

INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATION
MINUTES OF THE ADMINISTRATIVE COMMITTEE MEETING
GLENVIEW, ILLINOIS, USA -- 7 DECEMBER 1996

OFFICER AND COMMITTEE REPORTS

1.0 Call to Order

The meeting was called to order at 9:10 a.m. by President Dierk Thomsen.

Present were:

Voting Members

Dierk Thomsen
Uwe von Below
Harry W. Walker
Kim Fletcher
Douglas D. Smith

Committee Chairmen

Jack T. Rickard (IGC)

In Attendance

Diane Dorr
Carine Acks (for section 7.0)

2.0 Minutes of the Previous Meeting

September 1996, ISCYRA Central Office, Glenview, IL, USA

The minutes of the 6 September 1996 Administrative Committee meeting in Glenview, Illinois, USA were approved as written.

3.0 President's Report -- Dierk Thomsen

3.1 President's Report

President Dierk Thomsen gave his report which is attached. (See attachment 3.0.)

3.2 Reception and Class Display in Brighton

Mr. Thomsen stated that the Star Class cocktail reception in Brighton was attended by 250 delegates. His opinion is that the Star Class should no longer spend money to host cocktail receptions since the money can be used for the future of the Class instead. All agreed with him

Mr. Thomsen advised that he had a Star Class display made that was used in Brighton and can be used for Class promotional purposes. Mr. Thomsen paid for this display and is storing it for others that would like to use it to help build their fleets and the Star Class.

3.3 Decision of the International Sailing Federation for Olympic Classes

Please refer to the President's Report (attachment 3.0) for detailed information.

3.4 1996 International Sailing Federation Meeting Summary

There is no additional information to report.

3.5 Planning for the Future of the Class

The report on this was deferred to section 13.2, Marketing Concept.

3.6 Committee Members for 1997

Mr. Thomsen presented his slate of 1997 committee members for review. After some discussion and the addition of a new Olympic Committee, all members approved the attached 1997 Committee Member List. (See attachment 3.6.)

3.7 International Sailing Federation Contract

Mr. Thomsen informed everyone that, at its meeting on 9 November 1996, the International Governing Committee decided to take no action to make the International Sailing Federation contract invalid. This contract would be valid only if the Star had been elected as an Olympic class for the 2000 Olympics in Sydney.

4.0 Vice-President's Report -- James Schoonmaker

James (Ding) Schoonmaker was unable to attend the meeting but faxed a written report to the Central Office. (See attachment 4.0.)

4.1 1997 Western Hemisphere Youth Championship

Discussion was held regarding financial assistance for the Lake Sunapee Yacht Club to host the 1997 Western Hemisphere Youth Championship. It was decided that 2,500 USD of the money received from the Citizen Watch Company would be given to the Lake Sunapee Yacht Club to support this championship provided that the Administrative Committee is informed as to how this money will be used.

5.0 Vice-President's Report -- Uwe von Below

Uwe von Below requested permission for the organizers of the 1997 European Championship to add the sponsor name, Vattenfall, to the championship title. It was approved that the Varbergs Segelsallskap be allowed to use the title "Vattenfall European Star Championship 1997".

Mr. von Below advised that the Attersee Fleet would like to host the 1999 European Spring Championship on Lake Attersee. Manfred Steizel of the Attersee Fleet will organize this championship.

5.1 District 13 and 17 Championships

Districts 13 and 17 have requested LOG + infinity status for their district championships. LOG + infinity status was approved for Districts 13 and 17 with the understanding that only the official entry numbers will be used as the basis for qualification to the World Championship. Central Office will send letters to the two district secretaries to advise them of this decision.

6.0 Secretary's Report -- Harry Walker

Harry Walker reported that the regatta results forms were revised.

6.1 Life and Isolated Members Report

Mr. Walker stated that no other Life member positions have become available since the last Administrative Committee meeting. There are currently 14 names on the Life member waiting list.

7.0 Treasurer's Report -- Kim Fletcher

7.1 Review of November Financial Statement

Kim Fletcher reviewed the preliminary November Financial Statement and advised that we will show an approximate loss of 10,000 USD. Financial Statement was approved. (See attachment 7.1 .)

7.2 Review of 1997 Budget

In review of the proposed budget, the following recommendations were made:

- ! Reduce the amount of projected income from membership dues since it is anticipated that our membership numbers will decrease due to the change in our Olympic status.
- ! Reduce the amount of projected income from boat number taxes and sail royalty buttons since there will probably be a good amount of second-hand boats available for sale in 1997 and sail royalty income is expected to drop significantly with more durable sails and because 1997 is the year after the Olympics.
- ! Increase the amount of income from Class merchandise since this is something the Marketing Committee can work on.
- ! Reduce expenses on the proposed budget under Class Activity and Administrative Expenses.

After a long discussion, the 1997 budget was amended accordingly and was approved as amended.

7.3 Approval of Auditors

The accounting firm of Paviik, Rhee, Mamer & Company was again approved as the auditors for the Star Class.

7.4 Investments for 1997

All present agreed that a file server was needed for the two Central Office computers to help them function more efficiently.

7.5 International Sailing Federation Boat-Building Fee

It was decided to send the usual 70 USD for each Star boat royalty that was paid in 1996. The check to the International Sailing Federation will be sent in December 1996.

8.0 Delegate's Report -- Fernando Pombo

Fernando Pombo was unable to attend the meeting. No report was submitted.

9.0 Delegate's Report -- Douglas Smith

9.1 Star Class Trademarks and Registered Trademarks

Doug Smith reported on the status of the Star Class trademarks, Star, ISCYRA, the Logos and Starlights. He noted that the Star name and Logo are registered in the United States, but not worldwide. He estimated the cost of registration in the major commercial nations at 3,000 USD to 5,000 USD for filing fees and indicated that the legal work could be done pro-bono. The committee unanimously approved spending the funds for the worldwide registration, noting that the mark has demonstrated increasing commercial value.

Mr. Smith noted that the class has two different standard trademark license agreements, one without charge for members and organizing authorities using the marks to support Star sailing, and a second one with a small royalty payment for members and non-members who use the mark for commercial purposes. Mr. Smith was asked to prepare a write-up for Starlights describing the trademark usage for members.

9.2 Hilfiger Trademark Litigation Update

Mr. Smith described the status of the Class' litigation against Tommy Hilfiger for trademark infringement.

10.0 Governing Committee Report -- Jack Rickard, Chairman

10.1 9 November 1996 International Governing Committee Meeting Summary

Jack Rickard gave a brief summary of the 9 November 1996 International Governing Committee meeting. Some discussion was held on the International Sailing Federation's decision to exclude the Star from the 2000 Olympics. Much time was spent with Charley

Cook reviewing the new Racing Rules of Sailing set up by the International Sailing Federation. A resolution will need to be submitted for the 720 rule for Star Class sanctioned events.

10.2 Class Dues Update

The International Governing Committee approved an increase in membership dues for 1997. The new dues were set as follows:

Active \$50 USD	Isolated Boat Owning \$30 USD
Associate \$25 USD	Isolated Non-Boat Owning \$25 USD

10.3 1999 World Championship

Mr. Rickard advised that Glenn Read (International Governing Committee alternate member for Australia) told him that the Australian Yachting Council is still interested in supporting the 1999 World Championship in Melbourne even though the Star will not be in the 2000 Olympics. Concern was expressed that participation may be low for the 1999 World Championship if it is held in Australia. The decision on whether to change the location for the 1999 World Championship will be made by poll to the International Governing Committee after the Administrative Committee meeting on 7 June 1997

11.0 Measurement Committee Report -- Joseph Knowles, Chairman

No report was submitted by Joseph Knowles. Dierk Thomsen stated that he will meet with newly appointed Chief Measurer and Measurement Committee Chairman on 9 December 1996 to discuss plans for 1997.

12.0 Technical Committee Report -- William Buchan, Chairman

William Buchan was unable to attend the meeting but submitted a written report to the Central Office for the 9 November 1996 international Governing Committee, as well as an additional report for this meeting. Both reports are attached. (See attachment 12.0.)

12.1 Progress Report: Crew Weight Issue

Many comments, including some additional proposals, have been received at the Central Office in response to Alexander Hagen's weight proposal that was published in November 1996 Starlights. Discussion was held as to what should be done with all the opinions that were expressed. It was decided that copies of all the comments would be forwarded to Technical Committee Chairman William Buchan so that he can read them and determine what proposals he feels that his committee will be able to support. Mr. Buchan will be asked to report on his findings to the Administrative Committee at their next meeting on 15 March 1996.

12.2 Progress Report: Sail Amendment Resolutions

Vince Brun's article on sail reduction and the testing done by him and William Buchan was read and discussed. A copy is attached. (See attachment 12.2.)

Doug Smith suggested that the members be advised that the experimental sails will be available at the Bacardi Cup for anyone to test these sails if they wish to do so.

13.0 Marketing Committee Report -- Gary MacDonald, Chairman

Gary MacDonald was unable to attend the meeting but faxed a written report to the Central Office. (See attachment 13.0.)

13.1 Progress Report: Internet Home Page

Ed Sprague, Assistant District Secretary for the Fifth District, is working on setting up a new home page for the Star Class. Kurt Larson of the Boston Harbor Fleet will be testing access to this website from various Internet browsers. The goal is to make sure that as many people as possible can visit the Star Class website.

13.2 Marketing Concept

Dierk Thomsen advised that he will meet with Gary MacDonald on 8 December 1996 to work on a new marketing concept for the Class. Mr. Thomsen stated that he feels the newly appointed Marketing Committee members will be an important part of developing this marketing concept.

14.0 Other Reports from Committee Chairmen

14.1 Regatta Management Committee Chairman Charles Cook New Racing Rules versus Star Class Rules

Charles Cook was unable to attend the meeting but faxed a written report to the Central Office. (See attachment 14.1.) Dierk Thomsen stated that he will meet with Mr. Cook on 9 December 1996 to discuss details of distribution of the proposed changes to the rules and other items.

The request by Eastern Yacht Club to use the Star Class registered trademark on merchandise they will be selling was approved. No cash payment to the Star Class will be required since the proceeds will be used exclusively for conducting the 1997 World Championship.

15.0 Editor's Report -- Shery Hughes

15.1 1997 LOG and Starlights Budgets

The 1997 LOG and Starlights budgets were approved. Dierk Thomsen presented a sample of what the new Starlights masthead will look like. He stated that he obtained this sample, as

well as a Quark Express training disc for Shery Hughes, from a production company he uses in Germany. Mr. Thomsen advised that he approved the cost of a Quark Express training course for Ms. Hughes and that he anticipates that she will begin doing the typography work for the Starlights by May or June 1997.

15.2 Sailor's Voice -- Policy

The decision was made that each of the comments received in response to Alexander Hagen's weight control proposal will not be published in the Starlights since there are so many. Discussion will be held regarding what to publish after William Buchan gives his report at the next administrative Committee meeting in March. (Please refer to section 12.1

15.3 Incorporation of Editor

During discussion of the 1997 proposed budget, it was decided that the editor would work as an independent contractor beginning with January 1997. Dierk Thomsen will advise Shery Hughes of this decision during his 9 December 1996 meeting with her. Doug Smith offered to write a consulting agreement for the editorial services. Kim Fletcher will contact Ms. Hughes.

16.0 Central Office Report

16.1 General Situation

Dierk Thomsen proposed a possible reorganization of the Central Office. After discussion, it was decided that Mr. Thomsen will set up a job description for the Central Office.

16.2 Fax Transmissions

Fax transmissions were unanimously approved as acceptable forms of voting, polling and other communication. This was also approved by the International Governing Committee at its 9 November 1996 meeting.

16.3 Fleets With Unpaid 1996 Dues

Mr. Thomsen reviewed the list of 11 fleets that are currently inactive; that is, no 1996 dues were paid to date. It was noted that two other fleets are undersized; that is, the fleets do not have enough boats listed. The Central Office will send letters to the district secretaries of these fleets asking them to contact these fleets.

16.4 Bills for Fleet Members

A long discussion was held regarding the decision not to send out individual membership forms to the fleet secretaries for each fleet member. This decision was made in an effort to save time for both the fleet secretaries and the Central Office staff. It was agreed that the new system needs to be tested this year to see what changes, if any, need to be made for next

year. Individual membership forms will not be sent to the fleet secretaries unless the fleet secretaries request them from the Central Office.

16.5 Archive Information

Dierk Thomsen offered to review some of the non-correspondence files in the Central Office from several years ago to determine what can be sent to the Star Class archives at Mystic Seaport Museum. He will try to do this the next time he is scheduled to come to the Central Office.

16.6 Copier Maintenance Contract

Approval was given to get a full service maintenance contract for the copier in the Central Office since this will save money on future maintenance and repairs.

BUSINESS ITEMS

20.0 Old Business

20.1 Half-Hulls by John Clark

The mounted half-hulls built by John Clark were examined. Mr. Clark is approved to build and sell these half-hulls, however the Class will not be buying a supply to sell out of the Central Office. Members wishing to buy wooden half-hulls will be referred to Mr. Clark. It was approved to buy an unpainted half-hull for Mystic Seaport Museum for the cost of 60 USD plus shipping and handling.

21.0 New Business

21.1 Consideration of Recipient for 1997 Harry Nye Trophy

Discussion was held regarding who should be chosen as the recipient of the 1997 Harry Nye Trophy.

21.2 Class Fees

The merchandise list was reviewed and the prices were changed on the following items:

current logo blazer patch 25 USD	jacket patch 5 USD
current logo lapel pin 5 USD	small flag 15 USD
window decal 2 USD	
each Star boat plan (lines & limitations, construction, keel, and sail) 10 USD	
complete set of Star boat plans with specifications booklet 30 USD	

It was decided to begin charging shipping costs on all Star Class merchandise.

22.0 Meetings in 1997

Dierk Thomsen proposed holding three Administrative Committee meetings per year instead of four to make it easier for people to attend. It was decided that four meetings per year was necessary; however, all agreed to hold a meeting in January 1998 instead of December 1997.

Saturday, 15 March 1997 -- Coral Reef Yacht Club, Coconut Grove (Miami), Florida, USA

Saturday, 7 June 1997 -- location to be determined

Thursday, 4 September 1997 -- Eastern Yacht Club, Marblehead, Massachusetts, USA

Saturday, 17 January 1998 -- ISCYRA Central Office, Glenview, Illinois, USA

23.0 Adjournment

The meeting was adjourned at 5:30 p.m.

President's Report, December 7, 1996

Dear colleagues,

A decision that will change our class has been made in Brighton.

But first, a review of our meeting on September 6. I will accept any reason that prevents someone from participating in a meeting. But each and every one of us signed a statement that commits us to take part at every meeting. We intentionally scheduled this meeting on this particular day so that we would be accounted for at the North American sailors. The sailors asked me many critical questions. So we should not ask ourselves why if much more criticism comes our way today, after Brighton.

The ISAF/IYRU has proposed a list of 8 boat classes for 10 disciplines to the IOC; the Star boat is no longer part of these classes. Since then, the IOC has accepted this list during its November 14-16 meeting in Cancun.

On the occasion of the IYRU meeting in Hamburg, the Events Committee agreed upon a list from the Council; this list included the Fleet Racing Keel boat. It was agreed that an NHPD would replace one of the Centerboard boats. In the period between the Hamburg and Brighton meetings, the affected classes such as the Finn, went on the offensive, causing people to have second thoughts. Before the IYRU meeting in Brighton, the Constitution Committee chairman explained that the Council need not accept previous accepted decisions. During the first part of the Council meeting in Brighton, Paul Henderson pointed out Regulation 4.3 of the Constitution; he did not say anything more concerning the Hamburg decision. The Events Committee did not act upon the Hamburg decision. There were long discussions concerning the selection procedure. By setting up 5 classes, a process that was carried out mainly by Tom Ehman, the number of classes has been minimized in such a way that only the Finn, Laser, 470 M + W and Star remain for the actual vote. And the Star was dropped. No discussion of professional subjects were carried out. During the final Council meeting, Paul Henderson proposed voting either for or against accepting the Event Committee proposal. All attempt by the German and Swiss delegates to carry out discussions first were not permitted. The vote ended with 25 to 10 for accepting the Event Committee proposal.

Why was there so little support for the Star? The IYRU was reshuffled to a large extent two years ago. An entire generation of delegates was discharged and new people replaced them. During the AdComm meeting in March 1995, I pointed out this fact and stated that the time of the Star class mafia has passed. I remember how you said that that determination was incorrect; the prevailing opinion was that our allies were still there, they were just other people. But precisely this was the incorrect determination. Due to the enormous expansion of the IYRU, very many new, small Yachting Federations have been added; naturally, they also want to take part in the IYRU life. Thus, it is a fact that a majority of the delegates in the Events Committee and the Council support only Centerboard boats.

The IYRU and well-informed sources in the IOC reproach us for the unsolved problem of the crew weight. Ten years of discussions regarding this subject has damaged us. The Annual Meeting in Kiel in 1993 was the nadir.

From the viewpoint of the Star class, we have to accept that our members will now carry out assessments and ask questions. I have received many telephone calls, faxes and e-mails since Brighton. I have taken part in fleet and district meetings. The spectrum of opinions ranges from "This will not damage our class" and "This will be advantageous to our class in future" to "We should absolutely not accept this decision." But the questions of how this could happen at all, whether we were too certain of our status and whether we took enough correct measures were raised again and again. This criticism is not directed against individuals but against all of the class officers.

What did we do? We carried out targeted lobbying in Hamburg, with the result that the discipline Match Race became Fleet/Match Race in the Council. This guaranteed that the Star could take part in the discipline Keelboat Open. We agreed that we would not start a big letter-writing campaign, but rather to discuss this in dialogues. As can be seen in my President's Report, I carried out an infinite number of conversations in order to prepare the field for the Star. Our new brochure is a positive aid in our discussions. When it was completed, we determined not to send it to the large IYRU distributors. Wrong; we should have carried out massive advertisement with it. This decision was supported by the fact that Ding had a good connection to Paul Henderson and the IYRU; in addition, we assumed that we still stood under special protection of US Sailing. Unfortunately, this has changed. US Sailing dropped us. In future, the interests of our members must be supported in other ways.

If someone wants an answer to the question of why we are no longer an Olympic class, he should view the video Fine-Tuned for Excellence. We cannot excite young sailors for our class in this manner.

How did we react to the decision? A first statement was formulated in Brighton; it was published in Starlights. I wrote a letter to all fleet and district secretaries to inform them of the situation. After consulting Jack, I sent a letter to the IYRU. Paul Henderson has given an answer: if we wish, he would give us the opportunity to present our arguments at the next Council meeting. Jack and I agreed that that should be sufficient.

Some members do not agree. Assuming that we cannot lose much more, their opinion is that we should go strongly in the offensive against the decision, particularly against the IYRU and IOC. I have been made aware that letters from Sweden, Italy and Spain were faxed to President Samaranch. Unfortunately, an attempt to attack the 49ers was made. In my opinion, this approach is totally wrong. Non-coordinated measures are certainly negative. In Germany, a member is currently having a legal report prepared in which the formalities behind the decision-making procedures at the IYRU and IOC are to be brought to light. It would be fatal if we actually come to the result that formality mistakes were made. What then, my friends??? During my fleet meeting, the unanimous opinion was that I, as President, am committed to take all measures to recoup the status for the year 2000. I was able to prevent a vote regarding this. But the opinion of my fleet has definitely turned against me. I am opposed to judicial steps. We should concentrate on the future and create a platform to recoup the status for the year 2004.

The decision affects the Star class more than we assume at first. He who says that Olympic status is actually only a weight upon our shoulders for the sole reason that 25 teams can take part in a regatta every 4 years is mistaken. Olympic status means much more, determining the entire internal life of a

class organisation, particularly the members who do the actual sailing. For the Class as a whole, it means that we are part of a group that sails in the uppermost level of regatta sport. This results in advantages for the class and our members which we would not have as a normal International class. These are advantages to which our young members react positively. We need young members; otherwise, the percentage of older people would quickly rise. Many people are concerned not only about the Olympics, but also about being part of the Olympic movement.

How should we structure our future?

Marketing must have first priority in future

A modern marketing concept must be developed for the special situation of our class

Middle- and long-term strategies must be discussed and put into real use

The Star class events must be made more attractive so that the quality remains the future

The class organisation must be modernised to increase the service for the members

Younger members must be included in the administration and the committees; the seniors should concentrate on the IGC and Commodores.

I will provide you with concrete proposals for all of the above in the near future.

In Brighton, we took part at an exhibition of the International classes with a display. About 250 delegates attended our reception on November 6 in the Metropol Hotel. After Hamburg and Savannah, it was our third reception.

We should no longer spend our money for expensive receptions; instead, we should concentrate our budget and our energy on our plans for the future.

Dierk Thomsen