



Volume 3, No. 12
2002

December,

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

DECEMBER REGATTA SCHEDULE

5th District
Dec. 14-15 Kriss Kringle Regatta, SDYC

20th District
Dec 7-8 Commodore's Cup

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MICHOLOBE CUP
October 12-13, 2002
West River, MD.

With tropical storm Kyle passing by the Mid-Atlantic States on Saturday it brought us dark and stormy clouds with breeze from the North-Northeast at 12 to 13 knots. Very challenging conditions with many shifts, rough water and a strong outgoing tide. Race one saw John MacCausland and John Avis lead at the first mark with a good lead. The rest of the fleet was tightly packed at this rounding. On the second beat Tom Price and Will Wagner made a strong push at the lead boat, falling just short at the weather mark. MacCausland and Avis opened up on the run to finish with a comfortable lead. Tom Price crossed second with Barbara Vosbury and Trapper Lippincott third.

Race two was very similar to the first race but with more outgoing current the left side of the beat became more favored. At the first mark Tom Price and Will Wagner were followed closely by John Vanderhoff and Scott Karr. On the run the left paid having a more favorable current. Barbara Vosbery and Trapper Lippincott

sailed a great run rounding the leeward mark overlapped with Tom Price for the lead. Both boats went right on the last beat which let John Vanderhoff and John MacCausland free to go to the left. Both Johns made a large gain on the lead boats. About half way up the leg they passed the lead boats. During the second half of the leg John and John opened up on the fleet. By the weather mark John MacCausland had a nice lead on John Vanderhoff who in turn had a good lead on the rest of the fleet. On the run to the finish things stayed pretty much the same. At the line it was John MacCausland then John Vanderhoff with Tom Price in third.

The forecast for Sunday was promising but never materialized. No wind, no racing and the standings stayed as they were on Saturday. Jack Lynch and his race committee did a great job on Saturday. Too bad they did not get a chance on Sunday.

For North this was the end of a very good season on the east coast and particularly the Chesapeake Bay. On the Bay this season North Sails won all but two of the major weekend events. Well next year we will have to go for a perfect record.

CALVIN PAIGE REGATTA

St. Francis Yacht Club
October 19-20, 2002

Reprinted from Sailing Anarchy

The St. Francis Yacht Club hosted the annual Calvin Paige Star regatta this past weekend. 21 boats with sailors representing six nations (Argentina, Australia, Bulgaria, Canada, France, and USA) attended the event. The fleet included at least six skippers who had won Star World, Olympic, or Continental championships. Not too shabby for a local fleet race! Additionally, the local fleet captain donated use of his boat to two rising collegiate stars (no pun intended) from UC Berkley to generate interest among the next generation of Star sailors. Many of the sailors were hoping to get some early practice for the 2003 North American Championships, which will be hosted by the St Francis.

MICHELOB CUP									
Pl	Boat	Boat name	Skipper	Crew	Fleet	R1	R1	Total	
1	8068	Erin	John MacCausland	John Avis	CR	1	1	2	
2	7313	Bop	Tom Price	Will Wagner		2	3	5	
3	8038		John Vanderhoff	Scott Karr		4	2	6	
4	7425	IceBlue	Barbara Vosbury	Trap Lippincott	AN	3	5	8	
5	7802	Badger	Jim Freeman	Matt Freeman	SL	5	4	9	
6	7681		Lecourt	Hardin		7	6	13	
7	8063		Bert Collins	Guy Avellon		6	7	13	
8	7970	NoSniveling	Nelson Stephenson	Terry Glackin	CLIS	8	8	16	
9	7460		Lovellette	Bryfogle		9	9	18	
10	7936	SugarII	Rubincam			10	10	20	
11	7497		Braddon	Braddon		11	11	22	
12	7182	MaryJane	Hopkins	Kaplan		12	12	24	

The race committee was able to get three races off on Saturday despite a delay for lack of wind. After about 45 minutes of postponement, the wind filled from the west and gradually built to about 18 knots by the start of race 3. Race 3 was quite exciting with the wind at about the upper range of control for a Star boat. Paul Cayard was over the line early, but showed why he gets paid the big bucks by working his way from last to fourth on the extremely short course. At the end of the first day of racing, Mark Reynolds and Austin Sperry were leading the fleet with a 1-2-1, with Paul Cayard and Hal Haenel in second with a 3-1-4.

Golden Gate Bridge and the leeward gate right in front of the St. Francis YC bar. The course placement was great for spectators with several thousand people watching from Crissy Field, Marina Green, and the Golden Gate Bridge. The use of a leeward gate was a nice touch. I don't now why more RC's don't do this as gates make the mark roundings much safer and increase the tactical options. In fact, all of the damage to the boats occurred at the weather mark and not the leeward gate.

Steve Gould won the Master's Division.

Saturday night was the St. Francis's annual Father/Daughter dance. While most sailors hung around the keg or bar before heading out for the evening, several competitors brought their daughters with them to the regatta and took them to the formal that evening. It was pretty shocking to see Mark Reynolds dressed in a tuxedo ordering vodka martinis, shaken not stirred. Ok, he wasn't ordering the martinis, but it was shocking to see him in a tuxedo.

Day 2 looked to be a repeat of the first day with there again being a delay for lack of wind. After a 90 minute delay, the breeze again started to fill in from the West (does it ever come from any other direction in SF?). Aussie Rod Hagebols showed everyone why he can be a real threat and won the start with Cayard on his hip. By the weather mark, Ross Macdonald had worked into the lead and led the fleet around the rest of the course to win the race, although the finish was very exciting with the first six boats all overlapped with each other.

Calvin Paige Regatta											
Pl.	Boat#	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Total
1	7829	Mark Reynolds	Austin Sperry	SDB	1	2	1	6	1	4	9
2	8088	Paul Cayard	Hal Haenel	WSFB	3	1	4	3	6	1	12
3	806	Ross MacDonald	Rob Cullen	EB	5	5	2	1	5	2	15
4	8068	John McCausland	Rodrigo Meireles	CR	4	4	9	4	7	3	22
5	7956	Mark Herrmann	Darrin Jensen	PS	2	9	2	8	3	22	24
6	7612	Steve Gould	Rick Peters	WSFB	15	6	5	5	2	7	25
7	8059	Peter Vessela	Brian Faith	WSFB	10	3	6	2	8	22	29
8	7325	Alejandro Bugagov	Arnaud Berahme	SMB	7	10	3	14	13	5	38
9	7310	Rod Hagebols	Skip McCormack	WSFB	8	8	7	7	12	8	38
10	8011	John Virtue	Darrell Hiatt	NH	6	16	9	11	4	9	39
11	7437	Nedko Vassilev	Paul Erikson	WSFB	16	12	10	9	9	6	46
12	7611	Emery Sanford	Kevin Mullen	WSFB	9	11	13	13	11	10	54
13	7952	Brooks Sperry	Chris Eid	WSFB	12	14	8	10	15	11	55
14	7985	Barton Beek	Chuck Beek	NH	13	15	11	15	10	14	63
15	8111	Larry Whipple	Barry Van	PS	11	13	12	16	22	22	74
16	8006	Scott Zimmer	Mike Ore	NH	17	7	14	17	22	22	77
17	4103	Scott Merrick	Paul Dorsey	WSFB	20	18	15	21	17	13	83
18	6968	Rob Gewecke	Martin Helliwell	WSFB	18	22	22	12	14	22	88
19	7635	Norm Quadros	Ken Kazonski	WSFB	21	19	22	20	16	12	88
20	6333	Dale Hoffman	Rob Ferro		14	17	22	19	22	22	94
21	7609	Graham Day	Gus Poole		19	22	22	18	22	22	103

Race 5 started in 18 knots of breeze. Rod Hagebols again won the start and Paul Cayard was again on his hip. Mark Reynolds who had opened the door for Cayard by finishing 6th in race 4 quickly worked into the lead and led the fleet the entire race, finishing in first, well ahead of everyone else. The fog began to roll in at the start of race 6 and the wind moderated to around 14 knots. The lead changed several times between Cayard, Ross MacDonald, and John McCausland, but Cayard was able to work in front on the last run nipping the others at the finish.

There was a surprising amount of carnage in the fleet. In the third and fifth races, when the wind had built to 18 knots, a total of five boats were holed and two masts were lost. The problem was that there were several inexperienced sailors in addition to the rock stars and once the wind passed 12 knots, they were probably out of their comfort range given the very close quarters.

The RC did a great job with the weather mark set under the

**BINGO IV, 6567
DONATED TO YALE SAILING PROGRAM**

Star # 6567, Bingo IV, is being donated to the Yale Sailing Program by Harry Walker. Harry originally bought the boat in 1982 from Heinz Nixdorf. The boat was picked up by Harry with the help of Andy Menkart from Nixdorf warehouse in Massachusetts and taken to Florida. Later it was shipped to Venezuela for the 1983 South American Silver Star in which Harry won a Silver Star with David Perry crewing. Michael Seringhaus, a graduate student at Yale, has been instrumental in developing the idea of having a Star available for the Yale Sailing Program. Zachary Leonard, Yale Sailing Coach, is hoping to have members of the Yale Sailing Team get some tiller time in on the boat. The plan is to have the boat take part in the Mid-Connecticut Star fleet's racing season. Harry hopes that other Star Class members will consider giving their older boats (or newer ones) to their alma maters.

2002 STAR WORLDS

What I Did this Summer "On Holiday"

or

A Layman's Objective View of the 2002 Star Class

Annual Meeting

By Nelson Stephenson

C.L.I.S. fleet representative at the Worlds

US Sailing awarded the 2002 St. Petersburg Trophy to the California Yacht Club for the manner in which the yacht club conducted the Nautica 2002 Star Class World Championship, held on Santa Monica Bay in August.

The St. Petersburg Trophy is awarded annually to recognize "excellence in race management" and is based on race management superiority. Votes for the trophy winner come from sailors competing in regattas sponsored by yacht clubs in the United States and also includes Voting from the International Jury or Judges from each nominated Event.

I can assure everyone that the Event was truly a First Class Affair with excellent shore side support, wonderful food and everything that the California Yacht Club, its Members, Nautica and the other Sponsors could possibly provide. The Star Class really knows how to put on a First Class Event and the level of competition was simply phenomenal on a truly International Level.

Unfortunately, the Star Class Leadership chose not to roll out the welcome mat for all competitors, making it very clear in the Annual Meeting that at least 1/3 of the competitors were not actually welcome at the 2002 Star Worlds. To say I was shocked, disrespected and offended would be an understatement.

After working hard to qualify for the Star Worlds, driving over 6,000 miles round trip and taking the better part of a month off, all at my own expense, to be able to compete, I had a right, at the very least, to feel welcome at my first Star Worlds.

The comments that follow should not be viewed as a complaint, but as objective observations about the 2002 Star Class Annual Meeting from the viewpoint of an amateur competitor. I read the minutes of the 2003 Annual Meeting, as published in Starlights with great interest. Unfortunately, those sanitized minutes, while generally terse and accurate, failed to convey the tone and spirit of the 2002 Annual Meeting.

From the beginning the Annual Meeting was tense. In opening remarks the Star Class President called for a need to change the manner in which Star Worlds qualifications are determined and to reduce the number of Entrants.

Unfortunately the Star Class President (somewhat ominously) went on to say that "the increase in the Class Internationally were bringing in very good sailors who are helping to improve the quality of Star sailing." There was a

murmur in the room as many of us wondered whether we were perhaps not contributing sufficiently to the quality of Star sailing.

In response to questions about what proposals might be under discussion, the President unfortunately, and perhaps inappropriately, chose to indicate that the Star Worlds was no place for those in the room that were "on holiday". In doing so, he showed no respect for the effort and skills of many Members present.

In the questions and debate that ensued, the President unfortunately indicated to one older Member that the Star Worlds was no place for him individually at his age or for "antique boats like USA 25". These comments essentially repeated the President's Message in the 2002 Star Log that offended many Members. By calling on older Members to "give up some long held beliefs and demonstrate their great love for the Class" the President clearly set out a theme of Change. Whether the majority of our Class agrees and follows him is the real question.

The assembled Members were then told that "proposals would be made later after additional consideration". Clearly there was no great interest in discussing this topic further at the 2002 Annual Meeting.

The meeting included the normal reports from Committees and discussion and votes by proxy on the four 2003 Resolutions. The Members were advised that the IGC supported only the second Resolution to expand the methods of qualifying for the World Championship to include placements from the Continental Championships.

As the discussion of determining methods of qualifying for a Star Worlds ensued, it was indicated that many "wild card" entries are currently permitted by the Class and include a number of Entrants that have not qualified through Fleets. General discussion ensued as to concerns over the size and format of future Star World Championships.

At this point, the President recognized the President of ISAF who observed that a Star Worlds with over 100 boats did not represent a "fair test of sailing". He also observed that the Star World Championships had become an integral part of the Olympic selection process. Representation from all Countries was now required and if Countries did not have established Fleets the Class would now be required to allow them to enter the Star Worlds. He also observed that many "paper fleets" exist and that the current qualification system produces inflated Entry Lists for a Star Worlds. It was also implied that the Fleet system might not produce the "best entrants" and that all sailors are not on the same level as the Olympic competitors. Subsequently ISAF has stated a preference for using the ISAF Rating System in the future to determine qualifications for the Olympic Qualifying Regattas, including the Star Worlds.

The very concept of the Star Worlds Entry and Qualification system came under direct attack. The gist was that the Star had elected to become an Olympic Class and it would now be required to give up a great deal of its prior autonomy.

It seemed as if having “sold our soul”, the “grim reaper” was there to specifically remind us that there was a price for what we got that would now have to be paid. The assembled Members became quite restless and the Class Officers didn't appear very happy either. At times the dialogue became intense and heated as the topic continued to be debated with no resolution.

One Member finally asked whether the Cadiz Worlds would use Star Class Rules, including entry qualifications. The ISAF President responded that ISAF and (he personally) would endeavor to honor their prior commitments but would strongly prefer not to see over 100 boats in Cadiz in 2003. He cited the ISAF Olympic Equipment Agreement with the Star Class as including requirements to participate in the combined ISAF Event in 2003 in Cadiz. He pointed out that changes in formats might be necessary if the Venue and combining with other Classes required a restricted number of Entrants. The Star Class Officers alternately agreed with and/or denied whether the ISAF Olympic Equipment Agreement allows for substantial changes in Star Class Rules. There was no conclusion to the conversation and Members were left with the feeling that these issues are far from settled.

The final comment in the 2002 Starlights Minutes on this topic was that “ISAF's job is to ensure fair play and integrity”. This would appear to reflect ISAF's desire for wholesale changes in the Star Class Rules to better fit the needs of the Olympics. Use of that phrase is unfair and impugns the integrity and long history of the Star Class and its Membership. In this way ISAF implies that the Star Class is somehow unwilling or unable to manage its own affairs or understand the standards of an Olympic Class. Only ISAF can make these determinations and then change Class rules without going through the process for Class Rule Changes.

At the conclusion of remarks by and debate with the ISAF President one Member asked a final question. Would there be time and opportunity to change Star Class Rules prior to the 2003 World Championship in accordance with Star Class Rules governing Rule Changes? Since the answer is no, it would appear obvious that any changes for 2003 World Championships could only occur through ISAF mandate and provisions of the ISAF/Star Class Olympic Equipment Agreement.

As we enter the 2003 Sailing Season, our Class remains unsettled in its relationship with ISAF over issues centered on the Olympics. While we all can quickly agree that being selected as Olympic Equipment is good for the Star Class,

it is far less clear that the Star Class Rules will or can survive the debate.

One thing is clear. All Members should actively participate in the debate over these matters and be sure that your views are known to your Class Officers.

ISAF AND THE ONE DESIGN CLASSES

By Chris Ericksen

Etchells fleet captain, Alamitos Bay
(From Scuttlebutt #1185)

Apparently the ISAF is at it again. In a recent a 'Butt article, ISAF President Paul Henderson said to “Core Business of ISAF” was “ ... to provide “the rules and regulations whereby we can participate and compete in the sport of Sailing” and to make sure that “sailors who race purely for the love of the game with no financial rewards expected are allowed to compete free from onerous regulations.” But having said that, ISAF is apparently seeking to extend their grasp into issues best left to sailors.

An e-mail sent out by the One-Design Class Council of US Sailing warned that submissions for approval at the upcoming ISAF Annual Conference will, if approved, usurp decisions currently made by one-design classes. Among them is a requirement that ISAF must approve all judges, venues and race officers, supervise entries, oversee measurement, specify the use of the ISAF scoring system and approve the notice of race for regattas for Olympic classes; that no one under the age of 15 may compete in a world championship; and that all boats must have at least a minimum four-part purchase on the mainsheet.

What, you may ask, are the reasons behind these submissions? Shouldn't it be left to a one-design class itself to determine the venues, race officers, rules and scoring systems best for that class (think of the International 14 or 505 classes)? Shouldn't it be left to a one-design class to determine the minimum age for a world-championship participant (think of the Opti class)? And who seriously thinks that ISAF knows better than a one-design class itself how boats should be rigged (think of any class)?

Are there issues out there that the classes themselves cannot solve and have asked ISAF to take care of? The short answer is, “No.” What is the reason for taking the decision as to venues, race officers, rules and scoring systems out of the hands of the Olympic classes and giving it to ISAF? They say, “There is now too much at stake for the various sailors and Member National Authorities (MNAs) to allow the major events not to be directed by the Federation (ISAF).” The reason for setting the minimum age of participants in a Worlds: “It is the opinion of the (ISAF) Executive Committee that the increased pressure on young people to compete at top-level events has an adverse impact on sailing at entry and junior level.” The

reason for four-part mainsheets: "Pumping is greatly reduced by this easily controllable mainsheet rule."

Note that none of these three submissions were written by one-design classes or Member National Authorities. One is from the ISAF Executive Committee and the other two were written by President Henderson himself. None add value to the events they seek to control, only limitations. All seem to have sprung from the minds of the people who administer our sport rather than from the participants these administrators are supposed to serve.

Members of the US delegation to the ISAF Annual Conference will be watching this carefully. US Sailing passed two resolutions at its recently completed Annual General Meeting in Marina del Rey. One reads, "US Sailing is opposed to ISAF rules or regulations that disenfranchise class organizations and their members. ISAF classes should retain their autonomy and class management, including their class rules and the rule amendment procedures." The other reads, "US Sailing opposes any move by ISAF to place additional age limits on participation in World Championship events." US Sailing's delegates will strenuously voice their opposition to these submissions that only seek to strengthen ISAF's grip on our sport without adding value to the events they seek to control.

I encourage all one-design sailors - indeed, all sailors who are concerned that the spreading tendrils of ISAF control may reach down to them - to watch this carefully, too. All of us welcome changes that improve our access to and enjoyment of our sport; none should accept changes that seek to limit access and enjoyment. - Chris Ericksen

AN OPEN LETTER TO PAUL HENDERSON

By Rod Davis

NZL's 1996 Olympic representative in the Star Class
(From Scuttlebutt Europe)

Dear Mr. Henderson, I think you got this sailing administration thing wrong.

Yachting (in total) is like a plant. The Olympics, America's Cup, professional sailors and sponsorship are the flowers on the plant. They get almost all the publicity and attention and should be used for that. The roots of our plant are the local racers and the classes, be it the Farr 40s, Opti's, Mumm 30's, IMS, PHRF, Snipes, Lightnings, Seasnarks and others.

90% of our sport is in the roots, this is good news for all of us. What we need to do is take care of the roots. If we do that we will always have flowers.

Classes need the freedom (plant food) to decide where, when and who can sail in 'their' world championship. No one could have more of the class's interest at heart than the class itself. And no, not every decision by a class will work

out but it is 'their' decision.

Also let's not hack at the roots just because there are a few coaches and parents who seem to be going over the top. As a parent, an Olympian and much longer as a coach, I have seen for myself that while this does happen it is pretty rare. Certainly not a basis for wholesale change.

EDITORIAL

By David Bolles

It is good to see that at last the one design classes, at least those which make up the One Design Classes Council of the US Sailing, have decided to make a stand against the intrusion of ISAF into the affairs of the one design classes. For example, the "Guest Commentary" by Chris Ericksen which appeared in Scuttlebutt #1185 spoke of the need to resist the intrusion of ISAF regulations into the one design classes' sovereignty. (See the commentary by Chris Ericksen above.)

In the January, 1996, issue of Starlights Henderson made the following statement: "The IYRU should be a service rather than a control organization." It is quite clear that over the past few years those who run ISAF have strayed from this enlightened principle.

Over the years the Star Class has been required to jump through many hoops in order to mollify the people at IYRU / ISAF in order to remain in the Olympics. Moreover, on various occasions the Star has been ousted from the Olympics by the IYRU, beginning with the 1948 Olympics, only to be reinstated because of the demand of the yachting community. (See Ogilvy's "History...", p. 104 et passim, for a commentary on this subject.)

Among other intrusion into the Star Class's business by ISAF there was a rewrite of the Star Class rules in 1997 without a prior vote by the Class membership, clearly in violation of Class rules. This again was the result of a threat made by ISAF that if these changes were not made the Class would lose its Olympic status. Aside changing all references of "yacht" to "boat", 24 rules were changed in meaning. An example of these changes can be seen in the change of Rule 35.1:

1996: 35.1. The racing rules of the International Yacht Racing Union shall govern right-of-way in all Star races, and other IYRU rules and procedure shall apply unless otherwise stated in the sailing instructions.

1997: 35.1. The Racing Rules of Sailing of the International Sailing Federation (ISAF) shall govern in all Star races.

The two presidents who head the associations which control Star sailing, Henderson and Simoneschi, seem to have forgotten that the International Star Class Yacht Racing Association was originated to serve the fleet racers, not the elite nationally funded sailors. The Class's whole

system of regattas is predicated on the idea that the best of the fleets have a system of regattas in which they can compete on a regional and worldwide basis with their peers. The idea that ISAF has the right to tell the Class that its system of qualifications for these championships is no longer valid, as would be the case if we had to accept the purposed fleet limitations for the Cadiz World's, is absurd.

Let us work towards returning ISAF to the function as stated by Henderson in 1996, that of a service organization.

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ANN FRANKLIN BEACH
Life Member # 15

Ann Franklin Beach never owned a Star boat, but her claim to fame now as one of the oldest Life members (#15) is being in charge of prizes at two World's, in 1945 and in 2000, as well as serving as Race Committee recorder at the 1951 World's.

As a girl of 14, Ann crewed for Dick Rich on #1743, "Thumbs Up", during the summer of 1941. The next year she crewed for Owen Torrey on #2002, and when many young skippers went off to war, she crewed for Commodore Paul Smart (although he never trusted her to carry his sail bags!). Her group of teenage kids at the Noroton Yacht Club had the most active Star fleet during the early forties.



As Noroton Yacht Club publicity chairman, she sent race results to the local newspaper, edited a Noroton Yacht Club publication for those in the service, and soon found herself

CLIS Fleet Secretary. She still has copies of many of these stories.

Ann's longest race was on Aug. 20, 1944, when Doug Campbell let her skipper #1288, "Rhythm" for the all-day 20 mile Great Captain's Island Race. She finished 17th, just before they towed the boats back to Noroton in the dark.

When the skipper series for the Star Class World's Championship was awarded to CLIS in 1945, Ann was instructed to buy the prizes. She phoned the vice-president of Tiffany's, a local resident, who told her: "We are still doing war work. If we provided you with 30 pieces of silver, we might have to go out of business." She scrambled around for non-silver awards. Incidentally, first place went to the only contestants younger than she was: Malin Burnham and Lowell North.



Commodore Paul Smart liked to carry his own sails. Following him into the Noroton Club are Owen Torrey and Ann Franklin.

While on a European tour during the summer of 1950, Ann contacted Tenth District Secretary, C.T.A. Beevor of Norfolk, England. He invited her down to the Norfolk Broads Fleet to crew for him in the Fleet Championship races. Her subsequent black and blue marks attested to the fact that the waters of the North Sea were much rougher than

anything she had ever experienced before on Long Island Sound.

In 1945 Ann became the C.L.I.S. fleet secretary and was still active as a crew. Ann’s most valuable prize, a silver dish, was won in the 1951 Noroton Race Week Ladies Race when she talked Stan Ogilvy into letting her take the helm of "Flame"; of course Stan crewed. Later in the year for the 1951 World’s at Gibson Island she was invited to ride around on a big navy ship with the Race Committee and enjoy the festivities. Her only charge was \$1.50 a day for the maid who cleaned her room at a local Gibson Island residence. C.L.I.S. sailors, Skip and Mary Etchells, thrilled her by winning the championship.

The next year, 1952, she was beached. She married Rod Beach, a non-sailor, and they raised four non-sailing children. They lived in Cincinnati, and in 1976 when Rod was made headmaster of a private school in Annapolis, they moved to Annapolis.



In August 1950 Ann Franklin sailed with Tenth District Secretary, CTA Beevor, at Norfolk Broads, on the east coast of England. Ann found it wet on the North Sea.

Missing sailing and Star fellowship, Ann volunteered to help with the 1995 North American Championship at West River.

On the basis of contacts she made there, she was able to join the committee when the Annapolis Yacht Club was awarded the 2000 Worlds. Her job was to help buy prizes, but her most useful activity was bringing the latest Star LOG to each meeting so that the highly efficient AYC committee could check that they were following all the Star Class rules.

Ann found a local Star sailor who made wooden plaques for daily prizes, and the committee ordered 208 pounds of Irish crystal which UPS, a sponsor, delivered. Her job was to go over each piece to verify no damage in transit. It took her a while but they had done a perfect job.

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Star Class videos available: the following videos are available through the Central Office: “Star Class Tuning Guide”, Class promotional video “Fine Tuned for Excellence”, 1999 World's: “The World of the Stars”, 1987 World's: “Sail against the Best.” Also available from the Central Office are Stan Ogilvy’s book “A History of the Star Class” and a biography about Durward Knowles, “Driven by the Stars”. For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office:

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FOR SALE / WANTED

- 6020 Lippincott**, 1976. Complete with trailer. Ready to sail with two sets of sails, 2 year old North’s in good condition and old but serviceable Sobstad’s. \$1000. Boat located in Milford, CT. Contact James Schumacher, 203 459 9879 / jschum2967@aol.com
- 7174 Mader**, 1986. Boat is in good condition. Complete package; SparTech F section mast and two suits of sails and much more. This is a solid boat which is still very competitive at fleet level and would make an excellent starter boat/fleet racer. Boat located in Milford, CT. \$6000. Contact Alan Pritchard, 203 853 6310 / abpritchard-bellisland@worldnet.att.net (4-02)
- 7512 Mader**, 1990. Boat in nice condition. Galvanized Mader trailer with long storage box. 4 mainsails and 4 jibs. Boat located in Cherry Hill, NJ. \$8500. Contact John MacCausland: 856 428 9094 / marinespa@aol.com

1994 GMC Blazer Sport. Mileage: 111,000, mostly highway miles. Price: \$4,000. Color: Black two/one paint, gray interior. Full Towing package, 4 Wheel Drive. 8 Cylinder Engine, good mechanical Condition. Great tow

vehicle for One Design boats of any size. Contact Nelson Stephenson.

