

ISCYRA 2005 for 2006 Resolutions

#1 - 2005 – 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.

REASON: To allow the I.G.C. to decide if an annual meeting is fairly represented. Annual meetings fall in situations where timely resolutions cannot be made in reasonable time frames.

#2 - 2005 – submitted by the Cooper River Star Fleet

To amend Rule 18.1. Star Class Association Rules as follows:

After the first sentence of paragraph three in Rule 18.1., add:

However, the total number of votes cast on it must be at least one third of the total number of eligible voters at the time the votes were cast.

REASON: A resolution, before being submitted to the Class as a whole, should not be passed on to the Class members unless it has passed a quorum test.

#3 - 2005 – submitted by the Cooper River and Wilmette Harbor Star Fleets - retracted because same resolution was passed in 2004 for 2005 as resolution #8

#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:

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

REASON: To avoid sharp sheer lines in small areas where the skipper hikes out. To keep the boat comfortable for skippers.

#17 - 2003 – submitted by the Savoie Star Fleet

Gold Star is awarded to Xavier Rohart and Gold Chevron is awarded to Pascal Rambeau, winners of the 2003 World Championship though the championship was invalidated afterwards.

REASON: They won the races and were not responsible for organizational controversy that occurred.