

Stone and Vanderhoff / Perkins rounding out the top three.

Race 2 was started in virtually unchanged conditions. The majority of the fleet stayed middle left while Serinis / Stone hit the right to come out with a fair lead at the top mark. In second and third were Price / Wagner and Vanderhoff / Perkins. The team of Price / Wagner demonstrated excellent speed and gear changing on the second beat to come from behind and pass Serinis / Stone for the race win. Serinis / Stone second, Vanderhoff / Perkins third.

For Race 3 the wind was showing a right shift of about 10 degrees however at the end of the first beat, boats coming from the left and the right were neck and neck. On the run all boats gybed early to take advantage of what was now a settled right shift, and to also to get some current relief by staying closer to shore. At the end of the race it was McNeil / Voeltner, Serinis / Stone, Lippincott / Vosbury third.

After getting three great races off on Saturday the race committee was forced to abandon racing Sunday due to very little wind.

Congrats to The Gibson Island Yacht Squadron for running yet another great Miller Series.

RC saw that we were able to handle the breeze and announced that they were going to try to get a race going. Very shortly after that announcement the wind increased to over 30kts and they blew 3 guns (the right decision).

On Sunday we awoke to a moderate northwest breeze. The fleet left the harbor and we started what was to be the first of three races. John MacCausland who was debuting the new "G" section Sparteck mast, won the first race with local sailor Kurt Reynolds 2nd and Lake Sunapee sailor John Chiarella 3rd. The second race saw the wind start to decrease and the RC decided to shorten the race. Richard Burgess Jr won with Lil Mac 2nd, and Kevin Murphy (LH) was 3rd. The wind built back up between the 2nd and 3rd races so the RC started us. The breeze stayed until we were 1/2 down the run and it started to fade away to very light. As the leaders approached the leeward mark the RC made the decision to shorten the race and finish on the next upwind leg. We all sat at the leeward mark with zero wind for 5 to 10 minutes and watched Kurt Reynolds sail from 300 meters back to join the group waiting for him at the leeward mark. The breeze came with Kurt and Richard Burgess Jr. was the first to get into it. Reynolds used his momentum to get around the mark and back into the new wind. The finishes were Burgess Jr. 1st, Reynolds 2nd, Hendershot (CAN) 3rd and Lil Mac 4th.

For young Richard and old Richard Burgess to win two races, shortened or not was a really great feat, and to be able to sail with my son was really great winning or not.

In the end it was Lil Mac getting the big prize with 7 points, and son Richard 2nd with 9 points, and Reynolds 3rd tied with Hendershot with 14 points.

The Seneca Yacht Club and their members did an outstanding job of hosting the New York State Championships and a very special thank you to Bob Westcott for putting it all together.

69TH ANNUAL MILLER MEMORIAL									
Pl.	Sail#	Boat Name	Skipper	Crew	Fleet	R1	R2	R3	Tot.
1	7313	Bop	Tom Price	Wagner	CB	1	1	4	6
2	7072		Aaron Serinis	Stone	AN	2	2	2	6
3	8038		J. Vanderhoff	Perkins	NCB	3	3	7	13
4	7307	Jade	John Jenkins	Schofield	MES	4	4	5	13
5	7425	Ice Blue	T. Lippincott	Vosbury	AN	5	7	3	15
6	8087		Kevin McNeil	Voeltner	AN	11	8	1	20
7	7681	Touch of Grey	John Lecourt	McAteer	AN	6	9	6	21
8	7454	F2	Weissenberger	Plunkett	NCB	8	6	8	22
9	7939	Alexia	Elliott Oldak	Buscemi	AN	9	5	9	23
10	7934		K. von Schwarz		AN	10	13	12	35
11	7497		Kris Wilson	Elsaesser	AN	7	15	14	36
12	7786	Second Mouse	Karen Alt	Hardin	MES	14	11	11	36
13	7512		Joe Balderson	Danly	MES	13	14	10	37
14	7785	Elusive	Chuck Wiley	Cockayne	MES	12	10	dnf	38
15	7970	Mary Jane	Sam Hopkins	Kaplan	MES	15	12	13	40

NEW YORK STATE CHAMPIONSHIPS

July 12-13, 2003

by Rick Burgess

The New York State Championships were held on Seneca Lake this past weekend. A small but talented group of sailors arrived on Saturday morning with the expectation of sailing the first of 5 scheduled races. Mother nature did not cooperate as the wind was blowing in excess of 30kts in the puffs. The race committee opted to keep the group on shore but Kevin Murphy (LH) and Richard Burgess Jr (SL) opted to test the waters. It was really great on the reaches and going upwind was a bit of work but fun. The

NEW YORK STATE CHAMPIONSHIPS									
July 12-13, 2003									
Pl.	Boat#	Skipper	Crew	Fleet	R1	R2	R3	Tot.	
1	8113	J. MacCausland	Bruce Hatfield	CR	1	2	4	7	
2	7824	Rick Burgess Jr.	Rick Burgess	SL	7	1	1	9	
3	7122	Kurt Reynolds	Danny White	SL	2	10	2	14	
4	7067	W. Hendershot	Alain Vranerick	Q	4	7	3	14	
5	7930	John Chiarella	Terry Fletcher	SUN	3	8	7	18	
6	7271	Bob Westcott	Jim Christian	SL	11	4	5	20	
7	7726	Kevin Murphy	Jason Rodriguez	LH	6	3	dnf	23	
8	7369	Steve Haarstick	T. Schumacher	SL	9	5	9	23	
9	7463	Werner Holtze	Larry Scott	SL	10	6	8	24	
10	7047	Phil Haggerty	Thayer	LOC	5	9	10	24	
11	6997	Jamie DelaPorte	Bryant	Q	8	12	6	26	
12	7783	Tom White	Doug Carey	SL	12	11	11	34	
13	6569	Brud Nicholson	Jim Hendee	SL	dns	dns	dns	39	

Italy. We spent a couple of hours setting the mast up to get the boat in before the marina closed for the weekend. There is no hoist so you have to pay to have it launched using their fork lift. The cost for this is €96.00 for the round trip. If you are not rich or want to sail over the weekend it is only €13.00 a day for dockage. During the Championship this will be free. We then settled in at the TEAM GBR apartment we are sharing with the current World Champions Ian Percy, Steve Mitchell, and their sail maker Paul Hobson as well as Chris and Bart, a couple of Finn sailors training here as well. We all went to dinner together in El Puerto de Santa Maria where we had some traditional Spanish meat dishes chased down with plenty of local brew! After a couple of “digestive” liquor shots we headed for the Irish Pub down the street for a night cap of TVR’s (tequila & vodka mixed with Red Bull). Needless to say we killed our jetlag with alcohol, getting home at 6 AM! A normal weekend night for the Spanish!

We managed to get up around noon, got down to the boat and finished setting it up. We took it out on its maiden voyage and participated in a training race. The other teams also here are Ireland’s Max Treacy, Xaveir Rohart and Philepe Presti from France, Flavio Marrazzi from Switzerland, and Freddy Lööf from Sweden. Every Team has their own coach and coach boat, except us, so we are coaching each other!

We had 8-12 kts from 260 with choppy seas. The following days have seen more of the same. Winds have been pretty shifty considering that we are basically in open ocean. We have seen between 6-18kts from 240-280 degrees. The sea breeze slowly builds as usual. However as it fills it pulls left till max breeze time at 4 PM. Then it works to the right and slowly decreases. It does not get dark till around 10 PM so this is why the max is so late. 6 PM feels like 4 PM here. The wind shifts have been oscillations of 15 degrees but they move through rapidly (5 min apart).

Leaving the boat in each night allows a lot of growth to grow on the bottom. We have been diving the bottom in the morning before going out and again after coming. Waiting 24 hrs makes it harder to scrub off. A 3M pad with a handle works well to clean the bottom. Also it is nice to have a hand bilge pump to get the water out after rinsing the boat.

It is great to have a close place to stay, but during the event places in Puerto Sherry are hard to find. You should probably plan on renting a car to drive to the surrounding towns of Santa Maria and Rota.

It looks like a good place for a Championship but this is typically the windiest month of the summer with September being the least. We shall see if ISAF can pull this thing off!

2003 FOR 2004 RESOLUTIONS

#1 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 7.5 Membership Approval of Agreements Amending STCR's as follows:

Add Rule 7.5:

7.5 No agreement shall be entered into by any person on behalf of the Association which could amend Association Rules and/or specifications without first being submitted to a vote of the Membership pursuant to STCR 18.1. Agreements signed by Officers without following the procedure set forth in rule 18.1 shall be void.

REASON: All agreements amending Star Class Rules should be placed before the membership to be voted on by the members. This proposed amendment further clarifies that Class Rules shall only be amended by a vote of the Members in accordance with STCR 18.1.

#2 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 11.1.3 International Secretary as follows:

11.1.3 International Secretary. The International Secretary shall keep minutes of meetings and supervise the Association's system of forms and records for all members and shall, in a timely manner, post on the Star Class website and cause to be published in Starlights minutes and decisions of the I.G.C., C.M.C., C.C.'s, and Judiciary Board (J.B.).

REASON: Most organizations are very careful about documenting their affairs and take that responsibility seriously. The Star Class has fallen out of this practice in recent years and the above language sets a standard for the Class that is not being adhered to today.

#3 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 11.1.4 International Treasurer as follows:

11.1.4 International Treasurer. The International Treasurer is the custodian of the financial assets of the Association. He shall keep the Association's books, financial records, and securities, and shall place funds in a depository approved by the Class Management Committee. He shall disburse funds only on the order of the International President. The International Treasurer shall cause the Association's financial statement to be posted annually on the Star Class Website and published annually in Starlights.

REASON: The Star Class financial statements should be made available to all Class Members.

#4 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 14.1 International Governing Committee as follows:

14.1 International Governing Committee (I.G.C.). The

powers of the Association are vested in the I.G.C. subject to the limitations imposed by these Rules. The I.G.C. shall consist of the International President, the two (2) International Vice-Presidents, the four (4) Continental First Vice-Presidents and two (2) Members at Large, one of whom shall be chosen from the Western Hemisphere and one shall be chosen from the Eastern Hemisphere. The Members at Large shall be nominated and elected by the members in their respective hemispheres in accordance with Section 13 of these Rules and for that purpose they shall be deemed to be International Officers.

The International President may designate alternates from each region. An alternate may participate in the deliberations of the I.G.C. but shall not vote except in the absence of a regular member from his region. The International President shall designate the priority of each region's alternates to fill the voting seats of regular members who are absent.

The I.G.C. shall meet at least once a year, at the time and place of the World's Championship, and at such other times and places as it may determine. The I.G.C. may act between meetings by a unanimous written consent signed by each regular member of the I.G.C. A written record of all actions taken by the I.G.C. shall be maintained by the International Secretary.

The I.G.C. shall elect its own chairman. Upon taking office the I.G.C. is empowered to: . . .

REASON: The full I.G.C. should always be consulted about matters that affect the Class. The use of an Executive Committee is inconsistent with the existence and authorized powers of an I.G.C. As such, an Executive Committee should not be empowered to make significant Class decisions without the consent of the full I.G.C.

#5 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 14.2 Class Management Committee as follows:

14.2 Class Management Committee (C.M.C.). The Class Management Committee shall have charge of the daily affairs of the Association and shall consist of the International President as chairman, the four other International Officers and two district officers appointed by the International President with approval of the I.G.C., with terms corresponding to their elected terms of office. The Chairman of the Technical Advisory Board and Marketing Manager shall be members of the C.M.C. without vote. It shall meet at frequent intervals. Its actions and decisions shall be reported to, and be subject to veto by, the I.G.C. A written record of all actions taken by the C.M.C. shall be furnished in a timely manner to the International Secretary.

REASON: Supply the International Secretary with meeting minutes for publication as mandated by 11.1.3.

#6 - 2003 - submitted by the Central Long Island Sound Star

Fleet

To amend Rule 14.3 Continental Committees as follows:

14.3 Continental Committees (C.C.). The Continental Committee for each continent shall consist of an International Vice-President as chairman and the Vice-Presidents of that continent. A majority vote shall decide all questions.

The C.C. shall sanction events and grant charters, and shall immediately report such actions to the Central Office of the Association.

The C.C. may act upon continental matters not connected with dues, finances or other fiscal business of the Association. It shall have no power to take any action conflicting with the rules or principles of the Association, but it may submit recommendations to the I.G.C. or C.M.C. It shall approve race committees and juries for Class Silver Events. A written record of all actions taken by each C.C. shall be furnished in a timely manner to the International Secretary.

REASON: Supply the International Secretary with meeting minutes for publication as mandated by 11.1.3.

#7 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 15 Appointed Positions and Committees as follows:

Add Rule 15.8.7:

15.8.7 Furnish written record of all actions taken by the J.B. shall be furnished in a timely manner to the International Secretary.

REASON: Supply the International Secretary with meeting minutes for publication as mandated by 11.1.3.

#8 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 18.1 Star Class Association Rules as follows:

18.1 Star Class Association Rules Rules Governing Star Class sanctioned Events and Fleet Qualification, Plans and Specifications can never be suspended but may be amended, except as specified in Star Class Rule 18.2, by the following procedure: an amendment can be proposed only by either A.) a majority vote of the I.G.C. with the proposed amendment, including the vote of each I.G.C. Member, and published by the Star Class Central Office in Starlights at least thirty days before submission of the proposed amendment to a vote of the Members. or, B.) a Fleet meeting advance notice of which must have been sent to all its voting members. When the proposed Fleet resolution is submitted to the Star Class Central Office, a copy of the letter on advance notice of fleet members must accompany the resolution. Also a statement as to how many voting members attended the meeting signed by the fleet captain and secretary.

The Fleet amendment must be filed with the C.M.C. at least 120 days prior to the date of an annual meeting, and

published not later than in the next issue of Starlights following this deadline, in order to be put on the agenda or considered by that annual meeting.

The proposed Fleet amendment must then be approved by majority vote at the annual meeting. All approved Fleet amendments and I.G.C. amendments shall be submitted to active membership for vote. Enactment shall be by ballot of the active and life members and shall require a 2/3 vote of the members voting on the amendments. An enacted Fleet amendment shall take effect January 1 of the ensuing year, or 91 days after the annual meeting, whichever is later. An enacted I.G.C. amendment shall take effect on the date specified within such I.G.C. amendment or in the absence of a specified date, on January 1 of the ensuing year. Voting eligibility requirements are those of Rule 13.3. Members of groups, including the I.G.C., may set forth their views in Starlights.

REASON: The Star Class needs to be able to amend its rules using a process that will allow the I.G.C. to propose a vote on current issues on a more timely basis. This Amendment will eliminate criticism that the method of amending Star Class Rules is cumbersome and more difficult than necessary.

#9 - 2003 - submitted by the Central Long Island Sound Star Fleet

To amend Rule 18.2.1 Temporary Waiver of Rules as follows:

Add Rule 18.2.1:

18.2.1 The I.G.C. may, upon a majority vote of the IGC, waive or suspend a specific Star Class Rule within STCR 23 through 35, STCR 37 and STCR 40. Such waiver or suspension of Star Class Rules shall be approved by the I.G.C. and published on the Star Class web page not less than 90 days prior to any test Event and shall be effective only for a single Event. Following any Event where STCR 18.2.1 is applied by the I.G.C., a proposed Star Class Rule amendment shall automatically be included as a Proposed Amendment to be voted upon by members pursuant to STCR 18.1. STCR 18.2.1 shall not be used to waive or suspend Star Class Rules 1 through 22, STCR 36, STCR 38 or STCR 39.

REASON: From time to time, the I.G.C. needs the ability to test a proposed Star Class Rule Change related to Events, Equipment or Racing Formats. The proposed Resolution to add STCR 18.2.1 allows testing of proposed Star Class Rule Changes upon approval of a majority vote of the I.G.C. and with minimum notice to the Membership.

Subsequent to any test, proposed Class Rule amendments would be automatically submitted as a proposed amendment under Star Class Rule 18.1.

The proposed new rule 18.2.1 allows the I.G.C. flexibility to test new ideas and allows members to experience proposed Rule change before being asked to vote on proposed Star Class Rule amendments. This new Star Class Rule is not be

available for changes to the Organization or Administration of the Star Class or any other Star Class Rule unrelated to Racing or Equipment.

#10 - 2003 - submitted by the Pater Noster Star Fleet

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

In the weight formula, delete the following sentence:

In pounds: $C = ((220-S)/2) + 220$

REASON: In all other aspects of the Star Class Rule and Specifications, the metric system is used. It can easily be converted into other systems, like inches or pounds, for those who use it. This change will also eliminate the calculation difference that now exists between kilograms and pounds in the formula.

#11 - 2003 - submitted by the Gluecksburg Star Fleet

To amend Rule 31.2.3 (b) (3) as follows:

In paragraph 2, delete the following sentences:

In all of the above, where the hiking pennant attaches to the vest a quick release snap shackle such as a common spinnaker sheet snap shackle must attach the pennant to the vest. It must be capable of being released at any instant by one hand with the crew in full hiking position.

REASON: Rule 31.2.3 (b) already determines that the vest must be attached to the hull by means of a quick release. The Technical Committee has approved three attachment devices. They all release the vest from the hull in all possible incidents of emergency. (Practically nobody ever used the quick release but when in trouble would prefer to release the pennant [rope] from the cleat.) A situation of emergency that the vest had to be quickly released at the snap has never occurred in the Star Class and is not likely for the future.

#12 - 2003 - submitted by the Cooper River Star Fleet

To amend Rule 31.2.3 (d) Hiking Pants as follows:

Delete the last sentence so that it appears as follows:

For skipper and crew, padded trousers or shorts that have sewn-in battens on the back of the upper legs from above the knee to below the seat to assist in supporting the weight when hiking.

REASON: By deleting the last sentence of the present Rule 31.2.3 (d), it would eliminate the requirement of the ninety-degree bending test. As most commercially available hiking pants have non-removable sewn-in battens, it makes the enforcement of the ninety-degree bending test nearly impossible. The test requires the removal of the battens from the pants, which is not practicable at the regatta site. There seems to be no reason to restrict the bend characteristics of the battens as long as they are used only between the knee and the seat.

#13 - 2003 - submitted by the Genova Star Fleet

To amend the Notice to Builders and Sailmakers as follows:

In the first sentence under the heading "Builders", replace the words "approval to build a star" with the following "LICENSE TO BUILD A STAR". All the technical items will be submitted to the attention of the Technical Advisory Board for the final draft of this submission.

REASON: There is no longer any reason to let the building of the Star be free. It is not realistic and it offers the opportunity for misinterpretation of the rules and cheating on the boats. With the license system, the Class will have more power to control the shipyards.

#14 - 2003 - submitted by the Genova Star Fleet

To amend Specification 5.7 Fin Keel as follows:

Add Specification 5.7.3:

5.7.3 KEEL REPLACEMENT AND CODIFICATION - Keel cannot be detached from the original hull and replaced on a different hull. To control this situation, every keel will be assigned a bar code or a different method (to be approved and decided by the Technical Advisory Board). This number will be placed on the Measurement Certificate and subject to control at major championships. Existing boats shall comply with this rule.

REASON: To avoid the increase of costs and the possibility of cheating without control. In practice, it is difficult to recheck boats when changes have been already made.

#15 - 2003 - submitted by the Gluecksburg Star Fleet

To delete Specification 7.2 Buoyancy Certification

Delete Specification 7.2.

REASON: Specification 7.1 requires enough flotation. Boat builders are motivated to construct maximum flotation into their Star boat designs. The Buoyancy Test Certificate nowadays is not necessary anymore and blows up bureaucracy in the Class.

#16 - 2003 - submitted by the Cooper River Star Fleet

To amend Specification 12.1 Sails as follows:

Change sentence 7 of Specification 12.1 to -

Unwoven transparent panels, not exceeding 1.25 m² in total area, are permitted below half height in any sail.

REASON: The increase in window size, from .75 m² to 1.25 m², will help avoid collisions and make the Star Boat safer to race. There seems to be no reason not to allow larger windows.

EMIL'S CORNER

Cartoon by Emil Karlovsky



REGATTA SCHEDULES

- 1st District
 - Aug 2-3 Secretaries cup/Make-a-Wish regatta (BH)
Mars-Venus (male & female in each boat)
 - Aug 23-24 Masters Regatta (Mid)
100th Anniversary celebration of Milford YC
 - Sept 6-7 Nathan Hale (HB)
 - Sept 13-14 Bedford Pitcher (CLIS)
 - Sept 20-21 Nutmegs (Mid)
 - Oct 11-12 New England Intercollegiate Sloop Champs (BH) - Pending ICSA Approval
- 5th District
 - Aug. 30-31 Labor Day Pitcher (SDYC)
 - Sept. 6-7 Harris Series (CYC)
 - Sept. 13-14 Green Star (NHYC)
 - Oct. 4-5 Fall One Design (CYC)ub
 - Oct. 18-21 North Americans/ Calvin Paige, St.F.Y.C.
 - Nov. 1-2 Ash Bown/ Octoberfest (SDYC)
 - Dec. 13-14 Kriss Kringle (SDYC)
- 12th District
 - August 9-10 Lake Sunapee Open
 - Sept. 6-7 F.L.A.S.I.R., Lake George

