2016 for 2017 Resolutions
The following resolutions are submitted for membership consideration prior to voting on the proposed changes at the 2016 Annual Meeting to be held on Friday 8 April 2016 at the Coral Reef Yacht Club in Miami Florida USA at 1600hrs EDT.

#1-2016 STCR 18.2.1, submitted by Lake Springfield Star Fleet
To Amend 18.2.1 as follows:

The IGC may, upon a majority vote of the IGC, waive or suspend a specific Star Class Rule within STCR 23 through 35, STCR 37 and STCR 40. Such waiver or suspension of Star Class Rules shall be approved by the IGC and published on the Star Class web page not less than 90 days prior to any test Event and shall be effective only for a single Event. Such waiver or suspension of Star Class Rules may be repeated for subsequent events at the discretion of the IGC if appropriately approved and published but no longer than 24 months from the first test event to the last test event. STCR 18.2.1 shall not be used to waive or suspend Star Class Rules 1 through 22, STCR 36, STCR 38 or STCR 39.

REASON: The Class needs to be nimble enough to consider and test new ideas and formats without permanently altering Class rules. This also clarifies that the Class can and should use more than one event to test ideas and concepts but limits the time period to two years in order to allow the full membership time to consider the results, draft appropriate resolutions, and ultimately vote.

#2-2016 STCR 23.5.2 and STCR 29, submitted by the Western Lake Ontario Canada Star Fleet
To Amend 23.5 Sanctioned Events and Awards AND 29 Entries as follows:

23.5.1. Gold. World Championship. Open to all fleets. Entries per STCR 29.1. GOLD awards. The Olympics is also considered a Gold event. (See ISCYRA Insignia and Awards.)
23.5.2. Silver. An established championship of a continent or hemisphere. Open to all fleets. Entries per STCR 29.1. A minimum number of fifteen competitors shall finish at least one race is required. SILVER awards.
23.5.3. Blue. District Championship. Open to all fleets the District. Entries per STCR 29.2. BLUE awards.

Remove all subsections of Rule 29 and replace with:

29.1 Entries to a Gold and Silver events shall be open to all life and active members of a Fleet.
29.2 Entries to a Blue event shall be open to all life and active members of a Fleet within the District.

An active member is defined as one having sailed in a representative number of races (at least 5) in their own home waters (either Fleet or District) during the 12 months prior to the entry deadline of the event and registered with the ISCYRA with current annual dues paid.

REASON: The Star Class should move toward a culture of inclusion not exclusion. The executions of the previous rules do not adequately support the Fleet and District structure by allowing entry into events without fleet participation. The administration of event entries would be streamlined and clear to all prospective members.

#3-2016 STCR 31.1.3, submitted by the Lake Springfield Fleet
To Amend 31.1.3. Crew weight as follows:

Weighing before the event is required. Weighing during or after the event is only allowed pursuant to a properly filed protest. optional at the discretion of the organizing authority as posted in the Notice of Race and Sailing Instructions. Crews found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation.

REASON: A “one and done” weigh-in procedure will allow teams to enjoy the regatta, focus on the racing, and maintain healthy eating and drinking habits during the event. Any obvious abuse of the limit is still enforceable by fellow competitors.
#4-2016 STCR 31.2.6 , submitted by the Lake Springfield Fleet

31.2.6. Electronic devices which provide direction information and a timer are allowed. VHF radios are allowed. A competitor may carry a VHF radio for safety purposes and Tače committee communication. Use of the VHF radio is not permitted while racing except for emergencies. This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if so stated in both the Notice of Race and the Sailing Instructions and if not prohibited by law.

**Reason:** Use of a VHF radio can be important to warn competitors of major weather changes or safety concerns. In addition, the Radio can be utilized to informing premature starters and course changes. The Race Committee is still under the same obligations as otherwise required for course changes and posting of premature starters.

**Note:** This resolution and Resolution #6 deal with generally the same issue of electronics, and only one can be adopted by the membership without creating inconsistencies. To the extent both proposals pass with the required number of Member votes, then the proposal receiving the higher number of votes would be adopted, and the proposal receiving the lower number of votes would be rejected. To the extent each of the two proposals receives the exact number of votes, then the CMC, after consultation with the JB, shall decide which of the two proposals should be included as the amendment.

#5-2016 STCR 31.2.6, submitted by the Western Lake Ontario Canada Fleet

To Amend 31.2.6 as follows:

Electronic devices which provide direction information and a timer are allowed. VHF Radios are allowed.

**Reason:** Star Class racing would be safer if competitors had means to communicate with the Race Officials. VHF Radios can be carried as receive only devices in regions that require licenses to provide two way communication.

**Note:** This resolution and Resolution #4 deal with generally the same issue of electronics, and only one can be adopted by the membership without creating inconsistencies. To the extent both proposals pass with the required number of Member votes, then the proposal receiving the higher number of votes would be adopted, and the proposal receiving the lower number of votes would be rejected. To the extent each of the two proposals receives the exact number of votes, then the CMC, after consultation with the JB, shall decide which of the two proposals should be included as the amendment.

#6-2016 STCR 31, submitted by the Guarapiranga Fleet

To Add 31.1.5. Skipper and Crew Position

31.1.5. Crew Position. Star Crews (skipper or bowman) must sail regattas of any level, always, at all times, with their legs inside of the cockpit, or hiking using the foot straps and hiking vest, for bowman, as per rules 31.2.3 a and 31.2.3.b. Extremely sporadic exceptions may occur only in the occasion of fixing damages or malfunctions of the equipment.

**Reason:**

A. Fairer competition

This substantially increases closer and fairer competition. The only reason to move the crew out of cockpit, as we actually do is to cheat the rule (ISAF 42.2), inducing rocking, which turns to be very effective in Star boats races, and it makes far more difficult the work of the Judges on the water.

B. Aesthetics

We have in the Star one of the most beautiful sail-boats of the world, if not the most. Guarapiranga Fleet sails stars last 55 years, I assure, and every Star Sailor knows, that our boat would show far more beautiful sailed as this proposed rule, how was in the old times, avoiding big guys standing or laying in ugly strange and amazing positions, one trying to cheat more than other.
#7-2016 STCR 32.1, submitted by the Lake Springfield Fleet
To Amend 32.1 as follows:

32.1. At Gold and Silver Championship 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: Measuring tip weight is now an unnecessary layer of measurement and will help streamline our measurement process at major events.

#8-2016 STCR 35, submitted by the Guarapiranga Fleet
To Add 35.5. as follows:

35. Rules
35.5. In any Star regatta held under Part Two of the Rules of the ISCYRA, the only penalty that will apply will be ‘One-turn Penalty’ as defined in RRS 44.2.

REASON:
1. In the Star boat one turn penalty is more than enough to penalize the accidents for the rules of part 2 (RRS 44.1). Her big main sail, the back stays, thin spars and her speed turns one turn to be adequate.
2. In strong winds two turns brings a lot of risks of serious damages to spars, boat and crews.

#9-2016 STCR 37-38, submitted by the Lake Springfield Fleet
To Amend Rules 37, 37.1.1, 37.1.2, and 38.2.1 as follows:

37. Race Committee and International Jury.
37.1.1. For the World Championship (Gold) events an International Jury (IJ) and an International Race Committee (IRC) shall be appointed by the Regatta Management Committee with the approval of the CMC and the IGC. The International Jury is not authorized to direct the International Race Committee.
37.1.2. For Continental Championship (Silver) events an International Jury and a Race Committee shall be appointed by the Continental First Vice President with the approval of the Continental Committee.
38.2.1. Decisions of protest committees and International Juries.

REASON: International juries are expensive for regatta organizers and have provided little benefit. Local juries are capable and are still subject to the approval of ISCYRA.