



Volume 4, No. 1
2003

January,

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

JANUARY REGATTA SCHEDULE

5th District

Jan. 18-19 Brown Star (SDYC)

20th District

Jan 4-5 Levin Memorial

Jan 25-26 Biscayne Trophy

Jan 28-Feb 1 Olympic Classes Regatta

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HARRY WALKER

International Secretary, Retires

After serving the Star Class for 14 years as the Star Class's International Secretary and after 18 years of being on the Administrative Committee / Class Management Committee Harry Walker is stepping down.

Harry first got involved in the Star Class in 1937. His first Star Class sanctioned event was the Noroton Race Week (now the Arms-White Regattas) in 1938. After owning or being part owner is a couple of earlier Stars Harry bought Star # 3297 in 1953 to sail with the Wilmette Harbor Fleet. In 1961 Harry bought a new O.G. Star, #4500, which became the first of his Bingos. That year he represented his fleet in the 1962 North American's held on Puget Sound. In 1963 he again represented his fleet at the North American's held in Rye, N.Y. A week later the 1963 World's took place in Chicago and Bingo was loaned to Antonio de Menezes of Portugal. Antonio's original crew got sick and so Harry filled in as crew. Antonio liked the boat so much he bought it and took it back to Portugal. The boat is now in the Portuguese Naval Academy.

In 1965, sailing Star # 4802, Harry participated in his first World's which was held that year in Newport Harbor. At the time he was living in Brazil where he managed a pulp paper plantation. He represented the Sao Paulo fleet. Starting in 1980 Harry participated in every World's of that decade.

In 1983 Harry sailed in the South American Silver Star Event held in Venezuela and won his Silver Star in Bingo IV, Star # 6567.

It was also during the 1980's that Harry began to be involved

in Class offices. In 1981 he became Fleet Captain of the Sandpiper Bay fleet. In 1982 he added the position of 20th District Assistant Secretary and then in 1983 moved up to being the 20th District Secretary, a position which he held through 1988. In 1984 he was selected to be a member of the Administration Committee (now called the Class Management Committee) and in 1985 added the post of Secretary of Isolated and Life Members. In 1989 Harry was elected to the post of International Secretary. By 1995 it was decided that the position of Secretary of Isolated and Life Members would be taken over by the International Secretary.

Aside from serving in these various Class positions Harry has worked towards promoting the Star Class in a number of ways. He is actively involved with Mystic Seaport Museum and is instrumental in getting the museum to set up a Star Class exhibit. Harry has also generously donated boats to college programs. His boat Bingo VII, #7444, went to the M.I.T. sailing program and most recently he donated Bingo IV, #6567, in which he won his Silver Star, to the Yale sailing program.



Harry and Thea Walker

In 2001 at the Medemblik Harry was awarded the Harry Nye Trophy for outstanding contribution to the Star Class.

Over the years Harry has kept members informed of the state of Class affairs. Here is Harry's last report recently mailed out to the Isolated and Life Members.

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Dear Isolated and Fellow Life Members,

Normally you have, and have had, your own Secretary. Under the new set-up proposed by the Kiel Fleet and voted in last year, that job is eliminated and the Class Secretary is awarded the communication responsibility. I shall no longer be Class Secretary after 1 January 2003 as, like the old fire horse, I have been too long in office according to our new rules.

I do want to say it has been good to stay in touch with all of you and to have heard from many of you. Let's keep each other in mind.

The year has been eventful on U.S. shores in two ways.

#1. There was a flap over the 2002 Bacardi, which was run under the "old" rules. No advertising on sails; no weigh-in; and therefore not to be counted in the world rankings or national rankings for funding. We are seemingly coming down to a real split in our Class -- those who sail for the money (and this attaches no stigma) and those who sail for sport alone. Much pressure was put on the organizers and dire consequences were predicted, but the organizers held firm.

#2. We have seen a surge in the professionals entering the Class and they are great competition. Imagine the last two Worlds Champions are both newcomers to the Class, each with extensive top-flight competition on his resume, but each with less than a full year in STARBOATS.

The best report on the Annual Meeting that I have seen was by International Governing Committee member John MacCausland, printed in the October Stardust. It is also on the Star Class website at www.starclass.org.

Again, thanks for your notes and fillers for my letters. Over my secretaryship we've lost and gained a lot of strong members.

Thanks to the Central Office and the officers for their long time aid and support.

Abraços,

Harry W. Walker
International Secretary

SCHOONMAKER CUP

November 16 & 17, 2002

By Nelson Stephenson

The winter sailing season (seems strange to call it Winter Sailing when it is normally 80 degrees and sunny) kicked off in Coconut Grove with the Schoonmaker Cup held on November 16 and 17, 2002. Ten Star teams (ok maybe seven) spent Friday getting their boats ready to race with no breeze on Biscayne Bay for practice. That seemed just fine since the bar at Coral Reef Yacht Club seemed to handle the annual Star influx just fine.

Ruth Chris' Steak House was the establishment of choice for dinner and 4 teams and their support crew settled into a late and filling dinner on Friday night.

On Saturday the forecast was for "big" breeze with gusts of up to 30 knots. About half of the teams elected to use older or heavy weather sails and ended up being badly underpowered. Despite the fact that there were a few minor gusts, the breeze was rarely over 10 knots. One team lost an upper shroud at the very end of Race 2 and kept the rig in the boat but was unable to compete in Race 3 on Saturday.

The West Coast team of Howie Shiebler and Rick Peters (8077) got it all right (as a result mostly of going left upwind) and ended the day with 3 bullets as a reward in very close racing. The real race was for 2nd and 3rd place with the Bahamian team of Steven Kelly and William Holowesko (8044) battling with the "all crew" team of Austin Sperry and Magnus Liljedahl (yes, Austin skippered 7953 and has the lash marks to prove it). After a 4th in Race one, Kelly/Holowesko collected two 2nd's in the final two races for a total of 8 points on the day. Sperry and Lildjehal managed a total of 9 points finishing 2nd, 3rd and 4th in the three races on Saturday.

Sunday came with the big breeze that was forecast and racing was wisely cancelled. So, the results from Saturday were the final results. Gene McCarthy and Richard Peters (7670) finished 6th overall and collected the Masters trophy, staying just a notch ahead of the Masters pack.

As a note to everyone: Dockmaster Tony has everything at Coral Reef well in hand. Many of you will also be glad to know that our long-time friend, Shag, appears to be doing well, continues to be involved in marine activities in South Florida and is helping out in his "spare time" at the US Sailing Center. In other news of note, the Fleet Captain for Biscayne Bay is now Austin Sperry.

it did look like the bias favoured those who started near the boat but we were moving and in free wind. Eventually it seemed that there was a bit more pressure with us and approximately 2/3 up we had a slight header which allowed us to tack and cross almost the entire fleet. We arrived at the windward mark in fifth place and managed to hold this position on the run.

Our boat speed and height was fine (especially seeing in fact how the mast was bent slightly to port). Our sails already a year old had seen some heavy regatta's. With 4 teams in front and another 4 boats directly behind we headed back to the finish well separated from the rest of the 50 odd competitors. At the finish line it looked that while we gained two boats we had at the line lost one boat. A fourth overall; we were nonetheless happy. At the posting of the results we were very surprised to see ourselves in second place. It seems that two off the boats before us were OCS or premature starters. Off course we kicked ourselves very hard that we let one boat pass us. He won the race.

As day prize we each received a Magnum of Champagne. Yes!

The next day dawned sunny and the lake was a perfect mirror to the point that the smoke from smokers just remained where it was exhaled. Eventually a volleyball net was erected, table tennis courts were found, the Metaxa was produced and the beer was untapped. After a short while some sailors were involved in sports, some more enthusiastically than others depending on various factors such as libation quantity, effect and age. By two o'clock a variety of sailors were playing soccer/football with different teams being produced - foreigners against Germans, we won and owners/skippers against crews again we won. Yes!

Eventually all hope was abandoned for racing. The following day appeared to be a repeat but at 4 p.m. we were sent out. Again we started at the pin and held a long starboard tack that saw us slowly being lifted to the mark. Eventually we tacked just under the layline approximately 100 meters from the mark. There was no one closer than us and the boats that started at right and had gone to the shore were at least a kilometre away. But they were moving as we had run out of wind. We watched almost in disbelief as they crossed in front of us to round the mark. But they eventually also lost the wind and approximately 60 boats drifted more or less simultaneously around the windward mark with no wind. After a tow in we enjoyed a good meal and prepared for the last day, still in second place.

On Sunday in what best can be described as very marginal conditions we again started a race, this time there were only 40 boats on the starting line. The conditions were strange with total calm and then a blast of wind came from the mountains. It seemed the correct thing to do to go left but this did not pay out for us with about six including at

least four boats who were close to us in overall points being in front of us. The run turned out to be a reach, the point where I have the most difficulty getting the boat to move, and we noticed it with three boats passing us on the "parade".

Our next beat was almost a one-tack affair with us again losing boats, we crossed the finish line with too many boats in front of us. We could only hope to finish in the top ten. To our great surprise we ended the "regatta" in fifth place.

OKTOBERFEEST REGATTA

Andescher Fleet

Tired but happy with the German Championship we arrived on the Ammersee for the 41st Oktoberfeest regatta. The distance between the regatta sites was approximately ten miles. Although we did lower the mast we did not bother to remove the spreaders from the mast or mainsail off the boom. Very quickly we were rigged and in the water, positioning 7806 before the Dutch flag on the pier. Unfortunately though we were not the first team to the beer tap.

Eventually it started to rain but by then we were enjoying a delicious barbecue of sausages and sauerkraut (Why is sauerkraut only delicious in Bavaria?). The beer and food continued long into the night as additional Stars from Switzerland and Austria arrived. In total besides the Germans there were Stars from Austria, Colombia, Denmark, Switzerland and we from The Netherlands for a total of 67 teams.

Friday morning the harbour continued to fill up as the beer flowed and by ten a.m. there was an enthusiastic Dixie band playing. At approximately 1 pm we sailed out of the harbour as it were to "When the Saints Come Marching In".

As we followed the yellow brick road to the starting line we were treated to a number of wind shifts of between 40 and 180 degrees just to remind us that we were not in Kansas anymore. But all the time from the Northerly direction of Munich was a dark and menacing cloud formation coming closer. Eventually I thought it might be wise to sail between the larger boats moored along the shoreline. We were treated to an impressive electrical show with numerous cloud to cloud discharges and with the occasional cloud to ground strike. This was accompanied by an extremely cold shower with drums and cannons and cloud formations that would have scarred Toto. We were the second boat in the harbour.

Saturday morning was very foggy (actually I wondered about a GPS on board). After a discussion mutiny occurred, Han was off to Zugspitze in the German Alps to ski. He calculated that if the cloud level was at the lake, that all above was snow waiting to be skied. When he arrived at the mountainside only cows were quietly chewing on the grass.

Shortly after Han's return to Herrsching so did the wind. We left the harbour on a wind that was coming from the North. We decide to stay left or West because of the feeling of more pressure. We started about 10 meters from the pin, very lonely. It is unnerving to see 66 Stars near the start ship at the gun. Eventually near the top it looked like we had made the correct decision with perhaps the exception of the boats that were able to go immediately right looking ok. We came to the top mark with 4 boats just before us. On the run we lost a number of boats by staying in the middle and by the gates we were perhaps in 10th place. On the second beat we again went left for what we believed was more pressure. We arrived at the finish line in 6th place, pleased.

In the second race we again favoured the left side but at the start we had company. It seemed eventually the resolve from the other competitors melted away and leading a group of five we owned the left side. About 3/4 way up we started back and it appeared that a group of three boats that were to the right (East) were in more wind - but we were going to cross them and the group that went further were fading. By the top of the mark both sides rolled over us. Ouch! Further we became involved in an unfortunate rounding situation that allowed even more boats before us. The three boats that dared to jibe under the fleet and went east gained. To the point that at the gates we were somewhere in the twenties. On the next beat we managed to catch at least 5 boats to end in 16th place.

The race committee was optimistic and hoped for a third race but the winds had other plans. Eventually we made harbour amongst the top five (only because I can paddle hard) and enjoyed some beer. The food served that night was a variety of sausages and cheese which were consumed robustly, even by the conservative Danes and Cloggies.

On Sunday morning the sun arose but the wind went to church giving the teams a chance to do whatever they needed to do. By noon a wind showed up at the harbour and the race committee went out to the middle of the lake approximately half an hour later. They returned and informed us that the wind in the middle of the lake was from an entirely different direction and that no stable breeze would arrive until at least 3 p.m. With this local wisdom, further racing was cancelled and after two races and we ended in 4th place.

TROPHEE PINATEL

Paris

Latter than we hoped we left for Paris with "Art Objects" behind us. By Senlis we realized that it was not possible to drop the Star off and return to Paris on time for my appointment. So with Star behind us, to the center of Paris. Work was quickly accomplished. It is amazing how fast one can determine if you want a particular picture.

We decided the easiest way out of Paris at rush hour was

down the Champs Elysee and around the Arc de Triumphe, only we were uncertain which was the best boulevard to exit on, so we went around twice.

We came to Voile de Paris along the Seine River. Found our lodging and removed our mast. A quick change of clothing and we were on our back to Paris to meet with a friend on Hans. Mark worked for Ballantine's a large importer and distributor of alcohol in France, Moet being one of their labels.

Through his company he had obtained three invitations to de Bal Noire. The invitation could only be read using a mirror. The location was about 50 kms outside of Paris in a cave. After a drive through the thickest fog that I have been in for a long time we found it. The location formerly part of a monastery was a series of interconnected limestone grottoes. Unfortunately this being All Saints Eve the party was costume, but the fact that we only spoke Dutch seemed to make our presence acceptable. Various elements of house and gothic were very evident.

There were approximately 500 partygoers. Counts and Madames, numerous nuns and bishops, Marquis de Sade and twin, ghosts, ghouls, vampires and so forth. Things became a bit sticky though when a woman dressed or I should say poured in latex asked if I would like to hold her chain.

Approximately at 2 am we left and by three we were asleep. The next morning I began to rig 7806 and by 10:30 the mast was ready to be stepped. After a delicious lunch we were shown a chart of the river. Our starting line was approximately the width of the river 100 meters, with 14 or 15 boats no problem. Twice as many would have been interesting.

In the first race with the wind going from 5 knots up to almost 20 knots in the time that you read this and quickly dropping away we felt the best tactic/technique was no mini hiking but like a Laser, flat hiking. We came simultaneously with about 5 boats to the top mark and were able to power off on a strong puff. The rest of the fleet almost all sailing with older soft sails stayed right with us. But slowly we worked our way into second place. Which was how we ended. The next two races also in winds that were up and down we won easily. Ashore we were happy and decided that we should head back to the city of lights again.

A seafood meal was the general idea and we ended up in Montparnasse in Le Coupole. We ordered the seafood banquet which comprised various different raw oysters & clams, shrimps, mussels, crabs and lobster plus periwinkles and cockles. Just about everything that one could find on the sea floor. It was an amazing feast stacked on tree ice laden plates.

By the time we returned to the car I realized something was off. And on the drive home I alternated between being between feverishly warm and ice cold. Outside our room I

become ISAF submission 041-02 P that was presented and passed by the ISAF Council at the November 2002 ISAF Annual Meetings held in Cyprus.

At the 2002 Star Class Annual Meeting and IGC Meetings, minutes noted that "President Simoneschi introduced the representative from Mundovela Cadiz, Rafael Iturrioz. Mr. Iturrioz attended the International Governing Committee / Class Management Committee meeting to discuss the plans for the 2003 Cadiz ISAF World Championship. President Simoneschi stated that the Star Class has been assured that the basic principles of our association will be respected and that the Star Class was given an allocation of 120 boats."

ISAF president Paul Henderson also attended the 2002 Star Class Annual Meeting and IGC Meeting and provided similar assurances even though stating that the 2002 Star World Championship was not "a fair test of sailing", criticizing both the number of boats on a single starting line and the Qualification and Entry System used for the Event. References were made to the primary importance of using the Star World Championship as an Olympic Qualifying Event and to the overriding importance of the Olympic responsibilities of the Class. At these meetings it is difficult to know why the Star Class and its membership were "assured that the basic principles of our association will be respected" while at the same time Henderson continued to move forward on his August 7th memo.

At the ISAF Annual Conference, as reported on November 18, 2002 on the ISAF web site, the ISAF Council voted in favor of accepting submission 041-02 P.

On November 24, 2002 President Simoneschi sent out an e-mail trying to justify ISAF's decision and declaring that the Star Class must go along with the ISAF decision. Many Star Class Members were disappointed with President Simoneschi's response and expressed their opinions to members of the IGC and the Class Officers.

On November 26, 2002 the Central Long Island Sound Fleet submitted a formal petition to the Star Class IGC and Class Officers requesting (in summary) that Star Class rules be respected for the 2003 ISAF Combined World Championship or, in the alternative, that the Event not be sanctioned and that the Star Class Gold Star, honour awards and Perpetual Trophies not be awarded at the Cadiz Event. The CLIS Petition was supported by many other Star Class Members who chose to support the Petition individually.

Subsequent to the ISAF Annual Meeting there was also growing indications in published reports and ISAF Press Releases that ISAF had no intention of respecting Star Class Rules at the Cadiz Event. A preliminary copy of the 2003 ISAF World Championships Notice of Race was clearly inconsistent with Star Class Rules.

On December 2, 2002, the IGC held a teleconference to determine what should be done about ISAF submission 041-02 P and the Cadiz Event. The IGC decided that while it was important for the Star to remain in the Olympics, the IGC

would also require that Star Class Rules be respected in order for the Gold Star, other Class Honor Awards and Class Perpetual Trophies to be awarded at the 2003 ISAF World Championships.

On December 5, 2002 President Simoneschi and Mr. Henderson placed statements indicating revised positions on Star Class web site. Henderson's statement indicates respect for the Star Class, Star Class rules and its Members. He further explained what ISAF was attempting to accomplish and offered limits on future ISAF intrusions in Star Class affairs.

Although President Simoneschi's Star Class statement indicates that Star Class rules must be respected for the Cadiz Event to be sanctioned and a Gold Star awarded, his statement also indicates that he would continue discussions with ISAF to find a way of "assuring that the Gold Star Trophy and Honor Awards are awarded to the winner of the ISAF 2003 World Championship at Cadiz". Based on existing Star Class Rules and the current qualification and entry system and formats to be used for the 2003 ISAF Event that goal would not appear achievable.

From the above facts it is clear that, from the very beginning, whenever the subject of the 2003 ISAF Combined Olympic Classes World Championship was brought up the CMC and the IGC had serious reservations about the formats to be used for this Event, and each have repeatedly declared that the Star Class Event must be run using Star Class Rules in order for it to be considered a Star Class World Championship. Right up through the 2002 Annual Meeting, Star Class Members have been repeatedly assured that "the basic principles of the Star Class will be respected".

It is now also clear that in July 2000 President Simoneschi signed a contract with ISAF which in essence gave ISAF the right to override Star Class rules at any event run by ISAF as an Olympic Qualifying Event. It is also clear in the Star Class Rules that neither Class Officers nor the IGC have the authority to amend Star Class Rules through signing a contract which amends how a Star Class sanctioned World Championship is to be run.

The current version of the Notice of Race for the 2003 ISAF Combined Sailing Combined Olympic Classes World Championships indicates that this Event will not be run using Star Class Championship Rules. None of the event formats, qualification and entry systems for the Cadiz Event remotely comply with Star Class Rules. While the Cadiz NOR continues to be an amorphous document and continues to undergo major revisions, there are no indications as of yet that the 2003 Cadiz Star Class Event will be run using Star Class Championship Rules. As a result, under Star Class Rules, the 2003 ISAF World Championship for the Star Class cannot be sanctioned as a Star Class World Championship.

The IGC and Class Officers are to be commended for developing the balanced Class position presented to ISAF

in response to ISAF proposals to disregard Star Class Rules. Through respecting Class Rules and the varied interests of all Star Class Members, the Star Class will remain healthy as it nears the end of its first century.

REGATTA SCHEDULES

1st District

June 14-15 Arms-White (Mid)
 June 21-22 Ned Hay (CA)
 July 13 Junior Championship (CA)
 July 18-20 Districts (CA)
 July 26-27 Marblehead NOOD / N.E. Championship
 Aug 2-3 Secretaries cup/Make-a-Wish regatta (BH)
 Mars-Venus (male & female in each boat)
 Aug 23-24 Atlantic Coast Masters Regatta (Mid)
 100th Anniversary celebration of Milford YC
 Sept 6-7 Nathan Hale (HB)
 Sept 13-14 Bedford Pitcher (CLIS)
 Sept 20-21 Nutmegs (Mid)
 Oct 11-12 New England Intercollegiate Sloop Champs
 (BH) - Pending ICSA Approval

5th District

Jan. 18-19 Brown Star (SDYC)
 Feb. 15-16 SCYA Midwinters (CYC)
 March 15-16 Spring Gold Cup (NHYC)
 March 28-30 ABYC OCR
 April 5-6 LAH / SMB Fleet Champs (CYC)
 April 12-13 Delta Star (Stockton SC)
 May 1- Aug 28 Starlight Series (CYC)
 May 24-25 Rollins Bowl (SDYC)
 May 31- June 1 5th District's (SFYC)
 May 31- June 1 Cal Race Week (CYC)
 June 7-8 King of Spain (CYC)
 June 21-22 NH Fleet Champs (NHYC)
 July 5-6 SDB Fleet Champs (SDYC)
 July 12-13 Baxter Bowl (NHYC)
 July 26-27 Lipton Cup (SBYC)
 Aug. 30-31 Labor Day Pitcher (SDYC)
 Sep. 6-7 Harris Series (CYC)
 Sep. 13-14 Green Star (NHYC)
 Oct. 4-5 Fall One Design (CYC)
 Oct. 18-21 North Americans / Calvin Paige (St.F.Y.C.)
 Nov. 1-2 Ash Bown / Octoberfest (SDYC)
 Dec. 13-14 Kriss Kringle (SDYC)

20th District

Jan 4-5 Levin Memorial
 Jan 25-26 Biscayne Trophy
 Jan 28-Feb 1 Olympic Classes Regatta
 Feb 15-16 Master's Regatta
 Mar 2-7 Bacardi Cup
 Apr tba 20th District Championship

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

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.

Boat Transport: Need to have your boat transported from the Northeast to Miami and back? Contact Bob Carlson at 305 790 2495 / carlson198@aol.com

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