



IN THIS ISSUE:

Class Reports	
Announcement from the TAB	1
Human Interest	
Kieler Woche	6-8
Regatta Reports	
Eastern Hemisphere Championship	1-5
Regatta Schedule	8

Announcement from the TAB Interpretations to Specifications

By Hannes Gubler, Chairman
Technical Advisory Board

The Technical Advisory Board has decided on the following interpretations to the following Specifications:

1. Materials for the Backstays, Spec. 11.2:

Many sailors use new materials like "Dyleema" for the upper and the lower backstays. Since the backstays are considered as "running rigging" and Spec. 11.2 states that the running rigging may be of "any material" the TAB confirms that the material for the backstays (uppers and lowers) is optional.

2. Coating of the Jibstay, Spec. 11.1:

Some sailors use coated wires or tubes around the jibstay to protect the sails. The TAB considers that means to protect the sails for a longer life are in the interest of the Class. It is however obvious that - on the other hand - an aerodynamic advantage resulting thereof can in no way be accepted. The TAB has therefore decided the following limitation with a clarifying addition to Specification 11.1:

The Jibstay may have a firmly fitted tube or coating totaling a maximum of 7,2 mm in diameter.

3. Position of the Cockpit, Spec. 6.1:

In connection with the approval of new Starboat designs it had been discovered that the position of the cockpit is not clearly defined and only described as laying between the Hull Stations 5 and 8. Considering the official Drawing Nr. 2 and the existing tolerances concerning the Deck the TAB has limited the position of the cockpit opening with a clarifying addition to Specification 6.1 as follows:

The forward end of the cockpit opening is limited with 3685 maximum forward of Point "T" and the aft end with 1605 minimum forward of Point "T".

For the Technical Advisory Board

Hannes Gubler, Chairman
April 16th, 2005

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European Spring Championships

Preview

62 teams from 16 nations are on the entry list for the Eastern Hemisphere Championship. A specially watched participant will be Poland's Mateusz Kusznierwicz in his first appearance at an ISCYRA championship event. With the Finn gold medal 1996 and silver medal 2004, he is another Finn champion who will without doubt make his way in the Star class as have done the Lööf's, Percy's and Rohart's in the past 5 years.

The 2005 Eastern Hemisphere Championship, a Silver Star event, formerly known as Spring European Championship, will be organised by the 80-years-old Thunersee Yacht Club (TYC), one of the most active sailing clubs in Switzerland with a strong boat policy direction on Olympic and international classes. Surrounded by alpine mountains, the Lake of Thone offers stable, mostly thermics-driven winds of 3 - 4 Bft, and is considered one of the best sailing venues in this country. Star sailing has a long tradition in Switzerland.

The Swiss Star Class, the fourth-largest grouping of fleets world-wide, is by far the most active keel-boat class in this country. The total number of ranked boats in the 2004 Swiss Grand Prix events is 86; at the largest event, the Swiss Championship, 55 boats were on the starting line.

Many internationally successful Swiss Star sailors have their roots within the organising Thunersee Yacht Club. The most successful one is without doubt Flavio Marazzi, 25-years old, Vice-World Champion 2004 and fourth at the Athens Olympic Regatta 2004. His crew from last year, Enrico de Maria, has rejoined the Alinghi Team, but at this Championship, he has more than a substitute with Magnus Liljedahl, Olympic Gold and Gold Star 2000 on Mark Reynold's Star, crewing for him on the Lake of Thone.

No doubt that Flavio will do his utmost to reach for the Silver Star at this event. In addition to Mateusz Kusznierwicz from Poland, Hans Spitzauer from Austria, he too a former Finn World Champion, will definitely also be one of the favorites at this event.

As usual in a post-Olympic year, some Olympic campaigners from the past Olympiad are capitalising on their skills, sailing as professionals mostly on big boats, or are engaged in

America's cup activities or have reduced their competitive activities. On the other hand, many new teams will show up with the intent to run a campaign for 2008.

Especially to mention here is the complete new generation German team, the young Danes Monberg/Leifelt, the Irish O'Connell/Peel, the French Sevestre/Berengier to name but a few.

Report on practice race and first day waiting by Brad Nichol:

We sailed the practice race for the European Spring Championships yesterday on Lake Thun in Switzerland. The lake is incredibly beautiful with 7500 ft mountains all around the lake and crystal clear water.

We sailed a course three (windward-leeward, five legs) in 5-12 knots at a heading of 295 at 2.2 nautical miles. Apparently this is an unusual direction and was very shifty through thirty degrees and the pressure was very localized. Arie and I had a good start at the boat third and were able to burn off the boat to weather and sail over the boat to leeward. I felt the wind would go right so once we had a clean lane we went for the right side of the course. We did not get all the way over before the shift came and we worked the right middle.

At the weather mark we ended up getting beat by both sides and rounded in 14th. On the run it was a gybe set and everyone could fetch the mark. We worked low in a good lane of pressure and moved up at the leeward gate. On the second beat we worked the right again and despite the wind going 30 degrees to the right we lost out to the left. Most boats headed for the harbor after the second beat and only 10 of the 52 boats finished the practice race.

Race 1 goes to Robert Stanjek/Markus Koy GER

The German newcomers Robert Stanjek / Markus Koy are the winners of race 1 of the Star Class 2005 Eastern Hemisphere Championship on Lake of Thoun/Switzerland. The race was sailed in a steady 12 – 15 kn NNW-wind. The two young "Hamburgers" belong to the German Nixdorf Sailing Team, which has had its training camp for many years at Palma de Mallorca. The camp is now headed by the successful Danish multiple past-European Star Champion Christian Rasmussen. The late Heinz Nixdorf (Computer Manufacturer) Foundation for the promotion of Olympic sailing contributes once more to the development of new talents.

Rain during the whole day and a lake flat as a mirror did not create much enthusiasm early in the morning. Sailors trying hard to loose their last grams to make the weight limit were the only attraction in the first hours of the grey day. (Everybody passed finally.) Many participants spent their time surfing thru the Internet, the majority attaching their notebooks over the WLAN-hot spot of the Thunersee Yacht Club, some others using the PCs especially installed by the club. The organising club also had an "Internet Cafe" until late at night!

The start scheduled for 11.00 hrs was finally given at 14.10 hrs. After a general recall, the whole fleet started perfectly under black flag. Teams from 9 different nations finally made the top ten. Following Stanjek/Koy, with an excellent start and consistent sailing, in the first three places were the Marin

Lovrovic Jr. and Sr. (CRO) and Paulo Sevestre / Vincent Bérengier (FRA), currently the French number 2 Starboat after World Champion Xavier Rohart who is taking a break until next fall, according to some media.

In his first season on the Star, the Finn Olympic Gold and Bronze medal winner Mateusz Kuznierewicz with crew Dominik Zycki, after a rather prudent start, fought through the fleet to finally finish in 4th place in the race.

Bad luck for local hero and co-pretender for the title, Flavio Marazzi / Magnus Lilljedahl, who had a mast failure leading to a DNF while racing around 8th place on the second downwind. Best Swiss team were the Stegmeier brothers in 6th, closely by Johnny Jensen / Martin Petersen (DEN).

Race 1 Competitor Report - by Brad Nichol

We arrived at the club at 8am for the daily weigh in to find cold rain and no wind whatsoever. The competitors had a lovely morning inside with many spending the time on their laptops. A collective groan was heard when the wind came up and the race committee sounded the harbor start.

Race one was sailed on a course three, 10.2 nautical miles at 350. After a general recall under the I flag, the second start went off under the black flag. Arie and I had a dreadful start and got bounced around before finally bailing out to the right. At the weather mark we had recovered to mid-fleet. Downwind everyone jibe-set with many reaching well high of the mark for the right shore. In the end, the farther right (looking upwind) you were the better but most boats seemed to make it to the leeward mark at the same time.

The second beat most boats worked the right side while Arie and I found some nice gains on the right middle avoiding a light patch half way up the beat.

As everyone headed back towards the leeward mark the wind picked up to 12-15 knots and the fleet compacted again. On the last beat most boats played the right and Arie and I worked the middle moving all the way to 10th place before the wind died and went hard right. We were caught by four boats in the last 100 meters and finished 15th. Decent for the team and great considering the start we had.

After the competitors had made it ashore and warmed up the clouds finally broke at 7pm local reveling a new layer of snow in the mountains, dangerously close to the race course.

At today's skippers meeting the race committee announced in the brilliant morning sun that we would hold on shore until it started raining and then we would run two races. (?)

Race Two: Different sailing conditions, same winner: Robert Stanjek/Markus Koy GER.

Two races sailed and only two teams remaining with two one-digit ranks!

Beautiful sunshine, contrary to the weather forecast, rather cold, and a consistent SE-wind from sunrise till 13 hrs! No way to start the race at 11 hrs as scheduled.

Finally, the wind did the expected 180° turn, offering a light and difficult to read NW-pattern of 5 to 10 knots. Not easy to

position the line under these conditions. After a general recall, a successful start under the black flag rule was given at 14.35 hrs, which had Salani / Lillia (ITA) and Miller / Kleen (GER) leaving the course as BFD -victims.

Half way up the first beat, it was evident, that the "bad starters" had the better end compared to the favourites' group which after having taken the right side of the course was easily passed by a number of teams which did not show up in the top ranks in race 1. However, race 1 winner Stanjek / Koy (GER) and yesterday's third, Lovrovic Jr. and Sr. (CRO) did the right tacks to start chasing the surprising leader, the organising club's Scheidegger brothers (SUI), ranked 31 in race 1. The Swiss successfully defended their lead over almost the whole course, finally finishing 2nd in the GER – CRO "sandwich". Behind these constantly leading three boats, Sevestre / Berengier (FR), O'Connell / Peel (IRL), Merkelbach – Meissner (GER), the Gereben brothers (HUN) and Dannesboe – Fayzullin (SUI) added some low numbers to their race 1 results and are now within 7 points after 2 races, 9 points behind the leading duo.

The local favorite, 2004 Vice World Champion Flavio Marazzi – Magnus Lilljedahl, clear leader immediately after the start, had to work hard to get through the fleet to finally reduce the damage, finishing 13th. No doubt not satisfied as they hoped to do better after yesterday's bad luck with a DNF.

Not very much amused are obviously Mateusz Kurznierewic / Dominick Zycki (POL) and Garcia de Soto / Elarze (ESP) who got a DNE (disqualification not excludable) for finishing the race after having been blackflagged.

Race 2 Competitor's Report - by Brad Nichol

Tuesday we woke up to brilliant sun and a nice southeasterly breeze upping everyone's excitement to go sailing. At the skippers meeting the race committee put a damper on the mood when they announced that we would stay ashore until it started raining and then we would run two races. It turns out that the wind we had was a draining breeze from the heavy air over the new snow in the mountains. In the end the wind filled from the west as clouds crept over the mountains.

Everyone left the harbor at 1pm and sailed to the end of the wind line and waited for another hour for the wind to fill completely.

Finally we got going in a nice 10-12 knot northwesterly and the sun held through the race. It took three tries to get the start off as the line was favored as much as 35 degrees to the pin. Four boats were black flagged in the second start and the third start was clean.

The wind kept everyone on their toes shifting 30 degrees making the left favored on the first beat, the right on the second beat, and back to the left on the third.

The controversy of the day lay in the protest room where two black flag boats were scored Disqualification Not Excludable (DNE) after being black flagged and continuing to race. Also after talking with the jury I decided to try standing downwind for the race drawing much criticism from competitors but no flags from the jury. Four teams lodged protest against us but the jury again found no problem of my standing in front of the

mast. This has raised a stir and I am sure you will here much more about it in the future.

Race Three Report: Mateusz Kuszniwicz demonstrates his talents in the Star

He scored a clean win controlling the whole race 3 right from the beginning!

The weather forecast was right: drizzle, 10°C cold, but most important, a nice 8 – 15 kn NW-wind. No problem to start the race on time at 11 hrs.

Having lost their protest against the RC to correct his DNE in race 2, Mateusz Kuszniwicz/Dominik Zicky (POL) demonstrated their strength on the water today. Right from the beginning, they took the lead and had a clean win. ("Finn gang" Löff, Percy, Rohart, Presti watch out ... there's another one coming!)

Behind Matheus, another blackflagger from yesterday, Miller / Kleen (GER), together with Sevestre / Bérengier (FRA) and Marazzi – Lilljedahl (SUI) had a close fight during the whole race, finishing in this GER/FRA/SUI order, but when it goes for the title, Miller and Marazzi have the handicap of a BFD and a DNS on their score card. Sevestre confirmed his 3rd overall and still has all the options to do even better.

The Lovrovic family (CRO) 8th and O'Connell / Peel (IRL) 9th today showed another solid performance and consolidated their 2nd and 4th overall ranks. Only minor changes for the remaining top-12 teams with the exception of local club member Dannesboe/Fayzullin (DEN/RUS) who missed to be on the starting line on time and scored a DNS, which made them fall from 7 to 24. Another one badly waiting for race 5 to get a discard to look better again!

Race 4 is scheduled for 11 hrs tomorrow Thursday. The weather should improve for the rest of the week, and hopefully, we shall have the remaining three races under normal Lake of Thoun conditions with around 3 – 4 bf.

Race 3 Competitor's Report by Brad Nichol

The cold rain returned on Wednesday but it brought wind along with it providing for some more exciting racing. We again raced course three at 320 degrees in 15-18 knots of breeze. The line was heavily favored to the pin but the competitors were more subdued keeping back from the line.

We started six boats from the pin and just missed being able to tack and cross the fleet. The six boats up the line were able to cross us and the rest of the fleet and head up to the right. The Polish Finn sailors led the charge taking a huge lead up the beat and holding it to the finish after a tough day yesterday swallowing a DNE.

The wind held all day with plenty of pressure differences and shifts on the mountain lake providing for many changes of position within the fleet.

Tonight we have a party on top of one of the mountains (in picture) at the edge of the lake, 7500 feet above the lake!!! I hope the sky clears so I can enjoy the view and send some pictures.

Race Four: Danish victory and solid Swiss performance

For the first time during this championship, the classic Lake Thoun thermic wind with 10 – 15 knots was blowing on this sunny Thursday afternoon. Usually, the right side of the course is favoured, but wind shifts must be observed very carefully to stay in the race. Local experience has therefore been of advantage as shown by the seven Swiss teams in the top-ten.

Winners of race 4 were the young Danes Christian Monberg / Martin Leifelt, who, after a 30 second lead at the first windward mark had finally to defend their lead in a fight with Philipp Rotermund / Nils Hollweg GER. With an attack on the opposite side of the course, Arie van Harwegen NED with his US-crew Brad Nichols climbed from rank 6 to 3 at the finish.

The day was difficult for the three overall leading teams. At the first windward mark, they found themselves amongst the backmarkers. Whereas the leaders Stanjek / Koy GER could reduce the damage by fighting through the fleet up to place 13 and could maintain their overall lead, Lovrovic/Lovrovic CRO in 20th and Sevestre /Bérenghier FR in 22nd will not be satisfied at all as their podium places are at risk now. Kusznerewicz / Zycki, so brilliant yesterday, never mastered the tactics today and finished in 26th.

4th race competitor's report by Brad Nichol

After a cold trip into the clouds on Neissin mountain Wednesday night, Thursday morning turned out to be bright and beautiful. The schedule was delayed an hour on account of the party the night before and we left the harbor at noon. We started race four in a nice 8-12 knot northwesterly under mostly sunny skies. The start line was heavily favored to the pin end again and the first start under the I flag was a general recall with most of the fleet over the line. The second start under the black flag was equally as pin favored and Arie and I decided to start at the pin, tack as soon as possible and hit the right corner which seemed to have more pressure. We made a port tack approach and made room for ourselves in front of a large pack crowding the pin. We struggled to hold our position and stay behind the line and were able to accelerate before the other boats enabling us to tack three seconds after the gun and cross the fleet.

The Irish team of Prof and Ed were able to do the same thing just up the line from us and the two of us looked like rock stars out in the clear. Prof burnt Arie and me off in the first three minutes and we decided to foot below the Irish and head for the right. Prof and Ed though they saw nice pressure on the left and tacked out into what turned out to be oblivion.

Arie and I worked the right side and rounded the top mark in sixth place. Everyone jibe-set and headed for the right. Arie and I with the Swiss boat skippered by Daniel with Eric Monroe as crew were the first to jibe for the leeward mark and ended up laying while the pack of leaders went five minutes further to the right before making their jibe. For a while it looked like we had made huge gains but in the end the right side had more pressure and the leaders went around first.

Up the second beat we worked the right again and the positions did not change much. Arie and I rounded in fifth just behind Marazzi and Magnus.

It was the same game plan on the run, jibe out to the right and try to find a balance between sailing more distance and getting more pressure. Arie and I were the first to head for the marks again and this time were able to stay in the pressure and round third at the leeward gate, first around the right mark.

Up the last beat the two leaders went hard right and we covered from just to the left. A third of the way up the beat we got a 15 degree header and took it towards the middle of the course. The wind came back and when we tacked the two leaders looked very small in the back of our main window. It was a play that I told Arie would net us first or fifth but we decided it was worth the risk. We played the left side of the course and watched the leaders march up the course along the right shore in good pressure. At times we looked good and at times we looked very bad but in the end we crossed the line in third.

It was Arie's first top three in a silver event and it moved us to sixth overall.

The weather looks even nicer today and we should get underway between 1 and 2pm local when the thermal kicks in. After today's race we will have a drop and the score board will change dramatically with boats dropping BFDs and DSQs. The debate on standing continues with only two crew standing (myself and Eric Monroe) and drawing no yellow flags. There were two flags yesterday for boats rocking downwind, neither of the crews were standing.

5th Race

After a long wait, the thermal wind finally arrived very late in the afternoon. The Race Committee decided to start Race 5 shortly after 18 hrs as soon as the race area was filled with a light 1 –2 bft NW-wind. Two general recalls delayed the start further. After the first upwind leg the wind disappeared more and more, and on 19.45 hrs, the RC abandoned the race and decided to resail it Saturday morning at 8.00 hrs, hoping that the usual southerly morning wind will stay long enough to allow for a good race.

Eastern Hemisphere Championship

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	R4	Points	
1	GER 7971	Robert Stanjek	Markus Koy	--	1	1	8	13	23
2	CRO 7955	Marin Lovrovic, Jr.	Marin Lovrovic, Sr.	CRO	2	3	7	20	32
3	DEN 8187	Christian Monberg	Martin Leifelt	DF	24	7	5	1	37
4	GER 8033	Philipp Rotermund	Nils Hollweg	Glu	19	12	6	2	39
5	FRA 7714	Paul Sevestre	Vincent Berenguier	FdeM	3	11	3	22	39
6	NED 7806	Arie v. Harwegen d. Breems	Brad Nichol	Med	15	17	16	3	51
7	IRL 8028	Maurice O'Connell	Ed Peel	IRL	12	4	9	31	56
8	SUI 7969	Kurt Scheidegger	Markus Scheidegger	TB	31	2	20	5	58
9	GER 8141	Hubert Merkelbach,	Dirk Meissner	UB	10	6	14	32	62
10	SUI 7990	Daniel Stegmeier	Beat Stegmeier	TB	6	30	26	9	71
11	DEN 8066	Johnny Jensen	Martin Petersen	DF	5	21	12	35	73
12	SUI 8138	Flavio Marazzi	Magnus Liljedahl	TB	dnf	13	4	4	74
13	SUI 7968	Res Bienz	David Jeanneret	TB	14	44	11	8	77
14	SUI 7925	Peter Theurer	Christoph Christen	LUV	17	27	17	17	78
15	SUI 8009	Christoph Gautschi	Kurt Freuis	Bod	33	29	13	6	81
16	SUI 7319	Henrik Dannesboe	Ramis Fayzullin	BSL	13	8	dns	7	81
17	HUN 7799	Márton Gereben	Peter Gereben	Ore	9	10	23	39	81
18	GER 7991	Matthias Miller	Frithjof Kleen	--	11	bfd	2	16	82
19	RUS 8134	Alexey Lavrov	Denis Kharitonov	Mosc	7	35	15	25	82
20	SUI 7645	Daniel Wyss	Eric Monroe	ZU	35	9	25	14	83
21	POL 8170	Mateusz Kusnierewicz	Dominik Zychi	POL	4	dne	1	26	84
22	FRA 7518	Martin Tenconi	Yves Tenconi	FdeSA	16	43	10	23	92
23	SUI 8085	Lorenz Zimmermann	Andreas Furrer	LUV	41	5	19	30	95
24	SUI 7578	Marc Friderich	David Veit	TB	29	20	37	11	97
25	SUI 7912	Martin Ingold	Dario Bischoff	TB	39	16	24	19	98
26	SUI 7983	Beat Hunziker	Vincent Nagelisen	--	28	23	35	15	101
27	GER 8016	Hubert Rauch	Ingo Schapeler	And	23	26	31	21	101
28	ESP 7420	José Garcia De Soto	Alvaro Elarze	--	18	dne	21	12	104
29	SUI 8019	Jeannot Walder	Hans Korevaar	ZU	20	32	18	34	104
30	GER 8104	Andi Hermann	Benedikt Wenk	Bod	21	19	22	dnf	115
31	FRA 8196	Raoul Dabry	Tristan Cotte	--	44	31	34	10	119
32	GER 7837	Sybille Merk	Michael Merk	Neu	40	14	28	37	119
33	ITA 11	Mario Salani	Stefano Lillia	Mu	8	bfd	27	33	121
34	SUI 7948	Rico Gregorini	Daniel Christen	BSL	22	39	43	18	122
35	RUS 7798	Yuri Firsov	Dimity Gornyy	CON	34	15	30	45	124
36	GER 7944	Klaus Kappes	Steffen Rutz	UB	32	25	40	29	126
37	LAT 8135	Cepurnieks Eizens	Kankin Eizens	LAT	43	22	29	38	132
38	GER 7577	Christian Pauksch	Ines Pauksch	Sta	27	18	42	46	133
39	SUI 8133	Hans Stöckli	Axel Erbe	Rap	25	24	32	dsq	134
40	AUT 7795	Franz Mastnak	Robert Rastinger	TR	26	42	39	27	134
41	SUI 7532	Urs Infanger	Raymond Imboden	LUV	45	33	36	24	138
42	GER 7550	Tobias Scot	Peter Linke	CMB	36	36	41	36	149
43	FRA 7937	Michael Dreyfus	Christoph Bouvet	FdeSA	42	34	33	41	150
44	SUI 7717	Peter Erzberger	Hans-Jurg Saner	TB	38	38	38	42	156
45	SUI 7671	Peter Kilchenmann	Manfred Lehmann	--	49	37	47	28	161
46	SUI 7571	Rolf Eigenmann	Roger Glanzmann	BSL	48	28	45	40	161
47	GER 7946	Hermann Weiler	J. Matrel	Neu	30	41	48	49	168
48	SUI 7723	Andreas Honegger	Henri Daester, Patrik	--	37	48	46	44	175
49	SUI 7776	Beat Sauter	Felix Spiegel	BSL	51	45	44	43	183
50	FRA 7359	Jacques Borel-Giraud	Philippe Anthoine	FdeSA	46	40	50	50	186
51	SUI 7411	René Lüdi	Stephan Lüdi	--	47	47	49	47	190
52	SUI 6914	Christian Meylan	Marc Trincart	G	50	46	51	48	195

KIELER WOCH

A Brief History

(from a letter by Peter Johnson in Scuttlebutt # 1102)

Kiel Week was established in imitation of Cowes Week, which had been first sailed in 1826. In 1891 the German Kaiser, Wilhelm II, bought the unsuccessful British challenger for the America's Cup of 1887, the 109 ft. cutter *Thistle*, designed by George L. Watson and built in Scotland by Henderson. (The U.S. defender *Volunteer* had beaten her in two straight races off New York.) *Thistle* was renamed *Meteor*, the first of five boats of that famous name.

The Kaiser began to race the yacht each year at Cowes, England, while at the same time visiting his grandmother, Queen Victoria. He decided that Germany should have an equivalent regatta, so in 1895 an annual local rowing and sailing regatta usually held at the end of June was converted with royal patronage into the Kieler Woche (Kiel Week). Meanwhile the Kaiserlicher Yachtclub (Imperial Yacht Club) was formed. It was intended to be equivalent to England's Royal Yacht Squadron.

As a footnote: in August 1945, just three months after cessation of hostilities, the British held a Kiel Week for themselves and their allies: Danes, Norwegians and American forces. Germans were not permitted on the water. It took a few years before this became a fully German regatta and then a finally a race week.

**STAR CLASS PARTICIPATION
IN THE KIELER WOCH**

The Pre-World War II Years

By David Bolles

1931:

The earliest mention of the Kieler Woche in Star Class literature is to be found in the 1932 Log. In the listing of the events which took place under the auspices of the Norddeutsche Flotte are the Kieler Woche results:

1931	(7 Races, 7 Entries)		
843	<i>Mia VII</i>	Dr. Andersen	39
810	<i>Paka</i>	Laeisz & Beyn	33
813	<i>Markab</i>	Fr. & M. Brinckman	30
811	<i>Bambuko</i>	Domizlaff	25
842	<i>Koenigsau</i>	Corps Holastia	23
841	<i>Uzel II</i>	Dr. Lubinus	19
844	<i>Holland</i>	J. & A. Maas	D.N.Q.

1933:

The 1933 Log, while reporting Norddeutsche results for the 1932 season, did not report on the Kieler Woche. The next report appeared in the 1934 Log for the 1933 season:

1933	(7 Races, 7 Entries)		
841	<i>Uzel II</i>	Lubinus	41
907	<i>Hilda II</i>	Giesecke	36
898	<i>Ha-Eff</i>	Broschek-von Heutschler	31
810	<i>Besar</i>	Behncke	21
843	<i>Mia VII</i>	Andersen	17
811	<i>Bambuko</i>	Domizlaff	16
842	<i>Koenigsau</i>	Holsatia-Junghans	16

1934:

The 1935 Log gives the Kieler Woche results as follows:

1934	(7 Races, 8 Entries)		
907	<i>Hilda II</i>	Giesecke	44
1069	<i>Bremer Schluessel</i>	Weser Y.C.	37
811	<i>Bambuko</i>	Domizlaff & Laeisz	26
841	<i>Uzel</i>	Kieler Segel-Vereinigung	25
810	<i>Besar</i>	Behncke	22
842	<i>Koenigsau</i>	Corps Holsatia	14
843	<i>Barandon</i>	Kaiserliche Y.C.	13
813	<i>Markab</i>	M.. & F. Brinckman	3

1935:

The September, 1935 issue of Starlights has an article which reads as follows:

Pimm Tops Kiel Week Score

Twenty-seven German, four Dutch and two Polish Stars sailed in the Kiel Week regatta at Kiel, June 16th-22nd, and the Hamburger Flotte entries carried away the honors.

Pimm, Walter von Hütschler skipper and P.W. Hachman crew, took six first places and one second, while *Paka*, sailed by P. Mylius and H. Becker, stood second in the total point list. (Note that the skipper and crew of the third place boat, *Bremen*, are not given, but only the owner of the boat, Weser Y.C.) The top three places were:

1935	(7 Races, 33 Entries)		
1078	<i>Pimm</i>	Walter von Hütschler	HF
1245	<i>Paka</i>	P. Mylius	HF
1069	<i>Bremen</i>	Weser Y.C.	BrF

1936:

No information has been found about the 1936 Kieler Woche, but in the 1937 Log lists *Pimm* as the winner of the event.

1936	(Number of entries unknown)		
1078	<i>Pimm</i>	Walter von Hütschler	HF

1937:

The 1938 Log gives only the final standings, noting that there were 7 races and 19 entries. The top three places were:

1937	(7 Races, 19 Entries)		
1276	<i>Gemma</i>	Agostino Straulino	FN
1263	<i>Hilda IV</i>	Theodore Giesecke	KF
1159	<i>Moorhex III</i>	Christian Backhaus, Jr.	HF

1938:

The September, 1938 issue of Starlights and the 1939 Log give the Kieler Woche results again listing only the final standings. There were 7 races and 22 entries. The skipper of the winning yacht is unknown, and only the owner of the boat (in this case a German Naval installation) is listed. The top three places were:

1938	(7 Races, 22 Entries)		
1626	<i>Gemini</i>	Marinestation der Ostsee	GNN
1570	<i>Hasjo</i>	Hans-Joachim Weise	BF
1539	<i>Castore</i>	Regia Accademia Navale	RAN



Photo: 1939 Log

A Start at the 1938 Kieler Woche



Photo: Gregorio d'Ottaviano

Renato d'Ottaviano

1939:

For 1939 neither Starlights nor the 1940 Log carried reports of the 1939 Kieler Woche. However, Otto Schlenzka, Commodore of Kieler Yacht Club and Vice Commodore of the Star Class, has kindly researched this and found that Renato d'Ottaviano won the event. There were 7 races and 25 entries. D'Ottaviano scored firsts in races 2, 3 and 4, and seconds in races 5, 6 and 7.

1939 (7 Races, 25 Entries)
 1540 *Polluce* Renato d'Ottaviano FN

For the years 1940-1948 Star did not sail in the Kieler Woche. It was not until 1949 that Star participation in the event resumed. The present listing of winners of the Kieler Woche in the Star Class Logs begin with that date.

**Pre-War list of winners
 Of the Kieler Woche**

The listing of the winners in the Star Class Log should be updated to include the pre-war winners of the event as follows:

1939	<i>Polluce</i>	Renato d'Ottaviano	FN
1938	<i>Gemini</i>	Marinestation der Ostsee	GNN
1937	<i>Gemma</i>	Agostino Straulino	FN
1936	<i>Pimm</i>	Walter von Hütschler	HF
1935	<i>Pimm</i>	Walter von Hütschler	HF
1934	<i>Hilda II</i>	Giesecke	KF
1933	<i>Uzel II</i>	Lubinus	NDF
1931	<i>Mia VII</i>	Dr. Andersen	NDF



Photo: Gregorio d'Ottaviano

Renato d'Ottaviano at the 1949 European's



Photo: Gregorio d'Ottaviano
One of the Trophies won by Renato d'Ottaviano
at the 1939 Kieler Woche

(The editor would like to thank Otto Schlenzka, Gregorio d'Ottaviano and Marc Müller for their aid in researching the information for this article.)

A note about the 1939 Kieler Woche by Renato d'Ottaviano

(This note was written by Renato d'Ottaviano in 1999, two years before his death.)

The first race was a disaster: we had little understanding of the racecourse and the bad weather raised a spray, which blowing into the eyes, did not help us to spot the famous buoys.

For the second day's race things went better and the wind was more manageable. I won over 24 participants, rivals who were among the best sailors of Europe. My crew Giuseppe Bignami and I couldn't believe it! The "Polluce", that was the name of my Star, had behaved wonderfully well!

In the following races I obtained another two first places, followed by three second places. I had won all the cups reserved for Stars. Silver goblets and plates.

Today, a part of the prizes are still in my possession, but I lost several of them during the war because of the foolish idea to having some of them placed onboard the cruiser "Fiume". Those trophies went to the bottom of the sea with the cruiser. Some other trophies later I placed onboard the "Da Mosto".

With the lost of that ship, another part of my prizes went to cheer the fishes. I was almost included this time, but fortunately was rescued. Between the remained goblets, one I particularly liked: it has the shape of a shaker, bearing in the center: TO THE BEST FOREIGN HELMSMAN, in German:

PREIS DES FLOTTENCHEFS- INTERNATIONAL
STARKLASSE FÜR DEN BESTEN AUSLÄNDISCHEN
STEUERMAN " KIELER WOCHE 1939

After Kieler Woche I went to Helsinki in order to represent the Italian Navy in the world championship between the Navies. Argentina, Denmark, France, Holland, Norway, Sweden, Germany, Italy and United States participated. At this championship there were three races. I won the first two races and was fourth in the third race. The result was that I was widely hailed for winning the event. With this new victory and a beautiful goblet, I went back to Italy.

About my crew at Kiel: His name was Giuseppe Bignami, a fantastic officer who disappeared during the war and was decorated with the highest award, the "Medaglia d'Oro al Valor Militare".

WHEN SUBMITTING RACE RESULTS PLEASE INCLUDE ALL ESSENTIAL INFORMATION

When sending in race results to the editors of Star Class communications, whether for the web site or Starlights, it would be helpful if you could make sure to include all of the essential information. Please try to give the information in the following format:

Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

Make sure that you include the first name as well as the last name of the skippers and crews, and in the cases where there are Sr. and Jr. in the same family, add this designation.

Some scoring systems, such as the St. Pete Scorer, ask for Yacht Club. When setting up the scorer you should substitute the fleet abbreviations in place of the yacht club name when typing in the entry's information.

The Star Class web site, Starlights and the Star Class Log all share these result sheets. When there is information missing we try to supply it, especially when getting these result sheets ready for the Log which is the permanent record of the event of the past year. While it may not seem important at the moment of submitting results to the Star Class communication team, having complete results, especially with regards to participants' names, will prove to be essential as the years go by.

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