

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

## **FEBRUARY REGATTA SCHEDULE**

5<sup>th</sup> District

Feb. 15-16 SCYA Midwinter's (CYC)

20th District

Jan 28-Feb 1 Olympic Classes Regatta

Feb 15-16 Master's Regatta

### 

#### 2003 LEVIN MEMORIAL

Coral Reef Yacht Club January 4-5, 2003 By Mark Reynolds

34 Stars gathered the first weekend of January on Biscayne Bay for the Bob Levin Memorial. Bob was famous for his exquisite paint jobs on the Lippincott wood Stars and had retired to Miami. He was also always very helpful at major regattas getting boats up and sailing again after breakdowns.

The US Star Sailing team had a training session the 2 days before the regatta so they were ready to go racing on Saturday. On Saturday in a shifty northwesterly Howie Shiebler and Rick Peters smoked everyone in a 1,1,4. Howie and Rick were getting off the line well and hooking into the first shifts. They were even leading the 3rd race for a while but Todd Gay and Pat Brewer got the last shift on the first beat and increased their lead in the diminishing winds to win by a decent margin.

On Sunday the wind started out a bit lighter from the north-northeast with just marginal mini hiking and then got lighter as the day went on. Mark Reynolds and Magnus Liljedahl were able to stay ahead of Howie and Rick to win race 4 but with a throw out had no chance of beating them in the series. In the last race the wind went more right and Jimmie Lowe and Andrew Higgs led at the first mark but it was John MacCausland and Shane Zwingelberg who took the gun. Howie and Rick won the regatta, Mark and Magnus got 2<sup>nd</sup> place, and Peter Vessella and Brain

# 2003 LEVIN MEMORIAL

Coral Reef Yacht Club January 4-5, 2003

			January + 5, 2005							
Pl	Sail	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Total
1	8077	Howie Shiebler	Rick Peters	WSFB	1	1	4	2	dnf	8
2	8129	Mark Reynolds	Magnus Liljedahl	SDB	8	3	3	1	13	15
3	8059	Peter Vessella	Brian Fatih	WSFB	10	4	2	8	3	17
4	8082	Rick Merriman	Bill Bennett	SDB	3	7	7	5	2	17
5	8128	John Kostecki	Austin Sperry		6	5	17	7	4	22
6	7933	Terry Hutchinson	Andrew Scott	AN	2	11	8	3	14	24
7	7995	Augie Diaz	Dmitriy Yakovenko	BisB	16	2	6	10	6	24
8	8017	Todd Gay	Pat Brewer	LS	11	6	1	21	11	29
9	8131	Doug Schofield	Robert Schofield	AN	18	8	13	6	7	34
10	8113	John MacCausland	Shane Zwingelberg	CR	9	10	20	15	1	35
11	7876	Andy Horton	George Iverson		27	13	11	4	10	38
12	7950	Jimmie Lowe	Andrew Higgs	N	5	12	24	18	5	40
13	8044	Steven Kelly	Bill Holowesko	N	7	16	dnf	11	16	50
14	798	Arthur Anosov	Chris Rodgers	TaB	31	9	16	12	19	56
15	7802	Jim Beatty	Simon van Wonderen		4	19	22	29	12	57
16	7592	Paul Sustronk	Mike Wolfs	LOC	12	14	dnf	13	24	63
17	8087	Kevin McNeil	John von Schwarz	AN	25	27	21	9	9	64
18	8038	John Vanderhoff	Scott Karr	AN	17	18	5	28	27	67
19	7369	Steve Haarstick	Todd Schumacher	SL	14	17	18	19	23	68
20	8043	Jock Kohlhas	Richard Zirkel	BisB	26	20	14	16	20	70
21	7793	Brian Cramer	John Jenkins	LOC	13	30	28	23	8	72
22	8061	Andy Lovell	Eric Oetgen	NOG	dnf	31	12	14	17	74
23	7970	Nelson Stephenson	Terence Glackin	CLIS	15	26	23	17	29	81
24	7964	C. Kohlermann IV	C. Kohlermann III	NCB	21	22	26	24	15	82
25	7626	James Freeman	Matthew Freeman	SL	20	dnf	10	25	28	83
26	7620	Ken Allen	Sergey Leonidov	BH	23	24	15	31	25	87
27	7471	John Bainton	Will Christenson	NB	30	23	9	30	26	88
28	8024	Phil Culbertson	Pat montgomery	MoB	dns	15	ocs	20	18	88
29	7370	Rob Emmet	Arnis Baltins	AN	19	29	19	32	21	88
30	7098	Claude Bonanni	Gennady Korolkov	TaB	24	25	25	22	30	96
31	7739	Josh Powell	Jon Klerk		29	21	dnf	27	dnf	112
32	7936	Steve Rubinkam	Jerry Ring	WLM	22	28	29	34	dnf	113
33	7670	Gene McCarthy		PPL	28	33	dnf	33	22	116
34	7585	Sharon Crockett	Bonnie Unsworth	BisB	dns	32	27	26	31	116

Fatih took 3<sup>rd</sup> place overall.

### 2002 ISCYRA Ballot Results

### INTERNATIONAL OFFICERS

International Secretary

Claude Bonanni

IGC Member at Large - Western Hemisphere (1)

John M. MacCausland

IGC Member at Large - Eastern Hemisphere (2)

Christoph Gautschi

### HONORARY OFFICERS

Vice-Commodores

Otto Schlenzka

Harry W. Walker

Rear-Commodores

Harry H Adler

George Iverson

Carlo Rolandi

### **RESOLUTIONS**

Resolution #2 has been passed with 73.14% voting FOR the resolution.

(Resolution #2 allows for entries to the World's through Silver Star events.)

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### THOUGHTS FROM PAUL HENDERSON

Published in the March, 1980 Starlights

(Editor's note: Here is an interesting article written by Paul Henderson for the March, 1980 Starlights. Following this is his reply of January 9, 2003, to Harry Walker as to why times have changed. Mr. Henderson has kindly agreed to let Stardust print this reply.)

### REFLECTIONS OF A STAR APPRENTICE By Paul Henderson, Vice President, IYRU (March, 1980 Starlights)

Let me start by apologizing for being so presumptuous as to write to Starlights after apprenticing for only three years in the Star Class; but having broken two masts, raced in over a hundred races and been harassed by Munster and Monster, I feel reasonably at home with the Star.

I have had two extreme race highs so far, both of equal value: one was winning the last race of the World's, and the other winning a club race with my eleven year old daughter. It is these two arenas that form my reasons for writing this letter.

The master Star sailors are experiencing the negative pressures as well as the positive pressures imposed on the Class by Olympic status. Some believe that it would be better for the Class if the Star were removed from the Olympics. I would like to believe that the Star Class can relegate the Olympics to their proper place, which is an important regatta taking place every four years affecting a few. The Olympics

must not control the Class, which should assess and eliminate the negative aspects and utilize the positive aspects. The Star Class is mature enough to live with the Olympic pressures.

Following are a few points that should be discussed.

- Do away with all forms of nationalism at sanctioned events such as national sail symbols, boat docking by national grouping, coaches, team support boats, national qualification requirements. These regattas are individual against individuals.
- Have major championships always with a focal point (yacht club) so that all sailors can get together for a beer after the race. The regatta is really a convention of friends.
- 3. Permit hiking vests which allow you to use less than Olympic crews, or else eliminate "mini-hiking."
- 4. At major sanctioned events, competing sailors should have to offer their sails after the events to the bottom half of the fleet at 50 per cent discount.
- 5. New unwoven cloths which would give longer life to sails should be allowed if it would again permit the Class to restrict the number of sails purchased.
- Insist that competitors wear their proper colour star. The novice is very proud of his green even if the gold is paranoid.
- 7. Reinforce the requirements to qualify through fleet, district, etc., to go to silver and gold star events.
- 8. Ban quickly any new development such as keel shape so as to prevent sudden obsolescence.
- 9. Do everything possible to keep promoting Star events and the Star world fraternity.

Our fleet (Lake Ontario Canadian) gave my daughter a Rookie-of-the-Year T-shirt. She would not trade it for two gold chevrons.

(Paul Henderson's reply of January 9, 2003)

### Harry;

That article which I wrote in 1980 was sent to me months ago by Bill Munster and was very insightful. It shows what I believe in my heart and how I personally liked to sail. BUT that was 1980 when the Olympic pressures were just starting and I could see that it would change the sport as we knew it and like all of you wanted to fight it. It was when we all paid our own way and sailed for our shear love of the Game. It was when being considered by your peers as a sportsman was paramount. I loved sailing in Pow Pow, Cooperstown and the Bacardi. The greatest day in my Star life was winning the last race of the Worlds in San Francisco with 108 boats in 25 kts. My crew. Bruce Brymer, and myself

weighed a total of 175 kilos (380lbs) and both of us were so short we did not need to duck when we tacked to get under the boom. We beat Blackhaller, Conners, and Cayard (crewing). I also remember the North Americans at in San Diego when Melges presenting me a gold painted "Plumbers Helper" which I immediately stuck the suction cup to my bald head. Those were the days!!! and the friends I made then are still my friends. Most of us sailed on our holidays as we had to also build our business careers also.

How I wish we could have stayed in that twenty-year-old "Time Warp". As President of ISAF I must face the reality of today's Olympic World. We have National Teams, coaches, managers, sport psychologists. Governments and National Olympic Committees pay sailors, buy equipment and generally control the athlete's life. National Authorities get money from their governments and sponsors depending on how well their Olympic Teams do. Sailors get rewarded by how well they do at regattas and sailing is their job. One country paid their sailor \$15,000 for finishing high at the Bacardi and another gets added \$\$\$ from his sponsor if he wins SPA, Hyere or MORC. In 1988 the sailors petitioned to allow advertising on what was previously white boats which has dramatically changed the Game and all Olympic Classes are now Category "C". When you accept sponsorship or government \$\$\$ (MNA's) you now have partners and lose your autonomy.

On top of all this the IOC in 1992 put strict quotas on both ISAF and the National Olympic Committees which took away the autonomy of ISAF and therefore the classes. Do I like it? makes no difference what I think. ISAF must deal with the reality of the situation. The IOC directive to cut a class and the keelboat was found out in a letter slipped under my door at midnight with no prior notice if you think ISAF orchestrates these intrusions.

I am really very disturbed by the constant harassment of the Star traditionalists who refuse to face the reality that is now upon us. There are only two choices:

- The Star Class must accept the Olympic Obligations which means that you have partners the IOC. ISAF, NOC's and MNA's.
- 2) Opt out of the Olympics and return to the lovely world of my 1980 epistle.

Munster phoned me two years ago about getting the Etchells as the Women's Olympic Keelboat. My answer was very blunt: "Bill, Why screw up such a great class?" ISAF does not ask classes to apply. The classes petition for Olympic Status. If they do then they lose some of their autonomy. That is reality!!

respectfully,

Paul Henderson

### ISAF, THE OLYMPICS AND THE STAR CLASS

Does it have to be "Either / Or"?

Does the question of the Starboat's participation in the Olympics have to come down to an "either / or" scenario which means either the Class accepts its boat being used as Olympic equipment and bows down to the will of ISAF and the various other organizations connected with the Olympics or the Class "opts out of the Olympics"? In recent months, especially since the ISAF meeting in Cyprus in which submission 041-02 P concerning the qualification system to be used at the 2003 ISAF Combined World Championship was adopted, there has been a growing body of opinion that there is yet a middle course in all of this controversy. The question has been raised, why just because the Starboat is used as Olympic equipment does this mean that the whole Class has to be involved with the way Olympic representatives are chosen? Certainly there is room for both the standard Star Class sanctioned events which are run using the Class's present rule structure and for a series of events which are geared especially to the needs of the Olympic hopefuls.

I believe that this middle course can work and should be investigated. ISAF and ISCYRA should work together to explore the various options and see what can be worked out to accommodate both the regular Star Class member who has at one time or another the dream of participating in a Star Class World's and the elite sailor whose principal goal is to participate in the Olympics. One option would be to have a new set of championship rules drawn up which cater to the needs of the regattas run as Olympic qualifying events. These rules would be separate from those which the Class now has for running its sanctioned events. The Olympic Qualifying Event Rules, shall we call them for the moment, can be administered by ISAF and changed by them as the need arises. On the other hand, the Star Class Championship Rules (Part 2 of the Class Rules), would continue to be administered by the Star Class and can be changed only in accordance with Star Class procedures.

Such a system should provide accommodation for both groups of sailors. Furthermore, the regular Star Class members will still have to chance to compete against the best sailors in the world at the Class's regular sanctioned events, something which many of the elite sailors also enjoy. The fact that regular Star Class members have the chance to compete with world-class sailors is one of the factors which keeps the Star Class strong.

### REPLY TO SIMONESCHI'S STARLIGHTS ARTICLE

By Hank Burr, Life Member #42

It is clear from the President Simoneschi's response in the latest Starlights that he has little interest in the opinions of Class members, and that he is interested only in pursuing his own goals. Read the last paragraph of his letter. He specifically excludes the opinions of the membership when he says "But I think we (the I.S.C.Y.R.A. Officers) have to

consider that the reality is that we have a set of rules that were written many years ago in a 'different world'. I will respect whatever decision we make....". That is his justification for ignoring the Class rules. He will ignore the C.L.I.S. Petition, and will not consult the membership. Such arrogance and disregard of our rules cannot be tolerated.

In pursuing his goals, he has taken unto himself authority which rightly rests with the fleets. The Class was deliberately not consulted for approval of the contract with ISAF. In fact, as far as I can determine, the Class was not informed that there was ANY contract involved.

Reading the "President's Message" columns in the Starlights Quarterly beginning in the year 2000, the President's goal emerges. He ties the continuing success of the Class to its participation in the Olympics. He is so devoted to this connection, that he has committed the Class to a course of action without first consulting the membership, and, at the same time, has ignored the Class rules. One of his, and the I.G.C.s, chief responsibilities is to see that they are observed and enforced.

An equally troubling aspect to this matter is the acquiescence of the I.G.C. Where were they? Does the I.G.C. agree that Class rules can be broken to serve the President's ambitions? What does the I.G.C. have to say for itself? Let us hear from you. I ask the I.G.C. to publish an explanation in Starlights and/or Stardust.

When I came into the Class in the 60s, not only was the boat held in high regard, but the Class Association was held up as an organizational model for other One Design classes. Among the features mentioned as worthy of emulation was the independence of the Class from other sailing authorities; this was incorrectly criticized as suggesting aloofness. The fierce loyalty of the members to the boat and class were mentioned as evidence that the Class was certainly doing something worth imitating.

Despite the quality of the current leadership, and its willingness to ignore Class rules, the Class will remain healthy, if only for the qualities of the boat and the skill of its sailors. The sailing world knows very well that winning any class World Championship is a greater achievement than winning an Olympic medal.

In the future, my votes are going to candidates who will observe and enforce the Class rules, and protect the current mechanism for changing the rules, i.e. petitions from fleets. In closing, my solution:

- 1. Honor the existing contract, without awarding World Championship honors and without presentation of Star Class perpetual trophies. Perpetual trophies are not to be engraved with winners' names.
- 2. Withdraw from the Olympics and ISAF entanglement.
- 3. Elect President and I.G.C. who pledge themselves to observe and enforce Star Class rules.

### 2004 WORLD'S QUALIFICATIONS

Because 2004 is an Olympic year, the Star Class World's will be held in the mid to late spring of 2004 by the Roma Fleet in Italy. As was the case with the 2000 Annapolis World's which was held in May, those fleets and districts which will not be able to hold fleet and district eliminations because their seasons had not begun yet in 2004 will have to consider using their 2003 results for their qualification results, or seek some other solution as to how their boats will qualify. John MacCausland Sr. suggests that fleets and districts take this factor into account while setting up their 2003 schedule of events.

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### SEND US YOUR MATERIAL

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# THE MEMBERS OF THE STAR CLASS WISH

# **ROBERT VAN WAGNEN**

A SPEEDY AND FULL RECOVERY.

We hope to see you out on the Race Course soon!

### THE CUP OF CUBA

The Mid-Winter Silver Star Championship Trophy

Very early on in the formation of Star Class fleets Cuba played an important role in the development of the international aspect of Star sailing. The first Cuban fleet, la Flota de la Habana (FdeH) was chartered in 1923.

It might be mentioned that in 1920 the Prohibition Act was enacted by the U.S. Congress. One thing was for certain in those days; sailing and drink definitely did mix.

After three years of the Havana fleet prospering a decision was made to host a great event. George Elder, in his book "Forty Years among the Stars" gives a good account of the early days of the Mid-Winter Championship, also called "les petit Internationals":

Havana, Paris of the Caribbean, basking beneath the glory of azure blue skies and fanned by the soft tropical breezes from the Gulf, beginning in January, 1926, became annual winter rendezvous for Star skippers. For the first couple of years and, without any good reason, this winter classic was spoken of as "les petite Internationals." Henceforth it assumed its rightful title of "Mid-Winter Championship."

It is difficult to find adequate words to describe the gracious hospitality and good sportsmanship of the Cuban yachtsman. No effort is spared in providing entertainment and looking after the comforts of the visitor. Your Cuban skipper, when he loses takes it with a smile and, if he wins, he modestly attributes it to a stroke of good luck. That first year must have stretched the good nature of our hosts almost to the breaking point. Coming from an arid region of ice, snow and bath tub gin, into a Utopia, where a man could order any drink he could think of, did not help to

preserve decorum among the visitors from the States. At that time we did not know each other too well. We were looked upon as "crazy Americans" and certainly acted the part. That we were ever invited again, considering the many things that happened that year, is surprising.

The prizes made our eyes bulge. The Cup of Cuba, for the Mid-Winter Championship, is the largest sterling silver cup I have ever seen. Ernest Ratsey, its first winner, has a photograph of his young son sitting in it, and all you can see is the boy's head. The national crest of Cuba was on every trophy, as the government sponsored the event. In those days we went by rail to Key West and took the ferry across the gulf. And how some of those old steamers rolled! When the steamer docked, Rafael Posso - who does not look a day older now than he did then - came aboard. All contestants were asked to step forward and, while the tourists awaited their turn, we were whisked through the customs. After being photographed by a battery of cameras, we were driven to our hotel or to the yacht club, where those going stag were quartered "for free" in the dormitory. And what a gorgeous club the Havana Yacht Club is! Then came those first few nights of sampling wines and cordials, the taste of which we had almost forgotten....

Below is a photo from the March, 1929, issue of Starlights showing the Cup of Cuba and other trophies at the final banquet of the 1929 Mid-Winter Championship. On the back page is a photo from the March, 1928, issue of Starlights showing the participants and hosts at the end of the 1928 event. Très chic, n'es pas?

It would be interesting to know what has become of the Cup of Cuba.



	REGATTA SCHEDULES	5 <sup>th</sup> District				
1st District		Feb. 15-16	SCYA Midwinter's (CYC)			
June 14-15 June 21-22 July 13 July 18-20	Arms-White (Mid) Ned Hay (CA) Junior Championship (CA) Districts (CA) Marblehead NOOD / N.E. Championship Secretaries cup/Make-a-Wish regatta (BH) Mars-Venus(male & female in each boat)	March 15-16 March 21-23 April 5-6 April 12-13	Spring Gold Cup (NHYC) ABYC OCR LAH/ SMB Fleet Champs (CYC) Delta Star (Stockton SC)			
July 26-27 Aug 2-3		May 24-25 May 31- June 1	Starlight Series (CYC) Rollins Bowl (SDYC) 5th District's (SFYC)			
Aug 23-24	Atlantic Coast Masters Regatta (Mid) 100 <sup>th</sup> Anniversary celebration of Milford YC	May 31- June 1 June 7-8 June 21-22	Cal Race Week (CYC) King of Spain (CYC) NH Fleet Champs (NHYC)			
Sept 6-7 Sept 13-14 Sept 20-21	Nathan Hale (HB) Bedford Pitcher (CLIS) Nutmegs (Mid)	July 5-6 July 12-13	SDB Fleet Champs (SDYC) Baxter Bowl (NHYC)			
Oct 11-12	New England Intercollegiate Sloop Champs (BH) - Pending ICSA Approval	July 26-27 Aug. 30-31 Sep. 6-7	Lipton Cup (SBYC) Labor Day Pitcher (SDYC) Harris Series (CYC)			
20th District		Sep. 13-14	Green Star (NHYC)			
Jan 28-Feb 1	Olympic Classes Regatta	Oct. 4-5	Fall One Design (CYC)ub			
Feb 15-16	Master's Regatta	Oct. 18-21	North Americans/ Calvin Paige, St.F.Y.C.			
Mar 2-7	Bacardi Cup	Nov. 1-2	Ash Bown/ Octoberfest (SDYC)			
Apr tba	20 <sup>th</sup> District Championship	Dec. 13-14	Kriss Kringle (SDYC)			

