

Volume 5, No. 4 2004 April,

Star Class Newsletter for the 1st, 2nd and 12th Districts

APRIL REGATTA SCHEDULE

3rd District

April 18-21 Spring Silver Star (NOG)

2nd District

April 10 Star Tune-up (SSA)

Apr 30-May 2 Annapolis Spring / NOOD (AN)

(Tri-District Qualifier)

5th District

April 3-4 Spring Keelboat Regatta (CYC)

THE ZAG

(a.k.a. The Master's Regatta)
February 21-22, 2004
Coral Reef Yacht Club
By Harry Walker

Time passes rapidly and it hardly seems possible that Frank Zagarino proposed and then executed the first Masters Regatta in Miami that has been known as the Zag for years and which now bears the name of The Zag Masters Regatta. It was sailed for the twentieth consecutive year last weekend out of the Coral reef Yacht Club which has always been its home.

The first Masters drew 7 boats, whose only requirement was that the Skipper be 50 years old or older. The same qualifications are in effect to this day.

With the passage of time the average fleet has increased in number, in age, and in the nations represented by the contestants. This, however, is a regatta based on Star Class principals of good friends racing together and nationalities don't enter into it one bit. This year there were 8 nationalities there and an astounding 49 participants.

Whereas the skippers ranged in age from 50 to 88 the crews, and there were both male and female crews, covered a much wider range.

Coral Reef and its PRO Rich Raymond gave us three light to medium air races over two days. Two counted as, unfortunately, one was abandoned three quarters of the way through.

Race 1 was started under a black flag after several attempts to get it off smoothly. Ten boats were identified as being

over and we were off. The breeze of about 7 kts. was from the Southeast generally but pressures were greater for those who went left on the first beat.

The course was windward-leeward twice around and on the second beat the right seemed to pay. The race was won by Joe Bainton and his regular Master's crew Peter Bromby from Bermuda. Second went to Larry Whipple of Seattle with Olympic hopeful crew Mark Strube up front. San Francisco's Steve Gould and his brother took third.

Race 2 got away with only one OCS and here both sides of the course were about the same. Breeze was 9 kts and direction fairly steady from the SE. Here the left side looked awfully good to us but when we got to the mark in 18th place, coming in on port, we found the guys who had stayed right again were up front. Some who played the middle were also successful.

Not many changes (at least from our vantage point) going downwind and Rich Raymond had two in the bag by being patient and waiting for the sea breeze to come in.

Saturday night's party was a bang up affair that lasted, so we were told, till 3 AM. Among the features was a large screen TV showing of Howie and Tiffany Shieblers wedding the week before. Food and drink were plentiful. Silver Medallist at Savannah, Hans Wallin of Sweden showed up as did Luis Bustelo from Argentina and a few other non-contestants.

Sunday showed a glassy Biscayne Bay but Rich told us to get out there. We had to go way down the bay as the Yngling trials were being run in the middle as well as a BBYRA regatta. The sea breeze came in at about noon. We got away with only one boat OCS and again we played the left which was good. We arrived at the windward mark right with Larry Whipple, John Sherwood, Joe Bainton, and another boat.

We sailed the middle downwind and rounded fifth. Going back up we held left and, when we finally spotted the mark we had overstood by a good bit as had the other top boats. We reached off with Larry Whipple going over us and were going to be second at the replaced mark when the race was abandoned.

Prize giving was on the deck at the Yacht Club and the feature was LouAnn Zagarino, tiny as she is, presenting

trophies to Joe Bainton as series winner and to the Goulds who were second. Frank Zagarino, an able champion over the years, was there and at the party. Though his health is very poor his spirit was up and he wanted to be right in the midst of this "Monster" which he created.

You can read the results below. It should be noted that the Super Seniors, i.e. those over 80, fielded more contestants

than even the Exalted Grand Masters.

Great regatta and we feel the ZAG will keep on growing.

MASTERS REGATTA									
	Pl.	Sail	Skipper	Crew	Div.	Fleet	R1	R2	<u>Total</u>
	1	7993	J Joseph Bainton	Peter Bromby		NB	1	4	5
	2	8072	Steve Gould	Chris Gould		WSFB	3	2	5
	3	8181	Larry Whipple	Mark Strube		PS	2	10	12
	4	7950	Jimmy Lowe	Kevin Murphy		N	4	8	12
1	5	8150	Achim Griese	Markus Koy		KF	9	7	16
	6	8131	John Jenkins	Doug Schofield		AN	6	13	19
	7	8136	Argyle Campbell	Dmitriy Yakovenko		NH	17	6	23
	8	8028	Peter de Ridder	Peter van Wiekerk		Med	21	3	24
	9	7369	Steve Haarstick	Todd Schmaker	GM	SL	13	11	24
	10	7450	Stefan Lehnert	Peter Menning		Aac	10	15	25
	11	7133	Ted Hains	Larry Scott		LOC	8	20	28
	12	7793	Brian Cramer	Eric Monroe		LOC	14	17	31
	13	8175	Jim Babel	Bill Babel			20	12	32
	14	8163	Roger Sharp	Brian Sharp		CLIS	12	21	33
	15	7521	Robert Van Wagnen	Eric Beckwith	EGM	BisB	7	31	38
	16	8000	Harry Walker	Mark Reynolds	VEGM		15	23	38
	17	7228	Joe Zambella	Joe Zambella		BH	5	35	40
	18	7567	Davis Buckley	Aaron Serinis		AN	22	22	44
	19	7565	Jack Button	John Button	EGM	Mid	35	14	49
	20	7969	Guus Bierman	Duncan Skinner	GM	Hol	16	33	49
	21	8068	Terry de La Villehuchet		GM	Mid	32	18	50
	22	7936	Steve Rubinkam	Rohan Lord	GM	WLM	23	27	50
	23	8025	Michael Hicks	David Munce		D: D	ocs	1	51
	24	7911	John Fox	Nancy Fox		BisB	24	28	52
	25	8162	Andy Macdonald	Austin Sperry		NH	ocs	5	55
	26	8044	David Hatfield	Tom Vander Molen		ъ	18	37	55
	27	7863	Ralf Schade	Klaus Meyer		Brm	25	32	57
	28	7832	John Dane III	Rick Peters		CT TO	ocs	9	59
	29	8080	Nelson Stephenson	Brian Fatih	CM	CLIS	31	29	60
	30	8189	Bill Fields	Myles Prichard	GM	*****	11	ocs	61
	31	7434	Bill Parks	Clark Anderson	VEGM		33	30	63
	32	8084	Bob Teitge	Rick Burgess	GM	DR D:-D			66
	33	7802	Sharon Crockett	Bonnie Unsworth		BisB	27	39 48	66
	34 35	807 7554	Paul Erickson	Darrell Hiatt	VECM	Mid	19	48 41	67 67
	35 36	7554 7034	Emil Karlovsky	Chris Rogers	VEGM			38	67 67
	36 37	7934	Karl Von Schwarz John Chiarella	Rich Wharton	GM GM	AN Sun	29	38 40	68
	38	8083 8067	Barton Beek	Bob Carlson Chuck Beek	VEGM	Sun NH			68 69
	38 39	7465	Ronald Palm	Philip Haggerty	GM	NП	ocs 34	36	70
	39 40	7465 7386	Jim Kubik	Adam Drucker	EGM	CA	34 37	36 34	70 71
	40 41	8015	Tom Londrigan	Joe Londrigan	GM	LS			74
	41	7964	Charles Kohlerman III	Charles Kolermann IV	GM	NCB		24 44	74 74
	42	8137	John Sherwood	Christel Gruenewald	OIVI	AN	ocs		74 75
	43 44	7660	Larry Brethorst	Rick Brethorst	GM	IR	ocs		75 76
	44	7202	John Richardson	Jay Richardson	EGM	MES	36	46	82
	43 46	7202 7970	Sam Hopkins	•	LOM	AN	39	45	84
	40 47	7497	Bud Elsaesser	Bart Kaplan Kris Wilson		AN AN	38	43 47	85
	48	8159	G Brooks Sperry	Chris Eid		WSFB	ocs		92
	46 49	7968	Hermann Schwyter	Peter Hohne	GM	WSFB Rap	ocs		93
	47	7 700	Hermann Schwyter	reter Hollie	OWI	Кар	ocs	43	73

BACARDI CUP

(report based on the Bacardi Web Site)

Race 1: Shifty and patchy light winds of under four knots caused two general recalls of the 97-boat Star Class fleet and delayed the start of the 2004 Bacardi Cup by almost three hours.

Paul Cayard and crew Phil Trinter of San Francisco ended the day in first place after edging out Marc Pickel and crew Ingo Borkowski who led for most of the race. "We were a little lucky today," said Cayard. "The fleet was battling behind us. It gets progressively harder to sail in heavy traffic, and [Pickel] and I had an advantage being ahead in the leeward part of the course. At the end, the wind just filled up from our side and we made the most of it."

Race 2: With a light chop and winds of 15 knots, the second race after one general recall and a false start disqualification for day one leaders Paul Cayard and Phil Trinter. Swedish team Freddy Lööf and crew Anders Ekstrom were seconds in front of today's winner, defending Bacardi Cup champion and Bermuda Olympian Peter Bromby, sailing this year with Lee White, through the first two marks. Both teams were a full minute ahead of the rest of the fleet. The two teams switched places after the third mark, which they attacked from opposite ends of the race course.

There were a lot of place changes today, but none as notable as when five-time Bacardi Cup champion Vince Brun and crew Mike Dorgan maneuvered from ninth position to cross the line ahead of the Swedes, just behind Bromby. "Not bad for an old guy," Brun said. He credited his quick move up on the final run to "a bit of skill, bit of making the right call, and just a good break.. I thought we might win today, but Lööf was tough."

"This is a great fleet; every world class sailor is here," Lööf said.

Race 3: It didn't look or feel like a sailing regatta as the 93 boat Bacardi Cup fleet went searching for wind on Biscayne Bay. Despite the shifty light breeze, the race was won with a long lead by the Portuguese duo of Alfonso Domingos and crew Bernardo Santos. With half the races completed, they are now in first place overall at the Bacardi Cup. Second place went to Austrians Hans Spitzauer and crew Andreas Hanakamp, followed by Americans George Szabo and crew Mark Staube in third place. Most of yesterday's leaders were caught in the back of the pack with no wind.

Canadian Olympian Ross Macdonald and crew Mike Wolfs finished in fifth place today and move up to second overall. "It was a tough race today with incredibly shifty wind, so shifty that nothing was for certain. We were extremely conservative as anything could get thrown at you and holding to a fifth place through the race was the best part of the day," said Macdonald.

Race 4: With the best wind of the last four days, the British team of Iain Percy and Steve Mitchell finished in first place redeeming themselves from a first day race disqualification for an early start. The former World champions took an early lead and held it through the finish line.

"We tacked across the fleet and managed to get ahead and stay ahead. Normally the easiest race is when you get in front, but that wasn't the case today," said Percy. "The fleet kept closing the gaps, but we were able to pull ahead at the end."

Yesterday's first place finishers, the Portuguese team of Alfonso Domingos and Bernardo Santos, took second place and maintain their first position overall.

"We stayed left today and had a good downwind after the second mark Our boat speed was not very good at the end, but we held the rest of the fleet off," said Domingos. The conditions were shifty, but the Skipper admitted he likes the challenge. His best Bacardi Cup finish was eighth in 2002. Australian World champions Colin Beashel and crew David Giles finished in third place and are currently fourth overall.

Race 5: Alfonso Domingos and crew Bernardo Santos of Portugal assured themselves of the 2004 Bacardi Cup championship after the fifth race in the six-race Star Class Regatta on Thursday. Their first place overall of 17 points is enough to make them the first Europeans to win the coveted Bacardi Cup since the race began in Cuba in 1927.

British world champions Iain Percy and crew Steve Mitchell took first place for the second day in a row and moved into 10th overall. They finished today with a long lead on the rest of the 93-boat fleet after passing the Danish team at the third mark in 15-knot winds coming in from the northeast.

Nicklas Holm and crew Claus Olesen of Denmark took second place and the 2003 Star Class world champions Xavier Rohart and crew Pascal Rambeau took third. "This was the best race of the series so far, but we made one small error that cost us the race," said the Danish Skipper Holm. "We didn't catch the right shift in the wind and the British did."

Race 6: The sixth race was delayed more than an hour with unsteady 12-knot winds coming from the north to northeast. After two general recalls, 20 boats jumped the start and were disqualified including many of the Star Class elite – Mark Reynolds, Vince Brun, Marc Pickel, Flavio Marazzi, Jali Makila.

Friday's race was won by Americans John MacCausland and Brad Nichol with the British team of Iain Percy and Steve Mitchell in second. There was a tiefor third between Beashel and Giles and the French 2003 World champions Xavier Rohart and Pascal Rambeau.

"Our next goal is to win the U.S. Olympic Trials and we've been working hard to finish really strong, " said MacCausland. "The Bacardi Cup, which I've sailed every year since 1981, is a great event. When you ask sailors which is their favorite event, it's the Bacardi Cup for sure," he said.

Without sailing the final race in the six race series, the Portuguese Star Class team of Afonso Domingos and crew Bernardo Santos have won the 2004 Bacardi Cup. They are the first Europeans to win this prestigious sailing regatta since the race first sailed with 10 boats in Havana, Cuba in 1927.

"Winds were shifty all week and we enjoy those conditions," said Domingos. "This is the best Star Class regatta in the world and we're honored to have done so well against a fleet of this caliber," he said.

2004 BACARDI CUP RESULTS

Pl.	Sail#	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	8145	Afonso Domingos	Bernardo Santos	CP	7	7	1	2	7	dns	24
2	8168	Ross Macdonald	Mike Wolfs	EB	3	13	5	5	11	27	37
3	8157	Colin Beashel	David Giles	LMac	15	10	16	3	22	3	47
4	8077	Howie Shiebler	Will Stout	WSFB	26	5	4	8	6	31	49
5	7988	Peter Bromby	Lee White	BER	18	1	13	17	16	5	52
6	8025	Iain Percy	Steve Mitchell	SO	bfd	8	44	1	1	2	56
7	8184	John Maccausland	Brad Nichol	CR	14	37	30	11	4	1	60
8	8107	Xavier Rohart	Pascal Rambeau	NI	21	14	41	19	3	3	60
9	8123	Hans Spitzauer	Andreas Hanakamp	Att	8	51	2	20	18	17	65
10	8085	Flavio Marazzi	Enrico De Maria	TB	9	4	24	22	8	ocs	67
11	7995	Geroge Szabo	Mark Staube	SDB	dnf	15	3	33	20	8	79
12	8150	Michael Koch	Markus Koy	KF	11	19	35	7	ocs	14	86
13	8162	Andy Macdonald	Austin Sperry	NH	19	20	28	10	23	16	88
14	8094	Jali Makila	Erkki Heinonen	Fin	29	17	18	13	13	dnf	90
15	8028	Mark Neeleman	Peter Van Niekerk	Med	bfd	12	22	30	12	18	94
16	8190	Riccardo Simoneschi	Marko Marenco	FdiG	44	30	12	21	15	19	97
17	8082	Rick Merriman	Bill Bennett	SDB	5	47	52	9	28	10	99
18	8163	Eric Doyle	Brian Sharp	SDB	22	23	73	6	31	20	102
19	8140	Marc Pickel	Ingo Borkowski	Brm	2	11	61	14	17	ocs	105
20	7592	Karl Anderson	Ezra Culver	BH	28	16	63	15	30	25	114
21	7640	Arthur Anosov	Dave Caesar	TaB	40	29	25	18	21	21	114
22	7832	John Dane III	Henry Sprague	NOG	6	27	31	42	19	34	117
23	8037	Peter Wright	Dan Wright	SLM	bfd	24	14	23	31	26	118
24	8045	Augie Diaz	Hal Haenel	BisB	25	56	17	44	26	13	125
25	8129	Mark Reynolds	Steve Erickson	SDB	12	9	ocs	4	10	ocs	129
26	7959	Alexander Hagen	Wolfram Jochen	Glu	13	46	50	ocs	9	12	130
27	7	Aaron Serinis	John Avis	AN	35	64	27	28	35	6	131
28	7631	Erik Lidecis	Darrell Hiatt	NH	dnf	32	33	26	25	23	139
29	8059	Peter Vessella	Brian Fatih	WSFB	24	45	48	35	27	9	140
30	8101	Nicklas Holm	Claus Olesen	DF	23	18	69	29	2	ocs	141
31	7986	Bill Allen	Brad Lichter	WH	55	21	9	38	38	39	145
32	7602	Pat Londrigan	Christian Finnsgard	LS	bfd	22	11	45	60	11	149
33	8176	Steven Kelly	William Holowesko	N	27	57	10	51	32	42	162
34	8132	Vince Brun	Mike Dorgan	SDB	17	2	46	dns	5	ocs	164
35	8043	Jock Kohlhas	Jon Rogers	BisB	41	43	72	47	14	22	167
36	8158	Maxwell Treacy	Anthony Shanks	IRL	16	ocs	ocs	25	29	7	171
37	8095	Andrew Hurst	Ed Peel	NFB	54	ocs	15	39	36	30	174
38	7952	Ben Cesare	Sergey Leonidov	Mid	52	34	74	16	49	24	175
39	8061	Andy Lovell	Magnus Liljedahl	NOG	10	42	8	24	dns	dns	178

Pl.	Sail#	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
40	8073	Marko Dahlberg	Villie Kurki	FIN	32	6	19	32	ocs	ocs	183
41	8017	Todd Gay	Jon Klenk	LS	47	31	43	37	43	29	183
42	8136	Arglye Campbell	Dimitry Yakovenk	NH	45	63	26	57	42	15	185
43	7956	Tony Herrmann	Todd Raynor	WLM	46	35	36	41	54	35	193
44	7863	Klaus Meyer	Lutz Bogun	Brm	60	26	23	63	41	ocs	213
45	8175	Jon Vander Molen	Steve Ticknor	GL	bfd	36	67	36	34	41	214
46	7793	Brian Cramer	Eric Monroe	LOC	36	58	53	64	40	32	219
47	7228	Joe Zambella	Jeremy Davidson	BH	31	25	66	53	46	dns	221
48	7645	Daniel Wyss	Beat Stegmeier	ZU	50	61	38	56	50	28	222
49	8080	Nelson Stephenson	Carsten Witt	CLIS	61	41	34	52	61	37	225
50	7601	Michael Hicks	Patrick Hicks	GBR	20	69	20	dsq	24	ocs	227
51	7542	Rick Brethorst	Matt Pederson	LS	58	72	21	48	52	50	229
52	7664	Tom Londrigan Jr	Christopher Wallner	LS	66	28	ocs	46	47	45	232
53	7370	Rob Emmet	Mike Voeltner	AN	51	62	32	48	39	ocs	232
54	7471	John J Bainton	William Christenson	NB	39	78	40	70	51	49	249
55	8072	Steve Gould	Chris Gould	WSFB	bfd	33	51	40	33	ocs	251
56	8159	Paul Cayard	Phil Trinter	WSFB	1	ocs	55	12	dns	dns	256
57	7732	Gary Macdonald	Bill Batton	BH	33	40	60	66	59	dns	258
58	7993	J Joseph Bainton	Chris Roger	NB	34	ocs	64	61	57	43	259
59	7078	Henrik Wennerstrom	Rick Rundle	JP	57	49	71	72	53	33	263
60	7521	Robert Van Wagnen	Eric Beckwith	BisB	bfd	53	65	49	58	38	263
61	7450	Stefan Lehnert	Peter Menning	Aac	37	59	49	55	64	ocs	264
62	7659	Rick Peters	Caristel Gruenewald	NZL	bfd	48	42	73	55	46	264
63	7629	Ken Woods	Howard Davis	BH	48	60	56	65	65	36	265
64	8083	John Chiarella	Bob Carlson	Sun	56	71	58	50	48	53	265
65	8130	Henning Voight	Dirk Struve	Aac	49	70	62	60	44	52	267
66	7883	Peter Wyss	Urs Joss	SUI	bfd	44	6	31	dsq	ocs	269
67	7042	Steve Brown	Mike Marzahl	NH	38	39	84	43	67	ocs	271
68	8128	G Brooks Sperry	Chris Eid	WSFB	42	68	77	58	63	40	271
69	8169	Rohan Lord	Andrew Taylor	NZL	bfd	50	7	27	dsq	ocs	272
70	8185	Hermann Schwyter	Markus Mehlen	SUI	64	66	78	62	37	44	273
71	8084	Bob Teitge	Richard Burgess	DR	30	54	76	67	ocs	48	275
72	7434	Bill Parks	Clark Anderson	WH	63	52	39	78	66	55	275
73	8141	Frederik Lööf	Anders Ekstrom	Bk	4	3	dnf	dns	dns	dns	289
74	7802	James Freeman	Bruce Hatfield	SL	67	55	ocs	34	45	ocs	295
75	8081	Renato Irerra	Federico Medolago	ITA	53	74	59	69	dnf	47	302
76	7133	Ted Hains	Larry Scott	LOC	59	67	29	54	ocs	ocs	303
77	7999	Tiani Hausen	Marcelo Cabral	BisB	65	38	70	75	56	ocs	304
78	8189	Bill Fields	Jeep Heckmann		42	76	47	74	68	ocs	307
79	7193	William Joyce	Thomas Berger	WLM	70	75	53	80	71	54	323
80	7940	Will Hendershot	Philippe Hofer	LOC	62	73	82	68	69	58	330
81	7719	Philip Haggerty	Michael Seringhaus	LOC	68	82	79	76	70	59	352
82	7386	Jim Kubik	Adam Drucker	CA	71	77	57	79	73	ocs	357
83	7520	Alain Vranderick	Stephanie-Anne Garon	CAN	bfd	84	37	dns	ocs	57	366
84	7465	Fotis Boliakis	John Carney	CLIS	69	65	45	dns	dns	dns	367
85	7497	Kris Wilson	Bud Elsaesser	AN	73	81	80	83	74	61	369
86	8000	Harry Walker	Alan Warren	BisB	72	83	81	71	62	ocs	369
87	8113	Gunti Weissenberger	Chris Brown	NCB	bfd	dns	75	59	dnf	51	373
88	802	Sharon Crockett	Bonnie Unsworth	BisB	74	dnf	68	81	dns	56	373
89	7970	Sam Hopkins	Bart Kaplan	MES	bfd	80	85	77	72	60	374
90	7216	Adam Korejsza	Martin Calabrese	DR	75	ocs	raf	82	dns	dnf	439
91	7936	Steve Rubinkam	Len Delicaet	WLM	dsq	79	83	ocs	dns	dns	444
92	7833	Claude Bonanni	Gena Korolkov	TaB	dnc	dnc	dnc	dnc	dnc	dnc	470
92	8181	Larry Whipple	Darren Jansen	PS	dnc	dnc	dnc	dnc	dnc	dnc	470



Volume 5, No. 4 2004 April,

Star Class Newsletter for the 1st, 2nd and 12th Districts

STARS AND THE OLYMPICS (Starlights, May, 1962)

(Editor's note: The following statement was issued by the Governing Committee, now known as the I.G.C., in response to much speculation about the fate of the Star in the 1968 Olympics and its possible replacement. Especially interesting is the concluding remark by the G.C. about their responsibility to the Star Class members.)

Many rumors, some quite unfounded, have been circulating concerning the position of the Star as a 1968 Olympic class. We think it is time for a full explanation and a correction of certain misapprehensions.

The Star is definitely scheduled as one of the five classes which will sail in the 1964 Games in Tokyo. It is with 1968 and subsequent Olympiads that we are now concerned.

It is first necessary to understand how classes are chosen for the Olympic Games. The yachting committee of the Olympic Games organization has delegated to the permanent committee of the IYRU (International Yacht Racing Union) the responsibility of recommending the list of classes. This is done about three years before each Olympiad. In the past the Olympic committee has accepted the recommendations of the IYRU. The list is by no means static. The Star is the only class that has sailed in every Olympiad since 1932.

One of the other responsibilities of the IYRU's permanent committee, somewhat separate from the Olympics, is that of class "recognition," or international status. We in the Star Class are not aware of the many international and quasi-international classes of all kinds which annually petition the IYRU for recognition. International status adds to a class's prestige, and also has a bearing on Olympic representation.

The Class Policy and Organization Committee, a subcommittee of the permanent committee, reported in part on Oct. 30, 1961, that it "had in mind the necessity of developing new classes to take the place of others which were aging." However, "When new classes became established those old classes would not be abandoned by the Union."

This subcommittee also either was assigned or considered it

part of its regular duties to recommend a new procedure for the quadrennial selection of Olympic classes. A meeting of the permanent committee on Nov. 2, 1961, adopted the following recommendations of the subcommittee. We quote in full the section of the Resolution which affects the Stars.

(a) To divide all future one design international classes into two groups:

GROUP A: Modern classes, incorporating the latest design features and techniques. From this group the Olympic classes should be chosen. These boats are to be designed, built and maintained as bona fide one design class boats with small building tolerances, tight measurement controls and well established class owners' associations.

GROUP B: Classes designed more than twenty years ago, classes which have been granted international status because of popular support or because they provide good training for yacht racing.

The above proposals apply only to the classes which will be granted international status in the future.

As a transitional measure, Group A will contain the most recently recognized modern one design classes and the one design classes chosen for the next Olympics.

The International Dragon class

The International Star class

The International Flying Dutchman class

The International 5-0-5 class

The International Finn class

(b) To establish a procedure for periodic review of the international one design classes.

This periodic review will be on a rotation system to be framed when the number of classes indicates that it is warranted. For instance, in Group A there may be at any one time two one-man centreboard boats, two to four two-man centreboard boats, two two-man keel boats and possibly two catamarans. These figures are given as an example, each one of these classes should come up for review after a number of years. This review should be made by the committees concerned, who should take into account, amongst their considerations, a comparison with recently developed boats of a similar type requesting international status. If the class under review passes these

tests successfully it would remain in Group A. If it was not successful or it no longer complies with the high standard of Group A it would, after a specific period, such as three or four years, be moved into Group B.

During this period the IYRU will announce an opening in Group A which will give plenty of time to all interested to design, build, test and compare new boats. This will also allow the IYRU technical committees to thoroughly examine the proposed boats before international status is granted by the permanent committee.

(c) To test the above procedure by experimentation with one or two classes, using the following programme:

April 1962 - announcement by the IYRU of an opening for a two-man keel boat with spinnaker.

November 1964 - to grant international status to one of the proposed boats which will be the first admitted into Group A.

November - 1965 to decide whether the new class should be selected for the 1968 Olympic regatta.

It is obvious that there is some feeling against the Stars in the IYRU, as evidenced by the fact that the two-man keel division has been singled out for special scrutiny in making the decision on classes for 1968. The IYRU appears to be of the opinion that the Star's design is "too old." Just what age has to do with suitability for the Olympics is not made clear. Even if we agreed that design was a consideration, it would be necessary to point out that the subcommittee has confused "new" with "modern." Although the Star is not new, it is certainly up to date.

The IYRU appears to view small-boat yachting as a great maelstrom of classes, all clamoring for international recognition and Olympic candidacy, and is evidently somewhat at a loss as to how properly to evaluate their merits. It has hit upon the criterion of "modern classes, incorporating the latest design features and techniques" as the principal desideratum for Olympic consideration. What has been completely overlooked is that any long-established class has already attracted to it large numbers of the world's keenest skippers, whereas in a brand new class the competition is ragged and uneven, some nations having some experience with the boat and others none. Indeed, exactly the opposite test would be a better one: not "Is a class new enough for admission to the Olympics?" but "Is it old enough?"

Fortunately however, the subcommittee has stated that other standards will also have to be met. No class will be admitted to Group A nor considered for the Olympic Games unless it is established internationally and has carefully administered small-tolerance measurement rules. The IYRU is acutely conscious that it has made errors in the past by recommending classes which failed to meet these requirements. Needless to say their tenure as Olympic classes was brief.

This is where matters stand at present. The Star Class currently has no rival in the two-man keel boat division. Even if a new and wonderful two-man keel class should appear on the scene it would have a difficult and stormy road to travel in order to get itself into a position to be selected for 1968. Thus even if we of the Star Class stood by and did nothing, our Olympic position might remain unassailed. But we have no intention of standing idly by. We shall make every effort to convince the permanent committee and the subcommittee that however pretty their theory may look on paper, it is neither a realistic nor a just way to pick Olympic classes. We shall continue to emphasize, and ask our friends to emphasize, that it would be little short of ridiculous to eliminate from the Olympics, on any pretext whatever, the only truly international class which contains a representative group of the finest yachtsmen in nearly every Olympic nation in the world.

Still another important factor has been overlooked or brushed aside. One of the principal basic objects of the whole Olympic idea is to promote amicable international relations through sport. To single out for possible elimination the one class in which the current Gold Medalist is a Russian seems singularly ill advised at this time.

As a result of the above-quoted minutes, reported by the yachting press with varying degrees of accuracy, other disturbing rumors have been started. One is that the Star Class Association might look with favor on some new class, or perhaps a "variant" of a Star, with a view to "adopting" such a boat if it "proved superior." A suggestion to this effect has actually been made in all seriousness by a member of the subcommittee. Every Star member knows that any such scheme is utterly unacceptable. The ISCYRA cannot and will not, now or ever, support or sponsor any boat other than the true Star.

The subcommittee has stated that it intends to add to Group A a new two-man keel boat with spinnaker. This has led some people to jump to the conclusion that the Star might have to add a spinnaker to stay in the race for a position in the 1968 Olympics. This conclusion is not founded on any fact. No changes can ever be made in the Star or its rig except those proposed through constitutional channels and approved by a two-thirds vote of the whole active membership of the Class. No such change has been proposed, nor is any contemplated.

Our record of participation in six Olympiads is an enviable one. We shall work toward participation in the next six. But do not forget that your Governing Committee exists for the sole purpose of serving the best interests of you, the members of the Star Class. No other objective can ever be important enough to justify altering that purpose.

Governing Committee, I.S.C.Y.R.A.

2004 SPRING CHAMPIONSHIP

~	WESTERN HEMISPHERE 12 th through Sunday, April 18 th 2004	April 3-4 April 24-25	Spring Keelboat Regatta (CYC) Delta Star (Stockton S.C.)		
Host Club:	Southern Yacht Club 105 North Roadway Drive New Orleans LA, 70124 USA http://www.southernyachtclub.org	May 6-Aug 19 May 29-30 June 5-6 June 12-13 July 3-4 July 24-25	Starlight Series (Thurs. @ 6pm) (CYC) Rollins Bowl (SDB) Cal Race Week (CYC) King of Spain (CYC) San Diego Bay Fleets (SDB) Baxter Bowl (NH)		
Regatta Chairman:	(504) 288 4221 Guy Brierre (504) 533-5384 gbrierre@cox.net	•	Districts / Lipton Cup (SBYC) Labor Day Pitcher (SDB) Harris Series (CYC) Green Star (NH) Fall One Design (CYC) Pacific Coast Championships (WSFB)		
Entry deadline:	25 March 2004 Schedule				
Sunday, April 11 Monday, April 12	Easter Sunday Early Registration and Measurement for Jahnke Participants	Oct 10-17 Oct 23-24 Oct 30-31 Dec 11-12	Calvin Paige (WSFB) Ash Bown / Oktoberfest (SDB) Kriss Kringle (SDB)		
Tuesday, April 13 Wed., April 14	Afternoon - Jahnke Series Races 1-3 Jahnke Series Races 4 & 5 Registration & Measurement for non- Jahnke Participants	12 th District June 5-6 July 9 – 11 July 17 – 18	Tomahawk Regatta (LH) Districts at Royal Hamilton (LOC) NY States (SL)		
Thursday, April 15 Friday, April 16 Saturday, April 17 Sunday, April 18	Spring Series Race 1 Spring Series Races 2 & 3 Spring Series Race 4 & 5 Spring Series Race 6 followed by	July 31-Aug 1	Lake Sunapee Open (Tri District Qualifier) Lake George Open (LG)		

REGATTA SCHEDULES

Bigelow Cup (MRYC)

Oxford Fall Wind-Up (TAYC)

Star Fall Regatta (MRYC)

Green Star (MRYC)

August 14-15 Lipton Cup (TAYC)

Blue Star

1 st District June 5-6 June 19-20	JFK Regatta (BH) Arms-White (Mid) (Tri-District Qualifier	> His is Stor	WIFE	80GG	STED WIXTUR	HE CL	eans chloric	1 Desp
July 9-11	1 st District Championship (HB)	ND SU	LFURIC	AciD	5			
July 17-18	Ned Hay (CA)		• • •	·			-A-	\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \
July 31	Skipper's Choice Regatta (BH)					P-0	43	\
Aug. 7-8	Make A Wish (Secretary's Cup) (BH)						一点	\ \\ \\ \
Aug. 14-15	New England Masters' (BH)					1	· S	\W_
Aug. 21-26	North American Championship (BH)					1 (Sign	TISH?	
Sept. 11-12	Bedford Pitcher (CLIS)					20	7(17) -	
Sept. 18-19	Nutmeg Regatta (Mid)							
Oct. 9-10	Larchmont Columbus Day Regatta			<u>. </u>		\mathcal{I}	11	
2 nd District								
April 10	Star Tune-up (SSA)			<u> </u>	/			
Apr 30-May 2	Annapolis Spring / NOOD (AN)	\		一大	-			> ~4
	(Tri-District Qualifier)							- AN
May 8-9	Spring Regatta (MRYC)							
June 12-13	Lippincott Memorial (AN)							
June 26	SSA Keelboat							
July 10-11	Miller Series (GIYS)							

5th District

Sept. 11-12

Sept. 25-26 Oct. 9-10

August 4 August 7-8

EMIL'S CORNER

Cartoon by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles 133 Castle Lane Milford, CT 06460-7515 203 882 9428 / d.bolles@worldnet.att.net

ANNAPOLIS SPRING / NOOD

Annapolis, MD April 30 - May 2, 2004

The Stars have been included in the Sailing World NOOD event in Annapolis. The dates are April 30-May 2. The Annapolis Star Fleet would like to invite everyone to come and race. Please let us know if you need a place to store your boat before the event.

Entry Fee: \$147 (includes one social)

Registration: April 29, 1500-1900

Information at:

http://www.sailingworld.com/sw_nood.jsp?typeID=403&c atID=599

Local contacts:

Elliott Oldak: oldak@usna.edu

Barbara Vosbury: bvosbury@msn.com

This regatta will also serve is the first leg of the Tri-District Trophy. The other two regattas are the Arms-

White and the Sunapee Open.