

Volume 5, No. 6 2004

June,

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

JUNE REGATTA SCHEDULE

1st District

June 5-6 JFK Regatta (BH)

June 19-20 Arms-White (Mid) (Tri-District Qualifier)

2nd District

June 12-13 Lippincott Memorial (AN)

June 26 SSA Keelboat

5th District

June 5-6 Cal Race Week (CYC) June 12-13 King of Spain (CYC)

12th District

June 5-6 Tomahawk Regatta (LH)

June 19-20 Montreal Regatta

UPCOMING REGATTAS

ARMS-WHITE REGATTA

Arms Trophy To Winning Skipper White Trophy To Winning Crew June 19-20

The Arms-White series is named after two sailors from the C.L.I.S. fleet, John Taylor Arms and Elwood S. White. In 1937 John Arms donated the Arms Trophy and in 1942 the family of Elwood White donated the White Trophy for the winning crew of the Arms series. The series, originally called the Noroton Race Week, was sailed out of the C.L.I.S. until 1969, and then was relocated to Mid-Conn in 1970.

The Arms-White Regatta has enjoyed a good turnout over the years and recently has been running between 20 to 35 boats. Always a nice feature is the Saturday evening dinner at the Club.

This year we will be trying a four race / one throw-out format (if all four races are completed). As a reminder, the warning signal for the first race is at 11 AM on Saturday, June 19.

Aside from the Arms and White trophies for the series winners, there are keepers for the first four places.

For more information on how to get to the club, housing, or the event itself see the Mid-Connecticut Star Fleet's web site at www.mycstar.org, or contact:

David Bolles: 203 882 9428 / d.bolles@worldnet.att.net

MONTREAL BI-ANNUAL REGATTA

June 19-20, 2004

The Quebec Star Fleet and the Royal St. Lawrence Yacht Club invite you to the 2004 Montreal Bi-Annual Regatta. The regatta will be hosted from the Royal St. Lawrence Yacht Club with sailing to take place on Lake St. Louis. Three races will be scheduled, two on Saturday and one on Sunday. Registration fee: CDN \$65 / US \$50 per person which will include the social events. There will a Cocktail party at the home of Ian Bruce, (adjacent to the Club), starting at 6:00 pm on Saturday June 19th. This will be followed by a buffet at the RStLYC starting at 7:30 pm. On Sunday morning there will be a proper hot breakfast buffet served at the RStLYC starting at 8:30 am.

The spectacular 6-week duration Montreal International Fireworks festival will be on at that time and the Spanish display is on Saturday night in the Old Port of Montreal, perhaps the most exciting part of the City. Dinner will be finished in time for those who wish to head down to Old Montreal to see the fireworks or just to soak up the City. Billeting will be provided for ALL those that request it,

provided the request is received by Monday June 14th. There are several motels within 5 minutes of the Yacht Club.

Contact: Ian Bruce

20 Allan Point

Dorval, Quebec, H9S 2Z2

Tel: 514 631 5963 Home / 514 363 5050 Work

E-Mail: <u>ianbruce@sympatico.ca</u>

47th ANNUAL TOMAHAWK REGATTA

June 5-6, 2004

<u>ENTRY FEE</u>: \$50.00 per boat. Includes bag lunch for skipper and crew on Saturday.

<u>SCHEDULE</u>: 3 races Saturday. 1st race 10:30, races 2 and 3 immediately to follow. 2 races Sunday. 1st race 10:00, race 2 immediately to follow.

<u>SOCIAL</u>: Saturday – optional cookout available at LHYC featuring outstanding complementary hors-d'oeuvres.

LODGING: Contact Brian Murphy to arrange housing.

<u>INFORMATION</u>: Brian Murphy (973) 599 – 9387 or <u>bmurphy@reliableenvelope.com</u>.

2004 ANNAPOLIS NOOD

April 30 – May 2, 2004 by Aaron Serinis

For the first time ever the Star class was added to a very large list of classes competing in the 2004 Annapolis NOOD regatta. With over three hundred boats sailing out of Annapolis harbor on April 30th thru May 2nd we were certainly gearing up for a busy three days on the Chesapeake! On the Star course we were joined by the eighty boat J-22 class, and the twenty boat J-24 class. These numbers made the Star fleet of fifteen boats seem relatively small, but the competition was big.

Severn Sailing PROs John Potter and Mark Hasslinger did an outstanding job keeping the 80 J22's and 24 J24's and 16 Stars separated on the racecourse. Only three short times did the Stars have to sail through the J22 crowd. There were three days of Southerly winds ranging from 8 to 20 knots with not too many shifts.

The conditions could not have been any better; the breeze was 15-20 knots at a direction of 180° for three days in a row! Given these very consistent conditions boat speed was at a premium. My crew John Avis and I set up our boat to the standard North tuning numbers, and knowing it was going to be somewhat windy and very wavy, we loaded on our Max Roach mainsail and the R-2 jib. Our set up would stay this way for the next three days.

Race one started in about 15 knots of wind and about a half knot of current flowing in the same direction. The committee boat end was slightly favored, and it was not surprising to see most of our competitors starting here. John and I set up just to leeward of the boat end pack in hopes of having just enough speed and point to get into a good lead position early on. This strategy proved to be a good one as wind shifts were miniscule at best. Local sailor Kevin McNeil sailing with Kevin Murphy showed good speed and smarts winning the first race of the regatta.

For race two Kevin finished only to find he had been OCS. In a series with no discard, this was going to hurt.

Our biggest challenger for the series however, would turn out to be US Sailing Center manager Jock Kohlhas from Miami FL, sailing with long time Star sailor Rick Burgess. Kohlhas / Burgess were sailing with a very similar set up as John and I, and in their sail selection they also chose the North Max Roach Mainsail and R-2 Jib. I quickly knew these guys were here to win. Also putting up a good fight was Brian Cramer from Ontario Canada sailing with Annapolis local Bob Schofield. Both of these teams put in a lot of time sailing in the winter events in Florida, and it sure showed, tack after tack these guys never gave an inch!

At the end of the seven race series Aaron Serinis and John Avis had won the regatta with 14 points. Jock Kohlhas was second with 21, and Brian Cramer in third with 26. A great weekend was had by all competitors, and we hope the Annapolis NOOD Regatta will continue to be on the Star Calendar for future years to come.

2004 ANNAPOLIS NOOD

April 30 - May 2, 2004

Pl.	No.	Skipper	Fleet	R1	R2	R3	R4	R5	R6	R7	Points
1	7763	Aaron Serinis	AN	2	1	4	1	1	4	1	14
2	8043	Jock Kohlhas	BisB	5	2	1	3	7	1	2	21
3	8143	Brian Cramer	LOC	6	5	2	4	4	2	3	26
4	8063	Bert Collins	AN	4	3	6	5	3	3	4	28
5	7265	Josh Phypers	CA	3	4	3	6	5	8	6	35
6	8113	G. Weissenberger	NCB	8	6	7	7	6	9	5	48
7	8087	Kevin McNeil	AN	1	ocs	5	2	2	5	dnc	49
8	7072	Dixon Duffett	AN	7	8	dnc	8	9	7	7	63
9	7090	Bob Bradford	MES	dnc	7	8	10	10	10	8	70
10	7425	Barbara Vosbury	AN	9	dnc	dnc	9	8	6	dnc	83
11	7785	Chuck Wiley	MES	dnc	dnc	dnc	11	12	11	dnc	102
12	6729	Walter Risse	AN	10	dnc	dnc	13	13	dnc	dnc	104
13	7497	Bud Elsaesser	AN	dnc	dnc	dnc	12	11	dnc	dnc	108
14	7567	Davis Buckley	AN	dnc	119						
14	7650	Rivero		dnc	119						
14	7970	Sam Hopkins	MES	ocs	dnc	dnc	dnc	dnc	dnc	dnc	119

2004 World's Championship Won by Frederick Lööf and Andres Ekström

Based on the Reports on the Star Class Web Site

Race 1: Sunday, April 25th: The English team of Ian Percy and Steve Mitchell won the opening race in the Star Class World's Championship sailed at Gaeta, Italy, which was dominated by wind and rain. The start of the first race

of six of the World's was delayed two hours because of the adverse weather. Then the wind settled around 14 knots and the 102 entries left the docks.

The first to round the windward mark was the Ireland team of Mansfield / Collins, followed by the European champions Lööf / Eckström.

The biggest missing competitor at the 2nd buoy was the winner of the American Olympic Trials, Paul Cayard, breaking his mast in the first downwind run and he was forced to retire. At the finish line, Ian Percy and Steve Mitchell were first, followed by Mansfield / Collins and Lööf / Ekström.

Race 2: Monday, April 26th: Victory for the Dutch team of Mark Neeleman / Peter Van Niekerk in the 2nd race. Sun and steady wind of 12 knots for the 2nd race at the Star World Championship in Gaeta were welcome after the poor weather conditions of the first day of racing. The 2nd day brought perfect sailing conditions.

The race, which started at 2:25 pm, was sailed on course #3, a five legged windward-leeward course with an upwind finish. At the first windward mark, first around was the Dutch team of Mark Neeleman/Peter Van Niekerk, followed by the Danes Stig Westergaard/Jann Neergaard. At the leeward mark, Neeleman and Van Niekerk were solidly in command. This scenario did not change in the 2nd go-around with the Dutch again first around the weather mark.

The Dutch crossed the finish line first, while the 2004 European Champions, the Swedes Frederik Lööf / Anders Ekström were 2nd, and third were Torben Grael / Marcel Ferreira.

It should be noted that in the morning before racing began crews were weighed. Those who were found to be overweight were told not to race. Some of these teams, George Szabo and Christian Finnsgard included, did not sail, while others did.

Race 3, first attempt: Problems with the weigh-in: Tuesday, April 27: Jury decisions cause cancellation of day's racing. The problems all started Monday morning at the weigh-in of USA crew George Szabo and Christian Finnsgard who after standing on the scales were informed that they were a full one pound over the permitted limit. After a frantic cycle around the town to shed the excess weight the boys jumped back on the scales only to find that they were still over the limit. Furthermore the Italian crew of class president Riccardo Simoneschi and Marco Marenco were also found to be over the limit along with some other competitors. Szabo checked the sailing instructions and found that there was no provision for reweighing during the event despite the notice of race stating in article 8.2 that there was. After a full day of deliberation it was decided to award those boats which did not compete in Race 2 average points.

Race 3, second attempt: Wednesday, April 28: Race abandoned due to lack of wind.

Race 3: Thursday, April 29: The third race was initially won by Percy / Mitchell. A regular scirocco wind of 16 knots provided a perfect setting for the 3rd race of the Star World's. The heroes of the 3rd race, sailed on course 4, were the English team of Iain Percy and Steve Mitchell, who, by crossing the finish line 2nd, became the winners due to the OCS of the boat first across the line, Neeleman / Van Niekerk.

Neeleman crossed the finish line first but the OCS nullified the finish as it did for another seven teams. After Percy / Mitchell were the Australians Beashel / Giles and the Brazilians Grael / Ferreira.

Race 4, first attempt: Friday, April 30: Despite the best attempts of the Principal Race Officer and the Race Committee, the wind failed to materialize and so Race 4 was abandoned due to a lack of wind and a constantly shifting wind which prevented a good starting line to be set.

Meanwhile, during Friday the International Jury heard protests about the reinstatement of Neeleman and van Niekerk as winners of Race 3 based on the uncertainty of the line sighter at the start. Neeleman and van Niekerk were reinstated as the winners of Race 3.

Race 4 & 5: Friday, May 1: (Report by Paul Cayard) Today was a beautiful day on the Golfo de Gaeta. It all came good in the end. The fog burned off, the sea breeze filled in and the fleet was off and racing around 11:30.

The black flag was up for the first start. We had a very good start toward the left side. Very good boat speed up wind but unfortunately the wind was winding right. We got to the first mark about 30th. For the rest of the race we moved up finally finishing 15th. George Szabo with Christian Finnsgard won the first race.

In the second race, the black flag was up again. We had a good start and after a few minutes tacked onto port and headed for the now obviously favored right side. The wind was 16-18 knots from 250. Mark Reynolds and Steve Erickson were clearly out in front of the fleet about 100 meters ahead of us. We were going very fast now and we ground them down to round the top mark first.

On the reach, Reynolds pushed us both high and they were able to slide down the inside of us for the gybe. Yes, we went reaching today. Around the gybe mark and they stretched on us to have a 100 yards lead at the leeward mark. The Swiss team of Marazzi / De Maria, were in third.

For the rest of the race we went a bit faster than Reynolds up wind and about the same down wind. At the end of the final beat he was tacking on us trying to hold us back. He

did and the USA finished 1-2. Marazzi was third and Percy fourth.

Race 6: Sunday, May 2: The Star sailors were lucky. The wind filled in just half an hour before the time limit to start the last race and in a light sea breeze the fleet got off at the first black flag start. It was down to just one point on who would be 2004 World's Champion in the Star Class.

Ian Percy / Steve Mitchell in second place for the series got a clean start in the middle and led away to the right side of the course where less current and better pressure could be expected. But at some stage the left side of the fleet was lifted and the British wanted to play it safe and tacked.

Meanwhile the Swedish team Lööf / Ekström didn't have such a brilliant start and sailed with lots of courage (or desperation) into the far right corner, came out perfectly right and closed up to the British. Shortly before the windward mark they overtook them and started to sail them back.

Percy tacked, Lööf tacked on him and gave him bad air, Percy tacked away, Lööf ... And so on. Boats passed and the Swedes sailed the British back. Percy and Mitchell's engagement with Lööf / Ekström cost them dearly as they lost not just the championship but also lost second place to Marazzi / De Maria from Switzerland who scored fourth in Race 6.

2004 World's Championship

Pl.	No.		Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	SWE	8141	Frederik Lööf	Anders Ekström	Bk	3	2	7	3	8	27	23
2	SUI	8085	Flavio Marazzi	Enrico De Maria	TB	4	56	8	13	3	4	32
3	GBR	8025	Iain Percy	Steve Mitchell	SO	1	22	2	9	4	28	38
4	NED	8028	Mark Neeleman	Peter Van Niekerk	Med	10	1	1	19	11	29	42
5	USA	8159	Paul Cayard	Phil Trinter	WSFB	ocs	8	14	15	2	3	42
6	BER	7988	Peter Bromby	Lee White	BER	16	3	5	11	10	dns	45
7	DEN	8179	Stig Westergaard	Vann Neergaard	DF	9	12	17	36	20	2	60
8	FRA	8107	Xavier Rohart	Pascal Rambeau	NI	ocs	26	20	2	9	6	63
9	NED	8170	Roy Heiner	Alex Breuseker	Hol	20	11	13	12	13	15	64
10	IRL	8110	Mark Mansfield	Killian Collins	IRL	2	16	37	6	19	22	65
11	CAN	8168	Ross Macdonald	Mike Wolfs	EB	21	17	36	5	17	5	65
12	AUS	8157	Colin Beashel	David Giles	SY	8	43	3	18	5	33	67
13	IRL	8158	Maxwell Treacy	Anthony Shanks	IRL	5	6	dnf	27	16	18	72
14	BRA	8109	Torben Grael	Marcel Bastos Ferreira	Gua	7	4	4	34	dnf	26	75
15	GRE	8079	Leonidas Pelekanakis	George Kodogouris	GR	15	10	21	23	33	7	76
16	ITA	8180	Francesco Bruni	Guido Antar Vigna	Pal	13	59	12	26	6	24	81
17	GER	8140	Marc Pickel	Ingo Borkovski	Brm	14	13	33	10	12	36	82
18	NZL	8169	Rohan Lord	Andrew Taylor	NZL	11	9	25	17	22	41	84
19	ESP	7581	Roberto Bermudez de C.	Pablo Arrarte E.	P-San	6	15	6	28	rdg	dns	86,6
20	USA	8129	Mark Reynolds	Steve Erickson	SIB	ocs	31	18	16	1	21	87
21	USA	7995	George Szabo	Christian Finnsgard	SIB	dnf	rdg	11	1	23	23	90,2
22	GER	7959	Alexander Hagen	Jochen Wolfram	Glu	19	27	23	4	21	25	92
23	AUS	7836	Iain Murray	Andrew Palfrey	Lmac	23	64	34	22	7	11	97
24	FIN	8094	Jali Makila	Erkki Heinonen	Fin	26	19	9	30	dnf	13	97
25	POR	8145	Afonso Domingos	Bernardo Santos	CP	12	36	ocs	24	18	14	104
26	AUT	8204	Hans Spitzauer	Andreas Hanakamp	Att	25	39	32	14	24	10	105
27	GER	8150	Michael Koch	Markus Koy	KF	28	20	29	51	28	1	106
28	ITA	8182	Pietro D'Alì	Piero Romeo		65	18	10	40	27	19	114
29	DEN	8101	Niklas David Holm	Claus Olesen	DF	dnf	40	26	20	14	16	116
30	CRO	7955	Marin Lovrovic Jr	Marin Lovrovic Sr	CRO	36	7	31	35	36	9	118
31	ITA	8029	Giampiero Poggi	Giovanni Stilo		22	14	16	41	39	32	123
32	ARG	7213	Julio Labandeira	Valentin Thomsom	BA	29	32	15	21	31	37	128
33	SUI	7990	Daniel Stegmeier	Beat Stegmeier	TB	31	5	42	8	46	52	132
34	IND	7901	Mahesh Ramchandran	Nitin Mongia	IND	35	29	35	32	25	12	133
35	GRE	7980	Stayros Aleyras	George Stylianos	GR	30	50	28	25	43	8	134
36	ITA	8014	Ferdinando Colaninno	Giuseppe Brizzi		18	34	24	37	32	61	145
37	GER	8016	Hubert Merkelbach	Oliver Vitzthum	UB	17	68	22	33	26	48	146
38	ITA	8155	Paolo Semeraro	Vittorio Landolfi	~~	32	53	19	43	29	35	158
39	ITA	7827	Nicola Celon	Sergio Lambertenghi	SG	27	63	45	7	34	dns	176
40		8153	Sergey Pichugin	Sergey Timokhov	Ukr	40	35	48	49	37	17	177
41	GER	8033	Philipp Rotermund	Markus Mehles	Glu	39	25	68	48	35	39	186
42	RUS	8171	Georgy Shayduko	Nikolai Smirnow		ocs	41	47	44	41	20	193
43	NED	7969	Roeland Wentholt	Gert Van Der Heidjen	Hol	54	28	39	38	49	49	203

Pl.	No.		Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
44	ITA	8040	Giulio Gatti	Corrado Cristaldini	LdC	42	24	75	42	52	50	210
45	ITA	8076	Luca Simeone	Leone Rocca	Rom	44	30	57	53	51	34	212
46	FIN	8073	Marko Dahlberg	Ville Kurki	Fin	47	37	40	66	44	44	212
47	ITA	8197	Albino Fravezzi	Mario Salani		37	44	46	47	40	dns	214
48	ARG	8070	Juan Kouyoumajian	Austin Sperry	BA	38	66	38	52	42	45	215
49	GRE	7973	Theodore Tsoulfas	Jakovos Loudaros	GR	60	23	30	45	70	64	222
50	HUN	8166	Tibor Tenke	Jozsef Bendicsek	Bud	33	74	27	rdg	47	66	222,4
51	AUS	8093	Michael Jones	Peter Merrington		34	55	41	54	58	40	224
52	ITA	8142	Enrico Chieffi	Giancarlo Del Col	0.7	43	21	ocs	29	30	dns	226
53	ARG	7909	Alberto Zanetti	Mariano Lucca	OL	dnf	71	43	57	45	30	246
54	ITA	7339	Valerio Chinca	Massimo Ciano		dnf	rdg	56	31	62	43	251
55	ITA	8030	Pierpaolo Cristofori	Carlo Fogliazza	LdB	45	52	81	dsq	48	38	264
56	ARG	7316	Alejandro Chometowski	Manuel Bunge	BA	49	47	74	50	66	56	268
57	GBR	7943	Ante Razmilovic	Edmund Peel	Isol	48	48	dnf	61	53	59	269
58	RUS	8119	Vitaly Tarakanov	Alexey Bushvev	T JD	58	45	51 62	62 58	61	57	272
59	ITA	7958	Stefano Fusco	Alessandro Meloni Andrea Tarabella	LdB	72 59	58			55	42	275
60 61	ITA RUS	7237 7798	Lucio Boggi		SG Isol		69 84	55 49	rdg 68	63 60	47 31	282,6 292
62	FRA	7714	Yuri Firsov Regis Berenguier	Sergei Kramskoi	1801	ocs dnf	62	49 69	56	54	51	292
63	AUT	7846	Ronald Palleschitz	Vincent Berenguier Gerhard Weinreich		68	61	72	64	56	46	292
64	SUI	7645	Daniel Wyss	Brian Fatih	ZU	66	dnc	59	65	59	54	303
65	NED	7900	Pieter Jongerius	Freark Zandstra	Med	55	dnc	44	71	71	63	303
66	ITA	7488	Roberto Benamati	Filippo Domenicali	Gar	ocs	54	ocs	39	15	dns	314
67	UKR	8096	Vasyl Gureyev	Volodymyr Korotkov	Ukr	24	33	53	dnf	dnf	dnf	316
68	ITA	8160	Marco Minghetti	Nicolas Moget	OKI	ocs	rdg	54	63	65	69	321,8
69	ITA	8090	Luca Filippi	Paolo Cisbani	Rom	52	67	84	76	69	58	322
70	ITA	8202	Paolo Nazzaro	Riccardo Marullo	Rom	64	75	78	69	50	65	323
71	SWE	7978	Ingvar Krook	Erik Gamner	AR	57	83	67	59	57	dns	323
72	RUS	8134	Alexey Lavrov	Alexander Kuleshov	Mosc	79	42	80	60	dnf	67	328
73	LAT	8135	Eizens Cepurnieks	Alexander Muzicenko	LAT	50	70	85	70	dnf	53	328
74	ITA	8190	Riccardo Simoneschi	Mario Marenco	FdG	41	dnf	dnc	46	38	dnf	331
75	FIN	8004	Joni Leeve	Timo Lamberg	Fin	71	65	79	78	72	60	346
76	ITA	7941	Davide Degennaro	Renzo Ricci	BAR	62	rdg	70	77	64	dns	348,2
77	HUN	8115	Peter Katay	Nazer Csaba	Bud	74	73	76	87	75	55	353
78	SWE	3342	Sune Carlsson	Benny Nilsson	RS	61	72	82	79	67	dns	361
79	ITA	7881	Andrea Racchelli	Massimiliano Ferrari		53	57	52	dnf	dnf	dns	368
80	ITA	7906	Marco Testa	Livio Giacummo		67	dnc	60	72	dnf	68	370
81	SUI	7319	Henrik Dannesboe	Antoine Lombard	TB	dnf	51	61	55	dnf	dns	373
82	ITA	7685	Nello Oliviero	Daniele Pisa	Cap	ocs	38	63	67		dns	374
83	GER	7577	Christian Paucksch	Peter Andrä	Sta	77	82	88	75	73	70	377
84	SUI		Hans Stöckli	Axel Erbe		78	80	66	82	74	dns	380
85	UKR	8047	Eugen Avksentiev	Mykola Shapovalov	Ukr	51	60	71	dnf			388
86	ITA	7528	Antonio Balderi	Amerigo Anguillesi		81	85	90	86	76	62	390
87	GER	7575	Hubert Rauch	Christian Conrads	And	80	78	50	81		dns	392
88	ITA	8081	Renato Irrera	Federico Medolago	D 1	75	81	89	83	68	dns	396
89	SUI	8009	Christoph Gautschi	Uli Seeberger	Bod	46	46	ocs		dnf		401
90	SUI	7582	Roman Timm	Kaspar Huber	ZU	73	76	65	84		dns	401
91	AUT	8001	Andreas Öehlwein Bostjan Antoncic	Gert Matushek Gennadi Strahk	AU SLO	69	77 49	83	73 dnf		dns	405 421
92 93	SLO AUT	7888 7481	Albert Sturm	Bernhard Rottner	Att	63 56		77		dnf		427,4
93 94	USA	7885	Claude Bonanni		TaB	dnf	rdg 79	58		dnf		446
94 95	SUI	7578	Marc Friederich	Steve Cutting Paul de Wit	ТВ		dnf	73		dnf		446
96	ITA	8165	Salvatore Pisanelli	Massimo Fullone	1 D		dnc	87		dnf		472
97	ITA	7099	Pierpaolo Di Russo	Pierluigi Lucciola			dnf	86	80	dnf		475
98	AUT	7572	Andreas Denk	Wolfang Brenner	Att		dnc	64		dnf		476
99	AUT	8123	Walter Passenger	Martin Kropfitsch	Att		dnc					482
100	ITA	7687	Riccardo Improta	Andrea Lupoli	Cap		dnc					515
101	ITA	8060	Antonio Tamburrini	Massimo Canali	FDM		dnc			dnf		515
102	GER		Klaus Kapper	Steffen Rutz	UB		dnc			dnf		515
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A Report on the 2004 Annual Meeting

A composite of various comments by the Meeting's participants

On Friday evening before the beginning of the 2004 World's the Annual Meeting was held. The Meeting was not mentioned in the regatta packet and was not listed on the regatta schedule. The meeting was held at the Yacht Club which was not where the regatta was centered. (Main functions were held at a tent in the town square and boats were parked down the street from the tent.). The Annual Meeting participants found out about the location and time by word of mouth. There were no sign or notes at all which told the sailors that a meeting would take place. Some of the few participants asked at the information desk and were told that the meeting should take place in the local Yacht Club at 18.30.

With Executive Secretary Diane Dorr at the Meeting it was better organized than the year before at Cadiz. However, there was an even smaller turnout than last year, which was very disappointing. Only around 20 Star Class members attended the meeting. Diane also brought better organization to the voting process than was the case last year at Cadiz.

There was no reading of last year's minutes, nor was there ratification or revocation of fleets.

The President's report included a statement that the Olympic Contract was signed. The only change asked for was a provision to protect the Class from litigation.

The 2005 World's would take place in Buenos Aires, Argentina.

The IGC had the following recommendations for the Resolutions:

#1, IGC recommendation = Yes.

#2, withdrawn (CMC business, as IGC minutes says)

#3, IGC recommendation = Yes.

Some minor changes in the text.

#4, IGC recommendation = Yes.

Changes in the text so it works in conjunction with #1.

#5. IGC recommendation = Yes.

#6, IGC recommendation = Yes.

#7, IGC recommendation = Yes.

#8, IGC recommendation = Yes.

#9, IGC recommendation = Yes.

#10, IGC recommendation = Yes.

#11, IGC recommendation = Yes.

#12, IGC recommendation = Yes.

Change to 100 instead of 98 in the formula.

#13, IGC recommendation = No.

#14, IGC recommendation = Yes.

(For the text of the resolutions see the March issue of Stardust.)

Some notes on discussions of the Resolutions and other topics:

The question of the availability of Class meeting minutes

and financial statements came up. International Secretary Claude Bonnani said that minutes and financial statements are available though district secretaries and/or Central Office. Mark Reynolds mentioned that he had tried to get these things through several district secretaries without success. The President reiterated that these things are available and that some people are spreading information that is not true.

A question was asked regarding the ISAF contract, and the President confirmed that the contract was signed.

There was virtually no discussion on the resolutions (since there was hardly anyone there to talk!). Mark Reynolds was one of the few who had any observations to make about some of the resolutions. Concerning Resolution #13: Mark had a good point that no discards could result in aggressive sailing with the protest as a weapon. There is also a problem for the sailors to know who is OCS.

John MacCausland Runs Clinics

at C.L.I.S. and Mid-Connecticut Star Fleets By Nelson Stephenson and David Bolles

John "Little Mac" MacCausland, representing North Sails and Marine Spars, Inc., ran Star clinics at Cedar Point and Milford Yacht Clubs on two consecutive weekend in May; May 8th at Cedar Point Yacht Club and May 15-16 at Milford Yacht Club.

The Central Long Island Sound (CLIS) Fleet had excellent Clinic participation with 7 boats and 9 skippers and their crew on the water. During the morning session held in the Cedar Point Y.C. Clubhouse, John MacCausland took the Fleet through his 2004 Clinic Tips and focused on overall tactics on and around the racecourse. Everyone then adjourned to the boats for an afternoon on-the-water tuning session.

Using Nelson Stephenson's Zodiac coach boat John ("Little Mac") was able to spend time on each boat and check the overall set-up and preparation of each participating boat for the upcoming season. Following a great session of tuning, the Fleet went through starting drills for over an hour with John MacCausland coaching from the Zodiac. As always, the CLIS Fleet gained a great deal from spending the day with John MacCausland.

CLIS Skippers and Crew participating were Bill Watson (8008) and his Crew Bob Gerber; Guy Gurney and Tim Duval (7890); Thorny Cook and Mike Young (7959); Carroll Beek (7715), sailing with Frank Oxendorf; David Hoffman sailing with Fotis Boliakis (7657); Rich Gordon and Desmond Walsh (7604); Roger Sharpe sailing with his son Brian Sharp (also sailing 7890) and Nelson Stephenson and David Chard (8080). Austin Sperry also assisted John MacCausland on the Coach boat during the on-the-water session and spent some time skippering 8080. Guy Gurney and Tim Duval also used a camera boat

throughout the session, taking pictures of each boat under sail for the CPYC Web page and for use in further evaluating mast set-up for each participating boat. A new CLIS Skipper, Danny Bullard (USA 6912) also participated in the CLIS Clinic.

As always, the CLIS Fleet greatly appreciates the contribution of time and effort that John MacCausland makes in running these invaluable Star Clinics that have become an annual event at Cedar Point.

The participants of the Milford clinic were Don Gray and Wayne Pierce in 8152, Charlie Correll and Ed Linke in 7474, Thierry de La Villehuchet and Dan Ronan in 8068, Emil Karlovsky and Joe Giunti in 7554, Jack Button and Chris Batchelor in 7565 and David Bolles and Alejandra Bolles in 8035

On Saturday morning the clinic members got together for a clinic on setting the boat up. The various procedures for getting the mast tuned up and set in the boat properly were looked at. After checking various measurements on the participants' boats John two groups of three boats out for on-the-water tune-up. John spent a better part of 45 minutes on each boat going over how the boat was set up and noting things which should be attended to. Nelson Stephenson of the C.L.I.S. fleet provided John invaluable assistance by bringing his Zodiac and using it to get John from boat to boat.

On Sunday there was a general discussion period in the morning focusing in on such things as starting techniques and mark roundings. Then the boats went out to work on starting techniques and mark roundings. John made extensive use of the bullhorn from the Starting Line Boat, critiquing each boats starting performance. Great Coaching, a building breeze and bright sunshine made Sunday a great day to be in a Star Boat in Long Island Sound

All in all the Mid Connecticut Fleet members feel that the two-day Clinic was a valuable experience. The Fleet would like to thanks John and Nelson for all their work in making the Milford Clinic a great success.

A Note In Response To "Where are the Kids?"

by Susie Pegel, Star 7982

First of all it is pointless to say that this happened or this is the way it was in year such and such. The world is an entirely different place than it has ever been in the past. (evidence pre-9/11 to post-9/11) If people were able to get into Star boating for a couple of hundred dollars, and be successful at it, in ancient times really means nothing in today's world. I recall back in 1987 when Ed Adams won the Star Worlds in Chicago, I think he was spending \$100,000 a year at that time on his campaign. Today's top British Star sailors are sailing Stars year around, all

expenses paid, and getting a salary to do so on top if it. Now granted, not everyone has to get involved in Star sailing to win the World's or an Olympic gold medal. But one would assume that you would not get involved in a class if you couldn't at least be competitive at some level. And that means time, effort and money. Kids have the time, they have the energy and many times the ability (if they have been sailing Lasers) but don't have the money unless mom and dad are willing to foot the bill. And there are still a lot of families who live in upscale neighborhoods, drive Mercedes and BMWs, take fancy vacations to the Caribbean, who could afford to get junior a Star. But sometimes dad doesn't want to get upstaged by his own kid. Dad is a mediocre PHRF sailor at best and doesn't want junior out there winning Star regattas. Another attitude that really irritates me is when dad says "I grew up in a piece of crap boat, so why shouldn't my kid have anything different that what I grew up with?" Well, you want your kid to grow up in a better world that what you did. Sailing is a life-long sport. You can enjoy the competition, friendships, traveling. outdoors, something worthwhile to get your kids into even at an early age. But it takes money and there's no getting around

If you're going to become involved in Star sailing, you have to ask yourself some very hard questions: do I have the money for a competitive boat; do I have the money for new suits of sails on a regular basis; do I have the money to pay the crew's expenses; do I have the money to belong to a fleet, district, ISCYRA; do I have the money to belong to a yacht club and pay the mooring fee; do I have the money to fix and maintain the boat; do I have the money to participate in races and regattas; do I want to do this type of racing against this type of competition; do I want to be competitive or just go out and get a suntan? I bought my first Star at the end of 1987 and compete more as just a weekend warrior, but if I added up how much money we have spent on the endeavor over the years, I'm sure it would come up to quite a sum.

Where are the kids? Our top youth sailors should probably be getting Stars to sail for free if we are serious about Olympic yachting. Or kids are going to have to have rich parents or a sugar-daddy funding them. Our Laser-kids could probably beat the heck out of at least 80 percent of adult Star sailors. But you're kidding yourself if you think you can buy a good Star boat for less than \$20,000 and that's just buying the boat, trailer and hopefully a decent spar.

I think the collegiate Star regatta that's been held in Boston is great for exposing Star sailing to our youth. Now we need to get them to think in terms of becoming Star boat owners when that first paycheck comes rolling in. We should have Stars set up at major events around the country attended by youth sailors, conduct clinics in Stars, etc. But who should do it? Us? ISCYRA? US Sailing? US

Olympic Yachting Committee? We all love Star sailing and the tradition it represents. I hope we can pass it on to the next generation.

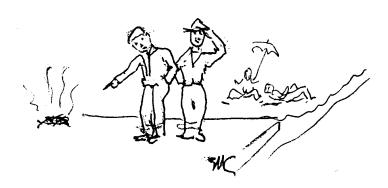
REGATTA SCHEDULES

1st District June 5-6 June 19-20 July 9-11 July 17-18 July 31 Aug. 7-8 Aug. 14-15 Aug. 21-26 Sept. 11-12 Sept. 18-19	JFK Regatta (BH) Arms-White (Mid) (Tri-District Qualifier) 1st District Championship (HB) Ned Hay (CA) Skipper's Choice Regatta (BH) Make A Wish (Secretary's Cup) (BH) New England Masters' (BH) North American Championship (BH) Bedford Pitcher (CLIS) Nutmeg Regatta (Mid)
Oct. 9-10 2nd District June 12-13 June 26 July 10-11 August 4 August 7-8 August 14-15 Sept. 11-12 Sept. 25-26 Oct. 9-10	Larchmont Columbus Day Regatta Lippincott Memorial (AN) SSA Keelboat Miller Series (GIYS) Bigelow Cup (MRYC) Green Star (MRYC) Lipton Cup (TAYC) Blue Star Oxford Fall Wind-Up (TAYC) Star Fall Regatta (MRYC)
5th District June 5-6 June 12-13 July 3-4 July 24-25 July 30-Aug 1 Sept 4-5 Sept 11-12 Sept 18-19 Oct 2-3 Oct 16-17 Oct 23-24 Oct 30-31 Dec 11-12	Cal Race Week (CYC) King of Spain (CYC) San Diego Bay Fleets (SDB) Baxter Bowl (NH) Districts / Lipton Cup (SBYC) Labor Day Pitcher (SDB) Harris Series (CYC) Green Star (NH) Fall One Design (CYC) Pacific Coast Championships (WSFB) Calvin Paige (WSFB) Ash Bown / Oktoberfest (SDB) Kriss Kringle (SDB)
12 th District June 5-6 June 19-20 July 9 – 11 July 17 – 18 July 31-Aug 1 Sept. 11 – 12	Tomahawk Regatta (LH) Montreal Regatta Districts at Royal Hamilton (LOC) NY States (SL) Lake Sunapee Open (Tri District Qualifier) Lake George Open (LG) Flasir - (tentative) (LOC)

Sept. 25 – 26 Chilli (SL)

EMIL'S CORNER

THIS IS WHAT IS LEFT OF FRANK. HE DID NOT BELIEVE IN SUNSCREEN"



Cartoon by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact:

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WANTED STAR CLASS MEMORABILIA

If you have anything which you think should be in the Star Class Archives at Mystic Seaport Museum please contact either the editor (d.bolles@worldnet.att.net) (203 882 9428) or Jonathan Shay (jonathan@mysticseaport.org). Anything from a single photograph to a collection of correspondence, program notes, or anything else related to the Star Class and its activities would be most welcomed.

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

7728 Mader, 1993, in Excellent condition, looks great, very clean and fast. Great trailer, with 2 boxes. Selling due to summer back surgery. Fast sails, option to purchase brand new sails. Call John Lombard at office (203) 402-7214 / jlombard@meworx.com (5-04)