

DRAFT^{2/17/01}

International One Design World Class Association

Annual General Meeting

Stenungsund Sailingclub, Stenungsund

June 29, 2000

MINUTES

Presiding Officers:

Herb Motley, President

Peter Rugg, Treasurer

Sacha Simmons, Vice President

Wells Bacon, Secretary

1. Call to Order

President Motley called the meeting to order at 11:00 am.

2. Roll Call.

The following fleets were duly represented:

Norway, Asbjörn Johansen

Bermuda, Penny Simmons

Fishers Island, Laurie Rubinow

Long Island Sound, John McNamara

Marblehead, Bruce Dyson

Nantucket, Oliver Coolidge

Northeast Harbor, Scott Redmon

San Francisco, Dennis Germaine

Scotland, Alan Manuel

Sweden, Urban Ristorp

3. Reading of the minutes.

President Motley asked for a waiver of reading.

A motion to waive the reading and approve the minutes was seconded and passed unanimously.

4. Treasurer's Report

Peter Rugg announced that a full copy of the Treasurer's report would be available on the Class web site.

Peter summarized the report stating that there was \$24,000 in the capital account, which is 1,300 more than a year before. Expenses for the year were higher than budgeted in Administration. Insurance and US Sailing expenses were as budgeted. ISAF, Newsletter,

Website, and Advertising expenses were less than budgeted. The Treasurer recommended the existing dues structure be used for the coming year.

Peter added that the class is now the owner of the molds for constructing new boats in the U.S., and in Sweden.

A motion to accept the report was seconded and passed unanimously.

5. Coming events.

Before beginning reports on coming events, Herb asked for a vote of thanks to the Swedish Fleet for their hard work in preparing the 2000 World Championship event, with special recognition of Urban Ristorp & his team.

A resolution of thanks was passed by acclamation.

Greg Mancusi-Ungaro reported that the 2001 World Championship at Marblehead would include boats from Nantucket and Fishers Island providing for at least 17 teams. The date of the event has been set for the week of 9/16/01 – 9/22/01. Registration will be on Saturday with the first race on Sunday. The awards dinner will be Friday evening. Invitations will be sent on June 1.

Sasha Simmons reported that the 2002 World Championship in Bermuda would be held late in the year, possibly as late as November. The fleet expects to have approximately 14 boats available.

Thanks were offered to the Bermuda fleet for the successful Bermuda Race Week event.

The rotation list for the hosting of the World Championship was reviewed, and Sweden was added to the end of the list. The current ten year list is as follows:

Year	Location
2001	Marblehead
2002	Bermuda
2003	Northeast Harbor
2004	Fishers Island
2005	Norway
2006	Long Island Sound
2007	Scotland
2008	Nantucket
2009	San Francisco
2010	Sweden

Greg raised the issue of the coming 75th anniversary of the class, and presented a sweeping vision of a world-wide series of events culminating with a 3-week long event at a central location and the possibility of bringing together 40 IOD's. His ideas included the proposal that each club host a major event sailing IOD's.

Laurie reported that the North American Championship would be held on the weekend of ____ 9-11 with participants arriving on Fishers Island on the Thursday the 8th, and races held on Friday, Saturday & Sunday.

There was a discussion of the limitations on participation in both the Worlds and the North Americans. Greg stated that the current rule should be interpreted as meaning that a sailor who helmed a boat in the Worlds could not do so at the North Americans.

The rotation for the next 3 North American Championships is as follows:

Year	Location
2000	Fishers Island
2001	Long Island Sound
2002	Northeast Harbor

Herb reported that the North Sea Cup would be held in the beginning of September. There will be 6 with the first on a Friday. Invitations have been sent to Nantucket, Bermuda, and 2 each to the European clubs.

5. Discussion Item: World Championship format.

President Motley asked for a discussion of the format of the IOD World Championship Event. In recent years there has been informal discussion around the world of the possibility of revising the format to improve competition and to provide a more enjoyable event for the participants and their guests. In recent years the format has generally been 7 races starting on Monday and finishing on Friday (there were 8 races in Norway 1995). Schedules have typically been limited to a maximum 2 races per day.

Sacha reported that in Bermuda it is not uncommon to have 3 races in a day, and that shorter races and more of them might be a better test of the sailors.

George [my notes attribute this to “George” but I don’t know who that is] commented that more races would be a better idea, but that moving crews between races adds time that makes more races difficult.

Sacha responded that rubber boats are very effective at that job and reduce the time necessary.

Asbjörn stated that they hold 5 races in a day in Norway, finishing by 5:00. The races are 45 minutes to an hour in length.

Bill Widnall felt that short races wouldn’t work in a large fleet due to crowding at the first mark.

John Burnham added that FIS has extended windward legs in their races to separate boats at the mark.

Penny Simmons suggested that with a large fleet the starting line should be more biased toward the flag.

David Rockefeller commented that the discussion was following a good direction, and that he felt there should be more races, but not shorter races.

Peter questioned why the class would not leave it to the organizing club to set the format, allowing the local fleet to tailor the event to the conditions they are familiar with.

Bruce stated that legs of less than 1.25 miles are unworkable, because the lead boat tends to break away early.

7. Technical Committee report

[The tech comm. Chairman] reported that the new mold had been completed at C. W. Hood in Maine, and that a new hull could be produced in 6 weeks.

Scott reported on the boat equalization program underway in Northeast Harbor. The first phase which is nearing completion is the equalization of mast weight. The tip weight is the only measure being modified. There are 2 or 3 masts which are short, and will remain so. Once the mast program is complete, the hulls will be investigated.

Asbjorn stated that European regulations require boats to carry a safety certificate. Peter suggested delegating discussion of the certificate to Lars Bertnsson.

Kevin Farrar reported on his committee's work in developing a common mainsail for the fleets in New England. Kevin has developed a measuring technique that he feels will produce a set of sails with common characteristics, even when produced by different sailmakers. He further commented that the sails currently in use have a narrow groove, which tends to discourage the less experienced sailors.

There were a few questions raised about the possibility of sails cut by different makers performing similarly. Asbjörn commented that with digital cutting equipment, it should be possible to make sails very similar.

8. Fleet Reports

In the interest of getting the sailors out to their boats, it was decided to postpone presentation of the Fleet Reports to the closing ceremony.

9. Election of Officers

The nominating committee of past presidents David Rockefeller, Jr. and John Burnham proposed the following slate of officers:

President: **Herb Motley**

Vice President for Growth & Promotions: **Sacha Simmons**

Vice President for European Builder Relations: **Campbell McAulay**
Vice President for U.S. Builder Relations: **Peter McCausland**
Secretary: **Wells Bacon**
Treasurer: **Peter Rugg**

No other nominations were presented.

A motion to elect the officers as proposed was seconded and passed unanimously.

10. Adjournment

The meeting was adjourned at 12:30 pm.

Respectfully submitted,

Wells Bacon
Secretary