

1ST DISTRICT NEWSLETTER

Volume 6, No.9

December, 2005

WINTER REGATTA SCHEDULE

2005-2006 20th District

Dec 3-4 Commodore's Cup, Coral Reef YC, Miami
Jan 7- 8 Levin Memorial, Coral Reef YC, Miami
Jan 21-22 Biscayne Trophy, Coral Reef YC, Miami
Jan 23-27 Olympic Classes Regatta, Coral Reef YC, Miami
Feb 11-12 Masters' Regatta, Coral Reef YC, Miami
Feb 18-19 Fort Meyers Regatta, Royal Palm YC
Mar 5-10 Bacardi Cup, Coral Reef YC, Miami

2005 5th District

Dec 10-11 Kris Kringle, San Diego YC
<http://www.sdyc.org>

WINTER REGATTA INFORMATION

Coral Reef Yacht Club <http://www.coralreefyachtclub.org>
2484 South Bayshore Drive
Coconut Grove, FL 33133
Ph(305) 858-1733
Fax (305) 854-5911
info@coralreefyachtclub.org
Olympic Classes Regatta:
www.ussailing.org/olympics/RolexMiamiOCR

FORT MEYERS REGATTA

Royal Palm Yacht Club
February 18-19, 2006
Please Pre-register Now

The Royal Palm YC will host a Star regatta February 18-19. This will be the third annual Fort Meyers Regatta. Fort Meyers is a 2 1/2 hr drive across Alligator Alley from Miami and once there the town offers a lot to do. There are great restaurants, and the Ford and Edison museums are next door to the Royal Palm YC. Not only that, but spectators can sit on the Club deck and watch the races. The club has great facilities, a protected harbor and one mile to the race course. There will be lots of awards: dailies, series, participation and all master categories.

Some private housing is available and boat delivery from Miami can be arranged at reasonable cost.

If you are interested please let John Chiarella know immediately by email to jcdstar@yahoo.com

PLEASE NOTE:
The Ballot is on page 10.
Fill it out today!

TRI-DISTRICT REGATTA SCHEDULE

2006 Regatta Schedule as proposed to date:

2006 1st District Schedule

May 14-15 Indian Harbor Y.C. Regatta
June 17-18 Arms-White (Mid) Tri-District Qualifier
July 14-16 1st District Championship (Boston)
Aug. 5-6 Sunapee Open (Sun) Tri-District Qualifier
Aug 12-13 Ned Hay (CA)
Aug. 20-21 New England Masters' (Mid)
Sept. 9-10 Bedford Pitcher (CLIS).
Sept. 16-17 Nutmeg Regatta (Mid)
Sept. 30-Oct. 1 Oxford Fall Wind-Up (MES) Tri-D. Q.
Oct. 7-8 Larchmont Columbus Day Regatta

VOTE NOW - 2006 RESOLUTIONS AND OFFICERS

By Bill Allen, ISCIRA President

VOTE NOW –

[Ballot](#)
[Explanation of 2005 for 2006 Amendments](#)

I would just like to remind everyone to vote for your class officers and the 2006 resolutions before December 9. The Class Management Committee and International Governing Committee recommend voting YES on all the amendments. Some are Housekeeping, and some are minor changes to our by-laws.

Of particular interest is resolution #11, which outlines some changes in race format and courses permitted at our major events. The intent is to permit shorter races than our currently prescribed length of approximately 10 miles, and to permit up to 3 races to be sailed in one day. Proposed Rule 34.3 prescribes the criteria for use of alternate formats and course lengths. Please note that the Class Management Committee must approve the format to be used, and may approve formats based on other factors than the number of competitors.

It is anticipated that smaller venues may use shorter courses and more races for a series, subject to the fleet size criteria. Please note that these "shorter courses" are still of significant length, even for small fleet events under Format "C"

Resolutions #4, #5, and #15 should be taken in conjunction with #11. #4 and #5 require a minimum of six races for World and Continental championships, but allow more races, in the event a shorter course format is selected and approved. #15 removes the inflexible time limit of 3 1/2 hours, which would not be appropriate for shorter courses.

I would point out that the concept embodied in these amendments has been used in practice for many years.

In small lakes, for example, major events have had shorter races, but have been constrained to 2 races per day, and 6 races for the series. This amendment would legitimize the shorter races, and permit 3 per day, so 8-10 races would be possible for a major event. In most of the non Star Class sponsored events that we compete in because of our Olympic status (MOCR, Kiel Week, etc), shorter races are sailed with generally good competitor response.

Therefore, I would strongly encourage a YES vote for resolutions #4, #5, #11 and #15.

Please feel free to contact me or any other CMC/IGC member if you have questions about these amendments.

Bill Allen

Minutes for the FIRST DISTRICT ALL FLEET MEETING

Saturday, November 12
New York Yacht Club
Harbour Court
Newport, Rhode Island

The meeting was called to order at 12 noon. About thirty 1st District members representing all six active fleets (BH, CA, CLIS, HB, Mid and NB) attended the meeting, held in the Junior Yacht Club meeting room of the New York Yacht Club facility in Newport, RI. Also present at the meeting was Tom VanderMolen, Star Class Marketing Manager, from the Gull Lake fleet.

The meeting began with opening statements by Peter Cusick and John Lombard. They presented the **“Focus on 4” Regatta Participation Plan:**

- **Background:** 1st District Regatta participation has been steadily declining over the past 5 years. For example, the Bedford Pitcher and Nutmegs, historically attended by 25+ boats, had just 13 and 14 boats in 2005. Busy schedules, increased number of events, competing classes, and other factors has spread us thin. If the average 1st District event becomes a bore, we’re jeopardizing our sport and class!
- **The Good News:** Over 45 1st District teams participated in at least one 1st District event in 2005. We have a great district, lots of good friends, deep competition and we don’t have to drive far to go to events – we just need to commit to go. Besides, if you race sailboats, what else compares – 30+ Stars on the line, a day of battle, followed by a great dinner!

“Focus On 4” Participation Plan: Increase participation to 25 – 30+ boats by agreeing to and targeting “4 Focus” 1st District events annually. This is not a proposal to eliminate any events. It is simply an agreement to attend the events where turnout is critical for maintaining 1st District strength:

1st District Regatta Participation – Past 5 Years:

	<u>Average</u>	'05	'04	'03	'02	'01
1. Arms-W:	28	19	25	27	30	37
2. M. Nood:	28	25	NA	31	NA	NA
3. 1 st Districts:	25	20	22	26	28	29
4. Nutmegs:	21	14	BL	20	25	23
5. Ned Hay:	19	19	20	14	19	24
6. Bedford Pitcher:	17	13	14	19	20	BL
7. Larchmont:	12	8	16	NA	NA	NA
8. Indian Harbor:	8	8	NA	NA	NA	NA
9. JFK Regatta:	8	NR	6	NR	NR	9
10. Skipper’s Choice:	8	NR	NR	7	7	8
11. Sec’s Cup:	8	NR	6	NR	NR	10
12. NE Masters:	23	17	18	32	32	18

Proposed 2006 Focus 4 Calendar:

- 1st District Champs – Our first priority, hosted in 2006 by Cottage Park YC
- Arms - White – Leading 1st District event in participation at MYC
- Ned Hay – Destination event, need to support and maintain viability at SBYC
- Bedford Pitcher – Need to strengthen and support Central LIS Fleet, Cedar Point YC

After the Plan was presented the “Focus On 4” Participation Spreadsheet was handed out. (See also attached.) Those present were asked to fill out their slot as to which events they pledge to participate in in 2006. Prior to each of the events the spreadsheet will be forwarded to fleet captains so that they can confirm that the pledges are still good.

The questions of early registration at the “Focus 4” events was brought up. The suggestion was made that perhaps some discount could be included for early registration.

Also discussed was the question of participating in Districts 2 and 12 events. It was generally agreed that the two events which should be focused on are the Sunapee Open and the Oxford Fall Wind-up.

-- REVITALIZING 1ST DISTRICT EVENTS --

The next subject to be brought up was that of revitalizing the 1st District Events:

- **Background:** Better events lead to better participation, which leads to better events. We have good events -- many with great tradition. However, let’s not lose sight that the social element is the primary foundation of Star sailing and the 1st District. Some simple reminders for fueling the regatta experience:
- **Housing:** An institution on the wane? Who knows why, however, being housed or housing a team usually leads to a more memorable experience – you get to better know your 1st District brethren! If you can, try to open your doors at least once a year (during your club’s focus event) and if you’re on the road, maybe try to find housing once a season (maybe when w/out family).

- Yeah, You Missed It! That's not what you want to hear if you've missed an event, but as a regatta organizer, that's the goal! Once the basic plan is in place (committee, support, trophies, dinner, etc.) don't forget to add the element or two to put the event over the top. And since revitalization starts at home, the Milford Star Fleet will throw their hat in the ring ...

...and cordially invite you June 17-18, 2006 to
 "GET HOWZED AT THE ARMS - WHITE"

- Festivities commence at 12 noon sharp on Friday the 16th where regatta arrivals will be met and saluted by cannon upon their arrival to Milford Yacht Club
- At 6PM, the Arms - White will officially begin with a complimentary round of Arms -White Pain Killers, a British Virgin Islands concoction slightly modified to provide the proper latitude adjustment to kick off 1st District summer sailing
- At 7PM, the pre-regatta cook out will begin with hearty food and beverage and an welcoming introduction from the Mid-Ct Fleet regatta organizers
- Following the cookout, participants electing housing will be escorted back to their perspective local accommodations for the weekend
- Saturday during racing a spectator boat will be provided. For those more interested in shopping rather than on-the-water activities, a Milford YC host will escort an afternoon of shopping and sight seeing in and around downtown Yale New Haven (many cool shops, boutiques, cafes, art galleries, museums, and other fun activities – just 15 minutes from MYC.
- Saturday evening's dinner will feature the Rolling Stones (upon availability) or other prominent artist, a recap of the day's events and awards for the day's races. Thorny Cook will provide the Rum for the Arms White, but only if the complementary drink is changed to unlimited drinks for the evening.
- Sunday's award's banquet – not to be missed, daily and regatta series awarded, all levels of masters and one or two good surprises

“ABOVE ALL, JOIN US FOR 2 DAYS OF GREAT RACING, GREAT HOSPITALITY AND FUN – WE LOOK FORWARD TO KICKING OFF THE SEASON WITH 30+ BOATS!

-- ANNUAL FALL 1st DISTRICT BANQUET PROPOSAL –

- Proposal to host an annual 1st District Fall banquet, following the 1st District annual fall meeting, i.e., one year from now. The banquet will be held at a prominent fleet-centric location, such as Newport, and will feature:
 - 1st District Summer Championship for overall top 3-5 places across the “Focus Four” events (Nash Trophy could be expanded to Summer Championship along with prizes for top 3-5 boats) – excellent take home trophies provide ample incentive!
 - A series of overall summer recognition/achievement awards, for example:

- King of The District Award -- Most 1st District events/races sailed
- Shooting Star Award – Best finish w/in focus four event vs. previous year
- Club Star Award – 1st District sailors vote on best run event, award is given to Yacht Club, and prominently displayed
- Race Committee, support team recognition and awards
- Bear Trap Award (Best breakdown or crash! – a perpetual based on Bear Hovey's 2005 epic District Championship crash)
- Corrected Time Award (team, boat most likely to succeed if they had updated equipment)
- Align guest speakers, i.e., America's Cup or Star Olympic hopefuls to discuss campaign and commitment to excellence
- Entertainment includes compilation of season photos, video, human interest stories (i.e., Ben Cesare's “unhitched Star”, Steve Braverman's harbor arrest, Guy Gurney's infamous highway blowouts, etc.)

At this point the meeting took a break for lunch. After lunch the meeting then looked at the question of how to get new sailors into the Class:

-- STAR CLASS NEW MEMBER FOCUS --

- 1st District/Star Class “Membership Drive” discussion
- BIG IDEA – STAR CLASS – YOU'VE BEEN SELECTED FOR A TEST DRIVE!
 - A list of possible prospective Class members was drawn up for each Club. This list will be shared by all of the Class members in the 1st District.
 - A letter will be sent to these prospective members. The goal of letter is to close on test drive with several dates offered – either fleet or district regatta event complete with good equipment (sponsor's boat) and crew
 - Shared list allows “cross club” full court press, i.e., “I hear the Star Class wants you as a member, that's good news!”
 - Next year we come to banquet, look back at list, # move to test drive, # joining class, review and modify

-- FLEET RACING RENEWAL --

- “State of Fleet Racing” Discussion -- a look back at 2005 by club
 - Each fleet reported on how the 2005 season went. It was apparent that fleet racing in all fleets is anemic, with fleets reporting low participation, and in some cases, as the summer progressed, no participation.
 - Example – Milford Yacht Club's Season Club Championship had a 3-5 boat average throughout the summer.
 - Possible solution: Designate a holiday weekend event as the Club Championship with the goal of 8+ boats

The meeting was adjourned at 3:00 PM.

Submitted: David Bolles, 1st District Secretary; Peter Cusick, Mid-Connecticut Star Fleet Captain and meeting co-chairman.

FOCUS ON 4 SIGN-UP SHEET

	Skipper	Fleet	No.	AW	1 st D	NH	BP
1	Steve Andrews	HB	7371	★			★
2	Joe Bainton	NB	8112	★	★	★	★
3	John Bainton	NB	7993	★	★	★	★
4	Fotis Boliakis	CLIS	8080				
5	David Bolles	Mid	8035	★	★		★
6	Steve Braverman	BH	8052		★		
7	Jack Button	Mid	7565	★	★	★	★
8	Ben Cesare	Mid	7952	★	★	★	★
9	Thorny Cook	CLIS	7959	★	★	★	★
10	Charles Correll	Mid	7474				
11	Peter Costa	BH	7621				
12	John Courtney	Mid	6731	★			★
13	Don Cronan	Mid	7306				
14	Pete Cusick	Mid	7951	★	★	★	★
15	Thierry Villehuchet	Mid	8068				
16	Ed Desmarais	CA	7555				
17	Bruce Engel	CA	7963				
18	Ted Engel	CA	7076				
19	Jacob Fiumara	CA	7847	★	★	★	★
20	Joe Giunti	Mid	7724				
21	Rich Gordon	CLIS	7604				
22	Carol Gracco	Mid	7595				
23	Don Gray	Mid	8152				
24	Guy Gurney	CLIS	7890				
25	David Hoffman	CLIS	7321				
26	Tomas Hornos	BH		★	★	★	
27	Bear Hovey / Lee Dayton	Mid	7763	★	★	★	★
28	George Kalfa	HB	7475				
29	Emil Karlovsky	Mid	7554				
30	Jim Kubik	CA	7386	★	★	★	★
31	Eric Larsen	BH	6767				
32	John Lombard	Mid	7728	★	★	★	★
33	Gary MacDonald	BH	7732	★	★		★
34	W. Swigart / C. McCallum	CLIS	7715	★	★	★	★
35	Dave Perry	CLIS					
36	Josh Phypers	CA	7265				
37	Carlos Rivero	BH	7650	★	★	★	★
38	Scott Rosen	BH	7101		★	★	
39	John Safford	CA	7847				
40	Ron Sandstrom	BH	7468				
41	Nelson Stephenson	CLIS	8218				
42	Mike Trotsky	CA	7330				
43	Bill Watson	CLIS	8007				
44	Ken Woods	BH	7629				
45	Joe Zambella	BH	7228	★	★	★	

As of 11/16/05

Total: 17 17 14 15

STAR 1ST DISTRICT 2006 PLANNING MEETINGSTAR CLASS AND THE OLYMPICS
QUESTIONNAIRE**1. How do you feel about the Star being an Olympic Class Boat (Please Explain):**17 Positive for the class1 Not positive for the class1 No effect, doesn't matter**Comments:**

“Exposure. But there is the perception that the class is populated by super sailors. How can we get average sailors not to be put off by this perception”

“It is a mixed blessing because it leaves the class vulnerable to ISAF requirements and pressure to change the rules. On the other hand, it does keep bringing top sailors into the class, which helps maintain the overall reputation of the class. The top sailors however are career sailors and might not stay with the class the way people have in the past. “Just passing through” on their way to big boat campaigns”.

“Helps attract the best”

“Critical to keep Stars on top of the sailing world”

“Dream factor, hero factor”

“Some perspective is necessary. All comes from fleets – ISAF regardless of verbiage is setting up anti fleet by being egalitarian through their sanctions”

“It's great visibility, a keel boat that other classes (Laser, Finn) move up to and aspire to, and also helps with class innovation”

“The Star is the #1 one-design class in the world – as a result the class should always be an Olympic contender – increases class status and international viability”

“I think it is great. It allows a sailor to see all levels of the sport”

“Love the fact that you can race at different levels in the same class”

“Helps maintain the prestige of the class. Keeps Stars as one of the most competitive classes in the world. Continues as the pinnacle of technology and sailing”

“Gives it brand recognition – good when all gold medal winners do bigger events, i.e., Volvo/AC, you hear about the Star class”

“Olympic status plainly keeps the very best sailors in the class”

“Positive, however, it should not drive the Star Class events”

“Very good for the class – raises the competitiveness of the sailors”

“Very mixed feelings, too much emphasis on professional sailing, limits growth of the class and lumps the class into Olympic only classes. Rules too limiting”

“It's not positive because it has resulted in restructuring class rules to the detriment of the amateur “backbone” of the class

2. How do you feel about the rising level of competition and professional sailors at local and regional events (Please Explain):12 Positive for the class1 Not positive for the class6 No effect, doesn't matter – or not sure

Comments:

- “What other sport can the average sailor compete against world class sailors?”
- “Good competition makes people better”
- “Any competition is good for the class. Professionals in the class aren’t necessarily the best, but having them as an open resource to ask questions, like we can in the Star Fleet, is good for local events”
- “I always want to race against the best guys we can put on the line at the local, regional, or grand prix level – period”
- “You only learn from sailing with the best”
- “A high level of competition at all levels is always good. It makes everyone improve. There is a fine line where this professionalism becomes too expensive and discourages participation”
- “Great to learn from the experts, gives everyday Star sailor an avenue to reach the top pros”
- “If you want silverware, Tiffany is happy to sell it to you”
- “Difficult to compete against professional sailors”
- “Not sure, nice to have lots of good sailors, however, the flip side is that people focus on equipment and buying their way up and tend to lose sight of sailing for camaraderie and recreational fun. Classes with mixed teams seem to have less trouble keeping interest and participants (example; Snipes, Thistles, 505s). It is a shame really that women are not really welcome in the class – the rhetoric is there – and everyone can name one of the 3 women owners in the US”
- “Is this one question? Can’t the level of competition rise without professionals? Are you suggesting that pros should not be allowed to sail in local and regional events? What is a pro? I’d like to define a pro as anyone who doesn’t work 40 hours a week at a non-sailing related job. Also, a pro is anyone who spends someone else’s money on his SPORT”
- “If too many professionals race at local events they should be identified and a two tier trophy/award should be the norm”
- “The Class has always had the very best in sailors, with or without the Olympic emphasis. Olympics are more influential in all other countries (vs. US) where only 1 boat participates (very disproportionate emphasis)”
- “The class has always combined pros & Corinthians successfully”

**3. How would you rate this 1st District “Focus on Participation” Meeting:
(All Positive)**

Comments:

- “Gets people thinking about how to get the Class back in focus”
- “Great ideas – good start in building fleet and Districts”
- “Very good for the future extracting commitments from sailors so early before the season. First class to “coerce” people so early that do not sail much for whatever reasons. I do travel to regattas where I can find the most boats on a starting line, so I’ve got myself out of the small fleet events”
- “To get a common focus is always positive to remind those how fun and exciting it is to have a large fleet on the line. It makes you a better sailor and enhances both District and local racing”

- “Excellent, focused agenda – definitely obtainable goal – we’ll see how we do next year”
- “Next time don’t do it on a weekend that there is a Star regatta. We need to encourage people from this district to travel to Miami”
- “Great productive meeting! Necessary to have annual meetings similar to this one”
- “Awesome – increases interest, encourages participation, overall strengthens Class as whole”
- “Good to see ‘young blood’ assuming a leadership role”
- “People have done a lot of work to prepare for this meeting, which is absolutely crucial for the class. In just a few years I’ve seen interest in racing really dropping off at the local level. The Star Class is traditionally based on the strength of grass roots competition and active local organizers. Without this local energy, the class will become just for career sailors heading for Olympic campaigns and it will effectively die in North America”
- “It’s good we are re-focused on fleets and the district”
- “It’s positive because I believe it will lead to Fleet/Class growth!”
- “Great start!”

PLUS!!! – REGARDING INVOLVEMENT OF FEMALE COMPANIONS, ONE ATTENDEE WROTE:

- Select sailing venues that provide access to entertainment / activities (i.e., Newport is an excellent choice).
- Provide clear schedule of events (time, place, description of event, etc). Women need to know what’s going to happen in advance, what to wear, etc.
- Generally encourage female to attend – in past years “all the girls” turned out and it was as much a reunion for us as for the sailors
- Whenever possible, arrange regatta dinners at venues other than the expected and often repeated locations.
- Offer something unique (i.e., some sort of insiders tour or other activity not usually available to make it especially attractive)
- Make all information available well in advance (we put together our summer schedules and social events early!”

COMMENTARY

ISAF 2006 ANNUAL CONFERENCE SUMMARY

By Bill Allen, ISCYRA President

The ISAF 2006 annual conference was held in November in Singapore. The Star Class continues to be held in very high regard. I took over 35 copies of the new Starlights fall issue; they went like hotcakes and it was very well received. The meeting overall was fairly calm, with only a couple of hot issues.

You may have heard about the proposed changes in Olympic sailing format. This format issue attracted the most attention, both at the meetings and in the hallways. The issue has been driven by the need to make the Sailing Olympics more attractive to TV. Jacques Rogge, IOC President, has stated that all Olympic sports will become attractive to TV, or they will cease to be

Olympic. After discussion of various formats, some quite radical, a compromise plan was voted in by the ISAF council, as proposed by President Petersson. Major elements are summarized below:

- Fleet racing will continue for 10 races (15 for 49ers), with 1 discard.
- After 10 races, the fleet will be cut to 10 boats, or perhaps those with medal opportunities.
- This reduced fleet will sail one final race, non discardable, which will count double. (1st gets 2 points, 2nd 4 points, etc.)
- The race will have on the water judging, so results will be final at the finish (except for redress, which will be done ASAP)
- Ties will be broken by position in the last race
- If the 11th race is not completed, medals will be given based on 10 races
- Medal ceremonies will follow immediately after last race
- The final race will be sailed for live TV, possibly near the shore on a shorter course

Several issues still remain – how to treat OCS, DNF, and redress. The major change is to require competitors to count the last race and sail a smaller fleet.

It is possible that this format may be implemented at some non Star Class organized grade 1 events over the next 2 years. Miami Olympic Classes regatta intends to consider use of the new format.

All Star Class events will continue to be sailed under Star class rules, with the exception of the ISAF combined worlds once every 4 years.

The Olympic classes commission (which I am on) and the events committee (Hal Haenel is on) accepted the format, but argued for the last race to be equally weighted with the first 10; but the double weighting plan prevailed in a vote of the ISAF Council.

Several other issues of interest included:

1. There were several proposals to lock in Olympic classes for 2012. All were defeated. There is uncertainty over whether sailing will have 10 or 11 medals, and tests are planned for new centerboard and keel boats. We will have to monitor this closely, and respond appropriately over the next 2 years.
2. There is great support for a “World Cup” or Grand Prix circuit. This concept has a working party developing the concept. Most likely scenario is that the non Star - sponsored Grade 1 events and possibly some new events would be included. The big question will be whether the various classes’ World Championships will be worked into the concept.

The impact of the Olympic format change on the Star class should not be too significant, since we will continue to run our own events according to Class rules. Mark Reynolds wrote an excellent commentary in Scuttlebutt, pointing out the special aspects of our sport and some

implications of the Olympic format. For the complete article see below.

By approaching the issues in a constructive manner, rather than with inflammatory rhetoric, the Star Class can continue to provide leadership in the sailing world, and can remain a class for the elite sailors and the weekend warriors.

Bill Allen
ISCYRA President

OLYMPIC SCORING PERSPECTIVE

by Mark Reynolds

Scuttlebutt asked Mark Reynolds to share his thoughts on the [newly confirmed plan](#) for how the 2008 Olympics will be scored. After having been to four Olympics, bringing home two gold medals and one silver for the USA in the Star Class, here is what Mark had to say:

Nov. 16, 2005) I realize that ISAF is desperate to make sailing more appealing to the public (TV) or risk having the sport dropped from the Olympics (and lose the majority of our income). I’ve heard this before; this is why they tried match racing in front of the Opera House. This is why they shortened the races and went to the trapezoid with a little reach to the finish (and in the process lost the real reaches). There have been a few small positive changes like large country codes and flags, and onboard GPS position transmitters and cameras have been slow in coming along. However, what they have just done for the final “medal race” makes no sense to me, certainly as an athlete and, from what little I know, about making sailing interesting to the public either.

Sailing is a sport that has constantly changing conditions. This is not the 100-meter dash or speed skating. Our sport is really unique because of the huge affect that the weather has on the results. We have evolved to having more races over multiple days to determine the champion. Trying to weight one race on one day goes against all that. In our sport there are very often days we can’t even race! Plenty of other sports determine their winner not by who wins the last race, hole, event, routine or leg but by who has the best cumulative score. I’m pretty sure that this is not our problem so why screw it up for the athletes?

I’ve won the Olympics twice under very different circumstances. In 1992 I won by a large margin where I didn’t have to sail the last race, and then in 2000 I had to come from behind to win. I even lost the gold in the 1988 Olympics when there was an “Olympic” scoring system that rewarded inconsistency. That scoring system also made it harder for everyone to figure out what was going on like this last race weighting will do. If we had this new system in 1992 and we had finished last in the final “medal race,” Hal and I still would have won the Gold. Now how would Gary Jobson explain that one to those thousands watching it on TV?

Often the last race is close for the winner; it certainly was for me in 2000. All that this new system does is give someone a better chance to get lucky. It will do very little to make the sport more appealing to watch. The only time we really got

good coverage here in the US was in 1988 because it was so windy and the video was all condensed into a short summary each day. This is the way to show sailing. It has to be edited highlights. Watching the whole race is just as boring to sailors as it is to the public. Even if you were to make the actual race length only 30min long (which is a joke for the competitors in most boats) it still would be boring.

Sailing generally is not a sport that lends itself to spectators watching from the water or ashore, so don't focus on that at least for all 11 classes. Put cameras on the boats, in the water, above the water, on the marks and edit it into a 4 min segment for each class and you will have a great one-hour show. Perhaps take one or two classes that are inherently more exciting to watch like the skiffs and get more radical with their format and see if anyone pays attention. Also don't forget all the things that can be done on the Internet, as that's where most are now following the races anyway. Please don't put all the boats in a pool with bleachers all around for the final "medal race" and expect the winner of the race to step out to accept his gold medal. All I can say is if that's what's coming, I'm glad I already have my medals!

SCHOONMAKER CUP

November 12 – 13, 2005

Biscayne Bay Fleet, Coral Reef YC, Miami

by Fotis Boliakis

Upon arrival at the US Sailing Center at Coconut Grove, the devastating effects of Hurricane Wilma were still fresh. Large trees were down, debris scattered at the side of the streets, boats on beachfront properties, sailboats sunk in the channels and I was told that the power and water were just restored a short week ago.

As I started to meet the usual suspects at the US Sailing Center, the main story was that the French World Champions and Silver Medallists Xavier Rohart and Pascal Rambuau had been here for a while after a whole month in San Francisco and they have been sailing with the US Sailing Team coached by Ed Baird. In addition, the Polish team winners of the last Kiel Week and the Portuguese winners of the Bacardi Cup and two Canadian crews are here looking to hone their skills and learn from the intense competition. Serious amounts of funding and lots of hard work is being expended at the start of the winter circuit.

On Friday after a long time to rig and inspect our beautifully repaired 8080, Phil Trinter and I took her out on Biscayne Bay where eight boats were out practicing. We went upwind with the Portuguese and we were even. That was very encouraging, since we just came out without a good indication of set up and the boat was just repaired. We followed them in to the Center and Phil made a list of adjustments, repairs and replacements so we had work to do before the regatta.

On Saturday morning, we checked the weather predictions and noticed that the top contenders, thinking that the wind would

reach the top of its predicted range at 20, had changed to heavier sails, some of them sporting the new Z6. We decided that the Z4/P2 Quantum combination was still good, decided to leave the uppers at an unusual high figure to hedge our bets and adjust as needed. After checking in we ran for several minutes on port with the father/son-in-law crew of John Dane III and Austin "Dude" Sperry in the late model Folli 8230. We maintained height and speed and confirmed our set up. The wind was from about 80 degrees and was blowing in the mid to high teens with good gusts. The current was ebbing and was causing that familiar short chop in the shallow waters of Biscayne Bay. We decided to start near the boat and stay middle right, but we needed a good runway at the start to have options. Our start was not good and we tacked very soon to clear our air and re-build our options. Our good upwind speed plus taking advantage of shifty and gusty conditions helped us to round at about tenth place which we kept until the final run to the finish where we lost two boats from wind shifts and boat handling on my part and finished 12th in a fleet of 21 boats which included some OCS boats and lots of broken parts and retirements.

Race 2 was about the same, but we decided we could use more power through the chop, and we loosened the upper shrouds three phases. Again we tried the boat end and again the start was on time but slow, so we had to bail out early and go right until we got a header. By now the tacks were getting better and our upwind boat speed was very competitive. We took advantage of a right shift along with Xavier Rohart and Canadian Brian Cramer sailing with Bronze medallist crew Mike Wolfs. At the top mark we had a 20 yard lead, but both boats behind us set up on top of us and started to play the up and down game. Their boat handling in the gusty conditions was superior to mine and about two thirds down the leg they passed us to windward, as I took a defensive line to protect the middle. The gusts were coming from behind, so the boats behind us would take them first and stay on them for a longer time. After rounding a close third, we split from the two and decided to protect the rest of the fleet. At the top mark, we got a header as we approached from the starboard lay line which allowed Andy Horton and Brad Nichol, the number 1 US Sailing Team to sneak in. At the run to the finish, Andy extended his lead, but we were able to hold off Mark Mendelblatt and Mark Strube, the number 2 US team, to finish a great fourth. Lack of time sailing, especially downwind sailing was evident, as the top contenders made a meal out of me. But, I am determined that they will go on an 8080 diet pretty soon.

The last race of the day was under the same conditions as the previous two. My start again was not aggressive enough and resulted in cheap seats, but again we recovered and made up lost ground. Our tenth place finish was a result of how much we made up and how much work I need for starting and running down wind. Tomorrow is another long day with great expectations. I was pleased when I received positive words from the leading boats and Xavier about being out there with them, acknowledging that Team Poseidon is a player in this competitive race for the US Sailing Team.

On Sunday the weather was identical and we prepared the boat with a little looser rig this time to power up more for the chop. After the pre start information gathering Phil and I agreed to start towards the pin and try the left as we felt that the wind would back and we wanted to be there first. After a clear start near the pin, we headed for the left side, but we were negatively surprised when instead of header, we got a lift and we were on the outside of it. When we rounded, there were only a couple of boats behind us, so we started hunting them down on the run and on every tack. We managed a 13th finish, very close with a Canadian boat and Peter Vessella that could easily have been an 11th.

Final race, same conditions. Started at the middle of the line with Andy Horton to windward and Augie Diaz to leeward with the intent to stay middle and right. Andy seemed about to roll over us and we were forced into Augie's bad wind, so we had to bail out from the squeeze. At the top mark a chase boat held a sign with Andy's number. His OCS had cost us a great starting lane. We finish 10th after a great effort.

An overall 9th place in a fleet of 21 boats is not something to write home about, unless you consider who was there. Phil has summed it nicely: time in the boat is all we need. Need to improve on tacks, starts and downwind. Next regatta: Dec 3rd and 4th, Commodore's Cup, same place.

Schoonmaker Cup

November 12-13, 2005

(Saturday results only available at press time.)

Pl.	No.	Skipper	Crew	Fleet	R1	R2	R3	Sat. pts.	R4	R5
1	8107	Xavier Rohart	Pascal Rambeau	NI	2	1	2	5	N	N
2	8156	Andy Horton	Brad Nichol	Isol	3	3	3	9	O	O
3	8061	Andy Lovell	Magnus Liljedahl	NOG	1	10	1	12	T	T
4	8230	John Dane III	Austin Sperry	MoB	4	6	4	14		
5	8157	Mark Mendelblatt	Mark Strube	TaB	6	5	5	16	A	A
6	8143	Brian Cramer	Mike Wolfs	LOC	9	2	7	18	V	V
7	8162	Andy Macdonald	Brian Fatih	NH	5	7	6	18	A	A
8	8080	Fotis Boliakis	Phil Trinter	CLIS	12	4	10	26	I	I
9	7640	Arthur Anosov	David Caesar	TaB	10	8	13	31	L	L
10	7899	Mike Milner	Matt Johnson	LOC	11	16	8	35	A	A
11	8045	Augie Diaz	Chris Rogers	BisB	14	9	12	35	B	B
12	8059	Peter Vessella	Mark Brink	WSFB	8	15	15	38	L	L
13	8235	Larry Whipple	Darin Jensen	PS	15	14	9	38	E	E
14	8072	Doug Smith	Mike Moore	SBC	13	11	14	38		
15	8153	Afonso Domingos	Bernardo Plantier	CP	7	12	dnf	43		
16	8043	Jock Kohlhas	Rick Burgess	BisB	16	17	11	44		
17	8170	Mateusz Kusznierewicz	Dominic Zycki	Isol	ocs	13	16	53		
18	7934	Karl Vonschwarz	Rich Warton	AN	17	18	18	53		
19	8044	Richard Peters	Christel Gruenewald	BisB	18	19	17	54		
20	7783	Eric Beckwith	Bob VanWagen	BisB	19	20	dnc	63		
21	7999	Tiani Hausen	Bruno Miranda	BisB	dns	dnc	dns	72		
21	8236	Steven Kelly	William M Holowesko	N	dnc	dnc	dnc	72		
21	7964	Charles Kohlerman IV	Charles Kohlerman III	NCB	dnc	dnc	dnc	72		

TIPS ON WINTER STAR BOAT STORAGE

by John MacCausland Sr.

It is very important that a Starboat is stored properly for the winter. Ideal storage is a dry warm area. Unfortunately this type of storage is not available to many of us. So, we must take steps to protect our Star in a less than perfect environment. I have found the following steps are important:

1 - The boat must be thoroughly washed with soap. Remove all salt residue, especially from the under-deck wire and fittings.

2 - Boat must be thoroughly dry with all ports open so that the boat can breathe. (Check all tanks for water.)

3 - After the boat is thoroughly dry it should be covered with a tight cover. Place the boom or some substitute such as a 2 x 4 on the deck before covering to support the cover. Or

alternatively cover the cockpit area with plywood before covering the boat.

4 - Do not apply the brake on the trailer, as the brake shoes might stick to the brake drum causing the brakes to be locked up next spring.

5 - Wash mast and boom. Remove salt from all wire rigging. Make sure that the copper micro-press on the bottom of the wire halyard is not touching the halyard lock as this will cause corrosion of the lock fitting. This is a good time to apply beeswax or paraffin to the halyard wires both for extra protection and to have the halyards well lubricated for the beginning of the next season.

6 - Remove tiller extension to preserve the life of flex coupler.

7 - Renew the shock cords, especially those which are exposed to the sun. This includes the shock cord which prevents the

backstays from wrapping around the spreader ends and the jib fairlead car shock cords.

NOTE - In preparing your boat for storage remember water turns to ice which can be very damaging to a Starboat, causing delamination of the fiberglass. Whatever you can do to keep the boat dry will extend its life. Proper covers and a good dry storage area will keep your boat race-ready for next year.

TACKTICK COMPASSES

Recently Tacktick Compasses have been including the following note in the box with their compasses:

Please note that it is recommended to always keep your Tacktick compass exposed to natural light when not in use. We suggest a windowsill – even on cloudy days. The black case should be used for transporting only.

NEW BOATS, SAILS AND COVERS

Mader Boats: <http://www.bootswerft-mader.de/>
In the U.S. contact John MacCausland: 856 428 9094

Foxy Covers: <http://www.teamfoxy.com>

Fritz Sails: www.fritz-segel.de

Marine Spars: www.marinespars.com

North Sails: <http://www.northsailsod.com/class/star/star.html>

Quantum Sails: <http://www.quantumsails.com/star>

Spar Tech: <http://www.spartechco.com/>

Bootswerft Steinmayer: <http://www.steinmayer.ch>

Emmeti Spars:
e-mail: mastagl@tin.it

Folli Boats, Lariovela Boatyard:
e-mail: lariovela@tin.it

Lillia Boatyard:
e-mail: lillia@mclink.it

In the U.S. contact Joe Zambella: 617 839 0992

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:

iscyra@interaccess.com Fax: 847 729 0718 / Office: 847 729 0630

ISCYRA

1545 Waukegan Rd.

Glenview, IL 60025-2185

FOR SALE / WANTED

6000 series boats in various conditions for sale. Boats are located at Milford Y.C., Milford CT. Contact Dick Hovey. Tel: 203 795 3008 / e-mail: rhovoy@worldnet.att.net (9-01)

7471 Mader, 1989. Completely updated and perfectly faired. 2001 Spartech mast; hyfield levers on uppers for downwind speed; double mainsheet; new Spartech Boom; Spare mast and lots of sails; boat maintained annually by John MacCausland. Contact J. Joseph Bainton: Bainton@BaintonLaw.com (5-04)

7737 Mader, 1994. A great boat. Work commitments for the next two years have me traveling abroad too much to sail regularly. Contact Info: Elisabeth Newell / E.R. Newell Architects, pc / 828 12th Street / Santa Monica, CA 90403 / Tel: 310 899 0191 / Fax: 310 899 0181 / Cell: 310 486 2144 / e-mail: ernewell@earthlink.net (8-04)



I.S.C.Y.R.A. 2005 BALLOT FOR 2006 OFFICERS

Return ballot by FAX +1 847 729 0718 or AIRMAIL to I.S.C.Y.R.A., 1545 Waukegan Road, Glenview, IL 60025, USA.

Continent (Please circle one) Australia N. America
Europe S. America

Yacht No. _____
District No. _____ **Fleet** _____

**THIS BALLOT MUST REACH THE CENTRAL OFFICE
BY 9 DECEMBER 2005
OR IT WILL NOT BE COUNTED.**

Personal Signature of Active / Life Member _____
(Your ballot is invalid if it is not signed.)

VOTE BY PLACING AN "X" IN THE BOX. WRITE-IN VOTES ARE ALLOWED.

INTERNATIONAL OFFICERS:

(Vote for one in each office)

President: J. William Allen

Secretary: John Chiarella

HONORARY OFFICERS:

Commodore: Sir Durward R. Knowles
(Vote for one)

Vice-Commodore: William W. Parks
(Vote for two) Otto Schlenzka

Rear-Commodore: Harry H. Adler
(Vote for three) Carlo Rolandi
Harry W. Walker

CONTINENTAL VICE-PRESIDENTS:

Vote for a 1st Vice-President and 2nd Vice-President
IN YOUR CONTINENT ONLY

1st Vice-President **2nd Vice-President**

NORTH AMERICA
Joe Zambella Thomas Londrigan Jr.

EUROPE
Alex Hagen Mario Caprile

SOUTH AMERICA
Torben Grael Luis Bustelo

AUSTRALIA
Phillip R. Baker Iain Murray

DISTRICT OFFICERS:

Vote for a District Secretary and an Assistant District Secretary

IN YOUR DISTRICT ONLY

DISTRICT SECRETARY **ASSISTANT DIST. SECRETARY**

DISTRICT 1
David Bolles John Lombard

DISTRICT 2
Barbara Beigel-Vosbury Robert Collins

DISTRICT 3
William Culberson Buddy Clarke

DISTRICT 4
Mark T. Lewis John Corrigan
Jeff Shaffer

DISTRICT 5
Mike Marzahl Peter Vessella

DISTRICT 6
Forrest Miller Craig Wilshire

DISTRICT 7
Gastão Brun Daniel Wilcox

DISTRICT 9
Daniel Wyss _____

DISTRICT 10
Lars Lantz Christian Öller

DISTRICT 11
Phillip Baker Jr. _____

DISTRICT 12
John Chiarella Richard Atkinson

DISTRICT 13
Philipp Rotermund Claus-Peter Luxa

DISTRICT 14
Giulio Gatti Giuseppe Leonetti

DISTRICT 15
Fernando Seghers _____

DISTRICT 17
Jürgen Janson Günther Lux

DISTRICT 18
Alberto Zanetti Nicolas Rosas

DISTRICT 19
Constance Drew-Bear Henryk Dabrowski

DISTRICT 20
Craig Prandini _____

DISTRICT 21
Hans Bucher Frank Keesling

2005 FOR 2006 RESOLUTIONS

(See next page for text):

	<u>For</u>	<u>Against</u>		<u>For</u>	<u>Against</u>
#1-2005	<input type="checkbox"/>	<input type="checkbox"/>	#12-2005	<input type="checkbox"/>	<input type="checkbox"/>
#4-2005	<input type="checkbox"/>	<input type="checkbox"/>	#13-2005	<input type="checkbox"/>	<input type="checkbox"/>
#5-2005	<input type="checkbox"/>	<input type="checkbox"/>	#14-2005	<input type="checkbox"/>	<input type="checkbox"/>
#6-2005	<input type="checkbox"/>	<input type="checkbox"/>	#15-2005	<input type="checkbox"/>	<input type="checkbox"/>
#7-2005	<input type="checkbox"/>	<input type="checkbox"/>	#16-2005	<input type="checkbox"/>	<input type="checkbox"/>
#11-2005	<input type="checkbox"/>	<input type="checkbox"/>	#17-2005	<input type="checkbox"/>	<input type="checkbox"/>