advantage at the top level, there is a wealth of used equipment that gets set aside. Boats, sails, masts and other spare parts that no longer make the first string are shelved or sold at a fraction of their original cost. Used Stars are generally undervalued if you consider the amount of boat you get for the dollar, and since we are a strong one design class with a long-standing history, it is not difficult to find a good older boat to fit even the most limited budget. Low prices, plenty of selection, and a fantastic boat! What could be easier to promote? I believe that the trick is in the pitch and the follow-up.

You cannot expect prospective buyers to simply go out and purchase used Stars on their own. Many are coming to the Class for the first time and know virtually no one in the fleet. They don’t know where to find used boats, what can and cannot be fixed, what is likely to break, what may be missing -

generally, what to look for. Add the complexities of “What is it worth?”, “How do I get it home?”, and “How do I assemble it?”, and the inexperienced will probably go no further. This is where you and your fleet members come in. If you do the legwork (which you are better qualified to do than most buyers, in any event) and assemble a ready-to-sail package, the new fleet members can simply buy the boat and go sailing, without complication. They can then take the time to understand the boat and decide, for example, whether they want to improve on their current equipment. There is nothing more intimidating or discouraging to a potential boat owner as the idea that even before they can take their new “baby” out of the water, then have to spend a season assembling it. I have seen countless eyes literally light up at the notion of a “turn-key package”.

Other fleet members are crucial to the process as well. Very few new owners are confident enough to require no follow-up input. Most seek it actively and unless it is available, in the form of other Star owners willing to answer questions, the new member may feel isolated and ultimately less motivated to stay around.

Fleet members need to act as a bank of information, muscle, advice and spare parts, too. Older members need help, for example, rigging their boats in the spring and de-commissioning them in the winter. Without it, their Stars may not be launched for the season. Fleet members also need to be willing to take people interested in racing Stars onto their own boats, as skipper or crew, to give them a chance to actually feel the boat in the water. Some fleets have good experiences with “fleet boats”. We do not, as we have found that they discourage rather than encourage long-term commitment to the Star. Further, fleet boats may prove very expensive to maintain if their use is not actively policed. I am not discouraging fleet boats for others, they just have not worked for us for reasons which may be unique to our Fleet.

In our case, each boat that came into the LOC fleet followed pretty much the same path. The boat was purchased and

brought home either by another fleet member or by me. We checked everything in the entire boat, made all necessary repairs and replaced parts as needed. After a good wash and polish, we would take the boat to the yacht club, go sailing in it to tune it up and make sure everything was in working order. This may seem like a lot of work, but it really isn't as difficult as it sounds, and to some of us the process is actually quite enjoyable. We found that with this kind of effort, the boat would sell virtually immediately, and we would have some excited new sailors in the fleet.

I believe one of the keys to fleet development is to make sure nobody feels outclassed by equipment or skills, and becomes discouraged as a result. It really doesn't help the cause if Mr. Olympics comes out in his new boat and wins every race by a mile, so we have actually had our better sailors sail with the new members on the older boats to help them get up to speed. An unforeseen benefit has been to show that even the older boats can be very competitive, in the right circumstances, as every boat in the fleet has been able to win at one time or another.

Today, the LOC Fleet is very cohesive and growing. While the centre of the “fleet universe” is, at the moment at least, the Queen City Yacht Club on Algonquin Island (which currently hosts 19 Stars), we have Fleet members racing out of the National Yacht Club, the Royal Canadian Yacht Club and the Royal Hamilton Yacht Club. We have many active and associate members, as well as Star owners who actively sail with us but have not yet decided to join the Class. We are also proud to have the membership of five active women Star sailors; two skippers and three crew.

To summarize, in our experience, no one individual can single-handedly build a fleet although leadership is vitally important. The fleet itself and as a whole has to be committed to growing and its members have to be prepared to work at it. Good luck and please do not hesitate to contact the LOC Fleet with any questions.



John and AJ on a night with virtually no air!



Typical scene before the mid-week Wednesday race at Queen City Yacht Club, which hosts many boats in the fleet.

The Olympia Star Fleet

by Bill Brosius

The Olympia, WA, Star fleet was started about 5 years ago when I started out racing my Star in our club's PHRF races against the bigger boats. After beating quite a few of these bigger boats, I began to invite people from the club to come out and try the Star for fun. Then we had a chance to pick up three Stars that had been donated to a youth sailing program really cheap and the fleet began to grow.

Aside from picking up older local boats, some left over from the now defunct Tacoma Fleet, Rick Peters has been a great help getting boats for us and helping out in many ways. Thanks to Rick, we have been able to get some old masts and sails and other equipment to outfit these older boats.

To help with the program, when I built my house I had a pole barn type shop built just for the purpose of providing a place where fleet members can bring their boats over to work on them. There are three of us that are retired and have the time to work on any boat in the shop. The whole process has helped build this program.



The fleet now has 22 boats, of which for this season 20 are in the water and actively racing. The fleet comprises boats with hull

numbers below 7000 and we do just our own local racing here on Bud Bay in Olympia. At present we have 6 woodies and 16 older glass boats.



All the wood boats are ones that should have been dead or haven't been used by their owners for 20 years or more and were given to me so I could restore them to good useable condition. They were then sold for what I have in them in materials to anyone who wants them.



Our fleet stays in the water. We do not have any dry sailing facilities available yet or a crane to put us in or out whenever we want. One of the problems is that we are in an area where there

are 12' tides, so finding a place where we can build such a facility is difficult.

We try to schedule the launching date so that most of the boat can be put in at one time. The Launching date is usually in mid-April. This year a logging outfit came over with their log sorter unit and put us in. We launched 14 boats in 1-1/2 hours.

All our boats are wet moored for the season. We have been able to get cheap moorage for \$20 / month. This requires we coat the bottoms with epoxy and bottom paint the boats, but since they are all done that way, they are equal. We use Interlux "Barrier Kote", an epoxy coating over the gel coat and put on a thin coat of bottom paint and brush it out as we go. We are able to heel the boats over before each race and wash the bottoms so they stay nice and clean. So far very few blisters have shown up.



Because we keep the boats covered at the moorings, we can leave the main loosely flaked on the booms and store the jibs inside. Aside from stipulating that everyone will use the same bottom paint, no one can have brand new sails. Further, if a skipper can't make a race, his boat will be available for other qualified skippers to race. We have put together a pool of skippers and crews to fill any needs.



A big plus for us is five minutes out of the marina is our race area. It is where a lot of people on shore can watch us and that has brought in a lot of inquires about the fleet. We have the local

paper do an article on the fleet each year and announce our annual kickoff meeting, open to the public. That is how we got three boat owners interested this spring. I also spend a lot of time helping the other skippers maintain their boats and calling everyone three days before each race, reminding them of the race, help set up crew, or even volunteering to go out on their boat if that skipper is having problems and let someone else use my boat.

We presently race as two classes with a single start, with the woodies in one class along with those who are new into Stars, and those that race the faster Stars or are more hot dogs in racing in the other. Class choice is up to the skippers and they can or will be changed as their skill level increases.

At the moment I am the spark plug behind our programs but now I am working on getting more people to be spark plugs in our program. The big thing I have found is that there are a lot of people who love the one design racing. We schedule our races on an off night for the big boats and keep in constant contact with all the skippers. We encourage everyone to use courtesy on

the course and don't be so aggressive that they intimidate the newer people off the course. We gather after the races to talk about tactics, boat trim, etc.

We expect to add a couple of more boats to the fleet by fall and I hope this winter to scare a few more wood boats out of storage and see them fixed up and raced next year. Cary Thorogood and I have shown with our woodies that they can be restored and upgraded and raced right along with the glass boats.

A new tactic we want to try to increase interest in the Star fleet is that we are going to approach the local high schools about establishing a sailing program for them using the Star fleet as the boat of choice and maybe eventually develop some teams within the schools. If there is enough interest and some teams want to do the local circuit or more, we will sponsor a boat or two of the newer type and help these teams to compete on a wider level. Right now it will involve match racing between teams and have the students who want to come out and race in our local races.



The Santa Monica Bay Fleet

by Rick Peters

Over the last few years the Star Class in general has been moving away from fleet racing. For a few regions the exception is evening races during the summer. We hold the Starlight Series at California Yacht Club in Marina del Rey. Last year we averaged 11.5 boats on 16 Thursday evenings, with the best turnout having 17 boats and the worst at 7. We set up a short windward-leeward course with the start/finish line in the middle. The races are once or twice around. Weekly trophies are given out in the bar after all the boats are put away. We use a high point scoring system with three discards for the overall series title. The boat is scored not the skipper, this encourages the owner to loan his boat out when he cannot make it. The results and photos from each evening are posted on our website, www.santamonocabaystarfleet.com, along with the overall series standings.

We are currently going into our ninth season. At first it was only for Stars under hull 7000. We allowed newer Stars to race but they were not eligible for trophies. Over the years as owners upgraded to Stars over hull 7000 to participate in district, national and world events. This provided good boats for new prospects. In 2001 we started awarding trophies to the newer boats and made a separate season perpetual trophy for boats over hull 7000. Currently the ratio is 50/50. On short courses the older Stars can be competitive with newer ones. Everyone is happy racing together on the same course.

We encourage new participants to show up on Thursday afternoon in the boatyard. If someone needs a crew they can get "thrown into the fire" or elect to go out on the R/C boat to observe. The R/C leaves the dock at 5:15 and the first start is at 6:00. We will run races until right before sunset. On a windy evening we get as many as four races off. Sometimes

when it is light we may get only one or two off. It seems the sailors come out for two reasons. Some participate to hone their racing, boat handling, and tactical skills. Others come out to unwind or blow off steam, getting out on the water is a welcome break from a hectic workweek. All enjoy the camaraderie in the boatyard and at the bar!

One of our sailors owns a great restaurant in Santa Monica named Lago. It features dishes from the Lake Como region of Italy. (This is where the Folli and Lillia Stars are built.) His crew is the head chef. Each year we gather there for our awards banquet / holiday party.

For me it has been very satisfying to be involved with this since its inception. Exposing more sailors to the Star and helping them learn to sail them is what it is all about.



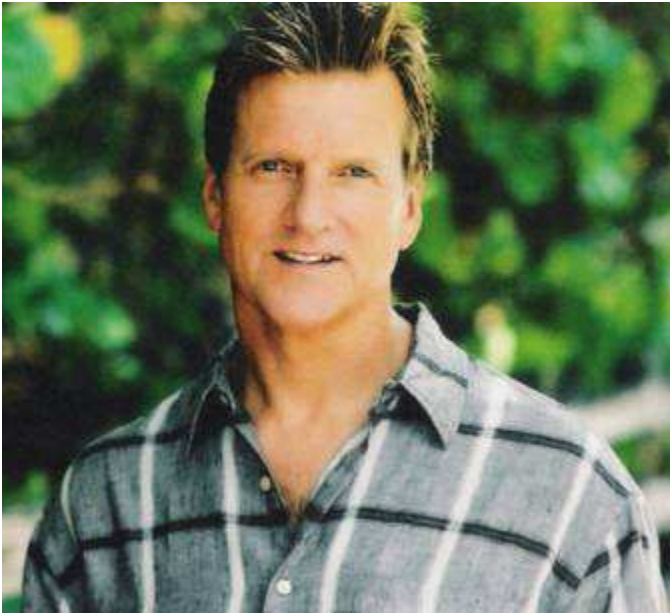
Rick Peters enjoying the scene



Rick Peters' truck modified to transport Stars. Some of the under 7000 fleet of Stars were picked up as far away as Milford, CT.

CREWING IN A STAR

By Magnus Liljedahl



I always loved sailboat racing. There was nothing else that I would rather do. To line up on the starting line and then play the game is what it is all about. To succeed, you must stick with the sport for a long time. There is always another race, so don't get down on yourself whenever things turn against you. The ultimate reward is the one which we all will gain, that is if we play it fair and square. It is the friendship and respect from other people from all over the world. I wouldn't want to trade any of them for any victory that I have been fortunate enough to achieve. Remember, it is only a game and there is always another race.

The following is a brief instruction on how you can improve your skills and get the most out of your race. Our sport is filled with exceptions and variables. There are different techniques that could lead to the same success. It would take a book to try to cover them all. I have made many assumptions in putting this together.

Preparing for a season:

It starts with a vision, a dream and the setting of goals to achieve. You are building a team with someone that you will be spending a lot of time with. You should both know that conflicts are to be expected, but as long as mutual trust exists and you are paying attention to details and results, your foundation is solid.

One priority is the combined crew weight. All the top teams in the world weigh in at maximum weight. It used to be that the skipper would make the crew gain all the weight, but today it is different. Some top teams believe in having the skipper and the crew weighing the same is ideal. This may hold true if the skipper can hike as efficiently as the crew, but there are not many like that. As a crew, ideal weight is just slightly more than the skipper's. This combination is favorable for tacking, since the crew is usually first over the rail and it is good for boat handling.

Physical training is a basic must for any athlete and the Star crew is no exception. Even though the most important training you can do is to sail the boat, spending countless hours hiking and tacking, attention to health and diet is also a must. It is important to replace your daily calorie expenditure with as nutrient rich foods as possible. Knowing how your body performs is key. Our sport is mostly aerobic, but anaerobic strength is also required. Your core muscles are the most vital for sailing and I usually never neglect them during a workout.

Once you have developed your strength and flexibility, polymetric type exercises are both fun and very much applicable to our sport. The off-season is usually when I hit my gym the hardest and the rest of the season becomes a maintenance phase. I was always keen on going to the gym and lift weights, but the last few years I have also included other forms of cross training. Power walking, biking, rowing and kayaking are some of my favorites. Stretching and maintaining a good diet are other important factors that you should make a part of your daily routine.

Getting down to the boat:

This is when the race starts. Your focus should be total and your concentration on top. Have your clothing planned out and your sun lotion applied. Make sure that you will stay comfortable in all conditions and it is your responsibility that your clothing weighs in.

One of you better have an anal personality with a meticulous attention to details. If it isn't your skipper, it better be you. Most skippers are "control freaks", but some are not. If you are new to the Star and you are sailing with an experienced skipper, you may want to step back and learn how he/she want things done. You can always make sure that the tanks are empty from water, that your backstay has the proper markings and that there is drinking fluid on-board. Get a tasks list going. Check out your hiking straps and customize them if needed. How about a little Teflon polish where you sit? It sure helps sliding in and out. Learn your digital compass to perfection. If you don't have one on the boat, make your skipper buys one. They are a must. Hang around your boat; don't let your skipper be looking for you all over. Your main job is to help him do well in the race and he may need you for a last minute change. I insist on following a predetermined routine each and every time, whether it is rigging the boat, hosting the sail or the pre-start "homework". You will eventually have everything down to perfection and save a lot of time and effort in the process.

Going sailing:

It doesn't make any sense for the skipper to attempt unrolling the main and start hoisting the sails without your presence. It is a two-man job, for sure. Hoisting the sails in heavy air could be a very difficult task, but if you follow these steps, it may ease the task. The sails are expensive and not only that, you need to have them fresh for the race. Flapping them in the breeze is not an option.

- The jib should be hoisted first in most circumstances.
- Facing forward, with the jib rolled up between your legs, hook up the clew, then turn around and hook up the sheets.

If your jib has blocks, use the top block for the starboard sheet. This will help when you set the pole. If it is windy, you will need to have your skipper to help you from this point on, but if it is under 12 knots you can hoist it yourself.

- With one foot on each side of the jib and the head in your hand, you stand up, facing forward. In heavier air I lean heavily with my back on the mast and allowing it to support me to keep from falling.
- Hook up the halyard and then still with the jib between your legs and feet move forward and zip up the luff as far down as you can.
- Hoist the jib some and then continue zipping it up. If it is windy, your skipper will have to help you. As you lean up against the mast, hand the head back to him so that he can hook it up and start hoisting while you are holding on to the forestay, standing up, zipping the luff. Once it is half of the way up, you must move your leeward leg, allowing the jib to fly freely. Your skipper can now move back in the boat while holding the halyard. It is your job to get back to the mast and lock it in.
- If the luff is not zipped up all the way, get back up to the bow and do so.

While hoisting the main in windy conditions, I like to start out on my knees, in front of the mast, facing aft.

- Help unroll the sail, while keeping the luff tightly together on the leeward side of the boom. It is very important that you keep the luff together thus preventing it from falling in the water. Unless you are still tied up to the dock, keep in mind that your jib is up and the boat is moving. Losing the luff in to the water is not an option and it could easily ruin your day. If it is very windy, I would sit on one knee, using the foot of the other leg to lock in the luff. If the conditions are moderate, I would stand up and hoist, still locking in the luff with my foot.
- Now your sails are up, the Cunningham is on, your lines are organized and your clothing and harness is on. I suggest that you get dressed before hoisting the sails. Don't make the skipper wait for you to do so. You may lose valuable time to check out the wind and the racecourse.

To avoid knots (or "assholes") in the jib sheet, I often undo one end and throw it in the water so that it will straighten out. Don't coil it back up. Simply pull it back in to the boat in a pile. If you coil it, chances for another "asshole" to develop increases. I usually gather the jib sheet on the port side, under the deck. I do the same with the backstay line, except I put it under the starboard side. In windy and wavy conditions, where you get a lot of waves rolling into the boat, the ropes have a tendency to float aft and they end up around the barney post. To prevent this, simply keep kicking the ropes forward. As of late, I prefer the one-to-one jib sheet plus a fine tune (the Lillia system). It has many advantages over the "old" system. The pro's include having a lot less jib sheet to deal with and chances of painful "assholes" forming decreases dramatically. Setting the whisker pole becomes a lot easier since you don't have to fight all that friction. It is nice and clean when maneuvering before the start and around marks and trimming in is a lot quicker. The con's are that there is a lot of pressure on the line, especially going downwind in the breeze and you have two lines to deal with, including the fine-tune. To

compensate for these minor shortcomings you may put a ratchet block on top of the jib-car, using a larger diameter chive, a thicker diameter jib-sheet and the fine tune. You may want to consider using a 2-1 purchase, instead of the standard 3-1, for your backstay line if you are experienced and physically able. I have limited experience with the Lillia systems where the purchase and cleat is configured between the skipper and the crew. Many of the top teams prefer this system and I firmly believe that it is the way to go.

Final preparations:

Time management is often ignored as a major contributor to success on the racecourse. Enough cannot be said about leaving the dock early on a race day and most winners attribute their victories to this fact. Once you have sailed up the racecourse a couple of times, you will know your "highs" and "lows". Once the starting line is set you need to do your "homework". Never sail by the line without trying to find a sight line on shore or equal. Run across the line next to the committee boat. Have your skipper count the boat lengths as you try to identify a point ashore, let's say six lengths below the line. You will now know when you are three boat lengths below at mid-line, and so forth. Become accustomed to where you are in relationship to the line, to the point that you can "feel" it. As soon as the pin end is set, you should sail the line from the committee boat towards the pin, verifying your sight line and compass heading. Once you have that information head into wind and take a reading. I like to add the 90° before heading into wind so that I know what number makes the line even. This could be important if you are running out of time and/or the attempted head-to-wind reading becomes obvious, one way or the other. I usually try to get a feel for which tack I'm more trimmed in on sailing the line in either direction. Once the starting routine is completed I recommend repeating it a few times if there is time left. There are, obviously, other ways to figure out the favored end of the line, but the two mentioned are pretty easy and doesn't have a lot of room for errors.

At the 5-minute signal you should be at the committee boat heading for the pin, checking you numbers one final time unless it is obvious where you want to be. By now you should have:

- Calibrated the compass to the heading given on the committee boat. Adjust the tacking angle if needed. It should be somewhere between 65-72 degrees. I usually read the high and low indicator on our compass while my skipper reads the actual course we are steering. It is very helpful for the crew to be aware of the fact if you are on a header or a lift. If you pay attention to this, no more tacks will come as a surprise.
- Try to find the weather mark before the start. This will be your job all day, so the sooner you will find it, the better off you are. If you are not sure, say so.
- Look for the breeze and don't block the compass as your skipper tries to find the favored end of the line.
- Keep an eye on the committee boat and be prepared for the sound signal. An added benefit with the digital compass is the timer function. Even though the display is visible for the skipper, I still count the time down.

- Keep calling out the distance to the line, expressed in boat lengths i.e. 5-length, in order to keep your skipper informed of where you are.
- Make sure that all the lines are cleaned up.
- Keep the bailers open if needed but let's not forget to close them if the conditions permit. They do cause drag.
- Inform your skipper where the "hot teams" are on the line and help him keep clear of other boats.
- In general, you want to out-pace the boat on your weather side, while creating a gap to leeward.

Now how to put your boat in pinch and foot modes.

On the final approach to the line, I make sure that the weather jib-sheet is pulled in. The same applies to the leeward backstay. You may have to tack right away so you got to be prepared. Keep the bulk of the jib sheet to one side under the deck and the backstay on the other side under the deck (I don't believe in storage bags). If it is really windy, keep kicking the sheet and the backstay line up underneath the deck, or else it will float back to the barney post area and may cause a tangle. Try to help your skipper by looking behind him and up the line, informing him about approaching boats and also if you can see the committee boat. Chances are that if you can't see them, they can't see you. Again, make sure that your weather sheet is pulled in after each and every time that you let the jib out to slow down the boat. Sometimes I look to see where the tiller is in the boat. If the tiller is hard to lee, you want to keep the jib out and if your skipper tries to bear off, you may want to over-trim it, in order to aid the steering. By the time the gun goes off, your boat-speed should already be at full speed.

First beat:

Feed information back to your skipper throughout the race. Let him know what you see, especially after the start. It is difficult for a Star crew to contribute tactically, due to the simple fact that your head, while hiking, is so close to the water surface. It makes it difficult for a good view. Sometimes during the course of the race you may even have to sit-up for a brief moment in order to get a good look at the situation. Let him know if there is an opportunity to tack, if he should put it in a point or foot mode, to avoid being run over. Feed information about where other boats are going. Who passes behind your transom? Did the boat that just crossed us on port clear the boats to windward? It is very helpful if you can develop an eye for the trim and crew position of your competition, especially if they are faster than you are. Equally important is to be able to determine another boat's speed and height in relationship to yours. I usually pick the luff of the jib and a point on the boom or mast as reference on the weather boats. It now becomes easy to see if we are gaining or losing to them. Keep feeding information. Some info needs to be edited in order not to distract the skipper but that usually works itself out as the two of you become a team.

Keep looking for that mark. You got to find it. Not only do you need to find the weather mark, your job is also to find the leeward gates. If you know where they are before you get around the weather mark, it will be of great help for your team. Keep looking back. You will eventually find them.

As you approach the weather mark your job is now to find the offset mark. Is it up or down from the weather mark? Will we be reaching to it or is it going to be tight? Are we lifted going in to the mark or are we headed? This information will help in deciding what gybe will be favored on the run. A final check to make sure that the keel is clean is in order. If you know that there is current you may want to remind your skipper.

Offset leg:

Make sure that your skipper has got the vang tight before the rounding. This will help maintaining an optimum sail-shape as you get around the mark. While on the offset leg, I start looking for the breeze. Depending on the conditions for the day, I will keep looking for puffs all the way down to the leeward gate. Adjust your trim according to the apparent wind. Usually, you need to drop the jib leads out-board and sometimes start bringing the mast forward but it all depends on the angle to the offset mark. Talk about which way you want to go on the run, pole-set or jibe-set?

The run:

Once around the offset mark I usually let the mast forward first of all. If we do a gybe-set, we may gybe first but the standard rounding would be mast forward, pole up, jib up, get forward in the boat and never ever cause a leeward heel. Stay on the weather side of the boat at all times. Yes, there are exceptions, but not many. It is critical to move as far forward as possible if you are in a Folli. By keeping the bow down, you maximize the water line which is a must in many conditions. Look at the boats that are still sailing upwind and approaching the mark. (Hopefully, there are some boats behind you.) Can you detect either of them being lifted and or in a puff? Let's say that you are running on a starboard gybe and when you look back you see a group of boats lifted on starboard tack and also in more breeze. This may indicate that you should gybe right away. A basic technique is to have your skipper put the boat in the direction of the next mark. You would want to stay on the gybe were the main wants to be. If you programmed your Tactick compass before the start, you did the right thing because the display will tell you how many degrees off course you are.

Other than balancing the boat and finding the next mark, the most important task for the crew, while sailing down wind, is to keep your air clean from other boats. Obviously, if your boat has a masthead fly, you will find your apparent wind easily. The problem is, so will your competition. I prefer two pieces of yarn (each about six inches) on each shroud below the spreaders. It is a good practice to keep calling the distance you are in front of disturbed air. This way you give your skipper has opportunity to "double check" your information before it could be too late.

Similar to the up-wind leg, it is great if you can develop an eye for how your competition is set up. Look at crew position, main trim, vang tension, mast position and jib hoist. In addition, I try to see how the spreaders are angled on the fast boats. The information can be valuable in adjusting your own equipment. Look up your mast from time to time. Chances are that your vang is too tight. Keep feeding information like "we are paralleling x, y and z or we are merging with x, y and z. Usually, if you are to weather of a group, and faster, merging

is a good thing, while if you are the leeward boat, merging could be very bad. As you approach the leeward mark, you have to be “lightning” quick with the takedown and putting the boat back in the upwind mode. But first you must decide which side of the gate is the closer, left or right. It can be a tough call, but usually what you first see is what it is. In another words, if your first reaction is the right gate, chances are that it is. It is often a good thing to keep your options open for as long as possible.

Sometimes it is helpful to talk about your next upwind leg strategy while you are still on the run. Ask your skipper what his plan is, or even better yet, tell him what you see and make suggestions. Make sure that your jib leads are back in up-wind mode if you changed them, which I avoid unless conditions are such that you may dig in the whisker pole. If you know that you will stay on the same tack for a while after the rounding you may put less emphasis on making the boat tack ready and perhaps make a later takedown. If you plan on tacking right away, obviously your leeward backstay needs to be tight and the slack taken out of the weather jib sheet.

Our standard rounding would be:

As I move back to put my feet in the hiking straps, I put my hand on the slug (the fitting attached to the sail below the Cunningham). My skipper now pulls the Cunningham, then:

- Slug down
- Outhaul on
- Jib down
- Mast aft (pull backstay – ram off)
- Pole down
- Trim your sheet and take up as much slack as you can in the weather jib sheet and leeward backstay.
- Balance the boat as needed.

Critical here is that your skipper trims in the weather jib sheet for you. He will not be able to get it all the way, but the more the merrier. The advantage with pulling the mast back before you take the pole down is that there is less of a chance that the jib will blow around the forestay. I prefer this method if the approach to the mark is slightly up from a dead run or if you are reaching. In conditions where you approach from a by-the-lee position, pulling the mast back should wait until the actual rounding of the mark. In a recent, windy, regatta the boat I sailed in had a 2-to-1 backstay system and I had to wait on pulling the mast back until the rounding. It was just too hard to do it before the rounding and in trying I would lose too much time and not get the rest of the job done. Pay attention to any course change as you get around the mark.

Reaching:

To be fast on the reach spells hard work and proper technique. To be successful, you need to:

- Know where the next mark is.
- Get out of the wakes from any boats ahead of you.
- Keep clean air.
- Pull the vang very tight.
- Drop the mast forward, sooner rather than later.
- Adjust your sail trim.
- Drop the jib-leads.
- Hike as hard as you can.

A good skipper will keep the boat moving all the way. Keep telling him to head up in the lows and, very important, to bear-off in the puffs. This is key.

No crew could straight leg hike the entire distance. Similar to a wrestling match, you need to put your system in a recovery mode now and then in order to go the distance. An added benefit by bearing-off in the puff or on the top of a wave is that it gives your team that opportunity.

Once you gybe on to the next reach, you have got to know where the bottom mark is. Keep looking for the puffs. Again, head up in the lows and leave yourselves with plenty of space to leeward so that when the next puff hits, you have room to bear off and make gigantic gains.

Next lap:

When rounding the leeward mark the number one priority is to know if you are on a header or a lift. Many times sailor make the mistake of tacking away on to a header only because they were in bad air. In most cases, if you are on a big lift, you will be better off to sail in bad air for a while instead of tacking away. It is pure math, really. You have to try staying in sync with the shifts. Keep reporting where the competition is headed and start looking for the next mark. Whatever your position might be, do not give up! Think of it as a basketball game, or some other sport, where you may end up winning at the buzzer. Once you cross the finish line, you may rest.

Sail trim and boat handling:

I usually trim the jib keeping the leach at the band on the spreader. I do trim and ease a fair amount as we sail along. In general, if it isn't too choppy, I will sometimes sheet block-to-block when we are both fully hiked. This is usually for short periods when my skipper rides the momentum of the boat and is pointing super high. It is very important to ease out as the boat starts to slow down and your skipper comes back to build speed. If we encounter exceptional chop like powerboat wake I sometimes ease the jib briefly.

I usually hike from the forward cleat on a Folli and I believe that it is very important to keep the weight as far forward as possible, not only down-wind, but up-wind as well.

A roll-tack can make a big difference. It takes timing between you and your skipper to perfect it. The best roll-tack is when you can stay on the old tack as long as possible, give it an extra hike (push) at the last possible moment and then jump over to the new weather side and hike out fully. However, there are many variations. The first part is often the same, but the amount of hiking required on the new tack will vary.

The gybing techniques are many, but if we narrow it down, you either gybe the pole first or the main first. The tendency today is a serious roll-gybe, with the pole first. The advantage is that once the main is gybed the jib is already full, aiding in keeping the bow down and you are ready to ride. Obviously, you need to work on both techniques. Gybing the main first provides an “anonymous” gybe. It also enables you to gybe in heavy air whenever you have top speed, i.e. there is the least amount of pressure on the rig.

See you on the race course!

MEMBER SPOTLIGHT

Some Younger Members in the Star Class

At the 1945 World's, held at Stamford, CT, two San Diego lads, 17 year old Malin Burnham with 15 year old Lowell North as crew, manage to become the youngest skipper and crew ever to win the Star Class World's.



Photo: Ann Franklin Beach Collection

Lowell North and Malin Burnham at the 1945 World's

Two years later Lowell began building his revolutionary Star at woodshop class based on Phil Spaulding's research on Star Class lines. In 1949 he finished the boat and at the 1949 World's Lowell, now 19, with equally young Jim Hill as crew, caused a sensation with his homemade boat and surprised the other 39 seasoned competitors. Sailing Star # 2920, *North Star II*, Lowell compiled a 1-DSQ-1-2-1 record, and finished 5th overall. And he also would have come in 1st in the second race if he didn't get the DSQ. Like in the movie, *Buch Cassidy and the Sundance Kid*, it was heard around the docks, "Who are these guys?"

In 1948 another young skipper entered the Star Class when the North American Championship came to his city of Seattle. Amongst the competitors was Lowell North with Jim Hill as crew. For Bill Buchan, who was 13 at the time, Lowell became his idol. After the championship was over Bill was able to convince his father that they should build a Star, and thus began Bill's long and continuous relationship with the Star Class, building Stars, winning prestigious Star events, and helping guide the Technical Committee through the difficult time of moving from wood boat to fiberglass construction.

For years California has produced Star Class teenage phenomons. Such names as Skip Allan, Chuck Beek, Tom Blackaller, Paul Cayard, Mark Reynolds, John Rumsey, and George Szabo III come to mind. However, finding such a collection of young Star sailors is not confined to California, and throughout the Star world there are skippers and crews to be found in their late teens and early 20's who are making their mark on the Star Class.

The Milford Kids

One of the features of regular weekend racing at Milford Yacht Club in Milford, CT, is that members of the fleet try to have their crews skipper one of the two daily races. This has proved to be attractive especially to younger sailors.

In the fall of 2004 the Valleau family moved from upstate New York to Milford. After settling in the father went to the Milford Yacht Club to see if his sons could find crewing jobs. His boys' previous experience in sailing was on the family's Hobie Cat. Star Class members snapped up the kids and Jonathan, Paul and Jamie have become regulars in fleet racing, and have had several chances at skippering. The eldest, Jonathan, who is entering college this Fall, won the 2005 Junior Saturday Series.

In the Spring of 2005 Alejandra Bolles was considering retiring from crewing and spotted a likely replacement at the local yacht supply store. Chris Field is a junior in college and has been around boats for his whole life. With the trade-off weekend series Chris gathered enough points as skipper to come in first in the 2005 Junior Sunday Series.

This year Josh Revkin, whose father Jim used to sail Stars at Milford Yacht Club, decided he wanted to crew on Stars and contacted the fleet members. His previous sailing experience includes Snipes, 470's and Lasers, and so found jumping into a Star not all that much of a change in terms of learning the ropes. He has been pleasantly surprised to find that he also has the chance to skipper the boat from time to time. Josh will be entering the senior class at his high school this coming fall.

Trevor Nederlof has lived in Westport, CT for the past 9 years, the home of Cedar Point Y.C. He got his first boat, a Laser, when he was nine. (No, he did not sail Optimists). It wasn't until his sophomore year that he joined the sailing team. They race club 420's in a team race format with more than nine high schools in the area. The thing that he really fell in love with was the coordination required between skipper and crew to be successful. In May of this year that one of his coaches, Marc Jacobi, told him that Stars are the boat he should try and sail. Soon after contacting the local Star fleet he stepped foot on a Star for the first time. In just 6 weeks he fell in love with the Star and looks forward to continuing to race in it.



Photo by Alejandra Bolles

Chris Field, Josh Revkin and Trevor Nederlof
of the Mid-Connecticut Star Fleet

The Boston Kid

Tomas Hornos has been involved in racing as long as he can remember, sailing Optimis, Lasers and Snipes. Since his family originated in Argentina, Tomas made the trip down to the 2005 Star World's to represent the Boston Harbor fleet and won the award for being the top junior skipper. In September of 2005 he won the prestigious Bedford Pitcher, and since then continued on through the 2006 South Florida winter season where he managed to come in third in the third race of the MORC. This Fall Tomas is entering Tufts University as a freshman and is looking forward to sailing with their sailing team.



Photo by Jan Walker

Tomas with crew Hector Longarella at the 2005 World's

COMMENTS ABOUT THE STAR CLASS

John Lombard Jr., age: 42, Fleet: Mid Connecticut, profession: advertising executive (1st District Champion, 2005): The Star Class does many things right, and this is the result of 95 years of sailing. Sailing is a great sport, and Star sailing continues to lead the way. The Star Class is simply the strongest, best class in the world: best competitors, most organized, great "adult" one design class with great values. If you want to be the best in the world, and you have talent you'll make it a priority to sail a Star and make your mark on the sport.

Stephen Pellerin, age: 42, Fleet: English Bay, boat#: 7215:: The Star Class transcends the boat itself - it is truly a solid community of sailors with similar on-the-water aspirations. I enjoy the camaraderie above all else.

Michael Marzahl, age: 35, Fleet: Santa Barbara, boat#: 8176: think of Star class: I have been racing in the Star class for about 2 1/2 years. It's the most competitive class I have ever raced in. I feel like everyone is family and willing to assist in

the growing of the Star Class. I also love bringing my family to the events because they have so much fun with the other racers' families.

Jacques Puisségur, age 69, Fleet: Nice (NI) France, profession: retired advertising executive. I fell in love with the Star when I was 14. I lived then in Algiers, Algeria where Stars were an important part of fleet racing. My father owned Star # 1762, Ouragan, a beautifully built boat built by J. Bertin in 1939. I learned sailing on this marvelous boat which will leave its mark on me all my life. My family moved to the French Riviera in 1957, and in 1975 I came back to the Star Class when I bought my own Star # 3172, an Etchells built boat. I have supported my friend André Arberet who worked hard and successfully for years to promote the reintroduction of the Star to France. The friendship and the fair play of the competitors and the strength of the Star Class organization are what I like about the Star Class.

Mark Reynolds, age: 49, Fleet: SDB, profession: sailmaker (World's Champion, 1995, 2000; Olympic Champion, 1992, 2000): A great organization that has stood the test of time. The class just keeps getting better, with continual improvements in the boat, rules and the sailors' abilities out on the water. After racing each day there is very little time spent in the protest room but plenty of time spent talking about improving sailing skills, the way it should be!

Barbara Beigel-Vosbury, Age 50, Fleet: Annapolis, Boat: #7425. (Regatta Manager, ISCYRA) The Star Class has something for everyone be it weekends with your family, good competition all over the world for travelers, or Olympics for the truly motivated and talented. For 95 years the class has successfully juggled all of these. I find the exchange of information to be free flowing, the making of new friends easy, and the rekindling of old friendships to be gratifying. As with any class the more time you put in the better you will do whether you are young or old, man or woman.



Photo by Jan Walker

Barbara at the 2006 Bacardi Cup

GOLDEN JUBILEE OF THE NICE CHRISTMAS REGATTA

by Jacques Puisségur

This year the Club Nautique de Nice (founded in 1883) and the Fleet of Nice (1954) will hold the 50th Nice Christmas Regatta from 27 to 30 of December, 2006. This fiftieth anniversary Regatta will be a particularly good opportunity for a friendly but nevertheless high-level series.

Two-time World Champions and Olympic medallists Xavier Rohart and Pascal Rambeau (FRA / NI) are already signed up. Many international contestants have the 50th Nice Christmas Regatta marked on their calendar. This is the reason why the organizers will do their best to heartily welcome skippers and crews.

SCHEDULE of the Events:

Wednesday 27 December 2006:

The contestants will be welcomed at the launching site inside the harbor and will be towed across the harbor to their own mooring at the club (9:30 to 12:00 AM and 2:00 to 5:00 PM). Trailers and cars can be parked inside the secured harbor area.

At the same time registration will take place on the first floor of the Club Nautique de Nice until 6.00 PM.

6.30 PM: Briefing and Welcome Party followed by a jazz trio session (piano: Jacques Puisségur + Clarinet/Sax

soprano + Double bass). During this time the bar will be serving free beer until 8.00 PM.

Thursday 28 December 2006

Start of the 1st race at 9.00 AM to take advantage of the usual early north wind.

After the return to your mooring, hot wine will be served on the quay until 5 .00 PM and free beer at the bar until 8.00 PM

At 9.00 PM Julia and Graham Bailey will invite contestants to their home for a friendly drink.

Friday 29 December 2006

Start at 9.00 AM

Similar hospitality upon return to the Club

At 8.00 PM, free dinner for skippers and crews in the Club Restaurant. (Guests tickets available at the registration).

Tombola ! Everybody wins!

Saturday 30 December 2006

Start at 9.00 AM

Hauling starting at 1.00 PM

Prize Giving and Buffet at about 3.30 PM

Entry fee: 100 €

All entries received before 1st of December will benefit of 50% reduction!

Contact: Jacques Puisségur: E mail:

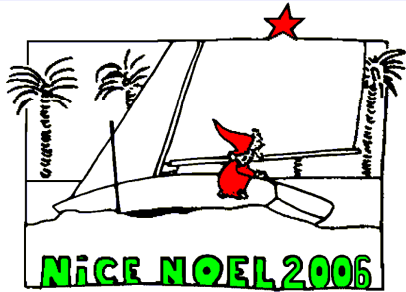
jacquespuissegur@aol.com

or Jean-Gabriel Charton: E mail: jg_charton@yahoo.fr



HAVE A NICE CHRISTMAS

50th ANNIVERSARY !



Welcome to the
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Trophée du Comté de Nice
December 27 - 30, 2006

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Jacques Puisségur, organizer of the Nice Christmas Regatta

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