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Yachts: 8330

Starlights

Fall, 2007

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On the cover:

Star Class photographer Fried Elliott took photos at the 2007 Star Class World's Championship which was held at Cascais, Portugal, in conjunction with the 2007 ISAF Worlds. On the cover is Afonso Domingos and Bernardo Santos on a nice ride prior to the medal race, which was subsequently cancelled due to the heavy winds. Photos of action at the various events which Fried photographed this year are available at:

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

PRESIDENT'S INTRODUCTION to the Fall Starlights Magazine

The past year has been very active and exciting for the Star Class. With the Olympics coming up in 2008, we continue to attract the best sailors from around the world, as evidenced by the influx of champions who "graduate" from other classes. We conducted five very successful continental championships and 65 of our top sailors competed in the ISAF Combined World Championship in Cascais, Portugal. The entry list at these championships truly includes many of the top personalities in elite sailing today.

But the strength of our class has always been in our fleets and districts around the world. We have over 3000 members sailing in more than 35 countries, most of whom are sailing the Star for the pure enjoyment of the boat. We are virtually the only class that has successfully combined top-level world-class competition with weekend warrior racing for 75 years and counting!

The Class has begun 2 new marketing initiatives aimed at increasing sponsorship and membership. These will involve development of new materials for use by our members in attracting new sailors, and a DVD for use in presentations to prospective sponsors.

We are very fortunate to have Fried Elliott join us last year as Star Class photographer. He has been covering 3 to 4 events each year and his work is amazing. Visit his website at Friedbits.com. Many of the pictures herein are his, and we have included a special section containing more of his photographs on page 24-25. He will be a great help in developing the new marketing materials; and when you see him on the water, buzz by and smile; you'll get a great picture of your boat and you!

I hope you enjoy this annual fall issue of Starlights. Thanks to David Bolles for his fine editing work, and to all contributors and advertisers for making it another excellent issue.

I was able to attend 3 of the Class Silver Star (Continental) Championships in 2007, and have talked at length to many attending the other 2. I noticed the casual, friendly atmosphere and camaraderie at each of these regattas. We have 5 outstanding venues for continental championships next year. While the Star World's remains one of the most prestigious events in all of sailing, the Silver Stars and super regional events offer great opportunities for top level racing and some low key fun for all sailors.

I hope to see many of you at our regional, national and international events in 2008.

Good Sailing, Bill Allen



Photo by Fried Elliott

Star Class World Champions and 2007 ISAF Rolex World Sailor of the Year Nominees Robert Scheidt and Bruno Prada

ONE SAILOR'S METEORIC ASCENT TO THE TOP OF THE STAR CLASS

An Interview with Robert Scheidt

By Lynn Fitzpatrick

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Seahorse International Sailing Magazine

Seahorse Magazine had the opportunity to speak with Brazil's Robert Scheidt immediately after he and crew, Bruno Prada had been invited to attend the ISAF Rolex World Sailor of the Year awards banquet. The seven-time Laser World Champion sandwiched a second place finish in the Laser at the Pan Am Games between victories at the Star World Championship and the Olympic Test Event in the Star Class this summer.

SH: What prompted your transition from the Laser to the Star?

Robert Scheidt: I had fulfilled myself in the Laser, and there are a lot of reasons to sail the Star. It is a strong class in Brazil. The best sailors in the world have gone through the class. We get fresh people from the Finn and the Laser classes all of the time. The boat has a lot of power and a lot of sail area. Tuning is really important. You can make big gains downwind and I had good downwind sailing skills in the Laser. In the Star you have to be mentally tough and work hard.

SH: How did you set about fast-tracking the technical details of Star sailing?

RS: I've been sailing Stars off and on since 2001. Initially, Alexandre LaPiscino lent me a boat to sail the districts and some small regattas in Brazil. At the end of 2004, Bruno and I really started sailing together in Lilia 8127. We sailed the regattas in Brazil and then the Star Worlds in Argentina where we finished sixth. We were really happy with our performance. It was then that we decided to make a commitment.

The class is so healthy in Brazil that we can have training partners here. With regattas in Rio, Ilha Bela and San Palo, we were able to get to a good sailing level here. We also had some good training sessions in Germany with Andy Zawieja. We still work with Andy.

SH: What Star sailors did you learn from?

RS: We have learned a lot from watching other Star sailors. Torben (Grae), of course. Mark Reynolds and George Szabo have been great. Xavier (Rohart) and Ian Percy. The key was working with Andy Zawieja. He opened up our understanding on the technical part of tuning a Star. We could look at pictures and see the difference in the adjustments we were making in the boat.

SH: Did you have a timing agenda in mind?

RS: We decided to do an Olympic campaign in 2005. We knew that the Brazilian Trials would be a tough one to face, but Bruno was fully committed because he had done four Olympic campaigns in a Finn and wasn't really motivated to do another. I had accomplished everything that I had wanted to do in the Laser, so the timing was right.

SH: Did you need to change your training routine?

RS: Sure. The Star requires a lot more work on shore than a Laser does. You have to look at the boat, the shrouds and the

sails and check for breaks. In the Laser fitness is the key thing. It requires a lot of time in the boat. In the Star it is important to have productive sailing hours. We will spend 2 to 2.5 hours in the boat doing maneuvers, doing short races and taking pictures.

SH: Do you share physical fitness programs and on the water programs with Bruno?

RS: Bruno lives about 20 minutes away. We meet after lunch and sail for 2 to 2.5 hours. We work on our fitness program one day a week together and Bruno has other fitness and business responsibilities 5 days a week.

SH: I understand that you won the Pre-Olympic regatta in Qingdao in a Mader. How did you select the boat?

RS: The boat that we sailed in Qingdao was a new boat and based on the work and modifications that we made with Juan K (Kouyoumdjian). We arrived in Qingdao six days before the regatta, which was cutting it close. We did not expect to win. We had little time to prepare.

In 2005 Juan K came to me and said that he was designing a new boat and thought that I would be interested. He was considering changes to the hull, the rudder and the keel. We worked with Juan starting in the beginning of 2006. We give him feedback and they make modifications. We have a lot of discussions by e-mail and Skype about what I felt in different conditions. It's good. The first boat was ready only at the end of last year. We brought it to Brazil and tested it. I'm glad that I am doing it because I am learning a lot about the technical aspects of the boat. Juan is a Star sailor also. He's sailing the boat that we had in Brazil at the Star Europeans. Juan and Mader are focused on detail. It has been a good match in trying to develop a boat.

SH: How will you decide whether you to sail a Lillia or a Mader?

RS: Right now, we only have one boat. We have a Lillia in Brazil. It's the one that we won the Worlds with in Cascais. We will have a new Mader in time for next season. We will have the option of sailing the Lillia or the Mader. We'll be able to test the boats against each other.

In order to make the decision, we must sail the new boat. The boat that we had in Qingdao was a big improvement over the first one that we had. It was strong downwind and not so strong upwind. We need to fill that gap. Juan will be taking care of the modifications.

SH: Not to probe too hard, but what will the modifications be?

RS: Probably some keel work and a little work on the hull.

SH: How do you feel "overall" about the new Mader? Did you notice any big differences between it and the other boats?

RH: The boat surprised me. I had never sailed it in heavy air and was pleased with its performance. We were fifth or so around the weather mark, in the heavy air race, and then made gains throughout the rest of the race. Had we had more time in the boat, I think that we would have known how to make it go faster in those conditions.

SH: What were the necessary tuning adjustments that you made during the regatta, especially going from light air, to the heavy air day medal round?

RS: The last day, I am sure that everyone tightened their uppers and used more rake. We put the Quantum Z-4 main back on and used a North jib, which really performed well.

SH: How have you gone about your rig and sail development?

RS: We will be John Dane's sparring partner in LA (before the US Trials). We will use one boat to tune with him. With spars some people, Ian (Percy) and Flavio (Marazzi), are using backstays in the back of the boat. The system has less download tension on the back of the mast. It has its advantages, but they have had some difficulties in gybing. You can have a bad gybe and break a mast. We look for stiff masts that are well built. The Emetti masts are stiff and reliable. We're using the Italian poles. They are a little lighter and work well in light air. There is less weight pulling the jib down and the jib can maintain a better shape.

We will do some work with Vince (Brun) when we are out in California.

SH: Let's talk about the challenges of sailing in Qingdao. Some of the teams feel that what they learned on the health and sports fitness front in Qingdao is almost as much of a competitive advantage as the sailing aspect.

RS: As Brazilians, we may be better adapted for sailing in those conditions than others. It's hot, humid and polluted. Rio in the summer is worse than Qingdao. It may be an advantage for the Brazilians. It was similar in Savannah where it was also hot and humid. We're used to the heat and to breaking into a sweat when we're rigging a boat. As far as food goes, I stick with normal international food. I ate most of my meals at the hotel and only went out to restaurants a couple of times. It's best to keep to the routine that you have at home. It's important to stretch and stay hydrated.

Bruno picked up bacteria and was on antibiotics for several days. We're lucky, the day that he was really sick it was so light that we didn't race.

SH: Assuming that you represent Brazil in the Star at the Olympics; will you consider reducing the overall crew weight for Qingdao?

RS: I don't think that we will lose weight. You won't gain an advantage if you lose weight. Overall, it is best to be at the weight limit. If it blows over 12 knots you need the weight in a Star. Bruno is a heavy crew and it is good to put a lot of weight forward.

SH: Let's discuss the Brazilian Star Trials. Where? When? How many boats?

RS: The Trials are February 8th through the 15th near Rio. They will be in open water where you can get any kind of conditions from light air with chop to heavy air. The conditions could range from Qingdao to Cascais.

I expect that there will be eight to ten boats at the Trials. We have a very healthy fleet in Brazil. Torben (Grael) and Marcelo (Ferreira) will be there. Alan Adler, the past world champion; Gaston Brun; Peter Ficker; Lars Grael – there will be good competition.

SH: I spoke with some Star veterans in Qingdao and one of them said that he never thought that he would rather come up against Torben than someone else from Brazil. What will your focus be during the Trials? Will your goal be to beat Torben and Marcelo?

RS: We'll sail our own regatta. We'll sail as best we can and they will sail as best they can. With 11 to 14 races, the focus will not be on them. Of course, if there are covering situations, we'll both take advantage of it.

SH: What are your training plans going into the Trials?

RS: We will be leaving for Los Angeles on September 19th to be John Dane's sparring partner. We always learn when you are sparring with good guys.

We will focus on the Trials throughout October and November. We've had a training session planned in Brazil with Mateusz (Kusznierewicz) during November for a long time. We'll go to Miami just for the Bacardi and the Worlds in 2008.

SH: Is there a possibility that you can or will do both the Star and the Laser Trials?

RS: Yes. The Federation decided to hold the Star Trials one week before the Laser Trials. It's not much time to go from one boat to the other, but I will try. I don't expect my form to be great. The Olympic dream is always there, but my focus is on the Star Trials.

SH: Will you put some practice time in in the Laser?

RS: I haven't done much in the Laser since the Pan Ams. I still like it. On a day with really good conditions, I may go out, but I won't let it distract my attention from the Star.

SH: What are your long-term sailing plans?

RS: We are very fortunate in that we have long-term contracts with our sponsors through the end of 2008. Our sponsors include a Brazilian bank, a telephonic company, a pharmaceutical company, an English school and an airline. The commitments through 2008 give me time to think. The Star is a great base for bigger boats and you get a lot of respect if you do well in them.



Photo by Fried Elliott

Bruno Prada and Robert Scheidt

BACARDI CUP

March 4-9, 2007

Coral Reef Y.C.

Seventy-six boats from 23 countries and 49 fleets participated in the 2007 running of the Bacardi Cup. The following write-up is based on the reports written by Lynn Fitzpatrick and Janet Maizner which are posted on the Star Class website.

Before continuing with the report it is interesting to note that while the lion's share of the 2nd and 3rd place finishes went to the top two boats, Hamish Pepper / David Giles and Fredrik Lööf / Anders Ekström, the 1st place finishes were more dispersed, with no one boat getting more than one 1st place. It was especially gratifying to see day one's 1st place finish going to Prof O'Connell / Ben Cooke and day 2's 1st place finish going to Jock Kohlhas / Larry Scott. Race 3 went to Pepper / Giles, race 4 to John Dane / Austin Sperry, race 5 to Mateusz Kusznierevicz / Dominik Zycki, and the finale to Matthias Miller / Manuel Voigt.

As the results show, for many people figuring out which way to go on Biscayne Bay proved to be very difficult during the week of racing. Consistency was the key to success, and the top three boats somehow managed to avoid disastrous races.

DAY ONE: 18 boats were black flagged and sailed back to Coconut Grove after making their way to the first weather mark. Prof O'Connell and Ben Cooke rounded the first weather mark in the lead, gybed and extended their lead down the leeward leg. By the bottom mark, Prof and Ben had about at 200 yard lead on Hamish Pepper and David Giles. The Kiwis closed the gap up the next beat and down the final run. With a freshening breeze and sun to the east, Prof and Ben flawlessly rounded the right gate while Hamish went for a quick swim as he rounded the left gate. Thankfully, while he did his back flip he hooked the main sheet with his feet and managed to pull himself hand over hand back onto the boat. Hamish and Giles tried to draw Prof and Ben back to the middle of the course, but after about 25 tacks up the final beat, and the Irishmen maintained their lose cover and crossed the line ahead of the Kiwis.

DAY TWO: The 76-boat fleet got off to a clean first start at noon on Monday. Pity the teams who were black flagged in the first race and went to the right side on the first beat and to the left on the second beat of Monday's race. Now if you happened to do just the opposite, you may have been in for the thrill of your sailing career. Jock Kohlhas and Larry Scott rounded the first weather mark in fifth and managed to pass a couple of boats on the run. The right leeward gate was favored and the first three teams went right. The wind freshened from the right and the team among the leaders which favored the right the most, Jock and Larry in 8043, found themselves with a jump on Iain Murray that was the length of a football field at the crossing two-thirds of the way up the beat. They extended the lead on the run with everybody cheering for them as they rounded the leeward mark. It was up to them to loosely cover Lööf / Ekström. Spectators held their collective breath as Jock and Larry barely crossed Freddie and Anders on port within one hundred yards of the finish line. The Swedes tried to grind

them down by hiking with their hands over their heads. In the end Jock and Larry nosed out Freddie and Anders.



Photo by Alex Gort

Jock Kohlhas and Larry Scott
finishing just ahead of Freddie Lööf and Anders Ekström

DAY THREE: Hamish Pepper and David Giles had a stellar start about four boats down from the committee boat. To his right was Freddie Lööf and Anders Ekström. The two Gold Stars spent most of the 10.5 mile race trying to get around one another. In the end the race went to Pepper / Giles.

DAY FOUR: The father and son-in-law team of John Dane and Austin Sperry won the fourth race. They showed good speed off the starting line and rounded each of the first two marks in the top 10. Dane and Sperry held the left side and manufactured consistent gains throughout the race. A wind shift on the final downwind leg helped them to overtake Kusznierevicz / Zycki and Reynolds / Haenel and take a clear lane to the finish.

DAY FIVE: Mateusz Kusznierevicz and Dominik Zycki won day five. They finished only two boat lengths ahead Hamish Pepper / David Giles. With a commanding lead heading into the final leg, Kusznierevicz / Zycki protected well against an aggressive attack from Pepper / Giles, who made substantial gains upwind, but could not overtake the Polish team for the win.

DAY SIX: Hamish Pepper, sailing this week with his coach David Giles as crew, won the 2007 Bacardi Cup. Despite their seventh place in today's final, Pepper / Giles held on to their first place overall to win the coveted Trofeo Bacardi in one of the most prestigious Star Class events in the world. Fredrik Lööf / Anders Ekström finished third today and climbed to second in the overall standings. Matthias Miller / Manuel Voigt won Friday's Day Six race, just ahead of Marc Pickel and crew Ingo Borkowski.

"When [Lööf] and I were in the lead, I thought it would be easier, but all of a sudden, the pressure came off and we were swallowed up by a bunch of other guys," said Pepper. "That's when it started getting tricky. It was a tough, long race. To win a Bacardi Cup is special. [Giles] has seen so many other people drink from that cup; now it's our turn," he added. The prestigious Trofeo Bacardi was presented to the winners dockside where skipper, crew and Jose "Tito" Argamasilla

Bacardi drank Bacardi Rum from the Cup in an annual tradition that dates back to the first Bacardi Cup Regatta sailed in Cuba in the 1927. David Giles was presented with the "Tito Bacardi" Cup, a special cup that was created last year to honor the crew of the winning team.



Photo: Bacardi press release
Tito Bacardi holding a bottle of his rum

Everyone has had a wonderful time on the water and on shore. Harry Walker, who is 87 years young and who started sailing Stars 71 years ago, is competing in his 33rd Bacardi Cup. He "loves them all. They all have been tremendous."



Photo by Fried Elliott
David Giles and Hamish Pepper
receiving the Bacardi Cup from Tito Bacardi

2007 BACARDI CUP

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	NZL 8187	Hamish Pepper	David Giles	ISOL	2	3	1	16	2	7	15
2	SWE 8256	Fredrik Lööf	Anders Ekström	SC	8	2	2	18	3	3	18
3	POL 8170	Mateusz Kusznierevicz	Dominik Zycki	ISOL	4	9	7	2	1	11	23
4	AUS 7836	Iain Murray	Andrew Palfrey	LMac	6	5	6	8	ocs	4	29
5	GER 8213	Marc Pickel	Ingo Borkowski	Brm	10	48	8	10	6	2	36
6	GER 7991	Matthias Miller	Manuel Voigt	UB	7	7	17	11	11	1	37
7	BER 8044	Peter Bromby	Bill McNiven	ISOL	5	11	10	5	ocs	10	41
8	NOR 8186	Eivind Melleby	Petter Morland Pedersen	NOR	12	14	20	4	10	ocs	60
9	ITA 8281	Luca Modena	Michele Marchesini	NG	11	18	31	6	19	6	60
10	SUI 8232	Henrik Dannesboe	Erkki Heinonen	TB	20	46	5	14	5	18	62
11	USA 8268	John Dane III	Austin Sperry	MoB	9	41	30	1	9	15	64
12	USA 8195	John MacCausland	Bob Schofield	CR	bfd	6	21	7	16	17	67
13	USA 8273	George Szabo III	Magnus Liljedahl	SDB	15	15	4	19	15	21	68
14	AUT 8226	Hans Spitzauer	Christian Nehammer	H	rdg	17	11	15	12	30	68.8
15	SUI 8138	Flavio Marazzi	Donat Hofer	TB	14	4	27	dns	7	20	72
16	POR 8145	Afonso Domingos	Bernardo Santos	CP	bfd	28	3	9	17	16	73
17	USA 8250	Andy Macdonald	Brian Fatih	NH	17	69	15	12	24	8	76
18	USA 8129	Mark Reynolds	Hal Haenel	SDB	24	21	24	3	dnf	5	77
19	GER 7971	Robert Stanjek	Frithjof Kleen	BF	3	dnf	34	30	4	12	83
20	CRO 7955	Marin Lovrovic	Sinisa Mikulicic	ISOL	19	12	13	28	20	23	87
21	USA 8132	Vince Brun	Doug Brophy	SDB	31	13	28	22	14	13	90
22	NED 8263	Sander Jorissen	Erik Veldhuizen	Med	33	27	46	13	13	14	100
23	USA 8286	Karl Anderson	Morey Edward	BH	35	16	26	20	18	26	106
24	ARG 7907	Fabian MacGowan	Federico Engelhard	OL	28	34	9	24	22	28	111
25	NZL 8061	Rohan Lord	Miles Addy	ISOL	22	35	14	25	26	24	111
26	SWE 8238	Tom Lofstedt	Martin Larsson	RS	27	10	47	17	38	22	114
27	USA 8043	Jock Kohlhas	Larry Scott	BisB	23	1	44	32	51	19	119
28	CAN 8143	Brian Cramer	Tyler Bjorn	LOC	29	40	22	21	25	27	124
29	HUN 8166	Tibor Tenke	Jozsef Bendicsek	Ore	25	31	25	53	8	39	128
30	USA 8095	Gunti Weissenberger	Will Wagner	NCB	32	33	18	26	dnf	31	140
31	UKR 8157	Arthur Anosov	Mark Dolan	SL	34	19	dns	27	31	32	143
32	SUI 8009	Christoph Gautschi	Jurg Konig	Bod	13	57	55	23	23	35	149
33	UKR 8247	Vasyl Gureyev	Volodymyr Korotkov	Ukr	16	61	38	43	32	29	158
34	CHI 8181	Rodrigo Zuazola	Marcos Fuentes	Val	18	63	39	34	dnf	9	163
35	USA 8072	Doug Smith	Mike Moore	SBC	bfd	22	37	50	29	36	174
36	GBR 7601	Michael Hicks	Patrick Hicks	Sol	41	51	16	45	33	46	181

2007 Bacardi Cup, continued

37	USA 8222	Rick Merriman	Eric Munroe	SDB	bfd	44	12	31	21	dns	184
38	HUN 7900	Robert Forintos	Andras Komm	Ore	40	30	52	35	35	44	184
39	SUI 8085	Lorenz Zimmermann	Andreas Furer	LUV	26	25	42	60	47	47	187
40	GER 7545	Alex Hampe	Chris Conrads	ZuW	38	67	29	36	43	45	191
41	ITA 8277	Renato Irrera	Corrado Cristaldini	Pal	21	32	45	61	46	49	193
42	GER 7816	Fritz Girr	Marko Hasche	AM	bfd	20	48	57	44	25	194
43	USA 8111	Rick Brethorst	Chris Nielson	LS	39	29	41	55	37	48	194
44	USA 8231	Chris Museler	Erik Lidecis	--	43	8	64	46	ocs	34	195
45	ESP 8212	Roberto Bermudez	Pablo Arrarte	Barc	bfd	23	35	49	dnf	rdg	198.6
46	USA 8059	Bear Hovey	Lee Dayton	Mid	30	39	23	33	ocs	dnf	201
47	CAN 6756	Will Hendershot	Alain Vranderick	Q	37	38	33	58	53	42	203
48	USA 7866	John Manderson	Matt Semler	Mid	36	47	ocs	41	40	41	205
49	USA 8215	Bill Allen	Bruce Hatfield	WH	42	62	32	59	27	55	215
50	USA 8245	Joe Zambella	Jeremy Davidson	BH	bfd	55	40	42	28	57	222
51	GER 7863	Klaus Meyer	Dirk Struve	Brm	bfd	43	62	40	41	38	224
52	GER 7865	Stefan Lehnert	Peter Menning	Brm	45	49	53	44	36	52	226
53	IRL 8028	Maurice O'Connell	Ben Cooke	ISOL	1	56	19	dns	dns	dns	228
54	ITA 7227	Stefano Lillia	Cicio Canali	Mu	46	54	36	71	39	58	233
55	ITA 8291	Andrea Veggetti	Franco Coppa	FdAL	bfd	24	ocs	29	30	dsq	235
56	USA 8128	Bill Culberson	Troy Cruthirds	MoB	bfd	26	50	48	ocs	37	237
57	SUI 7645	Daniel Wyss	Beat Stegmeier	ZU	bfd	65	54	38	34	51	242
58	USA 7814	Keith Donald	Michael Carlson	AN	49	50	68	54	61	33	247
59	USA 8083	John Chiarella	Bob Carlson	Sun	47	42	59	52	55	56	252
60	CHN 7784	Li Hongquan	Wang He	ISOL	51	68	60	68	42	40	261
61	USA 7370	Rob Emmet	Guy Avellon	AN	bfd	70	49	37	54	54	264
62	USA 81	Julian Bingham	Buddy Clark	MoB	bfd	64	56	47	49	53	269
63	ITA 8183	Antonio Tamburini	Renzo Ricci	SI	bfd	36	43	39	dnf	ocs	270
64	USA 7579	Timothy Seeling	Chris Rogers	CD	52	58	65	67	57	43	275
65	USA 8069	Fritz Mueller	Bob Weinstein	BisB	dnf	37	dsq	51	48	65	277
66	USA 8084	Bob Teitge	Adam Koresjka	BisB	bfd	59	51	65	52	50	277
67	USA 8000	Harry Walker	Darin Jensen	BisB	48	dns	58	56	56	62	280
68	USA 7934	Karl Von Schwarz	Rich Wharton	AN	44	52	66	70	60	63	285
69	ARG 8239	Martin Pendola	Ariel Simonet	BA	bfd	45	ocs	62	45	61	289
70	USA 8067	Jose Oti	Henry May	GBT	bfd	53	61	63	58	59	294
71	GER 823	Dierk Thomsen	Lars Thomsen	Glu	50	66	67	69	dnf	60	312
72	USA 7970	Sam Hopkins	John Pytlak	AN	53	72	69	72	62	66	322
73	USA 7434	Bill Parks	Clark Anderson	WH	dnf	dns	63	64	59	64	326
74	GER 8016	Hubert Rauch	Ingo Schappeler	And	dsq	71	57	ocs	50	dns	330
75	USA 7567	Davis Buckley	Chris Hardin	AN	dnf	60	dnf	66	dns	dns	354



Photo by Fried Elliott

A Bacardi mark rounding



Photo by Fried Elliott

A Bacardi Start, Race 6



Photo by Fried Elliott

Bacardi Cup winners David Giles and Hamish Pepper

KIELER WOCHE

June 16-20, 2007

by Rick Peters

As expected when sailing Kiel Week, a variety of conditions were encountered by the sailors this year, although lighter winds prevailed for the Olympic Classes portion of the regatta. Usually run after the International classes, that's any one-design from an Optimist to an X-35 and everything in between, they sailed the Olympic classes first this year to make the tight logistics easier for sailors going to Portugal for the ISAF Worlds afterwards.

If you have never been here, it is much more than a multi-class sailing event. It is a sailing celebration, this year being the 125 anniversary of the event. They have a carnival type set-up in downtown Kiel with food, rides and of course, lots of beer gardens! There are nightly concerts on 5 stages with live music for every taste, including some of Germany's most popular acts. Tall ships and dinner cruise boats are berthed along the waterfront at night. BMW has a spectacular promotional set-up around a large water fountain where they match race 22' sport boats outfitted with shallow draft keels on a 100-meter windward leeward course!

The regatta is run out of the Olympic Center, a marine facility purpose built for the '72 games. This is a few miles out of town, on the north side of the canal entrance. It is very impressive with sponsor flags and signs everywhere. It is a bit of a cross between a boat show and a carnival. Tourists walk throughout the area intently watching the activities of the alien like sailors. I have never seen so many people interested in the activity at a launching ramp or hoist before! There are even autograph hounds, they seem to pick sailors at random or just because they are from a far away place.

A large tent is set-up in the middle of the fairway where they do everything from registration to weather briefings, daily television newscasts, and award ceremonies to a nightly raging party for the hardcore sailors! There are many shops; some temporary and others are year round including a sail loft. My skipper pointed out that he had never seen so much foul weather gear and yachting attire for sale in one place. Restaurants, food stands, and the ever-present beer stands abound. There is also a regatta technical bureau; this is where it is all organized from. A large press center is housed next door. Four yacht clubs join together to take care of the race committee work. BMW provides a bunch of vehicles to move trailers and sailing equipment around, and are more than happy to fulfill most requests

(though my inquiry on taking it for a speed test on the autobahn was denied).

The sponsorship at Kiel Week is outstanding; they must have an extremely large budget to provide all these services and infrastructure. They even boast an on the water repair service. It is the only one like it in the world. They have three large RIB's patrolling the racing area, staffed by master riggers, sail makers, and boat builders. They have the tools, supplies, hardware, and know-how to get you back into action quickly should you have a breakdown or collision. This service is provided free of charge to all sailors; you even get to keep very nice carbon tiller extension should you happen to break one!

The racing was good this year although we lost a day for lack of wind; there were also postponements at the dock. The race committee did an outstanding job in trying conditions, and did not waste a lot of time in making the correct decisions. I thought there was marginal signaling in the first race when they shortened course, and in the medal race there were too many boats around the racing area making for choppy conditions. They were holding it close to shore, but probably too close to the harbor entrance, so it could be seen by spectators. When we crossed the finish line first in that race, I did not hear any applause!

Kiel Week is fantastic event, even gazing across the bay at all the sailboats and Tall Ships sailing together is quite spectacular in itself. Year after year regulars camp in tents on wet ground to be there, sailing in conditions that are often very extreme and very cold. At the end of the day when they are hosing themselves off in the parking lot there is a smile on their face! Anyone looking for One Design sailing at its best should check it out.



Rick Peters with his daughter June
sitting on Star #8312

KIELER WOCHE

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	Points
1	AUT 8226	Hans Spitzauer	Christian Nehammer	Att	6	5	3	2	3	1	6	20
2	USA 8222	Rick Merriman	Rick Peters	SDB	8	6	2	10	2	2	2	22
3	GER 8149	Alexander Hagen	Frithjof Kleen	Glu	2	10	7	8	1	3	4	25
4	GER 8213	Marc Pickel	Ingo Borkowski	Brm	3	1	1	1	7	9	14	27
5	USA 8273	George Szabo III	Magnus Liljedahl	SDB	dnc	2	6	4	4	4	8	28
6	BER 8272	Peter Bromby	Bill McNiven	Isol	4	3	4	9	6	8	10	35
7	NOR 8234	Eivind Melleby	Petter Morland Pedersen	Nor	1	8	8	5	13	5	dnc	49
8	GER 9	Johannes Babenderer	Philipp Stanjek	Moh	7	9	5	19	8	12	16	57
9	GER 8140	Hans Wallen	Max Scheibmaier	Kat	9	ocs	17	3	18	6	12	65
10	JPN 7979	Kunio Suzuki	Daichi Wada	Isol	12	7	10	11	12	15	18	70
11	NZL 8061	Rohan Lord	Miles Addy	Isol	10	4	dns	7	22	17	1	61
12	GER 8190	Thomas Schiffer	Niels Hentschel	IJs	5	11	20	20	9	13	7	66
13	DEN 7712	Flemming Sorensen	Niels Trysoe Hansen	DF	13	22	18	13	10	14	3	71
14	AUS 7860	Andrew Landenberger	Simon Reffold	UB	17	15	14	17	19	7	4	74
15	ARG 8169	Alberto Zanetti	Gustavo Warburg	OL	18	16	16	14	21	10	2	76
16	HUN 8166	Tibor Tenke	Jozsef Bendicsek	Ore	22	12	15	6	23	18	5	78
17	HUN 7799	Márton Gereben	Péter Gereben	Ore	11	20	19	22	5	16	10	81
18	SWE 7812	Bo Staffan Andersson	Michael Broad	SwB	24	13	9	18	17	19	8	84
19	DEN 7575	Herluf Joergensen	Emil Hansen	DF	16	14	11	12	20	20	11	84
20	GER 8020	Michael Ilgenstein	Stafan Paust	HF	14	17	13	15	25	21	6	86
21	DEN 8002	Rune Schytt	Henrik Ahrentsen	DF	21	23	22	16	15	11	14	99
22	GER 7577	Christian Paucksch	Christian Knoll	Sta	20	18	21	24	11	24	13	107
23	LAT 8135	Eizens Cepurnieks	Dimitry Muzichenko	Isol	19	21	12	21	24	25	12	109
24	GER 8016	Hubert Rauch	Sergey Horetski	And	23	19	23	23	16	22	9	112
25	SWE 7768	Tomas Franzen	Lennart Andersson	Kat	15	dnc	dns	dnc	14	23	dnc	123
26	RUS 7347	Andrei Berezchnoy	Sergei Masalov	StP	25	24	dnc	dnc	26	26	dnc	145



Marc Pickel and Ingo Borkowski at the European Championship

1ST DISTRICT CHAMPIONSHIP

Cedar Point Y.C.
July 13-15, 2007

Twenty-one boats from 5 of the 6 active 1st District fleets participated in the 1st District Championship, held at Cedar Point Y.C. in Westport, CT. At the request of the organizing committee, Star Class Course Format B was used even though there were less than 30 boats participating.

While 5 races were scheduled, with 2 on Friday and 2 on Saturday, the wind was not wholly cooperative and only 4 races were run.

Two races were run on Friday in relatively light winds out of the southeast. Fotis Boliakis / Mike Nichol sailed most consistently and ended up with a 1,2. The son-and-father team of Tomas and Luis Hornos scored a pair of fours to come in second for the day.

Saturday began in a very light southerly. The first race proved to be a bust, since no one rounded the windward mark before the 40-minute time limit. This was just as well, because shortly thereafter the wind shut down completely. There followed some hours of waiting around, during which there was quite a bit of socializing between the various boats. Carroll McCallum and Trevor Nederlof in particular were more in the water than out and had a good time swimming from boat to boat. When the wind finally did come in a nice course 3 race was run in a southeasterly. However, during the final leg upwind there was a substantial right shift which put some boats nicely ahead and others in the cheap seats. After a difficult first day Ben Cesare and Bjorn Wisecup were able to put it all together to win race 3.

Sunday also began in a fairly light wind, but this time out of the southwest. In fact, the wind was so light that a couple of boats didn't make it to the starting line by the time the race

was started. However, luckily for these boats the wind dropped and once again the time limit of 40 minute for making it to the windward mark was exceeded. Again, there was some period of waiting about but finally the promised wind came in. In terms of wind strength the final race proved to be the best of the series, beginning in about 12 knots and ending in about 18. Ched Proctor and Witold Gesing led most of the way and won the race. Fotis Boliakis / Mike Nichol came in 7th which was enough to earn them the Blue Star. The other winners are:

Green Star: Ched Proctor

Junior: Tomas Hornos

Master (50-59): Ched Proctor

Grand Master (60-69): Joe Bainton

Special thanks to Guy Gurney for organizing the event, and Rich Gordon and Nelson & Mary Stephenson cooking up a storm for both Friday and Saturday evening dinners.



Photo by Hilary Lawrence

Mike Nichol and Fotis Boliakis
holding the Marshal Brown Trophy

1ST DISTRICT CHAMPIONSHIP

Pl	Sail	Boat Name	Skipper	Crew	Fleet	R1	R2	R3	R4	Points
1	8080	Team Poseidon	Fotis Boliakis	Michael Nichol	CLIS	1	2	3	7	13
2	7951	Mona Lisa	Peter Cusick	Semler / Leonidov	Mid	8	1	2	5	16
3	8159	--	Ched Proctor	Witold Gesing	CLIS	3	6	7	1	17
4	7866	Rosebud	John Manderson	Roman Gotsulyak	Mid	7	3	13	2	25
5	7793	Pampero	Tomas Hornos	Luis Hornos	BH	4	4	11	6	25
6	8112	Junkyard Dog	Joe Bainton	Chris Rogers	NB	2	15	4	8	29
7	7952	Kimmar	Ben Cesare	Bjorn Wisecup	Mid	10	17	1	3	31
8	7890	--	Rusty Bodden	Jock Kohlhas	Mid	9	5	9	10	33
9	8059	Reauz Sham Beaux	Dan Ronan	Lee Dayton	Mid	17	11	5	4	37
10	8007	Serendipity	Bill Watson	Roger Sharp	CLIS	14	20	6	9	49
11	7565	Telluride	Jack Button	Trevor Nederlof	Mid	6	18	15	11	50
12	7998	Lotus	David Cutler	Cooke / Burgess	CLIS	18	8	10	16	52
13	7101	Kalypso	Scott Rosen	Jim Pickering	BH	12	7	21	15	55
14	7621	Owl	Peter Costa	Ted Lavery	BH	11	10	12	dnc	55
15	7959	Bel Ami	Thorny Cook	Mike Young	CLIS	13	12	18	12	55
16	7715	Ciao Bella	Will Swigart	Carroll McCallum	CLIS	19	16	8	13	56
17	7330	The Continental	Michael Trotsky	Shimi Elkon	CA	5	14	17	dnc	58
18	8163	Goldphish	Ryan Staszko	Jack Donahue	BH	16	9	16	dnc	63
19	8043	Impromptu	David Bolles	Emilia Wachter	Mid	21	19	14	14	68
20	8052	Don't Look Back	Steve Braverman	Jim Mullane	BH	15	13	20	dnc	70
21	7554	Troika	Emil Karlovsky	Don Gray	Mid	20	21	19	dnc	82

4TH DISTRICT GREAT LAKES CHAMPIONSHIP

July 6-8, 2007

Illinois Valley Yacht Club
Peoria, Illinois

Tom Londrigan, Jr. (LS) won his 4th Blue Star this past weekend, this time with crew Matt Pederson (WLM).

Tom and Matt sailed very consistently (their throw-out was a 5!) and fended off the daily clinics hosted by Greg Smith &

TC Belco on Day 1, and Rick Brethorst & Arthur Anosov on Day 2. See the Results page for more.

Thanks to Al Covington, the IR Star Fleet and the Illinois Valley Yacht Club on hosting a great event.

Special thanks to Beth Hansen-Brethorst and her Race Committee for doing a fantastic job. Square lines, fair courses. Exactly the way it should be.

4TH DISTRICT GREAT LAKES CHAMPIONSHIP

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	Points
1	8077	Tom Londrigan Jr	Matt Pederson	LS	3	3	1	5	2	1	1	1	12
2	8012	Greg Smith	TC Belco	GL	1	1	2	7	5	4	3	5	21
3	8253	Rick Brethorst	Arthur Anosov	LS	10	9	6	1	1	3	4	2	26
4	8217	Todd Gay	Pat Brewer	LS	11	4	4	2	3	2	7	7	29
5	7602	Pat Londrigan	Mike Thomas	LS	4	7	5	4	4	5	5	dnf	34
6	8036	Jack Rickard	Tom Ferrier	WH	2	5	10	6	14	6	12	4	45
7	8175	Jim Babel	Bill Hawk	GL	ocs	6	13	3	8	9	6	6	51
8	8045	Mark Lewis	Matt Simhauser	LS	8	2	7	14	11	8	8	9	53
9	7660	Patrick Gudat	Roger Huber	IR	12	8	11	10	7	10	2	8	56
10	8084	Bob Tietge	Darin Jensen	DR	7	15	8	11	9	11	9	3	58
11	7670	Gene McCarthy	Glenn McCarthy	PPL	6	11	3	9	10	12	10	dns	61
12	8246	Jeff Schaefer	Rob Walker	WLM	9	10	12	8	6	7	11	10	61
13	7078	Rick Rundle	Scott Pirie	JP	5	13	9	13	16	14	14	12	80
14	8017	LJ Powell	Mike Reisinger	LS	18	14	15	15	12	13	13	dns	100
15	7533	Al Covington	Mark Donahue	IR	13	17	14	16	18	17	16	13	106
16	7566	Fred Braastad	Nick Cione	IR	15	16	18	17	17	16	15	11	107
17	5525	Peter Bennett	Mark Smith	IR	14	12	17	18	13	15	dnf	dnf	109
18	7288	Mike Hettell	Ross Hettell	IR	17	18	16	12	15	18	dns	dns	116
19	7206	Dave Jones	George Sales	IR	16	19	19	19	dnf	dns	dns	dns	133

5TH DISTRICT CHAMPIONSHIP

July 21-22, 2007

Sailed as part of the Lipton Cup regatta at Santa Barbara Yacht Club, California

5TH DISTRICT CHAMPIONSHIP

Pl.	No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	8250	Rachel	Andy Macdonald	Brian Faith	NH	2	1	1	1	1	4
2	8176	Team Corinthian	Erik Lidecis	Mike Marzahl	NH	7	3	2	2	2	9
3	8207	8207	Jim Buckingham	Dwight Belden	NH	1	4	4	3	5	12
4	8273	8273	George Szabo	Eric Lange	SDB	4	2	3	ocs	3	12
5	8077	8077	Mike Hanna	Stephen Conn	SMB	5	5	5	5	7	20
6	7673	Dreamin	Chuck Driscoll	Jim Oberg	SDB	3	8	8	7	4	22
7	7838	Carmona Challenge	Alejandro Bugacov	Chad Sides	SMB	6	7	6	4	9	23
8	8028	Tree Factory	Conrad Brown	Brandon Casey	SMB	10	6	9	6	6	27
9	8189	8189	Bill Fields	John Wulff	SMB	9	9	7	8	8	32
10	7710	7710	Jorg Westerheide	Jim Alexander	NH	8	10	10	9	10	37
11	6971	Rollin on Dubs	Tim Ray	John Young	SMB	11	11	11	10	11	43



Iain Murray and Andrew Palfrey

Photo at the ISAF Worlds by Fried Elliott

**6TH DISTRICT CHAMPIONSHIP
&
NORTH AMERICAN TUNE-UP**

Vancouver Royal Y.C.

July 28-29, 2007

based on reports by Brad Nichol

Vancouver is a beautiful city on the English Bay with 1000+ meter mountains rising straight out of the water, capped with snow. The tide rips in and out of the bay causing currents up to 5.8 knots at max ebb.

The District 6 Championship / North American Tune Up Regatta was held on July 28-29 in some very difficult conditions. On Saturday three races were run in an easterly breeze under downtown Vancouver. The race committee split fleet into the 6th District contestants and visitors. Ross Macdonald was able to post three bullets in the 6th District

competition. In the visitor fleet Andy Horton / Brad Nichol posted a 4, 3, 3 to lead the day with Lars Grael / Marcello Jordao close behind after he won the last two races of the day.

On Sunday the two fleets waited for the sea breeze to fill and got one race off with breeze from the opposite direction (west). The race was interesting because the whole strategy came down to deciding to tack over or under the second freighter moored in the course area. Horton / Nichol decided to go under and won the race clinching first place in the tune up regatta. Lars Grael and Marcello Jordao were second followed by Jim Buckingham and Scott Pack in third.

Ross Macdonald won the District event with 4 firsts sailing with the new secretary of the Crew Union, Jim Vandermolen. Jimmer has a new respect for crews world wide and vows to never drag over the side of a Star boat again.

6TH DISTRICT CHAMPIONSHIP

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	Points
1	CAN 8291 Ross Macdonald	Jim Vandermolen	EB	1	1	1	1	4
2	USA 8235 Larry Whipple	Phil Trinter	PS	4	6	3	3	16
3	CAN 7570 Hunter Lowden	Brett Wilson	EB	5	17	2	2	26
4	CAN 7612 Robert Britten	Ed Snyders	VI	6	4	6	12	28
5	CAN 7659 Don Campbell	Dennis Lefeux	EB	15	2	7	5	29
6	USA 8260 William Buchan	Erik Bentzen	PS	2	12	9	6	29
7	USA 7844 Foss Miller	Greg Newhall	PS	3	3	11	14	31
8	USA 7462 Dave Watt	Dave Martin	PS	7	8	16	4	35
9	CAN 7305 Tim Stamper	Simon Trooper	VI	8	18	4	9	39
10	CAN 7215 Gordon Wylie	David Fell	EB	14	9	10	8	41
11	CAN 7738 Fred J Dill	Mike Wurm	EB	10	14	13	10	47
12	CAN 7737 Malcolm Smith	Dugald Smith	VI	9	10	19	16	54
13	CHN 7784 Hongquan Li	He Wang	Isol	24	19	5	7	55
14	CAN 7997 Alex Fox	Dunnery Best	VI	11	5	15	dnc	59
15	USA 7469 Jed Miller	Max Mogenis	PS	16	7	18	19	60
16	CAN 7014 Craig Wilshire	Emmanuel Comtois	EB	13	16	14	17	60
17	CAN 6991 Justin Border	Dave Burden	VI	17	11	21	15	64
18	USA 7254 Derek Decouteau	Joseph Donnette	BI	25	15	17	11	68
19	CAN 7264 Gennady-Henry Larkin	Andrey Gleener	EB	20	20	8	21	69
20	CAN 7451 Dennis Burgess	Dave Kershaw	EB	21	13	22	18	74
21	CAN 7862 Phil Lockwood	Ray Rogers	EB	18	21	ocs	13	80
22	CAN 7197 Laurence Warshawski	Thomas Franz	EB	12	24	23	24	83
23	CAN 7199 Charlie Hume	Sean Glass	EB	23	23	20	20	86
24	CAN 7988 Stephen Lees	Marco Bartulin	EB	26	27	12	23	88
25	CAN 6801 Tim O'Connell	Go Nakamaru	EB	22	22	25	25	94
26	CAN 7256 Bob Matthews	Rob Forsyth	EB	19	25	24	dnc	96
27	CAN 6420 Gordon Clay	Ian Scott	EB	27	26	dnc	22	103

NORTH AMERICAN TUNE-UP

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	Points
29	USA 8156 Andy Horton	Brad Nichol	NB	4	3	3	1	11
30	BRA 8284 Lars Grael	Marcello Jordao	Par	9	1	1	6	17
31	USA 8207 Jim Buckingham	Scott Pack	NH	3	4	7	5	19
32	USA 8195 John MacCausland	Bob Schofield	CR	6	7	6	2	21
33	USA 8250 Andy Macdonald	Brian Fatih	NH	8	5	4	4	21
34	NZL 8061 Rohan Lord	Miles Addy	Isol	1	ocs	9	3	25
35	USA 8176 Erik Lidecis	Michael Marzahl	NH	5	2	8	dnc	27
36	USA 8084 Bob Teitge	Darin Jensen	DR	10	8	2	9	29
37	USA 8215 Bill Allen	Brad Lichter	WH	2	ocs	10	7	31
38	USA 7814 Keith Donald	Bill Brosius	AN	11	9	5	8	33
39	USA 8043 Jock Kohlhas	Trevor Nederlof	BisB	7	6	dnc	dnc	37

9TH DISTRICT CHAMPIONSHIP

August 16-19, 2007
Club Nautique Versoix
Lake Geneva, Switzerland

After a slow beginning with one light wind race each on Friday and Saturday the approaching bad weather front provided wind on Sunday afternoon up to 5 Bft. After 5 races Beat and Daniel Stegmeier (for once changing places on the boat) won the 2007 District 9 title with Michel Dreyfus / Quentin Chavy in second and Daniel Wyss / Urs Joss in third.

Pl. No.	Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Points
1	SUI 7990 www.Sailing-News.ch	Beat Stegmeier	Daniel Steigmeier	TB	2	1	3	dnf	2	8
2	FRA 7937 Pickwick	Michel Dreyfus	Quentin Chavy	FdSA	1	5	1	5	4	11
3	SUI 7645 Leporelo	Wyss Daniel	Urs Joss	ZU	3	3	7	1	5	12
4	SUI 7912 --	Martin Ingold	Dario Bischoff	TB	5	4	2	2	dnf	13
5	SUI 8133 Starling	Hans Stoeckli	Axel Erbe	Rap	6	7	8	3	1	17
6	SUI 7983 Scirocco	Beat Hunziker	Vincent Nagelisen	Sem	4	2	12	7	6	19
7	SUI 7896 Colombo	Hanspeter Rossner	Moritz Braun	LUV	7	6	4	6	7	23
8	SUI 8022 SUI 8022	Juerg Wittich	Christian Trachsel	Bod	ocs	13	5	4	3	25
9	SUI 7776 Two Non Blendes	Beat Sauter	Felix Spiegel	BSL	13	9	6	10	8	33
10	FRA 7319 Geneva Star Fleet	Marc Trinquart	Christian Meylan	G	10	10	9	8	9	36
11	SUI 7326 --	Lucas Schurmann	Karin Durrer	LUV	9	11	10	12	10	40
12	SUI 7295 Orphee	Jean-Paul Hirt	Patrick Blanchut	G	11	12	14	13	11	47
13	FRA 7359 --	Jacques Borel	Philippe Anthoine	FdSA	12	dnf	11	9	dnf	49
14	SUI 7717 Dollarsuico	Peter Erzberger	Falko Bier	TB	8	8	dns	dns	dns	50
15	SUI 6732 Brume III	Olivier Baumberger	Barnabe Baumberger	G	14	14	13	14	dnf	55
16	SUI 6914 Pandonium	Yann Dorset	Olivier Campiche		15	15	15	11	dnf	56

10TH DISTRICT CHAMPIONSHIP

June 29 – July 1, 2007

Sailed in conjunction to the traditional Helsinki Regatta.

Wind 4-9 m/s

Pl. No.	Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	FIN 8004 Lange Leeve	Joni Leeve	Asko Salminen	Fin	1	1	1	1	4	dns	8
2	FIN 7994 Stallhagen	Mathias Dahlman	Tobias Dahlman	Fin	2	2	2	3	2	1	9
3	SWE 7978 Inga	Ingvar J-Son Krook	Pär Nilsson	AR	3	3	ocs	2	1	3	12
4	FIN 7247 --	Stefan Winqvist	Olle Tötterman	Fin	4	4	3	4	3	2	16
5	FIN 6773 Habiba	Kim Holm	Jesper Sundman	Fin	5	dnf	5	5	6	4	25
6	FIN 7848 Vitnos	Tom Sundman	Kaj Michelsson	Fin	8	5	4	7	5	5	26
7	FIN 7913 Bimstar	Christian Öller	Johan Öller	Fin	6	6	8	6	7	7	32
8	FIN 7246 --	Jari Järvimaa	--	Fin	dnf	8	7	8	8	9	40
9	FIN 6623 --	Osmo Penttinen	Mikko Hirvi	Fin	9	dns	6	dnf	9	6	44
10	FIN 7352 Mumm	Juha Nieminen	Jukka Rajala	Fin	dns	7	10	9	11	dns	51
11	FIN 7764 Startrek	Kristian Donner	Kristoffer Donner	Fin	dns	dns	9	dnf	10	8	55
12	RUS 7347 --	Andrey Berezhnoy	Sergey Masalov	StP	7	dnf	dnf	dns	dns	dns	63
13	FIN 7406 --	Ted Gröndahl	Ari Nenyne	Fin	dns	dns	dns	dns	dns	dns	70



Robert Scheidt and Bruno Prada

Photo at the ISAF Worlds by Fried Elliott

12TH DISTRICTS CHAMPIONSHIP

July 27 - 29, 2007

Lake George, NY

Pl. No.	Skipper	Crew	Fleet	Green	R1	R2	R3	R4	R5	Points
1	8143 Brian Cramer	Tyler Bjorn	LOC		1	3	1	1	dns	6
2	6756 Will Hendershot	Alain Vranderick	Q		4	1	2	2	dns	9
3	7995 Kirk Reynolds	Dan White	SEN L		8	20	6	3	2	19
4	8013 Rick Dhein	Clark Dhein	LH		2	8	20	6	5	21
5	8045 Mark Passmore	Ivan Bunner	LOC	*	3	24	4	4	10	21
6	7756 Brian Murphy	Alfrado Roderiguez	LH		7	6	3	ocs	6	22
7	7824 Rick Burgess	Josh Assemly	SEN L		11	5	5	16	7	28
8	7930 Mike Feeney	Rob Bowers	SUN		5	9	9	ocs	12	35
9	8157 Arther Anosov	Joel Coleman	SEN L		6	14	15	wdr	1	36
10	7127 Bob Wescott	Kevin Wescott	SEN L		9	11	16	7	11	38
11	7350 Peter Abell	John Barth	LG		10	16	8	5	17	39
12	7734 Myles Peterson	Chris Siewek	LG	*	17	18	14	8	4	43
13	8162 Terry Line	Larry Scott	LOC		12	23	7	ocs	3	45
14	7214 Janet Lawrence	Keith Brown	LG	*	16	4	12	13	16	45
15	7927 Dave Ivey	Greg Meyer	SUN		14	19	17	10	8	49
16	7731 Dave Cook	Mike Wood	SUN		15	17	10	9	18	51
17	7506 Andre Marcotte	Eric Croteau	Q		22	7	19	11	14	51
18	6303 Bill Nutzal	Rick Rundle	LH		20	2	18	12	dnc	52
19	8083 John Chiarella	Bob Carlson	SUN		13	15	22	15	9	52
20	8092 Hank Rowan	Gardner Gendron	LG		19	13	11	17	13	54
21	7095 Steve Rottier	Rick Rottier	LG	*	21	10	25	14	dnc	70
22	7977 Brian McKay	Michelle Tan	LOC	*	18	22	24	18	15	73
23	7940 John Dunnigan	Terry Comford	LH	*	24	12	21	19	dnc	76
24	7938 Matthew Cartwright	Marion Cartwright	LG	*	23	25	13	ocs	19	80
25	8086 Stewart Miller	Jack Winthrop	LH	*	25	21	23	20	dnc	89

13TH DISTRICTS CHAMPIONSHIP

August 23-26, 2007

Sailed at the Sønderborg Lystbådehavn, Denmark

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	Points
1	GER 7991 Matthias Miller	Manuel Voigt	UB	13	2	1	1	7	1	1	13
2	DEN 7712 Flemming Soerensen	Niels Thrysoe Hansen	DF	5	3	2	7	1	5	3	19
3	GER 7887 Philipp Rotermund	Tom Huber	Glu	6	1	8	3	3	2	5	20
4	GER 8149 Alexander Hagen	Frithjof Kleen	Glu	1	5	7	2	4	4	dnf	23
5	GER 8020 Michael Ilgenstein	Lutz Boguhn	HF	11	4	5	4	5	3	4	25
6	GER 9 Johannes Babendererde	Magnus Bothe	Moh	4	6	6	6	8	7	2	31
7	DEN 8066 Johnny Jensen	Stefan Paust	DF	2	7	3	5	23	9	6	32
8	DEN 8225 Jorgen Svendsen	Jens Chr Jurlander	DF	8	13	4	10	2	6	7	37
9	GER 7863 Klaus Meyer	Dierk Struve	Brm	10	10	10	8	9	8	8	53
10	DEN 8002 Rune Schytt-Nielsen	Henrik Ahrentsen	DF	15	8	20	17	14	10	9	73
11	GER 7865 Stefan Lehnert	Peter Menning	Brm	14	20	13	13	12	11	10	73
12	GER 7989 Peer Wilhelm	Nils Hollweg	KF	3	14	12	12	10	dnc	dnc	74
13	GER 8233 Josef Pieper	Ralf Vockel	Moh	18	9	9	11	11	dnc	dnc	81
14	GER 8033 Jochen Diercks	Herbert Braasch	Lub	9	17	18	18	16	12	11	83
15	GER 7272 Reiner Petersen	Oliver Berger	BF	21	12	16	16	21	13	12	90
16	COI 7859 Reginald Schlubach	Marc Bayer	HF	7	18	15	14	15	dnc	dnc	92
17	GER 7794 Udo Murek	Walter Baudisch	Ess	16	11	21	22	18	14	13	93
18	GER 8093 Marko A Hasche	Philip G Behn	HF	19	19	11	15	13	dnc	dnc	100
19	GER 8190 Thomas Schiffer	Niels Hentschel	lJs	dnf	dns	dns	9	6	dnc	dnc	107
20	GER 1122 Uwe Heinzmann	Andree Nolte-Franzen	Glu	12	15	19	21	17	dnc	dnc	107
21	GER 7483 Nils Hansen	Sven Johannsen	HF	20	16	17	19	19	dnc	dnc	114
22	GER 7750 Jens Burmester	Markus Mehlen	ED	17	dnf	14	20	20	dnc	dnc	117

17TH DISTRICT CHAMPIONSHIP

May 17-20

Bayerischer Yacht Club, Starnberg, Germany
by Ewald Koestler- Starnbergersee Fleet Secretary

Starnbergersee Star Fleet hosted the 2007 17th District Championship.

On Thursday, May 17 two "wet and rainy" races were sailed in a SSW wind. Friday, May 18 was a "lay day" due to lack of wind. Saturday, May 19 two nice races were sailed in a NE wind. Sunday, May 20 two superb races in a NE wind. All in all a very nice district championship with lots of participants, good sailing and excellent evening events. Many Thanks to our Sailing Gear Sponsor "MarinePool - Spirit of the Ocean".

A CD with 400 pictures is available.



Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	AUT-8226	Hans Spitzauer	Christian Nehammer	ATT	4	2	ocs	1	3	5	15
2	GER-7860	Werner Fritz	Uli Seeberger	B	9	4	3	2	2	dnc	20
3	GER-7975	Thomas Hopf	Martina Merk	ZUW	16	5	8	4	5	8	30
4	RUS-8119	Vitaly Tarakanov	Aleksey Bushuev	MOSC	10	16	4	8	4	7	33
5	UKR-8205	Kostvantyn Datsenko	Olexander Yevseyenko	UKR	3	3	6	22	22	3	37
6	GER-7837	Sibylle Merk	Michael Merk	NEU	5	7	2	27	16	9	39
7	GER-7524	Jens Olbrysch	Roland Sponner	AM	7	19	1	5	35	17	49
8	AUT-7481	Albert Sturm	Tobias Haring	ATT	19	14	ocs	3	9	4	49
9	UKR-8096	Eugen Aksentiev	Konstantin Kondratiuk	UKR	12	23	15	11	1	11	50
10	HUN-7799	Marton Gereben	Peter Gereben	ORE	14	1	34	29	6	2	52
11	AUT-8154	Dietmar Gfreiner	Stephanie Breitenstein	ATT	2	18	12	7	17	29	56
12	AUT-7928	Josef Urban	Nikolaus Urban	TR	17	11	ocs	10	7	13	58
13	UKR-8247	Vasyl Gureyev	Vlodymir Korotov	UKR	dnc	13	7	15	13	10	58
14	GER-8141	Hubert Merkelbach	Gerrit Bartel	UEB	15	22	10	16	24	1	64
15	GER-7550	Tobias Schott	Peter Linke	CBM	1	15	27	14	10	37	67
16	AUT-7846	Gerhard Weinreich	Christian Knoll	H	8	39	17	20	11	23	79
17	HUN-8166	Tibor Tenke	Jozsef Bendicsek	ORE	6	29	22	17	37	6	80
18	GER-8026	Walter Soellner	Xaver Soellner	CBM	20	21	9	35	8	28	86
19	GER-7960	Frank Thurner	Hubert Landinger	ZUW	23	10	32	21	18	19	91
20	GER-8160	Florian V Linde	Tobias Steffens	ZUW	21	25	23	33	15	16	100
21	GER-8311	Axel Hampe	Chris Conrads	ZUW	18	20	28	12	25	32	103
22	GER-7600	Gerald Messer	Frank Christ	STA	36	32	13	23	12	24	104
23	GER-7690	Manfred Michl	Rudi Hafenmayer	AND	22	34	18	13	27	27	107
24	UKR-6950	Yevgen Galanin	Ilya Basurin	UKR	11	9	26	32	30	33	108
25	AUT-8106	Andreas Polanka	Jiri Fetterle	CZ	dnc	36	24	6	31	12	109
26	GER-7376	Thomas Appel	Ewald Koestler	STA	28	8	19	36	33	22	110
27	GER-7577	Christian Paucksch	Johannes Sussbauer	STA	13	28	16	24	32	dnc	113
28	GER-8102	Heiner Frohwein	Sebastian Dentler	UEB	32	42	20	9	19	34	114
29	AUT-7361	Heimo Schlagbauer	Walter Schlagbauer	AU	35	40	11	28	21	21	116
30	GER-7910	Carl-Peter Forster	Stephan Wagner	STA	30	17	5	30	36	dnf	118
31	CZE-7372	Igor Sterba	Libor Sluka	CZ	24	37	31	40	14	14	120
32	GER-7708	Thomas Kroth	Dagmar Puck	TEG	34	6	38	31	29	31	131
33	GER-7808	Martin Eckel	Robin Han	AND	33	26	29	19	34	26	133
34	GER-7918	Hugo Kroth	Hermann Pollak	STA	31	12	35	38	raf	20	136
35	GER-7588	Eberhard Fischer-Brandies	Maximilian Fischer-Brandies	STA	26	33	21	39	28	30	138
36	GER-7	Thomas Kohler	Michael Krisch	AM	29	41	37	18	40	15	139
37	AUT-8249	Roberto Tomasini	Gunnar Bahr	AU	37	38	30	37	23	18	145
38	GER-7981	Juergen Janson	Manfred Joppich	TEG	38	31	36	34	20	25	146
39	GER-8062	Manfred Meyer	Peter Kullmann	STA	27	27	33	26	38	dnf	151
40	GER-7797	Dietrich Niklas	Christian Vogelsang	CBM	25	35	39	41	26	35	160
41	AUT-8021	Harald Wirth	Anne Pasemann	AU	40	30	25	42	41	dnc	178
42	AUT-7795	Franz Mastnak	Robert Rastinger	TR	dnc	dnc	14	25	dnc	dnc	183
43	GER-7815	Peter Leibl	Claus Feizinger	STA	39	24	dnc	dnc	39	36	186
44	UKR-8054	Sergiy Shevchenko	Alexander Maslo	UKR	dnc	dnc	dnc	dnc	dnc	dnc	240
44	HUN-7961	Huba Holovits	Andras Felegyhazy	BUD	dnc	dnc	dnc	dnc	dnc	dnc	240
44	AUT-7699	Harry Hoefferer	--	AU	dnc	dnc	dnc	dnc	dnc	dnc	240
44	GER-8016	Hubert Rauch	Ingo Schappeler	AND	dnc	dnc	dnc	dnc	dnc	dnc	240

2007 WESTERN HEMISPHERE CHAMPIONSHIP

March 31-April 6, 2007

Tampa Bay

Based on report by Lynn Fitzpatrick

Day One – Races 1 & 2: The Wind goes right on

Tampa Bay: Davis Island Yacht Club not only has an impressive view of Tampa Bay, the starts can take place within a couple of hundred yards off the club's shore. The Davis Island Race Committee turned on the wind switch at exactly 2:57 pm and transformed Tampa Bay from a glassy mirage fit for water skiing to a sailing arena very similar to San Diego's Mission Bay. It's no surprise that George Szabo and Andrew Scott read the wind and the water conditions like tea leaves and rounded the first weather mark in front of Rohan Lord / Miles Addy, Iain Murray / Andrew Palfrey, Brian Kramer / Tyler Bjorn. While George and Andrew extended their lead, the pack of 6-7 boats behind them remained tight all the way down the run and there was at least one pile up around the leeward mark.

The wind shifted right throughout the second race of the day. Freddie Lööf and Anders Ekström port tacked most of the fleet from the pin to lead around the first weather mark and hold the lead all of the way to the finish. As Larry Scott said, following his and Jock Kohlhas' comeback from 13th at the final leeward mark to second at the finish, "we went just where we were supposed to go. The wind went right as the sun started to set, and we followed it."

Day Two – Race 3: Is your heart rate up?

There's no better feeling than being on the inside of a shift at the top of a leg. By the same token, your heart sinks when you're caught on the outside. Peter Bromby and Bill McNiven and Eivind Melleby / Petter Pederson executed picture perfect starboard tack starts at the pin, tacked, crossed everyone on their hip and clearly had the lead off the line. As they reached the middle of the course, a huge left shift came through with Peter and Bill on the inside sailing 60-70 degrees higher on port tack than everyone to their right.

The highlight of the regatta was watching Freddy Lööf / Anders Ekström engage Andy Macdonald / Mike Wolfs in a tacking duel during the last beat. Andy and Freddy spent a lot of time training together prior to the 2004 Olympic trials. Despite sailing their first regatta together, Andy and Mike took on the challenge and most importantly never lost sight of the layline to the finish. After nearly two dozen tacks, Freddy and Anders threw one last tack to the right and Andy and Mike headed off on starboard in a full hike to take the gun. John MacCausland / Bob Schofield sailed up the left side of the course to finish third.

Freddy Lööf, over twenty years younger than Andy Macdonald, admitted to Andy that he had gotten a workout during the tacking duel when he smiled and asked his friend, "Is your heart rate up?"

Day Three – Races 4, 5 & 6: Bromby and the Beat

For the third day in a row sailors arrived at Davis Island Yacht Club to find a glassy Tampa Bay. Races were postponed on shore until there was a sign of breeze. Wind readings on the race committee boat and the on the weather mark boat varied enough so that it took a long time for the race committee to reach agreement and set the weather mark at 285 degrees.

Peter Bromby and Bill McNiven had three of their signature starts from the pin end of the line. They read the shifts and the pressure and rounded the first weather mark in each of today's three races in the lead. They may very well have won all three races had it not been for a fouled jib halyard that distracted them and let their competition get to their right after the final leeward mark rounding of the second race. The Bermudians allowed eleven boats to pass them up the final beat. They finished the day with a 1, 12, 1.

Peter and Bill seem to have perfected sailing in flat water and shifty conditions. "It bears a striking resemblance to Hamilton Harbor. I'm used to trimming hard, keeping the boat flat and pointing a little higher than most. It's when the wind comes on and there are a lot of waves when I start to have some problems", admitted Peter. Freddy Lööf who had a 2, 5, 2 for the day, said today's sailing conditions were "very tricky and shifty." The wind, "was very hard to predict. It was tough out there, but it was a great day of sailing."

Day Four – No Wind:

The Race Committee tried to get off a race but the wind did not cooperate.

The 2007 Star Western Hemisphere Championship ended with former World Champions Freddy Lööf and Anders Ekström claiming the Silver Star with 11 points. Peter Bromby and Bill Mc Niven were second with 21 points. Iain Murray and Andrew Palfrey were third. Rohan Lord and Miles Addy were fourth and Andy Macdonald and Mike Wolfs were fifth. Only four points separated the second place finishers from the fifth place finishers.

Davis Island Yacht Club pulled out all of the stops on the water and on shore for the Star Class. By using Format C, which provided for short courses, they took into account almost everything – except that sometimes no matter what you do the wind won't cooperate.

2007 WESTERN HEMISPHERE CHAMPIONSHIP
March 31-April 6, 2007

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	SWE 8256	Fredrik Lööf	Anders Ekström	Bk	4	1	2	2	5	2	11
2	BER 8044	Peter Bromby	Bill McNiven	Isol	dnf	3	5	1	11	1	21
3	AUS 7836	Iain Murray	Andrew Palfrey	LMac	6	10	4	3	6	4	23
4	NZL 8061	Rohan Lord	Miles Addy	Isol	2	4	10	13	1	7	24
5	USA 8250	Andy Macdonald	Mike Wolfs	NH	13	6	1	9	3	6	25
6	NOR 8234	Elvind Melleby	Petter Morland Pederson	NOR	11	5	8	15	2	3	29
7	USA 8273	George Szabo	Andrew Scott	SDB	1	8	17	5	7	13	34
8	USA 8230	John Dane III	Austin Sperry	MoB	5	7	16	7	10	8	37
9	CAN 8143	Brian Cramer	Tyler Bjorn	LOC	3	17	15	12	4	9	43
10	USA 8043	Jock Kohlhas	Larry Scott	BisB	10	2	6	18	raf	11	47
11	USA 8195	John MacCausland	Bob Schofield	CR	8	15	3	16	ocs	5	47
12	USA 8235	Larry Whipple	Eric Monroe	PS	7	18	21	8	8	12	53
13	USA 8215	Bill Allen	Brad Lichter	WH	16	16	23	6	9	14	61
14	UKR 8157	Arthur Anosov	David Caesar	SL	17	13	14	14	14	10	65
15	USA 8286	Karl Anderson	Edward Morey	BH	9	11	11	19	17	dnf	67
16	USA 8080	Fotis Boliakis	Michael Nichol	CLIS	12	dnf	9	11	18	17	67
17	USA 8245	Joe Zambella	Peter Costa	BH	14	9	12	21	12	dnf	68
18	USA 7670	Gene McCarthy	Glenn McCarthy	PPL	15	14	20	10	15	16	70
19	ARG 7907	Fabian MacGowan	Federico Engelhard	OL	dnf	dns	7	4	16	18	71
20	USA 8084	Robert Teitge	J Darin Jensen	BisB	20	12	18	17	13	19	79
21	USA 8279	Claude Bonanni	Richard Burgess	TaB	21	20	13	22	21	20	95
22	ARG 8239	Martin Pendola	Lucas Pendola	BA	19	19	24	23	19	15	95
23	USA 8000	Harry Walker	David Hartman	BisB	18	21	19	25	20	22	100
24	USA 6643	Brian Malone	John Brennan	TaB	dnf	dns	22	20	22	21	111
25	USA 7640	Eric Ferrier	Zach Hahn	TaB	22	22	25	24	23	23	114

2007 EASTERN HEMISPHERE CHAMPIONSHIP

April 10-17, 2007

Club Náutico S' Arenal

Mallorca, Spain

Based on reports by Brad Nichol

Day One – After the first scheduled day of racing 54 boats were tied for first as we sat in the cafe all day.

Day Two, Races 1 & 2: Cold and wet does not even begin to describe how miserable the conditions were today. The forecast was for winds out of the north around 20 knots with rain and squalls all day. When we got to the start line for the first race the wind shut off and we sat there for an hour with the rain soaking through our layers. After a couple of delays the wind settled down enough to race. The race winners were Luca Modena and Michele Marchesini.

During the second race there were at times 20 knots of winds. Robert Scheidt and Bruno Prada got the first of two firsts.

Day 3, Races 3-4: The wind finally came to Palma after two weeks of light air sailing but the clouds and rain hung around. A few times today this bright yellow sphere appeared in the sky, but disappeared as quickly as it came. Today we raced triangle courses with reaching legs, which are fast and fun when it is windy. The first race was won by Mateusz Kusznierewicz / Dominik Zycki followed by Robert Scheidt / Bruno Prada.

For the second race the wind picked up to a solid 22 knots. We had a good battle with Robert Scheidt / Bruno Prada and

Xavier Rohart / Pascal Rambeau up the first leg and made it to the weather mark in first. On the first reach Scheidt caught us quickly and passed us to leeward and Rohart snuck in at the jibe mark. On the second reach we battled with Rohart / Rambeau. Meanwhile Scheidt / Prada slipped away into the distance to win the race.

Day 4, Race 5: The first attempt at a race was aborted after two legs when the wind shut off completely. A light sea breeze filled in an hour later and we tried again in the opposite wind direction.

After finishing the Princess Sofia regatta with five bullets Robert Scheidt and Bruno Prada followed it up with another great regatta locking up the Spring Championship of the Eastern Hemisphere with one race to spare. Today in very light conditions they rounded the first mark in 22nd and were 12th by the leeward mark and then rounded the 3rd mark in 10th and were in 2nd by the leeward mark. The race was won by Robert Stanjek and Carsten Witt.

Day 5, Race 6: Before last race of the regatta four points separated second though sixth place. The battle for second and third was between these five boats.

The race was sailed in difficult conditions and single digit finishes went far down through the fleet. The races was won by Leonidas Elekanakis and George Stilianos.

The event was won by Robert Scheidt / Bruno Prada. Mateusz Kusznierewicz / Dominik Zycki came in second and Diego Negri / Luigi Viale came in third.

2007 EASTERN HEMISPHERE CHAMPIONSHIP

April 10-17, 2007

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points	
1	BRA 8127	Robert Scheidt	Bruno Prada	GuB	10	1	3	1	2	dnc	17
2	POL 8170	Mateusz Kusznierewicz	Dominik Zycki	Isol	9	4	1	8	10	16	32
3	ITA 8266	Diego Negri	Luigi Viale	VE	4	9	ocs	4	5	12	34
4	IRL 8158	Maxwell Treacy	Anthony Shanks	Isol	2	ocs	9	7	13	5	36
5	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	14	ocs	2	2	19	2	39
6	SUI 8296	Flavio Marazzi	Christoph Christen	TB	6	2	14	22	3	14	39
7	GER 8213	Marc Pickel	Ingo Borkowski	Brm	8	26	8	11	4	8	39
8	GER 7991	Matthias Miller	Manuel Voigt	UB	12	3	11	5	11	46	42
9	ITA 8281	Luca Modena	Michele Marchesini	NG	1	6	10	23	9	19	45
10	NZL 8292	Hamish Pepper	Brad Nichol	Isol	7	ocs	7	3	8	23	48
11	GER 7971	Robert Stanjek	Carsten Witt	BF	18	10	17	24	1	9	55
12	NOR 8234	Eivind Melleby	Petter Morland Pedersen	Nor	5	12	22	6	dsq	11	56
13	POR 8309	Afonso Domingos	Bernardo Santos	CP	17	17	4	15	7	20	60
14	ITA 8290	Silvio Santoni	Sergio Lambertenghi	NG	11	7	ocs	10	18	21	67
15	DEN 8147	Benny Andersen	Mogens Just	DF	27	5	12	12	32	13	69
16	GER 8149	Alexander Hagen	Frithjof Kleen	Glu	3	11	19	20	24	42	77
17	CRO 8280	Marin Lovrovic	Sinisa Mikulicic	Isol	42	13	20	9	6	30	78
18	RUS 7	Serguei Chevtsov	Roman Sadchikov	--	16	18	25	30	17	3	79
19	SWE 8298	Tom Lofstedt	Martin Larsson	RS	20	25	6	18	20	23	87
20	AUT 8226	Hans Spitzauer	Christian Nehammer	Att	ocs	14	5	16	25	37	97
21	GRE 8192	Leonidas P Elekanakis	George Stilianos	Gre	35	21	31	17	29	1	99
22	ITA 8014	Alberto Barovier	Nando Colaninno	SG	26	20	15	13	27	dnc	101
23	ESP 7581	Roberto Bermudez	Pablo Arrarte	P-San	33	22	18	14	14	43	101
24	UKR 8205	Kostyantyn Datsenko	Olexandr Evseyenko	Ukr	25	19	26	35	12	22	104
25	USA 8303	Andy Macdonald	Brian Fatih	NH	23	8	16	33	37	25	105
26	IRL 8254	Maurice O Connell	Ben Cooke	Isol	30	16	13	25	31	27	111
27	POR 7760	Henrique Anjos	Afonso Marques	FdeL	28	28	21	27	15	38	119
28	SUI 7990	Daniel Stegmeier	Beat Stegmeier	TB	45	36	27	28	23	6	120
29	ITA 8155	Gianpiero Poggi	Giovanni Stilo	Rom	38	ocs	23	32	22	7	122
30	CHI 8181	Rodrigo Zuazola	Robert Riegel	Val	22	15	35	39	26	24	122
31	GER 7989	Peer Wilhelm	Nils Hollweg	KF	34	27	32	34	dnc	4	136
32	RUS 8119	Vitaliy Tarakanov	Alexey Bushuev	Mosc	15	24	24	29	44	45	136
33	SLO 7888	Bostjan Antoncic	Gennadi Strakh	Slov	24	39	50	52	16	10	139
34	UKR 8247	Vasyly Gureyev	Volodymyr Korotkov	Ukr	32	rdg	rdg	19	ocs	17	141
35	SUI 8257	Christoph Gautschi	Alex Gouda	Bod	ocs	34	34	26	21	28	143
36	ITA 8076	Luca Simeone	Vittorio Landolfi	Rom	13	DNF	28	38	38	41	158
37	GER 8160	Florian Von Linde	Tobias Steffens	ZuW	31	38	43	49	35	15	162
38	RUS 8047	Dmitriy Vohmintsev	Vladimir Lyasinikov	--	46	37	38	40	28	26	169
39	SUI 8232	Henrik Dannesboe	Marcel Simon	Sem	21	23	30	37	dnc	dnc	170
40	GER 7577	Christian Pausch	Michel Merk	Sta	41	41	29	31	46	34	176
41	FIN 8094	Staffan Lindberg	Erkki Heinonen	Fin	19	42	40	21	dnc	dnc	181
42	UKR 8096	Yevgen Avksentiev	Mykola Shapovalov	Ukr	40	29	42	36	34	47	181
43	AUT 7846	Gerhard Weinreich	Alexander Kagl	H	29	30	45	41	33	45	183
44	FRA 8196	Raoul Dabry	Tristan Cotte	FdeM	43	32	41	43	42	35	193
45	SUI 8022	Juerg Wittich	Christian Trachsel	Bod	36	35	39	42	43	53	195
46	UKR 6950	Eugen Galanin	Ilya Bazyrin	Ukr	44	49	37	51	39	29	198
47	RUS 8134	Alexey Lavrov	Alexandr Kuleshov	Mosc	39	40	48	dnc	30	41	198
48	HUN 7900	Robert Forintos	Andras Komm	Ore	37	45	46	47	36	37	201
49	ITA 8277	Renato Irrera	Corrado Cristaldini	Pal	54	46	33	48	45	44	216
50	HUN 7961	Huba Holovits	Andras Felegyhazi	Bud	48	47	36	46	dnc	39	216
51	LAT 8135	Eizens Cepurnieks	Dimitry Muzichenko	Isol	47	43	44	45	41	dnc	225
52	GER 7750	Jens Burmester	Patrick Burmester	ED	49	44	53	50	48	31	227
53	SUI 7645	Daniel Wyss	Eric Monroe	ZU	53	33	dnc	dnc	dnc	33	237
54	HUN 7026	Viktor Martin	Zsolt Puskas	Ore	50	dnc	52	dnc	40	49	250
55	AUT 8249	Tomasini Grinover	Gunnar Bahr	AU	55	dnc	49	44	47	dnc	254
56	ITA 8200	Riccardo Improta	Andrea Lupoli	Cap	ocs	31	47	dnf	dnc	dnc	255
57	GER 7946	Hermann Weiler	Josef Matrei	Neu	51	48	51	rdg	dnc	dnc	259
58	GER 8190	Thomas Schiffer	Niels Hentschel	IJs	52	dnc	dnc	dnc	dnc	dnc	288

**2007 SOUTH AMERICAN SILVER STAR
CHAMPIONSHIP**

March 19-25, 2007

Yacht Club Argentino

Mar del Plata, Argentina

Based on the report by J. Cabot

Photos by Matías Capizzano

Seventeen boat, representing Argentina, Brazil, Chile and the U.S. signed up for the 2007 South American Silver Star Championship held at the Yacht Club Argentino, Mar del Plata, Argentina. The schedule was to run 7 races in 4 days over a 5-legged windward – leeward course.

Wednesday, March 21, race 1 & 2: With the wind out of the northeast starting at about 14 knots and diminishing to 10 knots two good races were sailed on the first day of the regatta. Alessandro Pascolatto with Henry Boening were winners of race 1, and Gastao Brun / Marco Lagoa won race 2. There was an unfortunate collision in the first race at the windward mark in which Carlos Rivero / Sergio Bonelli holed Alberto Zanetti / Gustavo Warburg on the port side. Rivero dropped out of the race and Zanetti had to retire as well.



Oops!

Thursday, March 22, race 3: After a late start only one race was run in a Southeasterly breeze. Guillermo Calegari / Federiro Calegari won race 3.

Friday, March 23, races 4 & 5: With the wind blowing out of the Southeast at about 18 to 20 knots, with puffs to 24, there were various breakdowns and in each race only 7 boats were able to finish. Gastao Brun / Marco Lagoa won both races.

In the evening The Yacht Club held the mid-week awards ceremony and dinner on the beach in front of the Yacht Club. The club's Commodore handed out the various awards, and the Star Class presented the Club with a mounted silver half model in recognition for the Club hosting the event.



Nice waves

Saturday, March 24, race 6: After a postponement due to the lack of wind, race 6 got off at 1:30. The wind was out of the east-northeast at 7 to 8 knots. Only one race could be run. Once again, Gastao Brun / Marco Lagoa won the race and with this won the event to become the new Champions of South American Silver Star Championship.

**2007 South American Silver Star Championship
March 19-25, 2007**

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	BRA 8049	Gastao Brun	Marco Lagoa	RdJ	2	1	3	1	1	1	6
2	BRA 8117	Alessandro Pascolatto	Henry Boening	GuB	1	2	5	5	2	5	15
3	ARG 7213	Julio Labandeira	Enrique Della Torre	OL	3	3	4	3	6	3	16
4	ARG 7907	Fabian Mac Gowan	Valentin Thompson	OL	6	5	2	4	5	4	20
5	ARG 7226	Guillermo Calegari	Federico Calegari	BA	7	4	1	dnc	4	6	22
6	CHI 7972	Vicente Gimeno P	Nicolas Chernobilsky	VAL	9	9	7	2	3	10	30
7	ARG 8211	Juan Pablo Percossi	Julian Gazari Barroso	BA	8	8	11	7	7	8	38
8	ARG 7700	Juan Grimaldi I	Hernan Salerno	--	11	7	dnc	6	dnc	2	44
9	ARG 7909	Jorge Perez	Martin Costa	OL	5	11	6	dnc	dnc	7	47
10	ARG 7736	Eduardo Farre	Juan Max	BA	4	6	dnc	dnc	dnc	dnc	64
11	ARG 7976	Martin Pendola	Ariel Simonet	BA	10	10	10	dnc	dnc	dnc	66
12	ARG 8008	Luis Bustelo	Abel Suarez	OL	13	dnf	9	dnc	dnc	9	67
13	ARG 6241	Daniel Della Torre	Gerardo Della Torre	BA	12	12	8	dnc	dnc	dnc	68
14	CHI 8181	Rodrigo Zuazola	Robert Riegel	VAL	dns	dns	dnc	dnc	dnc	dnc	90
14	BRA 8109	Peter Ficker	Ronald Seifert	SAN	dns	dns	dnc	dnc	dnc	dnc	90
14	ARG 8169	Alberto Zanetti	Gustavo Warburg	OL	dnf	dnc	dnc	dnc	dnc	dnc	90
14	USA 7650	Carlos Rivero	Sergio Bonelli	BH	dnf	dnc	dnc	dnc	dnc	dnc	90



Good wave action at the South American Championship

Fried Elliott

Fried Elliott

THE NORTH AMERICAN CHAMPIONSHIP

August 1-4, 2007

Vancouver Royal Y.C.

based on reports by Brad Nichol and Peter Jefferson

Photos by Andrew Madding

July 31 began with the opening ceremonies on the front lawn of the Royal Vancouver Yacht club at 500 PM. The commodore Brian O'Sullivan welcomed some 120 sailors and enthusiasts. Some of the sailors had just come off the water after experiencing a practice day with a brisk Westerly which gave them a taste of what was to come. The Commodore then welcomed the Mayor of Vancouver Sam Sullivan felt right at home with all the assembly. The Mayor made a point of the fact that sailing is for everyone. He was enthusiastically received and received a generous applause. ISCYRA President Bill Allen then spoke and applauded the venue. He made a wonderful reference to the support that the sponsors had given and commented that this kind of support he had seen only at world events. We were then all treated to a very fine reception which the Club is famous for. The finest of hors d'oeuvres and the sailor's beverage were served.

The North American Championship started Wednesday, August 1, with six races scheduled through Saturday. In addition to the Silver Star at steak, this is the second to last US Olympic Team Trials Qualifier where the top five US boats earn a spot. The fleet is packed with top sailors including six Olympic Medalists from three countries and an array of World Champions from multiple classes. It should be an interesting week of sailing.



Day 1, Races 1 & 2: The North American Championship kicked off with a beautiful day of sailing. Two races were sailed in 6-10 knots out of the west under perfectly sunny skies. The freighters moored around the racecourse were the talk of the day as they hung like flags in the confusing English Bay current. Normally the tide comes in and the tide goes out but when 400 foot hunks of steel lay across the bay, balanced by the current and the wind, it's hard to tell which way the water is moving. If you started and sailed straight for 3 minutes in either race today you would hit a freighter. So, one of the big calls was to start at the pin and go behind the freighter or to start at the boat and go above the freighter.

Ross Macdonald / Tyler Bjorn continued to show the fleet how to navigate the bay posting a 4th place in the first race,

followed by a commanding win in the second. One point behind the local hero was Eric Lidecis and Mike Marzahl with a pair of third place finishes and Andy Horton and Brad Nichol in third with a 1, 6 to start the regatta.



After the races on Day 1, the sailors were greeted on the one design dock which had a numbered place for every trailer which matched the bow number. Naturally the greeting included the sailor's favorite beverage which was the norm for each day. Wednesday night the city of Vancouver put on the Celebration of Lights for the sailors and also the public in general.



Andy Macdonald and Brian Fatih
passing one of the numerous freighters

The same evening John and Lynn Newton, long time members of RVYC and both international sailors in their own right, hosted a reception for the Olympic past and present sailors which included a number of the Star Sailors who were medalists along with the sponsors of the Star NA's. The assembly learned how the club is currently producing almost 40% of the sailors in Canada out of some 270 clubs and sailing organizations in Canada. These Royal Van members are in the high performance and Olympic sailing category. The theme of the reception was "sailing for all" and was attended by the Mayor of Vancouver. The volunteer aspect of the clubs programs were highlighted and we were able to gain some

insight on how important training volunteers are to manage races and to try and achieve the degree of professionalism that paid race people provide.

Day 2, Race 3: After an hour and of half of sailing in this 3rd race of the North American Star Championship hosted by the Royal Vancouver Yacht Club, the lead changed 3 times, and the top 10 finishers changed positions on the course 5 times. Winds were shifty at the start but settled into 8 to 9 knots from the northwest. After 1½ hours and 5 miles on the course, the top 5 boats were no fewer than 40 seconds apart. Leading the first of the two upwind legs was Andy Macdonald / Brian Fatih, finally relenting to a shift that allowed Horton / Nichol to rocket forward and take first place.

Day 2, Race 4: Halfway through Race 4, the tide started to come into English Bay. Racers scrambled to get to the Jericho shoreline to stay out of the current. Here is where local knowledge pays off big time. And not to be denied, Ross Macdonald led the fleet up the shore, flirting with the Locarno Sandbanks where numerous boats got too close and ended up on the sand.

Thursday night the sailors were transported to Larry and Anne Warshawski's beautiful home at Spanish Banks which again was hosted entirely by our local Star Association.

Day 3, Race 5: The morning began with some light rain, overcast skies and a light breeze from a completely different direction. It took the Race Committee a little extra time to figure out where to put the course because there were 2 new freighters which arrived during the night. This brought the total up to 7 freighters which made the bay a little tight.

Once the race started the right side became heavily favored and it was that way all the way around the track. Most of the top teams were on that side and posted good finishes. We miss judged the current advantage on the right and found ourselves way back in the pack. George Szabo / Andrew Scott won the race easily with Rohan Lord / Miles Addy came in second.

Friday night the Kitsilano Yacht Club was the venue for some mid-week prizes and a wild BC Salmon Barbecue again in a venue that would make your mouth water.



Horton and Nichol lead Macdonald and Bjorn to the offset mark

Day 4, Race 6: The following description of the last races is from the Nichol report: "The last race of the Star North American Championship proved more exciting then any medal race we have sailed in the last two years. Going in we led Ross Macdonald by one point, George Szabo by three, Mark Mendelblatt by six and Brian Ledbetter by seven. The race committee moved the course in towards the club and beach and the course was covered with spectators on British Columbia Day.

"Going into this race to win the regatta we could be beat by Ross, but without any boats between us and we had to be in the top five. We could also be behind Szabo with 2 boats between us and still win. So, with that in mind we went into the starting sequence.

"Just before the start Ross made an attempt to sail us away from the line, but we were able to get under him and make it back to the line for a pin boat start. After the start we put the bow down and headed for the beach for current relief. When the fleet made it to the shore we tacked up the edge dodging docks, mornings, kayakers, and dinghy sailors from three clubs. We were able to lee bow Ross a few times and push him out into the current, but this put us back a few places.



Part of the contingent of kayakers with Bill Fields and Rick Burgess in the background



N.A. winners Andy Horton and Brad Nichol

"We made it to the weather mark in ninth, ahead of Ross but Szabo was leading the regatta in second place. So we spent the next 4 legs focusing on passing the boats ahead of us trying to

get into the top 5 and close to Szabo. Slowly we were able to pick off a few boats here and there to get back into it. By the finish we had worked our way up to second place behind Andy Macdonald with Star Class rookie Jud Smith in third.

“Our second place finish was good enough to win the regatta with Ross in second overall and Szabo third. The English Bay Star Fleet and Royal Vancouver YC put on a spectacular awards dinner which was capped off by a fireworks competition between Canada, Spain and China.”

Saturday night, back at the Royal Vancouver Yacht Club, the club put on its famous buffet. Music provided by a 3 piece group, on going video of the racing for the entire week, the presentations on video, amid an ice sculpture 3 feet high of two stars and their crews hiking, and the backdrop of the mountains and sea was truly overwhelming. Bill Allen invited the assembly to next year's North Americans. With this the prizes were awarded which reflected the culture of British Columbia. The regatta concluded but not the friendships made.

NORTH AMERICAN CHAMPIONSHIP

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R5	Points
1	USA 8156	Andy Horton	Brad Nichol	NB	1	6	1	1	28	2	11
2	CAN 8291	Ross Macdonald	Tyler Bjorn	EB	4	1	4	2	3	18	14
3	USA 8273	George Szabo	Andrew Scott	SDB	5	2	ocs	4	1	4	16
4	USA 8203	Brian Ledbetter	Mark Brink	PS	2	8	3	3	10	6	22
5	USA 8157	Mark Mendelblatt	Magnus Liljedahl	TB	8	4	2	5	4	dnf	23
6	USA 8176	Erik Lidecis	Michael Marzahl	NH	3	3	10	8	8	10	32
7	BRA 8284	Lars Grael	Marcelo Jordao	Par	12	5	7	6	5	14	35
8	USA 8250	Andy Macdonald	Brian Fatih	NH	10	22	5	15	7	1	38
9	USA 7405	Carl Buchan	Jamie Buchan	PS	6	28	12	11	11	8	48
10	NZL 8061	Rohan Lord	Miles Addy	Isol	28	12	ocs	12	2	5	59
11	USA 8260	William Buchan	Erik Bentzen	PS	9	14	ocs	21	6	9	59
12	USA 8195	John MacCausland	Bob Schofield	CR	11	9	6	13	26	20	59
13	USA 7321	Jud Smith	David Timberlake	BH	15	13	17	18	13	3	61
14	CAN 7570	Hunter Lowden	Brett Wilson	EB	17	21	13	14	12	11	67
15	USA 8286	Karl Anderson	Edward Morey	BH	13	24	8	19	15	15	70
16	USA 7462	Dave Watt	Dave Martin	PS	21	19	27	9	19	7	75
17	CAN 7305	Tim Stamper	Simon Troop	VI	16	11	19	17	14	29	77
18	USA 8235	Larry Whipple	Phil Trinter	PS	24	10	ocs	24	9	13	80
19	USA 8215	Bill Allen	Brad Lichter	WH	30	7	15	28	22	17	89
20	USA 7844	Foss Miller	Greg Newhall	PS	22	16	9	34	20	26	93
21	USA 8207	Jim Buckingham	Scott Pack	NH	23	37	11	33	17	12	96
22	USA 8043	Jock Kohlhas	Trevor Nederlof	BisB	18	38	24	10	23	22	97
23	CAN 7612	Robert Britten	Ed Snyders	VI	34	18	16	26	24	16	100
24	USA 7899	Derek Decouteau	Joseph Donnette	BI	7	23	34	27	16	28	101
25	CAN 7738	Fred J Dill	Mike Wurm	EB	14	25	14	29	38	19	101
26	CAN 7659	Don Campbell	Garth Miller	EB	39	20	29	16	18	23	106
27	CAN 7997	Alex Fox	Dunnery Best	VI	25	29	20	7	27	38	108
28	CAN 7014	Craig Wilshire	Emmanuel Comtois	EB	19	15	21	31	36	31	117
29	USA 8189	Bill Fields	Rick Burgess	SMB	37	17	18	23	42	25	120
30	CAN 7737	Malcolm Smith	Dugald Smith	VI	38	27	22	25	33	24	131
31	USA 7469	Jed Miller	Lance Mogenis	PS	29	26	38	20	31	42	144
32	USA 7814	Keith Donald	Bill Brosius	AN	32	30	25	38	25	40	150
33	USA 8063	Bert Collins	Thomas Gibbs	AN	42	32	28	30	44	21	153
34	CAN 7451	Dennis Burgess	Dave Kershaw	EB	26	40	26	22	40	39	153
35	USA 8084	Bob Teitge	Darin Jensen	DR	31	33	33	35	39	27	159
36	CHN 7784	Hongquan Li	He Wang	Isol	dsq	dsq	23	32	21	37	163
37	CAN 7264	Gennady-Henry Larkin	Andrey Gleener	EB	45	31	36	37	30	34	168
38	CAN 6991	Justin Border	Dave Burden	VI	20	43	40	45	37	33	173
39	CAN 7197	Laurence Warshawski	Thomas Franz	EB	33	42	30	44	29	41	175
40	USA 7497	Kris Wilson	Matt Freeman	AN	35	36	37	42	35	46	185
41	CAN 7215	Gordon Wylie	David Fell	EB	43	35	39	36	41	35	186
42	USA 7425	Barbara Beigel-Vosbury	A J Jakubowska	AN	41	34	ocs	39	43	30	187
43	CAN 6890	Chris Dudenas	Rob Carlow	VI	40	39	41	48	32	36	188
44	CAN 7199	Charlie Hume	Sean Glass	EB	27	45	32	41	48	44	189
45	CAN 6801	Tim O'Connell	Go Nakamaru	EB	44	44	31	40	34	47	193
46	CAN 7862	Phil Lockwood	Ray Rogers	EB	46	41	44	43	47	32	206
47	CAN 7988	Stephen Lees	Marko Bartulin	EB	36	46	42	46	45	43	212
48	CAN 6420	Gordon Clay	Ian Scott	EB	47	48	35	47	46	45	220
49	CAN 7256	Bob Matthews	Rob Forsyth	EB	48	47	43	49	49	dnf	236

EUROPEAN CHAMPIONSHIP

September 7-14, 2007

Lago di Garda, Italy

Based on reports filed by Luca Bontempelli
and translated by Melinda Berge

Photographs by Fried Elliott

Preview: Ninty-three teams from 27 nations started racing Monday with 6 races, the last one on Friday. The starts were scheduled each day for 1300 with anticipated “Ora” winds (Lago di Garda’s south wind) of this season to be at 15 knots. The number of participants was a record for a Star European Championship. The “open” character of the regatta (it was not necessary to qualify to race) brought the extraordinary participation of 27 countries and confirms the success of this Class that started racing in the Olympics in 1932 and, with the exception of 1976, has always been present at the Games.

Race One: The “Ora” wind was “tired” and behind schedule for the start of the European Championship. The regatta was planned for 1300 but a pair of false starts caused general recall flags to be raised. Finally, at 1540 the fleet started with a wind at 10 knots and the windward mark at 200°.



Diego Negri started at the leeward end and was the first to go the Veronese coast. Making a less extreme choice, Francesco Bruni had his bow higher on the left.

When, going along the Veronese coast, Negri arrived at Point Campagnola it was already clear that he had an optimal angle on the buoy but with the other boats far on the other side of the lake it was hard to know who was ahead. Negri to the left, Bruni to the right with almost the whole lake to cross. It seemed impossible with a mile of water separating them and all the varying conditions but the boats arrived at the mark separated by less than a length. A little behind them was Benamati, who was passed just at the buoy.

The order around the first mark: Negri, Bruni, Benamati. Then Marazzi, Bromby and Andersen. Bruni kept to his right downwind on the Bresciano side. Bromby, at the bottom of the leg took the left gate which made Negri undecided on his rounding. Finally he also opted for the left side (Veronese) and went well. In the last meters of the leg, Bruni decided on the right buoy but it is the left one that won the race. Bromby went down the 2nd leg well and got ahead. But Negri is formidable and rounded the buoy at the same time as Bromby

and exited in a safe leeward position in perfect control. Bromby was actually leading the race for less than 10 seconds.

Negri now sailed freely but there was another champion who still had something to say about the race. And it is necessary to remember that the European championship of Malcesine is a test to select the next Italian Star competitor for the 2008 Olympic Games. Negri is far in front of these selections to date. Bruni found himself in third with Negri launched towards victory and had endured a pair of tacks on the nose which made him slip to third place. Bruni patiently worked hard to not lose much distance and returned to 2nd place at the end. Negri flew, Bruni was right there. The European championship could not have begun better.



Peter Bromby and Lee White

Races 2 and 3: It was an ideal day with two races completed, one in the morning with fresh wind from the north and one in the afternoon with a slightly weaker wind from the south.

Two ex-world champions stood out, Lööf and Percy with a first and a second for each. In difficulty were most of our local sailors of Malcesine. Wind speed wise it was impossible to hope for any better, as the second day of the championship offered the best of what the Lago di Garda is able to offer in variety and intensity.



The second race started at 8 am more or less near the Castello di Malcesine with the “Peler” (north wind) arriving in the course of the race and occasionally gusting to 26 knots. The third race started a little after 3 pm (after a general recall and

under a black flag) with an “Ora” wind which had managed to overcome the morning’s north “Peler” wind even if it turned out to be weaker and more variable in direction. The race started with 8-10 knots and ended at under 5 knots which means the crews were unable to hike. Both in the morning and afternoon the course was 5 legs and finished to windward.

Race 2: At the first mark the precursor of leadership was seen in the gold star, the symbol on the sail for World Champions. First was Freedy Lööf, then Iain Percy, then Torben Grael, then Alexander Hagen, and then Enrico Chieffi, who cronologically has the oldest gold star, having won his title in Buenos Aires in 1996.

With over 25 knots of wind, gybing in the Star is not simple. Even if fascinating. In the end, 8 masts broke on the downwind leg and an incalculable number of boats broached. The race ended with a large lead for Percy, in front of Lööf and Grael.



Henrik Dannesboe and Claus Lauritsen

Race 3: This was a race in nearly a dead calm. These are conditions that nearly all sailors dislike but the first two at the finish were the same as in the windy conditions of the 1st race of the day. Percy now leads overall in front of Lööf. Third overall is Flavio Marazzi followed by Peter Bromby, and Torben Grael is in 5th.



Iain Percy and Andrew Simpson

Lay day: Wednesday was a lay day with racing resuming on Thursday.

Fourth and Fifth races:

Race 4: Wind from the north (“Peler”) was strong, even if decisively inferior to the intensity of that wind in the 2nd race of this event (15 to 26 knots). The race committee again chose the “long” course (three upwind and two downwind legs). At 8 am sharp, all was ready with the starting line near the Castello di Malcesine. For the local sailors, with this wind, they had no doubt of which side to favor. One must go to the right, on the Veronese coast, given that at Punta Campagnola (about one third of the way up the leg), the wind turns and offers a progressive favorable wind shift to the bouy without another tack. This is the law of the lake, handed down from generation to generation.

But every dogma has its exceptions and Tuesday Iain Percy won the race in a “Peler” wind by going to the left, to the Bresciana coast instead. Considering this, the regatta committee positioned the starting line so that it favored clearly the left end of the line. But the first attempt to start had a large group clustered to the left side and caused the inevitable general recall.

After resetting the line, the second start was successful. First around the windward mark was Flavio Marazzi followed by Alberto Barovier and Nando Colaninno together, then the local Albino Fravezzi sailing with his son Fabio. In this 4th race he was very good. He stayed near the front on the downwind leg, and then attacked upwind by going strongly to the left (honoring the tradition of the “Peler”) and was first around the 2nd windward mark and never looked back. A thrilling victory, so beautiful that his son Fabio was said to have cried in his happiness after the finish. A success such as this achieved by father and son is very special, after much time spent sailing together. Torben Grael / Bruno Prada came in second, and the third place of Alberto Barovier was not bad either.



Albino and Fabio Fravezzi

Race 5: Wind from the south, less intense from the preceding day (race three) south wind, around 10 knots. Start was at 3pm with no general recalls. The route was to go all the way to the left without a tack until Punta Campagnola. Diego Negri and Luigi Vaile interpreted this perfectly without giving anyone else a chance to lead. They were leading at the first mark in

front of their adversary for the Italian Olympic 2008 selection, Bruni/Nobili. Third was Enrico Chieffi.

The wind had some oscillations which seemed like a major problem but Negri was very secure in his sailing and no one caught up. Going back upwind, the fleet spread out but Negri was never seriously attacked. Bruni fought back, tried to get inside, but never was a serious threat. At the end Matthias Miller got in between the two Italians for 2nd. Percy, the overall leader, was not as good as usual. But the 5th race was when the discard came into play, and so Percy's 9th in this race became his throw-out. The Freddy Lööf was only 2 points behind Percy with one race left to sail. Third was Flavio Marazzi who was still reachable by Diego Negri in 4th.



Race 6: The regatta was won in a sprint to the finish in the last race. With three teams separated by a single point it was the final leg that would have been able to change the overall standings. The new European champions are the Swiss team of Flavio Marazzi and Enrico De Maria, their first win of this continental title, absolutely worthy winners seen that they won (by a single point) over two teams of the caliber of Lööf / Ekström and Percy / Simpson, and also, Grael / Ferreira.

The sixth and deciding race started with a north wind scarcely more than 10 knots. The start was good at 8 am with no general recall. Marazzi went all out from the start and was already leading at the first buoy. Marazzi did not lose the lead the whole race which was a four legged course ending downwind. Lööf and Percy, the dangerous competitors, were behind, around 10th place.

They had time to recover and they tried, succeeding in getting back to third place (Lööf) and fifth (Percy). But it was not enough. They both finished with 20 points, against Marazzi's 19 points. The Swiss had a scare in the end, when Alfonso Domingos / Bernardo Santos nearly passed them. But they did not succeed, finishing second in the race, and so Flavio Marazzi and Enrico de Maria won the European Championship.

EUROPEAN CHAMPIONSHIP

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	SUI 8296	Flavio Marazzi	Enrico De Maria	TB	6	14	3	4	5	1	19
2	SWE 8256	Fredrik Lööf	Anders Ekström	Bk	19	2	1	8	6	3	20
3	GBR 8261	Iain Percy	Andrew Simpson	Sol	7	1	2	5	9	5	20
4	BRA 8210	Torben Grael	Marcelo Ferreira	Gua	10	3	16	2	16	20	47
5	ITA 8180	Francesco Bruni	Gilberto Nobili	Pal	2	18	22	18	3	12	53
6	POL 8170	Mateusz Kusznierewicz	Tomasz Holc	Isol	8	7	34	7	21	14	57
7	ITA 8313	Alberto Barovier	Ferdinando Colaninno	SG	29	5	70	3	14	8	59
8	ITA 8266	Diego Negri	Luigi Viale	VE	1	10	36	12	1	ocs	60
9	GER 8213	Marc Pickel	Ingo Borkowski	Brm	5	33	bfd	9	12	7	66
10	GER 7971	Robert Stanjek	Markus Koy	BF	11	4	29	25	18	9	67
11	BER 8272	Peter Bromby	Lee White	Isol	3	16	6	30	19	dnc	74
12	ITA 8290	Silvio Santoni	Sergio Lambertenghi	NG	16	6	bfd	10	32	13	77
13	AUS 7836	Iain Murray	Andrew Palfrey	LMac	50	8	35	11	10	15	79
14	ITA 8142	Enrico Chieffi	Giancarlo Del Col	PdF	28	23	5	27	4	22	81
15	POR 8309	Alfonso Domingos	Bernardo Santos	CP	dnf	rdg	31	14	7	2	83.6
16	SWE 8298	Tom Lofstedt	Martin Larssen	RS	24	13	12	26	11	dnc	86
17	DEN 8147	Benny Andersen	Mogens Just	DF	4	34	60	20	30	6	94
18	CRO 8280	Marin Lovrovic	Sinisa Mikulicic	Isol	12	12	bfd	22	38	10	94
19	GER 8149	Alexander Hagen	Frithjof Kleen	Glu	14	rdg	63	17	22	25	97.5
20	IRL 7943	Peter O'Leary	Warren Polly	Isol	21	43	25	36	13	11	106
21	NOR 8234	Elvind Melleby	Petter Pedersen Morland	Nor	46	20	24	13	dsq	4	107
22	HUN 8166	Tibor Tenke	Jozsef Bendicsek	Ore	39	11	18	21	31	31	112
23	GER 7991	Matthias Miller	Manuel Voigt	UB	35	35	27	16	2	ocs	115
24	CRO 7955	Dan Lovrovic	Marin Lovrovic Sr.	Isol	48	9	8	31	40	27	115
25	ITA 7488	Roberto Benamati	Dodo Natucci	Gar	9	21	bfd	15	37	42	124
26	CAN 8143	Brian Cramer	Tyler Bjorn	LOC	20	32	bfd	24	27	29	132
27	ARG 8212	Juan Kouyoumdjian	Alejandro Colla	Lar	17	dnf	7	32	59	21	136
28	BRA 8300	Peter Ficker	Ronald Seifert	SAN	26	26	9	34	43	dnc	138

Results Sheet continues on next page

European Championship, Continued

29	BRA 8091	Gastao Brun	Marco Lagoa	RdJ	22	17	40	43	42	19	140
30	ITA 7276	Albino Fravezzi	Fabio Fravezzi	SG	23	dnf	53	1	17	47	141
31	GER 9	Johannes Babendererde	Philipp Stanjek	Moh	13	22	33	52	35	40	143
32	NZL 8061	Rohan Lord	Miles Addy	Isol	40	28	42	39	24	16	147
33	ITA 7549	Andrea Nevierov	Alessandro Nevierov	FdiT	62	42	4	49	26	32	153
34	BRA 8046	Horacio Carabelli	Neto Cesar Gomes	RdJ	72	19	15	38	66	17	155
35	CHI 8181	Rodrigo Zuazola	Robert Riegel	Val	34	36	11	48	34	43	158
36	BRA 8282	Alessandro Pascolato	Henry Raul Boening	GuB	38	27	14	42	47	38	159
37	GER 8141	Hubert Merkelbach	Gerrit Bartel	UB	30	37	41	35	45	18	161
38	NED 8188	Sander Jorissen	Erik Veldhuizen	Hol	49	15	45	19	36	dnc	164
39	NED 8070	Chris Frijdal	Rob Edens	LO	36	48	10	50	41	34	169
40	GER 7989	Peer Wilhelm	Nils Hollweg	KF	33	49	30	65	25	35	172
41	GER 8311	Axel Hampe	Chris Conrad	ZuW	64	41	28	37	48	24	178
42	FIN 8094	Makila Jali	Erkki Heinonen	FIN	31	44	43	41	20	dns	179
43	GER 8016	Hubert Rauch	Andreas Fuerer	And	71	24	65	46	23	23	181
44	ITA 8164	Valerio Chinca	Massimo Ciano	PdF	52	30	32	23	50	51	186
45	ITA 7881	Andrea Racchelli	Massimiliano Ferrari	VE	15	dnf	bfd	44	8	30	191
46	ITA 8281	Luca Modena	Marchesini Michele	NG	27	38	bfd	6	28	dsq	193
47	ITA 8030	Pierpaolo Cristofori	Giovanni Stilo	Rom	32	29	55	40	58	37	193
48	NED 7633	Jan Willem Kok	Gep Van Der Krogt	LO	18	51	80	47	61	33	210
49	ITA 8014	Andrea Gancia	Fabio Toccoli	NG	37	dnf	23	54	62	39	215
50	SUI 8257	Christoph Gautschi	Alex Gouda	Bod	78	45	58	29	44	41	217
51	UKR 8096	Yevgen Avksentiyev	Kostyantyn Kondratuyk	Ukr	58	50	38	57	29	45	219
52	DEN 8232	Henrik Dannesboe	Claus Lauritsen	Sem	42	dnf	71	33	51	26	223
53	ITA 8081	Renato Irrera	Corrado Cristaldini	Pal	88	52	52	28	65	28	225
54	NED 7541	Peter Von Vaen	Paul Golsh	--	55	47	44	dns	33	48	227
55	AUT 7846	Gerhard Weinreich	Tobias Schott	H	45	65	19	66	53	52	234
56	USA 8279	Claude Bonanni	Richard Bergess	TaB	47	58	47	45	70	53	250
57	SWE 7978	Ingvar J-Son Krook	Par Nilsson	AR	67	53	51	63	46	50	263
58	SUI 7645	Daniel Wyss	Darin Jensen	ZU	69	46	54	61	55	49	265
59	ITA 8202	Paolo Nazzaro	Stefano Bezzi	LdB	59	40	76	58	56	54	267
60	RUS 8047	Dmitriy Vokhmintsev	Vyacheslav Kaptyuchin	StP	43	dnf	17	60	54	dns	268
61	GER 7960	Frank Thurner	Kai Nitsche	ZuW	81	54	20	64	76	61	275
62	GER 7577	Christian Paucksch	Christian Knoll	Sta	63	dnf	26	55	39	raf	277
63	ITA 8200	Riccardo Improta	Andrea Lupoli	Cap	25	55	77	53	68	dns	278
64	DEN 8225	Jergen Svendsen	Jens Chr. Jurlander	DF	66	dnf	37	69	71	36	279
65	RUS 7347	Viktor Solovjev	Andrei Berezhnoy	StP	75	31	57	56	63	dnc	282
66	GER 8160	Florian Von Linde	Tobias Steffens	ZuW	44	61	68	68	69	46	287
67	GER 7944	Klaus Kappes	Steffen Rutz	UB	60	dns	46	59	72	62	299
68	SUI 7912	Martin Ingold	Beat Stegmeier	TB	76	dsq	79	62	49	44	310
69	ITA 8120	Davide Cassini	Andrea Giannotti	SG	65	64	49	73	86	60	311
70	GER 8026	Walter Soellner	Xavier Soellner	CBM	51	60	13	dns	dnc	dns	312
71	SUI 8133	Hans Stoeckli	Axel Erbe	Rap	70	dns	59	77	52	58	316
72	USA 8189	William Fields	Alejandro Bugacov	SMB	53	57	bfd	79	73	55	317
73	SUI 7717	Peter Erzberger	Falko Bier	TB	54	59	21	dnf	dnc	dns	322
74	GBR 7665	Kenny Robertson	David Sword	Isol	56	dnf	75	80	64	59	334
75	HUN 7961	Huba Holovits	Andras Felegyhazy	Bud	80	56	62	70	67	dnc	335
76	ITA 8258	David Berti	Marco Favetta	SG	85	39	78	dns	77	57	336
77	RUS 8119	Vitaly Tarakanov	Aleksey Bushuov	Mosc	68	dnf	73	dnc	15	dnc	344
78	ITA 7509	Aldo Comper	Silvano Morini	NG	dnf	dnf	39	74	75	64	346
79	SLO 7888	Antoncic Bostjan	Gennadi Strakh	Slov	57	dnf	61	75	60	dnc	347
80	AUT 8226	Hans Spitzauer	Christian Nehammer	Att	41	25	dnc	dns	dnc	dns	348
81	AUT 8249	Roberto Tomasini Grinover	Gunnar Bahr	AU	61	62	50	dnc	87	dnc	354
82	ITA 8057	Antonio Balderi	Roberto Cinquini	PDV	89	63	74	71	80	66	354
83	ITA 8089	Michele Orlando	Luigi Caffarelli	Pal	86	dns	64	67	84	56	357
84	POL 7858	Arek Wierzbicki	Krzysztof Pawtowski	Isol	74	dns	72	72	74	67	359
85	ITA 7128	Giuseppe Ritucci	Giovanni Guccione	Cap	84	66	67	dnf	79	65	361
86	ITA 7698	Mario Fravezzi	Giovanni Gobbi	SG	79	dns	82	51	88	63	363
87	GER 8018	Robert Niemczewski	Anne Pasemann	BF	73	dns	66	81	78	68	366
88	GER 7946	Hermann Weiler	Thomas Schmid	Neu	87	67	81	78	81	69	376
89	ITA 8330	Daniele Mugnaini	Davide Mugnaini	PDV	91	68	56	dsq	85	dns	394
90	HUN 7026	Viktor Martin	Miklos Bezeredy	Ore	77	dns	69	76	82	dnc	398
91	ITA 7845	Andrea Poli	Vittorio Santerini	Viar	82	dnf	48	dns	dnc	dns	412
92	ITA 8178	Vito Moschioni	Matteo Ceruti	FdAL	83	dns	dnc	dns	57	dns	422
93	AUT 8321	Harald Wirth	Florian Bauer	AU	90	dns	dnc	dnc	83	dns	455



Tenke and Bendicsek, Kusznierevicz and Holc, and Percy and Simpson,



Flavio Marazzi and Enrico de Maria, winners of the European Championship

ISAF WORLD CHAMPIONSHIP REPORTS

Based on reports by Lynn Fitzpatrick

Photos by Fried Elliott

Cascais – There is a Galaxy of Talent Assembled Here

July 1, 2007

The sailing venue in Cascais is incomparable. A 17th century citadel sits up on the point and is surrounded by a café and shop lined promenade at sea level and a modern marina. While all of the Olympic classes have their designated areas along the half mile long promenade, everyone shares their favorite cafes. The sailboards have shaded racks. The Ynglings and the Stars have cranes that are operated around the clock. There are plenty of ramps and there is a ton of security. Hundreds of colorful RIBs are moored in clusters offshore waiting for their sailing teams to take to the water.

Beyond the historic beauty of Cascais, the wind conditions have been terrific. The tag line for the regatta is “the wind is calling”. For the past two weeks it would have been more appropriate to say, “the wind is whistling.” Winds on the inner of the five designated courses have been in the high teens to twenty plus- knot velocity. Outside, where the Stars have been practicing, the sea breeze has been in the twenties with gusts over thirty knots. Today, Sunday, was unusual. Swells that were spreader height on the Stars with a duration of about 14 seconds. The breeze was 10-12 knots throughout the early afternoon. Teams focused on making check stay and shroud adjustments in lighter conditions. Looking at the swells and the wave set, whoever has the most speed and pointing ability on port tack will do exceptionally well in the regatta.

Skippers and crews are looking fit having come off of America’s Cup campaigns and sailing a string of regattas in Europe this spring. Looking particularly trim is one of the most decorated crews, Marcelo Ferreira. Marcelo and Torben Grael have been sailing together for over 15 years during which time they have won three Olympic medals and a Star World title in addition to numerous Brazilian and South American championships. Torben Grael, just off an America’s Cup campaign, did not lose any time getting to Cascais. Not having sailed a Star since the Athens Olympics, where he and Marcelo won the gold, Torben is adjusting to not being able to see what is going on across the entire course, changing gears quickly and working closely with just one other teammate. Torben wishes that he had been able to spend more time in Cascais, knowing that the galaxy of talent assembled has had extended training sessions here throughout the spring and each team is intent on qualifying its country for the 2008 Olympics in Qingdao, China.

Consistency Accounts for a lot at the Cascais Worlds

July 3, 2007

After the first day of racing at the 2007 Star World Championship in Cascais, Portugal, the 2005 and 2006 world champions are tied for the lead. Hamish Pepper and Carl Williams, the reigning world champions, and Xavier Rohart and Pascal Rambeau, the 2005 world championship team, each have 4 points following two races in a split fleet. Working with a thirty boat fleet and a shorter course than is

usually sailed, Pepper / Williams, Rohart / Rambeau, and Iain Percy and Andrew Simpson of Great Britain, were able to pull off impressive starts, round the first weather mark in first place and extend their leads so that they finished with a notable gap behind them. In fact, Rohart / Rambeau won their race with more than a minute’s jump on second place finishers Italians Diego Negri and Gigi Vaile. Sailing consistently, each of today’s top ten teams have only single digit finishes.

Low clouds hung over the headlands and extended as far as the eye could see over the water. A small swell and 8-10 knots of breeze that picked up to the point that it whistled through the halyards of some of the spectator boats, prevailed throughout the day. According to Alfonso Domingos, currently ranked eighth by ISAF in the Star and a Cascais native, “the wind conditions that we saw today were normal given today’s cloud conditions.” Hamish Pepper and Iain Percy concurred that the conditions favored the right side of the course. All are a bit concerned about what are likely to be shifty conditions on the other courses that are tucked up closer to shore.



Iain Percy and Andrew Simpson leading the pack

Six of today’s top finishing teams are among the top ten Star teams as ranked by ISAF. While many of the teams; such as Rohart / Rambeau, Negri / Viale, Scheidt / Prada, Kuznierewicz / Zycki and Pickel / Borkowski have been sailing as many ISAF ranking regattas as possible throughout the past year; others have put in a lot of time on the water, albeit not in a Star. The Pepper / Williams, Percy / Simpson, Horton / Nichol, Grael / Ferriera, Bruni / Nobili, Szabo / Scott and Mendleblatt / Liljedahl teams have had limited training and racing together in a Star because one or the other or both have been involved in America’s Cup campaigns. Always trying to perform their best among such talented competition, many skippers and crews dispensed with national alliances and practiced for the world championship with other Star skippers or crews who were waiting for their teammate’s fate to be determined in Valencia. Alinghi’s victory today has sealed the fate for the last of those registered for the Star World Championship. Mark Mendelblatt, whose Star is in the water waiting for him, may be able to race in Cascais.

Are Xavier Rohart and Pascal Rambeau on Their Way to Winning Their Third Star World Championship in Cascais?

July 4, 2007

France’s Xavier Rohart and Pascal Rambeau sailed a stellar 1, 2 today during the third and fourth races of the 2007 Star World Championship in Cascais, Portugal. Sunny skies, a four to five foot short swell, chop and a shifty racecourse didn’t stop the pair from continuing to rack up impressive results.

Close on the heels of the 2003 and 2005 Star World Champions are Brazilians Robert Scheidt and Bruno Prada. Robert and Bruno have not had a finish out of the top three since the 2006 Miami Olympic Classes Regatta, over a year and a half ago. At last year's Star Worlds in San Francisco, Robert and Bruno finished second and Xavier and Pascal finished third behind New Zealanders Hamish Pepper and Carl Williams. While all have devoted a lot of time to practicing in Cascais, none will savor the taste of victory as much as Robert and Bruno.



Hamish Pepper and Carl Williams lead
Robert Stanjek / Markus Koy, Torben Grael / Marcelo Ferreira
and Francesco Bruni / Gilberto Nobili

Some of today's more memorable sites out on the water were watching Portugal's Alfonso Domingos and Bernardo Santos and two time Star World Champion skipper Alexander Hagen and crew, Firthjof Kleen come off a pin end start, catch the first shift and cross the fleet. The Portuguese fans let out cheers as Domingos / Santos rounded the first weather mark in first place.

We'll need to come up with a name for a constellation that may never have been seen before – a cluster of four gold stars – Grael / Ferreira, Lööf / Ekström, Pepper / Williams and Hagen / Kleen all rounded a weather mark in a pack and sailed most of their first race of the day in close formation. Julio Labandeira, the oldest competitor among all of the classes at the combined world championship, and crew Enrique Della Torre, finished 6th in their second race of the day.



Xavier Rohart and Pascal Rambeau

In the press conference that followed today's sailing, both Xavier Rohart and Robert Scheidt stressed how important getting a good start is in the Star fleet. The time elapsed from when the first boat rounds a mark until the last boat rounds the mark is often less than a minute and a half. It is very difficult to recover from a bad start and sail through the fleet. Percy /

Williams managed to do so today, but some of their rivals were not as successful at clawing their way back to the top of these strong fleets.

Consistency Continues to be the Theme

July 5, 2007

Consistency continues to be the theme in the Star Class at the ISAF Sailing World Championship 2007 in Cascais, Portugal. Robert Scheidt and Bruno Prada, Iain Percy and Andrew Simpson, Xavier Rohart and Pascal Rambeau sailed two first, two second and two third place finishes, respectively today. Scheidt / Prada lead the regatta with 8 points following their discard. Two points behind them are the Frenchmen and the Englishmen follow by another two points.



Mateusz Kusznierevicz and Dominik Zycki

An outgoing tide flowing against the swell and the wind made for difficult conditions for the start of the first race. With the benefit of a general recall and an abandoned start, Percy / Simpson nailed the start at the boat end of the line and led a small pack, which included Irishmen Maxwell Treacy and Anthony Shanks, to the right side of the course. Percy / Simpson led around the top mark with Mateusz Kusznierevicz and Dominik Zycki following close behind. Pepper / Williams and Rohart / Rambeau had slightly better than mid-fleet mark roundings. While Percy / Simpson favored the right side of the course on the beat and the left side on the run, Rohart / Rambeau and Pepper / Williams played the shifts up the middle of the course and scrambled back to third and seventh place finishes, respectively. When asked about his recovery to a third place finish, Xavier Rohart sighed and said that "there were a lot of very good people in the yellow fleet today." Rohart sails conservatively and rarely bangs corners, so he was more than satisfied with his finishes. Why fix something when it's not broken?

Percy / Simpson sailed a nearly identical first beat in the second race of the day. Kusznierevicz / Zycki rounded within striking distance. The pair of boats extended their leads on Rohart / Rambeau and the rest of the fleet.

Kusznierevicz / Zycki challenged Percy / Simpson throughout the race. On the third weather leg Percy / Simpson, who were to leeward and behind, took advantage of a right hand shift and were able to recapture the lead because Kusznierevicz / Zycki effectively over stood the weather mark. Pepper /

Williams, Prof O'Connell and Ben Cooke, and Iain Murray and Andrew Palfrey sailed a pair of good races today in the yellow fleet in addition to the English, French and Poles.



Iain Percy and Andrew Simpson

Robert Scheidt and Bruno Prada were on fire today. The Brazilians led around every mark except for the final weather mark of their second race of the day. As they sailed up the right side of the course Freddie Lööf and Anders Ekström went on the attack. The Swedes sailed through the Brazilians lee with yet another right hand shift at the top of the beat. Scheidt / Prada took advantage of a little more pressure on the right during the run and a wind shadow that the Danish team of Benny Andersen and Morgens Just threw on Lööf / Ekström, to skate into the lead and finish twenty seconds ahead of the Swedes and Danes.



Robert Scheidt and Bruno Prada

The current, short chop and breeze fostered a number of collisions during the day. Portuguese sailors, Henrique Anjos and Afonso Marques lost their forestay during a collision and had to retire from the first race and could not sail the second. The team is filing for redress. If redress is awarded then they will move up in the preliminary standings and be eligible to sail in the gold fleet for the remainder of the regatta. At the moment, the Fins, Staffan Lindberg and Erkki Heinonen, are straddling the gold/silver fleet line for the rest of the championship.

The biggest surprise for the day came from Marin Lovrovic Jr. and Mikulicic Sinisa of Croatia. Three of the four Croatians in the regatta are related. Marin Lovrovic Sr. is crewing for Marin Lovrovic Jr.'s younger brother, Dan. Up until about a year ago Jr. sailed with Sr. Jr. and Sinisa sailed a 6, 2 in the blue fleet and are now in 16th for the regatta. Italians Francesco Bruni and Gilberto Nobili and Portuguese Afonso Domingos and Bernardo Santos each scored 11 points in today's two races.

Tomorrow is a lay day. It is a day for working on the boats, practice for some and golf for others, such as Bermudian Peter Bromby.

Trying Conditions for All out on the Star Course at the 2007 ISAF Sailing World Championship

July 7, 2007

The loud moan that Mateusz Kuszniwicz let out as he tried to approach the first weather mark from the port tack lay line and watched Iain Percy and a number of other boats coast around it, said it all. There was no need for translation. The winds and the current frustrated the Race Committee and the sailors alike. The fleet followed the Race Committee halfway to Lisbon before the winds turned on enough to start a race. Unfortunately the wind did not settle down for a while. It took an hour of fits and starts and going from being fully hiked to standing up in the boat searching for breeze, before the first race was called for both the Gold and the Silver Fleets.

Following a general recall, the second start of the Gold fleet was held up so that the fleet's start would not interfere with the Silver fleet's run and leeward mark rounding. As the wind died, the natives got restless and started to make a lot of noise. Within minutes, both races were abandoned. So, with many hours on the water, only one race was sailed in the Gold fleet.

Irishman Maxwell Treacy, when asked about the abandonment of the Silver fleet's race said, "I was doing well, but that doesn't mean anything."

American, John Dane commented that "you hope that you have your horseshoe with you for good luck" out on that course. Dane's win was not solely due to good luck. He used the knowledge that he gained through a general recall and abandoned start down at the pin end. Dane / Sperry played the current so that they set up high, dipped below the line and executed a perfect pin end start. He said that everyone was changing gears out on the course all of the time and noted that it is much more difficult to change gears in a Star than in many of the other boats out there. With running back stays and check stays and masts that are raked forward several degrees during downwind legs, there are a lot of adjustments to make throughout the race. Dane / Sperry are happy to have done well in today's exhausting conditions and are trying hard to qualify the US for the Olympics in Qingdao.



Matthias Miller and Manuel Voigt leading the way

News from the Star fleet in Cascais

July 8, 2007

The Gold fleet started their first race nearly a leg and a half of the Silver fleet's first start. Wind conditions throughout the day were up and down. Yesterday's extreme light air did not return to the course, but crews had to pay attention to shifts, micro bursts and puffs that didn't necessarily move down the course as fast as expected. The regatta leaders were fairly evenly spread across the line for the first start. Current within the washer machine made starting conditions difficult. The heartbreaker came for Mateusz Kusznierewicz and Dominik Zycki when the pin's anchor rode got caught between their skeg and rudder. By the time that they parted company with the pin, they trailed the fleet by 200 yards and about 2 minutes.

As the top of the Gold fleet got mixed up with the Silver fleet Xavier Rohart and Pascal Rambeau took the lead. Murray / Palfrey hung tough throughout the race and Robert Scheidt and Bruno Prada moved their way from twelfth around the first weather mark to seventh around the second weather mark to a 30-second lead by the time they reached the third weather mark. Their biggest gain came on the second run. Hamish Pepper and Carl Williams and Mark Reynolds and Hal Haenel also worked their way up through the fleet.

Current played a major factor during the many attempted starts of the Gold fleet's second race. As you can imagine, the black flag came out and there were two general recalls under the black flag. Boats sent home for the day included: Pickel / Zycki, Grae / Ferreira, Dane / Sperry, Marazzi / Christen, Miller / Voigt, Stanjek / Koy and Szabo / Scott. At one point during the attempted starts, many competitors were so hot and the wind was so light that they took their spray tops off. By the time the actual race was started, they were suited up and ready for heavy air conditions again.

Probably the most aggressive starter on the line, Percy / Simpson rounded the weather mark first followed by Rohart / Rambeau, Bromby / McNiven and Kusznierewicz / Zycki. Percy / Simpson extended their lead throughout the race and they were so far ahead that the rest of the fleet could use them as a great judge of the conditions up to weather. Their win was as close to a horizon job as there has been in this regatta. Scheidt / Prada had a fantastic final run and passed Kusznierewicz / Zycki to take second. Rohart / Rambeau finished fourth and Negri / Viale finished fifth.

(And with this the ISAF Worlds ended. The medal races scheduled for Monday, July 9, were blown out with winds reaching 35 knots. Robert Scheidt and Bruno Prada won the Star event with 15 points, followed by Xavier Rohart and Pascal Rambeau in second and Iain Percy / Andrew Simpson in third.)



Winners Robert Scheidt and Bruno Prada on their way in from the abandoned Medal Race

ISAF WORLD CHAMPIONSHIP

GOLD FLEET

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Points	
1	BRA 8127	Robert Scheidt	Bruno Prada	GuB	2	4	3	1	1	1	29	1	2	15
2	FRA 8107	Xavier Rohart	Pascal Rambeau	NI	3	1	1	2	3	3	7	2	4	19
3	GBR 8261	Iain Percy	Andrew Simpson	Sol	1	8	2	5	2	2	4	8	1	25
4	NZL 8292	Hamish Pepper	Carl Williams	Isol	3	1	7	19	7	1	2	5	6	32
5	ITA 8266	Diego Negri	Luigi Viale	VE	4	2	2	5	9	5	5	4	5	32
6	POL 8170	Mateusz Kusznierewicz	Dominik Zycki	Isol	1	8	1	10	1	4	19	16	3	44
7	GER 8213	Marc Pickel	Ingo Borkowski	Brm	2	7	3	8	11	7	8	6	bfd	52
8	SWE 8256	Fredrik Lööf	Anders Ekström	BK	9	9	4	1	2	8	17	18	7	57
9	AUS 7836	Iain Murray	Andrew Palfrey	LMac	6	17	8	8	4	12	12	3	22	70
10	POR 8309	Afonso Domingos	Bernardo Santos	CP	12	3	5	13	7	4	16	21	13	73
11	ITA 8180	Francesco Bruni	Gilberto Nobili	Pal	11	5	22	3	8	3	23	10	12	74
12	USA 8320	Mark Reynolds	Hal Haenel	SDB	5	6	17	11	14	6	18	7	14	80
13	BRA 8210	Torben Grael	Marcelo Ferreira	Gua	14	9	6	3	24	13	6	9	bfd	83
14	IRL 8254	Maurice O'Connell	Ben Cooke	Isol	11	10	12	4	8	6	14	22	20	85
15	CRO 8280	Marin Lovrovic Jr.	Sinisa Mikulicic	Isol	16	14	5	17	6	2	30	12	16	88
16	GER 8149	Alexander Hagen	Frithjof Kleen	Glu	10	6	8	15	4	11	22	20	19	93
17	USA 8268	John Dane	Austin Sperry	MoB	7	11	14	6	12	19	1	28	bfd	98
18	USA 8156	Andy Horton	Brad Nichol	NB	7	4	20	19	11	5	13	23	bfd	102
19	SUI 8296	Flavio Marazzi	Christoph Christen	TB	6	7	10	16	19	7	27	11	bfd	103
20	ITA 8014	Alberto Barovier	Ferdinando Colaninno	SG	15	2	13	7	5	17	20	26	bfd	105
21	BER 8272	Peter Bromby	Bill McNiven	Isol	16	20	9	9	24	8	10	25	9	105
22	GER 7991	Matthias Miller	Manuel Voigt	UB	13	13	20	2	14	9	24	13	bfd	108
23	GER 7971	Robert Stanjek	Markus Koy	BF	4	11	6	7	25	22	9	24	bfd	108
24	AUT 8226	Hans Spitzauer	Hans Ch. Nehammer	Att	18	14	11	15	10	17	15	29	10	110
25	ESP 7581	Roberto Bermudez De Castro	Pablo Arrarte	P-San	19	21	4	14	15	14	21	17	8	112
26	NOR 8234	Eivind Melleby	Petter Morland	Nor	8	10	18	16	15	14	dsq	19	15	115
27	USA 8273	George Szabo III	Andrew Scott	SDB	20	16	12	11	9	18	3	27	bfd	116
28	POR 7760	Henrique Anjos	Afonso Marques	FdeL	15	22	9	13	rdg	rdg	11	31	18	117.6
29	ITA 8281	Luca Modena	Michele Marchesi	NG	5	25	17	14	18	9	26	30	11	124
30	GRE 8192	Leonidas Pelekanakis	Georgios Stylianos	Gre	13	29	10	21	12	16	28	14	17	125
31	HUN 8166	Tibor Tenke	Jozsef Bendicsek	Ore	18	19	14	4	13	26	26	15	21	130

SILVER FLEET

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	Points	
1	IRL 8158	Maxwell Treacy	Anthony Shanks	Isol	19	23	7	27	6	23	1	1	80
2	USA 8222	Rick Merriman	Richard Peters	SDB	12	15	16	9	17	19	3	8	80
3	FIN 8094	Staffan Lindberg	Erkki Heinonen	Fin	24	12	15	18	5	18	9	4	81
4	ARG 7213	Julio Labandeira	Enrique Della	OL	10	28	16	6	16	25	2	13	88
5	DEN 8147	Benny Andersen	Mogens Just	DF	14	24	25	20	3	16	6	6	89
6	SUI 7990	Daniel Stegmeier	Beat Stegmeier	TB	25	16	15	26	16	12	5	2	91
7	ITA 8290	Silvio Santoni	Sergio Lambertenghi	NG	17	13	11	17	13	15	17	14	100
8	ARG 8212	Juan Kouyoumdjian	Alejandro Colla	Lar	21	12	23	12	10	16	23	15	109
9	AUS 7860	Andrew Landenberger	Simon Reffold	LMac	22	15	13	22	29	24	13	3	112
10	RUS 7	Sergey Shevtsov	Roman Sadchikov	StP	24	17	24	21	17	10	14	7	112
11	USA 8286	Karl Anderson	Edward Morey	BH	17	3	22	20	25	23	18	17	120
12	SUI 8232	Henrik Dannesboe	Michael Mutti	Sem	8	27	21	12	29	13	12	dnf	122
13	NZL 8061	Rohan Ladd	Miles Addy	Isol	23	5	19	10	21	15	dnf	dnf	124
14	UKR 8205	Kostiantyn Datsenko	Oleksandr Yevseyenko	Ukr	20	26	18	24	23	20	19	5	128
15	NED 8188	Sander Jorissen	Erik Veldhuizen	Med	22	20	21	22	23	11	21	12	129
16	ARG 7907	Fabian Macgowan	Nicolas Rosas	OL	21	23	23	25	20	28	8	11	131
17	SWE 8298	Tom Lofstedt	Martin Larsson	RS	27	22	dnf	dnf	18	24	7	10	140
18	UKR 8247	Vasyl Hureiv	Volodymyr Korotkov	Ukr	25	25	26	18	26	25	4	21	143
19	JPN 8144	Kunio Suzuki	Daichi Wada	Isol	28	21	27	28	21	21	16	9	143
20	ITA 8076	Luca Simeone	Vittorio Landolfi	Rom	9	24	25	bfd	28	20	10	dnf	148
21	ITA 8242	Giullio Gatti	Manuele La	IC	26	18	19	23	22	26	ocs	10	150
22	CAN 8143	Brian Cramer	Tyler Bjorn	LOC	30	26	24	24	28	27	20	18	165
23	CRO 7955	Dan Lovrovic	Marin Lovrovic	Isol	29	19	28	25	20	22	ocs	dnf	174
24	HUN 7799	Márton Gereben	Peter Gereben	Ore	26	30	dnf	dnf	27	29	11	20	175
25	CHI 8181	Rodrigo Zuazola	Robert Riegel	Val	29	dnf	26	23	dnf	dnf	15	19	176
26	KOR 8098	Hongchul Jin	Sangsuk Kim	Isol	23	27	dnf	dpi	dsq	21	22	dnf	189
27	NED 7753	Marc Blee	Gert Van	Med	28	18	30	30	22	dnf	dnf	dnf	191
28	SUI 8085	Lorenz Zimmermann	Daniel Christen	LUV	dsq	31	27	27	28	27	dne	22	193
29	LAT 8135	Eizens Cepurnieks	Alexander Muzicenko	Isol	27	28	28	26	27	28	dnf	dnf	195
30	ESP 7420	Jose Francis Garcia De Soto	Santiago Cuervas Mons	Lar	dnf	29	29	28	30	30	dnc	dnc	210
31	MON 8276	Marco Marchesi	Eric Barrabino	MO	30	dnf	28	29	dnc	dnc	dnc	dnc	216



Mateusz Kuszczewicz and Dominik Zycki showing downwind form



Robert Scheidt and Bruno Prada leading the pack at the ISAF Worlds

ATTILA, THE SUPERSTAR

by Eric Vibart

(Reprinted from *Carré Voiles*, n° 8, March, 2007)

What do you get when you build a Star whose dimensions are multiplied by 3? The Attila! She was the most astonishing creative venture of the 1950's, the terror of the starting line which drew looks of astonishment.

"This boat was unimaginable!" exclaimed Jean Campistron at his Polynesian retirement home in Moorea. "An amazing machine! One evening I saw it arriving at the docks of the Société Nautique de Marseille. It approached without the engine running and I saw two Spanish guys jump off and embrace terra firma. The boat came from Portugal and I understood that they had just returned from a long test sail. I was far from doubting that I would find myself one day at the helm of this boat."

The owner of Attila, Albert Debarge, was one of the best French Star sailors of post-war period. He was runner-up at the 1957 World's in Havana with Paul Elvström as crew.¹ Member of the Cercle de la Voile de Paris, he had built a formidable reputation as a skipper and an ace in light winds. As owner and director of the Laboratories Toraude, his ample means allow him to maintain his boats in best conditions and to go everywhere in the world to participate in sailing events. Being a man who liked to experiment, the creation of Attila was founded on a simple idea: if a Star, an Olympic keelboat, is fast boat able to go upwind at 32° off the wind, a Star which is three times as big will show same qualities in ocean racing. For his model, Albert Debarge chose his Star 3172, a boat built by the American Skip Etchells with which he sailed in the 1957 Star World's. He contacted Jean-Jacques Bonnin, a partner at Arcachon Shipyard, whose yard was in Cascaïs, Portugal, to build the boat.

"Building a boat by multiplying a coefficient was a current practice among the boat builders, producing commercial craft and pleasure boats alike," remarks François Chevalier, historian of yachting and a naval architect. "You take the line drawings and adapt them to the needs of the customer! If you want to multiply the dimensions of a boat by three, surfaces must be squared, or multiplied by nine, and volumes must be

¹ Albert Debarge of Paris took second in the 1957 World Championship series, the last that would (ever?) be sailed at Havana. His crew was Paul Elvström, the world famous Dane who had won three Olympic gold medals in the Monotypes and would take yet another in 1960. Debarge spoke no Danish and Elvström no French, but both were fairly capable in English and sailed the series in that language. It was agreed that Paul would be the tactician, an arrangement that obviously succeeded. He always enjoyed telling about one minor breakdown in communications. The skipper had just executed a perfect start at the right end of the line and Elvström immediately called, "Tack!" The Danish word tak means thanks; and Debarge, thinking that Paul was congratulating him on the start, and happy to show his knowledge of at least one word of Danish, said "Don't mention it," and sailed serenely on. (From Ogilvy's "A History of the Star Class")

cubed, or multiplied twenty-seven. Then the builder has to take in account all of the structural analysis according to the forces which will be exerted. A frame timber three times as big is not enough to support the ballast which is twenty-seven times heavier! This is not really sound naval architecture and as a principle has its limits. For example, a good crew of a Star weighs in the 100 kilos. If one carries out this logic, then twenty-seven crew-members would be necessary to hold Attila down!"

The boat, built of double planked of red cedar for a total thickness of four centimeters, was impressive in all of its dimensions. More than 20 meters length and 5 meters wide, it was equipped with an elegant low cabin, which sheltered luxurious appointments below done in impeccable taste. There was a bathroom with bathtub which had movable partitions which were painted to look like marble. Both the admirers and the scoffers of the boat would comment about so-called marble bathroom on the Attila for the next 20 years!



Attila with its original single spreader rig

An incident which occurred during the launching of the boat, in which a lifting sling broke causing the boat to fall back onto its cradle, fed the first legend of a boat born under a strange star. "A new sling was passed under the boat and the boat was



You name it. It belongs to M. Albert Debarge, of Paris

PHOTO FROM THE 1900 LOG

launched without further incident,” reported Jean-François Bonnin, who has a film of the launching.

In the water Attila was just as impressive as it was on land. The mast, with single spreaders, was thirty meters tall, and was held laterally by a pair of lower stays. Without a standing backstay, it was equipped with double running backstays which soon become triple as was the case on the wooden masts of the Stars of the time. But more striking was 259 m² of sail area with close to 350 m² of spinnaker which was added to the make one gigantic sail area to which the rigging had to be adapted.

Albert Debarge brought Attila up from Portugal with a skipper named Sterckx, two Spanish sailors, along with a small crew made up of friends of Jean Castel, prince of the Parisian nights. Attila showed what she was made of right from the

beginning. Fast, very revolutionary, capable of quick acceleration, she flew in light wind and left behind her the wake of motorboat. But as soon as the wind came up, she tended to creak and to pound the waves. All of the people who have ever sailed on her reported the strange noise of this boat’s flat bottom, sometimes heard at night at a considerable distance, and the enormous wake like that of a motor yacht even though the engine was not running.

When the winds were over 20 knots there were serious questions about the ability of the boat to handle these conditions. “In Mediterranean tempests we were scared to death!” reported Thierry Debarge, son of the creator of Attila.

“Debarge was a brilliant guy, very much a gentleman of the world, and not just a little proud of his boat,” remembers Jacques Puisségur, president of the French Star Class Owners Federation. “It was launched to challenge Agnelli, the owner of FIAT, who had superb 12 meter, Tomahawk, and he wanted to tan his hide with Attila. Like a Star, Attila was fast off the starting line and thus took the advantage of her competition. The interior of the boat was very luxurious, and because of the extra weight due to all of this luxury the boat was a little low in the water.”

Attila, which was maintained year round by a Spanish sailor, wintered in Marseilles and spent the high season in Saint-Tropez where Albert Debarge gathered together with Jean Castel’s entourage at the Epi Plage, a top-of-the-line vacation resort. While Eddie Constantine would sing “Cigarettes, whisky et p’tites pépées” all the high-speed motorboats of the place converged on Attila. Debarge, completely surrounded by young creatures, was one

of the lords of a festival which never seemed to end. Consequently Attila seldom had the crew which it deserved. Whether for good or for bad, getting crews for real racing gave way to sailing the boat with tourists and false, ingenuous hangers-on in search of seasickness.

“The boat was so impressive,” commented Jean-Nicolas Boudalétoff, then a young star sailor. “The boat took off like a rocket, with unbelievable acceleration for the boats of the time. The mainsail was unreal with the incredibly large battens in both length and thickness. The mainsheet was led to a coffee grinder winch placed at the back of the boat, and the jib sheets were also led back to the stern. The whole thing was truly amazing! I was very concerned about the jib, which was high and narrow, because the winches, one on each side of the

cockpit, appeared to be under-sized. With nearly 20 knots of wind I saw a jib fairlead tear right off the deck! The weak point of the boat was its sails which worked badly. The chute was difficult to control with the fabric digging into the water constantly. Also, on a reach the boom would often dig into the water. Close-hauled Attila was perfect, but she became delicate while reaching as well as running because of the risk of broaching."



A view of the bottom before the keel, rudder and skeg were attached

"Aside from having to retire from races because of the playboy and playgirl crews who would routinely get seasick, Attila often had to give up a race because of such things as broken mainsheets and other lines which were too small. But contrary to a legend which still circulates, the boat never broke the mast. When the boat sailed in good conditions of average breezes, it was a terror which left everyone behind. Jean Campistron, former commando of Indo-China and National Technical Director of long distance racing who has sailed in all the seas of the world says that he was at the helm in 20 knots of wind. "Like the Star, it was a planing boat, but in strong winds it was necessary to have two people at the helm because you didn't know when the boat was going to broach to windward. It was absolutely exhilarating! For me, I had the adrenalin streaming into my blood while the Spanish sailors crossed themselves and recommended themselves to God. It was necessary to be doubly precautious in operating the backstays. At the moment of taking up the slack there was a boom like that of a gun going off when the when the trigger is pulled! One night at sea while I was in my berth I felt things falling me. I lit the lamp: the boat was opening up and small pieces of caulking from the deck were falling on me from above!"

Because the boat was so difficult to handle, Attila was modified at the beginning of the 1960's. A ton of ballast is removed to her, a Mercedes engine was installed and its sail

plan was modified to a yawl without the performance suffering much from changes.



Attila in dry dock after its conversion to a yawl

The owner of Attila, Albert Debarge continued to carry on his business and sailing his Star at top-level competitions. In 1960 he came in fourth at Kiel Week and third at the European Championship. The following year, he won the European Championship in Kiel and, in 1963, took the title of Champion of France. On board Attila, he took two Class I Giraglia Championships in 1964 and 1965. Although penalized by its rating, Attila sailed to wonderful finishes in real time.

In an impromptu manner the boat changed hands on a beautiful evening in 1968. "The baron Bich had just repurchased Sovereign and asked me to find a crew for him," reported Jean Guichet, the old Ferrari race driver, who won the 24 hour le Mans three times, one of which was an over-all victory. "We left harbor, and once at sea we met Attila against whom we raced and beat by a coat of paint. In the evening we found ourselves in the cockpit of Attila with Bich and Debarge. Between two goblets of champagne, he suddenly declared: "If I could make deal with a friend who is a kindred spirit I will sell this boat to him". Joking I answered, "But I am that friend who is a kindred spirit!" He answered, "Then I will sell it to you" and I bought the boat just like that.

With Jean Guichet, who was more interested in cruising than racing, Attila started a new career punctuated by two Giraglias in which she didn't finish because of damage from rupture of the seams. "I knew that the boat could not be sailed hard, a fact of known by Jean Guichet, who sailed it only in moderate conditions. He equipped it with Perkins 120 horsepower motor, and often lent the boat to others when he did not sail himself. The helm was very geared down, like on an American car. It was awkward to operate in the harbors. However, it was a majestic, splendid sailing ship, but could not be left to be sailed by just anyone."

In 1972 Attila was used in some scenes of the successful television film "The Young Lady of Avignon" and made the headlines of the local press in 1975 when it is struck by the lightning while in the harbor of Saint-Tropez. After being repaired, the boat was sold one year later to a woman who wanted to convert it to a charter boat in Greece. After that, the wake of Attila becomes murky and we lost track of it until the day when it was learned that it had just gone down without

victims off Oporto Cervo. While under way in a large seaway condition with the motor on but without the sails up to give her heel and stability she hammered the waves, and the seams opened up in the bow, causing the loss of the sailing ship. Such was at least the official version. As the Attila sank into the world of silence, a boat which was a unique creation of its kind, and an atypical glory of the Mediterranean racing scene, she entered into the roles of the legendary.


Epitaph: "It was a majestic, splendid sailing ship, but could not be left to be sailed by just anyone."

Technical data:

	STAR	ATTILA
Year designed:	1911	1959
Designer:	Francis Sweisguth	Jean-Jacques Bonnin.
Builders:	various	J-J Bonnin, Cascais.
Length overall:	6,89 m	x 3 = 20,67 m
Water line:	4,72 m	x 3 = 14,16 m
Width:	1,73 m	x 3 = 5,19 m
Draft:	1,05 m	x 3 = 3,15 m
Keel weight:	0,4 t	x 27 (3 ³) = 10,80 t
Sail area:	28,85 m ²	x 9 (3 ²) = 259,65 m ²
Displacement :	0,75 t	x 27 (3 ³) = 20,25 t



The fabled "marble" bathroom (left) and a general view of the interior



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STAR CLASS HISTORY

(Editor's note: The obituary given below is from a clipping in the possession of Guy Gurney. It comes from page 68 of the December, 11, 1943 issue of New York Times.)

GEO. A CORRY DIES; NOTED YACHTSMAN

Perpetual Commodore of Star Class a Leading Figure in
Racing for Many Years
Special to the New York Times

Port Washington, L.I., Dec. 11 - Commodore George A Corry, for many years a leading figure in American yacht racing, died at his home here today after a long illness. He was 80 years old.

He leaves a widow, Mary Linington Corry, and a son, George D. Corry.



President GEO. A. CORRY, "Father of the Stars."

The Perpetual Commodore

Elected to office in a club or not, George A. Corry was a perpetual commodore of the International Star Class Yachting Association, which was founded in 1911. That the title was an honorary one made no difference to the thousands who had sailed in the small sloops. In fact, honorary vice commodores have included members of the royal houses of Europe.

In every quarter of the globe to which the craft have spread over the years he was known as the father of the class. Affectionately, that cognomen naturally was reduced to "Pop."

He was born on Long Island and his father taught him to sail when he was 12 years old in a sandbagger, a small boat in which the bags of sand for ballast had to be shifted by hand from one rail of the boat to the other on each tack. At 17 George Corry was a full-fledged skipper.

Helped Found Yacht Club

In 1888, the year of the great blizzard, he helped found the Douglaston Yacht Club. The quarters of the club, which was the forerunner of the present Manhasset Bay Club, were on a scow. Much of his time in his early sailing years was spent teaching rudiments of sailing. When he had done that they were on their own. He took great pride in watching them progress, and he felt then that they would be supporters of sailing in the years to come.

So successful was he in this field that he had no difficulty obtaining a crew to sail with him. Bankers, brokers, engineers and others in all walks of life were glad to pull sheets for him in order to get instruction.

Mr. Corry lived for years in Port Washington, L.I., a block from the Manhasset Bay Club. His Star sloop was Little Dipper, with a coveted No. 1 on her sail. He was active on the Sound in the racing Summer of 1942, not always being up in the front running, as he once was, but carrying on in the game. He sailed out of Manhasset Bay, leaving home in the morning to get an afternoon start in a regatta and often sailing back in the evening.

Attended Many Gathering

He attended many Star boat gathering, including championships 1,000 miles away, and stag dinner in the Winter, and accompanied the American team to Germany in 1938.

One of his greatest treasures was a gold watch which he won during the Larchmont Yacht Club's race week in 1904, as a result of taking five first places and a second one in six contests. The watch was enameled with the blue and white colors of the Larchmont burgee. The time he placed second he was only eleven seconds astern of the winning boat.

Mr. Corry was a firm believer in keeping fit and daily stood on his head. It was his conviction that being on one's feet customarily carried the blood into the legs or feet and that a turnabout was beneficial. Also he was a great walker, and to make sure he had covered sufficient distance he used a pedometer. He wore an old-fashioned high, stiff collar, of the vintage of the Nineties, to make him hold up his head. He contended that in order to keep up spirit and activity one should always keep up his chin.



(Photo: 1939 Log)

1939 MID-WINTER'S IN HAVANA

Some of the luminaries of the Star Class gathered at the 1939 Mid-Winter's in Havana. The recognizable people, standing only, from right to left are Harry Nye, Rafael Posso, George Corry, Harold Halsted, Carlos de Cardenas, with sons Carlos Jr. and Alvaro, unknown, Paul Smart, Adrian Iselin II, and unknown. Below are many of the same, with Mrs. Luisa de Cardenas standing between Paul Smart and Rafael Posso. Commodore Corry is demonstrating his blood-circulation exercise, much to the amusement of one and all.



(Photo: Ogilvy Collection)

CLASS REPORTS

The following are summaries of topics touched on at the Annual Star Class Meetings held at the European Championships at Lago di Garda.

CMC MEETING SUMMARY

The Class Management Committee and International Governing Committee met at the European Championship in Lake Garda in September. The major items of discussion included:

- The 2010 Star World's Championship will be held in Rio de Janeiro, date to be determined. The 2011 World's will likely be an ISAF combined World's at a venue to be announced.
- ISAF will vote for the events for the 2012 Summer Olympic Games at their annual meeting in Estoril, Portugal in November. The Class will prepare a flyer showing the advantages of including a Men's Keelboat Fleet Racing event. The selection of the specific class will be made in November, 2008.
- Several resolutions were presented for consideration. Unfortunately, the proper review by Class management was not completed in time for voting in 2007. Therefore, they will be re-presented to the class in 2008 for 2009. Since each resolution has some impact on international sailing events, it is appropriate that the Star Class refrain from changing our rules immediately before the 2008 Olympic Games.
- The Star Class is producing additional marketing materials for use in attracting new sailors. These may include a DVD and new brochure. In addition, a second initiative will produce a DVD that will focus on information for use in sponsor presentation. These materials should be available by next spring.
- Venues and dates were selected for the 2008 Continental Championships. Please refer to the schedule.
- Rick Burgess was elected to continue as Chairman of the International Governing Committee. Thanks to Rick for his outstanding contributions over the past year.
- Extensive discussion was held regarding the future of coach boats at Star Class major events. Many commented that coach boats on occasion present safety hazards to competitors. In addition, several people raised the question as to whether on the water coaching is fair to other competitors without coaches; and there is also the environmental effect of the emissions from the engines. Resolution(s) will be presented to the membership for consideration in 2008.

President Allen briefly reviewed the class finances; in summary, the class is in good financial condition.

The meeting was adjourned at about 2:00 PM

2007 STAR CLASS ANNUAL MEETING

The 2007 Annual Meeting of the Star Class was held September 8 in Garda, at the European Championships. President Bill Allen called the meeting to order at 1840 hours. Reports from various officers summarized the information from the CMC/IGC meeting that morning. The venue for the 2010 World's in Rio de Janeiro was announced, with the dates to be announced later.

A new fleet charter was granted to the Hamilton Ontario fleet in District 12.

Open discussion was held regarding the use of coach boats in Class events. One or more resolutions on this topic, as needed, will be presented in 2008 for implementation in 2009.

The meeting was adjourned at 1910 Hours.

REGATTA ANNOUNCEMENT

WELCOME TO THE 51ST NICE CHRISTMAS REGATTA!

Organizers: Club Nautique de Nice and Fleet of Nice
December 27 – 30, 2007

Nice, capitol of the French Riviera « La Côte d'Azur », is a very good opportunity to unite star sailing and New Year's festivity. Generally, the weather is sunny and the 12 knots north wind allows good races in the morning, the afternoon with sea breeze. Schedule of events of the 51st Nice Christmas Regatta:

Thursday, December 27, 2007:

9.00/12.00 AM – 2.00 /5.00 PM: Launching, Registration, Sailing Instructions.

6.30 PM: Welcome party, open bar (beer)

Friday, December 28, 2007:

9.00 AM: Start of the 1st Race of this day

Hot wine on the quay at the return.

About 7.00 PM: Bailey's party

Saturday, December 29, 2007:

9.00 AM: Start of the 1st Race of this day. Hot wine on the quay at the return.

8.00 PM: Free Dinner for skippers and crews. Tombola!

Sunday, December 30, 2007:

9.00 AM: Start of the 1st Race of the day

Hauling from 1.00 PM

About 3.30 PM: Prize giving

Race Committee President: Georges Korhel

Number of races: Minimum 3 races, if more than 3 races, the worst will be discarded. Skippers must be members of ISCYRA and have an insurance certificate or sport license.

Fees: 100 € if entry form received before 1st of December 2007. After this date 130 €.

Address: Entry forms must be sent to Jacques Puisségur, 4 Avenue Salonina, 06000 Nice (France) or

Email : jacquespuissegur@aol.com

Parking: Free parking for cars and trailers inside the secured harbor area. Possibility, after the regatta, to leave free of charge on this area, some boats on trailers until the Primo Cup in Monaco.

LARGE OR SMALL, A STAR REGATTA OFFERS TOUGH COMPETITION AND VARIETY

By Lynn Fitzpatrick

The International Star Class Yacht Racing Association has one of the most active calendars of any sailboat class in the Eastern and Western Hemispheres. From August 15th through August 25th, the dates of the 2007 Good Luck Beijing Sinopec International Regatta, the Olympic test event, there were 11 other Star regattas on the international calendar and a Silver Star event followed quickly on its heels. The 2007 European Championship ran from September 10th through September 14th. Six of the teams that competed in the Olympic test event also attended the 2007 European Championship. Five of the top ten teams at the European Championship were also medal round contenders at the Olympic test event. Flavio Marazzi, who skippered two bullets in the Olympic test event, steered his boat to best past Star World Champion skippers Freddy Lööf and Ian Percy by one point to win the 2007 European Championship.

Ten of the twelve countries that have qualified for the 2008 Olympics in the Star class attended the 2007 Good Luck Beijing Sinopec International Regatta. It was a dress rehearsal for all of the teams and countries that were represented, but at least two of the countries that were there will not get the opportunity to compete in Qingdao in 2008.

Variety is one of the strong points of the Star class. Whether one sails a District Championship, a Silver Star or a Gold Star event, there will always be a large fleet with a host of characters of all ages, shapes, sizes and national origins. Qualifying for an Olympic berth in the Star class has always been difficult. Two-time Olympic Gold medalist, Mark Reynolds, who qualified the US for an Olympic berth and was on hand in Qingdao as a coach commented, "In Qingdao a few of us were looking at some of the countries that have not qualified and they are formidable competitors! I don't think that there is any other class in which it is so hard to qualify." With 16 Star berths available in the 2008 Olympics, and eleven decided following the 2007 ISAF Star World Championship Regatta, countries and teams that have not yet qualified for the Olympics are focused on their federation's Olympic trials and/or performance in a big fleet. Estimates are that there will be at least 100 teams competing in the 2008 Star World Championship in Miami. For some, it is going to be a high-intensity run up to qualifying their country and qualifying their team for the Olympics.

The following are some interesting facts culled from taking a look at the group of Star sailors who were in Qingdao this August. You're free to draw your own conclusions, just think of the ranges and variety of competitors who travel the world to participate in major championship regattas!

2007 Good Luck Beijing Sinopec International Regatta Star Class Statistics

Age	Youngest	Oldest	Average	Past Olympic Class World Champions	Class	# Times Awarded
Combined Age	57	93	68	Scheidt	Laser	7
Skipper Age	29	57	36	Ekström	Star	1
Crew Age	19	50	31	Kusnierewicz	Star	1
Age Differential				Lööf	Finn	2
Skipper-Crew Age	28			Lööf	Finn	3
Crew-Skipper Age	8			Lööf	Star	2
Weight	Lightest	Heaviest	Average	Pepper	Star	1
Skipper Weight (kilos)	80	110	90	Percy	Star	1
Crew Weight (kilos)	91	112	95	Rambeau	Star	2
				Rohart	Star	2
				Spitzhauer	Finn	1
Past World Sailor of the Year	Class	# Times Awarded		Number of Races Won		
Scheidt	Laser	2		(7 races sailed including the medal round)		
Kusnierewicz	Finn	1		Brazil	1	
Past America's Cup Team Members				France	1	
Murray				Great Britain	1	
Pepper				New Zealand	1	
Percy				Sweden	1	
Williams				Switzerland	2	

QUANTUM AD