

#1-2015 STCR Preamble Submitted by the Hamburger Fleet
To add as a preamble to the International Star Class Rules as follows:

RULES OF THE ISCYRA
Summary

The Star is a two person one-design sailboat and was designed by William Gardner/Francis Sweisguth in 1910/1911. In its old history the International Star Class Yacht Racing Association (ISCYRA), founded in 1922 by George A. Corry, has not only maintained the rules, but has constantly advanced the technical development of the boat and sailing in general.

The Star founded the first Sailing World Championship ever in 1923.

Since 1932 the Star has become the oldest Olympic class and is the king discipline of keelboat sailing.

In the decades until now the Star has further developed to a high tech boat without losing any of its charm and elegance.

The "RULES OF THE ISCYRA" consists of:

- a) STAR CLASS RULES (STCR 1-20 PART 1 and 21-40 PART 2)
- b) ASSOCIATION INSIGNIA AND AWARDS
- c) SPECIFICATIONS (Rules 1-14)

and describe the organization, the boat and all processes.

REASON: Set up a Summary. All good books have a summary. Express that we are proud of the history, our rules, the organization and the class itself. Housekeeping. Give "RULES OF THE ISCYRA" a clear definition. Housekeeping. STCR 2., STCR 23.2. or STCR 23.5.5. refer on the "ASSOCIATION INSIGNIA AND AWARDS". Therefore it be good if in the LOG "ASSOCIATION INSIGNIA AND AWARDS" followed after the end of STCR 40 on a new page.

#4-2015 STCR 5.2. Submitted by the Hamburger Fleet
To amend 5.2 Organization, The Fleet:

Existing text:

5.2. The Fleet, a territorial branch or unit, is open to all eligible persons within its territory, elects its own officers, which must include a Fleet Secretary, and is self-governing in local matters not conflicting with Association rules.

Proposed text:

5.2. Fleet. The Fleet, a territorial branch or unit, is open to all eligible persons within its territory, elects its own officers, which must include a Fleet Secretary and a Fleet Captain, and is self-governing in local matters not conflicting with ISCYRA rules. The Fleet Captain of a fleet can be the Fleet Secretary of the same fleet at the same time.

Fleet Captain and Fleet Secretary are the Fleet Officers of a fleet. A Fleet Captain need to be a member of the Fleet and a member at all (STCR 9). A Fleet Secretary need not to be a member of the Fleet. There shall be a Fleet Secretary for each fleet. If there is only a Fleet Captain named he or she has also the roll Fleet Secretary.

REASON: Housekeeping. All other numbers have a subtitle. (see STCR 7.3) The position of the Fleet Captain and the definition of a Fleet Officer is missing in the LOG. Fleet Secretary need not to be a member of the fleet-- Reason: he or she can be in a twin or daughter fleet (member) Fleet Secretary need not to be a member at all—Reason: e.g. Fleet Secretary is a wife of a sailor and only serve as the Fleet Secretary.

#5-2015 STCR 8.3. Submitted by the Hamburger Fleet
To amend 8.3. Fleet Responsibilities:

8.3. Each fleet shall hold an annual meeting until the end of January. Each Fleet shall file the date of the fleet meeting with the Central Office until 01th January of that year.

REASON: Housekeeping + Clarification.

Fleet meeting should be before the end of Jan to meet all fleet dues e.g. bring in new resolutions, get a proper member status for the office (according STCR 8.6), fix the fleet qualification etc. Central Office has to know early enough if the fleet is still active. If there is no response until 01th January of a new year Central Office can get in contact with the District Secretary to clarify the status of the fleet.

#6-2015 STCR 9. and 10. Submitted by the San Diego Bay Fleet
To Amend STCR 9 and 10

9.1.6. Junior. A junior member is one who has not yet reached his or her ~~25th~~ 20th birthday. A junior member shall have all the rights of an Associate member, and in addition may also represent his or her fleet as a skipper. If a junior member qualifies for a Gold level championship he or she shall upgrade to Junior Active membership in order to be eligible to compete. Each Fleet is encouraged to sponsor one Junior member per year.

9.1.7. Junior Active. A Junior Active member is one who has not yet reached his or her 30th birthday. A Junior Active member shall have all the rights of an Active member.

10.2. The I.G.C. shall establish the dues each year for active, associate and isolated members in amounts not exceeding the maximum provided under 10.3. Dues for junior members ~~under twenty-five years of age shall be~~ 25% of Active membership. ~~twenty-five dollars.~~ Dues for Junior Active members shall be 50% of Active membership.

REASON: Last year we had 47 junior members. These members currently pay \$25 and can helm at any time except for the Worlds. Perhaps with a bit of restructuring we could encourage more young sailors by making it a little less expensive by raising the junior age and allowing them to sail the Worlds without having to convert to Active. Our current rule defines "juniors" as being under 25. We could keep our current "Junior" memberships with some small changes and then add another category called "Junior Active" members with a slightly higher age limit but also with full "Active" member rights, but still at a reduced cost. Instead of the current \$25, Juniors would pay 25% of the Active rate and Junior Active 50% of the Active rate. We also should think about having a reduced entry fee for all "Junior and Junior Active members" at the same 25% and 50% reduction.

#8-2015 STCR 9.1.3. Submitted by Hamburger Fleet
To amend STCR 9.1.3

9.1.3. Associate. An associate member is a Corinthian non-owner of a Star, who may represent his fleet as a crew. He cannot vote, hold an ISCYRA office or represent his fleet as a skipper. An associate member can act as a Fleet Secretary.

REASON: Housekeeping. ISCYRA is the used abbreviation for "International Star Class Yacht Racing Association". Replace the "Association" by ISCYRA. Housekeeping. Crews very often have the position as a Fleet Secretary in the fleet. Therefore: associate member can act as a Fleet Secretary.

#10-2015 STCR 9.1.7. new Submitted by the Hamburger Fleet
To add STCR 9.1.7

9.1.7 Retired. A retired member is one who:

- a) is not actively sailing Star at the moment or anymore, or
 - b) served the class (e.g. a wife of a sailor as a Fleet Secretary) or was related to a member actively sailing Star.
- A retired member shall have no rights of an associate or active member, and in addition may also not represent his or her fleet as a crew or skipper. If a retired member wants to qualify for a starclass event, he or she shall upgrade to active or associate

membership in order to be eligible to compete. The retired member is informed about all ISCYRA activities only via email or e-Starlight by the Central Office. There are no ISCYRA dues for this membership status.

REASON: Keep people in the class. Don't lose members. Keep the data of the members. Keep in contact with those members. Keep the members in the fleet and the community of the fleet. Keep related members in the fleet and the community. Just inform via e-mail by the Central Office e.g. via e-Starlight. It is a non voting membership status.

Note: If #6-2015 and #10-2015 both pass #10-2015 will be re-numbered STCR 9.1.8

#12-2015 STCR 11.1.1. Submitted by the Hamburger Fleet
To Amend STCR 11.1.1. International President

He shall preside at meetings and serve as chairman of the Class Management Committee. He shall rule on procedure and jurisdiction, summarize decisions, and appoint special committees. He together with one International Vice President has sole authority to pay or authorize payment of accounts.

The names of former International Presidents, with dates of tenure of office, shall appear in the LOG beneath the name of the International President but in smaller type. All former International Presidents shall retain their title and sleeve stripes, but not their gold stars.

REASON: International is missing. Housekeeping ISCYRA is the used abbreviation for "International Star Class Yacht Racing Association". Replace the "Association" by ISCYRA. Housekeeping. In times of "Compliance" at least the four-eyes principle apply accordingly. Housekeeping. List of names of former International Presidents are already online and in the LOG.

#13-2015 STCR 11.1.4. Submitted by the Hamburger Fleet
To Amend STCR 11.1.4. International Treasurer

11.1.4. International Treasurer. The International Treasurer is the custodian of the financial assets of the ISCYRA. He shall keep the ISCYRA's books, financial records, and securities, and shall place funds in a depository approved by the Class Management Committee. He shall disburse funds only on the order of the International President.

The International Treasurer shall deliver an annual financial statement at the annual meeting to all members. This annual financial statement will be published exclusively for all members in the next Starlights.

REASON: Housekeeping. ISCYRA is the used abbreviation for "International Star Class Yacht Racing Association". Replace the "Association" by ISCYRA. Housekeeping. Openness. All members should be informed about the financial statement of the class – were the money comes from and where the money is spent for. The financial statement (or financial report) is a formal record of the financial activities of the ISCYRA.

#15-2015 STCR 11.3. Submitted by the Hamburg Fleet
To Amend STCR 11.3. Commodores

11.3. Commodores. There shall be one Commodore who shall serve a term of four years, two Vice-Commodores and three Rear Commodores, each of whom shall serve a term of two years. The ranking Commodore present shall be in charge of all social functions, shall be toastmaster at such functions, and shall make the opening address at annual meetings.

Each Commodore, Vice-Commodores or Rear Commodore has the right to participate at any ISCYRA meeting - with no vote in the meeting and no right to speak other than upon invitation.

The names of former Commodores, with dates of tenure of office, shall appear in the LOG beneath the name of the active Commodores but in smaller type. All former Commodores shall retain their title and sleeve stripes, but not their gold stars.

REASON: Terms of Vice-Commodores and Rear Commodores: They shall serve a term of four years. Keep it more simple.

#17-2015 STCR 14.1.7. Submitted by the Hamburger Fleet
To Amend STCR 14.1.7. Standing Committees

14.1.7 Permit the Class to sail in an ISAF-sponsored World Championship sailed under International Sailing Federation (ISAF) and/or International Olympic Committee (IOC) Rules ~~only once per quadrennia.~~ **The decision of participation is made by the IGC.**

REASON: The ISCYRA has not the power to decide on behalf of the ISAF how frequently they are setting up ISAF-sponsored World Championships - maybe every 4 years, maybe every 2 years etc. As long as the Star is not an Olympic class anymore, STCR 14.1.7 is obsolete, but if the ISAF and IOC will be open for a keelboat class in the Olympics, the Star may have a comeback. Therefore, STCR 14.1.7. should be open and give the IGC the power to react directly.

#19-2015 STCR 15.8. Submitted by the Seneca Lake Fleet
To Amend STCR 15.8. Sailing Committee
Remove STCR 15.8.

REASON: Position for active racing Star sailors are available on any of the existing executive committees or the Long Range Planning Committee which has been active for many years. This committee is a duplication of other Class Management structures. Also rule 15.9 makes provisions for the IGC to establish Special Officers or committees as needs emerge.

#20-2015 STCR 15.10. Submitted by the Hamburger Fleet
To Add STCR 15.10. Star Class Central Office

15.10. Star Class Central Office. The Star Class Central Office is there to serve the International President and organize the work for the ISCYRA. The Star Class Central Office is run by the Executive Director. The location of the Central Office is determined by the CMC.

REASON: Housekeeping. Clarification. Definition of the Star Class Central Office is missing in the LOG. Housekeeping. Clarification. Definition who runs the office and where it is.

#22-2015 STCR 22. Submitted by the Hamburg Fleet
To Amend STCR 22. Observance of Class Rules

22. Observance of ~~Class Rules~~ **the RULES OF THE ISCYRA.** The enforcement of ~~Class Rules~~ **the RULES OF THE ISCYRA** are essential to the protection of all Star owners. Members are required to report to the ISCYRA any race held for the Star Class as such, wherein ~~Class Rules~~ **the RULES OF THE ISCYRA** are not respected and enforced by the organization conducting it, or where entries of ineligible boats are knowingly accepted. A member who makes himself party to such practices, by knowingly and after due warning entering such an outlawed event, shall himself be subject to suspension. A Continental Committee may outlaw any event for cause.

REASON: Housekeeping There is no definition in LOG what Class Rules are or contain. The definition of "RULES OF THE ISCYRA" in the Summary of the new Resolution #1-2015 Preamble.

The "RULES OF THE ISCYRA" consists of:

- 1) STAR CLASS RULES (STCR 1-20 PART 1 and 21-40 PART 2)
- 2) ASSOCIATION INSIGNIA AND AWARDS
- 3) SPECIFICATIONS (Rules 1-14)

and describes the organization, the boat and all processes.

#23-2015 STCR 23.5.1. Submitted by the Hamburger Fleet
To Amend STCR 23.5.1. Sanctioned Events and Awards

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 ISAF and/or IOC.

REASON: Clarification. ISCYRA has the power for the "Star Class Insignia" via STCR but the entry for the Olympics is defined by ISAF and/or IOC.

#24-2015 STCR 23.5.6. Submitted by the Hamburger Fleet
To Amend STCR 23.5.6. Sanctioned Events and Awards

23.5.6. Except for the Olympics or ISAF-sponsored World Championships or other ISAF-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.

REASON: Clarification. ISCYRA has not the power over events powered by ISAF and/or IOC. Compare STCR 14.1.7.

#25-2015 STCR 23.5.9. Submitted by the Hamburger Fleet
To Amend STCR 23.5.9. Sanctioned Events and Awards

23.5.9. Honor Awards. Honor awards are displayed on main sails. Awards rank in the following order: gold, silver, blue, green and red. For example, one gold chevron outranks a silver star. Only the highest award ever won by any one skipper (either as skipper or crew) shall be displayed or kept on record, except that chevrons of higher rank may be used with a championship star of lesser rank. For example, a skipper entitled to a blue star may use his gold chevrons beneath it. The winner of two championship stars of the same color inscribes both dates in the star.

Awards are made to the skipper (Star, Olympian or Star and chevrons) and crew (Olympian with bars or Star with Bars), not to the boat; if the boat is sold, awards are retained by the skipper and crew for use on any other Star boat he may own while a member of the ISCYRA.

If a crew acts as a skipper he shows his highest award ever won either as skipper or crew.

Ranking of the Honor Awards is: 1.) highest colour, 2.) highest place, 3.) highest won as a skipper before Honor Award won as a crew.

REASON: Subtitle is missing. --> 23.5.9. Honor Awards. The Honor Award is shown on the main sails. Definition as given by ASSOCIATION INSIGNIA AND AWARDS skipper (Star, Olympian or Star and chevrons) and crew (Olympian with bars or Star with Bars). Housekeeping. Clarification of the ranking of Honor Awards.

#29-2015 STCR 25.5. Submitted by the Hamburger Fleet
To Add STCR 25.5. Location

25.5. All Rules under STCR 25 are exposed when the ISCYRA is asked to sail in an ISAF-sponsored World Championship sailed under International Sailing Federation (ISAF), ISAF-sponsored Continental Championship and/or an Olympic Regatta organized by the International Olympic Committee (IOC). The decision of participation in that year is made by the IGC.

REASON: Clarification ISCYRA has not the power over events powered by ISAF and/or IOC. To give the class the chance to react quickly if the status of a Olympic 2 person keel boat is

required. Preparation for the comeback of the class. Compare STCR 14.1.7.

#32-2015 STCR 27.3. Submitted by the Tegernsee Fleet
To Add STCR 27.3. Scheduling and Number of Races

27.3 Other events shall consist of three completed races minimum. Blue Star Events (District Championship) shall be scheduled for six races minimum and shall consist of three completed races. The number of scheduled races shall be defined by the Notice of Race.

REASON: The adaptation of rule 27.3 will eliminate a potential conflict between Rule 27.2, Rule 34.3.7. and probably the Notice of Race as well. Experience gained during recent District Championship 2013 shows that the number of boats competing may be less than the number of formal entries. If so, Rule 27.2 may become in conflict with the Notice of Race. The initial format w.r.t. to the boats competing (on water) (see 34.3.7) may change w.r.t. the number of entries at dead line, with the consequence that the number of scheduled races would have to be increased according to Rule 27.2. This will be in contradiction to the number of races scheduled by the Notice of Race.

Example: According to initial rule 34.3.7 the number of entries (32 at entry deadline) would require Format B (30 – 59 boats competing). However the number of competing boats on water is 28 only. According to Rule 27.2 Format B will change to Format C. with the consequence the required number of scheduled races would increase by one race from 7 to 8 races. This would be in conflict to the Notice of Race which initially called for 6 scheduled races.

#35-2015 STCR 29.1. Submitted by the Hamburger Fleet
To Amend STCR 15.8. Entries

29.1. Primary Method for Qualifying to the World Championship: Any fleet having six or more active boats is entitled to send one entry; a fleet having ~~sixteen~~ twelve or more active boats may send two entries to the World Championship, either its qualification series winner or the member having the best score among those eligible, willing and able to represent the fleet, directly to the World Championship without affecting the number of entries eligible for the District Championship.

REASON: Housekeeping. Discrimination or disadvantage for fleets with 12 to 15 active boats. The logical number of active boats a fleet needs to send two entries to the World Championship is twelve or more.

Example:

A fleet "A" with six or more active boats can send one entry. A fleet "B" with twelve or more boats but less than sixteen would only be allowed to send one boat either. A fleet "B" and its members would have a disadvantage against fleet "A" members.

Fleet "B" could split up into two fleets and then each fleet "B1" and "B2" with six or more active boats could send one entry; so two in total. So the effect would be the same. Therefore a clearing is logical

#36-2015 STCR 29.3.1. Submitted by the Hamburger Fleet
To Amend STCR 29.3.1. Entries

29.3.1. In a Gold event, the sponsoring fleet may enter 3 5 additional boats along with those fleet members qualifying through normal channels. These boats must have sailed in the District Championship and will be selected by their order of finish in the District Championship.

REASON: For members of a small fleet that is located rather at the edge of a district, it may not be possible to qualify for their own event which they are supposed to support. Therefore, the

rise from 3 up to 5 will be helpful. However, sailing of the District Championship should be mandatory.

#39-2015 STCR 29.5. Submitted by the Hamburger Fleet
To Amend STCR 29.5. Entries

29.5. Entries to a Silver Star Championship.

29.5.1. Entries to a Silver Star Championship (Silver) shall be determined by some fair system of qualification races.

Qualification races shall be open to every active or life member of the fleet, and shall be scored exclusively on the basis of eligible entries. The numbers of entries eligible for Silver events shall be based on fleet size as follows:

No. of active registered boats in the fleet:	No. Entries Silver Event
3 - 5	2
6 - 9	2
10-14	3
15-20	4
21-25	5
More than 25	5

~~An active boat is defined as one having sailed in a representative number of races (at least 5) in its own home waters during the 12 months prior to the entry deadline, and one whose skipper has been an active member or life member of the fleet and registered with the Association since the beginning of the qualification series.~~

Skipper has to have been an active member or life member of the fleet and registered with the ISCYRA. since the beginning of the qualification series.

Entries to a District Championship (Blue) shall be open to all life and active members of that district.

The CMC may approve the number of additional contestants for Silver events.

29.5.2. In a Silver event, the sponsoring fleet may enter 5 additional boats along with those fleet members qualifying through normal channels. These boats must have sailed in the District Championship and will be selected by their order of finish in the District Championship.

REASON: Delete: "An active boat is defined as one having sailed in a representative number of races (at least 5) in its own home waters during the 12 months prior to the entry deadline, and one whose" It is not controlled by anyone in the past and if so in the future it is very difficult and a lot of/ too much work to do for the Central Office.

"... in its own home waters...." It is maybe not possible to sail in the home waters (time, job etc.) but the boat is participating in big events which take not place in the own waters. But it is not the boat what counts it is the skipper.

STCR 29.5. New subtitle. New STCR 29.5.1 no change to 29.5. just a replacement. New STCR 29.5.2. is similar to STCR 29.3.1.

For members of a small fleet that is located rather at the edge of a district, it may not be possible to qualify for their own event which they are supposed to support. Therefore, the rise from 3 up to 5 will be helpful. However, sailing of the District Championship should be mandatory.

#43-2015 STCR 31.2.3. Submitted by the Western Lake Ontario Canada Fleet
To Amend STCR 31.2.3. Racing Restrictions,

31.2.3. The use of stays, sheets, or lines other than those specifically described in this section to support the body of the skipper or crew is prohibited. During the normal act of tacking or jibing both feet of the



crew and skipper must remain on or inside the deck edge when looking in profile. No hiking aids or aids to support the skipper or crew outboard are permitted except:

REASON: Current practice of swinging the crew from the mast and shroud during jibes, results in the boat speed to be greater coming out of the maneuver than going in. Also, the safety of the crew is at risk with most of his/her body weight outside the deck edge as illustrated in this picture.

#45-2015 STCR 31.2.6. Submitted by the Seneca Lake Fleet
To Amend STCR 31.2.6. Racing Restrictions

Electronic devices which provide direction information and timers are allowed.

REASON: To allow members of the Star Class to use low cost electronic direction devices with or without tactical features.

#49-2015 STCR 32.1. Submitted by the Western Lake Ontario Canada Fleet

To Amend STCR 32.1. Measuring, Weighing and Sail Controls

32.1. At Gold and Silver events, measurement is required as determined by the Technical Advisory Board. Measurement shall may include boat and mast-tip weighing, measuring of sails and spars, checking required equipment, and such measurement of hull, keel, skeg and rudder as the Technical Advisory Board shall find necessary. At Blue and lower events, if required by the event authorities, measurement shall may include such checks and measurements required for higher events as these authorities find necessary.

REASON: To conduct Gold and Silver events with fewer days designated as measurement days.

#56-2015 Spec. 5.3. Submitted by the Cooper River Fleet
To Amend Spec. 5.3. Rudder

5.3. Rudder- Must conform in size, design, shape and position to ISCYRA Drawing "F". No concavity in profile except. providing no downward extension on the skeg exists. the rudder may be joined to the skeg with a concavity extending a distance no greater than 13 from the profiles of the skeg and rudder. May be of wood, including plywood, solid, but may be sharpened. May be of GRP or sandwich construction.

REASON: Simplifies construction, replaces the use of a downward fillet on the skeg to shed weeds with the same specifications on the rudder. This would also reduce the cost of construction.

#58-2015 Spec. 14.1.1. Submitted by the Forte dei Marmi Fleet
To Amend Spec. 14.1.1. Limitations

14.1.1. Hull shapes must conform to limitations shown on ISCYRA Lines Drawing No. 1 and these specifications. No hull waterline, when viewed in plan, shall have a concavity.

Not retroactive to Measurement Certificates approved before 1 January 2016

REASON: To avoid waterline extension over the existing boat.

#59-2015 Spec. Measuring the Star Class Boat, Measurement of Hull, Keel, Skeg, Rudder Submitted by the Forte dei Marmi Fleet

To Amend Spec. Spec. Measuring the Star Class Boat, Measurement of Hull, Keel, Skeg, Rudder

add:

Aid of non contact measurement instruments to define the dimensional checks conform to ISCYRA plans are allowed.

REASON: Modern technology as 3D laser scan is now available to measure boats. The Star class measures will take advantage of technology in order to have a more precise tools to verify the hull measure.