

2008 FOR 2009 RESOLUTIONS

By Barbara Beigel Vosbury, Executive Director

Below are the 2008 for 2009 resolutions for Star Class rule changes. These will be voted on at the 2008 Annual Meeting during the 2008 World Championship in Miami, Florida at Coral Reef Yacht Club on 9 April 2008.

All resolutions are posted for your fleet to review, discuss, and determine your fleet's opinion. Delegate/proxy forms will be sent to the fleet secretaries for you to appoint a delegate from your fleet or a proxy (member from a different fleet) that will be representing your fleet at the annual meeting. This delegate or proxy will be responsible for going to the annual meeting, getting your fleet's ballot and casting your fleet's votes [for or against placement on the 2008 year-end ballot] for each resolution.

ISCYRA 2008 for 2009 Resolutions

#1 - 2008 – submitted by the Seneca Lake Fleet

*To amend **Rule 18**, 2nd paragraph, Amendments, as follows:*

Each proposed amendment must next be filed with the C.M.C. at least 120 days prior to the date of the next annual meeting. It will then be automatically submitted by the C.M.C. to the JB for review to ensure that the proposed revision to the Rules is legal and that the amendment, if accepted, would not create a conflict with an existing rule(s), either directly or by implication. Unless the proposed amendment is illegal, the resolution will then be published on the ISCYRA web page no later than 45 days before the next annual meeting, in order to be put on the agenda of or considered by that annual meeting.

REASON:

1. to assure that amendments don't conflict with other rules, and that a proposed amendment is legal.
2. to assure that the membership has a reasonable amount of time to consider the values of the proposed amendment.

#2 – 2008 – submitted by the Mid Connecticut Star Fleet

*To amend **Rule 26**. Eligibility, as follows:*

26. Eligibility.

26.1. For Gold, Silver and Blue events, the skipper must:

26.1.1. Be an active or life member and have been one since the entry was filed.

26.1.2. Be enrolled in the fleet he represents.

26.1.3. Not have been enrolled as a member in any fleet other than the one he represents for two months prior to the first race, nor can he have been a member of more than two fleets for a period of one year prior to the first race.

26.1.4. (Delete.)

Below is Rule 26.1 as it now reads:

26. Eligibility.

26.1. For Gold, Silver and Blue events, the skipper (helmsman) must:

26.1.1. Be an active or life member, and have been one since the beginning of his fleet's qualification races.

26.1.2. Be enrolled in the fleet he represents.

26.1.3. Not have been enrolled as an active member in any fleet other than the one he represents for six months prior to the first race. Exception: the C.M.C., on receipt of a written application, may waive this requirement upon specifically finding that good cause for the waiver exists and the applicant's proposed representation of his new fleet complies with the requirements of Rule 26.1.4.

26.1.4. Have sailed his own boat in a representative number of Star races (at least 5) sponsored by his fleet within a year, and by reason of residence or normal boating activity be qualified to represent that locality. This requirement may be modified by the C.M.C. for newly formed fleets and service fleets.

REASON: Both the requirement of being a member before the beginning of the fleet's qualification series and that of sailing a minimum of five races in the member's home waters have been both routinely ignored and at times are burdensome, especially for those who want to sail in District Championships. This resolution removes these requirements.

#3 - 2008 – submitted by the Seneca Lake Fleet

To amend Rule 27.2, Continental Championships, as follows:

27.2. The Continental Championship (Silver Star) using:

Format A shall consist of a minimum of six (6) scheduled races.

Format B shall consist of a minimum of seven (7) scheduled races.

Format C shall consist of a minimum of eight (8) scheduled races.

A race postponed, abandoned or incompletd will be rescheduled and resailed as soon as possible. There may be one reserve day for possible resails provided that such option be stated in the Notice of Race. The race committee shall make every reasonable effort to complete all scheduled races within the published date (including reserve day if any). If it is not possible to complete four races, the series shall be canceled.

Below is Rule 27.2 as it now reads:

27.2. The Continental Championship shall consist of a minimum of six scheduled races. A race postponed, abandoned or incompletd will be rescheduled and resailed as soon as possible. There may be one reserve day for possible resails provided that such option be stated in the Notice of Race. 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: It makes sense that if we are sailing shorter courses, than we should sail more races.

#4 - 2008 – submitted by the Seneca Lake Fleet

To amend Rule 29.3.2, as follows:

29.3.2. Third method for qualifying to the World Championship from a Silver Star Championship. Entries to the World Championship shall also be determined through participation in "ANY" Silver Star event (no matter what Hemisphere the event is held, or what Hemisphere the members home waters are) sailed after the preceding World Championship and/or 12 months prior to the entry deadline of the next Worlds Championships.

No. of eligible boats starting in the Silver Star Championship:	No. of boats allowed to enter World Championship
less than 11	0
11-15	2
16-20	3
21-25	4
26-30	5
31-35	6
36-40	7
More than 40	8

A Silver Star event is entitled to send to the World Championship the number of its entries provided by the schedule above (exclusive of and in addition to fleet and District qualifiers representing fleets or Districts of the continent in accordance with Rule 29.1). Entries already qualified through their District Championship have to represent their District in the World Championship according to rule 29.3. This method only applies to entries that are eligible, able and were unable to represent their District or a Fleet in

the World Championship. The list of eligible entries is checked and approved by the respective Continental Committee 10 days before the entry deadline of the Gold Star.

Below is Rule 29.3.2 as it now reads:

29.3.2. Third method for qualifying to the World Championship from the Silver Star Championship: Entries to the World Championship shall also be determined through participation in the most recent Silver Star Championships (Spring Silver Star and Silver Star Championships) on the same basis as through the District Championships:

No. of eligible boats starting in the Silver Star Championship:	No. of boats allowed to enter World Championship
less than 11	0
11-15	2
16-20	3
21-25	4
26-30	5
31-35	6
36-40	7
More than 40	8

A continent is entitled to send to the World Championship the number of its entries provided by the schedule above (exclusive of and in addition to fleet and District qualifiers representing fleets or Districts of the continent in accordance with Rule 29.1). Entries already qualified through their District Championship have to represent their District in the World Championship according to rule 29.3. This method only applies to entries that are eligible, able and willing to represent their continent and were unable to represent their District or a Fleet in the World Championship. The list of eligible entries is checked and approved by the respective Continental Committee 10 days before the entry deadline of the Gold Star.

REASON: To make all Silver Star events equal, and to allow members to be able to be able to qualify to the Worlds no matter where they are.

#5 - 2008 – submitted by the Gluecksburg Fleet

To amend Rule 31, as follows:

In Regattas as per Rule 31.1.3, a yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organizer and available to all participants.

REASON: This rule will contribute to the fairness, will save costs and the environment.

#6 - 2008 – submitted by the Luzern-Vierwaldstattersee Fleet

To amend Notice of Race, as follows:

In Regattas as per Rule 31.1.3, a yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organizer and available to all participants.

REASON: It is a fact for all internationally active Star sailors that the fleet of support boats is increasing from year to year. All kinds of services are provided, from towing to and from the race course to food/beverage services, sail and equipment change, wind-/current measurements during the whole day, hidden communication from coaches to the boats, etc.

As not all nations, not to speak about individual sailors have the same possibilities to organize such outside assistance, rules by a superior body (as done by ISAF during the Olympics), Sailing instructions by Organizing Authorities or – if all there are failing – the Class Rules must make sure, that the playing field remains as level as possible for all competitors.

Above all, STCR 4.2 asks “to keep the Star Class within the financial reach of the person of moderate means...”, a rule which is more than valid when it comes to the immense investments in support and

coaching during the regattas which are made these days., STCR 11.4 may also apply as we have to avoid that our class exceeds reasonable costs which could be a negative argument when it comes to keep the Star within the Olympic family.

The rule proposed above is in force in other classes today and we see no reason, why this could not be introduced for the Star Class as well.

Obstructions by the coaches disrespecting minimal distances, creating waves...

#7 - 2008 – submitted by the Thunersee-Bielersee / Luzern-Vierwalstattersee Fleets

To add Rule 35.4 as follows:

If Course 0 (STCR 34.3.2), Course 1 (STCR 34.3.3) or course 3 (STCR 34.3.4) are sailed in an ISAF-graded event, rule 42 of the ISAF-Racing Rules does not apply for the reaches (mark 1 to mark 2 and mark 2 to mark 3).

REASON:

1. In (well-managed) ISAF-graded events, the triangle Courses are sailed only in higher wind speeds.
2. Reaching is fun (for all!), fast (shorter races!) and spectacular (for the media, the sailors and spectators!)
3. Correct rule 42 on-the-water-judging is very difficult during speedy reaches making full use of the boats possibilities in waves and puffs.
4. Erroneously punished rule 42 infringements during high-speed reaches are too severe penalties and practically take a boat out of the race as with the corrective circles, dozens of places may be lost.
 1. This rule will be clear for competitors and easy to handle for race committees and juries.

#8 - 2008 – submitted by the Luzern-Vierwalstattersee / Thunersee-Bielersee Fleets

To define, as follows:

We propose that the normal position of a Star crew while racing is sitting (including hiking). Standing on the deck shall not be permitted for crews.

The in earlier days existing rule used by the Star Class until 2004 shall be reestablished.

REASON:

1. It is a fact for every competing star sailor, that in many races crews standing by the mast assist the helmsman with their body movements to efficiently violate the rule 42 to gain speed.
2. As in most races, there are none or not enough experienced juries on the water, fairness is not guaranteed.
3. There is more and more an “everybody does it” mentality and the correct sailors are looking stupid.
4. Self-policing by lodging protests does not work as in most cases, especially in less important regattas, fact-finding is impossible for juries (witnesses – counter-witnesses), and in addition, comradeship and class spirit so important amongst Star sailors can severely be prejudiced by such incidents.
5. Forbid standing-up for crews is the only solution to correct this out-of-line situation.