

International Star Class Yacht Racing Association
 2010 Annual Meeting Ballot
 6 June 2010, Viareggio, Italy



Voting Results for the 10 resolutions proposed:

Resolution	FOR (number of votes)	AGAINST (number of votes)	Ab*	FOR (number of fleets)	AGAINST (number of fleets)	Ab*	RESULT
1-2010	241	121		33	10		passed
2-2010	195	167		25	18		passed
3-2010	89	273		13	30		
4-2010	320	30	12	39	2	2	passed
5-2010	290	56	16	35	6	2	passed
6-2010	58	288	16	18	23	2	
7-2010	100	262		15	28		
8-2010	135	227		20	23		
9-2010	69	277	16	10	31	2	
10-2010	247	110	5	31	11	1	passed

Note: There were 43 fleets represented with a total of 362 possible votes.

* Ab =Abstention

Fleets in attendance:

Alto Lario	Moehnesee
Attersee	Nice
Bodensee	Oreghegy
Carinthian	Paranoa
Cascais	Perla Della Versilia
Central Long Island Sound	Rio de Janeiro
Chiemsee-Bayrisches Meer	Salerno
Continental Divide	San Diego Bay
Copacabana	Seneca Lake
Forte Dei Marmi	Starnberger See
Green Lake	Tampa Bay
Gull Lake	Thuner-Bielersee
Haydn	Trieste
Kieler	Verbano
Kvarner	Viareggio
Lake Hopatcong	Volga
Laredo	Wilmette Harbor
Lecco	Zuerichsee
Los Angeles Harbor	Zugspitz of Wurmsee
Luebeck Bay	Isolated ballot (Branislav Erac)
Mandello	Isolated ballot (David Antonicic)
Marseilles	

Below is the text of the Resolutions that have passed and will be voted on in December 2010.

#1 - 2010: Submitted by Tampa Bay Fleet

To amend Specification 10.1.1 Approved Materials as follows:

Change wording: *Approved Materials for MASTS: Wood, Aluminum alloy of at least 90% Aluminum. For Booms and whisker poles: Wood, Aluminum alloy of at least 90% Aluminum, GRP, or any combination of the above.*

Reason: Cost. See Rule 4.2.

#2 - 2010: Submitted by Paranoa Fleet

To amend Specification 10.1.1 Approved Materials as follows:

Remove "...GRP, or any combination of the above."

Reason: The probable introduction of GRP masts will be a disaster for the competitiveness of the Star Class. All present aluminum masts would be obsolete. New masts would be more expensive and that would affect the image and Olympic status of the Star Class.

#4 - 2010: Submitted by Seneca LakeFleet

To amend Rule 11.1 International Officers as follows:

Insert after first sentence: In the calculation of the term limit, only periods of time to which the Officer was elected (as opposed to periods during which the Officer served out another's incumbency), shall be counted.

Reason: Clarification

#5 - 2010: Submitted by Tegernsee Fleet

To amend Rule 23.5.5 J. Junior Championships, to read in full as follows:

Junior Championships in which boats may be skippered by other than their skipper-owner (**the crew may be older**) may be held, as sanctioned, at any of the above competitive levels.

Reason: To get more entries in a Junior Championship and more young people in the Star Class it should be clarified, that the owner himself or his crew can crew for the young skipper. So it will be easier to find boat owners to make available their boats to Juniors for such an event.

#10 - 2010: Submitted by Western Lake OntarioFleet

To amend Rule 34.3.7 Lengths of legs for all courses and time limits as follows:

Original Text:

Format B – 30-59 boats competing: Minimum of 1.5 nm and maximum of 2.0 nm legs. 40 minute maximum time limit for first beat, 3 hour time maximum time limit for completed course. Nor more than 3 races per day.

Format C – Under 30 boats competing: Minimum of 1 nm and maximum of 1.8 nm 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.

Suggested change:

Format B – 30-59 boats competing: Minimum of 1.25 nm and maximum of 1.8 nm legs. 40 minute maximum time limit for first beat, target time per race is 1.5 hours, 3 hour time maximum time limit for completed course. Nor more than 3 races per day.

Format C – Under 30 boats competing: Minimum of 1 nm and maximum of 1.5 nm legs. 30 minute maximum time limit for first beat, target time per race is 1 hour, 2 hour time maximum time limit for completed course. No more than 3 races per day.

Reason: Original rule intended to increase the number of races per day for smaller number of competitors by shortening the course length. Actual application of Format B and C is to have 2 or 3 races per day at lengths that make a racing day up to 8/10 hours per day or twice as long as a typical Worlds competition. Introduction of shorter lengths and target times will give PRO's guidelines to have more races, shorter in length with total racing time approximately 5 hours per day.