



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

STARLIGHTS BANNER

Above is a take-off of the original Starlights banner which was used from January, 1925, through July, 1946. In as much as the banner takes up mucho bytes, you won't see it again in the e-mail edition of Stardust. As long as the primary method of distribution of Stardust is via e-mail we can not afford the extravagance of having a graphics-heavy copy. Take for example the October hardcopy edition of Stardust. Three photographs were included in the hardcopy. The inclusion of these photographs increased the newsletter file from 140 KB to 6 MB. Bottom line: limited graphics and no photographs in the e-mail edition of Stardust!!! In next month's issue we will go back to having a graphic's corner on the back page.

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NOVEMBER REGATTA SCHEDULE

20<sup>th</sup> District

Nov. 18-19 Schoonmaker Cup

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49<sup>TH</sup> OXFORD FALL WINDUP

by Rick Burgess

The 49th Oxford Fall Windup was held at the Tred Avon Yacht Club September 30 / October 1. We had 29 entries from 2 countries, 16 fleets, and 3 districts. It was nice to see Bill Allen, Star Class Vice President, and Joe Zambella, Star Class North American Continental Vice President, were in attendance.

The weekend brought two wonderful days of sun and light breezes. With that combination the sailing on the Chesapeake Bay can and was quite demanding. Richard Lippincott did a great job of running the races and was presented at the awards ceremony a really nice brass ships clock and barometer, for all his work in keeping the Fall Windup going.

The Tred Avon Yacht Club hosted a wonderful dinner on Saturday night. As has been the custom at Oxford on Sunday afternoon they put out a table filled with chicken wings, cheeses, crab imperial, and all of the oysters on the half shell one could consume. It really doesn't get any better than this.

There seems to be a little confusion as to how many years this regatta has been sailed but after checking in the Log today I find that in 1951 Robert Lippincott, Richard's Dad won it. The Fall Windup has been sailed every year since.

Oxford Fall Windup Results

Boat#	Skipper	Crew	Fleet	R1	R2	R3	Points
7864	Kevin McNeil	S. Zwingelburg	AN	1	5	4	10
7488	T. Hutchinson	Andrew Scott	AN	6	2	2	10
7400	Doug Schofield	Bob Schofield	AN	9	3	1	13
7763	Kevin Hall	Paula Cox	AN	7	1	5	13
7734	Henry Rowan	Rick Burgess	LG	3	4	17	24
7741	J. Vanderhoff	Rowan Perkins	NCB	8	9	7	24
7950	Joe Zambella	Peter Costa	BH	5	8	14	27
7520	Jay Graham	John Baker	GSB	2	13	16	31
8013	Rick Dhein	Bruce Hatfield	LG	17	15	3	35
7765	Ken Allen	John Allen	BH	20	10	6	36
5775	Barbara Vosburg	Trapper Lippincott	AN	18	7	11	36
7184	Henry Colie		LH	10	6	20	36
7313	Tom Price	Wil Wagner	AN	11	20	9	40
7993	Joe Bainton	Chris Rogers	NB	4	12	dsq	46
6100	John Jenkins	Warren Mazernac	MES	14	11	25	50
7785	Davis Buckley	Greg Gahlinger	AN	24	14	12	50
7626	Jim Freeman		SL	16	22	13	51
6614	Ken Guinness	Sean Guinness	MES	21	23	10	54
7566	Elliott Oldak	Greg Goyette	AN	15	16	24	55
7934	K. Von Schwarz	Rob Shapiro	AN	23	17	15	55
7998	David Cutler		GrL	13	26	21	60
6881	Donald Elliott	Flower/Balderson	MES	25	28	8	61
7688	Larry Parrotta	Tim MacAteer	NCB	12	27	22	61
7786	Bert Collins	Guy Avellon	AN	22	24	18	63
7876	Rod Monster		LOC	19	18	dnf	67
7090	Roger Pickall	Bob Braford	MES	27	21	19	67
7072	Jon Rogers	Arie Schreide	AN	26	19	dnf	75
7318	Harold Schuster	Mark Wells	MES	28	25	23	76
7202	Chuck Wiley	Tom Alt	MES	29	29	26	84

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17<sup>TH</sup> ANNUAL MICHELOB CUP

by Elliott Oldak

The Annual Michelob Cup, which has become a post-season favorite, saw seven Stars participate from three fleets. Cool north winds 15 to 23 knots prevailed throughout the weekend with sunny skies. Several boats, however, experienced breakdowns in the first of three races, which reduced the fleet on Sunday.

Held at the West River Sailing Club in Galesville, Md, (15 miles south of Annapolis) on October 7-8, the Michelob Cup

was won by Bert Collins and Guy Avelon. Bert and Guy sailed a very strong race. Elliott Oldak and Greg Goyette were second over all and Steve Braverman / Ron Rezac were third. Saturday night a chicken barbecue and Michelob beer was enjoyed by all.

Michelob Cup Results

Boat#	Skipper	Crew	Fleet	R1	R2	R3	Points
7786	Bert Collins	Guy Avelon	AN	4	1	1	6
7566	Elliott Oldak	Greg Goyette	AN	1	3	2	6
7628	Steve Braverman	Ron Rezac	BH	3	2	3	8
7497	Doug Schofield	Todd Johnson	AN	2	dnc	dnc	18
7475	George Kalfka	Chris Arleo	HB	5	dnc	dnc	21
7804	Gary MacDonald	Jon Marks	BH	dnf	dnc	dnc	24
7460	Steve Kling	Mark Bryfogle	WS	dnf	dnc	dnc	24

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A VIEW OF THE OLYMPIC SAILING VENUE

By John A. MacCausland (a.k.a. Little Mac)

My trip to the 2000 Olympic Games at Sydney started out with a 24 hour plane flight from Newark through Los Angeles. We arrived in Sydney at 6:00 a.m. and were taken to the Olympic Village by bus. There we received our credentials which was our pass to everything from meal tickets in the dining room to a pass for the ferry to the sailing area. We made a quick trip to our room to deposit our baggage and then it was off to the sailing venue at Rushcutters Bay. There we got our Star boat ready along with the 18' hard bottom inflatable powerboat, in which I would spend my time in each day out on the water. My job was to help Peter Bromby and Lee White, Star sailors from Bermuda, win a medal.

In the spring of this year I finished 5<sup>th</sup> in the U.S. Olympic Trials, which was not good enough to represent the U.S. in the Olympics. Shortly after this I was contacted by Peter Bromby to see if I would be interested in helping him in Sydney during the games. I thought long and hard about helping another country in the Olympics, but I could not pass up an opportunity like this. It was a great way to get my hand into coaching.

We were in Sydney for a little over 3 weeks. The first two weeks we tested sails, worked on boat handling and got in tune with the waters of Sydney Harbor and the ocean. Training went well. There were good signs in a lot of the practice racing that we had a good chance of doing well in the regatta. We also had the help of a local expert who came out on the boat with me each day. His name was Steve Jarvin, a.k.a. Mothballs. He was an enormous help. He grew up sailing on Sydney Harbor and really understood the wind and the currents. He also knew everybody in Sydney which was a great help throughout our stay.

The final week was when the racing was held. The regatta consisted of 11 races with 2 throw outs. Most of the racing for the Star Class was held outside of Sydney Harbor in the ocean. The regatta was very interesting to watch unfold. There were 16 of the best Star sailors in the world racing on short courses with shifty winds and lots of current. Throughout the regatta the Bermuda team stayed in contention each day. In the end they finished 4<sup>th</sup> overall, and I think they should be very proud of doing so well. As for coaching, it was a great experience for me and something I would like to do more of in the future.

2000 OLYMPICS, Sydney, Australia  
September 20-29, 2000

Pl.	Nation	Skipper	Crew	Placed in each race												Points
1	USA	Mark Reynolds	Magnus Liljedahl	(14)	3	(10)	5	6	10	1	2	4	1	2	34	
2	GBR	Ian Walker	Mark Covell	1	(9)	(11)	7	2	3	2	1	7	9	3	35	
3	BRA	Torben Grael	Marcelo Ferreira	3	(13)	1	2	1	6	7	4	12	3	ocs	39	
4	BER	Peter Bromby	Lee White	4	(10)	3	8	4	1	(12)	7	6.3	8	4	45.3	
5	CAN	Ross MacDonald	Kai Bjorn	7	5	13	4	(14)	5	3	ocs	5	5	1	48	
6	NED	Mark Neeleman	Jos Schrier	5	7	7	(11)	8	4	(15)	6	1	4	8	50	
7	AUS	Colin Beashel	David Giles	8	8	6	1	3	2	8	9	dsq	(12)	6	51	
8	ESP	J.M. van der Ploeg	Rafael Trujillo	2	4	dsq	3	11	7	4	10	3	11	ocs	55	
9	NZL	Gavin Brady	Jamie Gale	(16)	1	5	9	5	15	6	5	2	(16)	9	57	
10	ITA	Pietro D'Ali	Ferdinando Colaninno	9	2	8	6	(13)	12	10	ocs	dnc	2	ocs	79	
11	GRE	Dimitrios Boukis	Leonidas Pelekanakis	6	11	(15)	14	12	13	5	11	9	6	7	80	
12	GER	Marc Pickel	Thomas Auracher	11	6	2	(13)	10	8	11	13	8	(15)	dsq	82	
13	SWE	Mats Johansson	Leif Moeller	12	(16)	9	12	9	11	9	8	10	7	10	85	
14	IRL	Mark Mansfield	David O'Brien	(15)	12	12	10	7	9	13	3	11	13	ocs	90	
15	SUI	Flavio Marazzi	Renato Marazzi	13	14	4	dsq	dsq	dnf	16	12	6	10	5	97	
16	ARG	Eduardo Farre	Mariano Daniel Lucca	10	15	14	15	dnc	14	14	14	13	14	11	119	

Winning Yacht: 7829. Built by Danilo Folli, Mandello Lario, Italy, 1995.  
Second place yacht: Built by Danilo Folli, Mandello Lario, Italy, 2000.  
Third place yacht: 8034. Built by Cantiere Nautico Lillia, Como, Italy, 2000.

For Magnus' report on the Olympics go to: <http://www.quantumsails.com/star/index.htm> Click on Reports.



Members at Large shall be nominated and elected by the members in their respective hemispheres in accordance with Section 13 of these Rules and for that purpose they shall be deemed to be International Officers.

**REASON:** 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.

The second part of the proposal is to eliminate the regional quota formula and the prior office apprenticeship requirement of existing Rule 14.1. Under the proposed new Rule 14.1 each region will be represented on the IGC by its Continental First Vice-President and the "at-large" members will be elected by their respective hemispheres. The regional diversity of the IGC membership will be retained and the potentially cumbersome and difficult implementation of the election process that would result under the existing regional quota formula will be eliminated. The suggestion that the prior office requirement is unnecessary is prompted by the thought that an "at-large" candidate elected to IGC membership under the proposed new Rule 14.1 will have a vote of confidence in his/her ability to perform the requisite duties of the office by the majority of those voting in his/her hemisphere.

**#2 - 2000** - submitted by the Cooper River Fleet

*To amend Rule 18.1 as follows:*

Add after the first paragraph as follows:

When the proposed resolution is sent to the Star Class Central Office, a copy of the letter of advance notice to fleet members must accompany the resolution. Also a statement as to how many voting members attended the meeting signed by fleet captain and secretary.

**REASON:** Amendments to Star Class bylaws must be proposed by a fleet, not individual members. In the past we have had the problem of resolutions being sent in without fleet meetings. This addition to 18.1 will give better control of proposed resolutions and make sure fleet members vote on the proposed resolution being presented.

**#3 - 2000** - submitted by the Lake Springfield Fleet

*To replace Rule 23.7.1 with the following:*

A *Novice Skipper* is one who has never as a skipper won any series honor that is higher than a B-2 event honor, or as a skipper won a B-2 event.

**REASON:** Presently, anyone with any daily honor from an event higher than that of a B-2 event is ineligible for B-2 participation. This would grant those who have won daily honors from an event higher than that of a B-2 event eligibility to skipper in a B-2 event. This language would help increase B-2 event eligibility, and hopefully increase participation for B-2 events.

**#4 - 2000** - submitted by the Lake Springfield Fleet

*To replace Rule 23.7.2 with the following:*

A *Novice Crew* is one who has never as a skipper or crew won an AA or A event.

**REASON:** In order to make obtaining a crew for B-2 events simpler and easier. This would allow previous B and B-2 event winners to crew in a B-2 event for eligible skippers without having to wait 10 and 5 years respectively to retain their eligibility, while maintaining the integrity of a Novice event. This could also help B-2 event participation by allowing previous B and B-2 event winning skippers to crew in their own boat, and have those that are eligible skipper.

**#8 - 2000** - submitted by the Cooper River Fleet

*To replace Rule 29.3.1 with the following:*

In an AA event, the sponsoring fleet may enter 3 additional boats along with those fleet members qualifying through normal channels. These boats must have sailed in the District Championship and will be selected by their order of finish in the District Championship.

**REASON:** The present Rule 29.3.1 is not clear as to when members are notified as to acceptance of the entry. This guarantee of additional entry for sponsoring fleet members will help develop the sponsoring fleet membership interest in World Championship.

**#11 - 2000** - submitted by the Gluecksburg Fleet

*To amend Rule 31.1.3 as follows:*

For AA, A, and B events, Fleet Qualifications, the Olympic Regatta and all respective Olympic Trial Regattas, the total crew weight is limited according to the following formula:

$S = \text{skipper's weight}$   $C = \text{crew weight}$

In kilograms:  $C = ((106.82 - S)/1.5) + 106.82$

In pounds:  $C = ((235 - S)/1.5) + 235$





SEND US YOUR MATERIAL

To submit material to this newsletter please contact:

David Bolles  
133 Castle Lane  
Milford, CT 06460-7515  
203 882 9428 / [d.bolles@worldnet.att.net](mailto:d.bolles@worldnet.att.net)

Advertisements for boats and boat-related accessories are accepted and will be included in the newsletter as space allows. Please follow the standard format as given in the Starlights when writing up the ad.

A reminder about reporting regatta results: please try to give the information in the following format:  
Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

For back issues of Stardust please call or e-mail David Bolles as shown above. Hardcopy available, but please send stamped self-addressed envelope plus three 33¢ stamps.

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MERCHANDISE  
AVAILABLE FROM CENTRAL OFFICE

The following items are available from the Central Office. For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office: [iscyra@interaccess.com](mailto:iscyra@interaccess.com)

ISCYRA  
1545 Waukegan Rd.  
Glenview, IL 60025-2185  
Fax: 847 729 0718 / Office: 847 729 0630

- Book - History of the Star Class
- Book - Driven by the Stars
- Plans - Complete set w/spec. book
  - Drawing 1 - Lines & Limitations
  - Drawing 2 - Construction
  - Drawing 3 - Keel
  - Drawing 4 - Sail
  - Specification Book
- Flag - Large (48" x 72") or (123 cm x 184 cm)
- Flag - Medium (24" x 36") or (62 cm x 92cm)
- Flag - Small (12" x 18") or (31 cm x 46 cm)
- Blazer Patch - Current Logo: PIN ON or SEW ON
- Blazer Patch - Historical Logo: PIN ON or SEW ON
- Jacket Patch - Current Logo
- Lapel Pin - Current Logo
- Tie: Specify Color