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RULES OF THE I.S.C.Y.R.A.
PART ONE
STAR CLASS ASSOCIATION RULES

1. Name. The name of the Association shall be the International Star Class Yacht Racing Association.

2. Insignia. The emblem of the Star Class shall be a five pointed red star.

3. Object. The object of the Association shall be to promote, develop and govern Star Class racing throughout the world, under uniform rules, and is organized exclusively for charitable, educational, religious, or scientific purposes within the meaning of Section 501 (c) (3) of the Internal Revenue Code.

4. Policy. It shall be the policy of the Association:

4.1. To co-operate with all other sailing organizations, in return for which observance and enforcement of the rules of the Star Class are expected.

4.2. To keep the Star Class within the financial reach of the person of moderate means without handicapping ability or encouraging neglect in conditioning yachts.

5. Organization.

5.1. The individual shall join through the fleet on whose waters the individual normally sails. The power to accept or reject applications for membership is vested in each fleet, subject to refusal, for cause, by the Class Management Committee.

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.

5.3. Groups of fleets in distinctive localities constitute Districts.

6. Jurisdiction.

6.1. The Association has jurisdiction over all Star activities and the use of properties of the Class.

6.2. The powers of the Association shall be vested in and administered by its International Governing Committee (I.G.C.).

6.3. The Star Class Association Rules and the Rules Governing Star Class Events and Racing are binding upon all members and fleets and govern all Star races. Each member of the Class agrees:

a) To be governed by these rules,

b) To accept the penalties imposed and other action taken under these rules, subject to the appeal and review procedures provided in them as the final determination of any matter arising under these rules, and procedures provided in them as the final determination of any matter arising under these rules, and

c) With respect to such determination, not to resort to any court or other tribunal not provided by these rules.

7. Association Responsibilities.

7.1. The official language of the Association shall be English.

7.2. It is the obligation of the Association to prepare and distribute the forms by means of which the business of the Association is conducted.

7.3. Boat Numbers. The Association shall assign a permanent official number to each new boat upon application. This number shall be displayed on both sides of the mainsail and cut into or permanently affixed to the keelson or hull. Hull numbers shall be issued only in sequential order.

7.4. The Association shall not be liable for any debts contracted by its fleets, officers or members other than expenditures authorized by the budget or by written order of the International President, in accordance with the approved budget.

8. Fleet Responsibilities.

8.1. A new Fleet may be granted a charter upon application to the appropriate Continental First Vice-President by five or more owners or prospective owners of five or more Star boats not within the locality of an organized Fleet.

8.2. Application should be filed by the Continental Vice-President with the cognizant International Vice-President. New charters are conditional until ratified at an annual meeting of the Association.

8.3. Each fleet shall hold an annual meeting.

8.4. Results of election of fleet officers shall be filed promptly with the Association.

8.5. Each fleet shall collect its members' Association dues. Newly collected dues shall be forwarded each month to the Association together with the registration form.

8.6. Each fleet shall file an annual report with the Association during January.

8.7. It is the obligation of each fleet to maintain a minimum quota of three life and/or active members in good standing, and a minimum of three eligible Stars.

8.8. The charter of any fleet shall be suspended on March 1 for failure to have filed an annual report with dues for at least three such members, listing ownership of at least three eligible Stars, or for other adequate cause. Suspended fleets cannot be reinstated until all requirements of the Association have been fulfilled. Suspended charters are subject to revocation at an annual meeting of the Association.

8.9. Each fleet shall be responsible:

8.9.1. For making suitable provision covering local races.

8.9.2. For governing the use of sails.

8.9.3. For the measurement of sails, spars, rudders, skegs and positions not included on the Measurement Certificate.

9. Membership.

9.1. There shall be five classes of membership

9.1.1. Active. An active member may hold office, vote, and skipper a Star boat except as modified in Rules Governing Star Class Events and Racing regardless of age, sex, race or creed. He must be an owner, part owner, designated syndicate representative, or bona fide charterer of a Star. If he ceases to be a Star owner he shall retain his membership status until the end of the calendar year.

9.1.2. Life. A life member is entitled to all the rights and privileges of an active member, regardless of ownership status, except as modified by skipper eligibility rules. There shall be not more than 100 life members. Applicants must have reached the age of 21 and have been members of the I.S.C.Y.R.A. for at least one year. When the quota of 100 is filled, new life memberships will be granted by the Class Management Committee in order of application whenever a vacancy occurs.

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 Association office, or represent his fleet as a skipper.

9.1.4. Isolated. An isolated member is one who meets all the requirements of active or associate membership except that he does not sail in or near the territory of a fleet in good standing. If he owns a Star he is entitled to all privileges of an active member except fleet representation.

When five or more isolated members own and sail Stars in the same locality, they shall apply for a fleet charter or renewal of charter and become active members.

9.1.5. Supporting. A supporting member is one who because of his support and interest in I.S.C.Y.R.A., is elected to membership by the C.M.C. A supporting member shall have all the rights of an associate member. The C.M.C. has the power to admit different categories of supporting members in relation to their financial support of the Class.

9.2. A member cannot belong to more than one fleet at a time. A member may change fleets at any time by paying fleet dues to the new fleet. He immediately becomes eligible to compete in local races of that fleet. His eligibility to represent that fleet is governed by Rule 26.

10. Association Dues.

10.1. Association dues and taxes shall be fixed by the I.G.C.

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.

10.3. All members must register annually. Annual dues, payable on registration, shall be established from time to time by the I.G.C., provided that the dues for each membership category for any calendar year shall not exceed the dues for such membership category during the preceding calendar year by more than 25% unless such increase is approved by majority vote at the annual meeting of the Class.

10.4. Dues for supporting members shall be not less than dues for active members.

10.5. Annual dues are payable in January in US Dollars in Glenview, IL, USA.

10.6. When an application for life membership is approved, the new life member shall make a single payment equal to 20 times the active dues in effect at the time.

10.7. Fleet dues, if any, shall be fixed by the fleet.

10.8. Association and fleet dues must be paid before a member can be in good standing.

11. Association Officers. These shall be elected annually by mail vote of the membership and serve terms, as prescribed below, beginning in the ensuing calendar year or until their successors qualify.

11.1. International Officers, (in charge of Association business) when elected, shall serve terms of four years, but may serve no more than a total of eight years in such office. The election of the International President and Secretary shall occur at a two year interval to the election of the International Vice-Presidents and Treasurer. (Such interval was established by an election of the International Vice-Presidents and Treasurer in the year 2003.

11.1.1. International President. The President is the Chief Executive of the Association. He shall pre-side 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 has sole authority to pay or authorize payment of accounts.

11.1.2. International Vice-Presidents. There shall be two International Vice-Presidents, not from the same hemisphere. Hemisphere 1 shall include Districts 1-8, 11, 12, 18-21. Hemisphere 2 shall include Districts 9, 10, 13-17.

The International Vice-President having the greater seniority shall perform the duties of the President in his absence. If both I.V.P.'s have been in office for the same period of time, the I.G.C., by mail ballot, will select the successor.

Each I.V.P. shall supervise the work of the Continental officers and act as chairman of the Continental Committees of his hemisphere. The Vice-Presidents are empowered to grant charters if for any reason a continent is temporarily without Continental officers. Each International Vice-President shall be elected by the entire active membership.

11.1.3. International Secretary. The International Secretary shall keep minutes of meetings and supervise the Association's system of forms and records for all members.

11.1.4. International Treasurer. The International Treasurer is the custodian of the financial assets of the Association. He shall keep the Association'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.

11.1.5 International Governing Committee

Members. There shall be an International Governing Committee (IGC) of nine (9) members constituted and having the duties as set forth in Rules 14.1-14.1.6.

11.2. Continental Officers, when elected, shall serve terms of four years.

11.2.1. First Vice-President. There shall be one 1st Vice-President for each continent, who is the chief officer of this continent. He shall preside at an annual meeting in the absence of all International officers, officiate at continental events and appoint their race committees and juries, and have general supervision of the work of district secretaries within his continent and adjacent islands.

11.2.2. Second Vice-President. There shall be one 2nd Vice-President for each continent, who shall officiate in the absence of the Continental 1st Vice-President and generally assist him in the performance of his duties.

11.2.3. If a vacancy occurs in the office of 1st Vice-President, the 2nd Vice-President for this continent will automatically fill the vacancy. If a vacancy occurs in the office of 2nd Vice-President, the I.G.C. shall appoint an acting 2nd Vice-President for the remainder of the term.

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 one year. The ranking Commodore present shall be in charge of all social functions, shall be toast-master at such functions, and shall make the opening address at annual meetings.

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.

11.4 All the International Officers, in connection with the International Olympic Committee (IOC) and the International Sailing Federation (ISAF), must work in a coordinate way to maintain the "Olympic Status" for the Class, as pointed out in Rules 23.5.1, 23.5.6 and 40.

12. District Officers. The following district officers shall be elected annually by mail vote of the active membership of each district and shall serve for the ensuing two calendar years or until their successors qualify.

12.1. District Secretary. The District Secretary shall have general supervision over all Star activities in his district, be responsible for checking entries in sanctioned events and approving Star race committees conducting championships of his district.

12.2. Assistant District Secretary. The Assistant District Secretary shall assist the District Secretary, serve in his absence as chairman of special race committees, and automatically become District Secretary for the remainder of the unexpired term should that office be vacated.

13. Election Procedure.

13.1. Nominations. Each fleet shall be sent nominating forms for Commodores and for International, Continental and District officers at such time as may be ordered by the Class Management Committee, returnable to the Central Office at a specified date. Commodores must be nominated by at least two fleets.

Continental officers must be nominated by at least two fleets, which must be in different districts if the continent has more than one district.

International officers must be nominated by at least two fleets not within the same district.

District officers must be nominated by one fleet.

If a continent has three or less fleets, nominations may be received from only one fleet.

13.2. Eligibility. A candidate for office, before his name can be placed on the ballot, must certify in writing that he is willing and able to serve if elected. A candidate for the office of International President, Secretary or Treasurer must be in a position to attend Class Management Committee meetings at the central office of the Association at frequent intervals.

A candidate for any office on the ballot must be an active, life or boat-owning isolated member of the I.S.C.Y.R.A. and so recorded on the date when nominations for that office close. If any officer's membership is not renewed by March 1, the Class Management Committee shall have the power, thirty days after serving notice upon him to his last recorded address, to declare the said office vacant.

13.3. Voting. Each life, active and boat owning isolated member will receive a ballot on which he shall record his votes. This ballot must be returned to the office of the International Secretary or such place as the Class Management Committee may designate on or before December 10 or the 90th day after the annual meeting, whichever is later. The ballots may be sealed. In the case of joint or syndicate ownership, a boat shall be entitled to only one vote, the vote cast by the first of the two or more names of joint owners appearing on the records of the Association.

13.4. Election. The ballots shall be opened and counted on December 10 or the 90th day after the annual meeting, whichever is later (or the first weekday following if this date falls on a holiday) at such hour and place as the Class Management Committee may designate.

The votes shall be tabulated by three or more inspectors of election, who are not candidates for office and who are, if possible, members of different fleets.

The candidate for each office receiving the greatest number of votes shall be considered elected, except that the two candidates for Vice-Commodore receiving the greatest number of votes, who are not on the same continent, shall be considered elected, and the three candidates for Rear Commodore receiving the greatest number of votes, not two of whom are on the same continent, shall be considered elected.

Except for members of the IGC, a candidate can-not be elected to more than one Association or District office at the same time; he/she shall be considered elected to the higher of such office.

14. Standing Committees.

14.1. International Governing Committee (IGC).

The powers of the Association are vested in the IGC subject to the limitations imposed by these Rules. The IGC shall consist of the International President, the two International Vice-Presidents, two of the four First Continental Vice-Presidents and four Members at Large, each of whom is now or has been an Association officer, designated by the International President to serve for two calendar years.

The International President may designate alternates from each region. An alternate may participate in the deliberations of the I.G.C. but shall not vote except in the absence of a regular member from his region. The International President shall designate the priority of each region's alternates to fill the voting seats of regular members who are absent.

The I.G.C. shall meet at least once a year, at the time and place of the World's Championship, and at such other times and places as it may determine. The I.G.C. shall elect its own chairman. Between meetings the Chairman, the International President, and a third member elected by the I.G.C. shall constitute the Executive Committee of the I.G.C. and may act, if necessary, on any matter within the I.G.C.'s powers even though its action may affect a period of time beyond its term of office. The Executive Committee may act either at a meeting or by a unanimous written consent signed by each of its members. Any meeting of the Executive Committee may be held by conference telephone or similar communication equipment, so long as all three members can hear one another, and all such members shall be deemed to be present in person at the meeting.

Alternatively, the full I.G.C. may act between meetings by a unanimous written consent signed by each regular member of the I.G.C., or, in the case of the election of the Chairman of the I.G.C. and third member of the Executive Committee, by mail ballot by majority vote. The Chairman and the third member of the Executive Committee shall not be members of the C.M.C. Not all three members of the Executive Committee shall come from the same continent. Upon taking office the I.G.C. is empowered to:

14.1.1. Determine questions of policy.

14.1.2. Suspend members or impeach officers for cause and subject to the provisions of Rule 17.

14.1.3. Fill vacancies, including vacancies on the I.G.C. except as otherwise provided by the Star Class Association Rules.

14.1.4. Appoint the Chairman of the I.R.C. and the President of the I.J. and approve their members.

14.1.5. Fix or alter territorial boundaries of districts, and decide all inter-fleet disputes.

14.1.6. Act upon any other matters not otherwise provided for by Star Class Association Rules.

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 quadrennial.

14.2. Class Management Committee (C.M.C.)

The Class Management Committee shall have charge of the daily affairs of the Association and shall consist of the International President as chair-man, the four other International Officers and two district officers appointed by the International President with approval of the I.G.C., with terms corresponding to their elected terms of office. The Chairman of the Technical Advisory Board and Marketing Manager shall be members of the C.M.C. without vote. It shall meet at frequent intervals. Its actions and decisions shall be reported to, and be subject to veto by, the I.G.C.

*The composition of the Executive Committee of the Class Management Committee shall be the International President, Treasurer, a member of the CMC designated by the International President, and a member of the CMC designated by the CMC. The Executive Committee will have the authority to resolve the matters of the CMC during the time between two meetings of the Class Management Committee. Upon taking office the C.M.C. is empowered to:

14.2.1. Transact all the daily business of the Association.

14.2.2. Purchase and sell securities.

14.2.3. Approve of depositories.

14.2.4. Act upon other administrative and procedural matters not otherwise provided for by the Star Class Association Rules.

14.3. Continental Committees (C.C.)

The Continental Committee for each continent shall consist of an International Vice-President as chairman and the Vice-Presidents of that continent. A majority vote shall decide all questions.

The C.C. shall sanction events and grant charters, and shall immediately report such actions to the central office of the Association.

The C.C. may act upon continental matters not connected with dues, finances or other fiscal business of the Association. It shall have no power to take any action conflicting with the rules or principles of the Association, but it may submit recommendations to the I.G.C. or C.M.C. It shall approve race committees and juries for Class Silver Events.

15. Appointed Positions and Committees.

The following positions and committees shall be appointed by the International President and ratified by the C.M.C. and serve for one calendar year (except for the J.B.)

15.1. Executive Director.

The Executive Director maintains necessary communication with the fleet secretaries, handles and channels forms, receives and routes correspondence, maintains central office records, issues boat numbers, keeps the register of Star boats, is responsible for maintaining the mailing list, acts as secretary of the President, assists the Treasurer by keeping the cash book and making bank deposits, answers routine and semi-routine correspondence, keeps the central office supplied and inventoried and administers other details connected with the operation of that office. The C.M.C. has the authority to revise and adjust the description of duties of the Executive Director.

15.2. Technical Advisory Board.

The Technical Advisory Board shall be responsible for clarifying, interpreting and advising the membership and the builders and suppliers on questions pertaining to the Plans, Specifications and Measurement Rules. It shall maintain the clear and informative statement of the Plans and Specifications and in accordance with Rule 18.1 review all resolutions involving changes in the Plans and Specifications and incorporate the amendments passed by the membership. In addition it shall conduct such special studies as may be designated by the International Governing Committee.

The Technical Advisory Board shall establish and maintain the measurement standards, forms and techniques and ensure an appropriate measurement procedure. The Chief Measurer shall instruct and supervise the Certified Measurers, grant or reject Measurement Certificates and organize the corresponding administration.

15.2.1 The Chief Measurer shall supervise all certified measurers, grant or reject measurement certificates, issue duplicates, collect transfer fees, sell plans and specifications, and answer questions on measurement rules. Subject to the approval of the Technical Advisory Board, he shall establish and maintain measurement standards, forms and techniques. He shall maintain liaison with the Technical Advisory Board, and may recommend to that board changes in Plans and Specifications.

The Chief Measurer, with the final approval of the C.M.C., may appoint continental measurers. The continental measurer has the power to act on behalf of the Chief Measurer at any Gold, Silver or Blue event.

15.3. The Marketing Manager shall advise the C.M.C. on all matters pertaining to advertising, promotion and publicity and shall work with the Communications Director as requested by the C.M.C. It shall take whatever action is appropriate to develop new fleets and shall maintain contact with all isolated members for that purpose.

15.4. Editor. The editor is responsible for the monthly publication of Starlights and the compiling and editing of the annual LOG.

15.5. This paragraph is void.

15.6. Judiciary Board (J.B.) The J.B. shall consist of five members and one alternate, none of whom shall be an International or a Continental Officer. Four constitutes a quorum. A majority vote decides all questions. J.B. decisions are binding and cannot be appealed. The C.M.C., subject to I.G.C. veto, shall each year appoint one member to serve for five years, and shall designate one of the members as chairman for the calendar year. If a vacancy occurs during the year a replacement shall be appointed for the remainder of the unexpired term.

The J.B. shall:

15.6.1. Decide all appeals properly brought before it in accordance with Rules 38 and 39, including all Fleet decisions and any action affecting an individual's membership in the ISCYRA

15.6.2. On request of a member of the I.G.C., the C.M.C. or a C.C., interpret any conflict or ambiguity in the Rules of the I.S.C.Y.R.A.

15.6.3. Conform the Rules of the I.S.C.Y.R.A. to incorporate all amendments passed by the membership.

15.6.4. Clarify the wording of the Rules of the I.S.C.Y.R.A. at any time without changing their intent or meaning.

15.6.5. Resolve any questions of authority arising between the International and Continental officers.

15.6.6. Advise the delegates at an annual meeting or the membership if it considers a proposed resolution to be improper.

15.7. The Regatta Manager, in cooperation with the Chief Measurer and others as required, shall take all actions necessary to improve the quality of all sanctioned events. The Regatta Manager shall prepare race management manuals and model instructions and conditions for use in sanctioned events. Sailing Instructions and conditions for Gold and Silver events must be submitted to the Regatta Manager for approval.

The organization of Gold and Silver events, including facilities on land and on the water, measurement, transport and social events shall be reviewed by the Regatta Manager. Wherever possible the Regatta Manager shall visit the venue of a Gold or Silver event to inspect and approve the organization of the event, such visit to take place not later than sixty days before the first race of the event

15.8. Sailing Committee - The Sailors' Voice. The Sailing Committee shall consist of a chairman and at least four members. All of them shall be active racing Star sailors taken from all levels of Star Class competition. It shall advise:

(a) The Class Management Committee on all matters;

(b) The Marketing Manager on all matters pertaining to promotion and publicity;

(c) The Regatta Manager on all matters pertaining to the improvement of the quality of all sanctioned events;

15.9. Other. Special officers or committees may be appointed at any time by the I.G.C.

16. Annual Meeting.

16.1. An annual meeting shall be held at a time and place fixed by the I.G.C., which shall be during the period of and in the vicinity of the World's Championship. If an annual meeting predicts a situation where any fleet or International Officer cannot assure fair representation, the I.G.C. may elect to postpone or reschedule the annual meeting. Any rescheduling of the annual meeting shall be posted on the Class website no sooner than 90 days prior.

16.2. Each fleet shall be responsible for the selection and instruction of a delegate or proxy, who shall present the fleet's views and cast its votes. Alternate delegates or proxies may be named, but an order of preference must be specified, and only the highest present is entitled to vote.

16.3. The fleets present at an annual meeting shall constitute a quorum. Fleets answering the roll call shall be deemed present throughout the meeting.

16.4. Each fleet shall be entitled to cast one vote for each Star boat enrolled in that fleet and properly recorded with the Association by a separate active member in good standing. Membership books close ten days before the meeting or as ordered by the I.G.C. Any member may be heard; but only properly accredited delegates and proxies, duly authorized and certified, and isolated members shall vote on motions and must vote unless excused by the chair. Except when otherwise specified in the Star Class Association Rules a majority of the votes present shall decide all questions. In the event of a tie the chair shall cast the deciding vote.

16.5. The chair may fix a time limit on speakers and debate.

16.6. The order of business at an annual meeting shall be:

16.6.1. Call to order.

16.6.2. Reading of minutes.

16.6.3. Reports of association officers.

16.6.4. Ratification of the I.R.C. and I.J.

16.6.5. Ratification and revocation of fleet charters.

16.6.6. Unfinished business.

16.6.7. Proposed amendments.

16.6.8. Other new business and open discussion concerning current subjects of interest. .

16.6.9. Adjournment.

16.7 Each delegate to annual meeting is entitled to vote on his own fleet's behalf and for no more than 10 other fleets for which he holds properly granted proxies. IGC and CMC members are entitled to vote only on behalf of their own fleet.

17. Suspension, Expulsion and Impeachment.

17.1. Suspension. A member may be suspended by the I.G.C. for gross violation of the rules or for unsportsmanlike conduct, or, after due warning, for willful and persistent disregard of rulings. The duration of a suspension is fixed by the I.G.C., but may not exceed the I.G.C.'s own term of office unless the suspension is extended by the succeeding I.G.C. Notwithstanding the foregoing, a suspension may be terminated by majority vote at an annual meeting.

17.2. Expulsion. A member may be expelled only by 3/4 vote at an annual meeting.

17.3. Impeachment. Any officer may be impeached by the I.G.C. for a willful and unjustifiable act of commission or omission detrimental to the Star Class or to its members.

18. Amendments.

18.1. Star Class Association Rules, Rules Governing Star Class sanctioned Events and Fleet Qualifications, and Plans and Specifications can never be suspended but may be amended, except as specified in Rule 18.2, by the following procedure: an amendment can be proposed only by a fleet meeting advance notice of which must have been sent to all its voting members. When the pro-posed resolution is sent to the Star Class Central Office, a copy of the letter of advance notice to fleet members must accompany the resolution. Also a statement as to how many voting members attended the meeting signed by fleet captain and secretary.

The amendment must next be filed with the C.M.C. at least 120 days prior to the date of an annual meeting, and published on the ISCYRA web page, following this deadline, in order to be put on the agenda of or considered by that annual meeting.

The proposed amendment must then be approved by the majority vote at the annual meeting. It shall then be submitted to the active membership for vote. Enactment shall be by ballot of the active and life members and shall require a 2/3 vote of the members voting on the amendment. An enacted amendment shall take effect January 1 or the ensuing year, or 91 days after the annual meeting, whichever is later. Voting eligibility regulations are those of Rule 13.3 Members or groups, including I.G.C., for or against an approved resolution may set forth their views in Starlights.

Exceptions:

18.1.1. An annual meeting itself can order the required advance publication of a proposed amendment for consideration the ensuing year.

18.1.2. An amendment to the Plans and Specifications shall require approval by the Technical Advisory Board before publication; but such an amendment disapproved by the Technical Advisory Board may be filed again the following year and shall then be published, and if it is approved by two successive annual meetings, shall be submitted to the active membership as hereinafter provided.

18.2. The basic principles of Rules 3, 4, 5 and 6 of the Star Class Association Rules cannot be changed. No amendment can be passed which would render ineligible a yacht or an active member whose eligibility has been established under existing rules and whose status could not be changed to conform with the proposed amendment. An amendment retroactively affecting active members' or fleets' existing rights can be enacted only by a ¾ vote of the total voting strength of the active membership.

18.2.1 The I.G.C. may, upon a majority vote of the IGC, waive or suspend a specific Star Class Rule within STCR 23 through 35, STCR 37 and STCR 40. Such waiver or suspension of Star Class Rules shall be approved by the I.G.C. and published on the Star Class web page not less than 90 days prior to any test Event and shall be effective only for a single Event. STCR 18.2.1 shall not be used to waive or suspend Star Class Rules 1 through 22, STCR 36, STCR 38 or STCR 39.

19. Dissolution. Upon the dissolution of the Association, the I.G.C. shall, after making provision for the payment of all of the liabilities of the Association, dispose of all the assets of the Association exclusively for the purposes of the Association in such manner, or to such organization or organizations organized and operated exclusively for charitable educational, religious or scientific purposes, as shall at the time qualify as an exempt organization or organizations under Section 501 (c) (3) of the US Internal Revenue Code of 1954 (or the corresponding provision of any future U.S. Internal Revenue Law) as the I.G.C. shall determine. Any such assets not disposed of shall be disposed of by the court of general jurisdiction of the country in which the principle office of the Association is then located, exclusively for such purposes or to such organization or organizations, as said court shall determine, which are organized and operated exclusively for such purposes.

20. (This number is reserved for future use).

RULES OF THE I.S.C.Y.R.A.

PART TWO

CHAMPIONSHIP RULES

RULES GOVERNING STAR CLASS SANCTIONED EVENTS AND FLEET QUALIFICATIONS

21. Eligible Boats.

21.1. A boat is eligible and considered to be in the Star Class only if it has been properly registered, conforms to measurement rules and is owned by a qualified active or life member recorded at the time as in good standing with the Association. An ineligible boat must be barred from all Star races, and cannot be reinstated until all requirements of the Association have been fulfilled.

21.2. Any Star sailing with a number not yet issued (7.3 and 15.1) must be disqualified from all races in which such a number was displayed.

21.3. A boat cannot be registered in more than one fleet at a time.

22. Observance of Class Rules. The enforcement of Class Rules is essential to the protection of all Star owners. Members are required to report to the Association any race held for the Star Class as such, wherein Class Rules 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.

23. Championship Events.

23.1. The purpose of the Championship shall be to determine annually the appropriate champions by competition among eligible boats.

23.2. All series for major Star championships territorially greater than one fleet, and events for perpetual, semi-perpetual or open trophies, may be sanctioned by the appropriate Continental Committee. Honour insignia (23.5.9.) cannot be awarded unless a sanction has been granted.

23.3. A sanction granted to an event for at least two consecutive years shall become automatic and need not be applied for again, even though the event is held in different localities, unless the event has lapsed for more than two years. The Continental Committee may, however, at any time cancel or withdraw a sanction if it deems such action advisable.

23.4. Application for sanction should be filed with the Central Office on a form obtainable from that office. The Continental Committee will then act on the application (14.3.)

23.5. Sanctioned Events and Awards.

23.5.1. Gold. World Championship. Open to all fleets. Entries per Rules 29.1 through 29.4. GOLD awards. The Olympics is also considered a Gold event. (See Association Insignia.)

23.5.2. Silver. An established championship of a continent or hemisphere. Open to all fleets. Entries per Rule 29.5. A minimum number of fifteen qualified entries is required. SILVER awards.

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

23.5.4. Green. District Championship restricted to Novices (Rules 23.7.1 and 23.7.2). Open to all Novices of a District. GREEN awards.

23.5.5. J. Junior Championships in which boats may be skippered by other than their skipper-owner may be held, as sanctioned, at any of the above competitive levels. A World Junior Championship would be designated as GoldJ, Continental as SilverJ, etc.

Entries in accordance with above rules of each classification. Awards are stars only, as above, but with a large J of contrasting color inserted in the star. No chevrons or bars awarded. 23.5.6. Except for the Olympics, the above events are under the auspices of the I.S.C.Y.R.A. For Gold and Silver events, the Organizing Authority will be the I.S.C.Y.R.A. in conjunction with the host club.

23.5.6 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.

23.5.7. Red. An established event of inter-fleet character featuring the Star Class. Open to all fleets, entries unlimited. To winner: THREE RED chevrons.

23.5.8. Fleet Qualifications. Open to all skipper-owners (or part owners), registered before the first race, who are members of the fleet. To winner: ONE RED chevron.

23.5.9. Honor awards are displayed on sails. (See colour plate.) 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 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 colour inscribes both dates in the star. Awards are made to the skipper, not to the boat; if the boat is sold, awards are retained by the skipper for use on any other Star boat he may own while a member of the Association.

23.6. Special Events.

Events not specified above, but under I.S.C.Y.R.A. jurisdiction, require no sanction and rate no honour awards. Intercollegiate, Junior, Ladies' or other races in which Stars are sailed by other than their skipper-owners (unless specified above), are not under I.S.C.Y.R.A. jurisdiction in any form.

23.7. Definitions.

23.7.1. A Novice Skipper is one who has never as a skipper won any series honor that is higher than a Green event honor, or as a skipper won a Green event.

23.7.2. A Novice Crew is one who has never as a skipper or crew won a Gold or Silver event.

23.7.3. A Junior is a person who will not have reached his or her 25th birthday before the first race of the event.

24. Perpetual Trophies.

24.1. There shall be awarded to the winner of the series such perpetual trophy or trophies as have been donated or deeded for the purpose.

24.2. The trophies shall be held by the winning fleet until the time of the next series, subject to I.G.C. approval and order.

24.3. Title to the trophies shall be and remain in the individuals who are the current members of the I.G.C., who may impose any conditions necessary for the safe keeping of the trophies.

25. Location.

25.1. The International Governing Committee shall designate the place of the World Championship, having in mind the purposes of development, promotion, equitable distribution, and selection of a location with suitable facilities and racing conditions. In the event of multiple applications from the same continent for the same World Championship, the I.G.C. shall obtain the recommendation of the appropriate Continental Committee prior to selecting the Championship venue. The I.G.C.'s selection shall be subject to the following restrictions:

25.1.1. It cannot be held in the same fleet or locality twice in two consecutive years.

25.1.2. It cannot be held in the same district for more than two consecutive years.

25.1.3. It cannot be held on the same continent (including adjacent island districts) for more than three consecutive years.

25.1.4. It cannot be held in the same hemisphere for more than five consecutive years. The hemispheres are considered divided by longitude 20 degrees W and 160 degrees E.

25.1.5. The responsibility for arranging and providing proper facilities, prizes and entertainment shall rest with the fleet sponsoring the event. In this regard it shall cooperate with and be guided by the I.G.C.

25.2. The place of Silver Star (Silver) championships shall be determined by the Continental Committee and subject to the restrictions of Rules

25.1.1 and 25.1.2, unless otherwise provided for by well established precedent or by a signed agreement among a representative number of District Secretaries, filed with and approved by the I.G.C.

25.3. The site of the Blue-Star (Blue) Championship shall be determined by the District Secretary, subject to the following restrictions: It cannot be held by the same fleet for more than two consecutive years. If the winning fleet is ineligible to hold the

event it shall be awarded to that fleet having the highest total point score for the past three years which is able and willing to hold it, unless otherwise provided for by established precedent or by a written agreement adopted by a majority of the fleet secretaries and filed with and approved by the I.G.C.

25.4. Rule 25 shall not be amended so as to effect a change of location of the series for the following year.

26. Eligibility.

26.1. For Gold, Silver and Blue events, the skipper (helmsman) must:

26.1.1. Be an active or life member, and have been one since the beginning of his fleet's qualification races.

26.1.2. Be enrolled in the fleet he represents.

26.1.3. Not have been enrolled as an active member in any fleet other than the one he represents for six months prior to the first race. Exception: the C.M.C., on receipt of a written application, may waive this requirement upon specifically finding that good cause for the waiver exists and the applicant's proposed representation of his new fleet complies with the requirements of Rule 26.1.4.

26.1.4. Have sailed his own boat in a representative number of Star races (at least 5) sponsored by his fleet within a year, and by reason of residence or normal boating activity be qualified to represent that locality. This requirement may be modified by the C.M.C. for newly formed fleets and service fleets.

26.2. For Gold, Silver and Blue events the crew must:

26.2.1. Be a member, and have been one since the entry was filed.

26.2.2. Be designated and act as crew, touching the helm only if necessary for brief temporary relief.

26.3. For Green Events, each helmsman must be a Novice and an active or life member and have been one since the entry was filed and be enrolled in the fleet he represents.

26.4. For all other (except J) events, only the skipper must be a member.

26.5. For J events no membership is necessary.

27. Scheduling and Number of Races.

27.1. The World Championship shall consist of a minimum of six completed races. A race postponed, abandoned or incompleted will be rescheduled and resailed as soon as possible. There shall be two reserve days for possible resails. A series not completed at the end of the second day following the date of the last regularly scheduled race shall be canceled. Notwithstanding the foregoing, if five races have been completed in a series which would otherwise be canceled pursuant to the preceding sentence, and if the leading boat has scored finishes which render it mathematically impossible for any other boat to defeat her even if a sixth race were sailed, then the series should count as the World Championship.

27.2. The Continental Championship shall consist of six scheduled races. A race postponed, abandoned or incompleted will be rescheduled and resailed as soon as possible. There may be one reserve day for possible resails provided that such option be stated in the Notice of Race. Not more than two races shall be sailed on any one day. The race committee shall make every reasonable effort to complete six races within the published date (including reserve day if any). If it is not possible to complete four races, the series shall be canceled.

27.3. Other events shall consist of a minimum of three races.

27.4. A race committee is not empowered to shorten any series except as provided in Rule 27.2; but if the J.B. on appeal declares a race no contest and the race cannot be resailed, the series scores shall be re-computed on the basis of the valid races completed even though it be an even number of

28. Entry Forms and Terms.

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

One copy to the Central Office
One copy to the organizing club

28.2. Entries for Blue and Green Events must be fully completed and filed in duplicate on an approved entry form, and must be received 7 days before the first race. The entry forms shall be sent:

One copy to the District Secretary
One copy to the organizing club

28.3. Late entries to Gold, Silver and Blue/Green Events.

28.3.1 Gold Events: The C.M.C. need not accept a late or incomplete entry.

28.3.2 Silver Events: The appropriate Continental Committee may accept a late entry for a Silver event.

28.3.3 The appropriate District Secretary may accept a late entry for a Blue/Green event.

29. Entries.

29.1. Primary Method for Qualifying to the World Championship: Any fleet having eight or more active boats is entitled to send one entry; a fleet having sixteen 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.

29.2. Secondary Method for Qualifying to the World Championship from the Districts: Entries to the World Championship shall be determined through participation in the District Championship on the following basis:

Number of eligible boats starting in most recent District Championship	Number of boats allowed to enter World Championship
Less than 11	0
11 – 15	2
16 – 20	3
21 – 25	4
26 – 30	5
31 – 35	6
36 – 40	7
More than 40	8

29.3. A district is entitled to send to the World Championship the number of entries provided by the schedule above (exclusive of and in addition to fleet qualifiers representing fleets of the district in accordance with Rule 29.1). Such district entries shall be those having the best score in the District Championship among those eligible, willing and able to represent the district and shall be limited to only those who finish in the top half of all eligible District Championship finishers; (if there is an odd number of District Championship finishers then one additional position will be added to the top half.) A boat wishing to enter the World Championship, that qualifies to represent her District, must enter the World Championship as a District entry if another boat from her fleet is willing and able to represent the fleet; but if there is no such other boat willing and able to represent the fleet and the fleet is entitled to an entry, then she shall enter the World Championship as the representative of her fleet. Before any entry from the District Championship can be accepted, a copy of the District Championship race results certified by a District officer must be on file at the Central Office.

29.3.1. In a Gold event, the sponsoring fleet may enter 3 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.

29.3.2 Third method for qualifying to the World Championship from the Silver Star Championship: Entries to the World Championship shall also be determined through participation in the most recent Silver Star Championships (Spring Silver Star and Silver Star Championships) on the same basis as through the District Championships:

No. of eligible boats starting in the Silver Star Championship:	No. of boats allowed to enter World Championship
less than 11	0
11-15	2
16-20	3
21-25	4
26-30	5
31-35	6
36-40	7
More than 40	8

A continent is entitled to send to the World Championship the number of its entries provided by the schedule above (exclusive of and in addition to fleet and District qualifiers representing fleets or Districts of the continent in accordance with Rule 29.1). Entries already qualified through their District Championship have to represent their District in the World Championship according to rule 29.3. This method only applies to entries that are eligible, able and willing to represent their continent and were unable to represent their District or a Fleet in the World Championship. The list of eligible entries is checked and approved by the respective Continental Committee 10 days before the entry deadline of the Gold Star.

29.4. Each World Championship Skipper, former World Championship Skipper, and each Star Class Olympic Gold Medalist Skipper who is an Active or Life member and has been since the beginning of the member's home Fleet Qualifying Series, shall have the right to enter the Star Class World Championship without having to otherwise qualify, but must fulfill all other eligibility

requirements required to compete in the Star Class World Championship. This rule allows entries in addition to, and does not affect, the Fleet and District Qualifiers.

29.4.1. Additional entries to the World Championship may be allowed for no more than two International Officers with approval from the C. M. C.

29.5. 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 boats in the fleet	No. Entries Silver 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. Entries to a District Championship (Blue) shall be open to all life and active members of that district. The C.M.C. may approve the number of additional contestants for Silver events.

29.6. Wild Cards. Each Continental Vice-President may recommend his paid-up members who are either isolated or belong to an undersized fleet, as an entry to the World Championship or Continental Championship (Gold and Silver events) provided such request is received in writing and approved by the C.M.C. prior to the deadline for entries to this event. This provision shall not apply to entries to the World Championship for any member of a nation with two or more entries qualifying through regular I.S.C.Y.R.A. qualifications.

29.7. An isolated member may be permitted to enter a District Championship (Blue event) provided such request is received in writing and obtains the written approval of the C.M.C. prior to the deadline for entries to that event.

29.8. Any small, isolated, or otherwise exceptionally situated district may, by recommendation of its District Secretary and with the permission and approval of the I.G.C. or C.M.C. set up eligibility requirements for its district championships on any reasonable basis.

29.9. Any small, isolated or otherwise exceptionally situated district may by recommendation of its District Secretary be allowed, with the approval of the C.M.C., to send one entry to the World Championship if the number of eligible boats in its District Championship is less than the minimum prescribed in Rule 29.2.

30. Substitution.

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.

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.

31. Racing Restrictions.

31.1. Personnel.

31.1.1. The maximum number of persons allowed in each boat shall be two.

31.1.2. Each person on the boat shall be eligible to compete in accordance with RRS Appendix K. Additional eligibility requirements may be imposed by organizing authorities for regattas other than Gold, Silver and Blue events and Fleet Qualifications.

31.1.3 For Gold, Silver, And Blue events, Fleet Qualifications, the Olympic Regatta, all respective Olympic Trial 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 or after the event is optional at the discretion of the organizing authority as posted in the Notice of Race and Sailing Instructions. Crews found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation.

31.2. Equipment.

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) shall not exceed 10 kilograms.

31.2.2. Each boat must carry:

(a) Two approved personal flotation devices (life jackets), which when not worn, must be readily available within 30 cm (1 ft.) of the cockpit coaming.

(b) One bailer such as a bucket, suitable to the conditions to be met while sailing, having a capacity not less than 1 liter.

(c) One paddle or oar.

(d) One anchor weighing at least 2.3 kg.

(e) One line, minimum diameter 8mm, minimum length 20 m.

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. No hiking aids or aids to support the skipper or crew outboard are permitted except:

(a) For skipper and crew, footstraps are permitted, of material no more elastic than nylon webbing, securely fastened within the cockpit. These may be adjustable but shall not reach beyond the sheerline (outboard edge of the deck) when fully extended. All footstraps shall be designed so as to come completely off the feet in the normal act of tacking or jibing. The use of hobbles or an individually closed strap for each foot is specifically prohibited. Doubled foot straps, if used, must have sufficient clearance between them so that the user may easily step out of the straps without the use of hands or extraordinary movement of the feet.

(b) For the crew only, a hiking vest that is securely attached within the cockpit or to the deck is permitted. The vest must be attached to the hull by means of a quick release device approved by the Technical Committee. The Technical Committee has approved only the following three attachment devices:

(1) The Ball Lock device consists of a wire attached to the hiking vest at one end with one or more swaged balls on the pennant. The lock (keyhole type) is mounted on the deck. The ball on the wire pennant fits into the lock on the deck while hiking; however, the ball must release from the lock while in the act of tacking.

(2) The Hiking Tang device consists of a rope or wire attached to the hiking vest at one end with a bent right angle tang at the other end. The bent tang may be hooked over the backstay track or into a flat slotted plate on the deck; however, the tang must release from the plate while in the act of tacking.

(3) The Rope in Cleat device consists of an open-ended rope of sufficient tensile strength, which attaches to a jam-cleat mounted on the deck; however, the rope must release from the cleat while in the act of tacking.

Vests must weigh no more than 2.5 kg. The hiking vest shall not be used without the crew's feet being in the approved footstraps, and shall not be used in any manner to enable the crew to adopt a hiking position different from what would be possible in the absence of the vest.

(c) For skipper and crew, hand holds mounted on the deck which do not measure more than 50 mm above the deck and are mounted aft of the forward end of the mast opening are permitted.

(d) For skipper and crew, padded trousers or shorts that have sewn-in battens on the backs of the upper legs from above the knee to below the seat to assist in supporting outboard weight when hiking.

31.2.4. The jib may be winged by means of a whisker pole the inboard end of which, when in use, shall rest against the mast.

31.2.5. No sails other than the approved jib and mainsail can be used, and only one of each of these, on the proper hoist, can be above deck at the same time. A race committee shall not allow the use of a sail bearing an incorrect number unless all contestants are advised of the change before the start of the race.

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

31.2.6. No electronic equipment is allowed, except a timer and compass.

32. Measuring, Weighing and Sail Controls.

32.1. At Gold and Silver events, measurement is required as determined by the Technical Advisory Board. Measurement shall 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 include such checks and measurements required for higher events as these authorities find necessary.

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 Association at Gold Events, 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.

32.3. This section applies when measurement includes weighing to verify compliance with Specs. 13. A Certified Measurer authorized to weigh and seal boats as provided in Specs. 13 shall be present. Additional material shall be added to an underweight boat to the extent necessary to meet the minimum weight. Existing additional material may be removed to the extent a boat exceeds the minimum weight. If additional material is added or removed, the additional material thereafter remaining shall be sealed as provided in Specs. 13, and a new plaque affixed to the boat stating the amount of additional material carried. Additional material may be added or removed in accordance with this section at any time during the prescribed measurement period for the event.

32.4. Sails approved for entry shall be indelibly and distinctively marked, and only sails so marked may be used. No approved sails may be altered during the event. Repairs are permitted, subject to any special rules regarding permission and re-approval, provided no alterations are made. Approved sails may be used only on the boat for which they were submitted. To control the number of sails used, sails may be marked without measuring, in which case such marking does not constitute any finding of compliance with the Specifications.

32.5. At Blue and lower events, if weight control consists of inspection of weight seals and plaques, such inspection does not constitute any finding of compliance with minimum weight requirement.

32.6. When measurement is required, approval is required for eligibility. Nothing in this Rule, nor any action by the event measurement authorities, shall be taken to reduce or limit the provisions of the Rules regarding eligibility.

33. Measurement Certificates.

33.1. No boat shall be eligible to enter any race for the Star Class until it has been granted a measurement certificate.

33.2. Qualified certified measurers are appointed by the chairman of the Technical Advisory Board. Their authority is restricted to the taking of actual measurements and filing a report thereof. No certified measurer shall measure his own boat except under supervision of a disinterested person appointed by the Technical Advisory Board. Measurers are entitled to a fee approved by the I.G.C. The owner of a boat being measured shall pay the measurer's fee whether or not a certificate is granted.

33.3. The Association's measurement certificates shall be binding upon all organizations conducting races for the Star Class. A boat holding a certificate shall not be subject to re-measurement or protest on measurements unless reasonable grounds can be shown to suspect subsequent alterations or previous mismeasurement. Notwithstanding the foregoing, a boat is always subject to re-measurement by order of the I.G.C., C.M.C., I.J., the Technical Advisory Board, or a Continental Measurer (see Rule 15.3).

33.4. A protest of the measurements of a certified boat, except as to matters covered by Rule 8.10.3., must be accompanied by a deposit of US \$50, which is returnable only if the protest be sustained.

34. Racing Procedure.

34.1. Entries shall report to the Race Committee on reaching the starting area, and shall follow all official accounting instructions.

34.2. Races shall be held in open water as free as possible from headlands, shoals, obstructions and aids to navigation. Aids to navigation, unless otherwise specified, must be left on the required or channel side.

34.3. Courses.

34.3.1. Course 0, 1, 2, 3 and 4 are described below. In Gold and Silver events, Course 0, 1, 3 or 4 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 Green events, Course 0, 1, 2, 3 or 4 shall be used. No course may be shortened. In Red events and qualifications the above courses are not mandatory and may be shortened.

34.3.2. Course 0.

An isosceles right angled triangle, followed by a windward and return, and finishing on a final windward leg, the right angle mark being omitted after the first round.

34.3.3. Course 1.

An isosceles right angled triangle, followed by a windward and return, the right angle mark being omitted after the first round.

34.3.4. Course 2.

Two isosceles right-angled triangles, with a windward and return in between, the right angle mark being omitted during the second round, and finishing on a final windward leg,

34.3.5. Course 3.

Two complete right-angled triangles, with the hypotenuse the third leg, followed by a final windward leg (7 legs). The triangle is intended to be basically a windward-leeward circuit, with the second leg consisting of a reach of approximately 100 metres at right angles to the direction of the first leg.

34.3.6. Course 4.

Two complete right-angled triangles, with the hypotenuse the third leg (6 legs), finishing down-wind. The triangle is intended to be basically a windward-leeward circuit, with the second leg consisting of a reach of approximately 100 metres at right angles to the direction of the first leg.

34.3.7 Length of legs for all courses and time limits:

Format A - Over 60 boats competing: Minimum of 2 nautical miles (n.m.) and maximum of 2.5 n.m. legs. 45 minute maximum time limit for first beat, 3.5 hours maximum time limit for completed course. No more than 2 races per day.

Format B - 30-59 boats competing: Minimum of 1.5 n.m. and maximum of 2.0 n.m. legs. 40 minute maximum time limit for first beat, 3 hour time maximum time limit for completed course. No more than 3 races per day.

Format C - Under 30 boats competing: Minimum of 1 n.m. and maximum of 1.8 n.m. legs. 35 minute maximum time limit for first beat, 2 hour time maximum time limit for completed course. No more than 3 races per day.

At the discretion of and agreement between the Organizing Authority and the CMC, and if the conditions warrant a format may be chosen not based on the number of competitors.

34.4. Modification of Course.

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

34.4.2. The starting line may be established no more than 3/4 n.m. to leeward of the leeward mark. However, the time limit shall not be changed.

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

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 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.

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.

34.5. Time Limit. Text deleted.

34.6. Scoring.

34.6.1. Scoring will be in accordance with RRS A2, Low Point Scoring System, except as modified in these rules.

34.6.2. In Gold and Silver events, each boat's series score will be the total of her race scores, discarding her worst score if more than four races have been completed.

34.6.3. In Gold and Silver events, the order of finish and finish times shall be recorded and scored for only 60 minutes after the first boat finishes. All boats finishing after that shall be scored DNF.

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.

34.8. Team Racing. Team racing tactics in all events are prohibited unless specified in the sailing instructions.

35. Rules.

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

35.2. National Letters shall be displayed, if elected to be displayed by a competitor or when required by an ISAF National Authority, or by applicable ISAF rules. They shall be displayed in accordance with Star class specifications.

35.3. Racing instructions and local rules in fleet by-laws or published notices to its members, not conflicting with Class rules, must be observed; but verbal instructions or unrecorded rules are not official. Fleet rules shall not prevail in intersectional or inter-fleet races.

36. Interpretation of Class Rules.

36.1. In deciding any question the intended meaning of the rules shall be considered. Extenuating circumstances may be taken into consideration in Class rules or restrictions if the wording requires interpretation and no deliberate attempt to gain an unfair advantage has been practiced. Precedent and the established policy of the Association shall be taken into consideration.

36.2. The rulings of the J.B. and of the I.J. shall be preserved for reference

37. Race Committee and International Jury.

37.1. Appointment of race committees and juries (when applicable) shall be as follows:

37.1.1. For the World Championship (Gold) events an International Jury (I.J.) and an International Race Committee (I.R.C.) shall be appointed by the Regatta Management Committee with the approval of the C.M.C. and the I.G.C. The International Jury is not authorized to direct the International Race Committee.

37.1.2. For Continental Championship (Silver) events a Jury and a Race Committee shall be appointed by the Continental First Vice President with the approval of the Continental Committee or, with the prior written approval by the C.M.C., an International Jury may be appointed in the manner prescribed in Rule 37.1.1.

37.1.3. For District Championship (Blue) events a Jury and a Race Committee shall be appointed by the District Secretary.

38. Appeals to Judiciary Board.

38.1. Appeals may be taken to the J.B. from:

38.1.1. Decisions regarding a competitor's eligibility to compete in a sanctioned Star Class event.

38.1.2. Any action of the Technical Advisory Board regarding an individual boat.

38.2. The following can not be appealed to the J.B.:

38.2.1. Decisions of protest committees and International Juries.

38.2.2. Actions of a race committee regarding the conduct of racing.

38.3. Notice of appeal must be filed with the J.B. and postmarked within thirty days of publication of the decision from which the appeal is taken. A deposit of US \$30 must accompany the appeal.

38.4. An appeal shall consist of a legible (preferably typed) statement, in English, setting forth:

38.4.1. Specific reference, by section and paragraph number, to rule or other authority on which the appeal is based.

38.4.2. Name and address of all persons involved.

38.5. The J.B. shall issue instructions on procedure and shall fix time limits on filing answers and other information (time determined by postmarks), and those failing to comply with such instructions may forfeit the right to be heard.

38.6. In deciding appeals the J.B. shall consider the interpretation and proper application of rules. If the facts submitted are not sufficient for a decision, the chairman of the J.B. may appoint a committee to establish facts.

38.7. If in the opinion of the chairman the J.B. is without jurisdiction to hear the appeal, he shall so rule and the deposit will be refunded. In that event appellant may demand a hearing by the full J.B. If the hearing is not granted the deposit shall be forfeited to the Association.

38.8. No appeal can be taken from J.B. decisions.

39. Inter-Fleet Disputes.

Inter-Fleet disputes not involving an actual protest in a race shall be heard by the I.G.C. There is no time limit for submitting disputes, but a deposit of US \$30 is required. In the event that such disputes involve an interpretation, they shall be filed with the J.B.

40. Advertising.

Advertising shall be in accordance with RRS as prescribed by ISAF for Olympic Class Boats.

40.1. A competitor may not be required to carry advertising on his boat or person in a Star Class sanctioned event.

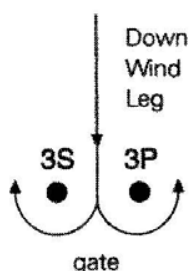
40.2 Event Sponsorship. Permission for advertising by an event sponsor shall be subject to the following:

40.2.1 The cognizant Committee may authorize the organizing authority to permit or request such advertising, but in no event shall advertising be required on any boat, person or equipment.

40.3. The I.G.C. may by prescription published on the ISCYRA web page modify or suspend a portion or all of this rule for one or more designated events or in designated geographical areas if it finds the suspension or modification to be in the best interest of the Star Class.

Star Class Courses (STCR 34.3 and 34.4)

In case of small regattas the starting line may be set up at mark 3 and the finishing line at mark 1 or mark 3.



Courses 0, 1, 2, 3 and 4 are diagramed as described in STCR 34.3 and modified in the diagrams as allowed by STCR 34.4.

In Gold and Silver events, Course 0, 1, 3 or 4 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 Green events Course 0, 1, 2, 3, and 4 shall be used.

No course may be shortened during Gold, Silver, Blue or Green Events.

In Red events and Qualifications the above courses are not mandatory and may be shortened.

Course "0"

Start

1

2

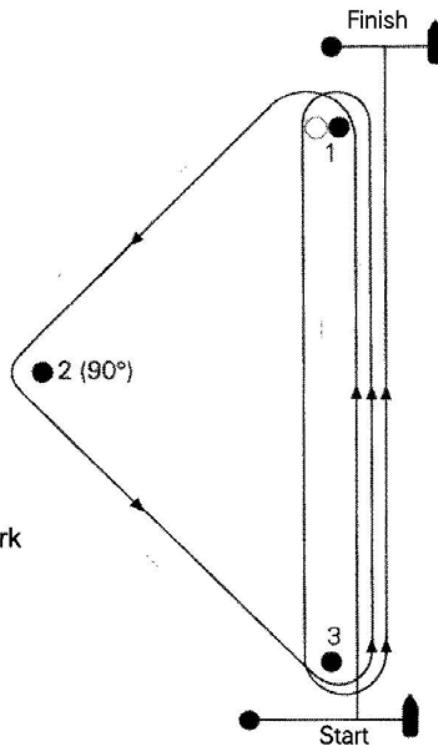
3

1

3 (or gate 3A – 3B)

Finish (upwind)

○ = optional offset mark



Course "1"

Start

1

2

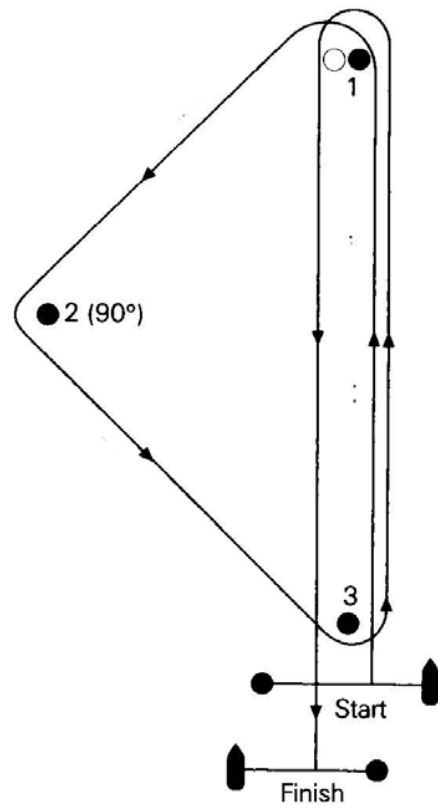
3

1

(or 1 + offset mark)

Finish (downwind)

○ = optional offset mark



Course "2"

The same Course as Course "0"

Start

1

2

3

1

(or 1 + offset mark)

3 (or gate 3A – 3B)

1

2

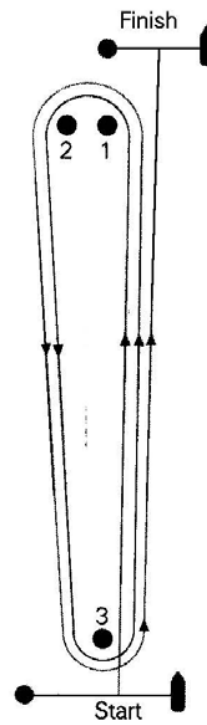
3

Finish (upwind)

Course 2 may not be used at Gold events, and may only be used at Silver events with approval of the continental committee. (STCR 34.3.1)

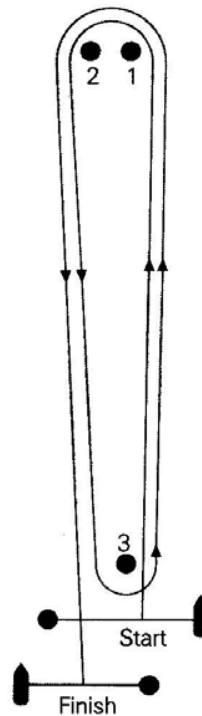
Course "3"

Start
1
2
3 (or gate 3A-3B)
1
2
3 (or gate 3A-3B)
Finish (upwind)



Course "4"

Start
1
2
3 (or gate 3A - 3B)
1
2
Finish (downwind)



NOTICE OF RACE FOR I.S.C.Y.R.A EVENTS

THIS NOTICE OF RACE HAS BEEN SET UP IN ACCORDANCE WITH THE "RULES GOVERNING STAR CLASS EVENTS AND RACING" OF THE ISCYRA, THE RACING RULES OF SAILING (RRS), AND SHOULD BE USED FOR ALL SANCTIONED EVENTS OF THE STAR CLASS FOR WORLD CHAMPIONSHIPS (GOLD EVENTS), WITH MODIFICATIONS FOR CONTINENTAL (SILVER EVENTS) AND DISTRICT (B/C EVENTS) CHAMPIONSHIPS. THESE INSTRUCTIONS WILL BE REVIEWED PERIODICALLY BY THE REGATTA MANAGEMENT COMMITTEE OF THE ISCYRA.

For Gold and Silver Events, these Sailing Instructions must be used.
Any changes shall be approved by the Regatta Management Committee.

HEADING:

Title of the Event
Location of the Event
Dates of the Event

NOTICE OF RACE

1. Rules

The Regatta will be governed by the rules as defined in The Racing Rules of Sailing for 2005-2008 (RRS) and the rules of the International Star Class Yacht Racing Association (STCR). The Organizing Authority is _____ in conjunction with the International Star Class Yacht Racing Association (ISCYRA). The host fleet is _____. (Enter name of Yacht Club and host fleet.)

1.1 Decisions of the International Jury will be final in accordance with RRS 70.4. (Delete International if not an International Jury)

1.2 RRS Appendix P will apply (If applicable)

1.3 The prescriptions of the national authority, _____, shall (not) apply. (Enter name of National Authority. State prescriptions).

2. Alterations to the Racing Rules

2.1 RRS 32 will be changed to provide that courses will not be shortened.

2.2 RRS 33b will not apply.

2.3 RRS 35 will be changed to provide that boats not finishing within 60 minutes after the first boat to finish will be scored "Did Not Finish" without a hearing.

2.4 RRS 62.2 and 66 will be changed to shorten the time for requesting redress and the requesting that a hearing be re-opened on the last day of racing.

2.5 RRS A4.1 will be changed to provide that a boat failing to check in prior to the warning signal will be scored the same as a boat not starting in that race without a hearing.

3. Advertising

The event is designated Category C, RRS, Regulation 20. Boats will {or may if sponsor not secured at time of NOR} be required to display Event Advertising on the forward part of the hull. Out of respect to our title sponsor, advertising for _____, and for tobacco products is strongly discouraged.

4. Eligibility and Entry

4.1 Entries eligible in accordance with STCR 21, 26, 29 and 30 may compete.

4.2 Entries shall be submitted on the Official Entry Form not later than _____ to the International Star Class Yacht Racing Association Central Office, 1545 Waukegan Road, Glenview, IL 60025-2185 USA, (847) 729-0630 Fax: (847) 729-0718, and to _____ (organizing authority).

Specify entry deadline (30 days for Gold, 21 days for Silver, 7 days for Blue and Green events).

See STCR 28. for Blue and Green Events, deleting Central Office and inserting District Secretary

4.3 Only skippers and crew eligible to compete under the ISAF Eligibility Code, RRS, Regulation 19, shall be eligible to compete in this regatta.

4.4 Proof of marine liability insurance (property and injury) in the amount of \$300,000 covering the person in charge (RRS 46) during this regatta is required. (If applicable)

5. Entry Fee

The entry fee of _____ includes boat and trailer parking, launching, hauling and invitations to social events for skipper and crew. Checks must be drawn on a _____ bank and made payable to _____. Specify entry fee. Specify method of payment.

6. Schedule of Races

Provide a detailed schedule including times of registration and warning signals for the practice race or first race, succeeding races and reserve days if known. See STCR 27.

No warning signal will be made after _____ on _____.

7. Disclaimer

The Organizing Authority shall require each competitor to sign a waiver for loss, damage or injury to persons or property occurring in conjunction with the regatta or on the property _____. The Organizing Authority, their members, employees, officers and/or agents shall not be responsible for any loss, damage or injury that may occur to person or property whether ashore or at sea as a consequence of the participation of any boat. Enter name of Yacht Club.

8. Measurement

8.1 Measurement will take place at _____. Each participating boat shall have a valid Measurement Certificate, and Weight Certificate. Only boats that have completed registration, paid all entry fees, and passed the prescribed measurement check procedure by _____ on _____ are entitled to race. The International Jury may order that a boat be re-checked during the regatta. Insert location and deadline. Refer to "Jury" if there is no "International Jury".

8.2 Crews shall demonstrate compliance with crew weight limits in accordance with STCR 31.1.3 prior to _____. Crews may be re-weighed during the event at the discretion of the Organizing Authority. Insert date and time of the deadline or "end of measurement".

9. Sail and Bow Numbers

9.1 Each boat shall show the sail number and national letters as indicated on the Official Entry Form and approved by the Measurer. National letters not required for B and B-1 event in districts fully contained in one country.

9.2 Bow numbers will be assigned and given to each participating boat. They shall be a fixed to the hull according to the Sailing Instructions. Remove 9.2 if bow numbers are not to be used.

10. Sailing Instructions

The Sailing Instructions will be available _____. Specify when and where sailing instructions will be available.

11. Racing Area

Racing will be conducted _____. Specify racing area.

12. Courses and Procedures

Courses and procedures will be according to STCR 34.

13. Scoring

The Low Point Scoring System, RRS A, will apply, modified so that each series score will be the total of her races scores with her worst score excluded if more than four (4) races are completed. _____ races are scheduled, of which _____ races shall be required to constitute a series, except as provided in STCR _____. For Gold events enter six (6) in both places STCR 27.1 and Silver events enter six (6) and four (4) respectively STCR 27.2. For other events the minimum is three (3) races.

14. Berthing and Hauling

14.1 Boats shall be at _____ commencing at _____ hours on _____ until the conclusion of racing. Specify location, date and time.

14.2 The Organizing Authority may impose haul-out restrictions.

15. Prizes

15.1 Perpetual Trophies will be awarded according to STCR 24.

15.2 Series prizes will be awarded to the skipper and crew finishing first through _____. For each prize structure, specify exact awards (i.e. first through third, or fourth, or fifth).

15.3 Master's trophies will be awarded to the skipper and crew finishing first through third in the Series for skippers aged 50 through 59 before the start of the first race. Competitors in the Master's Division will also compete for Series prizes (see 15.2). Delete 15.3 if there is no Masters' Division.

15.4 Grand Master's trophies will be awarded to the skipper and crew finishing first through third in the Series for skippers aged 60 or over before the start of the first race. Competitors in the Grand Master's Division will also compete for Series prizes (see 15.2). Delete 15.4 if there is no Grand Masters' Division.

15.5 Daily prizes will be awarded to the skipper and crew finishing first through _____ in each race.

16. Information

Provide specific contact name, address, telephone, telefax numbers, and/or email addresses for further information. Provide information on housing and shipping if possible.

SAILING INSTRUCTIONS FOR I.S.C.Y.R.A EVENTS

These Sailing Instructions have been set up in accordance with the "Rules Governing Star Class Events and Racing" of the ISCYRA, the Racing Rules of Sailing (RRS), and should be used for all Sanctioned Events of the Star Class for World Championships (Gold Events), with modifications for Continental (Silver Events) and District (B/C Events) Championships. These instructions will be reviewed periodically by the Regatta Management Committee of the ISCYRA.

For Gold and Silver Events, these Sailing Instructions must be used.
Any changes shall be approved by the Regatta Management Committee.

1 Rules:

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2005-2008 (RRS) except as any of these are modified by the Notice of Race and/or Sailing Instructions and any amendments thereto. If there are changes to the Notice of Race, note changes where appropriate.

1.3 RRS Appendix P will apply. RRS Appendix P is changed to permit the hail to a protested boat to be either sail number or bow number.

2 Notices to Competitors:

2.1 Notices to competitors will be posted on the official notice board(s) located at _____. Enter location of Notice Board.

3 Crew Weight: Crews must comply with class rule 31.1.3 at all times. During the series spot weight controls will be carried out. 3 crews of every race will be weighed each day before the protest time limit expires. Crews found to be in violation of the rule shall be subject to disqualification from any race sailed on the day of the violation. Please state procedure for notification of competitors and location of scale.

4 Changes in the Sailing Instructions:

Changes in the Sailing Instructions will be approved by the Jury and the Organizing Authority and will be posted before 0900 hours of the day they will take effect, except that any change in the schedule of races will be posted by 2000 hours on the day before it will take effect.

5 Signals Ashore:

5.1 Signals made ashore will be displayed _____. Insert location of flag pole.

5.2 Code flag "AP" when displayed ashore means that the start has been postponed. The Warning Signal will be made not less than 90 minutes after the lowering of the signal.

6 Schedule:

6.1 Schedule of Races; Insert the exact dates, races.

6.2 The Race Committee may change the schedule. Races may be sailed earlier than originally scheduled, but not before the day and time scheduled for the first race. No more than ____ races per day may be scheduled. See STCR 34.3.7 Format A. Any format other than Format A must be approved by the Regatta Management Committee and the C.M.C.

6.3 The scheduled time of the warning signal for the first race each day is _____.

6.4 No warning signal will be made after _____ on _____. Give time and date of last day of racing.

7 Racing Area:

The racing area will be _____. Specify racing area.

8 Course:

8.1 Course "0", Course "1", Course "3", or Course "4", STCR 34.3 may be used. The lengths of the legs as described in Format A, STCR 34.3.7. The Race Committee signal boat will display the appropriate numeral pennant (or the course number by placard) to indicate the course. For Gold and Silver Events, Courses 0, 1, 3 and 4. For Silver Events, add Course 2 with permission (See STCR 34.4.1). For Blue and Green Events, Courses 1, 2, 3, and 4. 8.2 The approximate compass bearing from Mark 3 (or Marks 3S and 3P) to Mark 1 will be displayed on the Race Committee signal boat prior to or with the Warning Signal. 8.3 RRS 32 and 33b are changed to provide that courses will not be shortened.

9 Marks:

9.1 Except as provided for in SI 9.2, 9.3, 9.4, 9.5, and 14.1 marks will be _____. Describe Marks.

9.2 A new mark, when used in accordance with Sailing Instruction 12, will be identified with a black band. If a new mark is subsequently changed, it will be replaced with a mark without a black band. It is recommended that the changed marks be the same as described in SI 8.1, but with black bands.

9.3 If employed, a "leeward gate" will consist of a pair of _____. Boats shall sail between Mark 3S and Mark 3P from the direction of the last mark and pass either Mark 3S to starboard or Mark 3P to port. It is recommended that the gate consist of marks of a color and shape that differ from those described in SI 8.1. 9.4 For Courses "3" and "4", Mark 2 will be _____. It is recommended that the Mark 2 be of a different color and shape than Mark 1.

9.5 At any mark beginning a downwind leg on courses "0", and "1", the Race Committee may employ an off-set mark. In that case, boats shall pass Mark 1 to port, and then round the off-set mark to port. Same description as SI 8.4. It is recommended that offset

marks be used with large fleets (but only at the beginning of a downwind leg, not a reach) It is also recommended that the practice should be consistent throughout the event.

10 Check In:

Prior to the first Warning Signal of each race, boats shall sail past the stern of the Race Committee signal boat to be recorded. RRS A4.1 is changed to provide that boats not complying with this instruction will receive the same score as a boat not starting without a hearing. For reasons of safety, it recommended that boats be checked in before each race.

11 The Start:

11.1 The starting line will be between the staff from which an orange flag is displayed on the Race Committee signal boat and _____. Describe starting buoy. For large fleets, it is recommended that the starting line be formed by two anchored boats from which orange flags are displayed.

OR

The starting line will be between staffs displaying orange flags on Marks A and B and between staffs displaying orange flags on Marks B and C. Mark B may not be in a straight line between Marks A and C. For the purpose of RRS 30, the ends of the starting line are Mark A and Mark C. For the purpose of RRS 30.1, the extensions of the starting line are beyond Mark A and Mark C. This system is recommended for very large fleets. Course and recall signals should be displayed from all three boats if possible. 11.2 RRS A4.2 is changed so that a boat not starting within 10 minutes after the Starting Signal will be scored DNS without a hearing.

12 Recalls:

12.1 The recall number for a boat shall be her bow number. Replace with Sail number if not using bow numbers.

12.2 A Race Committee boat displaying Code flag "G" may pass to windward of the fleet in the event of an abandonment, postponement or general recall which means: "The Race Committee has signaled an abandonment, postponement or general recall. Boats are to return to the starting area immediately."

12.3 A Race Committee boat displaying Code flag "X" positioned near Mark 1 will attempt to notify premature starters.

12.4 A Race Committee boat displaying a black flag positioned near Mark 1 will attempt to notify boats that have been disqualified in accordance with RRS 30.3. Any boat notified that she has been disqualified shall leave the race course immediately. However, if there are two races scheduled for that day, boats having been disqualified in the first race may stand by in an area outside the race course for the second race. This may be deleted for Blue and Green Events. In the event of a general recall, boats disqualified must be notified by the signal boat. (See RRS 30.3)

13 Change of Position of the Next Mark:

To change the position of the next mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated with-out further signaling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14 The Finish:

14.1 The finishing line will be between the staff from which an orange flag is displayed on a Race Committee boat and _____. Describe the finishing buoy. If it will be a race mark (See recommendation SI 10.1 for large fleets) it should be different in color and shape.

15 Time Limit:

15.1 The time limit will be as described in STCR 34.3.7 Format _____.

15.2 RRS 35 is changed to provide that boats finishing more than 60 minutes after the first boat to finish will be scored "Did Not Finish".

16 Protests:

16.1 Protest forms are available at _____ and shall be delivered to the _____ within the protest time limit. Insert location and to whom it is delivered.

16.2 Protests must be delivered within one hour of the Race Committee signal boat docking time. Protest Time will be posted on the Notice Board. [The same protest time limit applies to all protests by the race committee and jury and/or protest committee and to requests for redress. This changes rules 61.3 and 62.2.]

16.3 Notices will be posted within _____ {recommend 30 minutes} minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the _____ {give location} beginning at _____ {specify time}.

16.4 A list of boats that, under instruction that, under instruction 1.3 have acknowledged breaking rule 42 or have been disqualified by the jury or protest committee {specify jury or protest committee} will be posted before the protest time limit. This instruction will only apply if the event Appendix N is being enforced at the event.

16.5 Boats recorded on the finishing list as having not started or not finished will be posted on the Notice Board 1/2 hour before the end of Protest Time. Any boat so notified may request a hearing, which must be in writing and delivered to the _____ within Protest Time. Name the appropriate person.

16.6 RRS 62.2 and 66 are changed to provide that, on the last day of racing, requests for redress and requests to re-open a hearing must be lodged with-in 1/2 hour of the time final results have been posted.

17 Scoring:

17.1 The Low Point scoring system, RRS Appendix A, will apply; modified so that each boat's series score will be the total of her race scores with the worst score discarded if more than 4 races are completed. Six (6) races are scheduled, of which _____

races shall be completed to constitute a series. Insert number of races: Gold-six (STCR 27.1), Silver-four (STCR 27.2). For events other than Gold and Silver, the minimum shall be 3 races scheduled and 3 races completed.

17.2 There will be a Master's Division for skippers aged 50 years and over by the start of the first race. Entrants in this division will be competing for both the Masters' Championship and the overall Championship.

18 Liability and Safety:

18.1 The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner and/or entrant.

18.2 Competitors leaving the race course before the end of a race shall inform the Race Committee or the _____ as soon as possible. Competitors not leaving the dock on a race day shall inform the _____. Identify a shore side location. Insert the Yacht Club telephone number.

19 Crew Changes:

19.1 Any request for a change of crew must be submitted to the International Jury in writing prior to 0900 hours on the day of the race for which the change is to be made. If the International Jury grants permission, it will do so in writing and post such notice on the Notice Board. For events other than Gold or Silver, delete "International".

19.2 A change of helmsman will not be permitted.

20 Team and Private Support Boats:

20.1 Team and Private Support Boats shall not be in the racing area or interfere with boats while racing. Should there be a postponement or abandonment, team and private support boats may re-enter the racing area and resume communications until the next Warning Signal is given. Insert here if you would like the team/support boats to be registered and instructions on how to do so.

20.2 The penalty for breaking this requirement may be disqualification of all boats associated with the team or private support boat.

21 Boat Storage, Launching and Haul out:

21.1 All boats must be kept at _____ commencing on _____ at _____ hours until the end of the Championship. Insert location, date and time.

21.2 Boats assigned even numbered bow numbers must remain in the water on even numbered nights commencing on _____. Boats assigned odd numbered bow numbers must remain in the water on odd numbered nights commencing on _____. If facilities are sufficient, delete 20.2 and state "All boats shall be afloat from _____ until the end of the regatta. Boats shall not be hauled out during the regatta except with and in accordance with prior written permission of the International Jury."

22 Radio Communication:

A boat shall neither make nor receive radio trans-missions (including cellular telephone) while racing.

23 Prizes:

23.1 Perpetual Trophies will be awarded in accordance with STCR 24.

23.2 Prizes will be awarded to the skipper and crew, as follows:

Championship Series - _____.

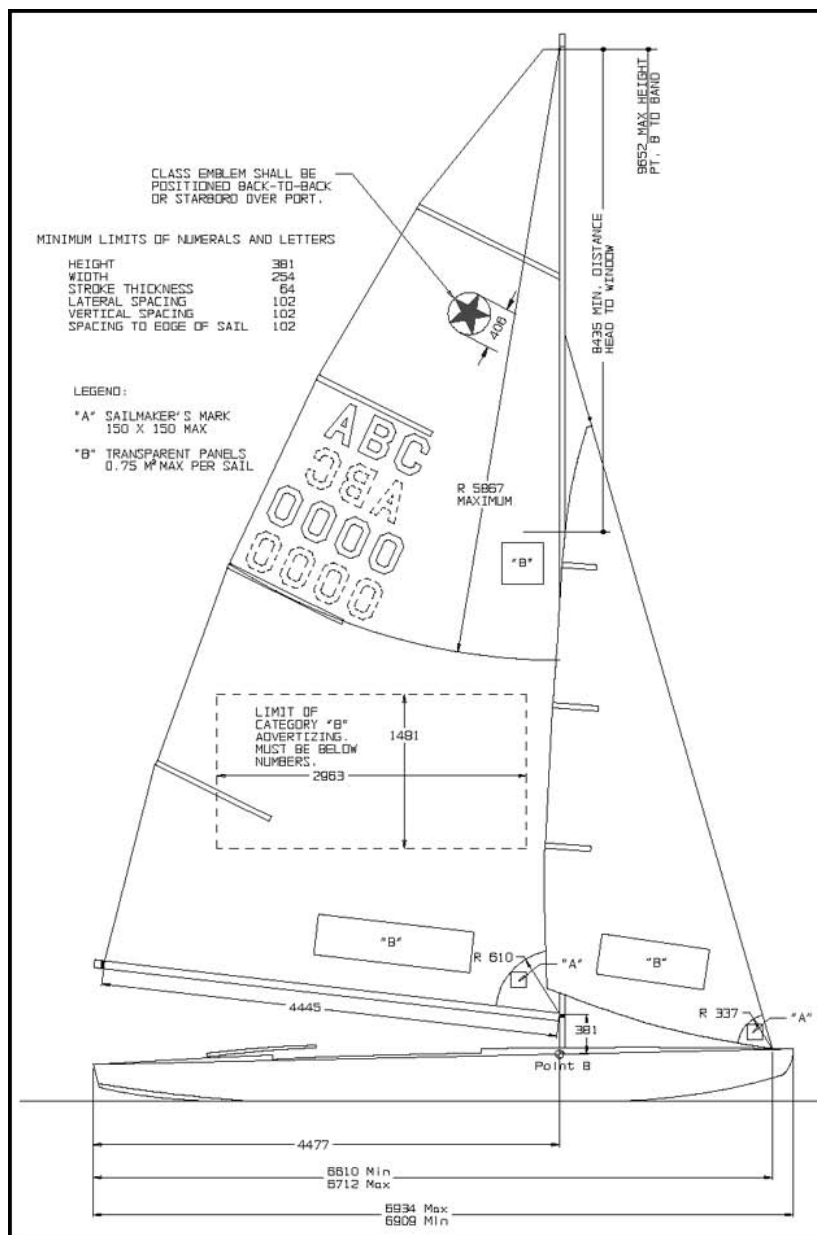
Daily Races - _____.

Master's Division - _____.

List how many places will be awarded prizes.

24 Disclaimer of Liability:

Participants agree that no person or organization involved in the conduct of this Championship will be liable for any accident, injury, fatality, or damage or loss of boat or personal property arising out of a participant's preparation for or participation in any on-the-water or on-shore activities (whether social, recreational, launching, hauling, boat storage or otherwise) associated with the Championship. Nothing in these Sailing Instructions or oral statements by the Organizing Authority, their officers, directors or agents, shall modify or otherwise impair the effect of the Waiver of Liability Form, the execution of which is a condition of entry.



NOTICE TO BUILDERS AND SAILMAKERS

WARNING

It is impossible to foresee every conceivable innovation which may be thought of in the future and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the boat or its sails or equipment which is not within established practice in the Star Class or is not clearly covered by plans or specifications, you must assume that it is illegal, and must obtain a ruling from the Technical Advisory Board before attempting it.

BUILDERS

In order to obtain a licence to build a Starboat, a builder must conclude a Licence Agreement with the International Star Class Yacht Racing Association and submit to the Technical Advisory Board the following:

1. Hull Construction and lines drawing

2. Lay-up schedule and samples of lay-up
3. Drawing of keel, rudder and skeg
4. Construction of mast, boom and rigging.

No number or measurement certificate can be issued until the above items have been approved by the Technical Advisory Board. If a builder changes his construction he is required to submit the concerned drawings or samples to the TAB for approval.

NEW CONSTRUCTION METHODS AND MATERIALS

In keeping with the Class's long standing policy of seeking more economical means of building yachts, it is believed to be in the best interests of the Star Class to actively seek new methods or materials while at the same time maintaining the competitive value of all existing yachts. To that end the following guidelines are intended for those members seriously interested in undertaking such developments, which will ultimately foster the growth of the Class.

1. A member may request, in writing, permission to build one prototype yacht of nonspecification materials and/or construction methods. His proposal should include a general statement regarding the estimated costs and benefits to be derived, drawings, sketches, etc.
2. The Class Management Committee, acting with the advice of the Technical Advisory Board, will grant the builder the right to qualify for a provisional measurement certificate for a prototype yacht, provided that the following conditions are met:
 - (a) Upon completion, the prototype yacht meets all specifications for hull shape, uniformity of construction and weight. Also flotation must be proved by test.
 - (b) A full disclosure of the details of construction is made to the Technical Advisory Board including, among other things, scantlings, material specifications, special assembly techniques, photos of the construction process, and costs.
3. The provisional certificate will authorize that prototype yacht to qualify for all races except M and A events.
4. Full disclosure of racing results and an analysis of same certified by a fleet or district officer are to be submitted to the CMC upon completion of a representative number of races.
5. A final measurement certificate will be issued if the Class adopts that method of construction through its normal procedures of a fleet resolution, Technical Advisory Board approval, annual meeting approval and membership vote. Such approval will be granted provided that the construction of the prototype yacht does not vary to any substantial extent from the specifications finally adopted.
6. On the recommendation of the Technical Advisory Board, a permanent measurement certificate may be granted to any specially constructed yacht by the Class Management Committee.

CONDITIONS GOVERNING SALE OF PLANS AND SPECIFICATIONS

These conditions must be strictly enforced in the interest of keeping the Star a one-design class and to protect the prospective buyer of a new or second-hand Star from any intentional or unintentional misrepresentation concerning the boat's eligibility. This notice accompanies all official plans and is made a part thereof. It is the full text of the condensed agreement of sale that appears on each plan. Work only from official plans. Never copy the dimensions of another Star or its measurement certificate; sag or warpage of an old hull can be misleading, also the specifications are subject to occasional revision.

The plans below and a specifications book are available from the class office:

- Nr. 1 - Lines and Limitations (1992)
- Nr. 2 - Construction (1946)
- Nr 4 - Keel, Skeg and Rudder (2005)
- Nr 5 - Sail (1998)

AGREEMENT

Whereas the International Star Class Yacht Racing Association owns all right and title to, and interest in, the design of a Star Class yacht and whereas official plans and specifications may be purchased conditionally from the Association; now therefore it is understood that the purchaser, by accepting and retaining the said plans, agrees to the terms and conditions herein:

USE OF PLANS. Plans shall be used only in connection with the construction of Star Class yachts and their sails and accessories. The purchaser agrees not to resell, lend for publication or any other purpose, or transfer in any manner the plans or copies thereof, without authority in writing from the International Governing Committee of the Association.

INELIGIBILITY. Unless a yacht and its sails conform to the plans and specifications, within the allowed limitations, it shall be barred from the Star Class. The Association reserves the right to bar any yacht or sail constructed by a firm or individual who is not recorded with the Association as possessing official plans, or who fails to comply with any of the conditions herein.

COST OF PLANS. Complete set of plans, \$30; any single plan, \$10; Rudder template, \$20. Plans cannot be lent, nor sent on approval or credit.

NUMBER TAX. Builders are required to pay a tax of \$200 on each yacht built when applying for a number on Form R-1. A number will not be issued unless the yacht is actually under construction and the name and address of its owner are given. Yachts being

built for stock should be reported but will not be issued numbers until complete and ready or measuring. For the purpose of identification, the number must be cut into the upper side of the keel-son (or if the boat is fiberglass without a keelson, then cut permanently embedded at a location as near as possible to where they would be if the boat had a keelson), before the boat is measured. This number may be revoked if the yacht is not measured or is unable to obtain a certificate within a reasonable time.

SAIL ROYALTIES. An I.S.C.Y.R.A. sail royalty button must be permanently affixed to every mainsail and every jib. It is the obligation of the sailmaker to buy these buttons from the Association central office at \$30 each. No sail can be used for racing without a button: it is not a Star sail unless the royalty button appears thereon.

REMITTANCES. Remittances for all of the above must be made payable to and sent to the I.S.C.Y.R.A. at its central office. Sums stated are in USA currency, net in Glenview, Illinois.

KEEL WEIGHT CERTIFICATE. A keel weight certificate must be furnished by the builder to the measurer. It may be obtained from a public scale or such other source as the measurer will accept.

REVISION OR SPECIFICATIONS. It is the responsibility of those who construct Star yachts or their sails or accessories to keep advised as to possible annual revisions of the specifications.

SPECIFICATIONS

EXPLANATIONS

1.1 Important - In interpreting any point not covered, or wording of obscure meaning, the Technical Advisory Board shall consider the intended meaning, rather than any technical misconstruction that might be derived from the wording, and shall bear in mind at all times the basic principle of the specifications which is to maintain the Star within reasonable limitations as a standard one-design class.

1.2. Dimension and Weights in these specifications are in Standard International (S.I.) metric units, except that mass is usually called weight. When not otherwise specified, measurements of lengths are in millimetres (mm).

1.3. Requirements - A yacht, its spars and sails, must conform strictly throughout with respect to design, dimensions, construction, and material, to the official plans and specifications of the I.S.C.Y.R.A., subject to Class Rule 33, to be considered a Star and be eligible to the Star Class. THE ASSOCIATION'S MEASUREMENT CERTIFICATE IS THE ONLY RECOGNIZED PROOF OF ELIGIBILITY TO THE STAR CLASS.

1.4. Yacht's Number- Before a certificate can be issued, a yacht's number must be permanently affixed in not less than 51 mm figures in clear view.

1.5. Options - Nothing is optional in these specifications unless the word optional appears, and then only within the limitations described, in which case that which is mentioned is that which is recommended, in points of both safety and speed. Use of a substitute, even where allowed, is always at user's risk.

1.6. Materials.Wood:

As a guide in selecting materials, the following table indicates densities of woods specifically referred to in the articles below.

Weights with 15% moisture:

Mahogany 512 kg/m³

White Oak 712"

Port Orford Cedar 481"

Red Cedar 385"

Sitka Spruce 433"

Plywood, veneer board, laminated woods, pressed wood, fibre-board, composition board, balsa, cork, and woods without sufficient strength to hold fastenings shall not be used unless specifically mentioned.

1.7. Materials- Glass Reinforced Plastic (GRP):

Any long strand glass fibre material may be used with a rigid, high strength resin, provided that the glass content of the combination exceeds 35 per-cent of the total by weight. Rigid, low density material, such as balsa, Aerolam, or plastic foam, may be used as a core between surfaces of fiberglass laminates. All materials used must have low absorption and high resistance to deterioration when in continuous contact with either fresh or salt water. Aluminum, Nomex, or other metallic honey-comb core materials are permitted, but only for use as flat panels such as are used for flotation bulk-heads and other internal hull stiffening. Such materials are not approved for hull or deck core material. Carbon fiber, Kevlar, or other exotic materials are not allowed in any new construction or repair of GRP or wood boats

1.8. Plan Approval - Glass Reinforced Plastic (GRP) Construction:

Each builder's method of construction must be approved by the Technical Advisory Board prior to the start of construction. The submitted plans must contain enough detail to adequately describe all materials, attachments, and the local reinforcements as well as the general construction of the hull, deck and skeg.

1.9. Recommendations - The recommendations listed in the Specifications are based upon years of experience of many Star owners and builders.

2. HULL DIMENSIONS

All Measurements for location of rudder, keel, mast, jib downhaul, Point "B", stations, and length overall start from Point "T", the mid-point of the true transom which is the fair intersection of the outside planes of the transom and the deck exclusive of moldings. See 14, Limitations and the plans for dimensions. Point "B" is on the centreline of the boat, at the height of the top of the deck edge at the sizes, 4477 mm forward of Point AT". All deck measurements are taken exclusive of mouldings. Measurements are to be taken of the truly faired shape of the hull. The use of bumps and hollows at measurement points is specifically prohibited.

NOMINAL DIMENSIONS

Length Over-all 6922
Waterline length 4724
Beam at deck 1734
Draught 1016
Beam at chine 1372

3. HULL CONSTRUCTION - WOOD

3.1. Planking

- 3.1.1. KEEL PLANK - Not less than 19, nor more than 22 thick.
- 3.1.2. BOTTOM PLANKING - Not less than 19 thick, nor more than 22 thick. The two planks along side the keel plank may have a small groove cut into them for drainage which shall be not more than 6 deep and 19 wide.
- 3.1.3. TRANSOM - Not less than 22 thick. Angle of transom must be to bevel shown on plans.
- 3.1.4. TOPSIDES - Not less than 19 thick, nor more than 22 thick, planks full length if possible.
- 3.1.5. OPTIONS - Any number of planks may be used, but double planking is not allowed. Any kind of wood can be used, except as noted in Sec. 1.6. Type of seams optional. A rabbeted chine log or bevelled chine blocks are permissible if not so designed as to weaken the joint between side and bottom frames.
- 3.1.6. RECOMMENDED - Mahogany keel plank; others red cedar.

3.2. Frames

- 3.2.1. FRAMES - 343 centre to centre. In way of fin keel (nos. 9 through 13) to be sided 38, moulded 38, tapered (in straight line) towards end to sided 32, moulded 38. All other bottom frames to be sided 32, moulded 38. Side frames to be moulded 32, sided 22 in the top portion, expanding into knees in the bottom portion overlapping the bottom frames at least 114. The width of the knees (side frames) along a line bisecting the chine angle shall be no less than 89, and they shall fair into the straight upper portion of the frame no less than 152 above the inside chine knuckle. Overlap may be reduced to 89 at frames 3 and 18, and 64 at frames 2 and 19. The width along the bisecting line may be reduced in proportion at these points. If keel bolts are over 16 diameter, the bottom frames in way of keel must be increased in siding by the amount of such overage.
- 3.2.2. OPTIONS - Additional frames may be added, but specified frames must be shaped, centred, and joined approximately as shown. May be larger but must be no less than dimensions given. Frames as shown may be laminated of bent strips, but must be standard size, shape, and design. Limber holes in the form of notches not more than 9 deep and 32 wide may be cut in the bottom side of bottom frames and side frames where they lie against the bottom planking not more than 38 from the ends of the bottom frames.
- 3.2.3. RECOMMENDED - Mahogany.

3.3 Stem

- 3.3.1. STEM - Sided 76 moulded as shown.
- 3.3.2. OPTION - May be built up of laminated bent wood strips, thus simulating a natural crook. Must be of shape and dimensions shown on plans.
- 3.3.3. RECOMMENDED - Mahogany, Sitka spruce, hackmatack.

3.4. Deck

- 3.4.1. DECK- 11 thick.
- 3.4.2. OPTIONS - Additional thickness allowed. Canvas, fibreglass (resin) or other covering may be used. Weather strip or rend optional, but shall not extend more than 13 beyond measured deck edge. Plywood decks may be used but shall be at least 8 thick.
- 3.4.3. RECOMMENDED - Cedar.

3.5 Deck Beams

- 3.5.1. Large Beams - forward and aft of mast and at ends of cockpit sided 32, moulded 38.
- 3.5.2. OTHER DECK BEAMS - sided 22, moulded 32.
- 3.5.3. OPTIONS - Beams may be larger, but shall not be less than dimensions given. Hanging knees and stanchions shown on plans may be modified or omitted, provided sufficient bracing be used to stiff-en the boat and counteract stresses at those points as determined by the Technical Advisory Board.
- 3.5.4. RECOMMENDED - Sitka spruce.

3.6. Fastenings

- 3.6.1. Planking must be fastened to frames with screws, or serrated shank nails, but must be fastened to transom, stem, and joined at chine with screws. Glue and/or dowels shall not be substituted for metal fastenings.
- 3.6.2. OPTIONS - Any metal fastenings allowed.
- 3.6.3. RECOMMENDED - Silicon bronze screws.

4. HULL CONSTRUCTION - GLASS REIN-FORCED PLASTIC (GRP)

- 4.1. Conditions- Regulations are imposed on the use of GRP construction to prevent attainment of unfair performance advantages from its substitution for wood in the structures of the yacht. In any case where there is a question as to the interpretation of these

regulations, it is the responsibility of the builder to obtain a decision from the Technical Advisory Board prior to the start of construction.

4.2. Hull - With certain approved exceptions, the bottom, sides, and transom must be of a uniform structural mass throughout. The weight per unit area of any part of the hull, including a representative portion of any structure required to stiffen the surface, must equal or exceed 8.8 kg/m². Thickness of the glass-foam-glass sandwich shall be sufficient to provide the flotation required by Section 7.

4.3. Deck - With certain approval exceptions, the deck must be of a uniform structural weight throughout. The weight per unit area of any part of the deck, including a representative portion of any structure required to stiffen the surface, must equal or exceed 5.4 kg/m². (Originally, GRP specifications were written in order to make GRP yachts comparable to those made of wood. With the exceptions of heavier frames and special braces, keelsons, etc., wood boats are "uniform" (i.e., uniform plank thickness and frame cross-sections). Accordingly, GRP (fibreglass) yachts are to be "uniform" in the basic lay-up of the hull and deck. The 8.8 kg/m² required in the hull and the 5.4 kg/m² required in the deck represent an average of the total weight including necessary stiffening. Thus the actual weight of a uniform lay-up for the purpose of uniform construction may be something less than the 8.8 kg/m² (hull) and 5.4 kg/m² (deck). Because of the infinitely possible combinations of core materials, resin mixtures, different types of fibreglass cloth (weave and thickness), which would be satisfactory for Star construction, no specific lay-up has been written into the Specifications. Rather, it has been required that builders submit their construction plans and detailed lay-up schedule to be approved by the Technical Advisory Board before the builder begins construction. It is our view that the unit surface weight is self-limiting due to the need for hull stiffness and the constraint of overall hull weight. Too thin a surface would result in too much hull flexibility and inferior speed and durability. Too thick a surface will deprive the stiffening structure of the material required to make the boat rigid and have the same results. However there are certain conditions where either extreme might be advantageous and therefore it is essential to maintain the required uniformity. When plans are analyzed for approval they are viewed in this light. Any plan which deviates toward either of the two above extremes is rejected. All approved plans are on file in the central office along with sample lay-ups for the uniform construction. It is expected that these construction plans be followed by the builder and that any significant changes in the GRP lay-up that a builder may wish to use must be first approved by the Technical Advisory Board. Secs. 4.2 and 4.3 provide for "certain approved exceptions" to the uniform construction. The practice of increasing the lay-up thickness and weight in addition to the uniform construction, along the bottom from slightly forward of the mast step to slightly aft of the rudder post is an approved exception. Other exceptions would include, but are not necessarily limited to: hull to deck joints, areas where special fittings are attached, bulkhead and stiffener attachments, etc. However, these items must be shown in sufficient detail as a part of or addendum to the plans before the plans receive final approval. -T.A.B., 1978)

4.3.1. DECK INSTALLATION - The deck must be attached to the hull in a manner which adequately resists the torsional forces in the hull and prevents the formation of leakage through the joint. The weight per unit area of any part of the joint must equal or exceed that of the surface in which the joint is made.

4.3.2. RECOMMENDED - A flush lap joint in the surface of the hull, cemented with a rigid adhesive resin and riveted.

4.4. Local Reinforcements - The hull and deck shall be reinforced as necessary to provide adequate support of the mast step, keel, skeg, rudder, cockpit opening and rigging. Such reinforcements may be in addition to the uniform mass of the hull and deck, provided that they are not so constructed to intentionally ballast the hull.

4.4.1. RECOMMENDED - Approximately 4.5 kg of structure should be allotted to these reinforcements. 4.5 Metal Inserts - Inserts of corrosion-resistant metal may be included as part of the hull and deck for attachment of rigging, tensile supports for the mast step, or attachment of normal equipment. Such inserts must be limited to the size and number necessary to perform their structural functions and must not be so constructed or arranged to intentionally ballast the hull. The tracks for running rigging and metal parts necessary to secure the keel to the hull are not to be considered as a part of the hull or deck.

5. CONSTRUCTION DETAILS GENERAL

5.1. Keelson - To be wood, 152 x 19 minimum length from Station 2 to Station 8. Shall weigh not more than 5 kg in GRP hulls.

5.1.1. OPTIONS - May be tapered forward of Station 5 and aft of Station 7, to not less than 76 x 6.3. May be omitted in GRP hulls.

5.1.2 RECOMMENDED - Mahogany.

5.2. Mast Step

5.2.1. POSITION - 152. fore and 102 aft variation of position allowed. Design optional. No lateral variation allowed.

5.2.2. RECOMMENDED - Mahogany.

5.3. Rudder- Must conform in size, design, shape and position to I.S.C.Y.R.A. Drawing "4". No con-cavity in profile. May be of wood, including plywood, solid, but may be sharpened. May be of GRP or sandwich construction.

5.4. Skeg - To be rigidly attached to the hull structure.

5.4.1. DIMENSIONS - Not less than 25 thick at rudder post. The maximum depth of the skeg at the rudder post centreline shall not exceed 432. The maximum length of the skeg from rudder post forward along the bottom contour of the hull shall not exceed 940. (Length requirement does not apply if the aft edge of the keel forms the termination of the skeg.) The contour of the bottom of the skeg can at no point be more than 26 above or below a straight line between the maximum allowable depth and length points, and may not be concave, except that the skeg may be joined to the trailing edge of the keel with a fillet of no greater than 26 radius, and may extend down-ward a distance of no greater than 13 from a point no greater than 13 from the leading edge of the rudder. Depth of the skeg shall be measured to the extension of its bottom line, as if such downward extension did not exist. The average weight of a skeg shall not exceed 14.7 kg/m², the skeg shall not be hollow.

5.4.2. OPTION - May be of wood, including ply-wood. May be of GRP or sandwich construction.

5.5. Tiller - Design and construction optional, but must be of approved materials. (not retroactive to Measurement Certificates approved before 1 January 1990). When in its lowest position, the bottom of the tiller shall be above the deck centerline when viewed in profile, both at the aft end of the tiller and at Station 8. The T.A.B. has approved the following materials for tillers: wood, steel, and stainless steel, aluminum, GRP.

5.6. Rudder Post - Position only as per plans, of solid stainless steel, not less than 25 in diameter, rudder to be thoroughly fastened to it. Method and material of fastening optional.

5.7. Fin Keel - To be of solid gray cast iron free from substantial imperfections. Shall conform to I.S.C.Y.R.A. Drawing 4 and the limitations. As a rust preventative, the keel may be painted, plated, galvanized or coated with fiberglass (GRP), provided that such coating shall have a specific gravity not greater than the iron. Keel shall not be bored or plugged to affect its weight or centre of mass. The outer edge of the flange may be set flush with the true bottom of the hull, or the top of the flange may be no lower than the true bottom.

5.7.1. WEIGHT - Weight of the keel including coatings: minimum 394.5 kg, maximum 408.5 kg. A Keel Weight Certificate signed by a Certified Measurer, is required with the Measurement Certificate for any new boat or any change involving the keel.

5.7.2. FAIRING STRIPS - Fairing strips may be installed around the keel flange, but shall measure not more than 305 from outboard edge on one side to outboard edge on the other, and shall extend not more than 305 forward or aft of the flange.

5.8. Stem - Sided 76, moulded as shown. The actual bow must be a true prolongation of the sides and deck and come within 35 of Point A.

6. COCKPIT

6.1. Cockpit - Open, as shown on plans. One bar or athwartship traveler, not over 76 wide at top centre, is allowed. The forward end of the cockpit opening is limited with 3685 maximum forward of Point "T" and the aft end with 1605 minimum forward of Point "T".

6.2. Options - Self bailing type allowed. Cockpit may be rounded at corners of ends and/or at cross-bar, but maximum allowed radius of 305. No hatch, shelf or other device, including any part of the crossbar, which reduces the open area of the cockpit beyond the foregoing limitation, is allowed.

7. FLOTATION

7.1. Flotation - To provide adequate flotation in the event the hull becomes filled with water, the sealed volume contained in the structure of the hull and deck plus any additional volume permanently installed within the hull must equal a total of 720 litres (dm³). At least 340 litres of this volume must be contained within the uniform weight distribution of the hull structure as required by Specs.4. Boats of wooden construction will be credited with 340 litres of flotation contained in their normal structure. Additional flotation must be added so as to total at least 720 litres of positive buoyancy. This may be provided by sealed compartments or tanks or closed cell foam type materials. It may also be incorporated in the construction of the hull. The location of the flotation devices shall be such that the buoyancy effect is essentially balanced about Station 6 (approximately 1525 aft of the mast) for the purpose of floating the boat level or in slightly bow-up attitude. On boats built prior to January 1, 1974, commercial buoyancy bags manufactured specifically for this purpose are permitted. They shall be installed in accordance with the manufacturer's recommendations and in such a way as to resist chafing and movement due to surging water should the boat be swamped. 1 kg of rated buoyancy = 1 litre. When buoyancy bags are employed they must be kept inflated.

8. **COAMING** Coaming - Optional, or may be omitted.

9. HULL FINISH

9.1. Hull Finish - Painting or coating optional, except that the application of ribbed or otherwise specially structured material (such as "riblets") is prohibited.

9.2. Refinishing - Refinishing with any coating, including GRP on wood hulls, is permitted provided that the dimensions of the hull are not changed (within the accuracy of normal measurement).

10. SPARS

10.1 Spars - Hollow spars are permitted. Concave surfaces in either transverse or longitudinal planes are not allowed, with the exception that concavities arising because of adding a track or a tunnel are permissible. Depth, including track and tunnel, can-not be more than 1 1/2 times the width (athwartships) at any section, and spars shall be no wider than they are deep at any section.

10.1.1. APPROVED MATERIALS - Wood, aluminum alloy of at least 90% aluminum, GRP, or any combination of the above.

10.2. Measurement Bands - To be painted on spar, 25 wide, of contrasting colour. Where spars are too short to include full 25 width band, entire end of spar must be painted contrasting colour except that where spars end exactly at measurement points or are shorter, no measurement band is necessary. Spars are to be supplied with permanent stops or limits to prevent sail from being extended past bands. A masthead halyard lock is a permanent stop.

10.3. Mast - Maximum height from Point "B" to bottom edge of upper band, 9652. Upper edge of mainsail headboard shall not extend above this point. Minimum height from Point "B" to upper edge of lower band, 381. Bottom of groove in boom, projected if necessary, shall not extend below this point. Minimum section from 991 above Point "B" to 5105 above Point "B" is 57 x 70. Minimum section weight between these limits is 1.34 kg per linear metre. Tapering is allowed from 5105 above Point "B" to top, except that wood masts may be tapered in any way provided that they conform to depth-width ratio at all sections. Minimum

section is 32 x 32. From heel of mast to 991 above Point "B", mast section is optional. Forward face of mast from Point "T": min. 4420, max. 4680. Mast may have one luff groove. Rotating masts are not allowed.

10.3.1. RECOMMENDED 57 x 70.

10.3.2. SPREADERS of any approved material. Size, design and number are optional.

10.3.3. TIP WEIGHT - A fully rigged mast must have a tip weight of 7 kg or more when measured as follows:

(a) Halyards are in sailing position and mast is horizontal.

(b) Mast is supported at the upper edge of lower measurement band on sawhorse or other suitable pivot.

(c) All rigging is tensioned so that none of it above the lower measurement band sags lower than 600 mm below the spar or touches the ground. Tying with light twine is permitted.

(d) All rigging extending below the measurement band is draped over the sawhorse.

(e) The mast-head fly, if any, is left in place.

(f) A scale reading of tip weight is taken at bottom edge of upper measurement band. Make-up weight to meet tip weight may be added at any location on the mast provided that it is permanently fastened.

10.4 Boom - Maximum distance from forward face of luff rope groove on mast, extended if necessary, to forward edge of measurement band, 4445. Boom may have one foot rope groove.

10.4.1. CUTOUTS in the boom surface:

(a) Aft end of the boom may be tapered by cutting away the bottom of the section a maximum of 685 mm forward of the measurement band. This taper may not be concave when viewed in profile.

(b) Cutouts are permitted for proper clearance to pass lines and wires.

(c) No other cutouts are permitted.

10.4.2. On booms manufactured after 31 Dec. 1990, no portion of any external surface located more than 25 from the centre of the foot groove shall have a radius of less than 19 except in way of cutouts.

10.5. Whisker Pole - Length min. 2286, max. 2896, measured at greatest extension from surface of mast when whisker pole is in place to outboard point on pole where the jib or jib sheets are con-strained. Length may not be adjustable.

10.6. Reefing Equipment - Not allowed.

11. RIGGING

11.1. Jibstay - Shall be of steel or stainless steel not less than 2.29 in diameter and shall intersect the forward side of the mast min. 6782, max. 6934 above Point "B", and shall intersect the deck at a point min. 6610, max. 6712 forward of Point "T". For the purpose of these measurements, it shall be assumed that the jibstay intersects the mast at an angle of 17E. The jibstay must be carried outside the jib, must be kept fastened at all times, and may be slacked only enough to allow the jib luff wire to take the greater strain. The Jibstay may have a firmly fitted tube or coating totaling a maximum of 7,2 mm in diameter. If the jib can be attached without disconnecting the jib luff wire (for example by hanks or tabs), then the use of only one headstay is permitted provided that it meets the above jibstay specifications.

11.2. Other Rigging - All standing rigging shall be of steel or stainless steel. Running Rigging including the backstays may be of any material.

12. SAILS

12.1. Sails - Allowed polyester woven material not lighter than 3.7 ounces per sailmaker's yard, (0.158 kg/m). 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. 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 m² 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 and 12.3. This reinforcement shall be capable of being folded. Other reinforcement, as a continuation of corner stiffening or elsewhere, comprising not more than two additional layers of material of no greater weight than the body of the sail, 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 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. A normal curve is defined as a smooth curve that deviates no more than 13 from a straight line between battens. Roach and draft measurements to be made on floor with only sufficient pull to eliminate wrinkles.

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 12.3.

Jib Maximum dimensions:

Luff 6299 Leech 5486

Foot 2235

Reinforcement radius 343

Advertisement radius 337

Leech, roach, and draft shall be governed by measurements taken across the jib from points 500, 2000 and 4267 mm down leech and luff from the top of the measurement triangle. These cross measurements shall not exceed 275 mm, 875 mm and 1600 mm respectively. Leech and foot curve must not have concavities except that the leech may be hollow between battens. This hollow shall not exceed 15 mm. Headboards are not allowed. Clew boards shall be permitted only within a distance of 76 from the apex of the clew. For measurement all the corners of the jib must simultaneously fall within a triangle of the above dimensions, and no portion of the sail shall fall outside of the triangle for at least 76 from any corner of the triangle. Foot roach shall not fall outside the measurement triangle more than 76 at any point. The centre of the grommet or thimble to which the halyard attaches shall not be farther than 38 from the luff of the jib. Cunningham not allowed. Tack of the jib shall at all times be fastened within the jibstay location and on centreline of the boat. Jib may be set flying, but a jibstay is obligatory and luff wire in the jib shall not be considered a jibstay, except as provided for in Sec. 11.1.

12.4. Battens - Mainsail: Four in mainsail spaced on leech as per plan. Upper batten, no restriction on length, all others not more than 1219 mm. Material optional. Jib: Three allowed in jib, located as per plan, top batten not to exceed 330 mm, 2 lower battens not to exceed 440 mm. Material optional. Batten pocket inside width not more than 50mm.

12.5. Measuring - Sails shall be measured in accordance with the requirements of Star Class Rule 32. 12.6. Sail Royalties - An I.S.C.Y.R.A. sail royalty button must be permanently affixed to every main-sail and every jib. It is the obligation of the sailmaker to buy these buttons from the Association central office at \$35 USD each. No sail can be used for racing without a button: it is not a Star sail unless the royalty button appears thereon.

13. WEIGHT

13.1. Minimum weight of boat with all rigging, mast, and boom and including all items permanently fastened to the hull, including removable wooden floor boards not exceeding 11.3 kg. Shall be not less than 671 kg. Permanently fastened floorboards are not allowed. In the event that the weight of the boat is less than this amount the difference shall be made up only by the addition of any material securely fastened to the underside of the deck. Material shall not be added or built-in to standard members or hardware for the sole purpose of obviating such correction.

13.2. In addition, the hull must comply with the following: The weight of the hull and attached deck must exceed 190.5 kg. If the skeg is also included, the weight of the total assembly must exceed 192.5 kg. Included with the hull in these weights are exclusively the chainplates, jibstay attachment fitting, the mast step with its supporting structure, built-in bulkheads and deck supports, a keelson (optional in GRP hulls), the rudder post tube and flotation.

13.3. if additional material is added to make up weight, as required by Section 13.1, such material shall be sealed by a Certified Measurer. The seal or seals applied shall be impressed or attached such that no part of the material can be removed without irreparable damage or destruction of the seal. Seals shall be distinctively marked for identification. If no additional material is required under Section 13.1, a seal as above shall be attached within the hull. A boat must bear such seal or seals to be in conformance with measurement rules.

14. LIMITATIONS

In addition to the foregoing, there shall be permanently affixed to the after end of the cockpit coaming a plaque stating the amount of the additional material, if any, so affixed.

Yacht shall be measured on keel, with spars and rigging removed, or with rigging slack, and hull unsupported; and in accordance with instructions issued to certified measurers by the International Technical Advisory Board. Measurements shall be recorded on the I.S.C.Y.R.A. measurement form. Although only certain specific points on a Star are regularly measured and appear on the measurement certificate, it shall be thoroughly understood that any point may be measured, at the discretion of the I.S.C.Y.R.A. Technical Advisory Board, and shall be in accordance with plans, specifications, and the following limitations.

14.1. Hull

14.1.1. Hull shapes must conform to limitations shown on I.S.C.Y.R.A. Lines Drawing No. 1 and these specifications.

14.1.2. Deck shape at cockpit edge must conform to limitations shown in I.S.C.Y.R.A. Drawing 1.

14.1.3. Discontinuities in Deck Surface. Certain portions of the deck surface may be grooved or raised provided that the construction ensures that the structural integrity of the deck is as if the deck were one piece without the discontinuities. No fitting or deck discontinuity shall extend, or be mounted, below or outboard of a line defined by the extended surface of the sides or transom. A jib sheet or main sheet when led from the sail or boom to the deck must lead through or attach to a fitting which is mounted on the deck or to a car on a track that conforms with the requirements of this Section. Further, the deck may not be depressed below its normal arc shape in way of such a fitting attached to the deck. No sheet may pass below tangent with the normal deck surface in way of such a fitting. Provided that the above requirements are met, it is permitted to lead the main sheet to a block on the bottom of the interior and thence forward to the cockpit.

Only those discontinuities listed below are permitted.

(a) Depressed Portions.

Slots and grooves are permitted for handholds and for proper clearance of wires and lines emerging from below decks, provided that they do not violate the integrity of flotation compartments, and for installation of tracks for athwartships and/or fore and aft movement of fittings. Any fitting mounted on a track shall not be lower than the same fitting mounted on the normal deck surface. Nor shall the track which carries such fitting be mounted so that the upper track surface is below the normal deck surface. Small drain holes are permitted.

The following fittings are included:

1. Jib travelers, including bridge type.

2. Mainsheet travelers.
3. Running backstays.
4. Boom vang (circular type).
5. Boom vang (dingy type). A semi-circular truncated cone shaped depression is permitted in the deck at the after end of the mast partner slot provided the inside radius is no more than 254 mm and the depth is no more than 51 mm.
6. Hiking vest attachments.
7. Side deck depressions which house cleats for control ropes on both sides of the cockpit.

(b) Raised Portions.

The following items are permitted:

1. Mainsheet traveler (outer ends).
2. Backstay tracks (forward ends).
3. Shroud tracks.
4. Vang tracks.
5. Mast partner openings (all around).
6. Spray rails.
7. Cleat mountings.
8. Winch mountings.
9. Turning blocks.
10. Nonskid portions of the deck.

14.1.4. At most two watertight hatches, not larger than 153 clear-opening diameter, and essentially flush, are allowed in the deck. Only one is permitted in the foredeck and one is permitted in the after-deck.

14.2. Through-hull Bailers and Drains - Optional

14.3. Measurements

14.3.1. Dimensions are to be taken to points defined at the intersections of or fair extensions of the limiting adjacent surfaces or edges. Hull Station 1 is 6401 forward of "T". Hull Station spacing is 686.

DIMENSION AT - Distance from Point "T" to extreme forward edge of deck mast opening, (the most forward point to which mast may be moved at deck). Min. 4426, max. 4680.

DIMENSION B - Distance from aft extremity of deck (exclusive of moulding) to aft side of rudder post at deck. Min. 1143, max. 1194.

DIMENSION C - Horizontal distance from aft plumb bob (exclusive of moulding) to aft side of rudder post where it emerges from hull bottom. Min. 1272, max. 1329.

DIMENSION E - Horizontal distance from aft plumb bob (exclusive of moulding) to point on hull bottom which would be intersected by aft edge of keel fin if extended upwards. Min. 2119, max. 2170.

DIMENSION OT - Distance from Point "T" to inter-section of jibstay with deck. Min. 6610, max. 6712.

DIMENSION P - One half width of cockpit. Min. 288, max. 311.

DIMENSION R - Length of cockpit. Min. 1949, max. 2064.

DIMENSION T - Angle of transom in degrees from aft plumb line. Min. 15E, max. 21E.

14.3.2. KEEL

(a) Keel Station 1 is defined as the intersection of the keel bottom plane and the line of the leading edge extended downward. All other keel stations are at 152 intervals from Keel Station 1.

(b) Except for Keel Station 1, the maximum width of the bulb at any station shall occur between 76 and 127 above the keel bottom plane.

(c) All keel radii, when viewed in profile, shall be as shown on the keel drawing plan plus or minus 33% of the drawing value.

(d) All keel bottom radii, when viewed in cross-section, shall be between 19 and 44.

(e) No keel waterline, when viewed in plan, shall have a concavity.

(f) Drawings for all new keel patterns must be submitted to the Chief Measurer for prior approval.

DIMENSION K-1 - The length of the fin at a height 406 above the bottom of the keel. Min. 1143, max. 1169.

DIMENSION K-2 - The length of the bulb at a height 102 above the bottom of the keel. Min. 1212, max. 1238.

DIMENSION K-3 - The horizontal distance from a plumb bob dropped from a position on hull bottom which would be intersected by aft edge of keel fin to the aft edge of the keel fin at a height of 406 above the bottom of the keel. Min. 32, max. 54.

DIMENSION K-4 - Length of keel fin from a point 76 below hull at aft end to a point 76 below hull at forward end. Min. 1349, max. 1375.

DIMENSION K-5 - Thickness of keel fin at thickest point. Min. 19, max. 26.

Dimension K-6 - Vertical distance from bottom of hull at Station No. 6 to bottom of keel. Min. 762, max. 781. The maximum radius allowed in joining the keel flange to the keel fin, measured in an athwartships plane, is 38.

DIMENSION K-7 - Thickness of keel bulb at thickest point. Min. 209, max. 222.

DIMENSION K-8 - Maximum height of the bulb from the bottom of the point on the keel to the fin where it just begins to thicken toward a transition with the bulb. Min. 286, max. 311.

DIMENSION K-9 - Vertical distance from bottom of hull at aft end of keel to bottom of keel. Min. 800, max. 826.

DIMENSION K-10 - The horizontal distance from Keel Station 1 to a plumb line dropped from a position on hull bottom which would be intersected by aft edge of fin keel extended upward. Min. 914, max. 965.

DIMENSION K-11 - The breadth of the keel bulb at the point 51 aft of the leading edge at waterline 4. Min. 77, max. 144.

DIMENSION K-12 - The breadth of the keel bulb at the point 51 aft of the leading edge at waterline 6. Min. 81, max. 152.

DIMENSION K-13 - The breadth of the keel bulb at the point 51 aft of the leading edge at waterline 8. Min. 65, max. 122.

DIMENSION K-14 - The height of the keel bulb from the keel bottom in vertical alignment with inter-section of aft edge of keel fin at hull bottom. Min. 244, max. 315.

MEASURING THE STAR CLASS BOAT

The information in this section is provided by the Technical Advisory Board for those owners, builders, and fleet or regatta measurers wishing to understand the principles of Star Class measurement. Certified Measurers are provided with additional information, and have developed special measuring techniques, so one of them, or the Technical Advisory Board, can provide more detailed information than is presented here, if needed.

PRINCIPLES OF MEASUREMENT

Since the construction of a Star must conform to I.S.C.Y.R.A. plans and specifications, and certain construction details require prior approval, the measurement procedure is a series of selected dimensional checks to ascertain that the boat actually conforms to the plans and specifications. Thus, measurement is a verification process, not a detailed physical description of the boat. When a new boat is completed, it is measured by a Certified Measurer. If his data indicate that the boat complies with the plans and specifications, the Technical Advisory Board will grant a Measurement Certificate, and the boat becomes eligible to the Star Class (Rule 33).

Certain measurements are often required for entry in championship and other series, and non-sanctioned events, such as Olympic Regattas, may have special measurement requirements for eligibility (Rule 32). This type of measurement is conducted by appointed regatta measurers or the Technical Advisory Board. While regatta measurement requirements vary, the types of measurement and techniques used are the same as for certification measurement.

There are four main categories of measurement:

Measurement of Hull, Keel, Skeg and Rudder

Measurement of Spars

Measurement of Sails

Weighing

In each category, physical data are obtained by the measurer for comparison with allowable maxima and minima.

MEASUREMENT OF HULL, KEEL, SKEG AND RUDDER

Many of the Measurements in this category are taken on an imaginary three-dimensional grid whose position is specified. A base plane is established either optically or mechanically in an accurate position relative to the hull, roughly parallel to the waterline, and located a few centimeters below the hull bottom. Various height measurements are taken perpendicular to the base plane; most lengths and breadths are taken parallel to it. For example, "Keel Heights" are perpendicular distances from the base plane of specified points on the hull bottom.

The Star is measured in an upright position, with base plane level and the hull supported on the keel (Spec. 14). Some flexion of the hull occurs due to its own weight in this position, but conditions are equalized for all boats measured. Certain critical keel and rudder post measurements are taken parallel to the base plane, so even if only these appendages are to be measured, an accurate base plane must be established. Measurements called for in the I.S.C.Y.R.A. Regatta Measurement form, on the other hand, do not require the establishment of a base plane.

Rudders are measured by use of a transparent template available from I.S.C.Y.R.A. Since rudder shape controls are referred to the hull, rudders can-not be properly measured off the boat (Drawing "F"). In addition to shape and height limitations, a minimum radius is specified for any curve of the rudder profile. Skeg measurements are described in Spec. 5.4.

Because virtually every radius in the hull, keel, skeg and rudder is controlled, great care should be taken in fairing a Star that all radii remain in compliance with the controls. Radii can be checked with appropriate radius templates.

MEASUREMENT OF SPARS

Mast lengths are measured from Point "B", which is a point in the hull, not a point on the mast (Spec. 2). The distance in the hull from the mast step to Point "B" is measured and then transferred to the butt of the mast, and the required heights are checked. In fitting a new mast to a boat, care must be taken that the lower band is not less than the minimum height above Point "B", as well as observing height limits.

Boom length is measured to the forward face, that is, the "bottom" of the luff groove in the mast. It is most convenient to measure this with the boom attached. Care must be taken that the measuring standard reach into the luff groove and touch bottom.

MEASUREMENT OF SAILS

Sails are measured to determine compliance with Specifications 12. As well as materials and all dimensions, sails are checked for numbers, insignia and honours, royalty labels, batten pockets, "windows", and all other items specified.

When sails are measured for a championship series or other regatta, and found to comply, they are indelibly and distinctively marked by the measurer. Only sails thus marked may be used in the series.

Drawings are provided in this section to assist in laying out measurement triangles and measuring sails.

Several aspects of the Star are subject to weight control. Sails and parts of the hull, keel and skeg are controlled as to unit weight. Keel, hull and complete boat must meet minimum total weight standards, rigged masts must have a minimum "tip weight" (Spec.

5, 10, 13). Weight of the complete boat and mast tip weight are regularly checked at championship and other series. Yachts are weighed for certification in accordance with Spec. 13.3.

The most desirable scales for these uses are the electronic "load cell" type which give accurate readings with excellent replicability. Various spring and lever types are also used. While scales should be calibrated with test weights to ensure accuracy, the most important characteristic for fairness in regatta weighing is replicability of readings. This should be checked by weighing the same boat, or mast tip, several times before, and, if possible, during the measurement procedure. The scales should give very nearly the same reading at each re-weighing. If differences are noted, the scales should be repaired or replaced. If corrector weights are necessary due to non-compliance with specified minima, the measurer must ensure that these are installed properly and permanently, and weight seals per Spec. 13.3 are in place.

CERTIFICATE

The Measurement Certificate is as much an essential part of a Star as a mast or sails (Spec. 1). Since the Certificate is the boat's proof of eligibility for competition at any level, it must always be current as to ownership information, and be kept readily available. Original copies of the Measurement Certificate are maintained, and duplicates are available for \$10 USD upon application to I.S.C.Y.R.A.

EXPERIMENTS, PECULIARITIES, AND DISCREPANCIES

Technical improvements in the Star have been made during every period of its long history. Most, if not all, are the result of thoughtful experiments by owners seeking to make their boats safer, stronger, and above all, faster. Often such experiments take place in the area of control systems or rigging not limited by the Specifications, in which case measurement procedures are not involved. On the other hand, modifications to areas which are controlled require re-measurement and re-certification before the boat is eligible to compete again at any level. The assistance of the Technical and Technical Advisory Boards is available to owners contemplating such modifications, and should always be sought to ensure continued eligibility.

Some modifications or construction errors may be termed peculiarities in a boat. Spec. 1 and 14 make it clear that such deviations from the standard for a Star are not permitted. Measurers, as well as owners, should be alert for any peculiarity in a boat which might not comply with the intent of the Specifications, and seek the assistance of the Technical and Technical Advisory Boards in determining whether this is the case.

Discrepancies are actual instances of noncompliance with the Plans and Specifications. No boat having a discrepancy is eligible for competition as a Star at any level (Spec 1). Discrepancies should be corrected immediately to avoid any possibility of an ineligible boat being sold as a Star or entered in competition.

In any series the Technical Advisory Board, the Certified Measurers and the Series Measurers are requested to pay attention to possible discrepancies and, in case of evidence, to arrange for adequate correction. In any series, the Technical Advisory Board, the Certified Measurer and the Series Measurer are responsible for the total observance of what is stated in the previous paragraph.

DEFINITIONS

Certain terms related to measuring the Star Class Yacht are defined below for assistance in understanding measurement principles:

BASE LINE. A line in the Centre Plane having a perpendicular distance from the hull bottom at Station 10 of 390 and at Station 1 of 486. Hull Stations are located on the Base Line by measuring forward from the intersection with a line perpendicular to it which passes through Point "T".

BASE PLANE. A plane perpendicular to the Centre Plane, and containing the Base Line.

CENTRE PLANE. A plane containing the centre-lines of the deck and bottom, the axis of the mast, the centre plane of the keel fin, etc.

CHINE POINT. Any point on the curved line defined by the intersection of the extended surface of the side and the extended surface of the bottom. "Chine Heights" are measured from the Base Plane to specified Chine Points; "Chine Half-Breadths" are measured from the Centre Plane to specified Chine Points.

JIBSTAY INTERSECTION. The intersection of the line of action of the jibstay in sailing position with the forward surface of the mast.

POINT "B". See Spec. 2. The height of the deck edge is the height of the Sheer Points, and this may be found by supporting a straightedge on the deck at the proper distance from Point "T", measuring from it vertically to the mast step, and subtracting the offset of the straightedge above the Sheer Points.

POINT "T". See Spec. 2.

PROFILE. The shape of a part of the boat, such as rudder or keel, as projected perpendicular to the Centre Plane.

SHEER POINT. Any point on the curved line defined by the intersection of the extended surface of the side with the extended surface of the deck. "Side Heights" are measured from the Base Plane to specified Sheer Points; Deck Half-Breadths" are measured from the Centre Plane to specified Sheer Points.

TRUE BOTTOM. The actual surface of the hull bottom, or the extended continuation of the arc of the bottom through the keel flange or skeg. "Keel Heights" are taken at specified points on the inter-section of the True Bottom with the Centre Plane.

SAIL PLAN

To assist in interpreting Specification 12.4 See official Star Class Sail Plan, Drawing 5, for additional detail. This can be found on the Star Class website at http://starclass.org/rules_items/sailplan.pdf.

