

INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATION
MINUTES OF THE INTERNATIONAL GOVERNING COMMITTEE MEETING
BRIGHTON, SUSSEX, UNITED KINGDOM -- 9 NOVEMBER 1996

1.0 Call to Order

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

The following members were present:

Europe:	Carlo Rolandi and Dierk Thomsen
North America:	Jack Rickard
South America:	Harry Adler

Regatta Management Committee Chairman Charles Cook was also present.

2.0 Election of the IGC Chairman and Executive Committee Members

Jack Rickard will continue as the IGC Chairman until the next meeting on 3 September 1997 in Marblehead, Massachusetts, USA.

3.0 Approval of the Minutes of the 10 January 1996 IGC Meeting

The minutes of the 10 January 1996 International Governing Committee meeting in Rio de Janeiro, Brazil were approved as published.

4.0 President's Report

President Dierk Thomsen reported on his many travels and activities for the Star Class over the last year. Shery Hughes has assumed the responsibilities of Editor of the class publications. John Koopman will become our Chief Measurer on 1 January 1997. In his first year, Dierk studied our organization and learned a great deal along with some surprises.

As to the failure of the International Sailing Federation (ISAF) to continue with a tactical keelboat as a part of the Olympic program, Dierk stated, "We all knew some changes would be made. We can not undo what has happened and life goes on." We have a great boat and the best competitors. We will continue to operate on the highest level in the sport. The immediate fallout from the Olympic decision will most likely be more good second-hand boats on the market from these few sailors who are interested only in the Olympics which will decrease the new boat demand for a time. The positive effect will be to allow over 100% focus on our own issues and the quality of sailing with and among our members without outside pressures and funding considerations on the part of a small group.

4.1 Review of the Star Class Rules

Charley Cook reviewed with the IGC the New Racing Rules on a point by point basis and

how the Star rules may need to be modified. In most instances, only minor wording changes and numbering changes are needed. Charley will prepare a list for submission to the IGC and the Judiciary Board of those minor changes that are not substantive and do not change our rules' intent.

The major change in the International Yacht Racing Rules (IYRR) is the inclusion of the 720 turn as a standard penalty. We must deal with this in each of our sailing instructions. If a fleet submits a resolution changing our rule for penalties to the IYRR 720 rule it must be presented to the annual meeting and voted on in due course.

5.0 International Sailing Federation Actions as Related to the Star Class

5.1 Olympic Selection

A discussion was held on the highly unusual voting process and the abandonment of the Hamburg and Capetown Olympic discipline decision. However, the ISAF decision is now history.

5.2 Contract

The contract demanded by the ISAF between all Olympic classes and the ISAF is invalid for the Star Class as it was specifically for the Olympic classes.

5.3 Alternate Penalties (i.e., 720 rule, etc.)

Please refer to section 4.1.

6.0 Review Future World Championship Venues

a) Marblehead, Massachusetts, USA-- 1997

The IGC approved the Jury to include Hans-Kurt Anderson (DEN) as Chairman and members Lynne Beal (CAN), Fernando Bolin (ESP), Barbara Farquhar (USA), Russell Green (NZL). Charley Cook was appointed the Principal Race Officer.

b) Portoroz, Slovenia-- 1998

Dierk will go to Portoroz next spring together with Hermann Weiler to study the venue and to prepare the Worlds from our side.

c) Sandringham (Melbourne), Australia --1999

Discussion was held and concern was expressed over this venue in the light of the Olympic decision. Two important points from this discussion are:

- 1) The Australian Yachting Federation had planned our World Championship

as a part of an overall Worlds program for all Olympic classes. We must now wait to know their reaction to our new status.

- 2) Without National Authority funding for Olympic hopefuls, the number of crews and boats able to afford the transportation cost will reduce the number competing in the Championship. Jack Rickard will contact Glenn Read and discuss this.

Decision to be reviewed once complete information is available.

d) Other

No applications have been submitted for the 2000 World Championship to date.

7.0 Review Financial and Membership Numbers to Date and Possible Increase in Dues for 1997

Year to date finances were reviewed. It was noted that our costs were rising and, if we were to continue to provide our present services to the membership, our dues needed to be adjusted. Discussion ensued and it was motioned, seconded and approved that the dues structure for 1997 would be:

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

8.0 To Consider Affirming a Policy that a Fax is an Acceptable Form of Administrative Communication

It was affirmed as policy by an unanimous vote that fax correspondence is an acceptable form of administrative communication.

9.0 Technical Committee Report

a) Security Equipment

Resolutions will be forwarded to the annual meeting for action.

b) Sail Plan Resolutions

Discussion was held on each of the four sail plan resolutions.

! Elimination of limitations on the size and weight of the sail reinforcement:

The IGC felt this was a no-lose proposition since it would make for longer lasting sails and simplify measurement.

! Lengthening of jib battens and the introduction of an upper girth measurement:

Again all reports were positive and the IGC supported placing this resolution before the class and recommending adoption.

- ! Longer battens for the main and the addition of an upper girth control as well as the 3/4 and 1/2 girth maximums:

The IGC consensus was that the best change we could make would be to make a single maximum length for all battens which should be long enough to allow the upper batten to reach the spar. The Technical Committee should recommend the exact length. Somewhere between 1500 and 1600 mm appears to be the correct length.

The Technical Committee recommendation for an upper girth measurement was noted and agreed as a reasonable control.

- ! Change (reduction) in the maximum 3/4 and 1/2 girth measurements:

The IGC received with pleasure the interim report of the Technical Committee Chairman. The IGC was encouraged by the results to date and asks the Technical Committee to finalize its findings as soon as practical and make recommendations to the sponsoring fleet for new dimensions.

It was noted that the sponsoring fleet or fleets would amend their resolutions as they agreed and the resolutions would be presented to the members at the annual meeting in Marblehead, Massachusetts, USA.

c) Crew Weight Proposal

The IGC noted and reviewed the weight proposal that was submitted by Alex Hagen and believes that it should be presented to the annual meeting for debate and discussion. It was suggested that it should contain a sunset clause so the Class would reaffirm or not at some point in the future. This would allow for adjustments to fine-tune the rule if passed and require continued support of 66% of the members.

10.0 Report on Longer Batten Trials to Date

Tests to date have shown substantial increase in sail life with no apparent performance differences. It was approved that continued testing and demonstration is permitted in any event below a B-event through 1997.

11.0 Next Meeting

Wednesday, 3 September 1997, 9:00 AM
Marblehead, Massachusetts, USA

12.0 Adjournment

Meeting was adjourned at 1:45 p.m.

Respectfully submitted by: Jack Rickard