



ISCYRA RESOLUTIONS: 2021 FOR 2022

#1-2021 STCR 31.2.6

Submitted by CLIS fleet

CURRENT TEXT:

31.2.6. Electronic devices

The Star Class Technical Advisory Board (TAB) maintains a list of recommended electronic devices and only those approved by the TAB and listed on the Star Class website are allowed to be used during ISCYRA events.

- (a) Compass/Timer/Computer: Self-contained digital compasses – giving no more than direction, tacking prompt and timer are allowed as is GPS positioning.
- (b) Handheld VHF radios are allowed. A competitor may carry a VHF radio for safety purposes and race committee communication. Use of the VHF radio is not permitted while racing except for emergencies. This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if so stated in both the Notice of Race and the Sailing Instructions and if not prohibited by law.

PROPOSED TEXT:

Allowed devices on board capable of receiving man made signals are limited to VHF radio. This bans all GPS and wireless devices including GPS compasses, watches, phones etc. This also bans wireless or wired connections on the boat including windvanes, paddlewheels etc. To avoid ambiguity VHF radios that receive GPS data are permitted but may only be used to receive radio communication from the race committee or in an emergency. A boat found in violation of this rule will be disqualified from any series in which she has competed with these devices on board.

Consistent with this rule compasses are restricted to models that display magnetic heading and time. The TAB may list allowed device models consistent with this rule and amend this list over time.

REASON:

Objective: To ban distance to starting line, VMG, boat speed, windspeed and other information from racing. The availability of this information does nothing to improve the quality of our sailing and diminishes our skills. Additionally, it may be that reliance on distance to line information has made it difficult for us to get fair starts at major regattas due to competitors relying on the device and crowding the line. We are supposed to be the best sailors on the planet, and these devices diminish both our skills and the quality of our racing. It is the intent of this rule to 'revert' our allowed devices to compass and timer with the allowance of the VHF for safety purposes only.

#2-2021 STCR 34.3.7 & 34.3.8 (courses) and renumber to 34.3.9

Submitted by Cooper River

PROPOSED TEXT:

Insert into 34.3.1 to read (new or ~~deleted~~ text in *italics*): Course 0, 1, 2, 3, ~~and 4, 6 and 7~~, are described below. In Gold and Silver events course 0, 1, 3, ~~or 4, 6 or 7~~ shall be used; Course 2 may be used in Silver events if requested by the sponsoring fleet and approved by the Continental Committee. In Blue and



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Green events, course 0, 1, 3, ~~4~~, 6 or 7 shall be used. Leg lengths refer to the first leg of a course and are measured from the Start line to Mark1. Mark 3 may be no more than .25nm from the Start Line. No course shall be shortened under RRS 32 (flag S). Course legs may be altered under RRS 33(b) (flag C and + or -) within the leg length limits applicable to the Format of the regatta. In Red events and qualifications, the above courses are not mandatory and may be shortened.

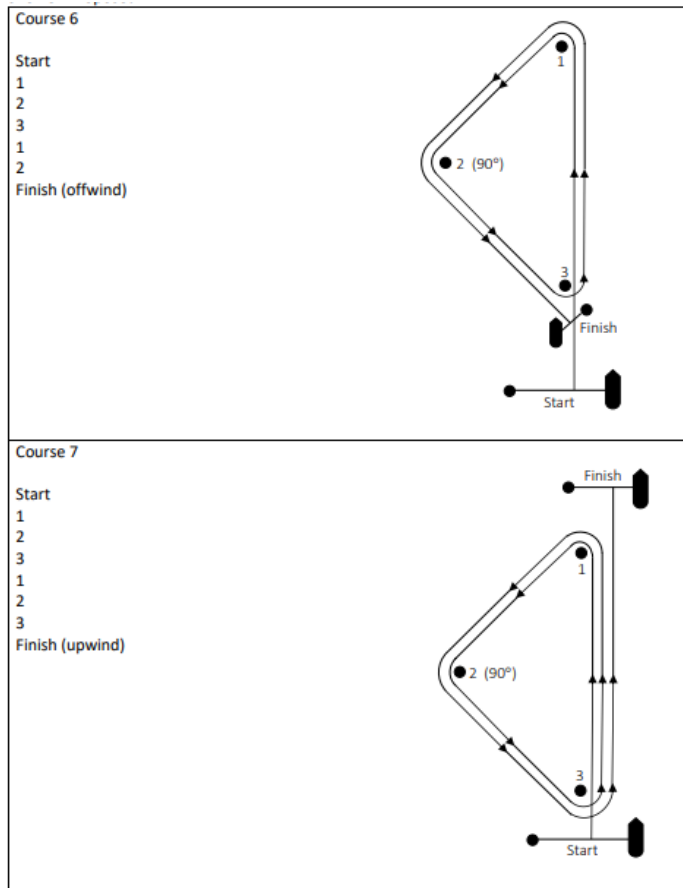
Existing 34.3.7 to be renumbered as 34.3.9 to provide for the following insertions:

34.3.7 Course 6.

Two complete right angled isosceles triangles, with the hypotenuse being legs 1 and 4, finishing at the end of leg 6.

34.3.8 Course 7.

Two complete right angled isosceles triangles, with the hypotenuse being legs 1, 4, and 7, finishing at the end of leg 7.



REASON:

These courses have been tested at major regattas not sanctioned by ISCYRA and allow a greater margin of safety and sailing excitement in higher wind speeds than does a race with a run.



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#3-2021 Various

Submitted by Cooper River Fleet

PROPOSED TEXT:

The following rules are considered out of date, superseded, or otherwise obsolete and the following changes are proposed (insertions are underlined, deletions are ~~stricken through~~):

23.5.6. Except for the Olympics or World Sailing-sponsored World Championships or other World Sailing-sponsored events (e.g. World Cup), the above events are under the auspices of the ISCYRA. For Gold and Silver events, the Organizing Authority will be the ISCYRA in conjunction with the host club. For Blue and Green events, the Organizing Authority will be the District Committee and/or local fleet in conjunction with the host club. ~~Entries are selected by qualification series.~~ No other races to be scheduled in the vicinity and courses must be adequately patrolled. Except as Combined Events are allowed by STCR 23.5, no other races may be scheduled in the vicinity, and courses must be adequately patrolled.

REASON: Entries to Championship Events are covered in STCR 29. Also, with certain exceptions, all Championship events are open.

23.6.2 Events not specified in this paragraph or ones above, but under ISCYRA jurisdiction, require no sanction and rate no honor awards. Intercollegiate, ~~Junior~~U-30, Ladies' or other races in which Stars are sailed by other than their skipper-owners (unless specified above), are not under ISCYRA jurisdiction in any form.

REASON: In keeping with the U-30 convention throughout the STCRs.

27.2. The Hemisphere and Continental Championships (~~a~~Silver Star events) using:

REASON: In keeping with the definition of Silver events in STCR 23.5.2

28.1. Entries to the World Championship (Gold) and to Hemisphere or Continental Championships (Silver) Events must be fully completed and filed in duplicate on an approved entry form. Entry deadline for the World Championship event is 30 days before the first race. Entry deadline for ~~Continental~~Silver Championship events is 21 days before the first race. The entry forms shall be sent:

REASON: In keeping with the definition of Silver events in STCR 23.5.2

30.1. ~~A fleet may designate alternates.~~ In Gold, Silver or Blue events, ~~but~~ the boat, skipper and crew starting the series must sail throughout except in the case of proven accident or illness. ~~Substitutions for the skipper shall not be allowed in other than Gold, Silver or Blue events.~~

REASON: 1) Gold, Silver and Blue events are all, with certain exceptions, not subject to qualifying by fleets.



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2) Substitutions of any kind are authorized in accordance with STCR 30.2, which see below. As the original reason for the STCR was to allow a fleet to send another qualifier, and all are now Open regattas, this part of the STCR is obsolete.

30.2. Permission for any substitution must be obtained from the Race Committee or the Jury before the race. Such permission shall be denied if unfair advantage is granted thereby or if the substitution is not an absolute necessity, or if the substitution results in non-compliance with the STCRs.

REASON: This is intended to alert sailors and organizers/officials as well that the STCRs must be complied with should there be a need for replacement crew or equipment. The STCRs that are most frequently missed are 26.2 and 31.1.3.

31.1.3. Paragraph 3

Weighing before the event is required. Only for Gold events: Weighing during or after the event is optional at the discretion of the organizing authority as posted in the Notice of Race ~~and~~or Sailing Instructions. For all applicable events other than Gold, weighing during or after the event is only allowed pursuant to a properly filed protest. Teams found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation.

REASON: The new RRS (in keeping with a longstanding trend there) discourage the repetition of any Rules, it happens too often that a Rule is stated one way in the rulebook, WS Regulations, NoR, Sis or elsewhere that may come under the definition of Rule, and a very little slip-up from one place to another may possibly cause an unanticipated divergence in meaning.

31.2.1. Dead weight shall not be carried as stationary or movable ballast. A competitor shall not wear or carry any clothing or equipment for the purpose of increasing his weight. The total weight of clothing and equipment permitted by RRS ~~43.1(b)~~ 50.1(b) shall not exceed 10 kilograms.

REASON: The Rule was renumbered in the current edition of the RRS.

31.2.5. Paragraph 2

A skipper shall not use or measure in more than two mainsails and two jibs in any series of races ~~including qualifications.~~

REASON: Championship events are open to all, thus there are no qualification series.

31.2.6.

Electronic devices

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~~Old version in original resolution submission: Electronic devices which provide direction information and timers are allowed. The costs for these devices should not exceed USD \$1000. The use of prototypes is not allowed. VHF radios are allowed. A competitor may carry a VHF radio for safety purposes and race committee communication. Use of the VHF radio is not permitted while racing except for emergencies. This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if so stated in both the Notice of Race and ~~and~~ or the Sailing Instructions and if not prohibited by law.~~

REASON: See 31.1.3 above.

32.2. When measurement is required, a measurement period to close not later than the start of the first race shall be scheduled and announced, and a regatta measurer with power of approval shall be appointed by the appropriate authority (e.g. The ISCYRA at Gold and Silver Events, or the District at Blue Events). Except as provided by special rules or by action of the event authorities, no item may be submitted for approval after the close of the measurement period.

REASON: To clarify the OA authority at different level Events in keeping with STCR 23.5.6.

33.4. A protest of the measurements of a certified boat, except as to matters covered by Rule 8.9.3., must be accompanied by a deposit of US \$50, if permitted by the Host's Member National Authority, which is returnable only if the protest be sustained.

REASON: Some MNAs do not allow a deposit or fee to be posted to file a protest or appeal. For example, USSailing prescribes as RRS 61.4 that no fees shall be charged for protests or requests for redress. USSailing also prescribes in RRS 88.2 that its prescriptions may be deleted **except** itself, rule 61.4, and others.

34.3.2. Course 0.

If appropriate in the Diagram, add Courses 6 and 7 (see separate resolution). Also delete the reference to Qualifications.

34.4.1. For Blue, Green, Red and U-30 events, the Race Committee may modify the official course by using the leeward mark as the starting pin.



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34.4.3. For Blue, Green, Red and ~~U-30~~ events, the Race Committee may modify the official course by using a mark of the course as the finishing mark.

REASON: In keeping with the U-30 convention throughout the STCRs.

34.4.4. A gate at the leeward mark instead of the leeward course mark may be laid out. This leeward gate will consist of a pair of marks. The two marks will be located approximately ~~5 to 6~~ 7 to 10 boat lengths apart. Boats shall first sail through the gate and then either leave mark 3S to starboard or mark 3P to port. ~~If a leeward gate is employed for course 1 or 4, while a boat is sailing the final (downwind) leg to the finishing line, the leeward gate shall no longer apply and neither mark 3S nor mark 3P shall be considered a mark of the course.~~

REASON: 1) This is in keeping with current Race Management best practices and keeps the boats passing through a gate from being in both mark Zones (3 boat lengths) at one time.

2) The Course Description is the order of mark rounding as noted in the frame with the Course Diagram. As the gate (mark 3) is not noted in the diagram on the way from mark 2 (or Offset, see below) to the finish (nor is Mark(s) 1 and/or 2 on the way from Mark 3 to an upwind finish), the sentence deleted here is redundant.

34.4.5. An offset mark, approximately 75 to 100 meters and approximately 90° from the windward mark of Courses 3 and 4 is mandatory and is recommended for Courses 0, 1 and 2.

SUGGESTION: This conflicts somewhat with the course descriptions of Courses 3 and 4 both in the text of STCRs 34.3.5 and .6 and in the course diagram description. The offset mark referred to herein is referred to as Mark 2 there. To avoid confusion, it is better to be consistent one way or the other.

34.7. Starting Time. A boat not starting within 10 minutes after the starting signal will receive a score equal to a boat not ~~finishing~~ starting (DNS).

REASON: In keeping with common scoring practice. A boat not starting on time should be scored DNS, not DNF, as it more accurately describes the circumstances of her score. The points for both is the same (Entries + 1).

35.1. The Racing Rules of Sailing (RRS) of ~~the International Sailing Federation (WORLD SAILING)~~ shall govern in all Star races.

REASON: The name International Sailing Federation (ISAF) is obsolete.



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~~35.4 If Course 0 (STCR 34.3.2), Course 1 (STCR 34.3.3) or Course 2 (STCR 34.3.4) are sailed in a World Sailing-graded event, rule 42 of the World Sailing-Racing Rules does not apply for the reaches (mark 1 to mark 2 and mark 2 to mark 3).~~

REASON: WS Graded events are generally limited to existing Olympic Classes. Should the ISCYRA be invited to one, the IGC, under STCR 25.5, decides to participate and by 18.2.1 may adopt the rules of that regatta. This STCR has caused confusion among on-water judges enforcing RRS Appendix P for these courses.

37.1.1. For the World Championship (Gold) events an International Jury (IJ) and a ~~an International~~ Race Committee (IRC) shall be appointed by the Regatta ~~Manager~~ Management Committee with the approval of the CMC and the IGC.

The International Jury is not authorized to direct the ~~International~~ Race Committee.

REASON: There is no reference in the RRS to an International Race Committee, nor is there a WS regulation requiring an International Race Officer to preside over a World Championship regatta - there are both for an International Jury. There is also no provision for a Regatta Management Committee in the STCRs, however there is provision for a Regatta Manager position (STCR 15.7).

38.3. Notice of appeal must be filed with the JB and postmarked within thirty days of publication of the decision from which the appeal is taken. A deposit of US \$30 if permitted by the Host's Member National Authority, must accompany the appeal.

39. Inter-Fleet disputes not involving an actual protest in a race shall be heard by the IGC. There is no time limit for submitting disputes, but a deposit of US \$30 is required, if permitted by the Host's Member National Authority. In the event that such disputes involve an interpretation, they shall be filed with the JB.

REASON: As in STCR 33.4 above, some MNAs do not allow a deposit or fee to file a protest or appeal.

#4-2021 STCR 35.6

Submitted by Moehnesee Fleet

PROPOSED TEXT

Rule – new Rule 35.6 “Change to RRS 42.3” as follows:

New Rule to be inserted as follows--

35.6 Change to RRS 42.3



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In accordance with RRS 87, the Star Class rules are amended to include the following

35.6.1 RRS 42.3 is changed by adding: The Race Committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted after the starting signal, except when the boat's proper course is close hauled or above. This changes RRS 42.2 (a), 42.2 (b) and 42.2 (c).

35.6.2 The Race Committee may apply STCR 35.6 in winds of 8 knots and above, sustained, as measured at deck level on a race committee boat at the windward mark(s).

REASON:

The future of the star class is with younger and athletic sailors, testing their skills not only upwind in a tactical competition but also downwind where fitness and athletics of the whole crew gets rewarded. The suggested change in the class rules will create a level playing field for athletes using all means of propulsion a star could offer – in accordance with our rules and in plain sight. With this resolution we aim to increase the interest in star sailing not only for the sailing enthusiast, but also for the non-sailing affine occasional sailing spectator. Star boats moving downwind without switching rule 42 off make for some rather boring sights on the water or on screen, whereas when the boat is actively worked downwind, the spectator can see the boat being propelled. We are under the firm belief that the appeal of the star for younger, athletic and fit sailors of bigger body physique is increasing even more, if we allow those athletes to use all their strength and endurance to race the star as fast as possible downwind.

To keep the Star relevant and appealing to all sailors the class benefits from the rule change in the following ways:

--On the water infringements of RRS 42 will be significantly reduced, as all forms of propulsion may be allowed at the discretion of the Race Committee (35.6.2)

--Offering the Race Committee the opportunity to have the final decision based on observations on the water, the qualification of participants or any other criteria it deems applicable.

--Switching RRS 42 completely on or off takes the ambiguity of jury decisions away (e.g. differentiation between rocking and ooching) and thus reducing the cost for qualified on the water Jury policing RRS 42.

The proposed new rule is the continuation of already learned and existing techniques from other classes and thus does build on experience without limiting the fittest sailors in their ability to propel the boat.

#5-2021 STCR 31.1.3

Submitted by Moehnese Fleet

PROPOSED TEXT

31.1.3. Team Weight

31.1.3.1 For Gold, Silver and Blue events, Fleet qualification, the Olympic Regatta, all respective Olympic Trail Regattas and all World Sailing Grade One Ranking Regattas, the total team weight is limited according to the following formula: $S = \text{Skipper's weight}$, $C = \text{Crew's weight in kilograms}$: $C = ([100 - S] / 1.5) + 100$.

31.1.3.2. Weighing before the event is required. ~~Only for Gold events:~~ Weighing during or after the



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event is optional at the discretion of the organizing authority as posted in the Notice of Race and Sailing Instructions. ~~For all applicable events other than Gold, weighing during or after the event is only allowed pursuant to a properly filed protest.~~ *Weighing during the event should preferably be done by random picking of at least 10% of entered teams per day of the event in the evening of the day before the race day and weighing them before leaving the dock for the race day.* Teams found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation.

NOTE: deleted wording in ~~strike through~~, added wording in *italic*.

REASON:

Synopsis of our arguments for this resolution:

- The class needs stability and continuity in the rules and current as well as potential future star sailors need a fixed planning horizon.
- The existing weight rule does not get better by changing it
- Sailors at both ends of the weight spectrum have a wide choice of suitable partners in respective roles.
- The class remains the – perhaps only – preferred choice for athletic sailors with bigger body physique than required (and optimal) for Olympic equipment and by this counteracting the trend in Olympic sailing to exclude heavier athletes.
- Enforcing the existing weight rules in all sanctioned events will increase the fairness of competition with the Race Committee having the choice to include control weighing during the event.
- And finally: the class is facing bigger challenges than the ongoing discussion on weight rules.

The weight rule has been discussed at length in the past and several suggestions have been made to amend or replace the rule. Latest the Article by Tom Londrigan (see <https://starclass.org/news/article/the-weight-limit-twenty-two-years-later> as well as quoted studies https://starclass.org/assets/documents/Nelson_Marek_Study.pdf and https://starclass.org/assets/documents/Aerohydro_Study.pdf) spawned new discussions and provided with scientific reasons for a weigh rule stipulating differences in righting moment for Helm and Crew of as star. Albeit the quoted scientific sources in our opinion have one major flaw in not correctly taking the adopted hiking position of the crew into consideration. The hiking style of the crew facilitates the use of arms over the head and thus adding a significant further leverage and weight outboard, which the studies quoted do not include. With this in mind we believe that the established and proven weight rule is near perfect and needs to remain unchanged to stabilize and increase participation in star class sanctioned events.

To keep the Star relevant and appealing to all sailors the class benefits from the rule change in the following ways:

- The existing proven weight limit remains untouched allowing all existing star teams to continue sailing the boat.
- The existing proven weight limit leaves sufficient room for even lighter helms to find suitable crews



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(e.g. a 60 kg helm is class legal with a 126.67 kg crew and does not need to find a 130 kg crew in case a flat limit of 190kg for the team would be introduced).

--The average size and weight of the population in the areas where stars are actively sailed is increasing (see <https://www.worlddata.info/average-bodyheight.php>) and will most likely continue to do so.

--The star class continues to provide an option for the heavier athletic sailor to race competitively, whereas the maximum weight of a sailor in Olympic classes appears to be set at 85kg (for both crew and helm) leaving sailors above that range with no alternative.

The proposed change in the rule (31.1.3.2) does enforce the weight rule for all sanctioned events allowing the class to benefit the well-established weight rule even at district championship level and thus providing fair competition during all sanctioned events. Please note, that the Race Committee may include weight controls, it is not binding. Weighing during the event appears to be very important from a health perspective, several medical studies show, that losing weight just for the weigh-in is detrimental and can lead to serious health issues. By opening the option to control weights during events, teams are encouraged to fit within the weight limit without unhealthy dieting or dehydration prior to the event.

#6-2021 STCR 18.3

Submitted by Moehnesee Fleet

PROPOSED TEXT

18.3 Championship Rules

The Star Class Championship Rules (Star Class Rules STCR 21-40) are set for the period of the actual Racing Rules of Sailing (RRS) as issued by World Sailing on a 4-year cycle.

18.3.1 Changes to the Star Class Championship rules can only be suggested via the balloting process described in STCR 18 in the year following a new issue of World Sailing RRS and once approved by the Class membership be fixed until new RRS are issued.

18.3.2 Suggestions to new Championship Rules may be collated by the Central Office, published as new suggestions but only be voted upon following the timeline set out in STCR 20.1.

REASON

We are submitting a set of resolutions which directly affect the way the class will be sailing its sanctioned (high caliber) events in the future. These resolutions are consistent with our vision for the star class as the prime keelboat for the athletic sailor in the upper weight limit without depleting the existing basis of the class as it sails now. We believe that this set of resolutions (this resolution regarding rule 18.3, the corresponding submission of the resolution for rule 31.1.3 and the new rule 35.6) will deliver much needed consistency in the rules, stipulating the required athleticism to operate the star across the wind range and allow for interesting competition in the class going forward.