

## 2014 FOR 2015 Resolutions

*The following resolutions are submitted for membership consideration prior to voting on the proposed changes at the 2014 Annual Meeting to be held on Saturday 28 June 2014 at the Fraglia Della Vela di Malcesine, Italy at 1800 hrs.*

#1-2014 Submitted by the Forte dei Marmi Fleet

*To amend 15.2 Technical Advisory Board as follows:*

15.2. Technical Advisory Board.

The Technical Advisory Board shall be responsible for clarifying, interpreting and advising the membership and the builders and suppliers on questions pertaining to the Plans, Specifications and Measurement Rules. It shall maintain the clear and informative statement of the Plans and Specifications and in accordance with Rule 18.1 review all resolutions involving changes in the Plans and Specifications and incorporate the amendments passed by the membership. **"The Technical Advisory Board every 5 years shall conduct a review of any specification and limitation. First review January 2015"**. In addition it shall conduct such special studies as may be designated by the International Governing Committee.

REASON: To update and restrict specifications and limitations or to propose new ones where inexistent. To promote a more restricted one design concept.

#2-2014 Submitted by the Seneca Lake Star Fleet

*To amend 15.2.1 Technical Advisory Board as follows:*

15.2.1 **"The Chief Measurer or co-Chief Measurer will be appointed by the Chairman of the Technical Advisory Board, and report to the chairman of the Technical Advisory Board."** The Chief Measurer shall supervise all certified measurers, grant or reject measurement certificates, issue duplicates, collect transfer fees, sell plans and specifications, and answer questions on measurement rules. Subject to the approval of the Technical Advisory Board, he shall establish and maintain measurement standards, forms and techniques. He shall maintain liaison with the Technical Advisory Board, and may recommend to that board changes in Plans and Specifications.

REASON: House cleaning, just giving who the Chief Measurers report to.

#3-2014 Submitted by the Forte Dei Marmi Star Fleet

*To amend 21. Eligible Boats*

Add 21.4 A boat or prototype or keel can compete in a Gold and Silver event if it was made in a series of at least 10 pieces owned by active or life members. Builder must declare in the remarks the number of hulls made from a mould and number of keels made from an approved design.

REASON: Cost containment, to discourage investments for one-off buildings.

#4-2014 Submitted by the Forte Dei Marmi Star Fleet

*To Amend Specification 1.7 and 1.8 Explanations*

Specification n. 1.7: Erase "Any" and add "R or S glass".

Specification n. 1.8: Add "Pre-preg fibers in any combinations are not allowed".

1.7. Materials- Glass Reinforced Plastic (GRP):

~~Any~~ long strand glass fiber material may be used with a rigid, high strength resin, provided that the glass content of the combination exceeds 35 percent of the total by weight. Rigid, low density material, such as balsa, Aerolam, or plastic foam, may be used as a core between surfaces of fiberglass laminates. All materials used must have low absorption and high resistance to deterioration when in continues contact with either fresh or salt water. Aluminum, Nomex, or other metallic honeycomb core materials are permitted, but only for use as flat panels such as are used for flotation bulkheads and other internal hull stiffening. Such materials are not approved for hull or deck core material.

Carbon fiber, Kevlar, **R or S glass fibers** or other exotic materials are not allowed in any new construction or repair of GRP or wood boats

1.8. Plan Approval - Glass Reinforced Plastic (GRP) Construction:

**Pre-preg fibers in any combinations are not allowed**, each builder's method of construction must be approved by the Technical Advisory Board prior to the start of construction. The submitted plans must contain enough detail to adequately describe all materials, attachments, and the local reinforcements as well as the general construction of the hull, deck and skeg.

REASON: Cost containment, long standing policy to maintain competitive value of existing yachts.

#5-2014 Submitted by Forte Dei Marmi Star Fleet  
*To amend Specification 5.4.1*

add "and not more than 29 at any point. A radius max 38 is allowed as junction with the hull".

5.4.1. DIMENSIONS - Not less than 25 thick at rudder post and **not more than 29 at any point. A radius max 38 is allowed as junction with the hull.** The maximum depth of the skeg at the rudder post centerline shall not exceed 432. The maximum length of the skeg from rudder post forward along the bottom contour of the hull shall not exceed 940. (Length requirement does not apply if the aft edge of the keel forms the termination of the skeg.) The contour of the bottom of the skeg can at no point be more than 26 above or below a straight line between the maximum allowable depth and length points, and may not be concave, except that the skeg may be joined to the trailing edge of the keel with a fillet of no greater than 26 radius, and may extend downward a distance of no greater than 13 from a point no greater than 13 from the leading edge of the rudder. Depth of the skeg shall be measured to the extension of its bottom line, as if such downward extension did not exist. The average weight of a skeg shall not exceed  $14.7 \text{ kg/m}^2$ , the skeg shall not be hollow.

REASON: There isn't any limitation in the skeg maximum thickness.

#6-2014 Submitted by the Seneca Lake Star Fleet  
*To amend Specification 12.1*

12.1 Sails - Allow polyester woven material not lighter than 3.7 ounces per sailmaker's yard (0.158 kg/m) for mainsails and polyester woven material not lighter than 4.7 ounces per sailmaker's yard for jibs.

REASON: Clarification of a previously passed resolution to improve the life expectancy of Star jibs.

#7-2014 Submitted by the Iseo Star Fleet  
*To Amend 12.4 Battens*

From: ....Material optional. Batten pocket inside width not more....

To: .....Material GRP. Batten pocket inside width not more....

REASON: Cost control. Carbon Fibre battens cost is more than TRIPLE of GRP (GRP approx \$80.00, Carbon see: Doyle \$395, Quantum 300 Euro) and gives a limited advantage compare with GRP battens. GRP battens in use since more than 20 years are very reliable. Also carbon fibre is a NON allowed material on boat construction see Specification 1.7.

#8-2014 Submitted by the Forte Dei Marmi Star Fleet  
*To Replace Specification 14.3.1 Limitations*

Dimension E - Horizontal distance from aft plump bob (exclusive of moulding) to point on hull bottom which would be intersected by aft edge of keel fin if extended upwards. Min. 2150, max. 2170. (Not retroactive to Measurement Certificates approved before 1 January 2015).

REASON: Reduction of the limitations for the keel mounting, to promote the limitations upgrade on the basis of modern Star boats in order to keep more limited one design.