

Starlights



Fleets: 182, Boats 8223

January, 2005

Volume 81, No.1

Originated 1911, Organized 1922

IN THIS ISSUE:

Regatta Reports	
Commodore's Cup	2
Campionato Invernale	3
Kriss Kringle	3-4
Human Interest	
In Memoriam: Agostino Straulino	4
Votes and Resolutions	
Text of 2004 for 2005 Resolutions	5
Star Class Rule Changes for 2005	9
2004 Election Results	9
2005 for 2006 Resolutions	9-12
Regatta Announcements	
ISCYRA Fixture List	5
Western Hemisphere NOR and entry form	6-8
Regatta Schedules	12



MESSAGE FROM BILL ALLEN

ISCYRA President

I am very pleased and honored to be assuming the role of President of the Star Class.

On behalf of all Star sailors, I would like to thank Riccardo Simoneschi for having done an excellent job as president over the past 7 years. He has worked very hard and with significant expense to keep the class in the Olympics and further our position as leaders in international sailing, at a time when the political landscape was difficult. At the recent ISAF conference, I was extremely impressed with the respect the class receives from sailors from all over the world.

I have sailed the Star for over 40 years, starting as a 12 year old, 130 pound crew for my father (where was the weight limit when I needed it?). Over that time, I have developed a love for the Star boat and a deep appreciation for the class and it's tradition. I have been fortunate to have competed against the top sailors in the class over 5 decades, and the list reads like a who's who of sailing.

But the true strength of the class has always been the weekend sailors in our Fleets and Districts. We have over 2600 active and Life members, and only a handful are competing for World Championships and Olympic berths. The vast majority sail the boat simply because it is so much fun to sail, and because of the wonderful people encountered at weekend and national events. We must continue to stress these benefits.

Over the years, the Star Class has in fact been about the only class that has been sailed by both top-level Olympic aspirants and the weekend warriors. This has caused occasional conflicts within our class but I believe it is precisely this broad appeal that is our greatest strength.

As the top level of sailing becomes more professional, and more money is at stake, the task of remaining a class for the weekend sailors and a class for the Olympics has become more challenging. Requests for coordination with National and International Organizations have increased, and no doubt will continue to do so. If we are to remain participants at the top level, we will occasionally have to consider compromise with these groups in some of our scheduling and race administration aspects. We have done this by supporting the ISAF combined World Championships in Cadiz in 2003, and have committed to supporting the 2007 event in Cascais, Portugal. I note that these are the only events where we have had to modify our Class rules; this would seem to be a reasonable compromise to remain in the Olympics.

I am firmly committed to maintaining and enhancing the enjoyment of the sport by our weekend sailors, and the class' status as an Olympic participant and leader in world sailing. I believe we can continue to effectively pursue both of these goals, without adversely affecting either group.

In my view, the main responsibilities of the Class Administration and officers are to:

- 1) Effectively administer class affairs, based on ISCYRA rules.
- 2) Insure that major championships and events are run at a high standard.
- 3) Communicate effectively with members regarding class news and activities.
- 4) Promote the Star Class in the national and international arena.

At the international level, our class has never been stronger. However, one of the major challenges facing us is how to grow grass roots Star sailing. Many fleets have been diminishing in recent years; and while the Central Office and Class officers can assist local efforts, it is primarily up to the Fleets and Districts to find ways to increase participation in their areas.

I encourage everyone to express your opinions and be active in determining the class direction. I would only hope that we all focus on those issues that significantly affect our own enjoyment of the sport. Arguments for principles alone have their place in the courts, but in a worldwide recreational activity, where differing viewpoints must be respected, we are better served by adopting a spirit of compromise.

Please feel free to contact me with your thoughts and concerns. I look forward to serving the class and sport that have provided me with so much fun over the years.

WINTER CHAMPIONSHIP OF PALERMO

(Campionato Invernale Sud Italia)

By Alessandro Caldarella

The Campionato Invernale Sud Italia consisted of four weekends of racing at Palermo: November 6-7, November 20-21, December 4-5, and December 18-19, 2004.

First weekend, November 6-7: Saturday was a splendid sunny day with 6-8 knots of wind which permitted only one race. On Sunday it was a beautiful windy day with gusts to 30 knots which permitted 2 races to be completed.

Second weekend, November 20-21: On Saturday a wind of 17-18 knots allowed three splendid races. On Sunday the wind diminished to 12 knots but with large waves. Two more races were completed. Two more teams joined the racing for this weekend, with Pietro D'Ali coming from Genoa.

Third weekend, December 4-5: This event should be called Spring Championship rather than Winter Championship; a splendid sunny weekend with a lovely weather and very

high temperature, 26-27° C on the water. The event was moved to the Gulf of Palermo for the two final rounds under the aegis of the Società Canottieri Palermo, and also under the Sicily Sailing Club supported by the Sailing Race Service which replaced the CUS Palermo.

There were two days of racing with light wind which allowed us to finish 4 races under sometimes very difficult conditions. On Saturday there was only one race with a medium wind of 6 knots: the first team was D'Ali / Caldarella followed by Irrea / Colannino and the Masserdotti / Castelli from Garda Lake. On Sunday, thanks to the high temperature, there were three races with 9 - 10 knots lessening to 6 knots in the first round. The combined two days' results showed that in first place was the team Bruni / Vigna, followed by D'Ali / Caldarella and finally third Irrera / Colannino. The cumulative results after 12 rounds show Bruni / Vigna in first followed by Simeone / Rocca in second and Irrera / Colannino in third.

A second winter series will follow in Naples on Jan. 15-16, Jan. 29-30, Feb. 12-13 and Feb. 26-27, 2005.

Campionato Invernale Sud Italia

Pl.	Boat	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Points
					11/6	11/7	11/7	11/20	11/20	11/21	11/21	12/4	12/5	12/5	12/5		
1	8180	Bruni	Vigna	Pal	2	6	4	1	1	2	1	1	dnc	1	1	1	15
2	8076	Simeone	Rocca	Rom	1	1	2	2	3	1	2	3	5	9	3	2	20
3	8081	Irrera	Colannino	Pal	6	2	1	4	8	6	4	4	2	8	4	3	36
4	8028	Bertorotta	Paxia	--	3	ocs	6	5	5	3	3	2	6	2	10	9	44
5	8200	Improta	Lupoli	--	5	4	raf	6	6	5	ocs	5	8	3	8	7	57
6	7685	D'Ali	Caldarella	Viar	dnc	dnc	dnc	3	2	4	ocs	ocs	1	5	2	5	70
7	8089	Orlando	Piazza	Pal	ocs	dsq	7	7	7	7	5	ocs	7	6	9	8	79
8	8114	Masserdotti	Castelli	Gar	7	5	5	dnc	dnc	dnc	dnc	dnc	3	4	5	6	83
9	7685	Oliviero	Montefusco	Cap	4	3	3	dnc	dnc	dnc	dnc	dnc	ocs	dnc	dnc	dnc	94
10	7063	Montefusco	Castelli	Cap	dnc	dnc	dnc	8	4	dnc	6	6	dnc	dnc	dnc	dnc	120
11	7680	Ritucci	Grassi	Cap	dnc	dnc	dnc	dnc	dnc	dnc	7	dnc	9	7	7	10	120
12	8090	Filippi	Gisbani	Rom	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	4	11	11	ret	138
13	818	DiFede	Caldarella	--	8	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	152

2004 KRISS KRINGLE

San Diego, Dec 11-12, 2004

by Bill Buchan

Almost exactly a year ago, I made the decision buy back Frolic #7260 which was built for the 1988 Olympic trials. (For a discussion of what went into getting #7260 going again see the following article which was written in August.) As things have turned out, I haven't built any Stars since then. In the last 10 years it has had two Canadian owners who took very good care of, what to me, is a special boat. After racing somewhat off and on, with modest success, here in Seattle this past summer, I decided that we, the boat and I, needed to be tested against a different Fleet. I planned on attending the Pacific Coast Championship and Calvin Paige Regattas in San Francisco this past October but I had a nasty cold at the time so those plans were cancelled. Fortunately, Foss Miller decided to leave his boat in Southern California after doing well in the Calvin Paige Regatta, which gave me the incentive to join him in San Diego for the Kriss Kringle Regatta. I felt that Foss would give Mark Brink and me a good

benchmark as we had several good races against them during the summer so we would be able to determine how competitive our Fleet is, also we would know if we were doing better or worse than we had been doing at home.

As things worked out we only raced on Saturday with Foss having a great day with a 2nd and a 3rd to win the Regatta. Benny Mitchell finished second with Will Stout, sailing his first Star Regatta as a skipper, in third place.

Even though we only had a 9 boat fleet, it was a good test for my rebuilt boat, which incidentally is outfitted with a new keel and I came home pleased with our performance. Foss should be very pleased as well as he sailed very well and showed particularly good off wind speed together with his always excellent upwind performance.

For me, it was great to see my San Diego friends, who almost without exception, managed to drop by and say hello. It was great!

2004 Kriss Kringle Results

Pl. No.	Yacht	Skipper	Fleet	R1	R2	Pts.
1	7844 <i>Miller Time</i>	Foss Miller	PS	3	2	5
2	7942 --	Ben Mitchell	LB	1	5	6
3	7630 <i>WAAr WWAT</i>	Will Stout	--	6	1	7
4	7260 <i>Frolic</i>	Bill Buchan	PS	4	3	7
5	8132 <i>Giselle</i>	Vince Brun	SDB	2	6	8
6	7631 <i>T. Corinthian</i>	Erik Lideces	NH	5	4	9
7	7570 <i>Jamba</i>	Chuck Driscoll	SDB	7	7	14
8	7932 <i>Ursula</i>	Kyle Henahan	SDB	8	8	16
9	7710 <i>Bruck</i>	J. Westerheide	ED	9	9	18
10	8077 <i>Foxy Lady</i>	Michael Marzahl	SBC	dnc	dnc	22



THE REBIRTH OF “OLD FAITHFUL”, #7260

By Bill Buchan

(Written in August, 2004)

Right now I am going through a rebuild of the last boat that I built, #7260. Admittedly, it isn't all that old but boats do get tired with age and need a certain amount of refurbishing after years of use. “Old Faithful” was purchased from its Canadian owner for less than \$5000 US.

I have stripped the boat down completely and repainted the boat inside and out. While in the process of rebuilding the boat I thought that maybe I could get better performance with a new keel. I have flown in a new keel from Folli.

One of the thoughts about the Folli keels is that if the keel is as close as possible to the final shape then less filler is needed to achieve the desired keel shape. This means that the overall density of the keel is greater than one which uses filler to achieve the final keel shape and thus has more righting moment when the boat is in the water.

One of the recent trends in setting up Star boats is to have more weather helm than we used to have. In reattaching the keel to #7260 I am trying the maximum-forward position in order to create more weather helm. Only testing and competition will tell whether this will improve the boat's performance.



Chris Rogers and Bill Buchan setting up “Old Faithful”, #7260, during the 1992 World's

In Memoriam

AGOSTINO STRAULINO

October 10, 1915 – December 14, 2005

The Italian Admiral Agostino Straulino passed away in the military hospital in Rome where he had been for 20 days. On October 10th he celebrated his 90th birthday and he seemed tired but still in good shape. A few days after the party he entered the hospital where he died on 10:00 AM on December 14th.

Sraulino was born at Lussinpiccolo on the island of Lussino in Dalmatia on Oct. 10, 1914 into a family with a longstanding seagoing tradition. At the time the island, which later became Italian and now is part of Croatia, belonged to Austria. In 1934 Straulino entered the Italian Naval Academy as a reserve officer. It was there that he took up sailing Stars against the other officers.

Starting with his first Silver Star in 1938, Straulino, often with Nicolo Rode as crew, compiled an impressive list of victories which continued throughout the 1940's and 1950's. The team of Straulino and Rode won 3 World's Championships (1952, 1953, 1956), 2 second places (1938, 1949) and 1 third place (1954). Straulino, with various crews, represented Italy in five Olympic games, four in Stars, winning Gold (1952) and Silver (1956). His win of the Gold medal was spectacular in that he never finished worse than 2nd in the seven races series, and finished up the event with 3 firsts and 4 seconds. He also won 10 Silver Stars in the European Championship over a period from 1938 through 1959, eight of which were won consecutively between 1949 and 1956. In 1959 Carlo Rolandi, presently a Rear Commodore of the Star Class, became Straulino's crew.

Sraulino's first boat was Star #1540, named *Polluce*, built in 1937 by Cantieri Baglietto of Varazze, Italy. Then, starting in 1949 he had a series of boats named *Merope*. The last one, *Merope IV*, #4176, was an Eichenlaub built in 1959 especially so that he and Rolandi could participate in the 1959 World's at Newport Harbor.

In 1965 Straulino assumed command of the tall ship *Amerigo Vespucci*. In addition, he cruised and raced with Navy school ships. He retired in his mid seventies with the rank of Admiral and moved to Rome.



Agostino Straulino, left, and Nicolo Rode after winning the 1952 World's

2004 FOR 2005 RESOLUTIONS

The texts of the 2004 for 2005 Resolutions on the 2004 ballot which passed are as follows:

#1 - 2004 - submitted by the Cooper River Star Fleet
To amend Rule 11.1 International Officers as follows:
New reading of Rule 11.1:

11.1 International Officers, (in charge of Association business) when elected, shall serve terms of four years, but may serve no more than a total of eight years in such office. The election of the International President, International Secretary and Eastern Hemisphere Member at Large shall occur at a two year interval to the election of the International Vice-Presidents, International Treasurer and Western Hemisphere Member at Large. Such interval was established by an election of the International Vice-Presidents and International Treasurer in the year 2003.

#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.

#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, the two International Vice-Presidents, two of the four First Continental Vice-Presidents and four Members at Large, each of whom is now or has been an Association officer, designated by the International President to serve for two calendar years.

#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.

#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".

#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".

#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.

#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".

#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: $C = ([100 - S] / 1.5) + 100$

#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.



ISCYRA FIXTURE LIST
For January and February

South American Championship
Olivos, Buenos Aires, Argentina
Entry Deadline: 15 December 2004
Date: 4 - 9 Jan. 2005 (Races 1 - 6 --- Jan. 5 - 9)
Club Nautico Olivos
Juan Bautista Alberdi y Rio de la Plata
1636 Olivos, Buenos Aires, Argentina
Phone: +54 11 4799 9553
Fax: +54 11 4799 8788
E-mail: clubolivos@arnet.com.ar
guillermo.calegari@starclass.com.ar
Website: www.clubnautico-olivos.com.ar

World Championship
Olivos, Buenos Aires, Argentina
Entry Deadline: 13 January 2005
Date: 8 - 20 Feb. 2005 (Races 1 - 6 --- Feb. 12 - 19)
Club Nautico Olivos
Juan Bautista Alberdi y Rio de la Plata
1636 Olivos, Buenos Aires, Argentina
Direct Championship Line: +54 11 4794 7799, c/o Carolina Freitag
Phone: +54 11 4799 9553 Fax: +54 11 4799 8788
E-mail: guillermo.calegari@starclass.com.ar
carolina@starclass.com.ar
Website: www.starworld2005.com

2005 Western Hemisphere Championship
Nassau Yacht Club-Nassau, Bahamas
Silver Star
April 5th – 9th, 2005
NOTICE OF RACE

1. Rules

The Regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing* for 2005-2008 (RRS) and the rules of the Star Class (STCR). The Organizing Authority is Nassau Yacht Club in conjunction with the International Star Class Yacht Racing Association (ISCYRA). The host fleet is Nassau.

- 1.1 Decisions of the International Jury will be final in accordance with RRS 70.4.
- 1.2 The prescriptions of the National Authority, Bahamas Sailing Association shall not apply.

2. Alterations to the Racing Rules

- 2.1 RRS 32 and RRS 33(b) will be changed to provide that courses will not be shortened.
- 2.2 RRS 35 will be changed to provide that boats not finishing within 60 minutes after the first boat to finish will be scored "Did Not Finish".
- 2.3 RRS 62.2 and 66 will be changed to shorten the time for requesting redress and the requesting that a hearing be re-opened on the last day of racing.
- 2.4 RRS 63.3 will be changed to provide that only the skipper or crew may represent a boat at protest hearings.
- 2.5 RRS A4.1 will be changed to provide that a boat failing to check in prior to the warning signal will be scored the same as a boat not starting in that race, without a hearing.

3. Advertising

The event is designated Category C, RRS Appendix 1, and Regulation 20. Boats may be required to display Event Advertising on the forward part of the hull.

4. Eligibility and Entry

- 4.1 Entries eligible in accordance with STCR 21, 26, 29 and 30 may compete.
- 4.2 Entries shall be submitted on the Official Entry Form not later than March 16th, 2005 to the International Star Class Yacht Racing Association Central Office, 1545 Waukegan Road, Glenview, IL 60025-2185 USA, (847) 729-0630 Fax: (847) 729-0718, and to the Nassau Yacht Club, P.O. Box N-752, Nassau, Bahamas, Tel-242-393-5366, Fax-242-393-8184, **email: star@bahamassailing.org**
- 4.3 Only skippers and crew eligible to compete under the ISAF Eligibility Code, RRS Appendix 2, Regulation 19, shall be eligible to compete in this regatta.

5. Entry Fee

The entry fee of US\$ 380.00 includes boat and trailer parking, launching, hauling and invitations to social events for skipper and crew. Entry Fee must be paid upon registration at the Nassau Yacht Club. Major credit cards will be accepted with a 3% processing fee.

6. Schedule of Races

April 4th Registration and Measurement
April 5th Registration, Measurement,
April 5th Harry Knowles Series, 3 Races in Montagu Bay
April 6th Spring Series, 1st and 2nd races, off the eastern end of New Providence
April 7th Spring Series, 3rd and 4th races
April 8th Spring Series, 5th and 6th races
April 9th Reserve day
No warning signal will be made after 1400 hours on April 9th.

7. Disclaimer

The Organizing Authority shall require each competitor to sign a waiver for loss, damage or injury to persons or property occurring in conjunction with the regatta or on the property The Nassau Yacht Club.

The Organizing Authority, their members, employees, officers and/or agents shall not be responsible for any loss, damage or injury that may occur to person or property whether ashore or at sea as a consequence of the participation of any boat.

8. Measurement

8.1 Measurement will take place at the Nassau Yacht Club. Each participating boat shall have a valid Measurement Certificate, and Weight Certificate. Only boats that have completed registration, paid all entry fees, and passed the prescribed measurement check procedure by 1500 hours on April 5th are entitled to race. The International Jury may order that a boat be re-checked during the regatta.

8.2 Crews shall demonstrate compliance with crew weight limits in accordance with STCR 31.1.3 prior to 1800 on April 5th. Crews may be re-weighed during the event at the discretion of the Organizing Authority.

9. Sail and Bow Numbers

9.1 Each boat shall show the sail number and national letters as indicated on the Official Entry Form and approved by the Measurer.

9.2 Bow numbers will be assigned and given to each participating boat. They shall be affixed to the hull according to the Sailing Instructions.

10. Sailing Instructions

The Sailing Instructions will be available upon registration.

11. Racing Area

Racing will be conducted in proximity to Montagu Bay and east of New Providence.

12. Courses and Procedures

Courses and procedures will be according to STCR 34.

13. Scoring

The Low Point Scoring System, RRS A, will apply, modified so that each series score will be the total of her races scores with her worst score excluded if more than four (4) races are completed. Six races are scheduled, of which four races shall be required to constitute a series, in accordance with STCR 27.2.

14. Berthing and Hauling

14.1 Boats shall be hauled each day at The Nassau Yacht Club.

15. Prizes

15.1 Perpetual Trophies will be awarded according to STCR 24.

15.2 Series prizes will be awarded to the skipper and crew finishing first through third.

15.3 Master's trophies will be awarded to the skipper and crew finishing first in the Series for skippers aged 50 through 59 before the start of the first race. Competitors in the Master's Division will also compete for Series prizes (see 15.2).

15.4 Grand Master's trophies will be awarded to the skipper and crew finishing first in the Series for skippers aged 60 or over before the start of the first race. Competitors in the Grand Master's Division will also compete for Series prizes (see 15.2).

15.5 Daily prizes will be awarded to the skipper and crew finishing first in each race.

16. Information: <http://www.nassauyachtclub.org/html/star1.htm>

OFFICIAL ENTRY FORM GOLD & SILVER EVENTS

International Star Class Yacht Racing Association

2005 Western Hemisphere Championship

April 5-9, 2005

Nassau Yacht Club, Nassau, Bahamas

1. **SKIPPER:** Name _____ Age _____
 Address _____
 _____ Country _____
 Phone _____ Fax _____
 E-mail _____
 Yacht Club _____
 Fleet _____
 ISCYRA Membership: Life Active Isolated (Ref. STCR 29.6)
 ISAF Registered Sailor ID _____ (For Gold Events Only)
 Highest Honour Award of Skipper _____

2. **CREW:** Name _____
 Address _____
 _____ Country _____
 Telephone _____
 E-mail _____
 Fax _____
 Fleet _____
 ISCYRA Membership: Life Active Associate Isolated
 ISAF Registered Sailor ID _____ (For Gold Events Only)

3. **SAIL NUMBER** _____
 Indicate national letter code and sail number.

4. YACHT IDENTITY and CERTIFICATION

Yacht Number _____
 Yacht Name _____
 Owner Name _____
 (only if different from skipper)
 Country _____
 Telephone-Home _____
 Telephone-Business _____
 Fax _____
 Fleet _____
 Yacht has approved **Measurement Certificate** on
 file in the Central Office? Yes No
 Yacht has valid **Yacht Weight Certificate** on
 file in the Central Office? Yes No

5. TYPE OF ENTRY

Gold Event (World Championship):

- District Entry _____ District
 (District number)
 Defending Champion
 Former World Champion Skipper OR
 Former Olympic Gold Medalist Skipper

Gold or Silver Event (World or Continental Championship):

- Fleet Entry _____ Fleet
 (Fleet Name)

Appropriate Officer must sign below.

6. **CERTIFICATION:** I declare that I am a national of the following country, _____ and am therefore eligible to compete for this country in the Olympic Games. I also hereby certify the above entry to be correct to the best of my knowledge and that Skipper and Crew comply with eligibility Rule 26; and ISAF Eligibility Code RRS Appendix 2, Regulation 19. I agree to be bound by *The Racing Rules of Sailing, The International Star Class Yacht Racing Association Rules* and by all other rules that govern this event.

- A. THE SKIPPER:**
1. Is a current paid Active or Life Member of the Class and has been since the beginning of his fleet qualification races.
 2. Is enrolled in the above fleet and has not been enrolled as an Active member in any other fleet for six months prior to the first race.
 3. Has sailed his/her own yacht in at least 5 races in his Fleet waters within the last 12 months.
 4. Is qualified to represent his Fleet or District

- B. THE CREW:**
1. Is a current paid member of the Class as of this date (dues must be in Central Office).

SKIPPER

FLEET OFFICER (Fleet Entry Only)

DISTRICT OFFICER (Dist. Entry Only)

(Signature)

(Signature)

(Signature)

(Date)

(Title)

(Date)

(Title)

(Date)

(Title)

7. Send One Copy to:

International Star Class
 Yacht Racing Association
 1545 Waukegan Road - Ste. 8
 Glenview, IL 60025, USA
 FAX: +1 847 729 0718
 E-MAIL: office@starclass.org

8. Send One Copy to Regatta Organizer:

Nassau Yacht Club
 PO Box N-752
 Nassau, Bahamas
 FAX: 242-393-8184
 Email: star@bahamassailing.org

DEADLINE: March-16, 2005

9. **ALL ENTRY FORMS MUST BE FILLED OUT IN DUPLICATE** -- One copy to the ISCYRA Central Office and one copy to the Regatta Organizer.

(entry form REV-04/04)

#4 - 2005 – submitted by the Annapolis Star Fleet
To amend **Rule 27.1. The World Championship...** as follows:

Rule 27.1. The World Championship shall consist of a **minimum of six** completed races. A race postponed, abandoned or incomplete will be rescheduled and resailed as soon as possible. There shall be two reserve days for possible resails. ~~Not more than two races shall be sailed on any one day.~~ A series not completed at the end of the second day following the date of the last regularly scheduled race shall be canceled. Notwithstanding the foregoing, if five races have been completed in a series which would otherwise be canceled pursuant to the preceding sentence, and if the leading boat has scored finishes which render it mathematically impossible for any other boat to defeat her even if a sixth race were sailed, then the series should count as the World Championship.

REASON: Proposed course formats suggest number of races per day.

#5 - 2005 – submitted by the Annapolis Star Fleet
To amend **Rule 27.2. The Continental Championship...** as follows:

Rule 27.2. The Continental Championship shall consist of six scheduled races. A race postponed, abandoned or incomplete will be rescheduled and resailed as soon as possible. There may be one reserve day for possible resails provided that such option is stated in the Notice of Race. ~~Not more than two races shall be sailed on any one day.~~ 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: Proposed course formats suggest number of races per day.

#6 - 2005 – submitted by the Wilmette Harbor and Tampa Bay Star Fleets
To amend **Rule 29.3.2. Third method for qualifying to the World Championship** as follows:

Delete the last sentence of Rule 29.3.2., “This rule expires on December 31, 2005.”

REASON: This rule, which is destined to expire at the end of 2005, has worked well and is particularly useful in providing entry to the World Championship for localities where fleets have not yet taken hold. It should not be allowed to expire at the end of 2005.

#7 - 2005 – submitted by the Tampa Bay Star Fleet
Add Rule 29.4.1.:

29.4.1. Additional entries to the World Championship may be allowed for no more than two International Officers.

REASON: International Officers travel to the World Championship at their own expense for annual meetings and should be allowed to compete.

#8 - 2005 – submitted by the Lake Sunapee Star Fleet
To replace **Rule 31.1.3. Personnel (Weight Rule)** as follows:

Rule 31.1.3. For Gold, Silver, Blue and Green events, Fleet Qualifications, the Olympic Regatta, and all respective Olympic Trial Regattas, the total crew weight of skipper and crew will not be more than 204.12 kilograms (450 pounds).

REASON: The reason for this change is to make it more reasonable for all competitors to obtain crews and/or skippers. The present rule is too confining and complicated. It also favors heavier skippers and drastically affects the total crew weight (skipper and crew) allowable. Example: skipper 180 lbs. – crew 240.69 = 420.69, skipper 250 lbs. – crew 205.69 = 455.69.

#9 - 2005 – submitted by the Cooper River Star Fleet
To amend **Rule 31.1.3. Personnel (Weight Rule)** as follows:

Rule 31.1.3. For Gold, Silver, and Blue events, Olympic Regattas, and all respective Olympic Trial Regattas, the total crew weight of skipper and crew will not be more than 200 kilograms.

REASON: The reason for this change is to make it more reasonable for all competitors to have equal righting moment. The present rule is too confining and complicated.

#10 - 2005 – submitted by the Roma Star Fleet
To replace **Rule 31.1.3. Personnel (Weight Rule)** as follows:

Rule 31.1.3. For Gold, Silver, and Blue events, Fleet Qualifications, the Olympic Regatta, and all respective Olympic Trial Regattas, the total weight of skipper and crew will not be more than 190 kilograms maximum.

REASON:

1. The total crew weight with a light skipper may differ almost 30 kilograms from the total weight with a heavy skipper making heavy skippers faster.
2. The current weight formula was adopted before battened trousers were allowed. Currently with the use of battened trousers, skippers may hike harder; therefore, the current weight formula favors heavier skippers.
3. With the same crew weight, all the boats would have the same flotation water length.

#11 - 2005 – submitted by the Annapolis Star Fleet
To amend **Rule 34.3. Courses** as follows:

34.3. Courses.

34.3.1. Course 0, 1, 2, 3 and 4 are described below. In Gold and Silver events, Course 0, 1, 3 or 4 shall be used; Course 2 may be used in Silver events if requested by the sponsoring fleet and approved by the Continental Committee. In Blue and Green events, Course 0, 1, 2, 3 or 4 shall be used. No course may be shortened. In C events and qualifications the above courses are not mandatory and may be shortened.

34.3.2. Course 0.

Click to enlarge image. *Delete all wording except for description of course. Add "See STCR 34.3 for further course description."*

An isosceles right angled triangle, followed by a windward and return, and finishing on a final windward leg, the right angle mark being omitted after the first round, ~~totaling approximately 10.8 nautical miles (hereinafter referred to as n.m.). Recommended length of windward leg, 2 n.m.; of second and third legs, each 1.4 n.m.~~

34.3.3. Course 1.

An isosceles right angled triangle, followed by a windward and return, the right angle mark being omitted after the first round ~~totaling approximately 10.6 n.m. Recommended length of windward leg, 2.4 n.m.; of second and third legs, each 1.7 n.m.~~

34.3.4. Course 2.

Two isosceles right-angled triangles, with a windward and return in between, the right angle mark being omitted during the second round, and finishing on a final windward leg, ~~totaling approximately 10.1 n.m. Recommended length of the windward leg, 1.3 n.m.; of the second and third legs, each 0.9 n.m.~~

Click on image to enlarge Courses 1 and 2. *Delete all wording except for description of course. Add "See STCR 34.3 for further course description."*

34.3.5. Course 3.

Two complete right-angled triangles, with the hypotenuse the third leg, followed by a final windward leg (7 legs), ~~totaling approximately 10.5 n.m.~~ The triangle is intended to be basically a windward-leeward circuit, with the second leg consisting of a reach of approximately 100 meters at right angles to the direction of the first leg. ~~Recommended length of each leg except the short reach, 2.1 n.m.~~

34.3.6. Course 4.

Two complete right-angled triangles, with the hypotenuse the third leg (6 legs), finishing downwind, ~~totaling approximately 10 n.m.~~ The triangle is intended to be basically a windward-leeward circuit, with the second leg consisting of a reach of approximately 100 meters at right angles to the direction of the first leg. ~~Recommended length of each leg except the short reach, 2.6 n.m.~~

Click on image to enlarge Courses 3 and 4. *Delete all wording except for description of course. Add "See STCR 34.3 for further course description."*

And add to Rule 34.3.:

34.3.7 Length of legs for all courses and time limits:

Format A - Over 60 boats competing: Minimum of 2 nautical miles (n.m.) and maximum of 2.5 n.m. legs. 45

minute maximum time limit for first beat, 3.5 hours maximum time limit for completed course. No more than 2 races per day. Code Flag A shall be flown from the committee boat prior to the warning signal.

Format B - 30-59 boats competing: Minimum of 1.5 n.m. and maximum of 2.0 n.m. legs. 40 minute maximum time limit for first beat, 3 hour time maximum time limit for completed course. No more than 3 races per day. Code Flag D shall be flown from the committee boat prior to the warning signal.

Format C - Under 30 boats competing: Minimum of 1 n.m. and maximum of 1.8 n.m. legs. 35 minute maximum time limit for first beat, 2 hour time maximum time limit for completed course. No more than 4 races per day. Code Flag E shall be flown from the committee boat prior to the warning signal.

At the discretion of and agreement between the Organizing Authority and the CMC, and if the conditions warrant a format may be chosen not based on the number of competitors.

REASON: To help ensure completion of scheduled races in a championship event within the scheduled time frame.

#12 - 2005 – submitted by the Annapolis Star Fleet
To amend Rule 34.4.1. For Blue, Green and Y events... as follows:

For Blue, Green, **C and J** events, the Race Committee may modify the official course by using the leeward mark as the starting pin.

REASON: Housekeeping. Our rules do not refer to Y events; however we do refer to Junior and inter-district events.

#13 - 2005 – submitted by the Annapolis Star Fleet
To amend Rule 34.4.3. as follows:

For Blue, ~~and~~ Green, **J and C** events, the Race Committee may modify the official course by using a mark of the course as the finishing mark.

REASON: Housekeeping. Our rules do refer to Junior and inter-district events but they are not included here.

#14 - 2005 – submitted by the Annapolis Star Fleet
To amend Rule 34.4.5. An offset mark, approximately... as follows:

An offset mark, approximately 75 to 100 meters and approximately 90° from the windward mark of **Courses 3 and 4 is mandatory and is recommended for** Courses 0, 1 and 2 ~~is recommended.~~

REASON: To standardize the Star Class Courses.

#15 - 2005 – submitted by the Annapolis Star Fleet
To replace Rule 34.5. Time Limit as follows:
Delete text.

REASON: Proposed course formats include time limits.

#16 - 2005 – submitted by the Gloucester Star Fleet
To amend Specification "Radius Limitations" in Drawing No. 1 – Lines and Limitations as follows:

