

Volume 5, No. 3 2004

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

MARCH REGATTA SCHEDULE

5 th District	
Mar. 26-28	ABYC Olympic Classes, Alamitos
	Bay Yacht Club
Mar. 28-29	Delta Star, Stockton Sailing Club
20 th District	
Mar. 6-12	Bacardi Cup
Mar. 18-28	Olympic Trials

2004 BISCAYNE STAR TROPHY January 24-25, 2004

Sixty-three Star boats gathered at Coral Reef YC for the Biscayne Bay Trophy Regatta. Sailed in 5-7 knots of breeze, only two of the three races were scored, and 18 boats picked up a Black Flag disqualification.

Miami Olympic Classes Regatta As seen from the Race Committee Boat January 26-29, 2004 By Harry Walker

Seldom if ever (except a special Worlds) has a more impressive Star fleet been assembled than the one at the 2004 Miami Olympic Classes regatta. Eleven current or former Worlds Champions; 22 nations represented (most complete with their coaches), sailed in this event. Hosted by the US Sailing Center and the Coral Reef Yacht Club boats were dry-sailed from both facilities. The opening ceremonies were held at Coral Reef and featured remarks by Fred Hagedorn, Head of US Sailings Olympic Committee. A large pasta supper followed at the club for all the contestants.

Day 1

Race 1: Tuesdays first race started on time with PRO Dr. Bill Smoke and a veteran race committee in charge. The course was windward leeward twice around and the wind from the SW at 14-16 knots. Iain Percy of Great Britain with Steve Mitchell

March,

		2004	Biscayne Star Troph	у			
Pl.	Sail#	Skipper	Crew	Fleet	R 1	R2	Total
1	8141	Fredrik Lööf	Anders Ekstrom	Bk	2	1	3
2	81	Afonso Domingos	Bernardo Sanyos	СР	6	4	10
3	8037	Peter Wright	Dan Wright	WH	5	9	14
4	8129	Mark Reynolds	Steve Erickson	SDB	3	15	18
5	7995	George Szabo III	Mark Strube	SDB	11	7	18
6	8136	Argle Campbell	Dmitry Yakovenko	NH	13	6	19
7	8159	Paul Cayard	Rod Davis	WSFB	10	10	20
8	7488	Roberto Benamati	Filippo Domenical	Gar	20	3	23
9	8094	Jay Makila	Eki Heinonen	Fin	4	19	23
10	8107	Xavier Rohart	Pascal Rambeau	NI	18	5	23
11	7988	Peter Bromby	Lee White	BER	7	24	31
12	8157	Colin Beashel	David Giles	LMac	15	16	31
13	8067	Ian Walker	Nick Williams	LMac	9	23	32
14	8169	Rohan Lord	Andrew Taylor	NZL	1	35	36
15	8101	Niculas Holm	Claus Olesen	DF	19	18	37
16	7952	Ben Cesare	Serge Leonidov	Mid	27	14	41
17	8077	Howie Shiebler	Will Stout	WSFB	28	20	48
18	8110	Mark Mansfield	Killian Collin	IRL	12	37.5	49.5
19	8045	Augie Diaz	Hal Haenel	BisB	8	42	50
20	8181	Larry Whipple	Darin Jensen	PS	21	31	52
21	8132	Vince Brun	Mike Dorgan	SDB	42	11	53
22	7959	Alexander Hagen	Jochen Wolfram	Glu	32	21	53
23	8056	Leo Pelekanakis	Geo. Kontogouris	GRE	47	8	55
24	7832	John Dane III	Rick Peters		25	30	55
25	8175	Joe Londrigan	Jon Vandermollen	LS	14	43	57
26	8168	Ross Macdonald	Mike Wolfs	EB	26	32	58
27	8140	Marc Pickel	Ingo Borkowski	Brm	33	26	59
28	8040	Francesco Bruni	Antar Vigna	Pal	30	29	59
29	7425	Barbara Vosbury	Trapper Lippincott	AN	22	37.5	59.5
30	7753	Marc Blees	Joost Houweling	LO	37	25	62
31	8	Iain Murray	Andrew Palfrey	LMac	35	27	62
32	7758	Marko Dahlberg	Ville Kurki	Fin	29	33	62
33	7592	Karl Anderson	Ezra Culver	LOC	45	22	67
34	8059	Peter Vessella	Brian Fatih	WSFB	39	28	67
35	7793	Brian Cramer	Eric Monroe	LOC	31	39	70
36	8085	Flavio Marazzi	Enrico de Maria	TB	bfd	2	71
37	7640	Arthur Anosov	Adam Gillings	TaB	23	56	79
38	8131	Douglas Schofield	Robert Schofield	AN	44	36	80
39	7996	Tony Rey	Doug Brophy	NB	bfd	12	81
40	7993	J Joseph Bainton	Chris Rogers	NB	40	41	81

crewing won with Mark Reynolds and Steve Erickson second and Michael Koch and Marcus Koy from Germany third.

Race 2 (first attempt): The second race was started immediately after the first and in the same conditions. It started under Black Flag and three boats (Iain Percy, Eric Doyle, and Doug Scofield) were called over early. Three-quarters of the way up the first leg a fifty-degree shift and 30 kt. breeze hit the fleet and the PRO signaled to abandon. The fleet sailed in in a deluge of cold rain.

Day 2

Day two saw a triple-header in order that the series might become current. The three who were blackflagged the day before slept in since they could not race in this restart of the second race.

Race 2 (resailed): The wind had picked up to 17-22 kts. and shifted to the NW. Again the course was Windward Leeward twice around. We had a Black Flag start. Only 48 of the 59 entries finished due to black flagged boats, noncompeting (2), and a couple of DNFs. At the first mark US skipper Andy Lovell fell out of his boat but was quickly picked up by a nearby motor boat and rejoined his crew Magnus Liljedahl. The race was won convincingly by Marc Neeleman of the Netherlands with Xavier Rohart of France second and former World's Champion Freddy Lööf of Sweden third.

Race 3: The second race of the day, which was the third of the series, went off in a little less breeze but the same course and with the wind oscillating but tending to go more northerly. It was won by Michael Koch and Marcus Koy from Germany with Peter Bromby of Bermuda second and young George Szabo and Mark Strube third.

Race 4: The last race of this rather gloomy, windy, and cool (by Miami standards) day got off under the black flag once more and the PRO shortened it to three legs with the finish to windward. The wind had dropped to the 10-14 range and had gone further north. Two boats were black flagged and away they went. The race was won by Australia's Ian Murray and Andrew Palfry. Francesco Bruni of Italy was second and Mark Reynolds came in third. It was a cold and wet fleet that sailed back to the club BUT they were back on schedule.

Day 3

Thursday looked more like a winter day on Biscayne Bay. Wind at 11-13 at 110 degrees. The PRO wanted to try to get in three races in as Friday forecast was messy.

		2004 D		• •			
		2004 Biscay	ne Star Trophy (cont	tinued)			
Pl.	Sail#	Skipper	Crew	Fleet	R1	R2	Total
41	8028	Mark Neeleman	Peter van Niekerk	Med	bfd	13	82
42	8061	Andy Lovell	Magnus Liljedahl	NOG	38	44	82
43	7434	Bill Parks	Clark Anderson	WH	34	49	83
44	8043	Jock Kohlhas	Jim Clark	BisB	36	48	84
45	8025	Iain Percy	Steve Mitchell	SO	16	bfd	85
46	8150	Michael Koch	Markus Koy		bfd	17	86
47	8162	Andy Macdonald	Austin Sperry	NH	17	bfd	86
48	8184	John MacCausland	Brad Nichol	CR	41	46	87
49	8163	Eric Doyle	Brian Sharp	SDB	24	bfd	93
50	7986	Bill Allen	Brad Lichter	WH	51	45	96
51	7936	Steve Rubinkam	Len Delicaet	WLM	52	47	99
52	8084	Bob Teitge	Rick Burgess	DR	48	51	99
53	7934	Karl Von Schwarz	Rich Wharton	AN	49	53	102
54	7471	John Bainton	Bruce Hatfield	NB	50	52	102
55	8082	Rick Merriman	Bill Bennett	SDB	bfd	34	103
56	7964	Ch. Kohlermann IV	Chs. Kohlerman III	NCB	46	58	104
57	8017	Todd Gay	Jon Klerk	LS	bfd	40	109
58	7581	Roberto Bermudez	Pablo Arrarte		43	bfd	112
59	8080	Nelson Stephenson	Scott Norris	CLIS	bfd	50	119
60	7999	Tiani Hausen	Diego Hausen	BisB	bfd	54	123
61	7585	Sharon Crockett	Bonnie Unsworth	BisB	bfd	55	124
62	8093	Michael Jones	Bill Sykes	LMac	bfd	57	126
63	8158	Max Treacy	Anthony Shanks	IRL	bfd	dnf	138
63	7370	Rob Emmet	Mike Voeltner	AN	bfd	dns	138
63	8176	Steven Kelly	Bill Holowesko	Ν	dns	dns	138
63	8087	Kevin McNeil	Kevin Murphy	AN	dns	dns	138
63	7521	Rob Van Wagnen	Eric Beckwith	BisB	dns	dns	138
63	8123	Hans Spitzauer	Andreas Hanakamp	Att	bfd	bfd	138

Race 5: The fifth race of the series got away with the entire fleet on the line. The wind was fairly steady and Flavio Marrazzi of Switzerland led at three marks only to get second to Colin Beashel and Dave Giles of Australia. Paul Cayard and Phil Trinter were third. World's Champions at 1 and 3 with an Olympian in the middle. Great competition.

Race 6: What turned out to be the final race of the series was the same; windward leeward twice around in a breeze that had dropped to 8-9 and again was 110 degrees with veers to the south. It turned out to have big holes and some sizeable shifts up at the weather mark which scrambled the fleet with some of the biggest names being pushed toward the last half of the fleet. The race was won by Marc Pickel with Bermudez de Castro second and Martin Dahlberg / Ville Kurke coming in third just ahead of former World's champion Vince Brun.

PRO Smoke and his associate Dr. Bill Anderson, whose lovely yacht served as committee boat, decided that the wind, which had dropped to 5-6, would go nowhere but down, called the race and sent the fleet home.

Day 4, as forecasted, was a bust with no wind, so the

standings of the previous three days of racing stood as the final scores for the series.

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				Miami Olympic	Classes Rega	atta						
	<u>P1.</u>	Sail	Skipper	Crew	Fleet	R 1	R2	R3	R4	R5	R6	Total
	1	8129	Mark Reynolds	Steve Erickson	SDB	2	6	18	3	46	8	37
	2	8157	Colin Beashel	David Giles	LMac	13	14	6	10	1	15	44
	3	8141	Fredrik Lööf	Anders Ekstrom	Bk	17	3	4	15	38	12	51
	4	81	Alfonso Domingos	Bernardo Santos	CP	7	17	12	42	8	7	51
	5	8159	Paul Cayard	Phil Trinter	WSFB	20	9	8	12	3	37	52
	6	8101	Niculas Holm	Claus Olesen	DF	9	11	10	34	5	18	53
	7	8150	Michael Koch	Marcus Koy	GER	3	10	1	dnc		10	55
	8	8028	Mark Neeleman	Peter van Niekerk	Med	6	1	29	16	6	34	58
	9	7988	Peter Bromby	Martin Siese	BER	8	12	2	26	12	25	59
	10	8077	Howie Shiebler	Will Stout	WSFB	14	29	14	31	4	6	67
	11	8082	Rick Merriman	Bill Bennett	SDB	19	20	45	18	7	5	69
	12	8140	Marc Pickel	Ingo Borkowski	Brm	5	21	32	37	14	1	73
	13	7995	George Szabo III	Mark Strube	SDB	4	5	3	dnc		47	74
	14	8025	Iain Percy	Steve Mitchell	SO	1	bfd	5	8	42	21	77
	15	8132	Vince Brun	Mike Dorgan	SDB	16	23	21	44	18	4	82
	16	8168	Ross Macdonald	Mike Wolfs	EB	41	4	25	7	24	27	87
	17	7488	Roberto Benamati	Filippo Domenicali	Gar	21	7	7	43	22	31	88
	18	8163	Eric Doyle	Brian Sharp	SDB	23	bfd	15	17	11	22	88
	19	7836	Iain Murray	Andrew Palfrey	LMac	39	13	27	1	13	44	93
	20	8123	Spitzauer	Hanakamp	Att	36	22	33	23	10	9	97
	21	8040	Francesco Bruni	Antar Vigna	Pal	11	ocs	39	2	25	23	100
	22	8107	Xavier Rohart	Pascal Rambeau	NI	25	2	36	49	16	24	103
	23	8110	Mark Mansfield	Killian Collins	IRL	10	16	16	32	33	29	103
	24	7986	Bill Allen	Brad Lichter	WH	15	33	11	6	44	53	109
	25	8085	Flavio Marazzi	Enrico De Maria	ТВ	29	ocs	38	30	2	11	110
	26	8094	Jali Makila	Eki Heinonen	Fin	30	18	9	36	21	56	114
	27	7996	Tony Rey	Doug Brophy	NB	12	ocs	24	21	19	39	115
	28	8073	Mark Dahlberg	Ville Kurki	Fin	49	37	22	45	9	3	116
	29	8059	Peter Vessella	Brian Fatih	WSFB	24	8	26	13	49	46	117
	30	7901	Ramchandran	Mongia	IND	52	36	17	11	40	14	118
	31	8169	Rohan Lord	Andrew Taylor	NZL	22	30	53	22	28	16	118
	32	7959	Alex Hagen	Jochen Wolfram	Glu	40	25	19	27	17	32	120
	33	8131	Doug Schofield	Bob Schofield	AN	26	bfd		9	27	20	122
	34	8067	Ian Walker	Nick Williams	LMac	33	24	13	35	39	19	124
	35	7832	John Dane III	Rick Peters		27	15	35	28	23	38	128
	36	8175	Joe Londrigan	Jon Vandermolen	LS	31	19	41	19	30	30	129
	37	8045	Augie Diaz	Hal Haenel	BisB	18	41	37	24	20	45	140
	38	8162	Andy Macdonald	Austin Sperry	NH	dnf		23	20	37	35	141
	39	8176	Steven Kelly	Pritchard	Ν	38	28	30	14	35	42	145
	40	7581	Bermudez De Castro	Pablo Arrarte		32	31	50	50	32	2	147
	41	8184	John MacCausland	Brad Nichol	CR	34	35	43	4	51	33	149
	42	8158	Maxwell Treacy	Anthony Shanks	IRL	37	dsq		33	36	17	154
	43	8061	Andy Lovell	Magnus Liljedahl	NOG	28	dnf		38	45	26	157
	44	7952	Ben Cesare	Serge Leonidov	Mid	50		42	5	26	zfp 29	169
	45	7567	Serinis	Price	10	53	32	dsq		34	28	186
	46	7753	Marc Blees	Joost Houweling	LO	46	43 24	44	48	41	13	187
	47	8056	Leo Pelekanakis	Geo Kontogouris	GRE	43	34 28	47 46	40	29	41	187 205
	48	8017	Todd Gay	Jon Klerk	LS	45 42	38 27	46	29 51	47 56	48 40	205
	49 50	8181 7592	Larry Whipple Karl Anderson	Darin Jensen Ezra Culver	PS BH	42 35	27 40	49 55	51 46	56 53	40 43	209 217
	50	1572	Nall Anuelson	LLIA CUIVEI	DII	55	40	55	40	55	40	217
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			Miami Olympic Class	es Regatta (co	ontin	ued)					
Pl.	Sail	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Total
51	7640	Arthur Anosov	Chris Rogers	TaB	dsq	dsq	28	25	55	51	218
52	7793	Brian Cramer	Eric Monroe	LOC	44	44	34	53	48	54	223
53	7626	James Beatty	Rob Emery	LOC	47	47	48	41	52	50	233
54	8093	Michael Jones	Bill Sykes	LMac	48	45	51	47	50	52	241
55	8043	Jock Kohlhas	Sargent	BisB	51	42	52	54	57	49	248
56	7425	Barbara Vosbury	Trapper Lippincott	AN	55	dnc	dnc	dnc	43	36	252
57	8084	Robert Teitge	Rick Burgess	DR	54	39	54	52	54	57	253
58	7585	Sharon Crockett	Bonnie Unsworth	BisB	dnf	dnc	dnc	dnc	58	55	290

THE FIRST ANNUAL FORT MEYERS REGATTA

Royal Palm Yacht Club February 7-8, 2004 By Harry Walker

The first annual Royal Palm Yacht Club regatta was held on February 7-8, 2004. From the competitors' point of view is that it is great place to sail if you like smooth water and lots of wind.

It was very good to see Bob Van Wagnen out there with District Secretary Craig Prandini up front.

Walker and Rogers lost a spar before the start of the first race but drove 330 miles from Fort Myers to Vero Beach and back to get another and to be up and running for Sunday's races.

Saturday: The breeze was 12-18 with shifts that would baffle Houdini. The team of Nelson Stephenson and Austin Sperry took bullets in both races.

Sunday: The breeze was 14-18 knots and, as a cold front had gone through during the night, 20 degrees cooler than Saturday.

Race 3: Walker / Rogers got a good start and went right and rolled Van Wagnen. They tacked back to the middle and had the fleet in their window. They were looking good until a big lift for the Stephenson and Cramer boats brought them into the weather mark with Walker / Rogers close behind. Chiarella picked up some but the three leaders held on to finish in that order.

Race 4 featured a tacking duel between Stephenson and Cramer on the last leg of the double hotdog and finish to windward. Brian said they tacked 25 times up that leg despite it being a windy day.

Pl	Sail	Skipper	Crew	Fm	R1	R2	R3	R4	Tot
1	8080	Nelson Stephenson	Austin Sperry	CLIS	1	1	2	2	6
2	7793	Brian Cramer	Mark Dolan	LOC	2	4	1	1	8
3	8083	John Chiarella	Bob Carlson	Sun	4	3	4	3	14
4	7521	Bob Van Wagnen	Craig Prandini	BisB	3	2	5	5	15
5	8000	Harry Walker	Chris Rogers	BisB	dns	dns	3	4	19

Prizes were awarded after a lunch for the competitors. The clubhouse is beautiful and the food and drink first class. The Committee work was outstanding: windward–leeward courses with the legs being about one and a quarter miles. The committee [and there ware twice as many members taking part as there were sailors] tried in every way to set square lines, good courses, and on time starts. They accomplished all three.

All was terrific but none more than the lavish steak dinner at the Carroll's' [with 4 deserts] Saturday night.

Thanks to Joe Carroll for his work in having the Royal Palm Y.C. host the event and Jenny and Dona for all their work and Saturday dinner.

Master: Bob Van Wagnen / Craig Prandini Grand Master: John Chiarella / Bob Carlson Exalted Grand Master: Harry Walker / Chris Rogers

ISCYRA 2004 FOR 2005 RESOLUTIONS

#1 - 2004 – submitted by the Cooper River Star Fleet

To amend Rule 11.1 International Officers as follows:

New reading of **Rule 11.1**:

11.1 **International Officers**, (in charge of Association business) when elected, shall serve terms of four years, but may serve no more than a total of eight years in such office. The election of the International President, International Secretary and Eastern Hemisphere Member at Large shall occur at a two year interval to the election of the International Vice-Presidents, International Treasurer and Western Hemisphere Member at Large. Such interval was established by an election of the International Vice-

Presidents and International Treasurer in the year 2003.

REASON: The I.G.C. Members at Large are also International Officers and should be elected to four year terms. See Star Class Rule 14.1. Add the Eastern and Western Hemisphere Members at Large as shown above. Change the last sentence of Rule 11.1 to reflect the fact that the election interval has

#2 - 2004 – submitted by the Buenos Aires Star Fleet

To amend Rule 11.1 International Officers as follows:

Add Rule 11.1.6:

11.1.6 Travel and logging expenses (business class and four star hotels) of International Officers to attend the ISCYRA and ISAF meetings will be charged to ISCYRA.

REASON: High frequency and cost of trips advise that these expenses be charged to ISCYRA in order to stimulate attendance to the meetings.

#3 - 2004 – submitted by the Laredo Star Fleet

To amend **Rule 11 Association Officers** as follows:

Add Rule 11.4:

11.4 All the International Officers, in connection with the International Olympic Committee (IOC) and the International Sailing Federation (ISAF), must work in a coordinate way to maintain the "Olympic Status" for the Class, as pointed out in Rules 23.5.1, 23.5.6 and 40.

REASON: To confirm the importance of the "Olympic Status" for the Star Class.

#4 - 2004 – submitted by the Tampa Bay Star Fleet

To amend **Rule 14.1 International Governing Committee (IGC)** as follows:

Replace sentences 2 and 3 of **Rule 14.1** with:

The IGC shall consist of the International President and eight others, each of whom is now or has been an Association officer, designated by the International President to serve for two calendar years. These nine members shall be elected from life or active members in four regions as follows:

Four members from Region One (Districts 9, 10, 13, 14, 15, 16, 17)

Four members from Region Two (Districts 1, 2, 3, 4, 5, 6, 8, 12, 20, 21)

One member from Region Three (Districts 7, 18, 19)

One member from Region Four (District 11).

REASON: To involve a broader constituency representing said districts. Also, this would allow previous Association officers including former presidents to be on the IGC so the Class could benefit from their prior experience.

#5 - 2004 – submitted by the Tampa Bay Star Fleet

To amend **Rule 14.1 International Governing Committee (IGC)** as follows:

Add Rule 14.1.7:

14.1.7 Permit the Class to sail in an ISAF-sponsored

World Championship sailed under International Sailing Federation (ISAF) and/or International Olympic Committee (IOC) Rules only once per quadrennial.

REASON: This rule would allow any decision made by the IGC, in regard to a World Championship that was sponsored by the ISAF/IOC, under Star Class Rule 14.1.6. to have the full and acknowledged support of the voting membership of the Class.

#6 - 2004 – submitted by the Tampa Bay Star Fleet

To amend Rule 15.9 The Regatta Manager as follows:

In sentence 2, replace the first word "He" with the words "The Regatta Manager".

REASON: Housekeeping. The current Regatta Manager is a woman.

#7 - 2004 - submitted by the Laredo Star Fleet

To amend **Rule 18.1 Star Class Association Rules** and **40.3** as follows:

Delete the words (in 18.1) "not later than in the next issue of Starlights" and the words (in 40.3) "in Starlights" and replace both with "on the ISCYRA web page".

REASON: To eliminate the Starlights quarterly publication, with the respective savings. To concentrate all communication and coordination efforts on the "on time" web page maintenance.

#8 - 2004 – submitted by the Cooper River Star Fleet

To amend Rule 18 Amendments as follows:

Add Rule 18.2.1:

18.2.1 The I.G.C. may, upon a majority vote of the IGC, waive or suspend a specific Star Class Rule within STCR 23 through 35, STCR 37 and STCR 40. Such waiver or suspension of Star Class Rules shall be approved by the I.G.C. and published on the Star Class web page not less than 90 days prior to any test Event and shall be effective only for a single Event. STCR 18.2.1 shall not be used to waive or suspend Star Class Rules 1 through 22, STCR 36, STCR 38 or STCR 39.

REASON: From time to time, the I.G.C. needs the ability to test a proposed Star Class Rule Change related to Events, Equipment or Racing Formats. The proposed Resolution to add STCR 18.2.1 allows testing of proposed Star Class Rule Changes upon approval of a majority vote of the I.G.C. and with minimum notice to the Membership.

The proposed new rule 18.2.1 allows the I.G.C. flexibility to test new ideas and allows members to experience proposed Rule changes before being asked to vote on proposed Star Class Rule amendments. This new Star Class Rule is not to be available for changes to the Organization or Administration of the Star Class or any #9 - 2004 – submitted by the Laredo Star Fleet

To amend Rule 23 Championship Events as follows:

Add Rule 23.8:

23.8 If the International Sailing Federation (ISAF) would organize under its auspices World Championships of all Olympic Classes, this championship would be completely valid for the Star Class.

REASON: The experience from Cádiz has been very positive for the Star Class members.

#10 - 2004 – submitted by the Laredo Star Fleet

To amend **Rule 25 Location** as follows:

Add to **Rule 25.1**:

Exception: In case of application of Rule 23.8, the "location" will be defined by ISAF.

REASON: As a consequence of Resolutions #3 and #9.

#11 - 2004 – submitted by the Gluecksburg Star Fleet

To amend Rule 31.1.3 Personnel (Weight Rule) as follows:

In the first sentence after "and all respective Olympic Trial Regattas", add the words "and all International Sailing Federation Grade One Ranking Regattas".

REASON: The world's top sailors meet at these regattas and should compete under the same circumstances. Very often these regattas are Olympic qualifying events.

#12 - 2004 – submitted by the Gluecksburg Star Fleet

To amend Rule 31.1.3 Personnel (Weight Rule) as follows:

Change the weight formula to:

In kilograms: C = ([100 - S] / 1.5) + 98

REASON: This adjusts the formula for fairer racing. It reduces the crew weight of heavy skippers and adds weight to the light ones. The majority of all Star teams (more than 80% of all skippers are between 80 and 100 kg) will not have to change a lot by the new formula. Factor 1.5 has been used in a two-year test four years ago and worked successfully.

#13 - 2004 – submitted by the Pater Noster Star Fleet

To amend Rule 34.6.2 Scoring as follows:

Delete the last part of the sentence: ", discarding her worst score if more than four races have been completed." and replace it with ", with no discard.".

REASON: In the "old Star traditionalistic days" Continental- and World Championships had no 360, no 720, and no throw-out.

Over the years new rules has been instituted so as to be fair to the sailors and endeavour to stop endless protests. This includes being allowed to hit marks and do a 360 or get caught on port tack and do a 720. Rule 42 gives a warning before being disqualified.

The drop race was originally put in as a defensive rule to compensate for unforeseen equipment failures. The result of this has been that sailors have used it as an offensive weapon and not for what it was intended. Sailors sail aggressively ignoring the rules until they get their drop. They push the starts and demand redress, take unwarranted risks on port tack especially at the windward mark and do not do their turns taking their chances in a protest room. The Drop Race has become an offensive weapon. Allowing a drop race allows sailors to push their equipment to the limit and therefore beyond which does not promote proper seamanship.

Today the sailor sails much more conservatively after they have acquired their drop race. With no drop the sailor must sail more conservatively and within the rules from the start of the regatta. The sailing will become fairer with sailors less likely to try and cheat and get away with it.

The need to count all races means that all races are equal and the sailors must compete in the last race. This will also make the sport more understandable and exciting for the media and others.

Star Class Continental and World Championships, which have 6 races and huge starting lines, will benefit from this rule change. Sailors will become much less willing to risk being over early, and those who are OCS will return to restart which clears the first leg for those who started properly. The leader can no longer use a throw-out race to match race the nearest competitor. After a foul competitor will more likely take a 720, and be less likely to make the risky move to begin with.

#14 - 2004 – submitted by the Buenos Aires Star Fleet

To amend the section Measuring The Star Class Boat as follows:

Add to the end of the Experiments, Peculiarities, and Discrepancies section:

In any series, the Technical Advisory Board, the Certified Measurer and the Series Measurer are responsible for the total observance of what is stated in the previous paragraph.

REASON: In the World Championship in Cadiz, some boats were authorized to race in spite of the fact that they did not meet some specifications (e.g. vertical rudder movement and no constant distribution of keel material).

1st DISTRICT WEBSITE

The 1st District website has now moved to www.starclass.org/d1

VOTE "NO" ON RESOLUTION # 4 By David Bolles

Please instruct your delegate or proxy to the Annual Meeting to vote "no" on Resolution # 4. This resolution would place the power of selection of the members of the IGC back into the hands of the Class president, as is stated in the phrase "designated by the International President".

In 2000 the Mid-Connecticut Fleet, under the guidance of Mead Batchelor, former IGC member and Rear Commodore of the Class, formulated the present set of rules concerning the make-up of the IGC. This set of rules, which besides rule 14.1 included rules 11.1.5 and 13.4, was the result of cooperative work among Class members of several different fleets who had experience in questions of corporate governance. The reason for these rule changes given at the time was as follows:

"The IGC is the equivalent of a stock corporation's board of directors and a national government's legislative body. The former is elected by its shareholders and the country's voters choose the latter. Under present Rule 14.1 the members of the IGC are appointed by the ISCYRA President, a circumstance not unlike a chief executive officer of a stock corporation selecting his/her board of directors or a president or prime minister choosing his/her country's legislators. The purpose of this proposal calling for the election of the IGC members is to create a governing body which will be more responsive to the membership (shareholders / electorate) and more representative of the elected ISCYRA leadership. Furthermore, establishing the mechanism for an elected governing body would be consistent with the governance structure of ISAF, which has a governing body entirely of elected members."

This reason remains as valid now as at the time present rules 14.1, 11.1.5 and 13.4 were formulated and passed by the Class membership. Please vote "no" on Resolution # 4 and keep the IGC a body elected directly by the Star Class membership.

IN THE THUNDER SQUALL From Starlights, April, 1958

Skipper: "This is a mighty tough thunder squall. Look under the boom and see whether anybody else is having trouble."

Crew (does so): "No."

"It's getting windier all the time. Take another look. Is no one

in distress?"

"No."

"I'm afraid we'll have to drop out of the race. Are you sure no one's in trouble?"

"Hell no! They all quit long ago."

2004 SPRING CHAMPIONSHIP OF THE WESTERN HEMISPHERE

Monday, April 12th through Sunday, April 18th 2004

Host Club:	Southern Yacht Club 105 North Roadway Drive New Orleans LA, 70124 http://www.southernyachtclub.org (504) 288 4221
Regatta Chairman:	Guy Brierre: (504) 533-5384
Entry deadline:	<u>gbrierre@cox.net</u> 25 March 2004
	Schedule
Sunday, April 11	Easter Sunday
Monday, April 12	Early Registration and Measurement
• •	for Jahnke Participants
Tuesday, April 13	Morning, continued Registration and
	measurement
	Afternoon - Jahnke Series Races 1-3
Wed., April 14	Jahnke Series Races 4 & 5
-	Registration & Measurement for non-
	Jahnke Participants
Thursday, April 15	Spring Series Race 1
Friday, April 16	Spring Series Races 2 & 3
Saturday, April 17	Spring Series Race 4 & 5
Sunday, April 18	Spring Series Race 6 followed by
	Awards Banquet

FOR SALE / WANTED

3895 Old Greenwich, a 1957 wooden boat built by Skip Etchells. Located in Pittsburgh. Not sailed since it was sailed at Gibson Island 30 years ago. Wooden spars. Repainted and resurfaced periodically. It is on a good trailer. Looking for a good home. Peg Pobiak 412-243-3333. E-mail: pegpobiak@aol.com

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

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. \$500. Boat located in Milford, CT. Contact James Schumacher, 203 459 9879 / j.schu@att.net (10-02)

6357 Miller-Buchan, 1978. Black D Section mast & boom. Galvanized stern-forward trailer. White hull, blue deck with blue water line. Boat is in good shape and is ready to trail and sail. \$950. Bob Westcott (585) 482-4698 / <u>rwestcot@rochester.rr.com</u> (11/03)

Spar Tech Mast, F Section: new F section mast, unused and uncut and always stored in mast bag. Contact Rusty Bodden: <u>wlbodden@optonline.net</u> / phone: 203 877 1715 (home) / 203 376 9578 (cell) (11/03)

REGATTA SCHEDULES

1 st 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 Oct. 9-10	North American Championship (BH) Bedford Pitcher (CLIS)
2 nd District April 10	 (2004 preliminary schedule) Star Tune-up (SSA) y 2 Annapolis Spring / NOOD (AN) Spring Regatta (MRYC) Lippincott Memorial (AN) SSA Keelboat Miller Series (GIYS) Bigelow Cup (MRYC) Green Star (MRYC) 15 Lipton Cup (TAYC) Blue Star
Mar. 26-28 Mar. 28-29 April 3-4 May 6-Aug May 29-30 June 5-6 June 12-13 July 3-4 July 24-25 July 30-Au Sept 4-5 Sept 11-12 Sept 18-19	Delta Star, Stockton Sailing Club Spring Keelboat Regatta (CYC) (19) Starlight Series (Thurs. @ 6pm) (CYC) Rollins Bowl (SDB) Cal Race Week (CYC) King of Spain (CYC) San Diego Bay Fleets (SDB) Baxter Bowl (NH) (1) Districts / Lipton Cup (SBYC) Labor Day Pitcher (SDB) Harris Series (CYC) Green Star (NH)
Oct 2-3 Oct 16- 17 Oct 23- 24 12 th District (2004	Fall One Design (CYC) Suggested donation for an annual hard copy subscrifter of the second state of the

preliminary schedule)

June 5-6 Tomahawk Regatta (LH)

July 9 – 11 Districts at Royal Hamilton (LOC)

July 17 – 18 NY States (SL) July 31-Aug 1 Lake Sunapee Open (Tri District Qualifier) Sept. 11 – 12 Lake George Open (LG)

- Sept. 18 19 Flasir (tentative) (LOC)
- Sept. 25 26 Chilli (SL)

20th District

- Mar. 6-12 Bacardi Cup
- Mar. 18-28
- Olympic Trials EMIL'S CORNER



Cartoon by Emil Karlovsky

SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles 133 Castle Lane Milford, CT 06460-7515 203 882 9428 / <u>d.bolles@worldnet.att.net</u>

A reminder about reporting regatta results: please try to give the information in the following format:

Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

Please contact the editor about any corrections to race results, especially concerning names and fleet designations. While this cannot undo what has already been printed, it would be helpful in avoiding errors in the future.