

STARLIGHTS

BOATS: 5765

JANUARY, 1973

FLEETS: 197

PRESIDENT'S ANNUAL REPORT

Many members have asked me about the IYRU decision not to continue the Star as an Olympic Class in 1976. How did it come about? What will it mean for the future?

The Permanent Committee of the IYRU had some time ago adopted a policy of changing not less than one, nor more than two, of the Olympic classes every four years. While they also said that this did not necessarily mean the oldest class, it was obvious that first choice for deletion would be the class which had participated continuously since 1932. Your Governing Committee sought to counteract this by pointing out the simple fact that the Star yacht was not a 1932 yacht; we could not however overcome the equally simple fact that as a class we had been in the Olympics for forty years.

At its meeting in November, the Permanent Committee of the IYRU gave full recognition to statements by some of the delegates that: (a) the Star Class has the finest one-design class organization in the world, (b) the Star is raced in most of the important yachting centers around the world, (c) the Star is a modern, sensitive, and demanding yacht which has been developed and improved under close supervision (and many of its innovations have been adopted by other classes), and (d) the Class includes in its membership top skippers, wherever the Star is raced. But, these qualities which should have meant that the Star would continue as an Olympic class were turned around to support the conclusion that the Star Class would not be hurt by not being continued in 1976. I do not understand the logic of such reasoning; I agree with the conclusion that we will survive.

There was much feeling among the IYRU delegates, I am told, that there were too many keel boats in the Olympics. The choice for 1976 includes one keel boat, one catamaran, one ballasted centerboarder, two 2-man centerboarders, and one single-handed dinghy. With the background of reducing the number of keel boats and the policy of replacing at least one and not more than two classes, it was inevitable that the Tornado and 470 would replace the Star and Dragon.

Nevertheless, I look forward to a stronger class than ever. We do possess all the qualities mentioned above. The new In-

ternational Governing Committee, which has operated as an *ad hoc* committee since the fall of 1971, has set several policy goals for the immediate future. We are working on better flotation and better measurement controls. Under the latest resolutions the sanctioned events will be sailed in the future at locations chosen for what they can offer in the way of racing conditions, accommodations, and attractiveness to families, instead of at the winner's home port. Starlights is to be sent by more rapid transportation. We look to all of you to recruit young sailors to keep our class going; your Fleet Secretary will soon be showing you our latest brochure to help that effort.

The Star World's Championship has always been a premier event in the yachting world. Without deprecating the winning skippers of 36 Olympic medals in the Star since 1932, I dare say that winning a Gold Star is a more demanding and exacting achievement than winning a Gold Medal since the number of competitors is greater and no nation is limited to one entry. In 1976 no one can win a medal in a Star. But we are going to insure that our World's identifies for the yachting fraternity a skipper and crew each year as the finest sailors anywhere.

From what I have heard in the States, and abroad, our top skippers will stay with us because they like the sailing qualities of the Star and the competition it offers. No doubt some of them will take a sabbatical every fourth year to compete in an Olympic class. I am sure that their training in the Star will not hurt such an effort.

I want to conclude this report with an expression of thanks to Stan Ogilvy, retiring as Executive Vice President (but continuing as Editor), to Malin Burnham, retiring as Chairman of the I.G.C., and to Don Trask, retiring as chairman of the Technical Committee. We are indebted to them all for their contributions to development of the Class and of the Star itself. I am confident that the sailors who take their places will continue to guide all of us in our pursuit of excellence as members of the greatest sailing organization on all the continents.

FRANK GORDON
President

HOLLANDIA TROPHY TO MAURER'S SIMBA

By Thorisman Wolff

Medemblik, on the IJsselmeer in the Netherlands, provided steady winds strong enough to challenge the most able sailors for the 1972 sailing of the Hollandia Trophy. Twenty seven competitors from Germany, Switzerland and Holland planed and surfed around six courses in three days in winds up to Beaufort 5 or 6. Heinz Maurer, of Thuner-Bielersee, with Peter Gmuender crewing, staged an outstanding performance; with four firsts and a seventh they did not have to sail the last race.

The organization and handling by the K.Z.R.V. Hollandia Regatta Committee were excellent. Bob Maas, long a Star sailor and former Olympic medalist, contributed a special trophy which went to the Bakker brothers of Warmond, the highest placing Dutch entry.

A special invitation is extended to Scandinavian and French members to participate in 1973.

1	5687	Simba	Maurer	Gmunder	1	1	1	7	1	-	134
2	5425	Kiel	Engler	Beck	2	2	2	6	3	-	130
3	5077	Leckmi	Voight	Duggen	3	4	5	11	4	-	118
4	5553	Sayonara	Zoller	Zoller	5	10	9	9	6	1	115
5	5676	Lausbub V	Schwieger	Schwieger	11	6	8	1	5	-	114
6	4957	Lady II	Luxa	Fahnensteg	6	8	7	2	8	-	114
7	5145	Easy Term	Wolff	Heilig	dnf	5	12	3	13	2	110
8	5570	Geisha IV	Creutz	Hauswicka	8	3	16	10	16	4	104
9	5646	Shiny Two	Jardine	Joras	7	13	10	5	2	3	96
10	5373	Tante	Hengstenberg	Tott	15	14	3	4	15	-	94
11	5684	Nate	Nixdorf	Pieper	13	9	15	8	10	-	90
12	5532	Dixie	Miethe	Paff	10	7	13	17	14	-	84
13	5459	Hering	Geilen	Zerna	9	12	14	15	17	-	78
14	4958	Prinzesschen	Hillmer	Rottger	14	16	21	13	19	5	78
15	5185	Tobi	Jurgensen	Lambeck	16	15	17	14	12	-	71
16	5636	Fiamma	Winkler	Sciavo	19	11	6	dnf	11	dnf	69
17	5733	Murgel	Kirchhoff	Bunte	12	dnf	18	12	7	-	67
18	5624	The Surfer	Thomsen	Lieberberg	4	-	4	dnf	-	-	50
19	4297	Chu-Chu	Klappenbach	Jurgens	20	17	20	17	-	-	41
20	5270	Bora	Lambeck	Reuter	dnf	-	19	15	18	-	34
21	5063	Oma	Bakker	Bakker	18	-	dnf	-	9	dnf	31
22	4856	Stoertebecker	Westheider	Schulz	21	18	-	-	-	-	19
23	5358	Yankee	Beuel	Jahn	dnf	dnf	11	dnf	dnf	-	18
24	5449	Flipper II	Meissner	Auhagen	dnf	-	22	19	-	-	17
25	5163	Schlumpf	Roggendorf	Roggendorf	22	-	23	dnf	-	-	13
26	5705	Sunset	Roleff	Roleff	-	-	dnf	dnf	-	-	0

STARLIGHTS

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ALL RESOLUTIONS PASSED

By your vote last month you approved the four Resolutions submitted on the 1972 mail ballot. Exact tabulations will be published next month.

No. 1. Amendment of the Constitution to provide for an International Governing Committee and an Administrative Committee. This re-arranges the organization and duties of the Class officers, but has no immediate impact on the ordinary member. Details were printed on the ballot and of course will be incorporated in the 1973 LOG.

No. 2. Sail Windows. The maximum size of a window allowed in any one sail is now eight square feet instead of five.

No. 3. Amendment concerning sailing one's own boat. A skipper may henceforth sail a boat not his own in a sanctioned event, provided it is borrowed from a member of his own fleet, with only one exception: In a B-2 event (Green Star Championship), each skipper must sail his own boat. The reason for retaining this exception is obvious. Without it, a novice skipper could borrow a highly successful and expertly tuned boat for the Green Star Series, which is not in the spirit of the event. The Green Star Championship has always been intended to provide fair competition among novice skippers using their own equipment.

No. 4. Change in method of locating the World's Championship. Beginning with the 1974 series, the location of the World's Championship will be selected by International Governing Committee, without regard to the previous series winner.

1972 CHAMPIONSHIP OF GERMANY TO ECKART WAGNER

Ammersee

1	5631	<i>Subbnboana</i>	E. Wagner	ZuW	3.2
2	5674	<i>Is Was</i>	Vogt	Chi	18.9
3	5620	<i>Petnic</i>	Schwarz	And	20.1
4	5664	<i>Montezuma</i>	Semmerow	BF	24
5	5611	<i>Lucky Liz</i>	Riess	FBM	25
6	5425	<i>Kiel</i>	Engler	Ess	26.9
7	5676	<i>Lausbub</i>	Dr. Schwieger	HF	37.9
8	4766	<i>Mizar</i>	Lambeck	Ess	43
9	5464	<i>Bavaria</i>	Scheuregger	Am	45
10	5431	<i>Jaguar</i>	Kappes	Ub	46
11	5151	<i>Zwidawurz</i>	Sporer	And	53
12	5457	<i>Goggori</i>	Schmid	Chi	55
13	5692	<i>Gambler</i>	Stanner	ZuW	60
14	5714	<i>Puzzle</i>	Meissner	And	62
15	4341	<i>Padua</i>	Bauer	Am	63
16	4898	<i>Zwicker</i>	Buedel	FBM	68
17	5373	<i>Tante</i>	Hengstenberg	Ess	69
18	5485	<i>Muchacha</i>	Schafnitzel	Neu	74
19	5532	<i>Dixie</i>	Miethe	Ru	77
20	5570	<i>Geisha</i>	Creutz	Aac	77
21	5363	<i>Eamschaugo</i>	Meyer	Sta	77
22	5568	<i>Sunrise</i>	Schmitz	KF	80
23	5241	<i>Evchen</i>	Beck	ZuW	86
24	4911	<i>Bla Bla</i>	Girr	And	91
25	3917	<i>Angela</i>	Friedrich	And	91
26	4297	<i>Chu Chu</i>	Klappenbach	Ru	95
27	5336	<i>Karin</i>	Wich	And	101
28	5459	<i>Hering</i>	Geilen	Ru	102
29	5195	<i>Contra</i>	Ziegemeier	Am	105
30	4958	<i>Prinzesschen</i>	Hillmer	Wup	116
31	5077	<i>Leckmi</i>	Voight	KF	118
32	4910	<i>Seeteufel</i>	Strobel	Am	122

STARDUST

We take this opportunity to thank all the faithful and devoted Fleet Secretaries who have submitted complete sets of race results in time to make the 1973 LOG. Every year there are a few who send in material too late or not at all; but this year that number has been small. The LOG will reflect your competence, and your members will be duly appreciative.

★

We welcome William W. Parks, not only as incoming Executive Vice President but coincidentally at this time also as our newest Life Member of the Class.

★

Plans for 1973 spring racing are already being made. Capt. Uwe von Below of the Hamburg Fleet announces that the Erich F. Laeisz Wanderpreis will be held on the Alster Lake in Hamburg on April 30 and May 1.

★

The 1972 sailing for the Kronprinz Rupprecht von Bayern Commemorative Trophy took place on the Starnbergersee in Bavaria in August (much earlier than the usual fall dates for that event) and drew 35 entries from 10 fleets. Five races were sailed in steady northeasters under a bright sun. It was an exciting series that could have gone to any of the first four boats up until the last race. The final order of the winners was Schwartz and Stinglwagner, *Fair Lady* (Andechser); Eitle and Landshammer, *Kimmschono* (Starnberg); and Stanner and Morrell, *Gambler* (Zugsplitz). Full summaries will appear in the new LOG.

★

Here is one that happened to us last summer.

We rounded the windward mark second, with the next leg a long dead run. It was a sloppy bouncy day with a lot of power-boat waves and very little wind, the kind of conditions in which it pays to tack down wind. We elected the port jibe because the lead boat took the other jibe to cover most of the fleet. We sailed so far apart on opposite jibes that it was impossible to tell who was going to be ahead when we came back together again.

Eventually we spotted the mark under the main boom and jibed back to head for it. It now developed that the direct course for the mark was still too slow, and we had to reach high to keep up speed. As we converged with the former lead boat it was evident that we were going to cross him. We expected to do one more "separate, jibe, and come back together again," in which case we would converge at the mark outside and on the wrong jibe; but that was a chance we had to take, hoping that we would still be ahead.

It turned out differently. You never know from where you sit what it looks like from the other boat. As soon as our competitor reached our wake, *he jibed*. It is easy now to see why, but I never predicted it at the time. On the other boat they thought that we had jibed (long since) to head directly for the mark, and it never occurred to them that we had had to do otherwise; so they jibed in our wake to follow us on what had looked to them to be a fast course to the mark. Now we had only to bear off and run dead before it on our starboard jibe, with the other boat just far enough astern not to bother us.

The moral is that we should have guessed in advance that this would happen, and then made sure that it did happen. It is difficult to see from one side and astern whether another boat is exactly on course. By bearing off slowly toward the mark as the competitor came into our wake, we could have reinforced his belief that we had been heading for the mark all along, thus virtually guaranteeing that he would jibe astern of us.

★

Nearly 40 years ago, long before he was the editor, your editor wrote the passage below for *Starlights*. He still stands behind that original opinion of Nassau as a place to sail. Why not try it out yourself? The 1973 series may be just as unforgettable as the one in 1936. See page 4 for particulars.

"Imagine if you can a large stretch of protected water, so clear that at no point in the course is the bottom out of sight although it may be 40 or 50 feet deep; bright blue-green water which harbors no marine growth . . . ; blue sky overhead, the sun always shining, and warmth, plenty of much needed warmth after a winter in the grey North. Add to this the delightful hospitality and kindness of all those who took care of us and entertained us during our entire stay at Nassau, and you have some idea of why all those lucky enough to go will be a long time forgetting the 1936 Nassau races."

1972 SEVENTEENTH DISTRICT CHAMPIONSHIP

By Rudolf Lange

The Seventeenth District, the world's largest, contains Switzerland, Southern Germany, Yugoslavia, Hungary and Austria. Of these nations, all but Yugoslavia was represented in the 1972 District Championship, sailed on the Attersee in Austria.

The 1970 champion, A. Gosztonyi of Hungary, won his second Blue Star by a wide margin, sailing a very steady series with no place worse than sixth. The winds were unfortunately light for most of the series, the "Rose Wind" blowing only force 2 to 3 at the most. Naturally, the day after the series ended produced an ideal wind, as so often happens.

The annual District Meeting was held during the week. On another occasion all participants were invited to a luncheon at the beautiful new Traunsee Sailing Club. Prize presentation took place at the Hotel Haupl, Seewalchen.

1	5245	Blott X	A. Gosztonyi	G. Holovits	Budapest	4	1	6	2	3	174
2	5712	Stasi	W. Passegger	S. Mache	Carinthian	8	7	9	4	5	157
3	5363	Eahmschaugo	M. Meyer	M. Meyer	Starnbergsee	14	4	8	3	6	155
4	5362	Yoorrah	W. v. Stilfried	F. Stoeckert	Starnbergsee	1	6	3	14	13	153
5	4836	DerOtto	H. Mitterhauser	Grabner	Attersee	2	13	1	1	26	147
6	5431	Jaguar	K. Kappes	E. Kappes	Uberlingersee	7	11	7	12	9	144
7	5591	Colomba	A. Osterwalder	Brack	Rapperswil	15	10	10	5	10	140
8	5621	Halla	P. Ermann	W. Martinz	Carinthian	6	25	2	6	19	132
9	5745	Delphin III	R. Lange	K. Heitzinger	Attersee	21	3	12	8	17	129
10	5696	Suleika	H. Gubler	S. Meier	Zuerich	3	9	26	16	12	124
11	4329	Foehn II	H. Mueller	B. Krischke	Chiemsee	22	22	13	10	1	122
12	4898	Zwicker	L. Buedel	H. Hibler	Chiemsee	31	8	5	13	15	118
13	5569	Flash	F. Gagern	Folzwickler	Mozart	19	15	4	30	7	115
14	5583	Spartacus	K. Faeller	T. Holovits	Budapest	20	24	17	7	11	111
15	5045	Luadabua	H. Risch	Rinnerthaler	Mozart	12	16	19	18	16	109
16	5295	Windspiel II	Fr. Hinterberger	Planb.	Mozart	10	2	29	11	-	100
17	5693	Ariel	M. Schatzmann	Christen	Thuner Bielersee	26	21	23	26	12	92
18	5386	Lorbass VI	A. Gudrat	M. Joppich	Tegernsee	9	30	14	-	8	91
19	5623	Schuastabuam	M. Kastinger	E. Felsecker	Attersee	-	5	15	15	27	790
20	4716	Blasi	H. Prechter	S. Schmid	Ammersee	17	-	11	23	14	87
21	5473	Zwentebold	H. Schott	E. Hoenigl	Bayrisches Meer	27	17	30	9	20	87
22	4953	Vorut II	H. Fischmeister	J. Boehm	Attersee	16	33	21	17	18	85
23	4775	Olimpia III	G. Gereben	A. Boronkay	Budapest	13	31	33	28	4	81
24	5137	Carabella	H. Mettig	K. Ferstl	Mozart	5	23	27	22	-	75
25	5037	Solveig	E. Gwalter	J. Gwalter	Rapperswil	24	27	16	29	24	70
26	4907	Jet-Star	H. Hofstadler	Reisinger	Attersee	33	26	20	20	22	69
27	5461	Fancy	H. Barth	B. Wetter	Uberlingersee	30	14	31	27	23	65
28	5530	Aiolus	H. Jeschki	H. Lehrer	Attersee	32	20	24	24	28	62
29	5452	Sadika VI	W. Rikenmann	Fr. Waldemeier	Rapperswil	29	19	35	25	21	61
30	5351	Klippenjoe	W. Schmittner		Chiemsee	36	18	22	21	-	55
31	5446	Meppi	Fr. Doll	Pfeffer	Mozart	23	32	25	19	-	53
32	5611	Lucky Liz	Fr. Riess		Bayrisches Meer	11	12	-	-	-	53
33	5313	Octopus	K. Gaggel	O. Kandolf	Carinthian	28	28	18	32	-	46
34	5456	Gretel	G. Bachitsch	A. Eder	Carinthian	25	35	32	33	29	36
35	5579	Lei-Lei	H. Wirth	Th. Billicsich	Carinthian	35	29	34	34	25	35
36	4954	Mephisto	L. Heiss	Reichhoff	Attersee	34	34	28	31	-	25
37	5556	Telemach	H. Obermueller	Besler	Attersee	18	-	-	-	-	20

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5599. Peterson glass hull only, some fittings. Good record. Ron Owen, 56 Grande Vista, Novato, Calif. 415-897-6922 or bus. 415-924-1940.

5520. Lippincott. Full racing equipment. Glass with aluminum spars; galv. trailer. 1972 North sails. Available and ready at the home of the Bacardi. Full price \$3450. W. Streeter, 15375 S.W. 72nd Court, Miami, Fla. 305-235-2167.

5395. Lippincott glass 1969. One 1971 Haarstick, 2 Norths. Galv. trailer. Cost \$6500. Will sell for \$3000 (firm). Jack Danes, 375 Greene Ave., Sayville, L.I., N.Y. 516-589-3126 or bus. 516-589-2107.

5104. Lippincott glass, 1966, white. Trailer. Wood mast and boom. 2 suits North sails. Excellent condition. \$2150. G.W. Flammersfeld, P.O.B. 27002, Richmond, Va. Eves: 703-272-8493.

5026. 65 O.G., glass over wood. Excellent condition and record. Minimum weight, aluminum spar, all go-fast extras incl. A real gold-plater. O.G. trailer available. Best offer. Frank Raymond, 234 Sheridan Rd., Winnetka, Ill. 312-446-1515.

4897. O.G., model G, glass over wood. Trailer. O.G. and Bruder rigs complete; 2 pumps, compass, 2 suits M & N sails; excellent condition. \$1400. Steve Hammond, 5103 Merryview, Kalamazoo, Mich. 616-381-0678.

4862. 1964 Eichenlaub, equipped with '69 main and jib, Eriksson spars, circular vang, 2 bailers, new deck, pumps, 2 compasses, laminar finish. 1974 galv. trailer, 1971 North sails.

Distress sale. C. Coffey, 2424 Santa Clara Ave., Alameda, Calif. 94501.

4438. Lippincott, excellent condition, completely refinished. All racing fittings, good sails, good trailer. \$1450. Thor Rhodin, 402 Cayuga Heights Road, Ithaca, N.Y. 607-272-5314 or 207-483-2873.

4317. O.G. Fiberglassed wood hull, latest gear: BB traveler, circular vang, mast raker, sidestay tracks. Galv. keel; North sails. Elec brake trailer. \$1500. Marshall Brown, 1041 Avon Blvd., Cheshire, Conn. 203-272-6009.

3972. 1958 Hansen, refinished 1971. Murphy & Nye sails in fair condition. Pump, hiking straps, trailer; minimum wt. \$1100 or best offer. Jon Harvey, 150 Winne Road, Delmar, N.Y. Eves: 518-439-4127.

3626. Lippincott, wood; Ulmer and Hild sails; trailer. Best offer. C. de Paula, 8505 Patton Road, Philadelphia, Penn. 215-836-9347.

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