



# ISCYRA RESOLUTIONS: 2017 FOR 2018

#1-2017

STCR 8.5

Submitted by the Lake Springfield Fleet

**PROPOSED TEXT:**

8.5 Each fleet shall collect its members Association dues **or direct their members to join directly with ISCYRA.**  
Fleets that collect dues shall forward these each month to the ISCYRA together with the registration form.

**REASON:**

Currently this rule is not being followed and the CMC has recommended that as the Class moves forward, the ISCYRA office will allow payments for dues from individuals and fleets.

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#2-2017

STCR 23.5

Submitted by the Hamburger Fleet

**PROPOSED TEXT:**

23.5 Sanctioned Events and Awards

**Except Gold and Silver Events, all other Events can be sailed as "Combined Events" with separate results.**

**REASON:**

It is very common and established to sail Combined Events. Example: Blue and Green Championship are sailed in one regatta, but counted as 2 Event with separate results. Get more sailing participants in a regatta. To make it possible to sail out e.g. a green event every year in every District. To close a lack in the LOG: There were/are different interpretations and uses in the different Districts. The LOG is not pretty clear if combined regattas are allowed.

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#3-2017

STCR 23.5

Submitted by the Hamburger Fleet

**PROPOSED TEXT:**

23.5.3 Blue. District Championship. Open to all fleets of a District. Entries per STCR 29.5 BLUE awards.

**To allow all members to participate in other District Championship it can be sailed as an "Open District Championship." Honor Awards for the Event and qualifications via the Event are only granted to the winners which are either members of organizing District or participating as an isolated members via STCR 29.7**

**REASON:**

To get more participants in a regatta. To close a lack in the LOG. There were/are different interpretations and use in the different Districts. The LOG is pretty clear not to allow OPEN Events if not approved by IGC as a Test Event. It is very common and established to sail District Championship events "OPEN" for all members. Example: 7<sup>th</sup> District – South America (BRA) since several decades "OPEN". 9<sup>th</sup> (GRA/SUI), 14<sup>th</sup> (ITA), 13<sup>th</sup> sometimes open, sometimes not open and 17<sup>th</sup> first time open in 2016. This Resolution will fix the lack.

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# ISCYRA RESOLUTIONS: 2017 FOR 2018

#4-2017 STCR 29

Submitted by the Ueberlingersee Fleet

**PROPOSED TEXT:**

23.5.1. Gold. World Championship. Open to all fleets. Entries per STCR 29.1 GOLD awards. The Olympics is also considered a Gold event. (See ISCYRA Insignia and Awards.)

23.5.2. Silver. An established championship of a continent or hemisphere. Open to all fleets. Entries per STCR 19.1. A minimum number of fifteen competitors shall finish at least one race is required. SILVER awards.

23.5.3. Blue. District Championship. Open to all fleets of a District. Entries per STCR 29.5. BLUE awards.

Remove all subsections of Rule 29 and replace with:

29.1 Entries to a Gold and Silver event shall be open to all life and active members of a Fleet.

29.2. Entries to a Blue event shall be open to all life and active members of a Fleet.

An active member is defined as one having sailed in a representative number of races (at least 5) in their own home waters (either Fleet or District) during the 12 months prior to the entry deadline of the event and registered with the ISCYRA with current annual dues paid.

**REASON;**

The Star Class should move forward and adjust the qualification system to the new circumstances. In times of decreasing entry numbers we should try to include more Star sailors to our class events. The new rule is much easier to handle but still respects and supports the Fleet and District structure of the class.

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#5-2017 STCR 35.4

Submitted by the Glucksburg Fleet

**PROPOSED TEXT:**

35.4. ~~If Course 1 (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, If announced in the NOR, rule 42 of the World Sailing Racing Rules does not apply on Course O (SRCR 34.3.2), Course 1 (STCR 34.3.3) and Course 2 (STCR 34.3.4) for the reaches (mark 1 to mark 2 and mark 2 to mark 3), Course 3 (STCR 34.3.5) and Course 4 (STCR 34.3.5) for the reaches (mark 2 to mark 3) correspondingly Appendix P5. Wind speed limit exceeds 12 knots.~~

**REASON:**

We think it should be possible to allow changing Rule 42 if announced in the NOR even for course 3 and 4 in all events.

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#6-2017 STCR 23.5 and STCR 29 Submitted by the Western Lake Ontario Fleet

**PROPOSED TEXT:**

23.5.1 Gold. World Championship. Open to all fleets. Entries per STCR 29.1 ~~through 29.4.~~ GOLD awards. The Olympics is also considered a Gold event. (See Association Insignia and awards honor awards (Even though the Olympics are considered as a Gold event, the entry for the Olympics is defined by World Sailing and/or IOC.



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23.5.2. Silver. An established championship of a continent or hemisphere. Open to all fleets. Entries per STCR ~~29.5~~ **29.1**. A minimum number of fifteen competitors shall finish at least one race is required. SILVER awards.

23.5.3. Blue. District Championship. Open to all fleets within the District. Entries per STCR ~~29.5~~ **29.2** BLUE awards.

Remove all subsections of Rule 29 and replace with:

**29.1 Entries to a Gold and Silver event shall be open to all life and active members of a Fleet**  
**29.2 Entries to a Blue event shall be open to all life and active members of a Fleet within the District.**

**An active member is not defined as one having sailed in a representative number of races (at least 5) in their own home waters (either Fleet or District) during the 12 months prior to the entry deadline of the event and registered with the ISCYRA with current annual dues paid.**

**REASON:**

The Star Class should move toward a culture of inclusion not exclusion. The executions of the previous rules do not adequately support the Fleet and District structure by allowing entry into events without fleet participation. The administration of event entries would be streamlined and clear to all prospective members. The current rules governing qualification to Gold and Silver events have required an IGC override to permit a larger number of organizing authority Fleet members to attend – using language such as LOG plus some number. The IGC override would not be necessary if this resolution is passed.

#7-2017      STCR 31.1.3      Submitted by the Glücksburg Fleet

**PROPOSED TEXT:**

31.1.3 Crew Weight. For Gold, Silver, and Blue events, Fleet Qualifications, the Olympic Regatta, all respective Olympic Trail Regattas and all International Sailing Federation Grade one Ranking Regattas, the total crew weight is limited according to the following formula: S=Skipper’s weight, C=Crew’s weight in kilograms:  $C = ([100\del{110} - S] / 1.5) + 100\del{110}$ . Weighing before the event is required. Weighing during or after the event is optional at the discretion of the organizing authority as posted in the Notice of Race and Sailing Instructions. Crew found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation.

**REASON:**

We think, ~110kg (total ~200kg) should be higher. The active sailors are taller (especially younger sailors) and heavier than 20 year ago. We think 95% of the crews won’t have to change in ISCYRA events by raising this limit just a little

#8-2017      STCR 31.1.3      Submitted by the Glücksburg Fleet

**PROPOSED TEXT:**

31.1.3 Crew Weight. For Gold, Silver, and Blue events, Fleet Qualifications, the Olympic Regatta, all respective Olympic Trail Regattas and all International Sailing Federation Grade one Ranking Regattas, the total crew weight is limited according to the following formula: S=Skipper’s weight, C=Crew’s weight in kilograms:  $C = ([100 - S] / 1.5) + 100$ . Weighing before the event is required. Weighing during **gold events, the Olympic Regatta, all respective Olympic Trial Regattas and all International Sailing Federation Grade One Ranking Regattas** or after these events is optional at the discretion of the organizing authority as posted



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in the Notice of Race and Sailing Instructions. Crew found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation.

**REASON:**

We think that weighing in events from silver to lower events should be “one-time weighing” and done. No sailor will be able to raise his weight in 3 or 4 days so much to get a real advantage.

#9-2017 STCR 31.1.3

Submitted by the Hamburger Fleet

**PROPOSED TEXT:**

31.1.3 ~~Crew Team~~ Weight. For Gold, Silver, ~~A~~ and Blue events, Fleet Qualifications, the Olympic Regatta, all respective Olympic Trail Regattas and all International Sailing Federation Grade one Ranking Regattas, the total ~~crew team~~ weight is limited according to the following formula: S=Skipper’s weight, C=Crew’s weight in kilograms:  $C = ([100 - S] / 1.5) + 100$ . 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 Sailing Instructions. **For all applicable events other than Gold, weighing during or after the event is only allowed pursuant to a properly filed protest.** ~~Crew 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:**

Housekeeping. Wording. New text does not discriminate the crew. It is the team which is violating the rule. A “one and done” weigh-in procedure will allow teams and organizer to save time and money. The focus is on the racing.

#10-2017 STCR 34.3

Submitted by the Sunapee Fleet

**PROPOSED TEXT:**



This language is inserted in the course description:  
The R/C will lay Mark 1A approximately 100 meters to windward of Mark 1. Boats shall pass in order Marks 1, 1A, and then 1 all to port before proceeding to the next Mark, per STCR 34.2. In the event of a change of course, both marks can be moved to maintain the configuration of the course; Mark 1 or 1A can either be pulled entirely; or replaced by a mark boat. This changes STCR 34.2 Courses.

**REASON:**

The practical effects are that 1) it clears the boats approaching the windward marks from boats rounding the mark and heading downwind much as the current “horizontal” offset to the side does, and 2) has the added advantage of moving the windward rounding pile-up off to the right and downwind of the top-end



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mark 1A, optimally to or past the starboard layline outside the limits of the respective zones. It increases the likelihood that the port tack boats approaching do so outside of the zones where RRS10 applies and there's plenty of water to maneuver as needed.

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#11-2017     STCR 35.4, new 35.5, 35.1, 35.3.2, 35.5.3 and 35.5.4  
Submitted by the Hamburger Fleet

**PROPOSED TEXT:**

*To add new:*

35.5. Change RRS 42 by Race Committee

35.5.1. 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 (only downwind course) after the starting signal, except when the boat's proper course is close-hauled or above. This changed RRS 42.2(a), 42.2(b) and 42.2(c).

35.5.2. The Star Class recommends that race committees apply STCR 35.5.1. in winds of 8 knots and above, measured at deck level on a race committee boat at the windward mark.

35.5.3. The Notice of Race or Sailing Instructions may state a higher recommended windspeed of 8 knots for STCR 35.5.2. depending on the race area and location.

35.5.4. Race Committee may signal in accordance with RRS \*(RRS 2016: Flag O and R). The Race Committee may signal in accordance with RRS at the upwind mark or downwind mark or gate that pumping, rocking and ooching are not permitted anymore after passing the mark or the gate.

**REASON:**

We need more and have to attract young sailors. Finn and SSL are using the rule already. The Star tested it on the SSL Finals, SSL Lake and City Grand SLAM. The best Star Sailors and WS Sailors are using the Star the first time themselves have selected this rule. They love it. As a Class we can't ignore the development in sailing. We must lead the future. Please go with the time. The technical development of the boat, even if the construction is over a 100 years old, results in something new to the high tech boat without losing anything of its charm and elegance every new season. The athleticism of the sailors (skipper and crew) on the Star has changed over the last 100 years. We are already in a new chapter of sailing. The boat is a one design class, so the determination who is the better sailor is more and more based on the mental and physical abilities of the sailors. Notice: if this Rule passes, the NOR and Sailing Instructions for ISCYRA events (Gold, Silver, Blue) have to be updated with the new rule.

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#12-2017     SPECIFICATION 12. Sails and Mainsail  
Submitted by the Western Lake Ontario Fleet

**PROPOSED TEXT:**

*To amend 12.1 and 12.1*

12.1. Sails - Allow polyester woven material not lighter than 3.7 ounces per sailmaker's yard, (0.158 kg/m) for mainsails and polyester woven material not lighter than 4.7 ounces per sailmaker's yard for jibs. The mainsail shall carry a 406 diameter red star, with the yacht's number beneath or on the leech. The numbers shall be not less than 381 in height and occupy a width of not less than 254 per numeral (except for the figure 1), the strokes having a thickness of not less than 64.



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There shall be a space of at least 102 between consecutive numerals. Numbers must be clearly legible on both sides of the sail, and should not be back to back. Jib booms or clubs, roach reefs, double luff mainsails, loose-footed mainsails, and perforated sails are barred. Unwoven transparent panels, not exceeding 1.25 m<sup>2</sup> in total area, are permitted below half height in any sail. Only mainsail and jib are allowed. Reinforcement, of any fabric having the effect of stiffening the sail, is permitted ~~only within the dimensions listed in Sec. 12.2.~~ This reinforcement shall be capable of being folded. Other reinforcement, as a continuation of corner stiffening or elsewhere, is permitted provided that it can be folded and is not stiffened by the addition of bonding agents, close stitching, or otherwise. Glued seams shall not be considered stiffening provided that they can be folded as described above. National letters, if displayed, shall be affixed to the mainsail in accordance with the official class sail plan.

12.2. Mainsail - Length of luff and foot governed by measurement bands on spars. See 10.3 and 10.4. Roach and draft governed by cross width from middle of leech to nearest luff point including bolt-rope, which shall not exceed 2807, the roach of leech having a normal curve. A normal curve is defined as a smooth curve that deviates no more than 13 from a straight line between battens. Roach and draft governed by cross widths not exceeding 2807 from the middle of the leech and 1665 from the three quarter point of the leech to the nearest luff point including bolt-rope. The roach of the leech shall be defined as a smooth curve that deviates no more than 13 from a straight line between battens.

Maximum dimensions:

Leech 9779

Headboard, perpendicular to luff 114

~~Reinforcement (maximum distance of stiffening from corner) 432~~

Distance of advertisement or sailmaker's mark from corner 610

## **REASON:**

Removal of the maximum reinforcement dimension for the mainsail is consistent with a specification change passed in 2014 regarding the jib. This would eliminate conflict between the Star Class interpretation and World Sailing.