

RESOLUTION

Resolutions for consideration at the
2021 Annual Meeting must be
received at the Central Office by
May 7, 2021



International Star Class Yacht Racing Association

2812 Canon Street
San Diego, CA 92106 USA
Phone +1 619 222 0252
Fax +1 619 222 0528
E-mail office@starclass.org

SUBMITTED BY:

Fleet Name: Moehnese Flotte (Moh)

supported by several fleets associated with the German Star Class Association (VDS), ie. Hamburger (HF), Kieler (KF), Lübeck (Lub), Essener (Ess), Ijsselmeer (IJs), Andechser (And) and Tegernsee (Teg)

Fleet Officer Signature: _____ Date: May, 7th 2021

E-mail Address: starbootflotte.moh@gmail.com _____

PURPOSE:

Amend

Replace

RULE --- Rule 31.1.3 --- as follows:
(number and title)

OR

SPECIFICATION ____ insert Sepcification here ____ as follows:
(number and title)

PROPOSED TEXT:

31.1.3. Team Weight.

31.1.3.1. For Gold, Silver, and Blue events, Fleet Qualifications, the Olympic Regatta, all respective Olympic Trial Regattas and all World Sailing Grade One Ranking Regattas, the total team weight is limited according to the following formula: S=Skipper's weight, C=Crew's weight in kilograms: $C = ([100 - S] / 1.5) + 100$.

31.1.3.2. Weighing before the event is required. ~~Only for Gold events:~~ Weighing during or after the event is optional at the discretion of the organizing authority as posted in the Notice of Race and Sailing Instructions. ~~For all applicable events other than Gold, weighing during or after the event is only allowed pursuant to a properly filed protest.~~ *Weighing during the event should preferably be done by random picking of at least 10 % of entered teams per day of the event in the evening of the day before the race day and weighing them before leaving the dock for the race day.* Teams found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation.

Note: deleted wording in ~~strikethrough~~, added wording in *italic*.

REASON:

Synopsis of our arguments for this resolution:

- The class needs stability and continuity in the rules and current as well as potential future star sailors need a fixed planning horizon.
- The existing weight rule does not get better by changing it.
- Sailors at both ends of the weight spectrum have a wide choice of suitable partners in respective roles.
- The class remains the – perhaps only – preferred choice for athletic sailors with bigger body physique than required (and optimal) for Olympic equipment and by this counteracting the trend in Olympic sailing to exclude heavier athletes.
- Enforcing the existing weight rule in all sanctioned events will increase the fairness of competition with the Race Committee having the choice to include control weighing during the event.
- And finally: the class is facing bigger challenges than the ongoing discussion on weight rules.

The weight rule has been discussed at length in the past and several suggestions have been made to amend or replace the rule. Latest the Article by Tom Londrigan (see <<https://starclass.org/news/article/the-weight-limit-twenty-two-years-later>> as well as quoted studies <https://starclass.org/assets/documents/Nelson_Marek_Study.pdf> and <https://starclass.org/assets/documents/Aerohydro_Study.pdf>) spawned new discussions and provided with scientific reasons for a weight rule stipulating differences in righting moment for Helm and Crew of a star. Albeit the quoted scientific sources in our opinion have one major flaw in not correctly taking the adopted hiking position of the crew into consideration. The hiking style of the crew facilitates the use of arms over the head and thus adding a significant further leverage and weight outboard, which the studies quoted do not include. With this in mind we believe that the established and proven weight rule is near perfect and needs to remain unchanged to stabilize and increase participation in star class sanctioned events.

To keep the Star relevant and appealing to all sailors the class benefits from the rule change in the following ways:

- The existing proven weight limit remains untouched allowing all existing star teams to continue sailing the boat.
- The existing proven weight limit leaves sufficient room for even lighter helms to find suitable crews (e.g. a 60 kg helm is class legal with a 126.67 kg crew and does not need to find a 130 kg crew in case a flat limit of 190kg for the team would be introduced).
- The average size and weight of the population in the areas where stars are actively sailed is increasing (see <<https://www.worlddata.info/average-bodyheight.php>>) and will most likely continue to do so.
- The star class continues to provide an option for the heavier athletic sailor to race competitively, whereas the maximum weight of a sailor in Olympic classes appears to be set at 85 kg (for both crew and helm) leaving sailors above that range with no alternative.

The proposed change in the rule (31.1.3.2) does enforce the weight rule for all sanctioned events allowing the class to benefit from the well-established weight rule even at district championship level and thus providing fair competition during all sanctioned events. Please note, that the Race Committee may include weight controls, it is not binding. Weighing during the event appears to be very important from a health perspective, several medical studies show, that losing weight just for the weigh in is detrimental and can lead to serious health issues. By opening the option to control weights during events, teams are encouraged to fit within the weight limit without unhealthy dieting or dehydration prior to the event.

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Date Received: _____