

1967 ANNUAL MEETING
(Starlights, January, 1968)

The 1967 Annual Meeting of the ISCYRA was held, pursuant to resolution of the G. C., at the Marina Hotel, near Rungsted, Denmark, on August 26, 1967.

(a) [The paragraph lettering conforms with the order of business prescribed in Section 6, Art, XV, the Constitution.] The meeting was called to order at 1550 hours by Commodore Paul Smart who turned the chair over to Executive President Frank Gordon. Vice Commodore Carlos de Cardenas was unanimously designated Secretary of the meeting.

(b) The Chairman expressed the thanks of the Class to Commodore Aagaard and the Skovshoved Sejlklub for undertaking to hold the World's Championship and for their efforts in arrangements and fine hospitality already displayed. He then called the roll of fleets. Fifty-two fleets were present in person or by proxy.

(c) Reading of the minutes of the 1966 Annual Meeting was unanimously waived since they had been summarized previously in Starlights.

(d) The Chairman then delivered his annual report. He stated that the Treasurer reported that, although the financial position of the Class was sound, increased services and increases in certain expenses over which we had no control indicated that our operating expenses would probably exceed our operating income for the year. It was pointed out that the dues were last raised 15 years ago, and that since that time the cost of Starlights had doubled, and the cost of the Log was half again as much, as were salaries and rent. While our receipts from dues were up because of an increase in the number of members, we could nevertheless anticipate an operating deficit.

Therefore, the Chairman proposed the following resolution which was submitted to the meeting by the G. C., for inclusion on the 1968 ballot:

"To amend By-Laws, Article II, to permit the G. C. to fix dues at not more than the following amounts:

Active members	\$10.00
Associate members	5.00
Isolated members	5.00
Life members	\$100.00"

Written ballots were distributed, and the tabulation showed an overwhelming vote For.

The Chairman informed the meeting that he had been endeavoring to broaden representation on the G. C. and that to accommodate members from distant places it had been decided to hold full meetings of the G. C. five or six times a year, and regular meetings of the four executive officers as an "Executive Committee" of the G.C. once a month to consider more routine matters.

In connection with the changes in districts necessitated by the 1966

resolution affecting selection of entries to the World's Championship, the Chairman reported that the G. C. had determined that one fleet should be moved from the 1st to the 2nd District; that the 3rd District should be divided by making the Venezuelan Fleets into District 19, the Florida and Bahamas Fleets and the territory of Cuba, Puerto Rico, and the Virgin Islands into District 20, and constituting the remaining fleets as the Gulf Coast District 3. In addition, Oregon will be in the 6th District, and Great Britain in the 9th unless it wishes to remain in the 10th. The Hong Kong and Tokyo Fleets will become "Isolated Fleets."

The Chairman further reported that proposals to divide the 14th District at the latitude of Rome, and to divide the 10th and 17th Districts would be given further consideration after more reports were received from the District Secretaries and Fleet Captains.

(e) The Chairman then announced that the G. C. had appointed Commodore Smart as Chairman of the I.R.C., and that, under the Constitution, the following were eligible to serve as the remaining four members: President Frank Gordon, Vice-Commodore de Cardenas, International 1st Vice. President (Europe) Paul Fischer, and International 2d Vice-President (South America) Ovidio M. Lagos. In addition, the Chairman nominated as alternates (from the Skovshoved Sejlklub) Commodore Erik Aagaard, Vice-Commodore Tage Schack, and Messrs. Preben Gad, Kai Nielsen, and Svend Mikmeyer. Finally, he nominated as recorders Philip Botsolas (Western Long Island Sound) and Bill James (Cape Ann). The I.R.C. was unanimously ratified.

(f) The charters of the following fleets, who had not reported for two years, were revoked by the meeting:

1st District: Port of Halifax

3rd District: Mississippi Sound

4th District: Western Lake Erie, Milwaukee, Sarnia Bay

7th District: Salvador

9th District: Cannes, Seine et Oise, Arcachon

10th District: Lowestoft

11th District: Melbourne, Hong Kong

14th District: Se Ve Livorno, Salamis, Sezione Velicia di Napoli, Alto Lario, Cecina

15th District: Ason

16th District: Luzerne Vierwaldstattersee

18th District: Valparaiso, Rosarlo, Rio Paranha

New Fleets were welcomed as follows:

Cooper River

Falkenstein

The meeting ratified the reactivation of the Rome Fleet.

(g) On the matter of technical developments the chairman reported that Commodore Smart had made available to E. W. Etchells a modern boat for experimentation with his proposed rig of a short boom, relocated mast, and higher jib. The meeting expressed its thanks to Commodore Smart. The

Chairman then called on Bill Parks, Chairman of the Technical Committee. Chairman Parks described certain proposals for experiments with aluminum for masts, and exhibited a two-foot section weighing slightly less than two pounds which had been sent over from Toronto. He said that Ian Proctor was constructing a mast which would be tested this winter. He said that the trapeze reports were inconclusive, and that there seemed to be a lack of enthusiasm for such equipment. He felt that the new rig warranted testing, and would also receive attention from his Committee over the winter.

(h) The Chairman then said that no amendments had been received in time for the required publication, but that from Venezuela there was a proposal to divide the Class into Zones and to permit the borrowing of boats for sanctioned events held in another zone. He said that he felt that the concept was good, but that the "zone" idea was too rigid. Accordingly, he submitted the following resolution for inclusion on the 1968 ballot:

"To amend the World's Championship Rules to provide that the G. C. may permit boats to be borrowed where transportation between the contestant's home fleet and the place of the event is inconvenient."

Daniel Camejo spoke in favor, emphasizing that, in the modern world, transportation facilities for people had been speeded up and improved, while transportation for boats was becoming increasingly difficult. Written ballots were then distributed, and the tabulation showed an overwhelming vote For.

(i) As the last item on the agenda the Chairman reported that a request had been received from the I.Y.R.U. that the Star Class cancel its World's Championship in 1968 because it was an Olympic Year. He said that, in his opinion, this meeting could not vote on the matter as far as 1968 was concerned because the proposition had not been presented for inclusion on the 1967 ballot. However, he submitted the following proposal for inclusion on the 1968 ballot:

"To amend the World's Championship Rules to provide that the Championship shall not be held in Olympic years."

Commodore Smart spoke strongly in favor of compliance with the I.Y.R.U. request. There was a lengthy discussion, following which written ballots were distributed. The tabulation was FOR - 448, AGAINST - 165. [A full report of this issue was published in November, 1967, Starlights. -Ed.]

(j) The meeting then adjourned so that the participants could return to the Skovshoved Sejlklub for the flag raising.

Carlos de Cardenas
Meeting Secretary

Frank H. Gordon
Chairman

REPORT TO THE CLASS
(November, 1967 Starlights)

This spring I received from the Secretary of the International Yacht Racing Union a copy of a request addressed to all Olympic Yachting Classes that they consider not holding their World's Championship during the year 1968 because it will be an Olympic Year. I was informed by our Commodore that the same request had been made four years ago, but that the Star Class had then been excused from the requirement because our World's is not a meeting of national champions but rather a competition among fleet champions, and therefore completely different from the Olympics. On this precedent, I wrote to the Secretary of the IYRU suggesting that we be excused again.

Further correspondence followed, and it became apparent that circumstances have changed and that there is a feeling among some of the representatives to the IYRU that even our World's, different as it is, might be considered in some nations as detracting from interest and participation in the 1968 Olympic Games. Upon the repeated request of the IYRU, therefore, your Governing Committee authorized me to present the situation to the Annual Meeting in Denmark. I reported these facts to the meeting, and reminded the delegates, as I had previously informed the IYRU, that under our Constitution, By-Laws, and World's Rules, no class vote could affect the situation in 1968. I submitted to them a written ballot containing the following resolution:

"To amend the World's Championship Rules to provide that the championship shall not be held in Olympic years."

The whole question was discussed at great length. It was pointed out by Commodore Smart (who heads the U. S. Olympic Sailing Committee) that all the other Olympic sailing classes and indeed all of the other 28 Olympic sports that hold comparable events, are cancelling their World's Championships for 1968. Should we be the lone exception? The Europeans, especially those in the smaller nations, feel somewhat differently from many U. S. sailors. For a large number of them, the Olympics, the more so in recent years, have become increasingly important. On the other hand, there is the long unbroken sequence of Star World's Championships, and to drop out even one would be a serious break with tradition.

Finally, a written vote was taken and the ballots carefully counted by Vice-Commodore de Cardenas, the meeting secretary, in terms of the total active members represented by each delegate. The results were 448 to 165 in favor of submitting to the Class the proposition of cancelling the World's Championship "in an Olympic year," with a majority in favor of cancelling next year if possible. On several ballots the delegates instructed me to take the course I felt best for the Class.

The following week the Governing Committee met to re-examine the situation in this new light and to consider whether it was feasible to implement the request of the IYRU for the year 1968. I reported on the

discussion at the Annual Meeting. The next World's Championship would be held, under the provisions of the Class rules, by the Mission Bay Fleet, in San Diego, California, by virtue of the point total earned by Lowell North and Pete Bennett during the past three Championships. Many months ago the U. S. Final Olympic trials were awarded to San Diego, and are to be sailed there in September, 1968. Other nations are planning to tune up in those waters, and may even hold their final selections there. Because of the magnitude of those events, the Mission Bay Fleet, through the offices of Commodore Malin Burnham of the San Diego Yacht Club, has indicated to the Governing Committee that it would prefer not to hold the World's in 1968. After long and serious consideration of all the implications involved, and of the earnest request by the IYRU, the Governing Committee voted unanimously to hold no Star Class World's Championship in 1968, under its broad general powers to administer Class affairs.

Behind this decision, which may startle those of our members who have not been in a position to know and appreciate its background, is the feeling that, as the oldest One Design class and the longest (since 1932) a participant in the Olympic Games, we have a strong obligation to cooperate with the Olympic and IYRU officials by taking a step which they have requested to promote the Olympic Games. I agree with the other members of your Governing Committee that compliance with what to the IYRU seems a reasonable request can, in the long run, do the Class no harm and may, in the eyes of the yachting world, do us quite a fair amount of good. Other classes look to us for leadership and we must, I feel, unselfishly promote international sportsmanship and good will.

The Governing Committee has taken this unprecedented step only after long deliberation, and because all of its members are convinced that it will be in the best interests of the Class. The Silver Star events will, of course, be held in 1968. The North American Championship is scheduled for San Francisco, California, and its importance will be correspondingly enhanced by the absence of a World's in the southern part of the state. If you had set your sights on participating in a 1968 Gold Star event, we ask that you transfer your enthusiasm and interest, for this year, to the European or North American Championship - unless, that is, you can qualify and represent your nation in the 1968 Olympic Games.

FRANK H. GORDON
Executive President