

ISCYRA 2004 for 2005 Resolutions

#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.

REASON: The I.G.C. Members at Large are also International Officers and should be elected to four year terms. See Star Class Rule 14.1. Add the Eastern and Western Hemisphere Members at Large as shown above. Change the last sentence of Rule 11.1 to reflect the fact that the election interval has now been established.

#2 - 2004 – submitted by the Buenos Aires Star Fleet

*To amend **Rule 11.1 International Officers** as follows:*

Add **Rule 11.1.6:**

11.1.6 Travel and lodging expenses (business class and four star hotels) of International Officers to attend the ISCYRA and ISAF meetings will be charged to ISCYRA.

REASON: High frequency and cost of trips advise that these expenses be charged to ISCYRA in order to stimulate attendance to the meetings.

#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.

REASON: To confirm the importance of the "Olympic Status" for the Star Class.

#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 and eight others, each of whom is now or has been an Association officer, designated by the International President to serve for two calendar years. These nine members shall be elected from life or active members in four regions as follows:

Four members from Region One (Districts 9, 10, 13, 14, 15, 16, 17)

Four members from Region Two (Districts 1, 2, 3, 4, 5, 6, 8, 12, 20, 21)

One member from Region Three (Districts 7, 18, 19)

One member from Region Four (District 11).

REASON: To involve a broader constituency representing said districts. Also, this would allow previous Association officers including former presidents to be on the IGC so the Class could benefit from their prior experience.

#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.

REASON: This rule would allow any decision made by the IGC, in regard to a World Championship that was sponsored by the ISAF/IOC, under Star Class Rule 14.1.6. to have the full and acknowledged support of the voting membership of the Class.

#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".

REASON: Housekeeping. The current Regatta Manager is a woman.

#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".

REASON: To eliminate the Starlights quarterly publication, with the respective savings. To concentrate all communication and coordination efforts on the "on time" web page maintenance.

#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.

REASON: From time to time, the I.G.C. needs the ability to test a proposed Star Class Rule Change related to Events, Equipment or Racing Formats. The proposed Resolution to add STCR 18.2.1 allows testing of proposed Star Class Rule Changes upon approval of a majority vote of the I.G.C. and with minimum notice to the Membership.

The proposed new rule 18.2.1 allows the I.G.C. flexibility to test new ideas and allows members to experience proposed Rule changes before being asked to vote on proposed Star Class Rule amendments. This new Star Class Rule is not to be available for changes to the Organization or Administration of the Star Class or any other Star Class Rule unrelated to Racing or Equipment.

#9 - 2004 – submitted by the Laredo Star Fleet

To amend **Rule 23 Championship Events** as follows:

Add Rule 23.8:

23.8 If the International Sailing Federation (ISAF) would organize under its auspices World Championships of all Olympic Classes, this championship would be completely valid for the Star Class.

REASON: The experience from Cádiz has been very positive for the Star Class members.

#10 - 2004 – submitted by the Laredo Star Fleet

To amend **Rule 25 Location** as follows:

Add to Rule 25.1:

Exception: In case of application of Rule 23.8, the "location" will be defined by ISAF.

REASON: As a consequence of Resolutions #3 and #9.

#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".

REASON: The world's top sailors meet at these regattas and should compete under the same circumstances. Very often these regattas are Olympic qualifying events.

#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: $C = ([100 - S] / 1.5) + 98$

REASON: This adjusts the formula for fairer racing. It reduces the crew weight of heavy skippers and adds weight to the light ones. The majority of all Star teams (more than 80% of all skippers are between 80 and 100 kg) will not have to change a lot by the new formula. Factor 1.5 has been used in a two-year test four years ago and worked successfully.

#13 - 2004 – submitted by the Pater Noster Star Fleet
*To amend **Rule 34.6.2 Scoring** as follows:*

Delete the last part of the sentence: ", discarding her worst score if more than four races have been completed." and replace it with ", with no discard."

REASON: In the "old Star traditionalistic days" Continental- and World Championships had no 360, no 720, and no throw-out.

Over the years new rules has been instituted so as to be fair to the sailors and endeavour to stop endless protests. This includes being allowed to hit marks and do a 360 or get caught on port tack and do a 720. Rule 42 gives a warning before being disqualified.

The drop race was originally put in as a defensive rule to compensate for unforeseen equipment failures. The result of this has been that sailors have used it as an offensive weapon and not for what it was intended. Sailors sail aggressively ignoring the rules until they get their drop. They push the starts and demand redress, take unwarranted risks on port tack especially at the windward mark and do not do their turns taking their chances in a protest room. The Drop Race has become an offensive weapon. Allowing a drop race allows sailors to push their equipment to the limit and therefore beyond which does not promote proper seamanship.

Today the sailor sails much more conservatively after they have acquired their drop race. With no drop the sailor must sail more conservatively and within the rules from the start of the regatta. The sailing will become fairer with sailors less likely to try and cheat and get away with it.

The need to count all races means that all races are equal and the sailors must compete in the last race. This will also make the sport more understandable and exciting for the media and others.

Star Class Continental and World Championships, which have 6 races and huge starting lines, will benefit from this rule change. Sailors will become much less willing to risk being over early, and those who are OCS will return to re-start which clears the first leg for those who started properly. The leader can no longer use a throw-out race to match race the nearest competitor. After a foul competitor will more likely take a 720, and be less likely to make the risky move to begin with.

#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.

REASON: In the World Championship in Cadiz, some boats were authorized to race in spite of the fact that they did not meet some specifications (e.g. vertical rudder movement and no constant distribution of keel material).