2015 FOR 2016 Resolutions
The following resolutions are submitted for membership consideration prior to voting on the proposed changes at the 2015 Annual Meeting to be held on Tuesday 2 June 2015 at the Base Nautica Flavio Gioia, Gaeta, Italy at 1600 hrs.

PLEASE NOTE THE FOLLOWING:
1. There were 130 Resolutions submitted. The Technical Advisory Board, the Judiciary Board and the Class Management Committee worked tirelessly to reduce the number to be discussed by either a.) re-categorizing the Resolution to grammatical corrections or b.) by postponing the presentation of the Resolution to the 2016 Annual meeting. We have retained the numbers of the original 130 so that it will be easier for each of the Committees to go back and re-visit the Resolutions not presented.
2. There are crossed out words and highlighted words, the crossed out words are old and deleted and the highlighted are new and inserted.
3. There are boxes around Resolutions that are dependent on each other. The votes for these Resolutions must all be the same ie. all FOR or all AGAINST.
4. There are Notes highlighted in Aqua signifying that a particular Resolution is linked to another.
5. There is a significant amount of Clarification in most of these Resolutions. As we move forward into our Second Century this Clarification process becomes necessary to have continuity with what our founders set up in 1922.
6. To facilitate the swift presentation of Resolutions at the Annual Meeting we have incorporated the IGC/CMC comments on each of these proposed rule changes. They are written in red.

#1-2015 STCR Preamble
Submitted by the Hamburg Fleet
To add as a preamble to the International Star Class Rules as follows:

RULES OF THE ISCYRA
Summary
The Star is a two person one-design sailboat and was designed by William Gardner/Francis Sweisguth in 1910/1911. In its old history the International Star Class Yacht Racing Association (ISCYRA), founded in 1922 by George A. Corry, has not only maintained the rules, but has constantly advanced the technical development of the boat and sailing in general.

The Star founded the first Sailing World Championship ever in 1923.

Since 1932 the Star has become the oldest Olympic class and is the king discipline of keelboat sailing.

In the decades until now the Star has further developed to a high tech boat without losing any of its charm and elegance.

The “RULES OF THE ISCYRA” consists of:
a) STAR CLASS RULES (STCR 1-20 PART 1 and 21-40 PART 2)
b) ASSOCIATION INSIGNIA AND AWARDS
c) SPECIFICATIONS (Rules 1-14)

and describe the organization, the boat and all processes.

REASON: Set up a Summary. All good books have a summary. Express that we are proud of the history, our rules, the organization and the class itself. Housekeeping. Give “RULES OF THE I.S.C.Y.R.A” a clear definition. Housekeeping. STCR 2., STCR 23.2. or STCR 23.5.5. refer on the “ASSOCIATION INSIGNIA AND AWARDS”. Therefore it be good if in the LOG “ASSOCIATION INSIGNIA AND AWARDS” followed after the end of STCR 40 on a new page.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#4-2015 STCR 5.2. Submitted by the Hamburg Fleet

To amend 5.2 Organization, The Fleet:

Existing text:
5.2. The Fleet, a territorial branch or unit, is open to all eligible persons within its territory, elects its own officers, which must include a Fleet Secretary, and is self-governing in local matters not conflicting with Association rules.
5.2. Fleet. The Fleet, a territorial branch or unit, is open to all eligible persons within its territory, elects its own officers, which must include a Fleet Secretary and a Fleet Captain, and is self-governing in local matters not conflicting with ISCYRA rules. The Fleet Captain of a fleet can be the Fleet Secretary of the same fleet at the same time.

Fleet Captain and Fleet Secretary are the Fleet Officers of a fleet. A Fleet Captain need to be a member of the Fleet and a member at all (STCR 9). A Fleet Secretary need not to be a member of the Fleet. There shall be a Fleet Secretary for each fleet. If there is only a Fleet Captain named he or she has also the roll Fleet Secretary.

REASON: Housekeeping. All other numbers have a subtitle. (see STCR 7.3) The position of the Fleet Captain and the definition of a Fleet Officer is missing in the LOG. Fleet Secretary need not to be a member of the fleet—Reason: he or she can be in a twin or daughter fleet (member) Fleet Secretary need not to be a member at all—Reason: e.g. Fleet Secretary is a wife of a sailor and only serve as the Fleet Secretary.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#5-2015 STCR 8.3. Submitted by the Hamburg Fleet
To amend 8.3. Fleet Responsibilities:

8.3. Each fleet shall hold an annual meeting until the end of January. Each Fleet shall file the date of the fleet meeting with the Central Office until 01th January of that year.

REASON: Housekeeping + Clarification. Fleet meeting should be before the end of Jan to meet all fleet dues e.g. bring in new resolutions, get a proper member status for the office (according STCR 8.6), fix the fleet qualification etc. Central Office has to know early enough if the fleet is still active. If there is no response until 01th January of a new year Central Office can get in contact with the District Secretary to clarify the status of the fleet.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#6-2015 STCR 9. and 10. Submitted by the San Diego Bay Fleet
To Amend STCR 9 and 10

9.1.6. Junior. A junior member is one who has not yet reached his or her 25th 20th birthday. A junior member shall have all the rights of an Associate member, and in addition may also represent his or her fleet as a skipper. If a junior member qualifies for a Gold level championship he or she shall upgrade to Junior Active membership in order to be eligible to compete. Each Fleet is encouraged to sponsor one Junior member per year.

9.1.7. Junior Active. A Junior Active member is one who has not yet reached his or her 30th birthday. A Junior Active member shall have all the rights of an Active member.

10.2. The I.G.C. shall establish the dues each year for active, associate and isolated members in amounts not exceeding the maximum provided under 10.3. Dues for junior members under twenty-five years of age shall be 25% of Active membership, twenty-five dollars. Dues for Junior Active members shall be 50% of Active membership.

REASON: Last year we had 47 junior members. These members currently pay $25 and can helm at any time except for the Worlds. Perhaps with a bit of restructuring we could encourage more young sailors by making it a little less expensive by raising the junior age and allowing them to sail the Worlds without having to convert to Active. Our current rule defines “juniors” as being under 25. We could keep our current “Junior” memberships with some small changes and then add another category called “Junior Active” members with a slightly higher age limit but also with full “Active” member rights, but still at a reduced cost. Instead of the current $25, Juniors would pay 25% of the Active rate and Junior Active 50% of the Active rate. We also should think about having a reduced entry fee for all “Junior and Junior Active members” at the same 25% and 50% reduction.

The CMC and IGC support this resolution. Encouraging Junior members will make the class healthier.
#8-2015 STCR 9.1.3. Submitted by Hamburg Fleet
To amend STCR 9.1.3

9.1.3. Associate. An associate member is a Corinthian non-owner of a Star, who may represent his fleet as a crew. He cannot vote, hold an ISCYRA office or represent his fleet as a skipper. An associate member can act as a Fleet Secretary.

REASON: Housekeeping. ISCYRA is the used abbreviation for “International Star Class Yacht Racing Association”. Replace the “Association” by ISCYRA. Housekeeping. Crews very often have the position as a Fleet Secretary in the fleet. Therefore: associate member can act as a Fleet Secretary.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#10-2015 STCR 9.1.7. new Submitted by the Hamburg Fleet
To add STCR 9.1.7

9.1.7 Retired. A retired member is one who:
   a) is not actively sailing Star at the moment or anymore, or
   b) served the class (e.g. a wife of a sailor as a Fleet Secretary) or was related to a member actively sailing Star.

A retired member shall have no rights of an associate or active member, and in addition may also not represent his or her fleet as a crew or skipper. If a retired member qualifies for a starclass event, he or she shall upgrade to active or associate membership in order to be eligible to compete. The retired member is informed about all ISCYRA activities only via email or e-Starlight by the Central Office. There are no ISCYRA dues for this membership status.

REASON: Keep people in the class. Don’t lose members. Keep the data of the members. Keep in contact with those members. Keep the members in the fleet and the community of the fleet. Keep related members in the fleet and the community. Just inform via e-mail by the Central Office e.g. via e-Starlight. It is a non voting membership status.

Note: If #6-2015 and #10-2015 both pass #10-2015 will be re-numbered STCR 9.1.8

The CMC and IGC support this resolution. Encouraging previous (retired) members to stay in contact will make the class healthier.

#12-2015 STCR 11.1.1. Submitted by the Hamburg Fleet
To Amend STCR 11.1.1. International President

11.1.1. International President. The International President is the Chief Executive of the ISCYRA.

He shall preside at meetings and serve as chairman of the Class Management Committee. He shall rule on procedure and jurisdiction, summarize decisions, and appoint special committees. He together with one International Vice-Presidents has sole authority to pay or authorize payment of accounts.

The names of former International President, with dates of tenure of office, shall appear in the LOG beneath the name of the International President but in smaller type. All former International Presidents shall retain their title and sleeve stripes, but not their gold stars.

REASON: International is missing. Housekeeping. ISCYRA is the used abbreviation for “International Star Class Yacht Racing Association”. Replace the “Association” by ISCYRA. Housekeeping. In times of “Compliance” at least the four-eyes principle apply accordingly. Housekeeping. List of names of former International President are already online and in the LOG.

The CMC and IGC support this resolution with a comment that the change in authority for the President is in line with the current direction association management is trending.

#13-2015 STCR 11.1.4. Submitted by the Hamburg Fleet
To Amend STCR 11.1.4. International Treasurer
11.1.4. International Treasurer. The International Treasurer is the custodian of the financial assets of the ISCYRA. He shall keep the I.S.C.Y.R.A.’s books, financial records, and securities, and shall place funds in a depository approved by the Class Management Committee. He shall disburse funds only on the order of the International President.

The International Treasurer shall deliver an annual financial statement at the annual meeting to all members. This annual financial statement will be published exclusively for all members in the next Starlight.

REASON: Housekeeping. ISCYRA is the used abbreviation for “International Star Class Yacht Racing Association”. Replace the “Association” by ISCYRA. Housekeeping. Openess. All members should be informed about the financial statement of the class - were the money comes from and where the money is spent for. The financial statement (or financial report) is a formal record of the financial activities of the ISCYRA.

The CMC and IGC do not support this resolution as proposed. They recommend the term “financial statement” be changed to “financial report” to receive their support. The financial statement for the Star Class contains sensitive monetary issues that include salaries, investment income and discretionary spending as approved by the executive. The membership at large should be provided with a yearly financial report indicating the monetary health and direction that the executive groups are at liberty to publish.

#14-2015 STCR 11.1.4. Submitted by the Hamburg Fleet
To Amend STCR 11.1.4. International Treasurer

11.1.4. International Treasurer. The International Treasurer is the custodian of the financial assets of the Association. He shall keep the Association’s books, financial records, and securities, and shall place funds in a depository approved by the Class Management Committee. He shall disburse funds only on the order of the International President together with one International Vice-President.

The International Treasurer shall deliver an annual financial statement at the annual meeting to all members. This annual financial statement will be published exclusively for all members in the next Starlight.

REASON: Housekeeping. In times of “Compliance” at least the four-eyes principle should apply accordingly.

Note: #12-2015, #13-2015 and #14-2015 must be voted the same way—either all FOR or all AGAINST.

The CMC and IGC support part of this resolution with a comment that the change in authority for the Treasurer is in line with the current direction association management is trending.

However, the CMC and IGC do not support this resolution as proposed. They recommend the term “financial statement” be changed to “financial report” to receive their support. The financial statement for the Star Class contains sensitive monetary issues that include salaries, investment income and discretionary spending as approved by the executive. The membership at large should be provided with a yearly financial report indicating the monetary health and direction that the executive groups are at liberty to publish.

#15-2015 STCR 11.3. Submitted by the Hamburg Fleet
To Amend STCR 11.3. Commodores

11.3. Commodores. There shall be one Commodore who shall serve a term of four years, two Vice-Commodores and three Rear Commodores, each of whom shall serve a term of two years. The ranking Commodore present shall be in charge of all social functions, shall be toastmaster at such functions, and shall make the opening address at annual meetings.

Each Commodore, Vice-Commodores or Rear Commodore has the right to participate at any ISCYRA meeting - with no vote in the meeting and no right to speak other than upon invitation.

The names of former Commodores, with dates of tenure of office, shall appear in the LOG beneath the name of the active Commodores but in smaller type. All former Commodores shall retain their title and sleeve stripes, but not their gold stars.

REASON: Terms of Vice-Commodores and Rear Commodores: They shall serve a term of four years. Keep it more simple.
The CMC and IGC do not support this resolution. The author indicates the purpose is to make the length of terms all four years but the wording of the proposed rule does not change all the terms to 4 years. The executive group of the Star Class already contains numerous representatives from all regions/fleets and Commodores attending, as silent participants would not improve the mechanics of their management meetings. The stature and legacy of the Commodores give them access to the executive members. The role and duties of the Commodores are already important, numerous and clearly stated in the Class rules.

**#17-2015 STCR 14.1.7.** Submitted by the Hamburg Fleet

*To Amend STCR 14.1.7. Standing Committees*

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. The decision of participation is made by the IGC.

REASON: The ISCYRA has not the power to decide on behalf of the ISAF how frequently they are setting up ISAF-sponsored World Championships - maybe every 4 years, maybe every 2 years etc. As long as the Star is not an Olympic class anymore, STCR 14.1.7 is obsolete, but if the ISAF and IOC will be open for a keelboat class in the Olympics, the Star may have a comeback. Therefore, STCR 14.1.7. should be open and give the IGC the power to react directly.

The CMC and IGC do not support this resolution as proposed but would recommend the elimination of 14.1.7.

The purpose of this rule was to allow the CMC to recommend participation in ISAF World Cup events and allow the presentation of our Gold Star to the winner. At the time, this was an important part of the Class’s Olympic activities. With the decision to end the participation of the Star in the Olympic the need for this approval is no longer valid.

**#18-2015 STCR 15.3.** Submitted by the Hamburg Fleet

*To Amend STCR 15.3. Marketing Manager*

15.3. Marketing Manager. The Marketing Manager shall advise the CMC on all matters pertaining to advertising, promotion and publicity and shall work with the Communications Director as requested by the CMC. It shall take whatever action is appropriate to develop new fleets and shall maintain contact with all isolated members for that purpose. This position should be filled and should be a paying position is an unpaid position.

REASON: Housekeeping. Missing subtitle. To keep the financial status of the Star Class in good position there should be only one paid position in the Class (this is the ISCYRA CENTRAL OFFICE Executive Director). The Star Class is not an Olympic class anymore. There is no other class in the Sailing World having more than one paid position (we do even not know any other professional office of any other sailing class in the world). There is no necessity for this position to be paid if all other positions in the Star Class are also not paid.

The Reason for a paid Marketing Manager position were given on the "ISCYRA 2013 BALLOT FOR 2014(+) OFFICERS" second page #4 at the end: “Reason: Establishing an independent, well defined, responsible position for the marketing activity can definitely support the development of the Star Class.” Marketing activity are not visible for members. The Marketing Manager’s tasks are not visible for members.

Expenses for a Marketing Manager (including traveling costs) are not explainable to fleet members. The printed monthly Starlight was canceled and the member dues for Active Members were risen. All important Star Class events have their own press office either by the fleet, club or an organization (e.g. Bacardi Sailing Week or SSL).

Also, STCR “15.4. Editor. The editor is responsible for the monthly publication of Starlights and the compiling and editing of the annual LOG.”

The Editor is responsible for the Starlights (respectively eStarlight) and not the Marketing Manager. The money that is saved for the position can be invested in the sailing events and for the sailors.

The CMC and IGC do not support this resolution as proposed. The CMC and IGC recommends the resolution be changed to remove the last sentence - “This position should be filled and should be a paying position.”

The change to this rule in 2014 mandated the executive pay for a Marketing Manager. Looking backward, this requirement (to pay for the Marketing Manager) did not insure the success of the position and the executive should not
now be required to fill the position as unpaid. The executive is charged with running the association in a fiscally prudent manner and their selection of a marketing manager should be judged on its success.

#19-2015 STCR 15.8. Submitted by the Seneca Lake Fleet
To Amend STCR 15.8. Sailing Committee

Remove STCR 15.8.

REASON: Position for active racing Star sailors are available on any of the existing executive committees or the Long Range Planning Committee which has been active for many years. This committee is a duplication of other Class Management structures. Also rule 15.9 makes provisions for the IGC to establish Special Officers or committees as needs emerge.

The CMC and IGC support this resolution. This Committee has been dormant for many years. The Long Range Planning Committee is populated with active racing Star sailors and has brought many important initiatives.

#20-2015 STCR 15.10. Submitted by the Hamburg Fleet
To Add STCR 15.10. Star Class Central Office

15.10. Star Class Central Office. The Star Class Central Office is there to serve the International President and organize the work for the ISCYRA. The Star Class Central Office is run by the Executive Director. The location of the Central Office is determined by the CMC.

REASON: Housekeeping. Clarification. Definition of the Star Class Central Office is missing in the LOG. Housekeeping. Clarification. Definition who runs the office and where it is.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#21-2015 STCR 18.1. Submitted by the Hamburg Fleet
To Amend STCR 18.1. Amendments

Second Paragraph: Each proposed amendment must next be filed with the CMC at least 120 days prior to the date of the next annual meeting. It will then be automatically submitted by the CMC to the JB for review. The resolution and all respective information (e.g. resolution 1 passed and resolution 2 was canceled including the reason why it was canceled) 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: Clarification. Openness. “....The resolution and all information (e.g. resolution 1 passed ....” To show why a resolution did not pass and also give the fleet which submitted the resolution the chance to do it better next time.

The CMC and IGC do not support this resolution as proposed. The procedure for resolution proposals and their handling up to and including the membership voting is lengthy, complete and very time consuming. Asking for additional steps in this 18-month process would dilute the limited time and energy of the Class management group.

#22-2015 STCR 22. Submitted by the Hamburg Fleet
To Amend STCR 22. Observance of Class Rules

22. Observance of Class Rules the RULES OF THE ISCYRA. The enforcement of Class Rules the RULES OF THE ISCYRA are essential to the protection of all Star owners. Members are required to report to the ISCYRA any race held for the Star Class as such, wherein Class Rules the RULES OF THE ISCYRA are not respected and enforced by the organization conducting it, or where entries of ineligible boats are knowingly accepted. A member who makes himself party to such practices, by knowingly and after due warning entering such an outlawed event, shall himself be subject to suspension. A Continental Committee may outlaw any event for cause.

REASON: Housekeeping There is no definition in LOG what Class Rules are or contain. The definition of “RULES OF THE ISCYRA” in the Summary of the new Resolution #1-2015 Preamble.

The “RULES OF THE ISCYRA” consists of:
1) STAR CLASS RULES (STCR 1-20 PART 1 and 21-40 PART 2)
2) ASSOCIATION INSIGNIA AND AWARDS
3) SPECIFICATIONS (Rules 1-14)
   and describes the organization, the boat and all processes.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#23-2015 STCR 23.5.1. Submitted by the Hamburg Fleet
To Amend STCR 23.5.1. Sanctioned Events and Awards

23.5.1. Gold. World Championship. Open to all fleets. Entries per STCR 29.1 through 29.4. GOLD awards. The Olympics is also considered a Gold event. (See ASSOCIATION INSIGNIA AND AWARDS HONOR AWARDS) Even though the Olympics are considered as a Gold event, the entry for the Olympics is defined by ISAF and/or IOC.

REASON: Clarification. ISCYRA has the power for the “Star Class Insignia” via STCR but the entry for the Olympics is defined by ISAF and/or IOC.

The CMC and IGC do not support this resolution as proposed. With the decision to end the participation of the Star in the Olympic the need for this approval is no longer valid.

#24-2015 STCR 23.5.6. Submitted by the Hamburg Fleet
To Amend STCR 23.5.6. Sanctioned Events and Awards

23.5.6. Except for the Olympics or ISAF-sponsored World Championships or other ISAF-sponsored events (e.g. World Cup), the above events are under the auspices of the ISCYRA. For Gold and Silver events, the Organizing Authority will be the ISCYRA in conjunction with the host club. For Blue and Green events, the Organizing Authority will be the District Committee and/or local fleet in conjunction with the host club. Entries are selected by qualification series. No other races to be scheduled in the vicinity and courses must be adequately patrolled.

REASON: Clarification. ISCYRA has not the power over events powered by ISAF and/or IOC. Compare STCR 14.1.7.

The CMC and IGC do not support this resolution as proposed. With the decision to end the participation of the Star in the Olympics the need for this approval is no longer valid.

#25-2015 STCR 23.5.9. Submitted by the Hamburg Fleet
To Amend STCR 23.5.9. Sanctioned Events and Awards

23.5.9. Honor Awards. Honor awards are displayed on main sails. Awards rank in the following order: gold, silver, blue, green and red. For example, one gold chevron outranks a silver star. Only the highest award ever won by any one skipper (either as skipper or crew) shall be displayed or kept on record, except that chevrons of higher rank may be used with a championship star of lesser rank. For example, a skipper entitled to a blue star may use his gold chevrons beneath it. The winner of two championship stars of the same color inscribes both dates in the star.

Awards are made to the skipper (Star, Olympian or Star and chevrons) and crew (Olympian with bars or Star with Bars), not to the boat; if the boat is sold, awards are retained by the skipper and crew for use on any other Star boat he may own while a member of the ISCYRA.

If a crew acts as a skipper he shows his highest award ever won either as skipper or crew.
Ranking of the Honor Awards is: 1.) highest colour, 2.) highest place, 3.) highest won as a skipper before Honor Award won as a crew.

REASON: Subtitle is missing. --> 23.5.9. Honor Awards. The Honor Award is shown on the main sails. Definition as given by ASSOCIATION INSIGNIA AND AWARDS skipper (Star, Olympian or Star and chevrons) and crew (Olympian with bars or Star with Bars). Housekeeping. Clarification of the ranking of Honor Awards.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.
#26-2015 STCR 23.5.9. Submitted by the Hamburg Fleet

To Amend STCR 23.5.9. Sanctioned Events and Awards

23.5.9. Honor Awards. Honor awards are displayed on main sails. Awards rank in the following order: gold, black, silver, blue, green and red. For example, one gold chevron outranks a silver star. Only the highest award ever won by any one skipper (either as skipper or crew) shall be displayed or kept on record, except that chevrons of higher rank may be used with a championship star of lesser rank. For example, a skipper entitled to a blue star may use his gold chevrons beneath it. The winner of two championship stars of the same color inscribes both dates in the star.

Awards are made to the skipper (Star, Olympian or Star and chevrons) and crew (Olympian with bars or Star with Bars), not to the boat; if the boat is sold, awards are retained by the skipper and crew for use on any other Star boat he may own while a member of the ISCYRA.

If a crew acts as a skipper he shows his highest award ever won either as skipper or crew.

Ranking of the Honor Awards is: 1.) highest colour, 2.) highest place, 3.) highest won as a skipper before Honor Award won as a crew.

REASON: : Subtitle is missing. --> 23.5.9. Honor Awards. The Honor Award is shown on the main sails. New Black Star is missing. ..gold, black, silver...Definition as given by ASSOCIATION INSIGNIA AND AWARDS skipper (Star, Olympian or Star and chevrons) and crew (Olympian with bars or Star with Bars).Housekeeping. Clarification of the ranking of Honor Awards.

#27-2015 STCR 23.5.10. new Submitted by the Hamburg Fleet

To Add STCR 23.5.10. Sanctioned Events and Awards

23.5.10 Black. A championship - “season final” - of the best sailors of a year. It is sailed on a Star. Qualification is based on a world ranking list of Star sailors and wildcards can be given. The organizer of the Star season final is responsible for the qualification mode. The IGC just confirms the qualification. Insignia is a five pointed black star (black is higher than silver but gold is higher than black). BLACK awards.

REASON: We have the SSL. The Insignia for the SSL final is a five pointed black star. To carry the black HONOR AWARDS also in other ISCYRA events it is necessary to bring in this new rule. The black event is higher than a continental championship (silver) because the qualification is worldwide.

#42-2015 STCR 31.1.3. Submitted by the Hamburg Fleet

To Amend STCR 31.1.3. Racing Restrictions

31.1.3 Crew Weight. For Gold, Black, Silver and Blue events, Fleet Qualifications, at ISAF World Cup, ISAF Combined Worlds, the Olympic Regatta, all respective Olympic Trial Regattas and all International Sailing Federation Grade One Ranking Regattas and national championships, the total crew weight is limited according to the following formula:

REASON: Subtitle is missing. --> 31.1.3 Crew Weight. Housekeeping. Clarification. To ensure and make it easier that STCR 31.1.3 is active for all major events

Note: #26-2015, #27-2015 and #42-2015 must be voted the same way—either all FOR or all AGAINST

The CMC and IGC do not support these resolutions as proposed. The sum of the three proposed rule changes are to mandate the Star Class to firstly recognize the SSL and their season final competition, secondly to establish a rank for the SSL competition and thirdly broaden the regattas that the weight formula would be used.

The Star Class is very proud of the SSL and their initiatives. They have goals and directions that sometime are parallel with the Star Class but also they have declared other objectives that serve their purpose. The following is taken from their recent article posted on the Star Class website.
**What is the Star Sailors League (SSL)?**

It's a limited company founded by sailors for sailors with the following mission:

- Creation of an racing circuit under the name "Star Sailors League"
- Promotion and support of athletes,
- Training and support for future generations
- Preservation of the skills' heritage from the champions
- Creation of a pathway that allows the best sailors to consider sailing as a profession

The mixing of the two organizations by including their event winner within the hierarchy of Star Class achievements should not be supported. There are differences such as: The participants of SSL events do not need to be Star Class members in good standing. The qualification process for a SSL event does not require Fleet or District participation. Lastly SSL events are not open to all Star Class members as they are for all the current Star Class Championships. The racing rules for SSL events are not the same as for current Star Class Championships.

The CMC and IGC believe the two organizations can exist and prosper without imbedding language in Star Class Rules.

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#29-2015 STCR 25.5. Submitted by the Hamburg Fleet

*To Add STCR 25.5. Location*

25.5. All Rules under STCR 25 are exposed when the ISCYRA is asked to sail in an ISAF-sponsored World Championship sailed under International Sailing Federation (ISAF), ISAF-sponsored Continental Championship and/or an Olympic Regatta organized by the International Olympic Committee (IOC). The decision of participation in that year is made by the IGC.

**REASON:** Clarification ISCYRA has not the power over events powered by ISAF and/or IOC. To give the class the chance to react quickly if the status of a Olympic 2 person keel boat is required. Preparation for the comeback of the class. Compare STCR 14.1.7.

The CMC and IGC do not support this resolution as proposed. With the decision to end the participation of the Star in the Olympics the need for this approval is no longer valid.

#30-2015 STCR 27.1. Submitted by the Rasta Fleet

*To Amend STCR 27.1. Scheduling and Number of Races*

Remove all old text and insert:

The World Championship should have 10 scheduled races with a minimum of 5 races completed to be counted as a World Championship. A race postponed, abandoned or incompletened will be rescheduled and resailed as soon as possible.

**Race schedule:**
- Tuesday 2 races
- Wednesday 2 races
- Thursday 2 races
- Friday 2 races
- Saturday 2 races

**REASON:** The World Championship should take place within one week. Therefore all sailors even overseas ones don’t need to take vacation for more than 5 working days. Overseas competitors can plan their flights more easily without reserve days.
There will also be more racing in a short period of time. With this day schedule most competitors will attend prize giving and prize giving party.

The CMC and IGC provide a qualified support for this resolution. The membership appears to want the World Championship to be completed within a week including measurement and travel time. The wording of this resolution will need some adjustment as STCR 34.3.7 defines the length and target time for races with various size fleets and as written will set up a conflict between the two rules. Accordingly, should the World Championship have more than 60 boats, the max time per race is 3.5 hours and leg lengths between 2 and 2.5 miles so a very long day for each of the proposed 5 days of racing. The history of the class has been built on fewer races that are comprised of longer legs. Also the precise wording of the proposal which defines sailing from a Tuesday to Saturday is restrictive. The CMC and IGC think that we should not be too prescriptive with our Race Committees, PRO, and Organizing Authority. Often, they need and enjoy more flexibility than this rule allows.

#31-2015 STCR 27.2. Submitted by the Rasta Fleet
To Amend STCR 27.28. Scheduling and Number of Races

Delete all old text and insert:

A Continental Championship (Silver Star) should have 8 scheduled races during 4 days with a minimum of 4 races completed to be counted as a Continental Championship. A race postponed, abandoned or incomplete will be rescheduled and resailed as soon as possible.

REASON: A clean up of the text to be in line with last years Continental Championship and so that the text corresponds to 27.1 World Championship.

The CMC and IGC provide a qualified support for this resolution. The membership appears to want the Continental Championship to be completed within 5 days including measurement and travel time. The wording of this resolution will need some adjustment as STCR 34.3.7 defines the length and target time for races with various size fleets and as written will set up a conflict between the two rules. Should the Continental Championship have more than 60 boats, the max time per race is 3.5 hours and leg lengths between 2 and 2.5 miles so a very long day for each of the proposed 4 days of racing. The history of the class has been built on fewer races that are comprised of longer legs. The CMC and IGC think that we should not be too prescriptive with our Race Committees, PRO, and Organizing Authority. Often, they need and enjoy more flexibility than this rule allows.

#32-2015 STCR 27.3. Submitted by the Tegernsee Fleet
To Add STCR 27.3. Scheduling and Number of Races

27.3 Other events shall consist of three completed races minimum. Blue Star Events (District Championship) shall be scheduled for six races minimum and shall consist of three completed races. The number of scheduled races shall be defined by the Notice of Race.

REASON: The adaptation of rule 27.3 will eliminate a potential conflict between Rule 27.2, Rule 34.3.7. and probably the Notice of Race as well. Experience gained during recent District Championship 2013 shows that the number of boats competing may be less than the number of formal entries. If so, Rule 27.2 may become in conflict with the Notice of Race. The initial format w.r.t. to the boats competing (on water) (see 34.3.7) may change w.r.t. the number of entries at dead line, with the consequence that the number of scheduled races would have to be increased according to Rule 27.2. This will be the in contradiction to the number of races scheduled by the Notice of Race.

Example: According to initial rule 34.3.7 the number of entries (32 at entry deadline) would require Format B (30 – 59 boats competing). However the number of competing boats on water is 28 only. According to Rule 27.2 Format B will change to Format C. with the consequence the required number of schedules races would increase by one race from 7 to 8 races. This would be in conflict to the Notice of Race which initially called for 6 scheduled races.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.
#33-2015 STCR 28.1. Submitted by the Hamburg Fleet

To Amend STCR 28.1. Entry Forms and Terms

28. Entry Forms and Terms.
28.1. Entries to the World Championship (Gold) and to Silver Events must be fully completed and filed in duplicate on an approved entry form. Entry deadline for Gold events 30 days before the first race. Entry deadline for Silver events 21 days before the first race. The entry forms shall be sent:
   a) One copy to the Central Office.
   b) One copy to the organizing club.
28.2. Entries for Blue and Green Events must be fully completed and filed in duplicate on an approved entry form, and must be received 7 days before the first race. The entry forms shall be sent:
   a) One copy to the District Secretary.
   b) One copy to the organizing club.
28.3. Late entries to Gold, Silver and Blue/Green Events are acceptable before the first start, subject to the following guidelines:
   28.3.1 Gold Events: The CMC need not accept a late or incomplete entry.
   28.3.2 Silver Events: The appropriate Continental Committee may accept a late entry for a Silver event.
   28.3.3 The appropriate District Secretary may accept a late entry for a Blue/Green event.
   28.3.4 For all events: The organizing club must be willing to accept the late entry.

REASON: Clarification for entry. “before the first start” make it easier for race committee to accept a sailor/boat. The Club as organizer must accept e.g. he has to have a free spot for the boat.

The CMC and IGC do not support this resolution as proposed. The ISCYRA does not need another level of approval for entry to our events. The potential conflict between an “accepted” entry by the Class but not by the organizing club should be avoided.

#34-2015 STCR 29. Submitted by the Hamburg Fleet

To Amend STCR 29. Entries

29. Entries.
The Methods for Qualifying for entry any ISCYRA Championship cannot be changed by any Officer or Committee (e.g. International President., CMC. or any other ISCYRA officer or committee or hosting club via NOR).

REASON: Clarification. We have STCR 29 for “Methods for Qualifying” for all different events in the LOG. The STCR are sometimes old but they were continuously developed over the years. The Qualifying starts in the fleet and the fleet is the basic of the ISCYRA.

A strong fleet with strong members is and was the guarantor for competition and a strong class. Even under STCR 29 it is relatively easy to qualify for the events, but it is necessary to sail in the qualifying events. If we do open the Qualifying to changes we should replace STCR 29 at all, but the effect on the fleets would be destructive. Why enter a fleet or sail a qualification at a district if the major events are all open? Let’s concentrate the Qualifying on the basis again - beginning in the fleet. If the “Methods for Qualifying” should be - if necessary – changed, than by changing the STCR via the participation of all class members.

To give regions with weak Fleets, Districts or at special places with no active district e.g. Havana or continents like Africa or Arabia, Asia or Australia the chance to host a Gold or Silver event it is necessary to set up new rules which are following next to is resolution by #41-2015 new STCR by resolutions: 29.6.2. and 29.6.3. and the change by #36-2015: entry for the hosting fleet for GOLD and Silver events.

The CMC and IGC do not support this resolution as proposed. The executives know the wording of all the rules relating to qualifying World/Silver and Blue events are too long and too complicated. While having served the Class for the past 100 years, the executive recognizes the need to have events with sufficient entries and have in recent years needed to make adjustments so the majority of Star Class members who wish to participate are allowed. In fact, at this point in our history it would be wise to keep Silver events open as we are not overwhelmed at the Silver events. This resolution would remove the needed flexibility.

A re-write of STCR 29 might take a simpler form such as all active Star Class members who participate in a Fleet and District can qualify for the Championships. This would strongly support the Fleets and eliminate the need for flexibility by the CMC and IGC.
#35-2015 STCR 29.1. Submitted by the Hamburg Fleet
To Amend STCR 15.8. Entries

29.1. Primary Method for Qualifying to the World Championship: Any fleet having six or more active boats is entitled to send one entry; a fleet having sixteen or more active boats may send two entries to the World Championship, either its qualification series winner or the member having the best score among those eligible, willing and able to represent the fleet, directly to the World Championship without affecting the number of entries eligible for the District Championship.

REASON: Houskeeping. Discrimination or disadvantage for fleets with 12 to 15 active boats. The logical number of active boats a fleet needs to send two entries to the World Championship is twelve or more.

Example:
A fleet “A” with six or more active boats can send one entry.
A fleet “B” with twelve or more boats but less than sixteen would only be allowed to send one boat either.
A fleet “B” and its members would have a disadvantage against fleet “A” members.

Fleet “B” could split up into two fleets and then each fleet “B1” and “B2” with six or more active boats could send one entry; so two in total. So the effect would be the same. Therefore a clearing is logical.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#36-2015 STCR 29.3.1. Submitted by the Hamburg Fleet
To Amend STCR 29.3.1. Entries

29.3.1. In a Gold event, the sponsoring fleet may enter 3-5 additional boats along with those fleet members qualifying through normal channels. These boats must have sailed in the District Championship and will be selected by their order of finish in the District Championship.

REASON: For members of a small fleet that is located rather at the edge of a district, it may not be possible to qualify for their own event which they are supposed to support. Therefore, the rise from 3 up to 5 will be helpful. However, sailing of the District Championship should be mandatory.

The CMC and IGC support this resolution. Makes for clearer and more precise rules.

#39-2015 STCR 29.5. Submitted by the Hamburg Fleet
To Amend STCR 29.5. Entries

29.5. Entries to a Silver Star Championship.
29.5.1. Entries to a Silver Star Championship (Silver) shall be determined by some fair system of qualification races. Qualification races shall be open to every active or life member of the fleet, and shall be scored exclusively on the basis of eligible entries. The numbers of entries eligible for Silver events shall be based on fleet size as follows:

<table>
<thead>
<tr>
<th>No. of active registered boats in the fleet:</th>
<th>No. Entries Silver Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 - 5</td>
<td>2</td>
</tr>
<tr>
<td>6 - 9</td>
<td>2</td>
</tr>
<tr>
<td>10-14</td>
<td>3</td>
</tr>
<tr>
<td>15-20</td>
<td>4</td>
</tr>
<tr>
<td>21-25</td>
<td>5</td>
</tr>
<tr>
<td>More than 25</td>
<td>5</td>
</tr>
</tbody>
</table>

An active boat is defined as one having sailed in a representative number of races (at least 5) in its own home waters during the 12 months prior to the entry deadline, and one whose skipper has been an active member or life member of the fleet and registered with the Association since the beginning of the qualification series.

Skipper has to have been an active member or life member of the fleet and registered with the ISCYRA, since the beginning of the qualification series.

Entries to a District Championship (Blue) shall be open to all life and active members of that district.
The CMC may approve the number of additional contestants for Silver events.

29.5.2. In a Silver event, the sponsoring fleet may enter 5 additional boats along with those fleet members qualifying through normal channels. These boats must have sailed in the District Championship and will be selected by their order of finish in the District Championship.

REASON: Delete: “An active boat is defined as one having sailed in a representative number of races (at least 5) in its own home waters during the 12 months prior to the entry deadline, and one whose” It is not controlled by anyone in the past and if so in the future it is very difficult and a lot of/ too much work to do for the Central Office.

“…in its own home waters….” It is maybe not possible to sail in the home waters (time, job etc.) but the boat is participating in big events which take not place in the own waters. But it is not the boat what counts it is the skipper.

STCR 29.5. New subtitle.
New STCR 29.5.1 no change to 29.5. just a replacement. New STCR 29.5.2. is similar to STCR 29.3.1.

For members of a small fleet that is located rather at the edge of a district, it may not be possible to qualify for their own event which they are supposed to support. Therefore, the rise from 3 up to 5 will be helpful. However, sailing of the District Championship should be mandatory.

The CMC and IGC do not support this resolution as proposed. This resolution would eliminate the only definition in the rules making clear that an active boat must sail in his/her Fleet. While this language (boat vs skipper) and its position within the ISCYRA rulebook is not ideal, it has provided for a strong base of Fleet support.

The CMC and IGC would support this resolution if amended to:

An active member is defined as a skipper who has sailed in a representative number of races (at least 5) in its own Fleet home waters during the 12 months prior to the entry deadline, and has been an active member or life member of the fleet and registered with the ISCYRA since the beginning of the qualification series.

Entries to a District Championship (Blue) shall be open to all life and active members of that district

29.5.2 In a Silver event, the sponsoring fleet may enter 5 additional boats along with those fleet members qualifying through normal channels. These additional boats must have sailed in the District Championship and will be selected by their order of finish in the District Championship.

#41-2015 STCR 29.6. Submitted by the Hamburg Fleet
To Amend STCR 29.6. Entries, Wild Cards

Delete old wording and replace with:

29.6. Wild Cards. There are extra Wild Cards for Gold and Silver events.

29.6.1. Wild Cards by Continental Vice-President. Each Continental Vice-President may recommend his paid-up members who are either isolated or belong to an undersized fleet, as an entry to the World Championship or Continental Championship provided such request is received in writing and approved by the C.M.C. prior to the deadline for entries to this event. This provision shall not apply to entries to the World Championship for any member of a nation with three or more entries qualifying through regular ISCYRA qualifications.

29.6.2. Wild Cards by hosting club. Each hosting club may recommend his paid-up members which are either not sailing Star anymore or sailing a different class, as an entry to the World Championship or Continental Championship (Gold and Silver events) provided such request is received in writing and approved by the CMC prior to the deadline for entries to this event. The Skipper and Crew receiving a Wild Card by the hosting club shall enter the hosting fleet.

Wild Cards by hosting club pursuant to this 29.6.2 are limited up to 5 entries.

29.6.3. Wild Cards for Olympic sailors. Each hosting club may recommend Olympic sailors (participant in one of the past Olympic Games in sailing), as an entry to the World Championship or Continental Championship provided such request is received in writing and approved by the CMC prior to the deadline for entries to this event. The skipper and crew receiving a
Wild Card by the hosting club shall enter the next located fleet. Only if there is no fleet in the country skipper and crew become an ISCYRA member via STCR 9.1.4.

Wild Cards by hosting club pursuant to this 29.6.3 are limited up to 5 entries.

**REASON:** Subtitles are missing.

29.6.1. Three instead of two. 3 Boats of the same fleet are normally needed to have an inter fleet champion on a regatta. If there are only two, this would be a discrimination of that country if they have only one fleet which is undersized.

29.6.2 and 29.6.3. Wild Cards by hosting club. Reason the hosting club may have very good (Olympic) or very young sailors (and good) or there are very interested Olympic sailors testing the star but they never have sailed a star. Give "the newcomers" the chance to get the Star virus. Once affected they will come back in the class and will sail the fantastic boat again.

There may be boats in the hosting fleet free or e.g. there may be provided by a sponsor like SSL for talents. These new rules 29.6.2. and 29.6.3. will also help to solve the problems of weak star sailing regions.

The CMC and IGC do not support this resolution as proposed. If the host club wishes to support their Olympic sailors they want to participate in the Star Class Championship, they should be encouraged to become an active member of the Star Class and follow the existing qualification procedures. See the CMC and IGC comments on resolution #34 for further directions.

**#43-2015 STCR 31.2.3.** Submitted by the Western Lake Ontario Canada Fleet

*To Amend STCR 31.2.3. Racing Restrictions,*

31.2.3. The use of stays, sheets, or lines other than those specifically described in this section to support the body of the skipper or crew is prohibited. **During the normal act of tacking or jibing both feet of the crew and skipper must remain on or inside the deck edge when looking in profile.** No hiking aids or aids to support the skipper or crew outboard are permitted except:

**REASON:** Current practice of swinging the crew from the mast and shroud during jibes, results in the boat speed to be greater coming out of the maneuverer than going in. Also, the safety of the crew is at risk with most of his/her body weight outside the deck edge as illustrated in this picture.

The CMC and IGC support this resolution. The International Jury has asked for guidance from our Class what body movements are practiced by the participants that result in breaking RRS 42 – i.e. results in boat speed to be greater coming out of the jibe maneuverer than going in. Embedding language in our rules would provide the IJ’s with that guidance.

**#45-2015 STCR 31.2.6.** Submitted by the Seneca Lake Fleet

*To Amend STCR 31.2.6. Racing Restrictions*

Electronic devices which provide direction information and timers are allowed.

**REASON:** To allow members of the Star Class to use low cost electronic direction devices with or without tactical features.

The CMC and IGC support this resolution. This will allow the Star Class members to legally use low cost electronic direction devices with or without tactical features.

**#49-2015 STCR 32.1.** Submitted by the Western Lake Ontario Canada Fleet

*To Amend STCR 32.1. Measuring, Weighing and Sail Controls*

32.1. At Gold and Silver events, measurement is required as determined by the Technical Advisory Board. Measurement **shall** include boat and mast-tip weighing, measuring of sails and spars, checking required equipment, and such measurement of hull, keel, skeg and rudder as the Technical Advisory Board shall find necessary. At Blue and lower events, if required by the event authorities, measurement **shall** include such checks and measurements required for higher events as these authorities find necessary.

**REASON:** To conduct Gold and Silver events with fewer days designated as measurement days.
The CMC and IGC support this resolution. This will allow Star Class events to be completed in fewer days by adjusting the measurement requirements.

**#50-2015 STCR 32.4.** Submitted by the Western Lake Ontario Canada Fleet  
*To Amend STCR 32.4. Measuring, Weighing and Sail Controls*

32.4. Sails approved for entry shall be indelibly and distinctively marked by the sailmaker indicating compliance with all Star Class Technical Specifications section 12 articles, and only sails so marked may be used. No approved sails may be altered during the event. Repairs are permitted, subject to any special rules regarding permission and reapproval, provided no alterations are made. Approved sails may be used only on the boat for which they were submitted. To control the number of sails used, sails may be marked without measuring, in which case such marking does not constitute any finding of compliance with the Specifications.

**REASON:** To conduct Gold and Silver events with fewer days designated as measurement days.

The CMC and IGC are divided on their response to this resolution. The rule change will allow Star Class events to be completed in fewer days by adjusting the measurement requirements. However, recently the Star Class event sail measurement procedure has been effectively streamlined. A "sailmaker" attestation is not always conclusive. In addition, potential conflicts will arise as we have several sailmakers racing themselves. There is no doubt about our sailmakers' ability to properly measure sails. However, mistakes in making sails are made. While this may save a little time, it may also create more problems.

**#51-2015 STCR 34.3.7.** Submitted by the Rasta Fleet  
*To Amend STCR 34.3.7. Racing Procedure, Lengths of legs and time limits*

Remove all old text and insert:

**Format A** - Over 70 boats competing. Minimum 1.3 n.m. and maximum 2.0 n.m. legs. 40 minutes maximum time limit for first beat, target time per race is 95 minutes. 3 hours maximum time limit for completed course. No more than 3 races per day.

If more than 70 boats are entered the boats should be competing in 2 fleets. The boats should then be divided into 4 groups. The International Governing Committee (IGC) is responsible for dividing the competitors in 4 even groups.

For the World Championship: After Thursday the best half should constitute the gold fleet and the second half constitutes the silver fleet. This dividing is done if at least 3 races have been completed before Thursday evening. If not the dividing in gold and silver fleets should be done if at least 3 races have been completed by Friday evening.

For silver events: After Day 2 the best half should constitute the gold fleet and the second half constitutes the silver fleet. This dividing is done if at least 2 races have been completed before day 2 is ending. If not the dividing in gold and silver fleets should be done if at least 2 races have been completed by day 3 evening.

**Format B** - Up to 70 boats competing. Minimum 1.3 n.m. and maximum 2.0 n.m. legs. 40 minutes maximum time limit for first beat, target time per race is 95 minutes. 3 hours maximum time limit for completed course. No more than 3 races per day.

At the discretion of and agreement between the Organizing Authority and CMC, and if the conditions warrant a format may be chosen not based on the number of competitors.

**REASON:** The change of format is so that 2 races a day is possible and that you will be doing the championships within one week and without any reserve days. One of the format options is dividing all the boats in 2 fleet and the other one is to have all boats in one fleet. The Organizing Authority and the CMC can decide either format. There is a limit of the number of boats you can have in one start and still have fair sailing. IGC can appoint a person to do the dividing or use any ranking or others of their choice.

The CMC and IGC do not support this resolution as proposed. The Star Class is unique with its racing style of big fleets and long races. Shorter races in split fleets would reduce the areas that the Star Class can differentiate itself from other Classes. Under this resolution, Format C is eliminated. This has been used effectively on occasion for our silver events, usually inland lakes and it would be a shame to limit some of our silver events venues.
#55-2015 STCR 35.5. new
Submitted by the Hamburg Fleet

To Add STCR 35.5. Rules

35.5. Change RRS 42 by Race Committee.

35.5.1. RRS 42.3 is changed by adding: The Race Committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted (only downwind course) after the starting signal, except when the boat’s proper course is close-hauled or above. This changes RRS 42.2(a), 42.2(b) and 42.2(c).

35.5.2. The Star Class recommends that race committees apply STCR 35.5.1. in winds of 8 knots and above, measured at deck level on a race committee boat at the windward mark.

35.5.3. The Notice of Race or Sailing Instructions may state a higher recommended windspeed of 8 knots for STCR 35.5.2. depending on the race area and location.

35.5.4. Race Committee may signal in accordance with RRS (RRS 2016: flag O and R). The Race Committee may signal in accordance with RRS at the upwind mark or downwind mark or gate that pumping, rocking and ooching are not permitted anymore after passing the mark or the gate.

REASON: Go with the time. Finn is using the rule already. The Star tested it on the SSL Final on the Bahamas in Dec 2014. The best Star Sailors themselves have selected this rule. We can’t ignore the development in sailing. The technical development of the boat, even if the construction is over a 100 years old, results in something new to the high tech boat without losing anything of its charm and elegance every new season. The athleticism of the sailors (skipper and crew) on the Star has changed over the last 100 years. We are reaching a new chapter in sailing. The boats are a one design class, so the determination who is the better sailor is more and more based on the mental and physical abilities of the sailors.

If this Rule passes the NOR shall be SAILING INSTRUCTIONS FOR I.S.C.Y.R.A EVENTS (Gold, Silver, Blue) has to be updated with the new rule.

The CMC and IGC do not support this resolution as proposed. The Finn is using it by very young and big sailors but the Star is a much more formidable mainsail to manipulate. While our Olympians and SSL sailors may prefer this style, the majority of our membership does not. This change will discourage many existing sailors and unwittingly cause irreparable harm to our membership levels.

#56-2015 Spec. 5.3.
Submitted by the Cooper River Fleet

To Amend Spec. 5.3. Rudder

5.3. Rudder- Must conform in size, design, shape and position to ISCYRA Drawing "F". No concavity in profile except providing no downward extension on the skeg exists. the rudder may be joined to the skeg with a concavity extending a distance no greater than 13 from the profiles of the skeg and rudder. May be of wood, including plywood, solid, but may be sharpened. May be of GRP or sandwich construction.

REASON: Simplifies construction, replaces the use of a downward fillet on the skeg to shed weeds with the same specifications on the rudder. This would also reduce the cost of construction.

The CMC, IGC and TAB support this resolution as proposed. It will result in a better method of weed deflection and provide lower costs to the builder.

Submitted by the Forte dei Marmi Fleet

To Amend Spec. 14.1.1. Limitations

14.1.1. Hull shapes must conform to limitations shown on ISCYRA Lines Drawing No. 1 and these specifications. No hull waterline, when viewed in plan, shall have a concavity.

Not retroactive to Measurement Certificates approved before 1 January 2016

REASON: To avoid waterline extension over the existing boat.

The CMC, IGC and TAB support this resolution as proposed. This specification will eliminate the extended waterline as a feature on future built boats.
add:
Aid of non contact measurement instruments to define the dimensional checks conform to ISCYRA plans are allowed.

REASON: Modern technology as 30 laser scan is now available to measure boats. The Star class measures will take advantage of technology in order to have a more precise tools to verify the hull measure.

The CMC, IGC and TAB support this resolution as proposed. The Star Class has not made any significant improvement in its methods of measuring hulls but now has the capability using 3D Laser scanning. The procedure is more precise and significantly easier to accomplish.