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March,

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Star Class Newsletter for the 1<sup>st</sup>, 2<sup>nd</sup> and 12<sup>th</sup> Districts

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**MARCH REGATTA SCHEDULE**

5<sup>th</sup> District  
March 15-16 Spring Gold Cup (NHYC)  
March 21-23 ABYC OCR

20<sup>th</sup> District  
Mar 2-7 Bacardi Cup  
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**LET THE GAMES BEGIN!**

With 59 boats participating in the Biscayne Trophy Regatta (often referred to as The Zag in honor of Frank Zagarino) and 68 boats in the Miami OCR the Florida season got into full swing. The wind gods were fickle for both regattas which made both series real challenges. Here we have reports from Nelson Stephenson for the Biscayne Trophy Regatta and Mark Reynolds for the Miami OCR.

(In the January 30 edition of Scuttlebutt there appeared the following: Editor's note: Here is a silly situation. The Miami OCR event is called OCR, that stands of course for Olympic Classes Regatta, but the organisers can't spell it out because the IOC won't let anyone use the word. Even before "Rolex" was in the name they wouldn't. So we all have to go through this polite fiction, calling it the OCR.)

**ZAGARINO CUP**  
Coral Reef Yacht Club  
January 25-26, 2003  
by Nelson Stephenson

Well, the activity level moved up a notch at Coral Reef Yacht Club and the new and improved US Sailing Center for the January 25-26, 2003 Event. Other winter events this year have been fairly low key but not the Zagarino Cup. With 59 boats the weekend took on a "big regatta" feel. With Miami OCR coming up all the top teams were in place. The US Sailing Team was joined by many of the top teams from around the World for what turned out to be a light air weekend with only one race possible on Saturday and one race on Sunday.

The racing was intense with boat-to-boat combat at every

level of the fleet. The left side of the course seemed to pay (as has been true for most of this Winter it seems). The top boats placed well with pure boat speed and great boat handling. Freddy Lööf and Anders Ekstrom, sailing a new Folli (8128), made it clear that they are "in the game" by posting 2 impressive wins in tough conditions. Peter Bromby and Lee White were followed by Mark Reynolds and Magnus Liljedahl with podium finishes. The rest of the top ten was a "who's who" of the International Star Class.

The really great thing about the Star Class is that there was great racing for the entire Fleet. Boats were well sailed, the starting lines are intense and the action across the course was what we all have come to expect from a great weekend in Miami sailing in the Star Class.

For the results see page 2.

**ROLEX MIAMI OCR**  
Coral Reef Yacht Club  
January 28-February 1, 2003  
by Mark Reynolds

The Rolex Miami OCR kicked off this year with the official opening of the new Schoonmaker Sailing Center. It's an awesome new building right next door to the Coral Reef YC made possible by Ding Schoonmaker as well as many others (including other Star sailors) and run by Star sailor Jock Kohlhas. The Stars officially sailed out of CRYC and it was an incredible fleet with 68 boats. It looked like a Bacardi Cup going on in the boat yard. Virtually all of the top guys were in attendance as well as a bunch of new up and coming guys. PRO Dr. Smoak tried to stretch out the windward legs as much as possible for the normally short OCR races and it made for extremely tight racing particularly in the fairly shifty conditions. Consistency was key and virtually everyone had at least one premature start. Winner Peter Bromby who teamed back up with Lee White finished with an average of 10th place in the 8 races they counted. Newcomers were 2nd and 3rd. Former Laser sailor Andy Lovell and Eric Oetgen lost the lead to Peter on the last day but happily finished 2nd and San Diego Laser sailor Bill Hardesty and Will

Stout finished 3rd. You should check out the names that come after these guys. The list is impressive!

For the results see pages 4-5.

2003 BISCAYNE TROPHY  
Coral Reef Yacht Club  
January 25-26, 2003

**INFORMAL STAR CLASS MEETING  
AT CORAL REEF YACHT CLUB**

By Howard Shiebler

Pl	Sail	Skipper	Crew	Fleet	Gp	R1	R2	Tot
1	8	Fredrik Lööf	Anders Ekstrom	Bk		1	1	2
2	7988	Peter Bromby	Lee White	iso		3	4	7
3	8129	Mark Reynolds	Magnus Liljedahl	SDB		8	3	11
4	8107	Xavier Rohart	Vannick Adde	NI		2	13	15
5	7817	Maxwell Treacy	Anthony Schanks	iso		4	15	19
6	8061	Andy Lovell	Eric Oetgen	NOG		14	8	22
7	806	Ross Macdonald	Rob Cullen	EB		22	2	24
8	7933	Terry Hutchinson	Andrew Scott	AN		16	9	25
9	7879	Philippe Presti	J.-P. Saliou	FdeSA		13	12	25
10	8025	Ian Percy	Steve Mitchell	Sol		21	7	28
11	8082	Rick Merriman	Bill Bennett	SDB		5	24	29
12	7836	Ian Murray	Andrew Palfley	LMac		9	20	29
13	8128	John Kostecki	Austin Sperry	WSFB		10	19	29
14	7965	Flavio Marazzi	Axel Issel	TB		20	11	31
15	7860	Warner Fritz	Thomas Auracher	B		15	17	32
16	7663	Bill Hardesty	Will Stout	SDB		11	25	36
17	8059	Peter Vessela	Brian Fatih	WSFB		23	14	37
18	8044	Steven Kelly	Bill Holowesko	N		30	10	40
19	8053	Afonso Domingos	Bernardo Plantier	CP		19	23	42
20	7887	Phillip Rothermund	Flori Fendt	Glu		7	36	43
21	8014	R. Simoneschi	F. Colaninno	FdiG		12	34	46
22	8045	Augie Diaz	D. Yakovenko	BisB		18	28	46
23	7994	Nicklas Holm	Martin Leifelt	DF		43	6	49
24	8110	Mark Mansfield	Killian Collins	iso		27	22	49
25	7487	Marc Pickel	Tony Kolb	Brm		47	5	52
26	8113	John MacCausland	Shane Zwingelberg	CR		6	48	54
27	8000	Tony Rey	Doug Brophy	NB		38	16	54
28	7488	Roberto Benamati	Filippo Domenicali	Gar		24	31	55
29	7971	Michael Koch	Marcus Koy	KF		17	41	58
30	7784	Andy Macdonald	Phil Ramming	NH	M	42	18	60
31	7876	Andy Horton	Darrell Hiatt			26	39	65
32	7633	Jan-Willen Kok	Ger van der Krogt			34	32	66
33	8002	Frank Tusch	Jochen Wolfram	Moh		28	40	68
34	7620	Ken Allen	Sergey Leonidov	WH		41	33	74
35	7953	Jez Fanstone	Luke Chapman	Sol		54	21	75
36	8131	Doug Schofield	Bob Schofield	AN		45	30	75
37	7626	James Freeman	Matthew Freeman	SL		31	44	75
38	7888	PaulSevestre	Vincent Berenguier	FdeM		49	27	76
39	8087	Kevin McNeil	Kevin Murphy	AN		25	52	77
40	7753	Marc Blees	Bastiaan Kort			53	26	79
41	7437	Nedko Vassilev	Martin Helliwell	WSFB		32	47	79
42	8052	Steve Braverman	Bob Carlson	BH		35	46	81
43	7986	Bill Allen	Brad Lichter	WH		56	29	85
44	7999	Carlo Loos	Markus Mehlen	Glu		48	37	85
45	7936	Steve Rubinkam	John Avis	WLM	GM	37	50	87
46	8017	Todd Gay	Jon Clerk	LS		29	dns	89
47	7970	Nelson Stephenson	Chuck Norris	CLIS	M	40	49	89
48	7928	Dirk de Ridder	Hj de Ridder	Med		46	43	89
49	7592	Karl Anderson	Mike Wolfs	BH		44	45	89
50	8038	John Vanderhoff	Rowan Perkins	NCB	M	55	35	90
51	7793	Brian Cramer	Greg Reuter	LOC		50	42	92
52	7714	Gonzalo Araujo	Marcos Iglesias	Lar		33	dnf	93
53	7950	Jimmy Lowe	Andrew Higgs	N	M	39	54	93
54	8092	Hank Rowan	Rick Burgess	LG	EM	57	38	95
55	8056	Leond. Pelekanakis	Geo. Kontogouris	iso		36	dns	96
56	7369	Steve Haarstick	Todd Schumaker	SL	GM	52	51	103
57	7370	Rob Emmet	Mike Voeltner	AN		51	dns	111
58	7956	Tony Herrmann	Todd Raynor	WLM	GM	58	53	111
59	8043	Jock Kohlhas		BisB		dnf	dns	120

(Editor's note: in the evening of Wednesday, January 29, an informal meeting of the various Star sailors at the Coral Reef Yacht Club was called by Paul Henderson and Riccardo Simoneschi to discuss the present situation concerning the 2003 ISAF Combined World's Championship and Star Class – ISAF relationships. I asked Howie Shiebler to provide some comments about the meeting. Here he shares his view of what took place and some opinions on the key issues discussed.)

1. We talked about the challenges we face trying to be a class with a slow, democratic process (that has worked great for our class) used for making changes to our rules at a time when ISAF and the IOC are wanting to make quick and in some ways dramatic changes to the way world championships are managed. Even if the changes proposed are good, if they need to happen fast, we are in a tough spot.

2. I believe Riccardo is working hard to make changes for the class that are good and I also believe he is working very hard with his heart in the right place - to make the class better and to keep us on top of the sailing world. I consider him a friend, a strong advocate for us, and someone that as much as I may debate with him, that I respect for all he is trying to do. After some heavy debate, Harry Walker thoughtfully acknowledged Riccardo's efforts.

3. Riccardo's style of moving as President to stay in sync with ISAF and keep us in the Olympics is to me not done with enough effort placed towards gaining consensus in the class. I think this is the biggest reason why this has caused so much dissention and anxiety amongst class members. My suggestions to him privately and publicly have been to communicate more to the class about what he is trying to do - so we can understand it and so that if he is pushing too far away from what the class wants, he'll know it.

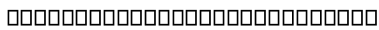
4. The group, obviously biased (they were all strong Olympic aspirants), certainly wanted the Star to stay in the Olympics. Paul Henderson, when pressed, seems to want to continue to hang that over our head because his response to everything is "Well then, what do you want me to do? Tell IOC you want out?" He seems hell bent on using that sword to control our class and all of the others with respect to many decisions that in my opinion wouldn't impact the IOC a bit. For example, he claimed that he must have the ability to influence who is the Star Principle Race Officer at the Worlds to insure things are done right. I think we as a class are quite capable of insuring we have a good PRO. His suggestion that the IOC should be or is worried about this, to me is laughable. He'll fall back on telling us they don't want to be sued. I think somehow the

IOC has more things to worry about than that. I actually think Paul grossly overstates this as his way of asserting his power. He claims to be a friend of our class who has gone to bat for us on numerous occasions to try to save the class from being ousted from the Olympics. Maybe this is true, I don't know. Unless something changes, if we want to stay in the Olympics, we'll need to deal with him – as well as we can. The good news is – Riccardo seems to have a strong relationship with him.

5. I think the biggest issue we as a class should address is the combination of Paul acting like he wants to have complete authority to adjust our class rules in our World Championships and a President that seems quick to allow that, even though our rules say otherwise. We are currently facing a World Championship that will be run with rules that are contrary to our class rules in 2003. For 2004, Paul stated clearly to the group that we will be able to run our qualifications and regatta as we normally do - with our rules, and our control. I'll believe that when I see it because according to the contract that Riccardo has signed with ISAF, he (Paul) can dictate terms to us basically when he decides he wants to.

To deal with this situation I think we should (1) rethink our rule change process so that the officers we elect could be empowered to make changes to the rules for up to a year, outside of our normal process, if they think it is in the best interest of the class, and make a recommendation if appropriate for that change to be made permanent so that it can be then adopted through a normal voting process and (2) insure that for (1) that means a group of officers that vote on such changes before the President acts.

Riccardo - thanks for your efforts – let's keep moving forward.



**HEARD AROUND CORAL REEF YACHT CLUB**

Commentary by Nelson Stephenson

Ricardo Simoneschi, Star Class President, at Coral Reef Yacht Club for the Miami Olympic Classes Regatta, was heard to comment openly of his concerns about how the membership of the Star Class might vote if the current matters involving the Star Class and the Olympics were put to a vote of the entire Membership. He indicated that he felt that the Class Membership had more power than it should have and that these matters would be better resolved by Executive decision for the good of the Star Class. Mr. Simoneschi was reminded by some Class Members that the Star Class Membership had a constitutional right to vote in these matters for a reason and that a democratic process was not always a bad thing.

Fortunately and admirably, the Star Class IGC has acted to preserve the Star Class Rules and has taken a principled position in these matters. The answer seems quite clear. Under Star Class Rules, the ISAF Combined World

Championship cannot be a Star World Championship. While it may be a wonderful invitational event, and an Olympic Qualifying Regatta, there is no basis whatsoever for a non-conforming Event to be a Star World Championship.

Perhaps the Class President and ISAF should consider approaching the Class Membership with more reasonable positions and with more respect for the rights of each Star Class Member. If that were to happen, this whole matter could likely be resolved without the current controversy and in a manner allowing the Class to both remain in the Olympics and retain the fabric of the Class.

The concept of Class Autonomy is not the real issue. The real issue is that ISAF is making unreasonable and overbearing demands of the Star Class without regard to the effect of those demands on the long-term health of the Class. If ISAF were a real "partner" they would be concerned both for what is good for the Olympics as well as the effect on the long-term health of the Class.

Perhaps the Class President could also address the question of whether resolution has to be an all or nothing proposition. Why can't reasonable compromise be explored to achieve the best outcome for everyone?

Also, perhaps someone can explain to the Star Class Membership what ISAF will do with over \$7 million of Olympic Revenue they will be retaining. It has been said that ISAF will provide only about \$65,000 to each of the 11 Olympic Classes. Perhaps in the end the whole issue is really only about ISAF gaining power, control and keeping all the money.

Perhaps the Star Class President also needs to explain why he apparently has no trust in or respect for the Star Class Membership that elected him, Star Class Rules or the process for changing those Class Rules.

The Star Class Rules are clear. They exist to protect all Star Class Members, not just the elite sailors or to serve the Olympics. Our President should understand that we all have an interest in what is best for the Star Class. As Owners and people who care about the future of the Star Class, we will certainly disagree and should openly debate these issues. Remaining in the Olympics is clearly a worthy goal for our Class. However, the only correct way to resolve these matters is through properly submitted resolutions to change Star Class rules. The fact that we all do not agree on the same approach is not always a bad thing as long as someone is fashioning proper compromises to achieve the goals of the entire Star Class Membership.

If that type of effort can take place, our Class President should find universal acceptance of reasonable compromise proposals. Then we can put all this bickering behind us and enjoy the great Class that has been delivered to us by the founders of the Star Class. The Class Rules

they delivered to us have served us well and have fostered the growth of the Star Class for over 90 years.

2003 Miami OCR  
Coral Reef Yacht Club  
January 28-February 1, 2003

Pl.	Sail	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1	7988	Peter Bromby	Lee White	BER	6	7	11	1	34	bfd	8	2	11	80
2	8061	Andy Lovell	Eric Oetgen	NOG	7	20	1	31	11	15	3	19	25	101
3	7663	Bill Hardesty	Will Stout	SDB	13	12	12	24	bfd	5	28	5	10	109
4	8088	Paul Cayard	Phil Trinter	WSFB	1	16	19	13	18	22	18	30	4	111
5	7933	Terry Hutchinson	Andrew Scott	AN	22	47	13	9	26	17	19	3	2	111
6	8077	Howie Shiebler	Rick Peters	WSFB	ocs	42	4	26	3	1	13	6	21	116
7	8132	Vince Brun	Brian Terhaar	SDB	24	6	17	3	6	19	53	29	16	120
8	7879	Philippe Presti	Jean P. Saliou	FdeSA	ocs	2	43	6	4	27	12	17	17	128
9	8128	John Kostecki	Austin Sperry	WSFB	2	14	28	42	10	28	1	36	18	137
10	8025	Ian Percy	Steve Mitchell	Sol	ocs	50	38	12	25	7	9	1	1	143
11	8000	Tony Rey	Doug Brophy	NB	9	bfd	29	38	9	14	25	16	6	146
12	8107	Xavier Rohart	Vannick Adde	NI	ocs	36	26	22	28	20	2	11	3	148
13	8	Fredrik Lööf	Andres Ekstrom	Bk	3	1	40	43	20	49	6	33	5	151
14	8045	Augie Diaz	D. Yakovenko	BisB	19	28	2	5	17	42	15	49	30	158
15	7828	Colin Beashel	David Giles	SY	4	4	39	15	47	24	42	18	22	168
16	7451	Ross Macdonald	Rob Cullen	EB	26	26	33	27	13	31	5	51	13	174
17	8085	Flavio Marazzi	Renato Marazzi	TB	29	49	35	11	23	2	29	21	27	177
18	8082	Rick Merriman	Bill Bennett	SDB	5	8	21	bfd	50	26	23	13	34	180
19	8131	Doug Schofield	Bob Schofield	AN	17	bfd	15	zfp	8	8	33	38	24	180
20	7836	Ian Murray	Palfrey	LMac	10	25	9	zfp	38	4	47	23	46	188
21	7888	Paul Sevestre	Vince Berenguier	FdeM	14	39	5	41	27	61	26	14	23	189
22	7959	Alex Hagen	Vitzthum	Glu	8	23	20	36	12	36	40	ocs	14	189
23	7876	Andy Horton	Darrell Hiatt		18	43	24	zfp	1	6	46	25	31	190
24	8113	John MacCausland	Shane Zwingelberg	CR	28	37	16	zfp	14	34	30	20	15	194
25	7860	Werner Fritz	Thomas Auracher	B	36	38	23	zfp	7	3	bfd	7	39	200
26	7581	Roberto Bermudez	Manrique	Barc	dsq	19	7	zfp	bfd	10	24	28	9	200
27	7887	Phillip Rotermund	Flori Fendt	Glu	23	13	63	zfp	24	21	37	15	41	202
28	8056	Leonid. Pelekanakis	George Kodogouris	GRE	20	40	10	zfp	bfd	11	39	47	20	203
29	7592	Paul Sustronk	Mike Wolfs	LOC	16	10	36	53	5	40	27	27	47	208
30	7775	Abbott	Davis		ocs	33	14	48	16	12	34	9	44	210
31	8002	Frank Tusch	Jochen Wolfram	Moh	21	21	65	bfd	40	30	22	12	7	218
32	8014	R. Simoneschi	Ferdin. Colaninno	FdiG	15	bfd	61	7	43	18	20	39	28	231
33	8110	Mark Mansfield	Killian Collins	IRL	dnf	17	37	30	45	25	bfd	32	8	231.20
34	8053	Afonso Domingos	Santos	CP	37	45	27	21	19	37	bfd	40	12	238
35	8129	Mark Reynolds	Magnus Liljedahl	SDB	ocs	18	42	17	52	32	7	10	ocs	247
36	7994	Nicklas Holm	Martin Leifelt	DF	35	5	18	63	bfd	23	bfd	4	35	252
37	8059	Peter Vessella	Brian Fatih	WSFB	30	11	31	zfp	15	bfd	31	52	dnf	257
38	8017	Todd Gay	Jon Clerk	LS	27	41	32	37	54	29	38	24	32	260
39	7784	Andy Macdonald	Phil Ramming	NH	38	3	6	35	bfd	39	49	43	man	263.50
40	8044	Steven Kelly	William Holowesko	N	32	44	30	zfp	22	43	52	31	29	279
41	7488	Roberto Benamati	Filippo Domenicali	Gar	11	24	41	40	29	50	bfd	45	40	280
42	7487	Marc Pickel	Tony Kolb	Brm	40	bfd	50	16	41	45	21	22	man	285.50
43	7950	Jimmie Lowe	Andrew Higgs	N	31	15	57	29	55	60	14	42	50	293
44	7758	Marko Dahlberg	Kurki	Fin	39	56	48	25	57	46	10	37	36	297
45	7802	Jim Freeman	Matt Freeman	SL	44	55	49	46	42	51	4	54	26	316
46	7928	Dirk de Ridder	Hij de Ridder	Med	ocs	bfd	25	47	37	33	17	55	33	316
47	8043	Jock Kohlhas	Zirkle	BisB	53	bfd	52	66	2	56	16	8	dnf	322
48	7714	Gonzalo Araujo	Marcos Iglesias	Lar	ocs	27	46	8	dnf	13	41	50	ocs	323
49	7817	Maxwell Treacy	R. A. Shanks	IRL	ocs	9	3	zfp	36	53	57	dnc	dnc	328

2003 Miami OCR (Continued)														
Pl.	Sail	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
50	8011	John Virtue	Pack	NH	12	31	59	61	60	55	32	26	dnf	336
51	7753	Marc Blee	Kort	LO	42	22	67	54	35	47	11	59	dnc	337
52	7953	Jez Fanstone	Luke Chapman	Sol	ocs	46	51	32	51	16	54	34	53	337
53	7999	Carlo Loos	Markus Mehlen	Glu	33	bfd	56	57	49	9	43	46	45	338
54	7633	Jan-Willen Kok	Ger van der Krogt		41	29	55	56	32	38	51	61	43	345
55	7986	Bill Allen	Brad Lichter	WH	25	34	60	62	58	44	bfd	44	19	346
56	7971	Michael Koch	Marcus Koy	KF	50	bfd	45	zfp	46	54	50	41	42	352
57	7995	George Szabo III	Christian Finnsgard	SDB	ocs	30	8	39	39	bfd	36	ocs	dnf	359
58	7437	Nedko Vassilev	Martin Helliwell	WSFB	49	32	66	50	30	59	55	57	37	369
59	7793	Brian Cramer	Greg Reuter	LOC	34	60	64	49	59	48	45	35	51	381
60	8111	Larry Whipple	Jensen	PS	51	51	47	45	31	35	dns	dnc	dnc	398
61	7421	Kenneth Palmgren	Leeve	Fin	52	52	54	60	21	bfd	44	48	ocs	400
62	7614	Karl Anderson	Terence Glackin	BH	48	57	22	zfp	44	41	59	dnc	dnc	406
63	7626	Beatty	Town	LOC	ocs	35	58	51	53	62	35	ocs	52	415
64	8600	Arthur Anosov	David Caesar	TaB	43	59	62	59	33	57	48	60	dnf	421
65	7585	Sharon Crockett	Bonnie Unsworth	BisB	47	54	34	58	bfd	63	58	58	54	426
66	8069	John Foster	Weinstein	IVS	dnc	58	44	64	dnc	58	dns	53	38	453
67	7979	Bill Fields	Kopp	SMB	45	53	68	zfp	56	52	56	56	dnf	455
68	8052	Steve Braverman	Robert	BH	46	48	53	65	48	bfd	60	dnc	dnc	458

### SOME THOUGHTS ABOUT THE STAR CLASS, THE OLYMPICS, AND ISAF

By Mark Reynolds

#### ISAF, 2003 WORLD CHAMPIONSHIPS AND THE OLYMPICS

The 2003 ISAF combined World Championships has caused a lot of discussion within the class since the November ISAF meeting where they finished taking full control of the regatta by taking over the qualifying system and the racing format. Unfortunately potential problems with this joint worlds have been suspected for some time. For complete details of the events leading up to the present make sure to look at David's summary at <http://www.mycstar.org/Archives/2003-ISAF/2003-ISAF.htm>. Basically ISAF has stated that they must take over the World Championships from the Olympic classes because of pressure from the IOC that Olympic qualifying events must be above reproach. They have completely discarded the class qualifying procedure and event structure and replaced it with one of their own. Their system allows 2 boats per country and up to 4 more based on the ISAF world ranking list. ISAF also hopes to make this once (or possibly twice) a quadrennium combined class worlds into a spectacular event that will promote the sport of sailing and I assume produce revenue. This combined Worlds has been undertaken twice before, at Melbourne in 1999 which we missed due to being taken out of the Olympics initially and at Kiel in 1987. In Kiel some classes including the Star made it the European championships instead of the Worlds. I did attend that championships and from what I understand the event in Melbourne was much more successful.

SOME THOUGHTS ABOUT  
OLYMPIC STYLE FORMAT VERSUS  
SANCTIONED STAR CLASS FORMAT

The ISAF being nationality based wants to turn an International regatta used to find the best Star sailor in the World into more of a competition between countries such as the Olympics. This is why ISAF thinks 6 boats from one country is a "distinct advantage" (ISAF website). It would appear that the ISAF thinks that the Star Class World's is a team race!

This nation vs. nation symbolically started in the Star class when we were required to add country codes to our sails. It's fine that the Olympics are nation vs. nation and this generates a lot of interest and cheering for the "home team" but the Star World's have never been about that and perhaps that this is a good thing. The Star World's should be for all Star Class sailors based only on population and ability. It was originally set up as a championship to be representative of every fleet in the world, a championship of the fleet champions. Over the years this was changed to include district qualifiers and previous World champions. The World's may be one of the keys to keeping the class strong. Obviously the Olympics for 16 boats every 4 years will not do this as shown by most of the other Olympic classes. The Star class is second to only the Laser on internationally ranked sailors so we are doing something right.

My feeling is that ISAF is overplaying the IOC demands and this hijacking of our worlds is not really necessary. The only letter we have seen on this subject from the IOC says that the qualifying system for 2000 "worked successfully". (<http://www.mycstar.org/Archives/2003-ISAF/ioc2001.doc>.) If ISAF insists that the class worlds under our control will not work for Olympic qualifying then they should simply have a specific Olympic qualifying event. This way the Worlds can remain a large fleet regatta with around 100 boats and the Olympic qualifying event can be much smaller to more closely simulate the short course, small fleet (16 boats) Olympics. I'm sure that the competitors would be very happy with this arrangement. For countries that don't automatically send all their qualified athletes to the Olympic games they can use this regatta and the Worlds to measure their athletes to determine if they want to send them to the Olympics or not.

"WE CAN'T HAVE OUR AUTONOMY BECAUSE WE  
NOW HAVE 'PARTNERS'"

ISAF president Paul Henderson has been saying over and over that we are mistaken to think that our Star Class rules govern, it is ISAF that ultimately governs. Just last year they approved our class rules but perhaps they didn't even read them feeling that they can just override them at their will. Paul says we can't have "autonomy" because we have "partners" (ISAF and MNA's). Seems like our "partners"

could at least come to us in the Spring to discuss issues that they have with our rules knowing that we have a democratic process for making rule changes. Henderson's response to this is that he isn't given enough time by the IOC for some of their demands. So far it's been a pretty one sided partnership.

Would it make sense for us in this time of rapid communications to shorten our rule changing process? Maybe a few months could be shaved off. This would also show ISAF our willingness to accelerate our process since they claim they are under pressure for quicker changes from IOC.

Paul Henderson told us at an impromptu meeting at the MOCR that IOC president Rogge sent him a letter suggesting that the keelboats should be taken out. There is one letter from Rogge to Henderson that you can read at: <http://www.mycstar.org/Archives/2003-ISAF/rogge.doc>. It only relates a section of a report from an Olympic Program Commission that could affect us by reducing the number of events for sailing. It suggested that perhaps those reductions should include keelboats because of their "costly infrastructure". Perhaps Paul got a different letter as well from Rogge that said he was interested in getting rid of keelboats. It's probably not the Finn (his son is the class president). Rogge is a sailor which is very nice but the IOC does want to get rid of some events and make room for other sports like Rugby (also a sport that Rogge participated internationally) and golf. Henderson has told us that he would ask the IOC that if an event has to go to give ISAF "autonomy" to pick that event and for 2012 not 2008.

STAR GRAND PRIX CIRCUIT

I believe that Olympic style racing which uses the Star boat as "equipment" can coexist with Star Class sanctioned events. We have been able to do it in the past and even if sailboat racing gets more professional it can in the future. Star Class president Riccardo Simoneschi mentioned the idea of a sponsored Grand Prix type circuit a few years ago, I think first when we were dropped for the 2000 Olympics. When sailing in Europe one sees sponsorship logos on cars, boat trailers and boats. Riccardo has been successful on getting sponsors to help with sailing in Italy and would like to do it on a World level with a circuit of regattas. He'd like to have sponsors support the event (like Bacardi does in Miami and he has done this with Audi for the Star Europeans). With sponsors supporting a circuit the Star can attract interest like no other class around the world. Boats would be transported by scheduled container like the F1 circuit and prize money might even be offered. The Swiss have started a circuit of races now that's sponsored and has prize money. If something like this was pulled off I'd like to think that this and the racing we are currently accustomed to around the world could coexist with this type of series.

THE IMPORTANCE OF THE FLEET SAILOR

It would be very dangerous and detrimental in a lot of ways to turn the Star Class into a totally Olympic oriented class. The Olympic athletes in our class are the top of the pyramid, not the base of it. I don't see the full appreciation of this from either of the presidents Paul or Riccardo. For me personally it's just more fun (and better for business!) to have such a strong well-rounded class, but there are many other reasons. Try to sell a used 49er, 470, Mistral, etc. There's not much of a market which raises the cost to the Olympic sailors. In the Star class it's fully a sellers market. I would imagine that it's more difficult to put on regattas for a class like the 49er, it's not like there's local 49er sailors to house sailors, measure the boats, host parties, serve on the Race Committee, etc. I read in the ISAF November 2002 minutes about ISAF giving money to each Olympic class to help run their classes, certainly fair considering the IOC money they get (something like 8.2 million US\$) but not as necessary for a class like the Star as for the Yngling. The best thing that the Star has going for it that practically none of the other Olympic classes have is an easy way to go racing without traveling and spending vast sums of money. A guy in many parts of the World can go Star racing locally without spending much money. If you have one of the other Olympic boats you have to travel across the country or the ocean just to race.

PERFECT BOAT FOR THE OLYMPICS

The Star class should stay Olympic, it's a perfect boat for the Olympics. The Star gives sailors of a wide range of physical size and sailing abilities to compete against each other like no

other class and also the chance to reach the pinnacle of sport, the Olympic Games. Lightweight 470 World and Olympic champions compete against 120 kg helmsmen. In both 1996 and 2000 the smallest helmsman in the fleet was 2<sup>nd</sup> and the largest 4<sup>th</sup> and the weight difference was very large. Where else can so many sailors that have excelled in many aspects of our sport compete against one another? Americas Cup sailors compete against Laser and Finn champions. Snipe World champions compete against Etchells World Champions. There is no question that being Olympic adds to the strength of the class but we must not forget that the real strength is not just the Olympic sailors but the broad base of sailors that make up the class. We must do what we can to retain this mix and balance; it's what makes this class great. As a democracy all Star sailors have a say in the future of our class.

THE FUTURE

In 2000 our class signed an Olympic agreement with ISAF. This contract in some ways assured us that the format and principles of our class championships would be respected but in the end appears to give them ultimate say over our class rules so they have decided that they really don't have to respect our class championship format. Hopefully we can work together with ISAF toward the future. I would have a hard time arguing that we need them more than they need us; it should be a balanced arrangement. There is now a draft circulating of an Olympic agreement for 2008 which is much more defined and unfortunately even more one-sided. In case they forgot anything it includes the following: "ISAF shall have the right without prior notice to amend or change this agreement to conform with any regulations, directives or orders imposed on ISAF by the International Olympic Committee (IOC) or by the ISAF Council respecting participation in the Olympic Games or Events." Simply put ISAF can change anything in the agreement at any time. Hopefully ISAF will allow their "partners" to have some say in this contract before asking us to sign all control away. We should be allowed to continue what is very obvious when you actually get out on the water - We have a great thing going right now and it would be a shame to spoil it!



PLEASE CONTACT THE CLASS OFFICERS

A very important IGC / CMC meeting will be held at the Bacardi Cup. The Class Officers need to know what you think of the current situation concerning the Star Class and its relationship with ISAF and the Olympics. Please contact them and let them know your thoughts on the subject. Their e-mail addresses are:

- Riccardo Simoneschi: [SImon@simass.it](mailto:SImon@simass.it)
- Bill Allen: [ballen@starclass.org](mailto:ballen@starclass.org)
- Jochen Schwarz: [jochen\\_schwarz@monaco377.com](mailto:jochen_schwarz@monaco377.com)
- Claude Bonanni: [cbonanni@gte.net](mailto:cbonanni@gte.net)



- Doug Smith: [dsmith@starclass.org](mailto:dsmith@starclass.org)
- Joe Zambella: [jzambella@starclass.org](mailto:jzambella@starclass.org)
- Alex Hagen: [ahagen@starclass.org](mailto:ahagen@starclass.org)
- Torben Grael: [tgrael@starclass.org](mailto:tgrael@starclass.org)
- Phillip Baker: [pbaker@starclass.org](mailto:pbaker@starclass.org)
- John MacCausland: [jmaccausland@starclass.org](mailto:jmaccausland@starclass.org)
- Chris Gautschi: [cgautschi@starclass.org](mailto:cgautschi@starclass.org)

If you prefer to write a letter to the CMC members their addresses are given in the 2002 Log, page 7.

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**AN OPEN LETTER TO THE STAR CLASS**

By Don Gray, Life Member # 94

As a Star sailor from the late forties and after a fifty year hiatus having taken it up again in the late nineties, I am aghast at the changes in the attitude of the officers of the class, particularly President Simoneschi and his sycophants and toadies. The so-called "different world", or new world order so to speak, in my eyes will destroy the Star Class as we used to know it.

I was unaware of any contract with the ISAF until after I had decided to sell my Star boat and purchase a new one for delivery in Cadiz, Spain for the World Championship. I had always wanted to see what it is like to be on the starting line with 107 boats, and this was my opportunity as no one else from our fleet wished to go. In view of the turmoil created by President Simoneschi and the ISAF, in the person of Paul Henderson with the silent support of the IGC, I am now bypassing Cadiz and taking delivery here because to do otherwise might, under current circumstances, be a colossal waste of time and money.

As far as Henderson and his ISAF is concerned he should be reminded that the Star Class has always been perfectly capable of managing its own affairs, thank you. We even had "professionals" in those days, although there are many more today, and sailing against these people was and is a joy and a great learning experience. It must be remembered by the "professionals" and the ISAF that the weekend warriors are those who support and maintain the professionals, the boat builders, equipment makers and sail makers, who without the weekend warriors would otherwise be out of business.

My suggestion is to recall the current officers of the Class, cancel the ISAF contract, as apparently there was no authority to enter into it, and withdraw from the Olympics. Elect persons to the officer and directorships who have an interest in and will obey and enforce the class rules.



