

International One Design World Class Association  
Annual General Meeting  
American Yacht Club  
Wednesday, September 13, 2006  
MINUTES

---

Contents:

1.	Call to Order.....	2
2.	Roll Call .....	2
3.	Reading of Minutes.....	2
4.	Treasurer's Report.....	2
5.	President's Report .....	2
6.	VP of Builder's Relations Report.....	4
7.	Fleet Reports .....	4
8.	Selection of Site for Next Championship.....	5
9.	Other Business – Laminate Sail Report from NEH .....	5
10.	Other Business – Discussion of Building Program.....	5
11.	Fleet Status Application – Chester, Nova Scotia and St. Mawes, UK.....	5
12.	Other Business – Masts.....	5
13.	Election of Officers.....	6
14.	Other Business – Appreciation.....	6
15.	Adjournment.....	6

Presiding Officers:

Charlie VanVoorhis, Vice President for U.S. Builder Relations  
Kin Yellott, Treasurer  
Danielle Ames, Secretary

President Robert Duffy and VP Sacha Simmons were unable to attend due to the hurricane in Bermuda that delayed/prevented travel to the event.

**1. Call to Order**

VP VanVoorhis called the meeting to order at approximately 9:15am.

**2. Roll Call**

The following fleets were duly represented:

Norway 1 – Esben Glad

Norway 2 – Martin Rygh

North East Harbor – Susannah Homer

Marblehead – Bill Widhall

Fishers Island – Charlie Van Voorhis

Nantucket – Burgess Green

Bermuda – Jordy Walker

San Francisco – Paul Zupan

Long Island Sound – Jim Bishop, Jr.

Not represented:

Sweden and Scotland

**3. Reading of Minutes**

Motion to waive the reading of the minutes of the Special General Meeting in Bermuda was seconded unanimously approved.

Motion to approve the minutes of the SGM in Bermuda was seconded and unanimously approved.

**4. Treasurer's Report**

Treasurer's report was distributed by Kin Yellott to those in attendance. Kin introduced himself and noted that he took over as treasurer in March 2006. He reported more than \$50K in the bank and that LIS and NEH have not yet paid their dues for 2006. (Appendix A)

Motion to approve the Treasurer's Report was seconded and unanimously approved.

**5. President's Report**

Secretary, Danielle Ames read the President's Report on behalf of President Bob Duffy in his absence.

Ladies and Gentlemen:

First, my apologies for my absence, but as I suspect you are aware I am stuck in Bermuda awaiting a flight to the US in the aftermath of a hurricane. To those who have expressed concern, my thanks. Bermuda fared well and the IOD fleet in particular experienced minor damage given the conditions.

So to Class business... This will be a little lengthy so please bear with me.

The priority item for the year was certainly the completion and presentation of the new Constitution and By-Laws. As you will recollect this item was reviewed at the last annual meeting and subsequently adjourned for consideration at a Special meeting to be convened in Bermuda during International Race Week 2006.

During the winter months of 2005/2006 there were many conference calls and e-mails between the group tasked with producing the documents and with the fleets. The documents were reviewed, modified and accepted in Bermuda and are now available on the WCA website.

Many members were involved but special thanks should go to Greg Mancusi-Ungaro who chaired the group and pushed the project to completion.

**DRAFT**

**September 13, 2006**

The work on these documents is not yet complete. Review of the Class specifications was left to another date because of (a) the complexity (b) the time required and (c) the need to overhaul the Class date-bank of technical details.....more on this in a moment.

Which brings us to the building development programme initiated at the annual meeting in Fisher's Island.

At that meeting the World Class approved the production of a new deck mold, rudder mold and an internal grid mold – the latter unit to provide the ability to build boats quickly (and cost effectively) based on the estimates of new hull requirements over the next few years – and a hull/deck to provide the form work for the new deck mold. This hull/deck to be sold on completion of the new deck mold.

The cost of this programme was to be met by a fleet assessment over a period of three years and by individual support from Friends of the Class.

**Where are we at the moment?**

The rudder mold is completed and has been used to turn out rudders for the Nantucket fleet

The hull/deck is complete and is now available for purchase and finishing and may be sold by the time this meeting takes place.

The new, modified and Class compliant deck mold is complete and is expected to save in the magnitude of 100 man hours in the preparation of a new boat.

The escalating costs on oil products have significantly increased the anticipated cost of the internal grid project – by a possible magnitude of 60%

The internal grid mold is only cost effective for a run of hulls and, for a variety of reasons, the anticipated sales have not materialized

The support anticipated from Friends of the Class (although magnificent in some areas) has been slow in meeting the required goal and I, as your President, may be at fault here in not having effectively explained the programme.

It has also become clear that there are a number of potential purchasers who would prefer to be able to obtain competitive bids from a number of (Class approved) builders. This poses a problem because the Class has worked in a 'hands on' fashion with the approved builders, past and present,(currently one in the United States and one in Sweden) and a number of changes made over the years have not been committed to paper.

In order to be able to approach builders for competitive pricing it is necessary for the Class to be able to present to the builder a comprehensive drawing and specification package on which the builders can bid. We are unable to do this. To this end Charlie VanVoorhis has spent an inordinate amount of time in collating and digitizing the known Class documents and special thanks should go to him for this effort.

Your Executive have been in discussion with a marine architect familiar with the Class with a view to codifying existing Class documents and preparing new detail as required to ensure that each and every boat completed is an International One Design – irrespective of who builds it.

The fees for this work are in the estimated magnitude of \$15,000 with on-costs if we decide to move to a 3D model of the hull form. Worst case scenario is something like \$25,000

Your Executive proposes to meet this expenditure by deferring the building of the internal grid mold and utilizing the funds gathered for this construction on ensuring the Class is in a position to offer builders a comprehensive 'bid package'.

Obviously, a change of direction of this magnitude requires the approval of the membership and the approval of the Friends of the Class who have contributed. This matter is up for discussion at this meeting.

Moving on, the Class has a number of technical issues in hand. One is the experimental use of laminate material for headsails in the NEH fleet and on this agenda you will find a report from the fleet representative together with a sail for your consideration. The other is the matter of masts.

Like it or not we are not a 'one design class'. We have, or so we believe, a one design hull and the efforts noted above are designed to rigorously protect that one design principle. We do not have a one design mast although our Specifications cite a particular rig. Essentially we have two rigs, a double spreader rig and a single spreader rig – and a difference in the size of headsails. This is an issue the Class needs to address – urgently.

Which brings me to your new Executive. You will find a proposed slate of officers from the Chair which will bring Herb Motley back in to the Presidency for a year and Jordy Walker into the position of Executive

**DRAFT**

**September 13, 2006**

Vice President and President elect. Both of these gentlemen are conversant with the history of the Class and the technical issues to be addressed. These appointments will cover the next three years at which time the new succession system set up in the Constitution will become active.

Last, but not least, we have to address the issue of fleet membership. Scotland stands at two boats which is below the minimum requirement for fleet status. However, I would recommend that no action be taken to change the status of the fleet for another two years by which time we will know for certain whether or not, the fleet is capable of resurrection.

On your agenda you will find an application for fleet status from the developing fleets in Chester, Nova Scotia in Canada and in St. Mawes, Cornwall, in the United Kingdom. Chester currently have four boats and St. Mawes seven – which may be ten before the end of the year. The Chair will recommend acceptance of these applications.

As a general comment, all other fleets seem to be in good health and in many there is in fact slow growth.

Finally, after four years as your President I would like to gratefully and sincerely acknowledge the efforts and support of the Executive officers and many other fleet members who contribute to the running of the class.

This ends, you will be glad to hear, the President's report for the year 2006

Respectfully submitted

Robert Duffy

## **6. VP of Builder's Relations Report**

VP VanVoorhis elaborated briefly on the proposed amendments to the building program discussed in the President's Report. He said that we had solicited Jim Taylor (a respected Naval Architect in Marblehead) to develop 10 construction drawings and a laminate schedule in lieu of proceeding with the plans to develop an internal grid mold with the monies raised by the building program since the AGM in FIS in 2004.

Discussion raised from the floor by Kevin Ferrar concerning development of a plug. Mr. Ferrar stipulated that if the fleet owned a plug, that it could be used by any builder to develop molds and would help guarantee that all the molds (independent of where or when they were developed) would be extensively the same.

VP VanVoorhis concluded by assuring that drawings would be circulated for review and approval when complete.

## **7. Fleet Reports**

LIS – Spent the summer getting boats ready for the Worlds. 8 boats raced, 5 qualified in the qualifier. Crews were put on the unused boats to get them ready. One boat is being lost to Nova Scotia. 12 boats are in the area, many boats have not been racing, so the fleet has many other considerations to address before thinking about building new boats. The fleet has many younger members with competing interests and conflicts and the other one design fleets in the area are suffering from a similar drop-off in participation.

NAN – Nantucket fleet is alive and well and very active with 12-13 boats competing each Sunday. Looking to increase the fleet to 15-16 boats after the worlds in 2007. There are lots of people who want to buy, but not lots of people who know how to sail. The fleet has been running Wednesday afternoon clinics for anyone that wants to go for a sail and have found it to be a great way to build interest and get new crews involved. The fleet has had some younger crews participating (under 24) and is concerned about making sure that new boats are the same as the boats that they have presently. Nantucket is happy to host the Worlds in 2007 during the second week of September

NOR – Less activity than last year. 10 boats with close racing between 2 boats. No Swedish boats participated this year, but both fleets together will hopefully get 2 new boats next year. One wooden boat was sold out of the area to Germany.

MHD – 11 boats was the maximum participation this season. 3 boats did not launch. One Design Racing is strong in Marblehead and the IODs are among the strongest fleets in the area and attracting younger people to the fleet.

FIS – 14 boats in fleet – 3 never sailed. Averaged 7-9 boats racing. Racing is quite competitive but the fleet has a few too many boats and not enough people. Looking forward to hosting the Nas the 3<sup>rd</sup> week of August in 2007.

SFO – Wednesday night racing is strong with 8 boats average participation. Averaging about 6 boats on weekends. 2 new teams this year. 2 new teams next year and hoping to get 11 boats out for the last regatta in October. Fleet is preparing to host the worlds in 2008. Travelers are going on the boats and we have a big upcoming discussion about sail purchases.

NEH – John Henry is no longer Fleet Captain. Sandro Vitelli is the new Captain. 13-14 boats participated in the qualifying races. 28 boats were registered. The fleet is undertaking a rewrite of the local constitution to be completed soon.

BER – Very successful Race Week despite a couple of casualties. Craig Davis is the Fleet President. 7 boats appeared in the qualifying series, 5 qualified. Somers won, but his crew elected not to come to the Worlds. Very active Wednesday night series. Gold Cup Starts 10/10, but only 16 teams will participate this year. North Americans were hosted in August.

## **8. Selection of Site for Next Championship**

Nantucket is happy to host the World Championships in 2007. Event will be Sunday-Friday. FIS will host the North American Invitational the 3<sup>rd</sup> week in August and SF is preparing to host the Worlds in September 2008.

## **9. Other Business – Laminate Sail Report from NEH**

Susannah Homer reported success with the laminate sails in NEH and thought she had a sail for review, but it turned out to be the wrong sail. She delivered extensive documentation (Appendix B) on the research of various sail materials that the fleet prepared prior to their decision to use laminates.

## **10. Other Business – Discussion of Building Program**

Susannah Homer made a motion to authorize transfer of funds from the grid mold to the proposed contract with Jim Taylor up to \$25K with periodic updates. Motion seconded and approved without dissent.

## **11. Fleet Status Application – Chester, Nova Scotia and St. Mawes, UK**

Letters of application from Rick Thompson representing the Chester Fleet and Robin Dicker (Appendix C) were circulated and reviewed.

Discussion from the floor concerning whether the fleets were sailing as a fleet and what mast configurations were being used. It was reported that the Chester fleet had 2 boats actively participating in PHRF races with boats originating in Scotland and LIS (both having the LIS mast configuration). In St. Mawes, there are at least 6 boats sailing together with the LIS rigs (all boats originating in Scotland). It was suggested that the Chester fleet should be encouraged to resubmit the application once 3 or more boats have competed together as a fleet and that it should be recommended that they adopt the current class mast specifications (which are based on the original Bjarne Aas design) when they reach a junction where adoption and specification of a fleet mast becomes an issue (i.e. when they have more boats that have come from other fleets with other rigs or requiring purchase of a new rig).

Motion made to accept the St. Mawes application was seconded and unanimously approved.

Motion to delay acceptance of the Chester application until 3 boats are raced as a fleet was seconded and unanimously approved.

## **12. Other Business – Masts**

The mast discussion surrounding the fleet applications prompted a discussion of carbon fiber. Jim Bishop, Jr. offered that carbon fiber spinnaker poles are cheaper than aluminum poles and that it is difficult to make an argument in favor of aluminum. It was also noted that many of the 'classic boats' are adopting carbon fiber masts with wood veneer to preserve the classic facade with modern practicalities. No opposition to carbon fiber was voiced and Susannah Homer offered that NEH was assembling a committee to investigate the pros and cons of carbon fiber. Some suggested that if the mast plan and rig configuration were followed that the material and section were immaterial. Concessions would likely be required to make sure that the weight of CF masts equaled that of legacy rigs during any switch-over. The Exec Comm. requested that the

NEH committee deliver a progress report at Bermuda Race Week. Susannah agreed and the findings are eagerly awaited

**13. Election of Officers**

Herb Motley has agreed to serve as World Class President for 1 year until Jordy Walker is available to assume the role. Therefore the proposed slate of officers is as follows:

- |    |            |                          |
|----|------------|--------------------------|
| a. | President  | Herb Motley – one year   |
| b. | Exec. V.P. | Jordy Walker – two years |
| c. | V.P.       | Charlie VanVoorhis       |
| d. | V.P.       | Sacha Simmons            |
| e. | Treasurer  | Kin Yellott              |
| f. | Secretary  | Danielle Ames            |

**14. Other Business – Appreciation**

Robert Duffy was formally commended for his outstanding tenor as World Class President.

Many thanks were extended to the LIS fleet for hosting this year's championships.

**15. Adjournment**

Motion to adjourn was seconded and unanimously approved.

**DRAFT**

**September 13, 2006**

**Appendix A**

Report to the AGM, Sept. 12, 2006

all transactions are through account with the United States Trust Company  
New York, New York

there are no other accounts

transactions are by check or wire

05 and 06 are now in Quicken program

as of August 31, 2006, the account balance was		\$ 50,164.64	
there are no outstanding checks			
there are deposits in transit, totalling		\$ 2,875.00	
	total		\$ 53,039.64
Balance as of 12/31/2005			\$ 74,472.22
add income			
Dues	\$	4,310.00	
sale of ties	\$	450.00	
	total		\$ 4,760.00
subtract expenses			
Mold related to Chris Hood	\$	24,995.00	
Advertising (Web site, Sailing World Ad)	\$	603.33	
Dues (US Sailing)	\$	100.00	
Printing and Reproduction (Boat plans)	\$	220.31	
Telephone (Exec Comm Conference call)	\$	273.94	
	total		\$ 26,192.58
			\$ 53,039.64

in the mails are dues from Nantucket Fleet  
on the wire are dues and royalty payment from Sweden  
have not heard from LIS or NEH

## Appendix B

Technical Committee, Sandro Vitelli, Chair

February 5, 2005

### Notes on sailcloth tests

The materials tested were:

Contender 6.5 Polykote

Contender Maxx Voyager PEN #9

Seatec Square #3106

### The three types of sailcloth were subjected to the following tests:

1. The samples were made up into approximately 4' x 4' (120 cm x 120 cm) panels consisting of 4 individual panels sewn together.
2. The panels were subjected to a "flutter" test – flown from a flagpole for 96 hours. Weather conditions varied from 12 hours of 30 + knot winds to calm.
3. The panels were visually inspected.
4. After visual inspection, the panels were shipped to North Cloth for additional stretch and breakage testing.
5. The North Cloth tests consisted of cutting 4-1/2" (11.4 cm) diameter plugs of cloth and subjecting them to stretch tests on 3 axes (warp, fill, and bias), and break tests on 2 axes (warp and fill).
6. The tests were repeated using plugs of new material for comparison.

### The visual inspection following the flutter test revealed the following:

1. The Contender Polykote cloth, the most heavily resinated, fared the worst. Its resin stabilizer essentially broke down. While the breakdown was most noticeable at the trailing edge, it was substantial along the luff as well. The material was easily torn by hand, with relatively little effort.
2. The Seatec Square cloth proved to have better resistance to resin breakdown and seemed to retain its structural integrity to a noticeable degree. Breakdown along the trailing edge was considerable, but much less noticeable along the luff. Except for the frayed edge, it was impossible to tear the cloth by hand.
3. The Maxx Voyager cloth showed substantial delamination at the trailing edge, but remained structurally sound at the luff. This material was also impossible to tear by hand, other than at the very edge.

### The North Cloth tests provided the following data:

1. The used Polykote cloth test showed the least satisfactory stretch characteristic. In fact, the used Polykote cloth failed on the fill axis before full load was applied, which is interesting because it is intended to be a primarily fill oriented fabric. The pronounced breakdown of the resin stabilizer noticeably affected its stretch characteristics. The break test revealed that the used cloth had lost over 50% of its strength.
2. The Seatec Square cloth performed well. The only significant change noticed in the stretch test was on the warp axis, where the used cloth showed twice the stretch of new cloth. However, the material showed considerable distortion on the fill axis, both new and used, and noticeable distortion on the bias. The break tests revealed that Seatec Square retained more than 80% of its strength after the flutter test.
3. The best performer in the stretch tests was the Maxx Voyager cloth. At comparable tensions both the new and the used material stretched less than half as much as the two other samples on the warp and fill axes. The bias stretch was comparable to the other materials. In the break tests, the

# DRAFT

# September 13, 2006

new material was comparable in strength to the other two, and the used material retained 50% of its strength.

## Some conclusions:

1. A preliminary conclusion is that the least satisfactory material tested was the Contender Polykote 6.5. Both on visual inspection and in more scientific testing it shows the least resistance to extended use. Our tests clearly show that where long-term shape retention is a concern, it almost certainly would prove unsatisfactory. It relies excessively on heavy resination for its stability.
2. In terms of strength Seatec Square performed well. Although it shows a marked difference in break strength between the fill and the warp axes, the strength retention shown by new v. used cloth is the best shown. Its elongation at the breaking points is comparable to the Contender Polykote.
3. If we accept the premise that stretch control is an accurate indication of sail shape retention, then the Maxx Voyager cloth is the best performer. Both new and used test panels exhibit superior stretch characteristics.

This is an update after conversations with Tom Davis and Brian Doyle at North Cloth, Win Fowler at Maine Sailing Partners, and Will Welles at Quantum Sails.

North Sails has been experimenting with Maxx Voyager cloth, and even built some sails to test. Their conclusion after the tests they did for us and sailing with the sails they built is that it is still somewhat of an unknown quantity. It has great potential for doing precisely what we are looking for, but they feel that its success is dependent on successful bias strand orientation. Both North and Contender feel that bias orientation is crucial. North asked about our prototype, and whether we were satisfied with its shape control properties. Those of us who have sailed with it feel that it needed noticeably less fine tune sheet tending than the Dacron sails, especially in gusty conditions, a result of its low stretch characteristics. It was easy to "dial" in a shape and keep it. Other than perhaps changing it to a slightly fuller shape than what we are currently using, all of us who looked at it liked it a lot. North could not account for the seeming discrepancy in the bias stretch test, but agreed that it looks like the test panel was pulled across the bias strands, not along. North comments that it is a new product, and as such there are no guarantees. They feel that the Seatec Square is probably the safest way to go. It tests well, and has predictable dimensional properties along both warp and fill axes. They repeated that Contender Polykote is a terrific choice for Regatta sails, but feel that it may not have the longevity we require. They agree that we may achieve best results by altering our purchase rotation schedule to a shorter interval between jib purchases.

Win Fowler at MSP believes, after looking at the test results, that the Maxx must have been pulled the wrong way on the bias. As far as accuracy in panel cutting, he is very confident that it can be done. He says he has had no problems along those lines. The determinant factor in precise stack cutting is how flat the material lies, and laminates perform well in that department. What the stretch tests reveal is that the used Maxx cloth initially stretches noticeably at low loads (look at the graph at the 10-lb point) but then the curve flattens out and gives excellent readings. This is because under prolonged flogging (by prolonged we mean serious flogging, similar to what we subjected the test panels to) Mylar will shrink, so what happens when an even strain is applied is that it quickly stretches back to its original dimension – at which point the strain is taken up by the Pentex strands and the stretching diminishes dramatically – then remains stable. This, of course, is a long term use issue, not something you'd worry about between tacks! This is an illustration of its desirable feature, whereas Dacron reacts in the opposite direction, stretching after prolonged use, but not regaining its original shape. Win reiterated that he has always appreciated our continuing custom, and that he would not have suggested Maxx unless he genuinely felt that it would answer our purpose. If we decide to use Dacron, in light of our experience of many years he also recommends shortening the jib purchase interval. If we do so, he feels that using a semi-cross cut configuration somewhat similar to the Maxx prototype might be a good idea, and save us some cash. Essentially it would have tri-radial corners, but be cross-cut in the main body.

The final conversation was with Will Welles at Quantum Sails. His take on the tests is that, after all, the Contender Polykote is the least desirable material. It just did not seem to hold up after the flutter test, and it is pretty much a one-dimensional cloth, heavily biased toward the fill axis. He was somewhat surprised that the resin stabilizer failed so dramatically. Therefore he is favoring either the Maxx Voyager or the Seatec Square. He feels that the Maxx could work really well for us, with the usual caveats about the fact that no data on longevity exist. His recommendations would be that we consider Maxx Voyager Pen 15 rather than the Pen 9 Win suggested. If you look at the samples you have, you'll see that the Pen 15 is slightly heavier by virtue of having more strands for a given area. He suggests that that would ensure better stability over time. The "shiny" sail we tried last summer and fall was Pen 15, and felt a bit stiffer than the MSP sail, but still acceptable. Mildew can be a problem, although the McLube treatment we have requested from both sail makers will help a great deal. Also, he suggests that the sails not be bagged when wet, just rolled up and

# DRAFT

September 13, 2006

stowed; and taken home to dry thoroughly every so often. If we choose the Seatec Square, he recommends the 265 instead of the 310 MSP suggests. This is a slightly lighter cloth. The 310 certainly did test well. He also recommends going to a modified cross-cut sail, especially if we shorten the purchase rotation to three years, which he also recommends for Dacron jibs.

As a point of interest, a month ago I had a long conversation with Larry Leonard, President of Quantum Sails, who was very enthusiastic about the Maxx Voyager cloth and felt that it offers the first real low-tech alternative to woven Dacron he's seen – better performance and competitive pricing. He did not consider longevity an issue.

Speaking of which, both Win and Will are of the opinion that our mainsails have stood up remarkably well, and if built in the present configuration should go for five years, with perhaps a class-wide tweaking after three years. North, Quantum, and MSP feel that the break tests are relatively unimportant, since no sail would ever be subjected to strains anywhere near severe enough to actually break it. (July 2005 postscript: we did break two jibs, they both split horizontally from luff to leach. The incident occurred when two boats hooked masts, parting the headstays and transferring the entire strain on the jibs ...)

## Some conclusions for discussion:

1. The general consensus seems to be that the Maxx Voyager could very well be a significant next step in our quest for shape retention over time. It certainly exhibits excellent shape holding characteristics. All agree that no predictions about longevity can be made at this point, although the tests were satisfactory and most encouraging.
2. There is a consensus also about the fact that Seatec Square is the way to go if we don't use Maxx Voyager.
3. There is a consensus that we need to increase the frequency of our jib purchase. The World By-Laws recommend a 3/jib – 4/spinnaker – 5/mainsail purchase rotation.
4. One point to consider is that if we decide to go ahead with the Maxx Voyager sail we can monitor its performance carefully. If after two years it begins to show signs of wear, we can then change our purchase rotation to three years for jibs, something we would have to do anyway if we choose Dacron jibs.
5. Alternatively, we can vote to sail with our existing jibs for a fifth season (!) and present the issue at the AGM next summer.
6. We would like to point out that, contrary to what appears to be a widely held belief, Maxx cloth uses no new technology. North Sails started producing Norlam (a Mylar film glued between two layers of Dacron) 25 years ago, in 1980, and has been using it successfully since. Maxx is a variant of the same technology.

## September, 2006, Update

After some thought, we asked the chosen sailmaker, Maine Sailing Partners, to make the jibs slightly fuller in shape, with a wider "groove," than our previous generation sails. The sails were built with a carbon fiber tape inserted along the luff, virtually eliminating stretch and making very small halyard tension adjustments effective. We ordered the sails treated with McLube, and to date mildew has not been a problem.

The winning bid for the jibs was \$764.00 for the Seatec Square Weave, and \$823.00 for the Contender Maxx Voyager, a difference of \$59.00. We felt that this satisfied any concerns about containing costs, as expressed by the WCA at the time.

A fleet-wide poll of the Northeast Harbor IOD class, taken after two full racing seasons with Contender Maxx cloth jibs, has produced no complaints. The respondents continue to feel that the sails have kept their original shape remarkably well; the material has shown no signs of deterioration or delamination; and everyone keeps commenting on how sensitive they are to small trim changes. Interestingly enough, there have been a few remarks about the fact that they are "stealth" sails, very quiet when luffing during a tack; one cannot rely on hearing one's opponents tack! The material is lighter than a comparable Dacron sail, and has a softer "hand."

Several members of our fleet have mentioned that they are looking forward to having mainsails made using the same material.