

SYNOPSIS OF MINUTES OF THE MEETING OF THE  
INTERNATIONAL GOVERNING COMMITTEE

Marstrand, Sweden, 2 August 1979

(December, 1979, Starlights)

The meeting was called to order at 9:00 a.m. in Marstrand's Society House by Chairman William W. Parks. Those present were: from Area 1, Dierk Thomsen, Rene Luedi, Uwe van Below; Area 2, Parks, Malin Burnham, John Allen; Area 3, Peter D. Siemsen; Area 4, David Forbes.

*General report from President Burnham.*

President Burnham began by stating that the Class is healthier than ever. This is not to say that there are no problems; however, the Class is particularly strong in its current finances, its number of members and fleets, and in the general racing activity. The establishment of an Executive and Assistant Directorship has improved the flow of communications among officers and committees, resulting in quicker action and earlier resolution of problems.

*Report on action items from the Davos meeting of March, 1979.*

(The outcome of many of these items has already been published in earlier Starlights. The rest are as follows.)

Parks reviewed that many national authorities fund and promote only those sailors who prove their ability in so-called world class events by finishing high in the championships. A letter has been sent to IYRU Olympic sub-committee chairman Peter Tallberg on this subject. Parks reported that he would follow up with a meeting with Tallberg.

It was noted that Class Measurer Friedrich Krieger will take an official position in assisting the measurement of Stars at the 1980 Olympics.

Todd Cozzens noted that as a result of new procedures instituted this year, the numbers of late and incomplete entries to major events have been greatly reduced, to about 2 per cent. of all entries received.

President Burnham reported that the budget had been revised to allow for the attendance of the Executive Director at all I. G. C. meetings.

Todd Cozzens reported that, after many letters, he had received dues and forms from the Moscow Fleet and that current building fees indicate that Class activity is healthy in the Soviet Union.

President Burnham reported a decision of the Ad. Comm. that combining the Technical and Measurement Committees would not be beneficial. Each committee has its own express purpose. With the excellent chairmen now in office, two separate committees are more efficient.

*Future World's Championships. 1980 Rio de Janeiro.*

Peter Siemsen reviewed the invitation and noted that the World's would be held at the peak tourism time. The state tourist bureau has offered many good "packages," outlined in the invitation (available at the central office), Siemsen then reviewed the schedule; he further reported that the Iate Clube do Rio de Janeiro has every facility imaginable. Winds are expected to be 12-18 knots, with air temperatures and water temperatures in the 70's

Fahrenheit.

In response to a query, Siemsen said that although the \$200 entry fee is \$75 more than the 1979 fee, it will include all social functions. Therefore the total fee should actually be less than for recent World's Championships.

Dierk Thomsen reported that he had reached an agreement with a German steamship line to transport European Stars to Rio for about \$1100 U.S. round trip. Those wishing to ship from Europe should contact Dierk, and in North America contact Todd Cozzens at the central office. Skippers should be sure to consign all boats to the Iate Clube do Rio de Janeiro.

Peter Siemsen said that about 19 boats would be available for charter. The lottery will be conducted as planned except that specific boats will not be matched with charterers until after the sailing of the Seventh District Championship in January.

Chairman Parks commended Siemsen and his people for their excellent work and planning to date.

*1981 Marblehead, U.S.A.*

Todd Cozzens reported that the Marblehead Sailing Association, comprising the three area yacht clubs, had pledged all facilities, support and finance for the 1981 World's. President Burnham briefly described the regatta site. He said that housing could be provided in the yacht clubs for a majority of the participants. He has had many conversations with people familiar with Marblehead conditions, and it was his recommendation to award the 1981 World's to Marblehead. Other U.S. east coast sites had indeed been investigated but no appreciable interest was shown by any one fleet or club. Chairman Parks called for a motion to approve Marblehead as the site for the 1981 World's. Unanimously carried.

*1982 Medemblik, Holland.*

Dierk Thomsen reported that the problem of accommodations would be relieved by the building of a new hotel. The organizers have promised new mooring facilities. The Race Committee is one of the most experienced and efficient in the world. Social functions will be superb. The wind conditions are usually steady and strong, with no current. Chairman Parks made a motion to approve which was seconded by David Forbes and carried unanimously.

*1983 World's.*

President Burnham noted that the San Diego Fleet had applied, and that all other interested clubs and fleets are invited to submit applications within the next year.

*Technical and measurement matters.*

1. Keels. Bill Gerard, Technical Committee Chairman, reviewed the new keel drawing. He noted that few keels had been built strictly according to plan over the last ten years. He said that the new plan is an attempt to narrow the tolerances and prevent extensive development. Peter Siemsen claimed that the new keels have been making all old keels obsolete. President Burnham reminded the meeting that the last three major regattas, Kiel Week, Bacardi Cup, and the Western Hemisphere Spring

Championship, were all won with the old keels.<sup>1</sup> Todd Cozzens was asked to place notice to this effect in Starlights. Burnham added that although the vast majority of Class members do not wish the Star to be a strict one-design class, nevertheless the old tolerances should be tightened, and this is how the new keel drawing is being made up. In addition, a new R measurement has been added to try to ensure that no major keel development can occur in the future. The final official drawing will be available 1 January 1980.

2. Class keel pattern. Friedrich Krieger investigated costs and found that a master keel pattern would cost \$7,000 and molds would cost \$200. Bill Gerard noted that a Class pattern would not solve the basic problem of tolerances because much work is done in finishing and puttying the keels, which changes the shape of the bare casting. The Committee voted to postpone the introduction of a Class pattern.

3. Class laminate schedule for fiberglass. President Burnham reported that the Ad. Comm. had come up against many difficult issues in considering the development of a required lay-up schedule. Bill Gerard reported that the various cloths and mats available vary widely around the world, with different binders and varying weights and quality, and that there are even big differences in the types of resin used. Also controlling the amount of resin is very difficult. Along with the construction problem go enforcement and control problems such as how to ensure that the proper schedule is being maintained and how to consistently apply such controls over all boats built. Todd Cozzens reported that other classes which require a minimum lay-up schedule are now encountering control problems. A motion was made by Dierk Thomsen to direct the Technical Committee, under the supervision of the Ad. Comm., to continue to gather information and ideas as to how a minimum lay-up schedule can be instituted and enforced and to make a final report and recommendation at the winter I.G.C. meeting in Rio. This was seconded by Rene Luedi and passed unanimously.

4. Jib Resolutions 5a and 5b. Bill Gerard reported that his committee had numerous conversations with sailmakers, committee members and a wide variety of competitors. It was the basic feeling of the committee members and sailmakers that each alternative system, e.g. luff snaps on the jib, halyard lock at the jib intersection, etc., has serious performance drawbacks and that the present system is safe, seaworthy and adequate. Peter Siemsen disagreed with the safety and seaworthiness of the present system. John Allen noted that the alternative systems are allowed under the current rules. Siemsen responded that it should be the intention of the I.G.C. to promote safety for everyone, not just those who want their boats to be seaworthy. President Burnham added that the Ad. Comm. and Todd Cozzens had also gone over the problem many times and failed to come up with a solution better than the present system. Chairman Parks called for a motion to recommend against the resolutions. Seconded and carried.

5. Kevlar. Bill Gerard offered the following reasons for the

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<sup>1</sup>To this list can now be added the 1979 North American Championship.

unsuitability of Kevlar as a material for Stars.

- (a) It is very difficult to work with.
- (b) It would increase the cost of a new boat by \$1000 to \$2000.
- (c) It would put a premium, because of its high stiffness-weight ratio, on boats with light ends.

Chairman Parks called for a motion to continue to outlaw Kevlar. It was seconded by Siemsen and carried unanimously.

*Flotation test.*

There was a long discussion concerning the success and drawbacks of the buoyancy test. Among the opinions favoring the test:

- (a) The test identifies insufficient bulkheads and inadequate airbags and forces the owner to keep his boat seaworthy.
- (b) The test controls the quality of newly built boats.
- (c) It is in keeping with general Class policy on safety.

Some dissenting opinions:

- (a) It creates unnecessary bureaucracy.
- (b) It leaves too much responsibility with those who should not have to carry such responsibility (fleet officers).
- (d) It puts undue strain on the boat during the test.
- (d) It fails to prove that a boat is seaworthy in dangerous conditions.

The Committee voted unanimously to continue with the test, but to continue to study new forms of flotation such as closed-cell foam. It was agreed that the test is not perfect, yet it greatly increases the safety of Stars and should be continued until a better system is devised.

*Adjournment.*

The meeting was adjourned at 5:30 p.m. by Chairman Parks. The next I.G.C. meeting was set for 29 February 1980 at the Iate Clube do Rio de Janeiro.

Respectfully submitted,  
Todd Cozzens, Acting Secretary

1979 ANNUAL MEETING OF THE I.S.C.Y.R.A.  
Marstrand, Sweden

*Roll Call.*

In attendance were delegates and proxies representing a total of 92 fleets and 1,213 active members.

*President's message to the Class.*

President Burnham reported that the Class was healthier in 1979 than ever before, not only financially and in the numbers of members and boats but in actual racing and Class activity. He pointed out that the real strength of an association as well run as the I.S.C.Y.R.A. lies in its officers and committees who work long hours behind the scenes to ensure that our racing is of high quality. He urged the membership to use the organization to the fullest. The International Governing Committee, composed of members from every continent, meets twice a year to determine policy, to discuss and solve major problems and to direct the future of the Class. The Administrative Committee is made up of the executive officers and two district officers from the region surrounding the central office. At the center of the communications flow is the Executive Director and his assistant in the central office. President Burnham urged all members who have any criticisms, complaints, suggestions for rule changes and other ideas to voice them among the members of these committees and through the central office. The Ad. Comm. meets six times a year in Chicago, and the Continental officers are always available for consultation.

*Measurement Committee.*

President Burnham reported for the Measurement Committee in the absence of its chairman Bill Richards. He noted that 124 measurement certificates were issued in the 10 months preceding the meeting. New builders in Brazil and Australia have been approved. New limitations on keel tolerances were incorporated and a Class drawing reflecting these changes will be available 1 Jan. 1980. The Committee, with the assistance of the central office, has initiated a committee newsletter in which current measurement problems are outlined and possible solutions solicited. This has improved the flow of communications and produced good results for the committee in 1979.

*Technical Committee.*

(Bill Gerard, chairman, summarized the work of the Technical Committee as reported fully in the minutes of the I.G.C. elsewhere in this issue.)

President Burnham commended the excellent work of the Technical Committee and the Measurement Committee with special thanks to their chairmen.

*Class Activity.*

President Burnham reported that the total of 1,762 paid up boats represents the largest number ever registered in one year. A total of 30 countries reported dues paying members. Boats are now being bunt at the

rate of 175 per year, also a record. There are 12 active builders on four continents. Membership is up 7 per cent. over the same period in 1978.

*Finances.*

President Burnham reported in the absence of Treasurer Jack Rickard that expenses in the past year had increased sharply due mainly to inflation and the devaluation of the dollar which affects the cost of the Log, and also to the creation of the expanded and renovated central office and its staff. Income also showed a dramatic increase due to the increased activity and increased income from sail royalties and the boat tax. A small dues increase in 1980 should be enough to offset projected inflation in the coming year. In general, he reported, the Class finances are in order and stronger than ever before.

*1979 International Race Committee.*

President Burnham called for approval of the following International Race Committee for the 1979 World's Championship:

Frank Gordon, Chairman	Bengt Waller
Aake Baeker, Vice Chairman	Alternates:
Ernest Hanmer	Per Ulander
Goran Petterson	Johan Walter
Vernon Stratton	

Ben Staartjes made a motion to insure that there always be five-member juries as required by the IYRU. Dierk Thomsen seconded the motion. Burnham suggested that this be accomplished by empowering the I.R.C. to select two additional alternates. Thus if a large number of protests required that the jury be split in two, there would be two five-member juries. This motion, and the motion to approve the I.R.C., were passed unanimously.

*Fleet Charters reinstated and revoked.*

The meeting voted to reinstate the charters of the following reactivated fleets:

Copacabana (7th District)	Verbano (14th)
Paris (9th)	Marivela (14th)
Danish (10th)	Lago San Roque (18th)
Holland (10th)	

The meeting voted to revoke the charters of the following inactive fleets:

- Eastern Long Island Sound (1st)
- Western Lake Michigan (4th)
- Pater Noster (10th)

*1980 World's Championship.*

(Peter D. Siemsen, 1st Vice President of South America, presented essentially the report given in full in the I.G.C. minutes.)

*Resolutions.*

The five resolutions were then debated at length and voted on, with the results tabulated on page 5 of October, 1979, Starlights.