

Starlights



Fleets: 183, Boats: 8245

Originated 1911, Organized 1922

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95th Anniversary Issue

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PRESIDENT'S MESSAGE

by Bill Allen

Happy New Year to Star sailors around the world. 2006 promises to be an exciting year for the class. Our major championships are in great venues, and promise to have excellent competition.

The results of the recent Star Class election and vote on the resolutions are printed in this issue of Starlights. I'd like to Thank You all for giving me the chance to be Star Class President for another 4 years.

Congratulations to the elected International, National, Fleet, and District officers. I look forward to working with this outstanding group of people as we move the Class forward.

I am very pleased to announce that Joe Knowles will be taking over as chairman of the Class Technical Advisory Board. Joe was Chief Measurer of the Class for many years, and has remained active on the TAB. His knowledge of the class rules and experience in international technical affairs will be of great benefit to the class in the coming years.

Hannes Gubler is retiring as TAB chairman after serving the class very well over the past few years. We all thank Hannes for his contributions, and look forward to having his continued participation on the TAB.

Foss Miller and John A. MacCausland have agreed to serve on the TAB. Both are long time Star sailors and bring great technical expertise and experience to the group.

Bill Parks is retiring as Judiciary Board Chairman. Bill won a bronze medal in the 1960 Olympics, and has been a major contributor to the Star Class over the past 50+ years. He served as Class President from 1974-1978. We thank Bill for his service and congratulate him on his election as Vice Commodore.

I'd also like to take this opportunity to thank Barton Beek, who retired from the Judiciary Board in 2005, for his many years of service to the Star Class.

Steve Gould has agreed to serve as chairman of the Judiciary Board for the coming year. Steve, an attorney in the San Francisco area, brings years of Star sailing experience to the job. Jack Lynch moves from alternate to full member of the JB, to serve for 5 years. Another alternate member will be appointed at the March Class Management Committee meeting.

I am pleased to report that all the 2006 resolutions passed by at least 70% majority. In particular, #'s 4, 11 and 15 revise our race formats and courses and will provide flexibility for race organizers of our major events to adopt formats, with CMC approval, that take advantage of fleet size and venue characteristics to provide the best racing. This is a major step forward for the Star Class.

As we move into the 2006 sailing season, one of our goals is to improve participation in our various racing programs. The class has had a long tradition of focusing on fleet racing and strong fleets. While this is still a worthy goal, the realities and time constraints of modern life suggest that in many areas we need to work harder to customize the schedule, and try to find the mix of fleet races and district events that members enjoy the most. Several districts have started major initiatives to build up racing within their waters.

Unfortunately, regular fleet races in many areas are poorly attended. Several fleets have had success with evening races, with social gatherings, including families, after the racing. The major "serious" racing may take place in a focused regatta circuit, where 20-30 boats can be expected.

If this shift continues, the class may have to look at our qualification process. District and Continental events are normally open, so the qualifications are only for the World's Championship. The World's has become a very large event, and difficult to manage. Unfortunately, we have a few fleets that only exist for the purpose of qualifying for the World's. A revised system emphasizing District and Continental Championships as the qualifications for the World's may need to be considered. Of course, any change in our qualification process would need to be approved by the membership.

I hope that 2006 proves to be a healthy, peaceful, and enjoyable one for Star sailors around the world.

Good Sailing

Bill Allen

Please note: Your Star Class membership will lapse on February 1. If you haven't already renewed your Class membership please make sure you contact your fleet officers to pay your Star Class dues.

2005 BALLOT RESULTS**International Officers**

International President J. William Allen
4 year term, 1 January 2006 – 31 December 2009

International Secretary John Chiarella
4 year term, 1 January 2006 – 31 December 2009

Honorary Officers

Commodore Sir Durward Knowles
4 year term, 1 January 2006 – 31 December 2009

Vice Commodores William W. Parks
1 year term, 1 January – 31 December 2006
Otto Schlenzka

Rear Commodores Harry H. Adler
1 year term, 1 January – 31 December 2006
Carlo Rolandi
Harry W. Walker

Continental Vice Presidents

4 year term, 1 January 2006 – 31 December 2009

North America
1st Continental Vice President Joe Zambella
2nd Continental Vice President Thomas Londrigan Jr.

Europe
1st Continental Vice President Alex Hagen
2nd Continental Vice President Mario Caprile

South America
1st Continental Vice President Torben Grael
2nd Continental Vice President Luis Bustelo

Australia
1st Continental Vice President Phillip R. Baker
2nd Continental Vice President Iain Murray

District Officers

2 year term, 1 January 2006 – 31 December 2007

District	District Secretary	Assistant District Secretary
1	David Bolles	John Lombard
2	Barbara Beigel Vosbury	Robert Collins
3	William Culberson	Buddy Clarke
4	Mark T. Lewis	Jeff Shaffer
5	Mike Marzahl	Peter Vessella
6	Forrest Miller	Craig Wilshire
7	Gastão Brun	Daniel Wilcox
9	Daniel Wyss	Jean-Gabriel Charton
10	Lars Lantz	Christian Öller
11	Phillip Baker Jr.	(none)
12	John Chiarella	Richard Atkinson
13	Philipp Rotermund	Claus-Peter Luxa
14	Giulio Gatti	Giuseppe Leonetti
15	Fernando Seghers	(none)
17	Jürgen Janson	Günther Lux
18	Alberto Zanetti	Nicolas Rosas
19	Constance Drew-Bear	Henryk Dabrowski
20	Craig Prandini	Jock Kohlhas
21	Hans Bucher	Frank Keesling

Resolutions

#1-2005 Passed – 72.76%
[Of the 279 votes cast on Resolution 1, 203 were “For”.]

Submitted by the Tampa Bay Star Fleet

To amend Rule 16.1. as follows:

Add to Rule 16.1.:

If an annual meeting predicts a situation where any fleet or International Officer cannot assure fair representation, the I.G.C. may elect to postpone or reschedule the annual meeting. Any rescheduling of the annual meeting shall be posted on the Class website no sooner than 90 days prior.

#4-2005 Passed - 79.39%
[Of the 296 votes cast on Resolution 4, 235 were “For”.]

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.

#5-2005 – Vote invalidated due to error on ballot.

#6-2005 Passed - 88.00%
[Of the 275 votes cast on Resolution 6, 242 were “For”.]

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.”

#7-2005 Passed - 74.38%
[Of the 281 votes cast on Resolution 7, 209 were “For”.]

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 with approval from the C. M. C.

#11-2005 Passed - 83.45%
[Of the 290 votes cast on Resolution 11, 242 were “For”.]

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.

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.

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 3 races per day.

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.

#12-2005 Passed - 90.53%

[Of the 285 votes cast on Resolution 12, 258 were "For".]

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 Y** events, the Race Committee may modify the official course by using the leeward mark as the starting pin.

#13-2005 Passed - 90.46%

[Of the 283 votes cast on Resolution 13, 256 were "For".]

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.

#14-2005 Passed - 85.26%

[Of the 285 votes cast on Resolution 14, 243 were "For".]

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.**

#15-2005 Passed - 79.57%

[Of the 279 votes cast on Resolution 15, 222 were "For".]

Submitted by the Annapolis Star Fleet

*To replace **Rule 34.5. Time Limit** as follows: Delete text.*

#16-2005 Passed - 80.08%

[Of the 266 votes cast on Resolution 16, 213 were "For".]

Submitted by the Gloucester Star Fleet

*To amend **Specification "Radius Limitations" in Drawing No. 1 – Lines and Limitations** as follows:*

Add to Sheer: The radius must be equal in areas except in small areas where the shrouds are fixed.

#17-2005 Passed - 89.67%

[Of the 271 votes cast on Resolution 17, 243 were "For".]

Submitted by the Savoie Star Fleet

Gold Star is awarded to Xavier Rohart and 4 Gold Bars are awarded to Pascal Rambeau, winners of the 2003 World Championship.

THE 49TH NICE CHRISTMAS REGATTA

by Jacques Puisségur

Luca Modena and Michele Marchesini of Italy won the 49th Nice Christmas Regatta. For the sixth time Luca Modena was victorious in Nice!

There were perfect conditions for the 7 races which were very contested by high level competitors coming from 7 nations. John Coveney did an excellent job as the regatta's PRO. The wind out of the North at 4 Beaufort remained very stable, with a calm sea and a splendid blue sky, the sun making us forget the very cool temperature.

The Stegmeier brothers, champions of Switzerland, won the first and only race of the first day, finishing in front of the Italians Negri-Viale and the French Puisségur-Charton who came in third. The second day belong to the Spaniards with 2 first places and a second for José Maria Van der Ploeg and a first place for Diego Negri. The final day of the regatta allowed 3 more races, with another victory for Stegmeier in the first race, Modena winning the second race of the day and Britain Graham Bailey, member of the Nice Fleet, finishing the series by winning the last race.

Luca Modena and his crew Michele Marchesini are preparing to try to win a spot on the Italian Olympic team. They showed by their consistency (4, 2, dsq, 2, 2, 1, 2) their experience, their technical and tactical skills on the water which is Luca's particular trade-mark.

The 50th Nice Xmas Regatta will take place from the 27 to December 30, 2006. You are all welcome to come and join us!



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49th Nice Christmas Regatta

Pl.	No.	Yacht name	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	Points
1	ITA 8224	Kiss The Medal	Luca Modena	Michele Marchesini	SG	4	2	dsq	2	2	1	2	13
2	ESP 8094	Gretr Sailing	José Van der Ploeg	Fernando Rivero	Barc	6	1	2	1	4	3	5	16
3	SUI 7990	--	Daniel Stegmeier	Beat Stegmeier	TB	1	3	3	11	1	2	7	17
4	ITA 0011	--	Diego Negri	Luigi Viale	--	2	4	1	4	3	5	4	18
5	GBR 8097	Dr Evil	Graham Bailey	Tim Tavenor	Ni	13	8	9	6	7	7	1	38
6	SUI 8085	Squalo Bianco IV	Lorenz Zimmermann	Sebastian Dentler	LUV	12	5	10	5	5	4	9	38
7	ITA 8225	F. Monastririo	Lucio Boggi	Corrano Cristaldini	Viar	7	7	8	10	6	9	3	40
8	GBR 8151	Minimee	Julia Bailey	Kaspar Harsserh	Ni	10	9	4	7	11	6	6	42
9	FRA 7649	Asteria IV	Jacques Puisségur	Jean-Gab Charton	Ni	3	10	5	8	10	11	8	44
10	FRA 8196	--	Raoul Dabry	Tristan Cotte	FdeM	5	6	6	14	8	10	12	47
11	ITA 8182	Nuvola	Roberto Righi	Davide Mugnaini	Viar	11	11	7	3	9	8	11	49
12	GBR 7419	Forth Star	Shaun Maclean	Ian Maclean	NFB	dnc	14	11	13	13	12	10	73
13	FRA 6844	Estarie	Hubert Poilroux	Yvan Poilroux	FdeM	9	12	13	15	14	13	13	74
14	MON 7881	Up Start	Viannay Guézénc	Guillaume Desnoe	MO	dnc	13	12	12	16	14	14	81
15	FRA 7467	Thor	Maurice Bourguet	Gilles Chatenet	NI	15	16	14	17	15	15	15	90
16	ITA 7624	Acciugha	Andrea Orlando	Paul Reachi	MO	14	15	15	9	dnc	dnc	dnc	93
17	FRA 6974	Marilyn	Joel Barre	Marcel Pourtier	FdeM	dnc	17	16	16	17	16	16	98
18	MON 7903	Filance	Filippo Orlando	Giovanni Corrado	MO	8	dnc	dnc	dnc	12	dnf	dnc	100
19	GER 8104	--	Hans Peter Burkhardt	Markus Mehlen	--	dnc	dnc	dnc	dnc	dnc	dnc	dnc	120

BOB LEVIN MEMORIAL

Biscayne Bay

January 7-8, 2006

By Jock Kohlhas and Carroll McCallum

Fifty-two boats from 9 countries participated in the Levin Memorial Regatta held on Biscayne Bay. John Kostecki and Austin Sperry dominated the fleet by being the only boat never to have a finish out of the single digits during this three-race series. Only one point separated the next four boats, with Will Stout and Darrel Hiatt taking second at 26 points and Phillipe Presti and Jean-Phillipe Saliou taking third with the like number of points.

A high-pressure area centered over Florida provided beautiful conditions. Saturday morning began with strong, gusty northwest winds with shots up to 25-30 knots. After flying out to the starting line on screaming reaches, (with one pre-race demasting and one rounding up aground, forcing two boats to retire) the fleet avoided further casualties while the RC considered posting a course 1. Then as the wind moderated slightly, course 4 was posted, in part in consideration for the Etchells fleet which was also holding races in the area. For the start of the first race there was one general recall and then the black flag was up. Most of the fleet started at the pin and went left, perhaps thinking of the rule "when the wind is left of 360°, go left." Andy Horton and Brad Nichol won the race.

By the time the second race began the breeze was in the 12-15 knot range though even less steady in direction. We were given course 3, again with good long legs. At the first mark the boats that came out of either the far left or far right were in the lead, making out better than those who went up the middle. On the second beat the left paid and again on the final beat the left side of the course was good until the last few tacks to the finish which favored boats to the right where there was a bit more pressure. By playing the shifts well the race was won by the eventual regatta winners, John Kostecki and Austin Sperry.

Sunday dawned with temperatures near freezing but by the time the race started the standard Florida 70° sunshine had returned. The wind came in at 10° and 8-10 knots. The RC took the fleet a long way down the bay to the starting line, and put up course 3. Again there was one general recall. The tide was flooding for the whole race. On the first beat the boats that tended right, going up along Key Biscayne, seemed to gain an advantage that was less pronounced on the next two beats. Augie Diaz and Bruce Hatfield sailed well to win the final race of the regatta, moving them up to 4th place and only one point out of the tie for second. Augie was also the winner of the Master's division.

Bob Levin Memorial

Pl. No.	Skipper	Crew	Fleet	R1	R2	R3	Pts.
1	8230 John Kostecki	Austin Sperry	WSFB	6	1	7	14
2	8067 Will Stout	Darrel Hiatt	SDB	10	14	2	26
3	7879 Phillipe Presti	Jean Phillipe Saliou	FdeSA	12	5	9	26
4	8045 Augie Diaz	Bruce Hatfield	BisB	4	22	1	27
5	8222 Rick Merriman	Rick Peters	SDB	7	12	8	27
6	8157 Mark Mendelblatt	Mark Strube	TaB	5	4	25	34
7	8162 Andy Macdonald	Brian Fatih	NH	3	10	22	35
8	8187 Hammish Pepper	David Giles	Isol	14	16	5	35
9	8136 Henry Filter	Will Wagner	AN	22	3	11	36
10	8061 Andy Lovell	Magnus Liljedahl	NOG	8	8	23	39
11	8025 Andy Beadsworth	David Carr	SO	13	25	3	41
12	8143 Brian Cramer	Tyler Bjorn	LOC	9	2	31	42
13	8195 John MacCausland	Shane Zwingelberg	CR	17	13	15	45
14	8177 Karl Anderson	Scott Norris	BH	24	9	16	49
15	8080 Fotis Boliakis	Phil Trinter	CLIS	25	24	4	53
16	8176 Erik Lidecis	Michael Marzahl	NH	15	26	12	53
17	7995 George Szabo III	Eric Monroe	SDB	16	19	19	54
18	7899 Mike Milner	Matt Johnston	LOC	2	21	38	61
19	7515 Ross Adams	Stewart Hall	WH	19	17	26	62
20	8044 Martin Siese	Bill McNiven	N	35	18	10	63
21	8215 Bill Allen	Brad Lichter	WH	27	15	21	63
22	8043 Jock Kohlhaus	Carroll McCallum	BisB	37	7	20	64
23	8156 Andy Horton	Brad Nichol	NB	1	bfd	13	67
24	7640 Arthur Anosov	David Caesar	TaB	11	6	dns	70
25	8235 Larry Whipple	Darin Jensen	PS	31	11	30	72
26	7763 Bear Hovey	Lee Dayton	Mid	20	29	24	73
27	8239 Mark Reynolds	Hal Haenel	SDB	18	bfd	6	77
28	7713 Peter McChesney	Paul Anlong	AN	32	31	14	77
29	8217 Todd Gay	Scott Anderson	LS	21	35	36	92
30	7986 Hyde Perce	Chris Rogers	WH	30	34	29	93
31	7228 Joe Zambella	Eric Beckwith	BH	29	32	33	94
32	8095 Gunti Weissinberger	Chris Brown	NCB	34	36	27	97
33	8153 Eric Doyle	Brian Sharp	SDB	bfd	27	18	98
34	8231 Sam Rowse	Rob Bowers	Sun	33	30	39	102
35	8236 Steven Kelly	Bill Holowesko	N	bfd	23	28	104
36	7370 Rob Emmet	Guy Avellon	AN	23	39	42	104
37	8175 Jim Babel	Jon Vander Molen	GL	28	38	40	106
38	8072 Doug Smith	Mike Moore	SMB	bfd	37	17	107
39	7714 Jimmy Pahum	Vincent Zerenguier	FdeM	36	40	34	110
40	8037 Peter Wright	Don Wright	BisB	26	bfd	32	111
41	8128 Bill Culberson	David Reich	MoB	bfd	20	41	114
42	8038 John Vanderhoff	Rowan Perkins	NCB	dnc	28	35	116
43	8063 Bert Collins	Angelo Buscemi	AN	dns	33	47	133
44	7988 Brad Anderson	Larry Scott	LOC	dnc	dns	37	143
45	7434 Bill Parks	Clark Anderson	WH	dnc	dns	43	149
46	7369 Steve Haarstick	Chris Haarstick	Sen	dnc	dns	44	150
47	7934 Karl Von Schwarz	Rich Wharton	AN	dnc	dns	45	151
48	7521 Jay Tyson	Ian Clough	TaB	dnc	dns	46	152
49	7193 William Joyce	Matt Freeman	WLM	dnc	dns	48	154
50	7964 Ch. Kohlerman IV	Ch. Kohlerman III	NCB	dnc	dns	49	155
51	8028 Maurice O'Connell	Edmond Pezz	Isol	dns	dns	dns	159
51	8163 Tom VanderMolen	Dave Jackson	GL	dnc	dns	dns	159

95th ANNIVERSARY OF THE STAR CLASS

Ninety-five years ago 22 Stars were under construction at the boatworks of Isaac E. Smith, located in Port Washington, New York and another 11 Stars, known at the time as “Nahant Bugs”, were being built by Richard T. Green & Co. of Chelsea, Massachusetts. These 33 boats were the first Stars to be built. Now, 95 years and more than 8,200 Stars later, Star boats continue to be built, although now using the latest in boat-building techniques and materials.

Here we will look at Francis Sweisguth, the man who not only drew the plans for the original Stars, but also supervised the two changes in the rig and sail plan, first in the early 1920’s when the rig was changed from the gaff rig to the short Marconi, and then at the end of the decade of the 1920’s when the rig was changed from the short Marconi rig to the modern rig the Star still uses today. Clearly, Mr. Sweisguth was interested in seeing his original design evolve to take advantage of advances in yacht racing technology, a concept which has continued to be the hallmark of the Star Class.

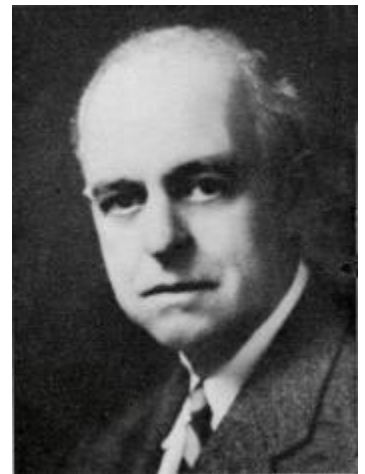
Few of us realize how much the Star Class is indebted to Francis Sweisguth. This seems to be an opportune time to pay tribute to him.

**FRANCIS SWEISGUTH
1882-1970**

Designer And Developer Of The Star

Much has been written about the origins of the Star boat and the Star Class, for example in the past anniversary Star Class Logs (1922, 1931, 1941, 1951, etc.) and Starlights (January, 1986). For a detailed history which covers all of this material see C. Stanley Ogilvy’s book, “History of the Star Class”, available from the Central Office. Here we will focus in on the important role of Francis Sweisguth, the draftsman in William Gardner’s Naval Architect office who drew up the plans of the Star boat.

In about 1906 George A. Corry, the ring-leader of a small group of yachtsmen from the New York City area, asked William Gardner to design a small, inexpensive chine-built arc-bottomed sail boat with a keel. George Corry was a friend of William Gardner, and it was natural for Corry to contact him to design the boat. The first fruit of Gardner’s effort for Corry’s group was a boat known as the Bug. The Bug was drafted by Curtis D. Mabry of Gardner’s office and made its appearance on Long Island Sound in 1907. The boat is reported to have been 17’ long with a keel weighing 150 lbs.



Francis Sweisguth

After four years of racing the Bugs in the waters about New York City the owners of the Bugs decided that the boats were

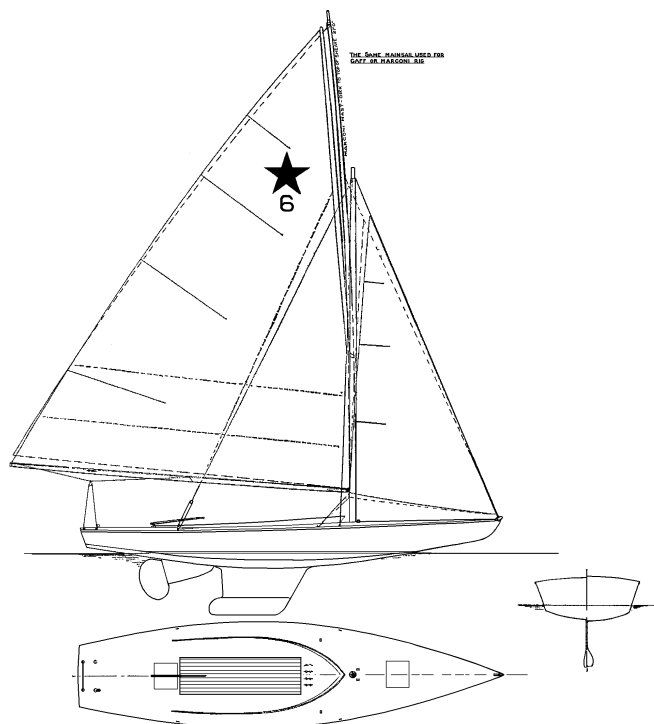


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too small, too wet and much too uncomfortable. A committee was appointed, consisting of George Corry, A. B. Fry, Thornton Smith and William Newman, to take this matter up with William Gardner. That was done in the early fall of 1910. This time it was Francis Sweisguth who was Gardner's draftsman who drew up the plans for the boat.

It is interesting to note that apparently by the time the boat was ready to be built it still did not have a name. In fact when copies of the plans for this new boat were sold to the Nahant Dory Club in Massachusetts for construction of a class boat for that club the name of the resulting boat was the Nahant Bug. Despite this name, these Nahant boats for some unexplained reason had red Stars on their sails. In any case, in the beginning George Corry wanted to name the new Long Island Sound class the Big Bug. Fortunately for the Star Class, Stuyvesant Wainwright of the American Yacht Club suggested the name Star as being more appropriate for the new Long Island Sound class.

During the winter of 1910-1911 twenty-two Star boats were built by Ike Smith of Port Washington for the Long Island Sound group. It is interesting to learn from the 1922 Star Class Log, the first Log put out by the Star Class Yacht Racing Association which had just been formed that same year, that Francis Sweisguth was one of the original owners of the Star Class yachts built by Smith. According to the Log, Mr. Sweisguth owned Star # 6 from 1911 to 1915.



ORIGINAL PLAN OF STAR
Showing both Marconi & Gaff Rig and how same sail can
be used on either
Mainsail area 223 sq. ft. Jib 58.5 sq. ft. Keel 840 to 860 lbs.

Sail Plan from the 1922 Log

The Star, as originally drawn up by Mr. Sweisguth, was a gaff-rigged boat with a long boom, very typical for racing boats of the day. The luff of the mainsail was 24'11" as opposed to 30'6" now used on the modern rig and the foot of the mainsail was 18'4" as opposed to 14'7". As the Star Class

continued to grow and develop during the late 1910's and early 1920's it became clear that the rig should be modernized. The first step was to change to rig from a gaff rig to a Marconi rig. This changeover occurred gradually during the early 1920's. The same mainsail could be used on either rig.

The 1922 Log shows the Star sail plan with both the gaff rig and the Marconi rig. The caption to the plan states that the same sail can be used on both rigs. It is interesting to note that the number on the mainsail of the boat in the sail plan is # 6. While this is just a conjecture, it seems most probable that Mr. Sweisguth was responsible for drawing this sail plan.

The Starlights of November, 1929, carried the article "Modern Rig Adopted for 1930": "A modern rig was adopted at the annual meeting in New Orleans by a vote of 434 to 66, to become effective March 1st, 1930.... The rig recommended by the Bainbridge Committee, which gives a boom to the transom and about the same sail area as the present rig, was adopted in principle and referred back to a Technical Committee, to be appointed by the President for any necessary refinements. This Technical Committee consists of Prescott Wilson, head of Geo. Burrows, Inc., sailmakers, Ernest Ratsey, of Ratsey & Laphorn, Inc., sailmakers, and Francis Sweisguth, who drew the original plans and was formerly with Wm. Gardner."

In 1961, as the part of the 50th anniversary of the birth of the Star boat, Mr. Sweisguth was made an honorary Life Member of the Star Class. C. Stanley Ogilvy, Star Class editor and historian at the time, visited Mr. Sweisguth in his Larchmont home, in part to get Mr. Sweisguth's version of the history of the Star Class. Part of this interview was reported in Starlights of May, 1961. Then, in August, 1970, Starlights carried the obituary of Francis Sweisguth which read in part as follows:

Francis Sweisguth, who drew the original lines of the Star in 1911 in the office of William Gardner, died recently at his home in Larchmont, N.Y. at the age of 87. Mr. Sweisguth was the last of the "charter owners", who sailed one of the first boats in 1911. In a very real sense he was the designer of the Star hull. The smaller Bug had been designed in the same office. Mr. Sweisguth said, in an interview a few years ago, "The Bug lines were not drawn by me. When Billy Gardner asked me to do the Star, I started from scratch, without looking at the Bug lines. If the two boats looked alike, it was because the lines of all chine-built boats with an arc bottom are similar."

Mr. Sweisguth not only designed the Star, but was the technical advisor for the Star Class during time the two rig changes took place. During these 20 years the Star boat went from having a gaff rig to the short Marconi and finally to the rig we still use today, and Mr. Sweisguth was at hand for each of these phases of development.

When Mr. Sweisguth died in 1970 the Star Class was in the middle of a technological revolution. Fiberglass boats had just become approved and aluminum spars were being discussed by the Technical Committee. Throughout the next 36 years innovation and refinement have been the guiding principles of the Star Class. One has to wonder what would Mr. Sweisguth make of his boat today, now 95 years young?



- 1st EUROPEANS
- 1st SOUTH AMERICANS
- 1st CHESAPEAKE BAY GREEN STAR
- 1st NEW YORK STATE CHAMPS
- 1st DISTRICT 1 CHAMPS
- 1st DISTRICT 2 CHAMPS
- 1st DISTRICT 5 CHAMPS
- 1st ARMS-WHITE REGATTA
- 1st TOMAHAWK REGATTA
- 1st LEVIN MEMORIAL REGATTA

*partial inventory

EUROPE

UK +44 2392 354800 Paul Hobson paul@od.northsails.com
www.northsailsod.co.uk

USA

WEST +1 (619) 226-1415 Vince Brun vince@od.northsails.com
EAST +1 (856) 428-9094 John MacCausland johnm@od.northsails.com
www.OneDesign.com

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2006 REGATTA SCHEDULE

Date	Org.	Event
Feb. 3 - 5	Dist. 9	2006 Primo Cup - Trophée Credit Suisse
Feb. 11 - 12	Dist. 20	Masters' Regatta
Feb. 17 - 23	ISCYRA	2006 South American Championship
Feb. 18 - 19	Dist. 5	SCYA Midwinters
Feb. 18 - 19	Dist. 20	Royal Palm Regatta
Feb. 22 - 23	Dist. 3	Billy Goat Regatta
Mar. 5 - 10	Dist. 20	2006 Bacardi Cup
Mar. 22 - 26	Dist. 14	Expert Olympic Garda 2006
Apr. 1 - 2	Dist. 5	ABYC Olympic Classes
Apr. 1 - 2	Dist. 13	Frühjahrs-Verbandsregatta
Apr. 14 - 21	ISCYRA	2006 Eastern Hemisphere Championship
Apr. 15 - 16	Dist. 5	Green Star
May 20 - 21	Dist. 13	Erich F. Laeisz Preis
May 23 - 26	ISCYRA	2006 Western Hemisphere Championship
May 23 - 28	Dist. 13	F. Laeisz International German Championship
May 24 - 28	Dist. 13	Holland Regatta
May 27 - 28	Dist. 5	Rollins Bowl
June 17 - 18	Dist. 1	Arms-White
June 17 - 18	Dist. 5	Baxter Bowl
June 17 - 25	Dist. 13	2006 Kiel Week
July 8 - 9	Dist. 5	King of Spain / District Blue Star
July 14 - 16	Dist. 1	Blue Star Championship
July 21 - 23	Dist. 10	Swedish Champ. & 10 th Dist. Championship
July 22 - 23	Dist. 5	Lipton Cup
Aug. 5 - 6	Dist. 12	Sunapee Open
Aug. 5 - 12	ISCYRA	2006 European Championship
Aug. 12 - 13	Dist. 1	Ned Hay
Aug. 19 - 20	Dist. 1	New England Masters'

Aug. 19 - 20	Dist. 13	Bahnwärterpreis
Sept. 2 - 3	Dist. 13	Herbst-Verbandsregatta
Sept. 9 - 10	Dist. 1	Bedford Pitcher
Sept. 16 - 17	Dist. 1	Nutmeg
Sept. 16 - 17	Dist. 5	Pitcher Series
Sept. 23 - 24	Dist. 5	Pacific Coast Championship
Sept. 27	Dist. 5	Calvin Paige / World's Tune-up
Sept. 27 - Oct. 8	ISCYRA	2006 World Championship
Sept. 30 - Oct. 1	Dist. 2	Oxford Fall Wind-up
Oct. 7 - 8	Dist. 1	Larchmont Columbus Day
Oct. 20 - 22	Dist. 5	Pre-Olympic Trials
Nov. 11 - 12	Dist. 5	Ash Bown
Nov. 14 - 19	ISCYRA	2006 North American Championship
Dec. 9 - 10	Dist. 5	Kriss Kringle

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International Star Class Yacht Racing Association

Bill Allen, President
Diane Dorr, Exec. Secretary
Ginger Shevlin, Admin. Secretary

David Bolles, Editor
Melinda Berge, Webmaster
Barbara Perce, Accts. Manager

Address all advertising and editorial correspondence to:
International Star Class Yacht Racing Association
1545 Waukegan Road, Glenview, IL 60025-2185, U.S.A.
Tel: 847-729-0630 Telefax: 847-729-0718

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