

AGM Sunday October 28, 2012 - 1PM Bermuda

1) Roll call of fleets:

- Fishers Island -- Charlie Van Voorhis
- Long Island Sound -- Elliott Wislar
- Marblehead -- Herb Motley
- Nantucket -- Ian McNeice
- Northeast Harbor -- David Schoeder
- San Francisco -- Greg Meagher
- Bermuda -- Ray DeSilva
- Chester -- Rick Thompson
- Norway-Inner Oslo Fjord -- Martin Rygh
- Norway-Outer Oslo Fjord -- Esben Glad
- Sweden -- Urban Zachrisson
- UK -- Mike Conlon

2) Approve minutes of the 2011 AGM -- Herb Motley, second: Charlie Van Voorhis

3) President's report of Bob Duffy (Appendix A)

4) Treasurer's report -- not a complete or full report -- 3 significant events

1. Sold the blue boat that the fleet built to facilitate the rebuilding of the deck mold and repaid the loan to JP Roed in full (\$25K). JP subsequently donated much of the \$25K to the Jordy Walker Trust to preserve the fleet in Bermuda.
2. Published the book and sold enough copies (~800) to break even and start to make modest profits on the sale of future copies of the book.
3. Reimbursed the Marblehead Fleet for the tent at the 75th Anniversary celebration

Will reconvene later in the week to review and accept the Treasurer's report

5) 2013 Events: Please make sure the dates for all events are on the website

- Worlds: Fishers Island September 14-20, 2013 -- registration may not be until the 15th -- FIS fleet plan is to host the minimum number of boats -- fleets should not expect multiple invitations
- North American Invitational: Need a host for 2013 NAI -- LIS, next in the rotation is in a rebuilding phase -- executive to go back to Marblehead and inquire as to whether they could host next year -- Herb's unofficial thoughts: Marblehead always interested in helping the world class and sorry that they were not able to host the NAI this year -- reason for scheduling during the season was that people pull their boats for hurricanes in late August -- we will have to move quickly to determine if we can host the NAI -- think Marblehead would like to do it but need to sort out logistics.
- Nantucket Invitational June 14-16, 2013 and Pro-Am August 15-16, 2013
Ian McNeice points out that he has difficulty getting people to come out even for the invitational from Nantucket -- with economics it is difficult to get the people to commit, they seem to be picking and choosing the events that they will do and choose events close to home rather than away events scheduled at the same time.

Ian plans to take a harder line with deadlines and invite more outside (non-IOD) teams to participate.

6) 2014 Events

- Worlds: Tonsberg Seilforening, Norway June 23-27, 2014 -- Registration on the 22nd.
- Chester has offered to host the 2014 NA's for the first time -- sails will all be from the same vintage -- over labor day weekend in 2014 August 28-31, 2014
- Next North Sea Cup in 2014 -- also to be in Tonsberg

7) Revising the Equipment Rules – Charlie Van Voorhis – (draft revision on the website) Charlie proposed that we enact these rules on a trial basis for a year and vote on their adoption at the 2013 AGM. -- Charlie has taken the drawings and married them to the measurements including tolerances. He would like the group to vote to trial the new format of the rules and then vote for their adoption at the AGM in Norway in 2014. The thought is that the fleets should take the new rules back and measure their own boats to check for compliance. -- get the owners to measure their own boats and see where the outliers are to set reasonable tolerances. If we want the class to grow, we have to be able to build boats. Ian has more strict ideas about what constitutes one design. For the first year we just need data collection. David Schoeder moves that individual fleets take the measurements and provide the data before the next AGM. Herb seconds. Motion passes without opposition.

8) Book Update -- one of the things pointed out from the book is that the fleets have all adopted their own versions of the emblem.

9) Fleet Reports: See the website, www.internationalonedesign.org

Sweden -- Urban -- 6 boats for racing 3 fg and 3 wood and hopefully one more #37. Lars has one more that might be finished next year. May - September racing; and hosted the North Sea Cup this year with 3 great sailing days and 2 fleets from Norway, Sweden and UK

Norway -- activity is a little less than in recent years -- difficult to get the owners to get sailing again -- hopefully we can increase activity next year and encourage owners to get their boats out -- distance is a big issue. Fredrickstad fleet is growing from ~3 to 5 boats and they hope to see more of them next year

Marblehead -- had 11 boats racing this year -- no real change in the boats for sale, but disappointing that none of the boats that are for sale raced this year. We continue to hope that some of the inactive boats will change ownership and get on the line. Committee organized last year to try to increase interest. Had a party in Boston and invited some local sailors from other fleets -- Bill tries to get involvement from the Charles River -- last year was the 75th. Greg and Herb are to thank for having a bigger regatta than in the past -- key to building the fleet size was getting other boats in -- lots of teams got to travel and participate in the fleet. Had hoped to host the North American Invitational this year, but there wasn't enough interest and they cancelled the event.

Long Island Sound -- In a rebuilding phase but had the highest participation in recent years -- lots of thanks go to Jim Bishop Sr. and Jr. who chartered boats out to 3 teams this year. Talking about adopting a Nantucket type philosophy where there is more than 1 owner of each boat to try to increase participation. Elliott agrees with Charlie that we should work to normalize the fleets so that it is easier to move boats around and sell/buy boats to and from other fleets.

Fishers Island -- 11 boats in the fleet now but 2 or 3 haven't been sailing for a couple of years. Jonathan Ferrar and Isabelle bought a boat adding an Olympian to the roster. Had a race day where all the skippers were under 20 and it was very successful.

NEH has a similar event that converts a lot of kids out of the Junior Program -- has a beautiful trophy on display in the yacht club which is very successful for building interest in the class -- boat full of kids.

Nantucket -- past season was 15th season for Nantucket's fleet -- amazing how time flies. 11 - 14 boats on the line all summer. Sailing has become much more competitive over the past few years -- any one of 8 boats could win a race. Finishes are very tight -- new sails introduced. Committee decided on North, but they talked them into using Radon cloth and now have a radial cut. Some teething problems, but now are well-received. Invitational and Pro-am keep increasing interest in the fleet -- Wednesday night has introduced some new members to the fleet -- 4 of the people that were on the "sponsored" youth boat have split off and bought their own boat. Challenge is just to keep the entire program flowing with 15 boats. Can foresee dropping down to 13 boats.

Chester -- interesting year continued to grow -- 8 of the 10 boats were racing this year. 2 boats didn't sail due to family health issues. 11th boat is a fiberglass boat that was purchased from the IOD WCA -- went in the water this September and she is ready to go for next year. New website, buzz in the town, lots of interest and looking forward to hosting the North American Invitational in 2014. Made progress on standardizing the sails -- jibs last year, mains this year and spinnakers the following year -- all masts are the same LIS rig. Only had one Marblehead rig that was modified to the LIS formation.

Bermuda -- big project this year was weighing the boats -- couldn't remember weighing ever happening before. Surprised by the results, over 300 lbs difference -- now within 50-60lbs. Most of the boats have been fixed in the right places so that competitors can't tinker with the Gold Cup boats. Put the lead in the cabin floor under a fastened door and some of it in the forward chainplates and some in the back by the traveler, again, to prevent Gold Cup tinkering. Tried to standardize the rigging as well. Saturday sailing has dropped off now with only 4-5 boats on the line. The problem being that quite a few of the crews were work permit holders and have left the island.

San Francisco -- Greg Meager -- New blood fleet officers are contacting college sailors and getting them to come out in mid-week events on Wednesday nights. Talking up the opportunities to travel is very attractive to new, younger members. Outreach from the yacht clubs -- asking what kinds of event formats will interest you guys and what can we do to get more IODs out. Bringing some of the old trophies out of retirement. Syndication is a trend in our area -- more boats are taking on more owners.

Northeast Harbor -- 16-18 boats on the line this year -- we have built and rebuilt the fleet -- momentum in the youth. we are focusing on the youth at the 420 level -- getting the 420 sailors interested by getting them into the boat and allowing them to sail without us - - getting people 'our age' to support the boats as stewards and make them available to the youth Put the carbon fiber spar on hold because we changed our focus to rebuilding the class. Put it in writing that you cannot bring up the masts until you have 2/3rds majority supporting the discussion.

St. Mawes -- 7 hulls in the water but only 5 went into Falmouth week. This year is slightly different -- we had a regatta in July that we shared with other classes at the beginning of the event. We are hoping to make that our nationals earlier in the season -- of the 7 boats, only 2 are owned in the county...very difficult to get everyone on the line because it is a distance for most of the owners to come in if they are not already there.

10) Any other business

Rebuilding the fleets -- David Schoeder -- if we don't rebuild the fleet, we will lose the momentum and be a dead fleet in 15 years. We should focus on devising a way from a strategic standpoint that we can get youth involved. Need to come up with a best practices approach and see if we can think through what has worked the best.

David Schoeder ideas for fleet development: Give a copy of the book to all the local libraries -- put out local press releases. Dedicate one or two members of the fleet who are charged with coordinating crews.

Bob Duffy -- Would like a motion from the floor that the class executive be authorized to expend the funds to make a trophy for services and leave in the hands of the executive committee to determine how much money -- motion by Herb, seconded by Mike Conlon

Would like to make a new non-executive appointment of class historian and we will ask you to approve his nomination with the slate of officers

11) Election of Officers

President -- Danielle Lawson
VP -- Charlie Van Voorhis
VP -- Urban Ristorp
Treasurer Kin Yellot
Secretary -- Jennifer Miller

Other advisors:

David Schoeder
Shawn Mullrooney
Bob Duffy as Past President
Ask Peter McCausland to become involved on strategy committee
Herb Motley as Historian

Bill moves to accept the slate -- Charlie seconded.

12) New cost of boats -- details from Herb. See Appendix B

13) Adjourn meeting – Motion from Greg Meagher, seconded by Charlie

14) Reopened AGM at Awards Dinner, Friday November 2, 2012 – Fleet representatives were all in attendance, Treasurer's Report (Appendix C) was circulated. Floor opened for questions and motion was made, seconded and ratified to approve the Treasurer's Report.

Appendix A: President's Report

Welcome ladies and gentlemen, class members and friends to this the annual general meeting of the class for the year 2012.

Yet another anniversary year, this time for Bermuda to celebrate 75 years of IOD history and that warm feeling that comes with sharing it with friends and remembering that, in many respects, Bermuda was the conceptual birthplace of our class.

Anyway, to matters of business...

Having mentioned celebrations, I should perhaps start with the book that we published to mark the 75th anniversary of the class. Appropriately titled 'The Saga of the International One Design' and edited by a team that comprised two of our class members, Alesandro (Sandro) Vitelli of Northeast Harbor and Herb Motley of Marblehead. The two of them along with Dana Jenkins have produced a book that far exceeded our expectations – partly it should be said, because of the enormous amount of information, anecdotes and graphics supplied by current and past members and friends of the class. If truth be told, part of the delay in the publication of the book was because of this deluge of information. Twice the book was increased in size and even then a lot of material was omitted – enough to write another book.....but don't worry we are not headed in that direction.

2000 copies were printed and to date we have sold something in the region of 800 books, primarily to those still closely involved with the class. Our intent is to expand our sales pitch to alumni and friends as well as entertaining sales through commercial outlets. The production costs are fully paid as you will see from the financial statements so if it takes time to sell the balance it is not costing the class anything but storage fees.

If you have not seen the book I encourage you to do so and there is a copy in the RBYC trophy lounge which you are welcome to browse through.....not, of course, to the extent that you feel you do not need to buy a copy!!

Continuing with financial matters – again covered in the financial statements – you will be glad to hear that the class was finally able to find a buyer for the fiberglass hull originally built to allow development of new class molds. The boat was purchased by a member of the rapidly developing Chester Fleet and now brings their fleet number to eleven boats. The development of this boat and the new molds needed by the class was generously funded by a short term loan from Jan Petter Roed and the class has now repaid that loan in full.....although it turned out to be not so short term: Our thanks to JP for his support.

At your last annual general meeting, Greg Mancusi-Ungaro questioned the need for the class to hold what appears to be a significant sum of money in hand and asked for the class to consider a reduction in membership fees. I believe it is essential for the class to be in a position to be able to fund operations such as the rebuilding of mold parts as previously mentioned without a need for support from individual members. Consequently, I envision no change in our current fee structure but it is for you to guide your new executive if you feel this is an issue to be addressed.

Worldwide fleets are holding their own in terms of total boats but there is certainly a reduction in actively raced boats as you will see from the fleet reports which are posted on the WCA website. However, it also appears there is a trend in most of the fleets towards the introduction of younger sailors. This is a trend that must be vigorously pursued for the future of the class.

Like it or not it is necessary to recognize that many of us, myself included unfortunately, are advancing in age and will be less and less involved in active racing and in the management of the class. The future of the class belongs to you, the next generation, and it is time to step up to the plate and become more involved – both in your individual fleets and in the management of the class.

Perhaps this is also the appropriate time to say a big thank you to the members of the current executive committee, mostly next generation I should add, who have given me their support over the last year and more. If you support the nomination slate later in this meeting you will have a young and dynamic team to lead you.

Last year I gave an undertaking to make more use of the WCA website to disseminate information: to be proactive rather than reactive. Whether this has been successful or not is for you to say. Feedback is important and I encourage you to give it to us.

One matter that has been outstanding for a while is the complete revision of the building and equipment rules of the class. Charlie Van Voorhis, as chairman of the Technical Committee was tasked with completing it over this past year and is about to post a draft paper position on the WCA website. This is a draft position because there are a number of gray areas and we want to trial the rules for a year and solicit feedback during that period. The longer the class exists the more likelihood there is that changes will occur within fleets and certainly within individual boats that make it less certain that the boat is actually an international one design as originally conceived. In codifying our existing rules we are looking to the future to ensure that there is a basic set of requirements that are adhered too. It is important to note that all existing boats are grandfathered: there is no intent to deny any boat the right to continue racing as an IOD.

The current economic conditions are affecting our class as they are much of the western world and, in the short term, this may be reflected in the regattas that are part of our normal racing calendar. This past year saw fleets from Scandinavia and Great Britain duel it out for the North Sea Cup but regrettably the North American championships scheduled to be sailed in Marblehead were cancelled due to lack of support. Concerns have already been expressed by a number of fleets about their ability to host major events in the next few years and this may lead to some changes in the posted schedule of events.

Last year for the anniversary celebrations in Marblehead, 'Corny' Shields, Jr., on behalf of the Shields family, donated a sportsmanship trophy to be awarded for fleet sportsmanship over the previous year or to sportsmanship during the world championship regatta. In soliciting nominees for this award from the fleets it has become clear that there are a number of individuals deserving of class recognition for services over very many years that do not, regrettably, fit in to the deed-of-gift applicable to this trophy. I therefore urge the class to consider the expenditure of funds for the purchase of a trophy, to be awarded as appropriate, recognizing long term service to the class.

As a personal donation to the class I will be inaugurating a new inter-fleet challenge trophy for the North American and Bermuda fleets. This will be a distinctly different format from current events, involving many more class members who are not necessarily at the pinnacle of racing in their home fleets.

Perhaps I may close by repeating a comment from my report of last year which I believe remains as true today as it was then. I said, we are currently the custodians of these boats, and

it is our responsibility to look to the future and ensure that the International One Design Class remains a vibrant entity.

It has been my pleasure and honor to serve a second term as your president and I step down with the full confidence that your new executive is fully aware of and committed to this responsibility.

Respectfully submitted

Robert Duffy
President

Appendix B:

Price Estimate from Shaw Yachts for new fiberglass IOD

North American Construction is built by Shaw Yachts of Thomaston, ME. Bermie Shaw has built three IODs and specializes in short run orders for such one design classes as Wianno Seniors, International 210s and Dark Harbor Twenties among others.

For a variety of reasons, the IOD fleets in North America use two different rigging plans. For this reason, pricing and sale of boats here leave several options to the new owner depending on the location the boat will sail. For this reason, Shaw-built boats are priced a la carte as follows:

- Basic Fiberglass boat with glass deckhouse and seats, teak toe rails, custom bronze hardware package and stainless steel chain plates will be delivered F.O.B. Thomaston for \$37,304 including fleet royalty. All the class specified fittings, placed for one design compliance, will be installed as part of this package.
- Running rigging and sail control lines can meet the owners' specifications. As a point of reference, a recent boat with heavy duty hardware such as used in Nantucket, was equipped with a Harken package for about \$5200 plus installation (\$2,000).
- Mast and boom prices vary with the rig design as noted above, but it should be possible to rig a new boat with spars and attendant rigging for about \$10,000.
- Sails are purchased as a group by each fleet, one each year. A complete new suit should be available for about \$5,000.
- This adds up to a "sail away" price of \$59,504.

In addition:

Shaw Yachts is prepared to upgrade the basic boat with such extras as teak deckhouse and teak seats for additional cost. Or, the new owner may wish to take the basic hull, and install a rigging plans etc. at home.

Many owners enjoy the convenience of having their boats live on trailers in the off season. A suitable trailer can be purchased for between \$7,000-\$8,000.

For further information you may contact the World Class Builder Representative, **Herb** Motley at herbmot@verizon.net or [617-943-5657](tel:617-943-5657).

Shaw Yachts is located right off Route One in Thomaston, Maine. Bermie Shaw can be reached at bucky22@myfairpoint.net or at [207-691-4463](tel:207-691-4463).