

INTERNATIONAL ONE DESIGN CLASS
WORLD CLASS ASSOCIATION-2011 ANNUAL GENERAL MEETING
Wednesday, June 15, 2011
Marblehead, MA

Minutes

- 1) Charlie Van Voorhis nominated chairperson of the meeting
- 2) Moment of silence for Jordy Walker
- 3) Roll call of fleets:
 - Fishers Island-present
 - Long Island Sound-present
 - Marblehead-present
 - Nantucket-present
 - Northeast Harbor-present
 - San Francisco-present
 - Bermuda-present
 - Chester-absent
 - Norway-Inner Oslo Fjord-present
 - Norway-Outer Oslo Fjord-present
 - Sweden-present
 - UK-absent
- 4) Minutes of the 2010 AGM were approved
- 5) President's report of Bob Duffy was read by Charlie
- 6) Treasurer's report was accepted
- 7) Bermuda-2012 World's
 - Starting to organize at the end of August 2011
 - It will take place October 28th-November 4th
 - 13-14 boats will be available
- 8) Marblehead is scheduled to host the 2012 North Americans
 - A decision will be made after the current 2011 Worlds
 - Chester has offered to host for either the 2012 or 2013 NA's
 - The fleet has 11 boats
- 9) 2011 North Americans
 - Nantucket-Ian McNiece is the Chairperson
 - 14 boats will be available
 - The event will be held September 15-18th
- 10) Trophies-Herb Motley discussed winners taking responsibility for the trophies and whether the winners should get their own insurance or the class should insure all the trophies. Just in discussion phase.
- 11) Equipment Rules-Want to make fleets more uniform so that fleets can borrow boats and/or racers can bring their own boats to regattas. We will have the guidelines by the next AGM. Want to make all existing boats 'legal'. Don't want to be exclusionary. Herb Motley initiated a round of applause for Charlie's work on these rules.

Charlie passed out the guidelines as a work in progress-black print is the existing wording, red is the new proposal.

The updated proposal will be put on the website next month.

12) Book-Herb Motley gave an introduction.

Sandro Vitali discussed the book. It will be ready the end of September.

2000 copies will be printed.

Photos are needed.

13) Insurance-Twig Burke was not present for the discussion.

Greg Mancusi-Ungaro addressed the issues.

Cost is \$600K for an umbrella and liability policy.

What is the best way to insure regattas? Consider contracting with Chubb or Gowrie so the Worlds and NA's have coverage.

Should the Class purchase a policy?

At the Worlds this week, Marblehead is using a Chubb policy. US Sailing uses Chubb now.

Asbjorn talked about the European policy.

14) Fleet Reports-As of this AGM we were missing reports from Bermuda and Sweden, but the fleet representatives said that nothing had changed since last year's report. All others were submitted in writing in advance of the meeting and will be posted on the website.

15) Election of Officers-

Bob Duffy will serve one more year as President.

Danielle Lawson is the current Executive VP and will become President next year.

Charlie Van Voorhis, Sasha Simmons, Kevin Farrar and Kin Yellot's positions are status quo. Jennifer Miller takes over as Secretary from Danielle. This is Asbjorn's last year as European representative. Urban Risdorf takes over as of today.

Officer positions will be posted on the website.

There was unanimous approval of the slate of officers.

16) Other Business

- There is a boat in Northeast Harbor that carries an IOD logo but has not been measured by the fleet-TBD.

- Greg Mancusi-Ungaro commented on the treasurer's report.

The Class takes in \$9K PA and doesn't spend all of the funds. There is an annual surplus. What will we do with the extra funds? Should dues go down? Should some of that money be allocated as book gifts?

The executive committee should address this issue. It will be put on the agenda for the next AGM.

17) Meeting was adjourned.

Appendix A: President's Report

Thank you all for attending this annual general meeting – not, I am sure the way you really want to spend your day but, never-the-less, a critical part of the management process for the class. Your views are important in directing the efforts of the executive over the next year and approving the actions of the last. I will at least try and keep this short and sweet for you.

2011 has been a year of unprecedented highs and lows.

The high of course, is the celebration of the class's 75th anniversary; not exactly a coming of age – more a case of becoming aged – but more on this in a moment.

The low is the loss of, at least, two people who have been giants in supporting and guiding the class for the last twenty years in the case of one, and fifty years in the case of the other. I speak, as you know, of Beverley Wayne Walker better known to most of us as Jordy and Richard (Dick) Kempe – both of whom passed away just before Christmas of last year after long battles with illnesses.

Dick certainly spent time in the class as a sailor but is better known for his impressive knowledge of the racing rules and the time he gave to many, many championships as chairman of the jury.

Jordy, to Bermudians, was 'Mr. IOD' and the Bermuda fleet is what it is today because of his almost single-minded determination to make it so. This same aggressive go-get-it attitude was applied to the class on a world-wide basis and, thanks to Jordy's guidance, coercion, and in many cases, personal intervention, the class has prospered in many different ways.

We acknowledge their passing with grief and their contributions with gratitude. We acknowledge also that Mary Walker and Neil Kempe are joining us for the jubilee dinner at which time we will make our recognition more tangible. It delights all of us that they will be here and that they count us as close friends.

The high is that we are here in Marblehead for two regattas, one recognizing and applauding the expertise of our best sailors and the other, allowing us to celebrate the fact that we are 75 years old - perhaps still a little short on wisdom, but never-the-less, hanging in there in these tough economic times.

I will not dwell for long on this celebration because you will hear plenty enough about the history of the class at tomorrow's jubilee dinner. Suffice it to say that this extraordinary event could not have happened without the efforts of a lot of people who will also be recognized at the jubilee dinner. However, it would be remiss of me, at this annual general meeting, not to acknowledge, with gratitude, the donation by the family of 'Corny' Shields, a new perpetual trophy recognizing, initially, the winner of the New

England Challenge and, in the future, an act of support or sportsmanship by a class member.

On other class matters we see some fleets building and others in, we trust, temporary decline. In this tough economic climate, not a surprise; it is critical that we work together in a climate of mutual support to encourage fleet development.

Your executive believes it is time to review some of the technical specifications for the class and these will be a matter for discussion by the technical chair.

It is also necessary to address the issue of the “Long Island Sound” rig and formally adopt the configuration – something that has not been done in the thirty plus years that it has been in use.

In a similar vein there has been considerable discussion with respect to the use of carbon fibre as an alternate mast material and further discussion about a new rig configuration that recognizes the advantages of carbon fibre as a building material. Your executive is on record as supporting carbon fibre as a building material but not supporting any move towards another rig configuration. We need to be guided by the membership on this issue and it is open for discussion at this meeting. There is much to be considered and many ramifications. The chair will not accept motions for adoption at this meeting. Please also note that there is a significant amount of discussion material on the WCA website. Which brings me briefly to the WCA website. Your exec. intends to use this technology (with apologies to those who are uncomfortable with it – which includes me) to disseminate information and solicit opinions. Please take the opportunity to regularly review postings and provide feedback. Your opinions are critical to the development of the class; in fact we recommend you make the class website your home page which will keep you abreast of the latest news and developments.

Before my final closing comments, I would like to recognize the dedication of your current executive who have given many hours of their time to conference call over the last year. My sincere thanks to all of them. The chair will table a nomination slate of officers for the ensuing year and i trust it will find your support.

And finally, yes, we are finally at the end, I would like to briefly address the future of the class. We are proud to be 75 years of age. We have a proud history having provided a significant number of the helmsmen and crew in the early years of the America’s Cup 12 metre era. But where are we going? Will we ever reach that glorious three digit mark? To reach this goal we need to plan for it. We need to address the direction the class will go in the short term, say the next five years and then, we need to consider where we wish to be and what we wish to achieve over the next ten and the next twenty years. The class executive has enough to do managing the current events of the class, i therefore propose to set up a forward planning sub-committee chaired by the president elect tasked with considering our future. I also need new faces, new ideas – a fresh approach: and preferably from members who are not already immersed in the management of the class. Please, consider volunteering for this assignment.

I do not want to know what we used to do, I want to know what we need to do to renew our own enthusiasm and to develop the class; and to bring new enthusiastic young sailors in to the fleet. Only then will I feel comfortable that we will achieve the goal of reaching our 100th birthday.

We are currently the custodians of these boats. It is our responsibility to look to the future and ensure that the international one design class remains a vibrant entity. So, as a closure i would leave you with this thought; this guideline to achieving our goals: There are no obstacles, only challenges.

Robert Duffy
Interim President

Appendix B: Treasurer's Report

as of June 11, 2011:

Expenses

advertising in Sailing World Magazine and web design v	\$	558.00
repair and engrave trophies	\$	2,500.00
boat and mold expenses, including storage	\$	3,960.00
expenses related to book publication	\$	150.00
bank fees	\$	45.00
	total	\$ 7,213.00

Income

donation for book publication	\$	15,000.00
fleet dues	\$	7,800.00
	total	\$ 22,800.00

starting balance	\$	19,077.12	
ending balance	\$	34,664.12	\$ 15,587.00

other asset

unfinished "Blue Boat" at Shaw Yachts

Appendix C: Fleet Reports

1. Fishers Island

While our fleet has dwindled some in the past year, we are down from a high of 14 to 10 boats in the fleet, the level of racing continues to rise. Six boats race regularly. Creole and Jane participate sporadically and Allegra and Greyhound are for sale.

Four FI boats made the trip to Marblehead for the Worlds, and three of them competed in the NEC with some success. Thank you to Marblehead Fleet for putting on such a great show and for taking such good care of our boats.

The racing at Fishers has been a wonderful tool for sharpening our game. As Fleet Capt I have personally been more interested in growing the quality of racing by attracting the best sailors available rather than working to build numbers for their sake. While this certainly has helped FI at recent IOD events, a FI newcomer, Ed Kavle, won the NAs in San Francisco last fall, and Bill Reed and his team were 5th at Bermuda Race Week this spring, perhaps it has been at the expense of higher participation.

While the FIYC team of Farrar-Maxwell continue their quest for 470 Gold, a set of Farrar's and Maxwell's will also be joining our fleet this year. The husband & wife team of Jonathan & Isabelle Farrar will join forces with Stuart Cutler and Scott Reed to campaign Duchess while Wes Maxwell (Erin's father) continues to eye available boats as he plans to launch his effort. These two competitive teams may not significantly increase our numbers, they would certainly add tremendous depth to our fleet.

In the spirit of a minor league system, this summer we plan to initiate a mid-week series of six to eight races over three or four Thursday nights to see if there is interest or availability for that time slot, particularly among the younger generation living on the island.

We toy with the idea of rekindling our Fall Match Racing event at Fishers just before the Gold Cup, but are always challenged with weather worries that time of year.

Charlie Van Voorhis, Fleet Captain

2. Long Island Sound

The LIS fleet had regular participation of only four boats during 2010: Marion Maneker, Jennifer Miller, Jim Bishop/Elliott Wislar, and David Mayo/Ed Briganti. Jeff Feehan made it out late in the season and we are hopeful his participation will improve in 2011. For the last few years we have attracted guest skippers to join us during our late season by inviting IOD sailors who live near New York yet sail in other fleets to the NOOD and Columbus Day Weekend Regattas which are run out of Larchmont Yacht Club in September and October. This year's NOOD has been replaced the Leukemia Cup, and

we also plan to participate in the Classic Boat Regatta out of Indian Harbor Yacht Club, both in September.

2010 also marked the permanent loss of Tony Huston's boat Aileen to the Chester fleet when Tony prepared to relocate overseas, bringing our fleet's total boats to eleven.

For 2011, the fleet is gaining newcomer Tim Hecksher, who has chartered Jim Bishop Sr's Makai bringing the number of regular racers to six, and while the number of boats in the water remains low, participation levels for those boats remain high.

James D. Bishop Jr., Fleet Captain

3. Marblehead

The Marblehead Fleet has had a very busy winter preparing for our double regatta events right at the start of the season! A big thanks to all those who will be wondering what to do with themselves when June 18th comes around.

The NE Challenge has just completed and the lessons learned are being factored into the Worlds starting this weekend. (By the time this report is reviewed by the executive it should be well underway). That's our biggest news this year and all of our efforts have been focused on that. We are excited to be hosting these two events and delighted other fleets could participate in the NE Challenge and lend their boats for the worlds. We will have 20 boats for the event, hosting 19 teams with 1 spare. The people lending their boats for the worlds have made the event possible. It really couldn't happen without them.

As for our fleet we are potentially losing a couple of owners this year but hopefully not a couple of boats. I mention only the changes to the ownership situation here in Marblehead. Lori Bate (one of the owners of Small Hotel) has moved South and the future of #33 is a little uncertain. Matt Emans is actively looking for a co-owner(s). We don't know what will happen if he cannot find a suitable partner. Lori and Matt are committed to keeping #33 in our local fleet. # 4 (Kalliste) is newly up for sale. The commitment to race every Saturday proved too onerous for Api Rudich and he has moved onto the more infrequently raced J105 fleet here in Marblehead. We wish him luck! He has kindly allowed us to use #4 for the upcoming worlds.

As a fleet we decided, at our spring meeting, to have a sub-committee look into the long term future of our Marblehead fleet. This committee will be formed once we get a chance to draw breath after the worlds. Its task is to investigate ways to ensure the long term viability and growth of our fleet, to keep current owners and members active and to bring in new members and owners. The committee will report back to our fleet at our fall meeting where we will decide on any action we feel is appropriate.

Every year the Marblehead Racing Association chooses a one design fleet to race for the David J. Smith trophy. This trophy is an opportunity to have the one design fleets do something a little different to their normal format. It's our turn this year and we have chosen a short course (0.5 to 0.75 mile legs) format, with race 1 being WLW, race 2 LWL, race 3 WLW etc. We intend to have coaches on board and the coaches will move from boat to boat. This should provide lots of practice for starts and mark roundings! We will try to get as many races into the day as possible. Leeward starts will add to the fun too!

We are excited about visiting Maine and getting together with NE harbor this Summer for Team racing. This is scheduled for the weekend of August 27th 28th. We are invited to sail with them for their regular format of racing on Saturday and then to compete against them in Team Racing on Sunday.

We had our end of season prize giving at a private home last year to increase participation and fun. We also held it in January and that helped to break up our snowy, snowy winter! The event was very well received and it's worthwhile considering for other fleets who want to increase the fun and amount of socializing over the more traditional sit down and catered type event we have been doing for the last few years.

I'd like to close with thanks to everyone from the World Class and other fleets who have been involved in helping us here in Marblehead bring the two Jubilee events (NE Challenge and Worlds) together. It's amazing just how many people end up getting involved. Thank you.

Best regards,
Ian Morrison, Fleet Captain

4. Nantucket

The Nantucket Fleet has continued to maintain its current strength of 15 active Syndicates representing our 15 IOD's. On average, we typically have 11 -13 boats on the line every Sunday to compete in three windward leeward races. The racing has become increasingly competitive with at least any six teams capable of winning several times each season. There is very little time interval covering the entire fleet finishing every race.

The Nantucket fleet is benefitting from annual visits from Bill Gladstone and North U. and hosting the annual Nantucket Race Week Celebrity Pro Am. The boats themselves are benefitting from upgrades to boom outhauls, jib and main Cunningham controls, Traveler and backstay controls. Next on our wish list is a mainsheet fine tune to satisfy our aging crews! Our continued aim is have the boats as equal as possible. As the boats age, maintenance has become more of a constant issue.

We, however, have large issues that are looming on the horizon: aging of the fleet membership and how to address the natural attrition of the current membership as people retire from sailing these boats. We do run Wednesday clinics for all abilities to encourage involvement in the fleet as either in a crew or ownership capacity. This in itself is probably not going to keep all the boats fully manned unless we somehow overcome the worldwide trend of less participation of all type of sports by the younger generation.

Nantucket sent four boats to Marblehead for the 75th Jubilee and all crews had a great time. We are hosting the 2011 North American Invitational September 15 – 18 and are posting the Notice of Race this week. The annual Nantucket Invitational will be back on the calendar for 2012 in late June after a year's hiatus to make room for the Marblehead regattas.

Ian McNeice

Nantucket IOD Fleet Captain

5. Northeast Harbor

The Northeast Harbor IOD Fleet consistently had 15 participants on the line in July and reached 20 boats on occasion in August. Hosting the World Championship was a monumental undertaking but thanks to countless volunteers, it was very successful. Our total fleet size is about 30 boats with all too many stuck on their moorings or sitting in a boat yard. Fran Charles, our club manager and RC PRO has energized the fleet with rules seminars, gates to windward, leeward and in the mid-course, and interesting variation. We even had an old fashioned Olympic course with reaching last season. On each Wednesday non-spinnaker races have become very popular for those newer sailors getting comfortable with their IODs or experienced folks who want a more relaxed style of sailboat race. This season we look forward to filming the starts and mark roundings in an attempt to improve everyone's performance and give people a fun reason to socialize after sailing at the Fleet House.

Fred Ford, Fleet Captain.

6. San Francisco

I hope you're well and very much enjoying the 75th Anniversary Celebration.

As fleet captain, I am pleased to report the following developments and initiatives the folks in the San Francisco Bay Area have undertaken since the last general meeting:

- New Members

Due chiefly to the efforts of new owners, I can report that the San Francisco Bay Fleet has had the pleasure of welcoming new racing crew this year. In addition to serving as guest crew on several well-established programs, a number of younger folks who participated in the 2010 North American Championships have taken an interest, as well as some seasoned IC sailors who have elected to

buy into the fleet. Despite the current economic malaise, we expect to have at least six boats on the line for each major regatta this year, and I working diligently to insure that we meet or exceed that number. The more casual, Wednesday Evening Series events are consistently well attended, which in my view speaks to the importance of keeping IC sailing a fun, and highly social, occasion.

- Still Concerned

Despite the increase in participation and ownership, we remain concerned about several developments that will certainly affect operations of classic yacht fleets on San Francisco Bay. As mentioned last year, the small craft harbor at the San Francisco Marina was scheduled to undergo a two-year renovation this year. Construction began last week, forcing relocation of five IC's to locations that will certainly complicate regular participation in mid-week sailing events for the foreseeable future. Additionally, while very excited at the prospect of seeing America's Cup competition in our home waters, the impact of these activities (and related crowd control measures) on our racing calendar in 2012 and 2013 remains an open question.

- Governance

In the current economic environment, we find that volunteer time and the skills essential to efficient, effective fleet administration are increasingly difficult to come by. With a view to developing future leadership, I believe we are also focused on enhancing the policies and procedures required for stable, transparent, and collegial conduct of fleet business. We are also exploring opportunities for members outside the officer's group to contribute specialized expertise in fleet administration, as opportunities arise.

Best Wishes from San Francisco,
Greg Meagher, Fleet Captain

7. Bermuda

8. Chester

2010 saw an increase in our fleet and spirited racing. "Enigma" owned by Steve Bush and Peggy Finley is now on the race course and doing well. This boat was built from scratch by Tern Boat Works at Gold River and is the first wooden IOD built for over 40 years. Joining the fleet also was "Ghost" owned by Ken Florence and refurbished by Bill Lutwick at Indian Point. Ken is new to sailboat racing and is taking his time to get to know the boat and improve his sailing skills. Hopefully he will be racing with us this coming year. "Squall" is a beautiful IOD owned by Rick Thompson and brought to Chester from Maine this past spring. She is available to be purchased or chartered for 2011. Steve Moody got excited about buying an IOD and bought "Preemptive Bid" from Fishers Island. He did a wonderful job refurbishing the boat and changed the name to

“O2” (short for Ohop 2”). We are looking forward to having a sailor of Steve’s skill join the fleet on the race course.

The backbone of the fleet, “Zephyr” owned by Shawn Mulrooney, “Elida” owned by Jay Nadelson, “Ibis” owned by Tony Merck and “Mighty Mo” owned by Rick Thompson enjoyed many races in Mahone Bay this past year and we are looking forward to sailing our fleet races on Wednesdays, handicap racing on Saturdays at the Chester Yacht Club, The Classic Cup and Chester Race Week as well as participating at other Club events on the South Shore in 2011. It is shaping up to be a banner year for the Chester IOD Fleet.

Chester has 10 boats and another being refurbished and has offered to host the North American Invitational in 2012 or 2013.

Best Regards, Rick Thompson, Fleet Captain

9. Norway – Inner Oslo Fjord/Outer Oslo Fjord

Since last year we see an increase in activity. By this time we have had some boats sailing for two months. Two or three boats every Wednesday training for the Worlds. There is also additional boats reporting back for the main regattas this year. We may even see an increase in membership fees after this season. So far indication is that we could have as many as 12 boats on the line.

We had two teams at Bermuda Race Week this spring.

Martin Rygh and Odvar Johansen skippering.

We expect 9 boats for Hankoe Race Week and another 3 boats for our class Championship

Unfortunately, Jan Petter Røed is struggling with his health at this time.

Next year Norway will host the North Sea Cup.

I also notice a willingness to host the world’s when our turn comes.

Regards

Asbjorn Johnsen, Fleet Captain

10. Sweden

11. UK

A very brief report on the UK Fleet...

We had six boats afloat in 2010, all wooden, but only two were raced regularly. These two were the only entries in 'Falmouth Week', our qualifying regatta. The other four boats were mostly used for cruising, if at all. Problems remain much the same as last year: crew availability and the personal circumstances of the various owners. We hosted the North Sea Cup in September 2010. Three boats have signed up for Falmouth Week 2011 and we are hoping for a fourth entry. One IOD is for sale.

John Bingham (Fleet Captain)