
International One Design World Class Association

Annual General Meeting

Fishers Island

Wednesday, September 22, 2004

MINUTES

Presiding Officers:

Bob Duffy, President

Sacha Simmons, Vice President for Growth & Promotions

Danielle Ames, Vice President for U.S. Builder Relations

Richard Pearce, Secretary

1. Call to Order

President Duffy called the meeting to order and asked for a minute of respect honoring Dick Sykes.

2. Roll Call.

The following fleets were duly represented:

Bermuda

Fishers Island

Nantucket

Scotland

Long Island Sound

Norway

Marblehead

Northeast Harbor

San Francisco

Sweden, none present

3. Reading of the minutes.

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

4. Treasurer's Report – No Report

5. Report of Officers.

President Duffy read a full report of the Class challenges and activities over the past year. The report is attached here as [Appendix A](#).

Danielle Ames, Vice President for U.S. Builder Relations, discussed efforts to control cost of new boats and continued work with C. W. Hood in this area. This item will be discussed later in the meeting.

6. Fleet reports

SFO: Report on upcoming North Americans, and planned team race with MHD. Efforts in fleet building continue. There is interest by some in Washington State area for fleet development.

NEH: The fleet has 31 boats. There is ongoing discussion of the Aluminum Spar transition issue. Several boats are available on the market. NEH fleet building continues with a 501c3 youth sailing program.

MHD: Brisk interest in boats, invited to SFO for team race.

FIS: 11 – 12 boats participating, tremendous effort in preparation for the 2004 Worlds.

NAN: Gracious thanks given for thoughts and remembrances of Dick Sykes. Nantucket Invitational will be held in last weekend in June.

BDA: The fleet is working through some scheduling conflicts that have negatively impacted participation. Boats will be used in the Gold Cup.

SCO: Fleet is shrinking due to the loss of boats to Falmouth and Solent.

NOR: Greetings from Jan Petter Roed, 30 boats total, 15 total racing in two fleets. Planning continues for 2005 World Championships scheduled for the last week in July 2005, 14 boats anticipated.

7. Technical Committee Report

No report.

8. Championship Sites

A motion to approve Norway as host of the 2005 World Championships was seconded and passed unanimously

Year	Location
2005	Norway
2006	Long Island Sound
2007	Scotland / UK
2008	Nantucket
2009	San Francisco
2010	Sweden
2011	Marblehead
2012	Bermuda
2013	Northeast Harbor

9. Other Business

Building Program

The World Class Officers proposed a Class Development Program. The proposal is attached here as [Appendix B](#).

In summary, the program includes the following:

- a) Building of a new deck mold
- b) Development of a new grid mold
- c) Building of a new hull
- d) Purchase of various molds from Hood
- e) Fundraising considerations
 - \$50,000 by North American Fleets
 - \$50,000 in matching funds through benefactors
 - Fleet assessment of \$100/boat/year for three years.

A motion to approve the Class Development Program was seconded and passed by the following vote:

Ayes: SFO, LIS, NAN, FIS, MHD, NEH, BMD, SCO, NOR

Noes: None

Absent: SWE

Upon completion of the vote; Jordy Walker and Sacha Simmons presented a check on behalf of the Bermuda Fleet to President Duffy in the amount of \$10,000 towards the Class Development Program.

360 Degree Penalty

Discussion on the 360 degree penalty instead of 720 degree penalty

A motion to incorporate the 360 degree penalty in the Championship Regulations was seconded and failed by the following vote:

Ayes: BMD, MHD, SCO

Noes: SFO, FIS, NEH, NOR

Absent: LIS, SWE

10. Adjournment

The meeting was adjourned by President Duffy

Respectfully submitted,

Richard S. Pearce

Secretary, International One Design Class World Association

PRESIDENT'S REPORT

INTERNATIONAL ONE DESIGN CLASS ANNUAL GENERAL MEETING SEPTEMBER 22, 2004

Ladies and Gentlemen; friends and guests:

Another year has passed and here we are again at the Annual General Meeting of the Class in the middle of our World Championships to determine who among us is currently the best. As the recent Olympics regatta has shown us this is not always the team you expect to be on the podium and I look forward to finding a new face lifting high the trophy on Friday evening. I regret that I will be unable to attend the dinner, but I salute you, the winners, now, because I know how much effort is required to get to the top.

Anyway, on to other Class matters.

Much of your Executive Committee's time has been spent in preparing the item you will see on your agenda as 'fundraising'. Rather than go over everything twice I will leave further substantial comment until that item of business arises. Suffice it to say that our Class is in stagnation mode – and you know what they say about entities that stagnate, they die. As a Class we must continue to move forward and lay the framework that allows this Class to be around in another fifty years. Not just as a dying class wallowing in history and hanging on to past glories but as a strong and vibrant class with an active racing programme, with beautiful boats.....and with the commitment to survive and prosper.

Your Executive has worked long and hard to find a way of reducing the price of our boats – the feeling was that this is a vital component of being able to sell the boats, not only to new fleets and owners but as a rejuvenation process for the many wooden boats that are starting to show the stress of time. Remember we still have a great many boats that were built in the 1930's.....and they race equally alongside modern fiberglass hulls because of the care taken to ensure that they emerge the same in all major respects, from the builders yard.

More on this further in the agenda.

Perhaps the most disconcerting thing to occur during this past year is the loss of a number of the boats from the Scottish fleet. I am sure we will hear more on this and the reasons behind it in the fleet report from Scotland but it does appear that the Scottish fleet will have lost as many as six boats by the end of this season. High on your Executives priority list is the rejuvenation of this fleet.

On the bright side, the boats are not entirely lost. Four boats have relocated to the small Cornish town of Falmouth on the south coast of the United Kingdom to join a boat that has been there ever since the fleet originally moved out of Cowes and it is possible that

one more boat will join the group before the winter is over. Another boat has moved to Beaulieu near the Isle of Wight and one boat has relocated to Nova Scotia and the historic wooden boat area of Chester.

The Nova Scotia vessel is in the ownership of a Class stalwart and the hope is that a fleet may develop in that location.

As your president, I have met with the movers and shakers of the Falmouth group and as your technical Chair also correspond with them regularly providing such information as they need to rebuild the boats. My thanks go to Bruce Dyson for his support and for being prepared to impart 'tricks and procedures' learned over the many years of rebuilding boats in this area of the world.

The prime mover in Falmouth is a wooden boat builder and they hope to have a minimum of four boats racing next season. If this turns out to be the case your Executive proposes that they be considered for invitation to events, other than the world championship, during the next two seasons. This is permitted under our constitution to encourage the development of new fleets.

Turning to communications – we continue to struggle. Due to pressures of work Herb Motley had to stand down as 'scribe' (Herb, thanks for taking it as far as you were able) and this unenviable task was taken on by Greg Mancusi-Ungaro who together with Danielle Ames and Steve Maderia have been working to try and establish an electronic newsletter. In its infancy it will be 'old news' but as it gets going we hope that your input, on all sorts of levels, will make it an interesting and vibrant addition to our world web site. If the logistics can be overcome, and they may be by the time I am reading this, you could even have the newsletter delivered directly to your door.....or at least to your electronic mailbox!

Last year the Class presented Peter Rugg with a print of racing IOD's – well, sort of. Your President at the time (that would be me) failed to carry the print up from Bermuda, so, Peter, come on up and have your gift properly presented with the grateful thanks of the Class for the 13 years in which you were unable to avoid being re-elected as treasurer and financial advisor.

On a final note our sincere thanks as a Class go to all the members, friends and volunteers of the Fisher's Island fleet who have spent the best part of the last year preparing for this event. – and no, I am not going to try naming any of them. I will forget someone and then be in real trouble. Their task was not easy considering that they have to account for almost every minute of your time.

Lastly, to my friends and colleagues on your Executive – a very big thank you. Without your help, advice and support over the last year life would have been very difficult.

Thankyou.