

Volume 4, No. 8 2003

August,

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

AUGUST REGATTA SCHEDULE

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

5th District

Aug. 30-31 Labor Day Pitcher (SDYC)

12th District

August 9-10 Lake Sunapee Open

NED HAY REGATTA

June 21-22, 2003 Sandy Bay Yacht Club

A lower than expected turnout of 14 Stars showed up for this year's Ned Hay regatta. Light and variable wind on Saturday allowed only two of the scheduled races to be completed. Both races were won by the Cape Ann boats of Mike Trotsky / Micah Davis and Bruce Engel / Ted Lavery.

A rainy forecast may have kept some people away. But Sunday we were treated to steady winds of 15 knots from the north-northeast making for the best racing of the season. Jake Fiumara / Joe Chambers scored a 1, 2, 2, and John Safford / Patrick Bodden scored ocs, 1, 1.

Fiumara / Chambers third place finishes in both races on Saturday gave them top place overall with 8 points. John Lombard / Kip Gardner from Milford, CT had finishes of 2, 6, 2, 3, 3, and 10 points placing them second. In third place overall were Bruce Engel / Ted Lavery with 13, 1, 3, 4, 5, giving them 13 points after throwing out their 13th place finish in the first race.

Comment by John Lombard: On-shore, the Sandy Bay Yacht Club hosted an excellent evening of dinner and cocktails, despite the rather cold evening temperature. Future Star Sailors the (5 and 7 year old) Safford brothers were out in front of the club training in their Optimist Dinghy despite the rainy, chilly conditions. All of the competitors are looking forward to returning to Rockport later in July for nicer summer weather, excellent ocean-style racing and some relaxing downtime in the club's famous rocking chairs overlooking the beautiful scenery of Rockport's Harbor. In keeping with the Sandy Bay Yacht Club tradition, Martha Safford presented the Ned Hay series trophies, featuring beautiful framed artwork from the many local galleries and artists.

There is no more beautiful place to sail a Starboat than Rockport, so don't forget to submit your 1st District Championship entry by the deadline. Go to Sandybay.org or the 1st District web site to learn more or contact Sandy Bay YC Fleet Captain, Joe Chambers for more information.

2003 12TH DISTRICT BLUE STAR

			NED HAY	RESULTS							
Pl.	Boat#	Boat Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Total
1	7817	Southern Cross	Jake Fiumara	Joe Chambers	CA	3	3	1	2	2	8
2	7728	Hayaku	John Lombard	Kip Gardner	Mid	2	6	2	3	3	10
3	7963	It's about time	Bruce Engel	Ted Lavery	CA	13	1	3	4	5	13
4	7847	Rosebud Cafe	John Safford	Patrick Bodden	CA	5	7	ocs	1	1	14
5	7330	The Continental	Michael Trotsky	Micah Davis	CA	1	10	5	6	4	16
6	7265	More Pressure	Josh Phypers	Dave Timberlake	CA	4	2	7	5	7	18
7	7332	Bel Ami	Thorny Cook	Mike Young	CLIS	8	9	4	8	dns	29
8	8080	Catherine	Rivero	Dersenzani		9	12	6	9	6	30
9	7101	Phoenix	Ken Luczynski	Corey Baker	BH	10	4	11	7	dnf	32
10	7444	Bingo	Kailin	Wilkinson	BH	6	5	9	dnf	dns	36
11	7076	One Plus Gemini	Ted Engel	Bruce Gowans	CA	14	8	8	10	10	36
12	8086	Klaudina	Thierry de La Villehuchet	Dan Ronan	Mid	7	13	12	ocs	8	40
13	7555	Spunk	Ed Desmarais	Shaw	CA	12	11	10	12	11	43
14	7711	Ding Dong	Pat Herlihy	Dutton	CA	11	14	13	11	9	44

Lake Sunapee June 20-22, 2003 By John Chiarella

The 12th District Blue Star Championship was held at Lake Sunapee June 20, 21 and 22. Thirty boats from 6 Fleets: Sunapee, Lake Hopatcong, Seneca, Lake Ontario Canadian, Quebec, Lake George and one Isolated boat.

Thursday: boats arrived were checked then all had dinner at the Lake Sunapee Yacht Club and attended the annual 12th District meeting chaired by District Secretary John Chiarella.

Friday the Fleet went out to the course and waited until 2 PM when the race committee canceled. All enjoyed a cookout and good fellowship that evening.

Saturday brought East winds of 8 and two races were held. Lots of tacking duels with the lead changing a number of times. First 6 boats got away from the fleet and held their own duel. Second race was closer with a little less wind. Mike Milner, new to Stars, sailed to an impressive victory.

Saturday night was a festive party at the club with a toast to the Queen and the President of the U.S.

Sunday we arrived at the Club to see not a ripple on the water, however the race committee got everyone on the water and was able to start a race a little after noon. It was a little more than a drifter with each side of the course favored one time or another. Andy Ivey guessed the best and won the race and the series.

A great luncheon and awards followed.

Blue Star: 1 Andrew Ivey - 2 Bill Abbott - 3 Mike Millner

First challenge: Mike Millner

Green Star: Bob Cook - 2 Chris Eldredge - 3 Brian McKay

Leading Lady: Barbara Cook

Master: Mike Feeney

Grand Master: John Chiarella

12th District Blue Star Results

Pl,	Boat#	Skipper	Crew	Rk	Fleet	Tot
1.	7830	Andrew Ivey	Brad Nichol		Sun	9
2.	7775	Bill Abbott	Brad Boston		ISO	12
3.	7940	Mike Millner	Steve Cutting		LOC	13
4.	7628	Mike Feeney	Rob Bowers		Sun	25
5.	7520	Will Hendershot	Alian Vanderick		Q	27
6.	7927	David Ivey	Bob Carlson		Sun	27
7.	7639	Sam Rowse	John Wulff		Sun	29
8.	8013	Rick Dhein	Bruce Hatfield		LG	33
9.	7731	Dave Cook	Mike Wood		Sun	35
10.	7930	John Chiarella	Terry Fletcher		Sun	35
11.	7793	Brian Cramer	Len Delicaet		LOC	37
12.	7192	Nat Cook	Arron Snay		Sun	39
13.	6854	Bob Cook	Barbara Cook	G	Sun	41
14.	7756	Brian Murphy	Al Rodriquz		LH	42
15.	7835	Dick Atkinson	Dag Lidbeck		Sun	42
16.	6425	Chris Eldredge	Bruce Rice	G	Sun	45

17.	7950	Brian McKay	Phil Haggarty	G	LOC	53
18.	8099	Bill Farrar	Tom Nunez	G	Sun	58
19.	7271	Bob Wescott	Jim Cristian		SL	60
20.	6831	Duane Delfosse	Greg Meyer	G	Sun	62
21.	7709	Robert Restrick	Fred Eagles	G	LH	65
22.	7852	David Robinson	Johnathan Robinson		Sun	66
23.	7998	David Cutler	Walter Rasmen	G	LH	67
24.	7315	Peter Pike	William Pike	G	Sun	68
25.	7729	Patrick Flinn	Thomas Flinn	G	LH	70
26.	6303	Bill Nutzel	Bill McMahon		LH	74
27.	6740	David Craddock	Don McDonell		LOC	77
28.	6979	Joe Goodnough	Brad Leavitt	G	Sun	81
29.	5634	Ian Bruce	Pierre Farmer		Q	82
30.	6808	Jack Dunnigan	Jerry Comaford	G	LH	88

FIRST DISTRICT YOUTH CHAMPIONSHIP

July 13, 2003

Six boats showed up for the 1sst District Junior Championship, held at Rockport. There were three races. All boats were from the Cape Ann fleet.

1	7847	Rosebud Café	Andrew Greely	John Safford
2	7330	The Continental	Caitlyn Delphin	Joe Chambers
3	6378	Ding Dong	Patrick Herlihy	Ricky
4	7386		Gordon Walker	Jim Kubik
5	7324	Southern Cross	Maddie Rappoli	Jake Fiumara
6	7555		Leigh Siergiewicz	Ed Desamarais

69TH ANNUAL MILLER MEMORIAL

July 12-13, 2003 by Aaron Serinis

The 69th annual Miller Memorial series was held last weekend on the western shore of the Chesapeake Bay. This series is one of the longest running sailing events on the Bay with a history that stretches back to the 1930's. It's hard to find a more scenic place to sail and to socialize once off the water.

The race committee had planed a five race series: three races on Saturday, two on Sunday. With 15 boats on the tow line Saturday morning, we headed out to the bay to find a very pleasant eight to twelve knots from the Southwest. There was also about a knot and a half of current running south against the wind, which made the chop a little more of a factor.

Race 1 got started with many boats close to being over early as the current ripped through the starting line. The fleet split about fifty / fifty up the first beat with Tom Price and Will Wagner leading around the first weather Mark followed by a tight group that included Jenkins / Schofield, Vanderhoff / Perkins and McNeil / Voeltner. After a couple of jibes downwind Price / Wagner still held the lead with Aaron Serinis and Russell Stone following in second after recovering from a slow start. At the finish it was Price / Wagner taking the race win closely followed by Serinis /

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 wile 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.

		69TH A	ANNUAL MILI	LER MEM	IORIAL	,			
<u>Pl.</u>	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 access 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

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 Spartech 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 2rd and 3rd races so the RC started us. The breeze stayed until we were ½ 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 a 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 2^{nd} with 9 points, and Reynolds 3^{rd} 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.

NEW YORK STATE CHAMPIONSHIPS July 12-13, 2003							
Pl.	Boat#	Skippir	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			

FIRST DISTRICT BLUE STAR CHAMPIONSHIP

July 18-20, 2003 Rockport, MA by John Lombard

Twenty-six boats participated at the 1st District Blue Star Championship, held at Rockport MA, under the sponsorship of the Cape Ann fleet.

Friday's races started off on a light note. The boats were sent out on course 4. However, on the second time up there was a substantial wind shift creating reaching conditions, and then on the final leg a front came through with a 30 kts. breeze. Because the committee boat started drifting the race was abandoned and the boats told to return to the harbor.

Saturday brought another light and variable day with holes in it plus an interesting tidal situation. Two races were completed. John Safford scored 4-3 for the day, Jake Fiumara 8-1, Peter Costa 6-3, Ben Cesare 7-4, and John Lombard 6-5.

Sunday was again a light and variable day. Because of this it was anyone's regatta. After floating about for 2 hours a southerly with marginal hiking conditions set in. Cesare finished first followed by Fiumara and Safford came in

fourth. A second race was not possible so the final standings were Jake Fiumara beating John Safford on a tiebreaker with Ben Cesare coming in third overall.

The Cape Ann fleet once again put on a regatta that we have all come to appreciate. The prime rib was excellent!

GREETINGS FROM PUERTO SHERRY

By Rick Peter

On Friday afternoon we arrived at the site of the upcoming combined World Championships for the Olympic Classes. I left on Thursday morning from LAX and flew into New Jersey where I met up with Rick Merriman for the flight to Madrid. From there we took a short flight to Jerez. We checked our bags through to Jerez, and were relieved there was not a customs inspection so we didn't have a hassle with the boxes of sails we brought! After a €30.00 (approx. 30 min) cab we arrived at the marina to find Rick's new Star # 8162 there and already unloaded off the truck that brought it as well as Eric Doyle's from Folli's shop in

FIRST DISTRICT BLUE STAR CHAMPIONSHIP

July 18-20, 2003

Pl.	Boat#	Boat Name	Skipper	Crew	Fleet	Cat.	R1	R2	R3	Tot
1	7817	Southern Cross	Jake Fiumara	Joe Chambers	CA		8	1	2	11
2	7847	Rosebud Café	John Safford	Patrick Bodden	CA		4	3	4	11
3	7465	Kimmar	Ben Cesare	Peter Manion	Mid		7	4	1	12
4	7444	Bingo VII	Michael Kalin	Greg Dolin	BH	Green	1	11	3	15
5	7621	Owl	Peter Costa	Sergey Leonidov	BH	M	3	6	8	17
6	7728	Hayaku	John Lombard	Kip Gardner	Mid		6	5	7	18
7	8000	Bingo	Tony Rey	Doug Brophy	NB		12	2	6	20
8	7565	Telluride	Jack Button	Chris Batchelor	Mid	EGM	13	7	9	29
9	8052	Don't Look Back	Steve Braverman	Ron Rezec	BH		11	10	12	33
10	7963	It's About Time	Bruce Engel	Ted Lavery	CA		5	13	19	37
11	7980	Mongrel	Guy Gurney	Rob Bowers	CLIS	GM	9	15	13	37
12	8080	Bold	Nelson Stephenson	Austin Sperry	CLIS	M	10	19	11	40
13	7332	Bel Ami	Thorsten Cook	Mike Young	CLIS	GM	14	12	14	40
14	7386	Connection	Jim Kubik	Mason Browne	CA	GM	2	23	16	41
15	8007	Serendipity	Bill Watson	Roger Sharp	CLIS	M	16	8	17	41
16	7265	More Pressure!	Josh Phypers	David Timberlake	CA		18	21	5	44
17	7732	Night Light	Gary MacDonald	Howard Davis	BH	M	17	24	10	51
18	7640	Ingrid Ekholm	Richard Gordon	Desmond Walsh	CLIS		22	17	15	54
19	7555	Spunk	Ed Desmarais	Adam Shaw	CA	M	24	9	23	56
20	7911	Foxy	John Fox	Nancy Fox	BH	M	19	18	20	57
21	7076	One Plus Gemini	Ted Engel	Steve Engel	CA	EGM	15	22	21	58
22	7107	Phoenix	Ken Lyczynski	Cory Baker	BH		20	14	dnf	63
23	6970		David Hoffman	J. Ritterhouse	WLIS		26	16	24	66
24	6756		Fotis Boliakis	Mark Hennely	CLIS		21	20	22	63
25	80801	Catherine	Carlos Rivero	Jan Walker	BH	M	23	dnf	18	70
26	6767	Speed Limit Infinity	Eric Larsen	Matthew Whitlock	BH		25	25	25	75

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)
	100 th 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
5 th District	
Aug. 30-31	Labor Day Pitcher (SDYC)
Sep. 6-7	Harris Series (CYC)
Sep. 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)
12 th District	
	Laka Sunanaa Onan
August 9-10	Lake Sunapee Open
Sept. 6-7	F.L.A.S.I.R., Lake George