

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 black-flagged 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 Biscayne Star Trophy (continued) | | | | | | | |
|---------------------------------------|-------|-------------------|--------------------|-------|-----|-----|-------|
| 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 | N | 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.

Miami Olympic Classes Regatta

| Pl. | Sail | Skipper | Crew | Fleet | R1 | 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 | 31 | 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 | 15 | 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 | TB | 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 | 40 | 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 | 26 | 23 | 20 | 37 | 35 | 141 |
| 39 | 8176 | Steven Kelly | Pritchard | N | 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 | 31 | 33 | 36 | 17 | 154 |
| 43 | 8061 | Andy Lovell | Magnus Liljedahl | NOG | 28 | dnf | 20 | 38 | 45 | 26 | 157 |
| 44 | 7952 | Ben Cesare | Serge Leonidov | Mid | 50 | 46 | 42 | 5 | 26 | zfp | 169 |
| 45 | 7567 | Serinis | Price | | 53 | 32 | dsq | 39 | 34 | 28 | 186 |
| 46 | 7753 | Marc Blees | Joost Houweling | LO | 46 | 43 | 44 | 48 | 41 | 13 | 187 |
| 47 | 8056 | Leo Pelekanakis | Geo Kontogouris | GRE | 43 | 34 | 47 | 40 | 29 | 41 | 187 |
| 48 | 8017 | Todd Gay | Jon Klerk | LS | 45 | 38 | 46 | 29 | 47 | 48 | 205 |
| 49 | 8181 | Larry Whipple | Darin Jensen | PS | 42 | 27 | 49 | 51 | 56 | 40 | 209 |
| 50 | 7592 | Karl Anderson | Ezra Culver | BH | 35 | 40 | 55 | 46 | 53 | 43 | 217 |

now been established.

#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

other Star Class Rule unrelated to Racing or Equipment.

#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 re-start 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).

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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.

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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."

