

Starlights



Fleets: 183, Boats: 8339

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IN THIS ISSUE:

Class Reports	
President's Message	1
Change at the Central Office	1
Notes from the Central Office	1-2
Resolutions	2-5
Commentary on going Green	5
JB Appointments	5
2007 Ballot Results	8
Regatta Reports	
Nice Xmas Regatta	6
South American Championship	6-7
Levin Memorial Cup	7
Profiles	8
Regatta Schedule	8

PRESIDENT'S MESSAGE

by Bill Allen

The Star Class had an outstanding year in 2007 and 2008 promises to be even more exciting.

I would like to congratulate all the officers recently elected, and announced herein. We have an excellent team of international, continental and district officers, dedicated to providing all Star sailors with outstanding, fun, events. I would particularly like to welcome Paolo Insom as our new Eastern Hemisphere Vice President. My sincere appreciation goes to all who volunteer their time to make our class the best.

The highlight of the year will of course be the Olympic Games in China in July.

The winter season will culminate in the Star World's Championship in Miami where 4 Olympic qualification slots will be determined. It will undoubtedly be the most competitive World's in many years, perhaps ever. The other Miami events are also very competitive, as several countries are using MOCR and Bacardi for country team selection.

Of more interest to the vast majority of our sailors, however, is the outstanding schedule of regional and continental events planned for 2008. All of the 2008 Silver Star (continental) Championships promise to be wonderful events, without quite the high tension atmosphere associated with the Star World's. I would encourage everyone to sail in at least one Silver Star event in 2008. They are truly the best combination of top level competition and the camaraderie the class is famous for. Please refer to your district schedule for your local events. Start your planning early so you will be able to compete in many of your local events.

Included herein are several resolutions which the class will be voting on at the annual meeting in April. These are very important items which will impact the future development of the class. Please consider them carefully and discuss with your fleet representatives. If you have any questions, please feel free to contact myself or other officers.

HAPPY NEW YEAR AND GOOD SAILING.

CHANGE AT THE STAR CLASS OFFICE

By John Chiarella, International Secretary

President Bill Allen and the Class Management Committee are pleased announce that The Star Class office will be moving from our present location in Glenview, IL, to a new office in Annapolis, MD. We believe this will generate much more exposure and promotion of the Star since Annapolis is the home of the US Naval Academy but also one of the most active sailing venues on the East Coast. To Diane and her crew we are most thankful for their years of service and dedication to the Class and we wish them smooth sailing.

A decision has also been made to hire an Executive Director and we are especially fortunate that Barbara Beigel-Vosbury will be at the helm. Many of you know Barbara as a very competitive sailor in Stars as well as other classes. She also has vast experience with race management and ISAF. Barbara is doing an excellent job for the Class as our current regatta manager and will continue in this position.

President Allen and the CMC ask for your indulgence during the transition. Diane and Barbara are working to make it as smooth as possible and we hope to be finished by the end of January, weather permitting.

The Central Office is now at:
914 Bay Ridge Road, Suite 220
Annapolis, MD 21403, USA
Tel: 443-458-5733

Fax: 443-458-5735

We invite you to visit the new office.

NOTES FROM THE CENTRAL OFFICE

by Barbara Beigel-Vosbury

Happy New Year!

Each time we cross that magical time of midnight on New Year's eve we take a moment to reflect on the last year, our accomplishments, our setback, our wins and losses and to look ahead to the new year with anticipation of bigger and better accomplishments, not so many set backs and more wins than losses.

TO CONTINUE TO RECEIVE PRINTED STARLIGHTS you must contact the Central Office to request to be on the Starlights mailing list. Please contact Executive Director Barbara Beigel-Vosbury at the address given on this page for further information.

As we jump into 2008 I'd like to reflect on some of our accomplishments: the Log is published and mailed to the membership earlier each year, the website is running smoothly and the members only section is up and working, communications between the Officers and the members have become more frequent, AND (drum roll here, please) we managed to keep the Men's keelboat event in the 2012 Olympics.

I would like to thank Diane Dorr for her endless hours of work and guidance and her 13 years of dedicated service to the Star Class. I'm sure that a lot of what has taken place would have been lost if not for Diane keeping your Officers and committee members on the straight and narrow.

I would also like to thank Loretta Ragusa and, more recently, Ginger Shevlin for their enthusiastic working with the membership and keeping the database up to snuff.

There are no setbacks so to speak, but the Central Office, the Webmaster, and the Officers can always use your help, your input, and your experience to make things run even smoother.

Going forward, the Central Office structure has changed as well as the location. We're moving to Annapolis, Maryland USA, the self proclaimed "Sailing Capital of the World" and we're re-structuring to have more support for the Officers on the lobbying front and more assistance for Regatta organizers for continuity.

Some things you should know:

1. Our Fleet Captains, Fleet Secretary's, District Secretary's, and Assistant District Secretary's are working very diligently to keep your sailing fun and exciting. They are the backbone of keeping our Class fleet oriented. They are "building it so you can come" but they need your help to keep everything growing and fun.
2. Our Silver Star Championships have been re-designed to accommodate more sailors and all levels of sailors. We move them around the countries so that there is always one coming to your neighborhood soon. Most are held in places where the adventure is as exciting as the competition. Come on out and give them a try
3. We have a very devoted and active slate of Officers. As Race Manager I have been able to sit in on some of their meetings and these people are hard working and are pro active on many fronts, from keeping a weekend regatta alive to keeping the Star as the equipment in the Olympics.
4. We have many dedicated Star sailors on committees within ISAF and Member National Authorities all over the World. Some of them are familiar to you, some not, but you can rest assured that our interests are represented Worldwide. If you see them walking around the docks at a regatta, be sure to thank them! They are the people making it possible for you to say "I sail an Olympic Class boat", even if you're only a Wednesday night racer!
5. 2011 will be our 100th year birthday. District One and your Officers are working on a great celebration. Please keep a lookout for more information. Rumor is there will be a

wooden boat division!!!! How cool is that? I mention this so that those of you with vintage Stars will get them out, dusted, swelled and sailing in preparation. It's not so far away.

I would like to thank everyone for their patience during the office move. Things have been challenging to say the least, but it is all coming together. The move should be complete by the first of February and things should be fluid by March 1st.

I am looking forward to this great opportunity to help the Class keep up with the more demanding needs of its members and to assist in some of the issues that arise with the different MNA's and ISAF.

See you on the Race Course!

Best regards,
Barbara Beigel-Vosbury, USA 7425
ISCYRA Executive Director

2008 FOR 2009 RESOLUTIONS

By Barbara Beigel Vosbury, Executive Director

Below are the 2008 for 2009 resolutions for Star Class rule changes. These will be voted on at the 2008 Annual Meeting during the 2008 World Championship in Miami, Florida at Coral Reef Yacht Club on 9 April 2008.

All resolutions are posted for your fleet to review, discuss, and determine your fleet's opinion. Delegate/proxy forms will be sent to the fleet secretaries for you to appoint a delegate from your fleet or a proxy (member from a different fleet) that will be representing your fleet at the annual meeting. This delegate or proxy will be responsible for going to the annual meeting, getting your fleet's ballot and casting your fleet's votes [for or against placement on the 2008 year-end ballot] for each resolution.

ISCYRA 2008 for 2009 Resolutions

#1 - 2008 – submitted by the Seneca Lake Fleet

To amend Rule 18, 2nd paragraph, Amendments, as follows:

Each proposed amendment must next be filed with the C.M.C. at least 120 days prior to the date of the next annual meeting. It will then be automatically submitted by the C.M.C. to the JB for review to ensure that the proposed revision to the Rules is legal and that the amendment, if accepted, would not create a conflict with an existing rule(s), either directly or by implication. Unless the proposed amendment is illegal, the resolution will then be published on the ISCYRA web page no later than 45 days before the next annual meeting, in order to be put on the agenda of or considered by that annual meeting.

REASON:

1. to assure that amendments don't conflict with other rules, and that a proposed amendment is legal.
2. to assure that the membership has a reasonable amount of time to consider the values of the proposed amendment.

#2 – 2008 – submitted by the Mid Connecticut Star Fleet

To amend Rule 26. Eligibility, as follows:

26. Eligibility.

26.1. For Gold, Silver and Blue events, the skipper must:

26.1.1. Be an active or life member and have been one since the entry was filed.

26.1.2. Be enrolled in the fleet he represents.

26.1.3. Not have been enrolled as a member in any fleet other than the one he represents for two months prior to the first race, nor can he have been a member of more than two fleets for a period of one year prior to the first race.

26.1.4. (Delete.)

Below is Rule 26.1 as it now reads:

26. Eligibility.

26.1. For Gold, Silver and Blue events, the skipper (helmsman) must:

26.1.1. Be an active or life member, and have been one since the beginning of his fleet's qualification races.

26.1.2. Be enrolled in the fleet he represents.

26.1.3. Not have been enrolled as an active member in any fleet other than the one he represents for six months prior to the first race. Exception: the C.M.C., on receipt of a written application, may waive this requirement upon specifically finding that good cause for the waiver exists and the applicant's proposed representation of his new fleet complies with the requirements of Rule 26.1.4.

26.1.4. Have sailed his own boat in a representative number of Star races (at least 5) sponsored by his fleet within a year, and by reason of residence or normal boating activity be qualified to represent that locality. This requirement may be modified by the C.M.C. for newly formed fleets and service fleets.

REASON: Both the requirement of being a member before the beginning of the fleet's qualification series and that of sailing a minimum of five races in the member's home waters have been both routinely ignored and at times are burdensome, especially for those who want to sail in District Championships. This resolution removes these requirements.

#3 - 2008 – submitted by the Seneca Lake Fleet

To amend Rule 27.2, Continental Championships, as follows:

27.2. The Continental Championship (Silver Star) using:

Format A shall consist of a minimum of six (6) scheduled races.

Format B shall consist of a minimum of seven (7) scheduled races.

Format C shall consist of a minimum of eight (8) scheduled races.

A race postponed, abandoned or incompleted will be rescheduled and resailed as soon as possible. There may be one reserve day for possible resails provided that such option be stated in the Notice of Race. The race committee shall make every reasonable effort to complete all scheduled races within the published date (including reserve day if any). If it is not possible to complete four races, the series shall be canceled.

Below is Rule 27.2 as it now reads:

27.2. The Continental Championship shall consist of a minimum of six scheduled races. A race postponed, abandoned or incompleted will be rescheduled and resailed as soon as possible. There may be one reserve day for possible resails provided that such option be stated in the Notice of Race. The race committee shall make every reasonable effort to complete six races within the published date (including reserve day if any). If it is not possible to complete four races, the series shall be canceled.

REASON: It makes sense that if we are sailing shorter courses, than we should sail more races.

#4 - 2008 – submitted by the Seneca Lake Fleet

To amend Rule 29.3.2, as follows:

29.3.2. Third method for qualifying to the World Championship from a Silver Star Championship. Entries to the World Championship shall also be determined through participation in "ANY" Silver Star event (no matter what Hemisphere the event is held, or what Hemisphere the members home waters are) sailed after the preceding World Championship and/or 12 months prior to the entry deadline of the next Worlds Championships.

No. of eligible boats starting in the Silver Star Championship:	No. of boats allowed to enter World Championship
less than 11	0
11-15	2
16-20	3
21-25	4
26-30	5
31-35	6
36-40	7
More than 40	8

A Silver Star event is entitled to send to the World Championship the number of its entries provided by the schedule above (exclusive of and in addition to fleet and District qualifiers representing fleets or Districts of the continent in accordance with Rule 29.1). Entries already qualified through their District Championship have to represent their District in the World Championship according to rule 29.3. This method only applies to entries that are eligible, able and were unable to represent their District or a Fleet in the World Championship. The list of eligible entries is checked and approved by the respective Continental Committee 10 days before the entry deadline of the Gold Star.

Below is Rule 29.3.2 as it now reads:

29.3.2. Third method for qualifying to the World Championship from the Silver Star Championship: Entries to the World Championship shall also be determined through participation in the most recent Silver Star Championships (Spring Silver Star and Silver Star Championships) on the same basis as through the District Championships:

No. of eligible boats starting in the Silver Star Championship:	No. of boats allowed to enter World Championship
less than 11	0
11-15	2
16-20	3
21-25	4
26-30	5
31-35	6
36-40	7
More than 40	8

A continent is entitled to send to the World Championship the number of its entries provided by the schedule above (exclusive of and in addition to fleet and District qualifiers representing fleets or Districts of the continent in accordance with Rule 29.1). Entries already qualified through their District Championship have to represent their District in the World Championship according to rule 29.3. This method only applies to entries that are eligible, able and willing to represent their continent and were unable to represent their District or a Fleet in the World Championship. The list of eligible entries is checked and approved by the respective Continental Committee 10 days before the entry deadline of the Gold Star.

REASON: To make all Silver Star events equal, and to allow members to be able to be able to qualify to the Worlds no matter where they are.

#5 - 2008 – submitted by the Gluecksburg Fleet

To amend Rule 31, as follows:

In Regattas as per Rule 31.1.3, a yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organizer and available to all participants.

REASON: This rule will contribute to the fairness, will save costs and the environment.

#6 - 2008 – submitted by the Luzern-Vierwaldstattersee Fleet

To amend Notice of Race, as follows:

In Regattas as per Rule 31.1.3, a yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organizer and available to all participants.

REASON: It is a fact for all internationally active Star sailors that the fleet of support boats is increasing from year to year.

All kinds of services are provided, from towing to and from the race course to food/beverage services, sail and equipment change, wind-/current measurements during the whole day, hidden communication from coaches to the boats, etc.

As not all nations, not to speak about individual sailors have the same possibilities to organize such outside assistance, rules by a superior body (as done by ISAF during the Olympics), Sailing instructions by Organizing Authorities or – if all there are failing – the Class Rules must make sure, that the playing field remains as level as possible for all competitors.

Above all, STCR 4.2 asks “to keep the Star Class within the financial reach of the person of moderate means...”, a rule which is more than valid when it comes to the immense investments in support and coaching during the regattas which are made these days., STCR 11.4 may also apply as we have to avoid that our class exceeds reasonable costs which could be a negative argument when it comes to keep the Star within the Olympic family.

The rule proposed above is in force in other classes today and we see no reason, why this could not be introduced for the Star Class as well.

Obstructions by the coaches disrespecting minimal distances, creating waves...

#7 - 2008 – submitted by the Thunersee-Bielensee / Luzern-Vierwaldstattersee Fleets

To add Rule 35.4 as follows:

If Course 0 (STCR 34.3.2), Course 1 (STCR 34.3.3) or course 3 (STCR 34.3.4) are sailed in an ISAF-graded event, rule 42 of the ISAF-Racing Rules does not apply for the reaches (mark 1 to mark 2 and mark 2 to mark 3).

REASON:

1. In (well-managed) ISAF-graded events, the triangle Courses are sailed only in higher wind speeds.
2. Reaching is fun (for all!), fast (shorter races!) and spectacular (for the media, the sailors and spectators!)
3. Correct rule 42 on-the-water-judging is very difficult during speedy reaches making full use of the boats possibilities in waves and puffs.
4. Erroneously punished rule 42 infringements during high-speed reaches are too severe penalties and practically take a boat out of the race as with the corrective circles, dozens of places may be lost.
6. This rule will be clear for competitors and easy to handle for race committees and juries.

#8 - 2008 – submitted by the Luzern-Vierwaldstattersee / Thunersee-Bielensee Fleets

To define, as follows:

We propose that the normal position of a Star crew while racing is sitting (including hiking). Standing on the deck shall not be permitted for crews.

The in earlier days existing rule used by the Star Class until 2004 shall be reestablished.

REASON:

1. It is a fact for every competing star sailor, that in many races crews standing by the mast assist the helmsman with their body movements to efficiently violate the rule 42 to gain speed.
2. As in most races, there are none or not enough experienced juries on the water, fairness is not guaranteed.
3. There is more and more an “everybody does it” mentality and the correct sailors are looking stupid.
4. Self-policing by lodging protests does not work as in most cases, especially in less important regattas, fact-finding is impossible for juries (witnesses – counter-witnesses), and in addition, comradeship and class spirit so important amongst Star sailors can severely be prejudiced by such incidents.
5. Forbid standing-up for crews is the only solution to correct this out-of-line situation.

**ARE WE CLEAN ENOUGH
DOING OUR “WHITE” SPORT ?**

(by Alexander Hagen)

We all know that the global warming is becoming a huge problem for the earth. It looks like we have to accept that mankind is the major contributor of this trend. Our use of land and enormous CO₂ emissions are principal reasons which causes us to act. We are guests here on this planet. We should leave the place in the condition that we found it. We each have our share in the worldwide pollution.

Everyone is able do reduce CO₂ in his own field. Our field is sailing!

We are sailing with the wind but that’s the only “white” thing about this sport.

The equipment, boats, masts, sails are produced with a lot of energy. We travel a lot by air and big automobiles producing tons of CO₂ - just to go sailing.

Scientists forecast if we will keep on polluting the atmosphere with CO₂ in the same rate as we are today there will be an increase of 3 degrees Celsius already within this century. This may mean a collapse of the ecological system. Famine and mass migration may follow. Millions of people may not survive that scenario. With common sense Al Gore received the Nobel Award for PEACE for his movie “An Inconvenient Truth”. It is very obvious that our planet is in serious danger. I call this an emergency case and it is worldwide. Scientists say we have to change the disastrous trend before 2020 and that means immediate action. Is this the biggest challenge for mankind ever? (Please look for: IPCC Intergovernmental Penal on Climate Change.)

It is a sad truth that worldwide the ice is melting fast. In addition warmer water has more volume and in consequence the sea level is rising. It truly does not help our sport if the

marinas will be drowned one day. (In Cascais, Portugal the engineers implemented a 3 meter rise of future sea level in the actual marina construction).

What can we do to keep our sport up to date, to keep the fun and function up for ourselves and finally for those who decide if we are worth being Olympic Class or not? What can we do to reduce CO₂ in our field without bending ourselves too much?

We could reduce our consumption of sails by using better high tech material.

We can use smaller but more efficient cars for travelling. At the regatta site we can leave the car in the marina as our base and bike back and forth. If you are an Olympic campaigner you, such as me, are a big polluter. If you travel worldwide with your personal coach and motorboat your CO₂ emissions are even higher (about 50% more). Is it really true that we have people that get towed in and out while there is wind to sail?

I have talked to a lot of the top campaigners. They mainly agree.

They want to come back to pure racing without outer influence. They want to get rid of the “first shift scenario” coming from America’s Cup with high technical input. And they want to get rid of the costs of coaching.

Outside help from any coach during the regatta is already not allowed. So the efficiency of on-water-coaching in relation to the high costs and CO₂ emissions is very poor. In my opinion this should no longer be accepted.

The Star Class has no security problem. Our boats are non sinkable and they have a keel. If there is no wind there is no need to tow out. The R.C. should wait for the wind to sail out. If the wind dies at or after the race the R.C. will have the capacity to tow in everybody. Do we really need a coach boat to carry our water bottle, clothing and extra sails and equipment, what for? The material used nowadays is excellent and made for all around conditions.

Our sport will be cleaner and fairer if no one has a coach on the water. Once again the Star Class has the chance to set a trend and become the first environmentally clean Olympic Class.

JUDICIARY BOARD APPOINTMENTS

by Bill Allen

I am pleased to announce that Jack Lynch has agreed to serve as chairman of the Class Judiciary Board for 2008. Jack has contributed greatly to the Star Class for many years as a sailor, PRO, Judge, and general regatta manager at Annapolis Yacht Club. Jack has been a valuable member of the JB, and will do a great job as chairman.

The Class would like to thank Steve Gould for his service on the Judiciary Board, particularly as chairman for the past 2 years.

51ST NICE XMAS REGATTA

December 28-30, 2007

This 51st edition of the Nice Xmas regatta was a big success, thanks to the organization, the quality of contestants, and the beautiful weather. Thirty boats of 8 nations and 16 fleets were racing, finishing very close every time. The races took place early in the morning, with the tramontana blowing 12 knots at the beginning, falling to 8 at the end of the morning. No races in the afternoon, due to the lack of wind, which permitted the crew to enjoy the warm weather having lunch in the Club

Nautique terrace. Now a tradition, a wonderful Champagne party was offered by Julia and Graham Bailey in their Villefranche apartment on Friday night. Two races were held each day to a total of six. With no surprise, the double world champion and bronze medallist in Athens games Xavier Rohart, Stefano Lillia crewing, won the series with four bullets. José Maria Van der Ploeg / Fernando Rodriguez Rivero were second, and Juerg Wittich / Christian Trachel from Bodensee took the third. An appointment was taken for the 52nd edition next year.

51ST NICE XMAS REGATTA

Pl.	Boat Name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	Points
1	8107 Marseille	Xavier Rohart	Stefano Lillia	NI	1	5	1	1	1	2	6
2	8297 Turismo Madrid	Jos M Van Der Ploeg	Fernando Rodriguez R.	Barc	5	9	3	2	3	5	18
3	8022 --	Juerg Wittich	Christian Trachel	Bod	3	4	7	5	2	6	20
4	8097 Dr Evil	Graham Bailey	Pip Bailey	NI	10	8	4	13	23	1	36
5	7714 Etoile de Mai	Regis Berenguier	Vincent Berenguier	FdeM	2	6	14	3	11	15	36
6	8330 Ma!	Daniele Mugnaini	Davide Mugnaini	PDV	4	10	10	19	14	3	41
7	7467 Thor	Jean-M. Planté-Longchamp	Jean-Luc Martin	NI	8	7	15	8	7	11	41
8	8151 Minimee	Julia Bailey	Kaspar Harsrag	NI	15	11	6	7	10	10	44
9	7961 Emi II	Huba Holovits	Zoltav Szokolay	Bud	16	12	2	22	15	4	49
10	7990 www.sailing-news.ch	Daniel Stegmeier	Beat Stegmeier	TB	6	1	ocs	ocs	4	8	51
11	7645 Leporello	Daniel Wyss	Olivier Fuchs	ZU	20	20	9	6	5	13	53
12	7257 --	Colin Nussbaum	Ueli Naef	Sem	7	15	5	21	12	16	55
13	7762 Subbnboana	Christopher Gelsdorf	Jan Rieger	Aac	17	2	21	9	8	20	56
14	6844 Dots n' Dots	Fabrice Dot	Isabelle Dot	NI	14	16	13	14	21	7	64
15	8220 Jonio	Massimo Canali	Francesco Lattuada	Lec	13	13	16	ocs	13	9	64
16	8196 --	Raoul Dabry	Tristan Cotte	FdeM	23	18	18	10	6	14	66
17	8335 Bagno Annetta	Roberto Righi	Corrado Cristaldini	Viar	12	dsq	11	4	9	dsq	68
18	7947 --	Louis Marcon	Olivier Terrol	FdeM	11	3	ocs	15	17	23	69
19	7649 Asteria IV	Jacques Puissegur	Louis Enjalbert	NI	18	21	12	11	rdg	12	69
20	7903 Filance	Mario Orlando	Andrea Orlando	MO	9	14	ocs	23	16	19	81
21	7399 --	Yvonne Goldschmidt	Felix Wuthrich	-	22	23	8	17	20	dsq	90
22	6516 Homer	Thomas Giorgi	Dominique Giorgi	NI	19	17	22	12	22	22	92
23	7043 Kaiser Chief	Christian Rupp	Philipp Blinn	-	24	19	17	18	19	21	94
24	7164 C.L.Emoi	Patrick Gremy	Dominique Amano	NI	26	24	24	20	24	17	109
25	7483 Austariert	Nils Hansen	Lennart Klemp	HF	21	22	19	16	dnf	dnf	110
26	5952 Blue lagoon	Ernesto Conti	Alessandro Zilioli	FdeV	25	25	20	25	25	24	119
27	7038 Red Star	Michael Willis	Patrice Loche	FdeV	dnf	dnc	23	24	dnf	18	129
28	7778 Zob El Bahr	Luc Godefroy	Olivier Godefroy	NI	dnf	dnc	dnc	dnc	dnc	dnc	160
29	7026 Ilina	Martin Viktor	Miklos Bezezeredy	Bal	dnc	dnc	dnc	dnc	dnc	dnc	160
29	7335 Upstart	Viannay Guézennec	Bertrand Puissegur	MO	dnc	dnc	dnc	dnc	dnc	dnc	160
29	7624 Acciuga	Giovanni Ferreri	Andrea Ferreri	MO	dnc	dnc	dnc	dnc	dnc	dnc	160

SOUTH AMERICAN CHAMPIONSHIP

January 3-8, 2008

Marina Verolme - Angra dos Reis,
Iate Clube do Rio de Janeiro, Brazil.
Report by UOL Sport in Sao Paulo:

Owner of two Olympic medals, Lars Grael won the Star South American Championship. With 14 points, he was ahead of the 2nd place Gastão Bruno / Fábio Kraicyk, 15 points, and his brother, Olympic champion Torben Grael, who sailed with son Marco, who had 17 points.

The last day of competition was marked by much rain and strong winds in Angra dos Reis. As on Sunday three races were held, with two races needed to complete the official program.

Lars went into the last race of the competition with a good great chance to win overall. The last race was marked by heavy rain and a decrease in the wind. Before starting, Torben Grael, who had to get four points of the leaders to win the competition, had problems with the mast and started more than two minutes late.

With Torben out of the running, Lars and Brun was marked each other for the championship fight. Adler / Ermel won the race, with Lars and Brun second and third, which gave the victory to the Olympic medalist.

"Despite the absence of current world champions, Robert Scheidt and Bruno Prada, the fleet had sailors of a high level, which only makes me more happy to have won this title once again," said Lars.

SOUTH AMERICAN CHAMPIONSHIP

Pl.	No.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	Points
1	BRA 8284	Imagine	Lars Schmidt Grael	Marcelo Jordao	Par	2	1	3	1	2	4	2	3	14
2	BRA 8283	Sex-age-nario	Gastao Brun	Fabio Kraiczky	RdJ	3	2	1	5	3	1	3	2	15
3	BRA 8834	Brasil II	Alan Adler	Ricardo Ermel	RdJ	4	4	4	4	1	2	1	1	17
4	BRA 8210	Vida Bandida	Torben Grael	Marco Soffiatti Grael	Gua	1	3	2	2	4	3	4	4	19
5	BRA 7218	Pardal	Guilherme Raulino	Marco Aurelio Lagoa	Par	6	5	6	3	5	11	5	5	35
6	POR 7760	Feitico	Patrick M De Barros	Henrique Anjos	FdeL	5	8	8	13	6	6	6	10	49
7	BRA 7772	Ninotchka	Francisco Siemsen	Norman MacPherson	Cop	12	6	7	7	7	5	9	8	49
8	ARG 7213	ARG7213	Gerardo Dellatorre	Jorge Monteiro	BA	11	7	5	11	8	7	10	6	54
9	BRA 8046	Black Neptunus	Andre Mirsky	Rodolfo Moraes	SP	7	10	10	8	11	9	7	7	58
10	BRA 80	Catica	Admar Gonzaga	Alexandre F. De Freitas	Par	8	11	12	6	10	dsq	8	9	64
11	BRA 7212	Dacha	Sergio Goretkin	Renato Cruz	RdJ	9	9	11	10	9	10	12	dnf	70
12	CHI 7237	CHI7237	Vicente Pablo Gimeno	Vicente Gimeno Baras	Val	10	12	13	9	12	8	11	11	73
13	BRA 8189	FFWD 5	Luz Felipe G Mosquera	Denis Plambeck	GuB	14	14	ocs	12	13	dnf	13	dns	106
14	CHI 7310	Schiasol	Domenico Schiapacasse	Manlio Shiapacasse	Val	13	13	9	dnc	dnc	dnc	dnc	dnc	115
15	BRA 7590	Nathalia	John King	Daniel Santiago	Cop	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	140
15	CZE 7850	Bohemia Express III	Richard Vojta	Yan Hirsal		dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	140
15	ARG 7909	Manijos	Jorge Perez	Enrique Della Torre	OL	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	140
15	BR 8109 A	Born Free Again	Peter Ficker	Arthur Lopes	SAN	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	140
15	BRA 7074	Madona	Joao Almeida Marcos	Rafael Pariz	Gua	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	140

LEVIN MEMORIAL CUP

Jan. 5-6, 2008

Coral Reef Yacht Club

by Connie Bischoff

The Star Levin Memorial Cup regatta was raced on Miami's Biscayne Bay in shifty 5-12 mph winds revealing international rivalries which will continue to build toward April's Star Worlds 2008 in Miami. With 38 boats entered from eleven nations. Germany

had 3 teams and Switzerland, Canada and New Zealand had two each in this oldest of the Olympic sailing classes.

Eivind Melleby and Peeter Pedersen won Race 1 while John Dane and his crew Austin Sperry took the 2nd race. The third race was won by Flavio Marazzi and Enrico De Maria. The overall winners of the regatta were Hammish Pepper and Carl Williams, followed by Marazzi / De Maria and Melleby / Pederson in third. There were six nations in the top ten.

LEVIN MEMORIAL CUP

Pl.	Cty.	No.	Skipper	Crew	Fleet	R1	R2	R3	Points
1	NZL	8292	Hamish Pepper	Carl Williams	NZL	3	2	5	10
2	SUI	8296	Flavio Marazzi	Enrico De Maria	TB	7	3	1	11
3	NOR	8234	Eivind Melleby	Petter Pederson	NOR	1	6	4	11
4	USA	8230	John Dane III	Austin Sperry	MoB	5	1	12	18
5	BER	8272	Peter Bromby	Lee White	BER	12	8	3	23
6	SUI	8232	Henrik Dannesboe	Christoph Christen	Sem	4	16	6	26
7	USA	822	Rick Merriman	Brian Sharp	LH	10	17	2	29
8	USA	8306	Mark Mendelblatt	Mark Newbrook	TaB	15	4	10	29
9	GER	8333	Marc Pickel	Ingo Borkowski	Bre	6	9	15	30
10	USA	8195	John MacCausland	Kevin Murphy	CR	9	14	8	31
11	USA	8264	Peter McChesney	Shane Zwingelberg	AN	2	12	19	33
12	USA	8045	Augie Diaz	Phil Trinter	BisB	8	23	11	42
13	USA	8037	Peter Wright	Dan Wright	JP	11	5	27	43
14	BAH	8265	Steven Kelly	Bill Holowesko	N	14	13	16	43
15	USA	8043	John Manderson	Roman Gotsulyak	Mid	23	11	13	47
16	CAN	8143	Brian Cramer	Tyler Bjorn	WLOC	16	10	25	51
17	USA	8215	Bill Allen	Bruce Hatfield	WH	18	19	20	57
18	FIN	8094	Jali Makila	Erkki Heinonen	Fin	21	20	17	58
19	USA	8087	Kevin McNeil	Arnis Baltins	AN	13	25	22	60
20	USA	7715	William Swigart	Matt Semler	CLIS	22	24	18	64
21	USA	8063	Bert Collins	Kris Wilson	AN	27	31	9	67
22	GER	8213	Peer Wilhelm	Nils Hollweg	KF	20	26	23	69
23	USA	8260	Buchan Bill	Eric Bentzen	PS	25	15	30	70
24	USA	8269	Jock Kolhaus	Larry Scott	BisB	17	30	24	71
25	NZL	8061	Rohan Lord	Miles Addy	NZL	ocs	7	26	72
26	USA	7370	Rob Emmet	John Boone	AN	26	18	34	78
27	USA	8222	Ed Gardner	Kip Gardner	--	28	34	21	83
28	CAN	8084	Terry Line	Rick Burgess	LOC	24	21	ocs	84
29	USA	7786	Karen Alt	Chris Hardin	MES	30	22	32	84
30	AUT	8216	Hans Spitzauer	Christian Nehammer	Att	dnf	dns	7	85
31	USA	7793	Tomas Hornos	Luis Hornos	BH	19	29	dns	87
32	USA	7964	Charles Kohlerman IV	Charles Kohlerman III	NCB	32	28	31	91
33	POL	8170	Mateusz Kuszneriewicz	Dominik Zscki	POL	dnc	dnc	14	92
34	GER	7750	Jens Burmester	Markus Meglen	ED	31	33	28	92
35	USA	8132	Thierry De la Villehuchet	Witold Gesing	Mid	29	27	ocs	95
36	USA	7970	Sam Hopkins	Chris Brown	AN	33	35	29	97
37	USA	831	Scott Pirie	Rick Rundle	BisB	34	32	33	99
38	USA	7934	Karl Von Schwarz	Rick Wharton	AN	35	36	35	106

2007 BALLOT RESULTS**International Officers****International Vice President**

4 year term, 1 January 2008 – 31 December 2011

Western Hemisphere	Claude Bonanni
Eastern Hemisphere	Paolo Insom
International Treasurer	Douglas D. Smith

Honorary Officers

1 year term, 1 January – 31 December 2008

Vice Commodores	William W. Parks Dierk Thomsen
Rear Commodores	Harry H. Adler Carlo Rolandi Harry W. Walker

District Officers

2 year term, 1 January 2008 – 31 December 2009

Dist.	District Secretary	Assistant District Secretary
1	Luis Hornos	Rodrigo Meireles
2	John Vanderhoff	Rowan Perkins
3	to be announced	to be announced
4	Jon VanderMolen	James Babel
5	Andrew Macdonald	Rick Peters
6	Forrest Miller	Craig Wilshire
7	Gastão Brun	Daniel Wilcox
9	Daniel Wyss	Olivier Godefroy
10	Lars Lantz	Christian Öller
11	Phillip Baker Jr.	Andrew Palfrey
12	John Chiarella	David Wheeler
13	Philipp Rotermund	Claus-Peter Luxa
14	Andrea Tarabella	Matteo Ceruti
15	Fernando Seghers	José M ^a van der Ploeg
17	Jürgen Janson	Günther Lux
18	Alberto Zanetti	Nicolas Rosas
19	Constance Drew-Bear	Henryk Dabrowski
20	Craig Prandini	Jock Kohlhas
21	Hans Bucher	Stephen Karp

JOHN MANDERSON

by Lynn Fitzpatrick

(Editor's note: As you may have noticed, Lynn has been actively contributing to the Star Class website and Starlights. This profile, about John Manderson of New Jersey, is a prelude to profiles on Star Class members who are beginning to congregate in Miami for the upcoming Winter Season and Worlds' Championship.)

If you want to see a changed man, catch up with John Manderson. Almost overnight he's been transformed into a guy who is grinning from ear to ear. John is on sabbatical. Call his office number and the message says that he'll be away from the December through May. As for his residence in New Jersey, it's locked up tightly and the neighbors are keeping an eye on it. His car? "I don't need it here. It's up north." John is a marine biologist with a PhD turned full-time Star sailor for the next four months.

Like most of the other Star, Yngling, Laser and Laser Radial sailors who have come to Miami to train for upcoming Grade 1 events, John has rented an apartment for the sailing season and he gets around town on his bicycle. Unlike many of the other sailors, nothing is on the line for him. Competing in the

Olympics means nothing to him. All he wants to do is learn how to sail a Star over the next five months.

"I'm a marine biologist sailing for joy against the best sailors in the world," said Manderson over a glass of red wine. He doesn't have the strict regimen that a lot of the sailors on the circuit have, but sailing for ten or twelve days in a row has helped to tone the weekend warrior and put him in a great frame of mind. Manderson hasn't totally put his profession behind him. In fact, he does research in the morning and is working on a project with the University of Miami's Rosensteel School of Marine and Atmospheric Science, a campus that he can see every time he points his Star toward the northeast on Miami's Biscayne Bay.

My predictions are that this Snipe skipper known for his heavy air prowess will figure out the Star. His sabbatical may come to an end at the Star Western Hemispheres in Geneva, New York this May, but he'll shine as a weekend warrior in District 1 events this summer and there will always be a twinkle in his eye when he reflects on his winter in Miami.

2007 REGATTA SCHEDULE

Date	Org.	Event
Jan. 26-27	Dist. 20	Biscayne Trophy
Jan. 28-Feb. 2	Dist. 20	Miami Olympic Classes Regatta
Feb 1-3	Dist. 9	XXIV Primo Cup
Feb. 9-10	Dist. 20	Masters Regatta
Mar. 2-7	Dist. 20	Bacardi Cup
Mar. 21-31	Dist. 9	Ski-Yachting (Thun / Adelboden)
Apr. 4-18	ISCYRA	World Championship
Apr. 9-13	Dist. 14	Olympic Garda
Apr. 19	Dist. 9	Zürcher Frühlingspreis
Apr. 25-27	Dist. 6	Black Star Regatta
Apr. 26-27	Dist. 5	Dist. 5 Green Star
Apr. 26-27	Dist. 9	Bodensee Meisterschaft
May 1-Aug.28	Dist. 5	Starlights Thursday Nights
May 18-23	ISCYRA	W. H. Championship
May 21-25	Dist. 13	Breitling Regatta
May 24-25	Dist. 9	Jungfrau Trophy
May 24-25	Dist. 14	Coppa Tito Nordio
May 31-Jun. 1	Dist. 5	Rollins Bowl
Jun. 1-7	ISCYRA	Eastern Hemisphere Championship
Jun. 11-18	ISCYRA	European Championship

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