

INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATION  
MINUTES OF THE ADMINISTRATIVE COMMITTEE MEETING  
NEW YORK, NEW YORK, USA -- 7 JUNE 1997

OFFICER AND COMMITTEE REPORTS

1.0 Call to Order

The meeting was called to order at 9:05 a.m. by President Dierk Thomsen.

Present were:

<u>Voting Members</u>	<u>Committee Chairmen</u>	<u>In Attendance</u>
Dierk Thomsen	John Koopman (MC)	Fernando Pombo
James Schoonmaker	Charles Cook (RMC)	Shery Hughes
Harry W. Walker		Karen McLane
Kim Fletcher		
Douglas D. Smith		

Apologies were received from Riccardo Simoneschi and Uwe von Below.

2.0 Minutes of the Previous Meeting

15 March 1997, Coral Reef Yacht Club, Miami, Florida, USA

The minutes of the 15 March 1997 Administrative Committee meeting in Miami, Florida, USA were approved.

3.0 President's Report -- Dierk Thomsen

3.1 Activity Report

At a breakfast meeting in Miami, job descriptions for employees in the Central Office were approved and sent to the Central Office. Jack Rickard and Rob Maine were charged with hiring a replacement for Diane Dorr while she is on maternity leave. Karen McLane was hired.

Best wishes were extended to Diane on the birth of her baby born 30 April 1997.

A consulting agreement with Shery Hughes to serve as Editor has been signed.

In February, a new Central Office lease was signed at \$600.00 per month.

The ISAF questionnaire was filed by Dierk Thomsen with assistance from Ding Schoonmaker.

Loss of Olympic status was discussed by many sailors at the European Spring Championship.

Swiss sailors discussed pro and con arguments regarding the Star Class at the Swiss Championship.

Paul Cayard was consulted for the ISAF presentation.

Many hours have been spent on Olympic correspondence.

### 3.2 Decision on the 11th Medal

A report on the 11th medal was given to the AdComm.

### 3.3 Presentation to the International Sailing Federation

The ISAF Council met on 10 May 1997 in Lausanne, Switzerland. Uwe von Below read his well-drafted letter to ISAF in his role as Chairman of the Keelboat Committee. Paul Cayard gave an excellent presentation to the ISAF including slides.

### 3.4 Class Ranking List

Since the Star has been removed from Olympic status, no budget is available for a ranking list. The Class may want to obtain the disk and program to develop its own ranking list.

*Decision: Discussion postponed to the 4 September 1997 meeting.*

### 3.5 Star Class Rules Part 1

The following questions and comments were discussed:

6.3 The Judiciary Board will be asked for clarification of this rule.

8.10.2 Each fleet shall be responsible for governing the use of sails. Submit to drop in 1999 resolutions.

9.1.1 Eliminate service fleet representative.

9.1.5 Could a supporting member also be a company? Suggestion to leave this rule alone by Ding Schoonmaker.

11.3 This rule stands as it is. It is part of the Star Class tradition.

13.3 In this era of faxes, "ballots be sealed" is appropriate.

14.1 In paragraph five, the Executive Committee may act by fax If a decision is unanimous and by phone if a decision is 2 to 1.

14.2 Administrative Committees translates poorly. The name should reflect its duties in management of the class. Class Management Committee. was suggested as a new name. Submit to change name in 1999 resolutions. Suggestion to change "daily administrative affairs" to "daily affairs" or "daily management affairs."

15. Request to list committees in new order. International President to appoint Chairmen plus Committee Members.

15.2 Omit.

15.6 Submit to delete. The Editor provides this service.

15.8.4 Request Judiciary Board to change wording of discussed rule changes.

16.6.2 Submit to delete. Members check in by their presence or by proxy.

16.6 Submit to change order.

16.6.4 Submit to include "association officers.""

### 3.6 Fleet Status Questionnaire

Loss of Olympic status has not resulted in a loss of many Class members.  
[Attachment]

### 3.7 ISAF Class Fees

Ding Schoonmaker reported that there is no change in fees to the ISAF for 1997. Effective 31 December 1997, each class will pay ,200 plus boat builder fees. The Star Class pays US\$70 per new boat built.

*Decision: If the Star Class is not re-instated in the Olympics, then the Class should renegotiate for a lower fee when the 1998 form is re-submitted using the least expensive boat built as the price example on the form.*

### 3.8 Archives at Mystic Seaport Museum

The Central Office will sort and catalog materials for archiving at the Mystic Seaport Museum contacting Stanley Ogilvy, if necessary.

### 3.9 Star Boat #7

Harry Walker reported that Star boat #7 is clean and well protected at Mystic Seaport. The boat will be kept as it is with no further repairs needed. An endowment to support this boat has been pledged.

### 3.10 Names for AdComm and IGC

No discussion.

## 4.0 Vice-President's Report -- James Schoonmaker

### 4.1 District 20 Request for Qualification to Worlds

Decision: Approved Future requests will require a poll.

### 4.2 Youth Championship

Ask John Chiarella how \$2,500 will be used from Star Class.

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

Uwe von Below was unable to attend the meeting. His letter was read [Attachment]. Note: The 1999 European Spring Championship will be sailed on Lake Starnberg.

6.0 Secretary's Report -- Harry Walker

Harry Walker reported that everything is fine.

7.0 Treasurer's Report -- Kim Fletcher

7.1 Review of May Financial Statement

Kim Fletcher reported that the financial statement is fine and close to budget. [Attachment] The sale of sail royalties is down somewhat. Class investments are up and in strong shape.

7.2 Class Insurance Update

According to Gene McCarthy, Class insurance is fine. The Class may want to consider self-insuring the scales for loss or damage. The scales cost \$1,500 each with a premium of \$250 per year.

7.3 List of Unpaid Fleets

The Central Office reports 43 fleets are unpaid for 1997 or are undersized. [Attachment]

7.4 John Burnham Royalty Agreement

Contact Pete Slaughter, of Harbor Sports Gear, every six months to check on the status of the royalty check owed to us.

8.0 Delegate's Report -- Riccardo Simoneschi

Riccardo Simoneschi was unable to attend the meeting. His e-mail report was read. [Attachment]

9.0 Delegate's Report -- Douglas Smith

Doug Smith reported that no progress has been made with the Internal Revenue Service regarding incorporation of the Class.

Joe Bainton has not responded regarding the Hilfiger case.

9.1 Trade Mark Progress

Someone will need to take over the project for establishing a worldwide trademark for the Star Class.

10.0 International Governing Committee Report -- Jack Rickard, Chairman

Jack Rickard was unable to attend the meeting.

10.1 Decision on World Championship 1999

The International Governing Committee will decide on the venue for the 1999 World Championship and should be prepared for a breakfast meeting 6 September 1997 to make a decision after the IOC decision for the 11th medal. A letter from Tom Stephenson, Event Director for the 1999 Worlds, was read. [Attachment] President Thomsen will respond to Tom Stephenson's letter.

10.2 Study of Submitted Resolutions

President Thomsen asked the Administrative Committee for recommendations regarding the 1997 for 1998 Resolutions arguing for or against them in his presentation to the International Governing Committee scheduled to meet before the next Administrative Committee meeting in Marblehead. A discussion followed without a vote taken.

11.0 Measurement Committee Report -- John Koopman, Chairman

John Koopman reported that six new boats have recently been measured: one boat built by Glenn Read has no problems; a boat built by Sinless will need to be re-measured. The status of weigh masters will be changed to measurers. A letter has recently been sent out. Organizers of A Events have resisted the use of Class measurers. President Thomsen proposed that the appropriate Class officer meet with regatta organizers regarding Notice of Race, Sailing Instructions, measurement, and selection of the Jury.

12.0 Technical Committee Report -- William Buchan, Chairman

Bill Buchan was unable to attend the meeting. Note: The sail amendment resolutions were provided by the Technical Committee.

13.0 Marketing Committee Report -- Gary MacDonald, Chairman

Gary MacDonald was unable to attend the meeting.

13.1 General Progress of the Committee

At a meeting in December, it was decided to split the work of the Marketing Committee: a European team would develop a marketing concept; a team from the United States would develop Internet matters and Class merchandise.

### 13.2 Progress Report: Internet

At Gary MacDonald's request, Ed Sprague will apply for the domain name www.starclass.com. Ed will set up the page for Shery Hughes to update on a regular basis. This is the most cost efficient way to manage the web page since the Editor has all the information from Starlights and the LOG. Dave McCreary has recently received a disk to update the current page and will bill the class.

Possible sponsors for the page include NEC and a contact through Paul Cayard.

Linking the Star Class page to the ISAF page was mentioned.

### 13.3 Marketing Concept

The Marketing Concept was prepared by Peter Erzberger, Alex Hagen, Joachim Hellmich, and Dierk Thomsen. The International Governing Committee will discuss, comment, and amend the concept at the IGC meeting 4 September 1997. Suggestions were made to change the title from Marketing Concept to "Long Range Planning," "Planning and Promotion," or "Planning and Development." [Attachment]

### 13.4 Class Merchandise

Discussion was held regarding the sale of Class merchandise such as polo shirts and other clothing items.

*Decision: Companies will be contacted to provide this service on an order by order basis as needed especially for various regattas. The Class would not stock any clothing merchandise.*

Comments: Doug Smith and Charley Cook will provide names of individuals who do this work. Class ties should be brought to Marblehead to sell to competitors.

## 14.0 Regatta Management Committee Report -- Charles Cook, Chairman

### 14.1 Report on 1997 World Championship at Marblehead

Charley Cook reported that plans for the 1997 World Championship are going well. Noblia is the title sponsor. The yacht club will be closed to members for the duration of the Championship with all rooms already reserved. Competitors will find plenty of parking and can anticipate a smooth flow for launching and retrieving their boats.

The yacht club has a hurricane plan if the need arises. John Koopman will be on hand to measure boats. John F. Kennedy's Star has been restored and will be on display. The asking price is \$1.5 million. Race Committee members from Eastern Yacht Club and Savannah will officiate.

14.2 Number of Entries to AA and A Events

No discussion at this time.

14.3 Enforcement of Star Class Sailing Instructions and Notice of Race

Some organizers are cooperative in the enforcement of Star Class Sailing Instructions and Notice of Race. Charley Cook would like to review materials sent by the Central Office to regatta organizers. Discussion previously in this meeting pointed out that the Star Class should choose the jury in consultation with regatta organizers (see STCR 37.1 and following).

14.4 Wet Clothing Rule of the ISAF

The Class already allows 10 kilos for clothing above the knee (STCR 31.2.1).

*Decision: Let stand.*

The Central Office will reply to Phil Botsolas thanking him for his letter.

Also under STCR 31.2 Equipment: Inflatable PFDs are now allowed. This may become a measurement matter.

15.0 Olympic Committee Report -- Hal Haenel, Chairman

Hal Haenel was unable to attend the meeting.

16.0 Sailing Committee Report -- Ross MacDonald, Chairman

16.1 Appointment of a New Committee Chairman

Since Ross MacDonald will sail the Whitbread Race, President Thomsen appointed Albert Schweizer to replace him. A letter to Ross MacDonald was read.

17.0 Secretary of Life & Isolated Members -- Harry Walker

Harry Walker will make inquiries about Life Member R. Adair Hess.

18.0 Editor's Report -- Shery Hughes

18.1 1997 LOG

Delivery of the 1997 LOG to members was late due to unforeseen problems. In the future, all work will be done directly with the printer since everything will be on disk. Future issues of Starlights will be computer-generated by the Editor by the end of the year.

#### 18.2 Directory

Publishing a separate Class directory is cost prohibitive. Letters to potential sponsors will be sent out. Ideally, directory information on Class members should be included in the LOG. Bids will be obtained for review at the 4 September 1997 meeting.

#### 18.3 Request from the Nice Fleet

Patrick Gremy of the Nice Fleet has requested that the Christmas Regatta be listed in future LOGs as an historic event.

*Decision: Approved.*

Comment: Other C Events would need approval through normal channels.

#### 19.0 Central Office Report

##### 19.1 Lease Contract for the Office

The lease for the Central Office has been renewed with no changes to 28 February 2000.

### BUSINESS ITEMS

#### 20.0 Old Business

Masters Regatta: Ding Schoonmaker will provide a list of past winners of the Bacardi Cup Masters division for the LOG.

#### 21.0 New Business

##### 21.1 Star Class Submission to ISAF

Beginning in 1998, the Star Class will pay dues (see Minute 3.7) to the ISAF with no return in voting or representation.

*Decision: Submit a letter to the ISAF before 1 August 1997.*

Comments:

(1) Is this timely? Charley Cook will question the Etchells Class.



- (2) Should all classes submit a letter to the ISAF? Ask Jeremy Pudney.
- (3) Allow another class to submit this letter to the ISAF.

#### 21.2 Croce Trophy

The Star Class will nominate Bobby Symonette to receive the Beppe Croce Trophy. Ding Schoonmaker has sent details to Arve Sundheim. Dierk Thomsen will send a letter by 1 September 1997.

#### 22.0 Next Meeting

Thursday, 4 September 1997 -- Eastern Yacht Club, Marblehead, Massachusetts, USA The President has requested the Administrative Committee and the International Governing Committee to be prepared for a breakfast meeting on Saturday, 6 September 1997, at 8:30 a.m.

#### Future meetings:

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

#### 23.0 Adjournment

The meeting was adjourned at 4:37 p.m.

Respectfully submitted by Karen McLane

Dear Dierk, dear Administrative Committee Members,

I'm sorry not to be present at this meeting but I'm sailing in my District championship in this week.

Looking on the agenda I see some interesting points:

3.2- 3.3 -as well as for the following point 3.3 I have discussed this matter with Dierk last year; I believe that we have to introduce both a Ranking list and a World Cup. To have an event continuing along the season will increase attention on the star Class: both public and sponsors will have more reason to follow our regattas; as a consequence of best sailors stay in the Class. How to do that: R.L. we can copy both ISAF R.L. or VILLENIA CUP from FD Class (second one is more appropriate); W.C. we can use two different systems: #1 different races in every continent, a Grand Prix for each country, a quote of top competitors for each continent will dispute the final rounding every year in a different continent and location; this system could be repeated creating continental and national cups where the world gran prix represent the top event of both; #2 circuit system, like F1 or ski World Cup; this is more professional and we will have few boats able to compete in a full season.

3.5- 3.6 -as a consequence of the above entries to AA and A events will change to a maximum of 60 boats, and the AA event winner became the world, A continental or B national cup winner. Besides of this events could be sailed an AA or A "week" where other boats can race to win. Fleet status will remain on local basis; entries to major events are based on R.L. position. In the XIV District we will have this year the IS' "STAR ULTRA CLASSIC TROPHY" on 4 very old and popular regattas included our District Champ.

10.1 - I believe this decision must be postponed to the next Ad.Com. in Marblehead.

10.2 - I am in favour of weight limitation and against sail reduction that is not the way to have more durable sails.

Besides the above situation is clearly standing by, it's always difficult to sell used boat and shipyards have already started to produce different classes of boat.

I'll see the new Sinless Shipyard boat in the water within two days that sounds interesting.

At the end of this year I will leave my position of District secy. As I promised: this is because I believe my District needs more people involved in the Class administration. I will be happy to still serve the Class on other tables where my efforts could be helpful.

See you all in Marblehead!

Kind regards

Riccardo Simoneschi