AGM Minutes Appendix B

Herb Motley handed out these proposed changes and discussion notes at the beginning of the Technical Committee report

Notes on proposed amendments to Article IX of the World International One Design Class By Laws
September 25, 1999

List of builders has been updated.

Paragraph 3. It is common practice to add inside trim ballast to bring boats up to minimum weights, so this restriction should be eliminated. Placement of ballast within the hull is governed by local fleets. No moveable ballast during racing.

Paragraph 4. These original fittings are obsolete in most fleets rendering this item moot. There may be some sentiment to retain this as an historical codicil for fleets where this information is honored.

Paragraph 6 is new. This governs the placement of the mast within the boat and provides limits to moving it forward or aft. It also provides a quick measurement guide for determining compliance. Paragraph 6A. Forbids mechanism for moving mast in the step during a race.

Paragraph 9 restricts the use of new lightweight plywood when rebuilding decks on wooden boats. Saving weight here will affect the heeling moment of the boat unfairly.

Paragraph 13 specifies the use of the original Bjarne Aas rigging plan on aluminum spars for future fleets or for any current fleet contemplating a new mast program. This restores the one design nature of the class and draws on nearly 20 years' experience with the durability of different spar sections. Perpetuation of existing other rigging plans grandfathered with approval of World Class Technical Chairman.

Paragraph 22 codifies the 1963 Long Island Sound certificate of measurements as modified in 1999 to reflect the use of aluminum spars and fibreglass hulls. This provides a useful checklist for local fleets to determine whether a boat or boats are in compliance with the one-design rules of the class.

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World Class Association

Article IX. Hull Specifications

Note: proposed changes are in brackets [ ] and italicized.
See paragraph 3 regarding inside ballast,
Paragraph 4 regarding traditional fittings,
The addition of a new paragraph 6 regarding mast placement
Paragraph 9 restricting the use of lightweight plywood on decks
Paragraph 13 regarding the use of the original Bjarne Aas rig on new aluminum spars
New paragraph 22 providing for a checklist for local boat measurement.

Hulls shall be built only by the Association-appointed builders. Authorized Builders are as follows:

Appointment Date	**Construction Period**	**Authorized Material**	**Builder**
1936	1936-1967	Wood	A.S. Bjarne Aas Yacht Verft, Ltd.
	1968-1973	Fiberglass	A.S. Bjarne Aas Yacht Verft, Ltd.
1974	1974-1976	Fiberglass	Henrik Aas

1976	1976-1979	Fiberglass	Harry Farmer
1980	1980-1988	Fiberglass	Able Marine, Southwest Harbor ME Bermuda IOD Company, Ltd.
1989	1990-1994	Fiberglass	Silvers Marine, Ltd., Rosneath, Scotland
	1990-1995	Fiberglass	Offshore Glass Co. Portland, ME
1995	1996-	Fiberglass	Tjorns Yachtservice, Sweden
1997	1997-	Fiberglass	C. W. Hood Yachts, Lynn, MA

1. Wooden hulls shall be in accordance with Plan I, Lines and Offsets, dated June 1936 by Bjarne Aas and Plan II, Working Plan, dated June 1936 by Bjarne Aas as revised and dated March 1963 by Richard de Meslie, as amended by these rules.

2. Fiberglass hulls shall be in accordance with the Plan dated September 1972 by Henrik Aas as amended by these rules.

3. Principal weights and tolerances are as follows: No material may be added to or removed from hull or deck other than routine sanding and painting other than as provided for under Reconstruction (fiberglassing of wooden hulls). The complete yacht shall weigh 6,900 pounds, plus or minus two percent. The lead keel shall be 4,100 pounds, plus or minus two percent, and the complete hull 2,800 pounds, plus or minus two percent. Mast weight wire spreaders attached and stays in place shall be at least 200 pounds, with a center of gravity, not less than 17 above the deck. [No inside trim ballast is allowed. Delete this phrase ??? ADD Movable ballast while racing is forbidden.] Yachts may install a head and carry an outboard motor (maximum 77 pounds) and a fuel container (full weight not to exceed 66 pounds). Weight of the yacht loaded shall in no case exceed 7,262 pounds (7,120 pounds plus two percent).

4. [Should this paragraph be eliminated in its entirety or retained as a reference for the traditional fleets?] Certain fittings are classified as one-design fittings and shall be maintained on all wooden yachts whenever reasonable. Fittings in this category are listed and detailed on Plan V. Fleets may grant a specific exemption to a yacht provided it has been satisfied that reconstruction or replacement of the one-design fitting was not feasible. Replacements should be in bronze or stainless steel, as close as reasonable to the one-design fitting in design and weight. No substitution of aluminum, plastic or other light materials should be allowed, especially on the mast. Yachts built after 1968 are granted an exemption from the Hull section of the Fittings List since fiberglass construction necessitates completely different design of chainplates and the suspension rig is inappropriate.

5. Short Cabin. All yachts built after 1960 shall have the "short cabin" as shown on the Working Plan as revised and dated March 1963. Wooden yachts wishing to remodel to this design are allowed to do so provided the Working Plan is followed and material of design thickness is used. The cabin roof shall be ½" T&G white pine or not leas than 3/8" marine plywood. The cabin bulkhead may be moved or replaced with 5/8" teak or mahogany or ½" marine plywood. The bulkhead on the Revised Working Plan is two rib positions forward of the original 1936 design. Shortening of the cabin beyond this point is not allowed. The hatch area in the cabin top shall not exceed 20" in width or 23" in length.

6. *[Partners, Foretriangle, and Mast Step. The deck partners, through which the mast passes into the step below on the cabin sole, are limited to 9 inches fore and aft dimension. On wooden boats, the reference is the front of the cabin house. The forward partner opening can be no further than 18 inches from the cabin front. On fibreglass boats, the reference is the transom. The aft partner opening can be no further than 21 feet zero inches from the transom and the forward partner opening no further than 21 feet 9 inches from the transom. The "J" measurement is the base of the foretriangle and is restricted to 8 feet 1-inch forward of the forward partner opening. Tolerance on the "J" is plus zero or minus one inch. The Mast Step slot is limited to the fore and aft limits of the partners, perpendicular to the design waterline. Mast step may be built up level to the design waterline.] NEW*

6A. *Mechanism for movement or movement of the base of the mast in the step or at the partners during a race is forbidden.*

7. Cockpit seats may be of optional design but must exist. Total potential seating area between the cockpit coamings must be at least 300 square inches.

8. Cabin seats or bunks may be of optional design but must exist in approximately the location shown on the plans. Total seating surface area must be at least 8 square feet. Design thickness of the surface is 19/32". Minimum thickness should be maintained at not leas than ½".

9. The Deck may be rebuilt in 5/8" T&G pine or in ½" marine plywood [with a minimum weight of 1.56 lbs./sq. ft.]. Additionally, the deck may be fiberglassed if desired. *[or necessary to bring the boat up to minimum weight.]*

10. Cockpit Coamings have a design thickness of 11/16". They may be rebuilt with not less than 5/8" mahogany or teak. Minimum heights above the deck on all boats are 6" at the cabin bulkhead, 4 ½" at the midpoint, and 3" at the after end of the cockpit.

11. Fiberglassing of the hull at the keel, from the keel to the waterline, or from the keel to the sheer is allowed. Design thickness of the hull is 3/4". Preparation of the wooden surface should involve rough sanding but sandblasting may be utilized, in both cases provided the wooded thickness is not reduced to less than 5/8".

12. The addition of a rudder heel pintel, lengthening and strengthening of the mast step, extension of the jumper stays to a control point inside the cabin, and substitution of a swiveling gooseneck fitting are allowed.

13. Fleets may elect to replace wooden spars with aluminum.

Replace this section "The only approved and recommended extrusion is Hood Yacht Systems Section #H5240, which is 5.25" long and 4" wide with a wall thickness of 1/8". The moment of inertia is IXX 6.85"4 and LYY 3.28"4. Weight per foot is 2.36 pounds." It is recommended that a Fleet electing to go with another spar manufacturer attempt to come close these specifications.

With *The only approved and recommended mast extrusion is the Kenyon Marine drawing #FM2027 dated 3/2/81. And the boom extrusion Kenyon #GFB702 dated 1/23/81, which use the original Bjarne Aas rigging plan. This is Hall Spars section number _____. Any Fleet electing to go with another spar manufacturer must duplicate these specifications. Additional spars may be built to extend the life or number of boats in fleets where the prevalent spar does not conform to this section with approval of the World Class Technical Chairman.*

14. Electronic and electrical performance instruments and systems, whether installed or hand held, are prohibited from use during all IOD World Association Inter-Fleet competitions, with the exception that electronic watches and stopwatches are allowed.

15. No fairwaters may be installed where the rudder meets the hull.

16. Travelers for the mainsheet are permitted, but may be prohibited by local Fleet regulations

17. Tiller extensions are permitted, but may be prohibited by local Fleet regulations.

18. Supplemental jib sheets for hauling the jib sheets in any direction ("Barberhauls") are allowed, but may be prohibited by local Fleet regulations.

19. Halyard hooks to reduce compression loading on the mast are allowed.

20. Hatch covers and cabin doors may be removed from the yacht.

21. One-Design Principles - New Yachts after 1981 Fiberglass yachts shall be fabricated only from molds built at the direction of the World Class Association.

    a. Bulkhead and deck configuration shall be as the basic 1963 design regarding cockpit length but may be modified to the original 1936 Long Cabin configuration.
    b. Floorboard height shall be restricted to not higher than the flotation waterline of the hull.
    c. All new hulls shall be weighed for compliance with Class weight specifications
    d. New IOD hulls shall be constructed of fiberglass notwithstanding that any other material may be used, providing it is compatible with weights and measures applicable to one-design standards of the IOD yacht specifications.

22. *The world class association directs the Technical Chairman to provide copies of the Revised Plate VIII to local fleet measurers in order to standardize the boats within each fleet bring all boats into compliance with these one-design rules. NEW*