

AGM Wednesday June 25, 2014, 1400 hours – Tonsberg Seilforening, Norway

- 1) Roll call of fleets
 - Fishers Island – Charlie Van Voorhis, Kevin Ferrar
 - Long Island Sound – Tim Hechscher
 - Marblehead – Herb Motley, Bill Widhall
 - Nantucket – Pierre Crosby, Roy Weedon
 - Northeast Harbor – David Schoeder, Alessandro Vitelli, Wells Bacon
 - San Francisco – Rich Pearce
 - Bermuda – Penny and Sacha Simmons
 - Chester –
 - Norway-Inner Oslo Fjord – Asbjorn Johnsen, Espen Eggen, Martin Rygh, Knut Tenvig
 - Norway-Outer Oslo Fjord – Asbjorn Johnsen
 - Sweden – Bjorn Wahlstrom
 - UK – Mike Conlin
- 2) Minutes from 2013 AGM approved ([Available on website](#))
- 3) Treasurer's Report from Kin Yellott (see Appendix)
 - WCA also plans to pay for the shipping containers that FIS had made for the perpetual trophies (~\$1300)
- 4) Fleet Reports (See website for reports submitted in advance of the Worlds)
 - Bermuda little change. Jordy walker boats supported by a trust, which will last for ten years. Charlie: World class should help support this fleet. Spinnaker went up 60%: \$1800 new price.
 - Fishers Island: Some boat shuffling... Creole picked up by Brad Burnham as a junior boat to stay within the fleet. Golf dropped by travel lift—will be sailing soon. Should have 11 boats racing this year.
 - North East Harbor: (awaiting revision from David Schoeder) #11 sold to new fleet. All boats are on the island.
 - Doubled money to promote 420s and new dock system. IOD is creating "memories of Maine in the summer time". Huge responses. Get every child out onto an IOD or Luders to get a feel for them. Kids ages? Begin at age 12-14, let them take the helm and feel the power of the boat. Numbers increased from 15 up to as many as 20 on the line.
 - Marblehead Incorporated last year as a 501 (c) 7 nonprofit corporation. 11 Boats active by Race Week. #4 bought by Steve Barrett (formerly Api Rudich's) back on the line. Scarcity of moorings is a major obstacle to new potential owners. Can't dry sail in IOD like an Etchells. Tentative movement by an owner moving away to set up a "Demise Charter" to the fleet. They retain ultimate ownership and the mooring to go with the boat. Fleet will charter her to cover expenses. Formula for sharing proceeds when the boat sells to a new owner.
 - Nantucket 15 boats, no new boats
 - Long Island Sound Now about 4-5 boats. Struggle to get more participation. Try to get a crowd in NYC to come out and join the fun.
 - San Francisco 8 boats capable on any given weekend. 6 regular. New mains and jibs this year. 2 really new skippers in the fleet. Wednesday night races are the biggest draw.
 - Sweden 7 boats racing Thursdays spring and fall. #68 sold to Norway, and Lars built a new one. Boat #71 (sailed here as 40) One mahogany boat
 - Norway, Fred Olsen bought new boat. 85 years old former World Champion. 15 boats racing altogether. Several hard working teams bringing old boats back to service. Hosting worlds this week major work of past year. Fleet hard work appreciated by sailors.
 - St. Mawes, UK 7 boats capable of sailing. But 4 are owned by non-racers. 3 are for sale Small populations and difficulty to get crew. Demographics hard.
 - Frederikstad Fleet: Espen Eggen In two years time have collected 11 IODs. 7-8 sailing each week. Great facilities near Isegran to work on boats. Race in Hankø Some boats come from other existing fleets. Many were derelict. One restored at the museum now completely taken apart. Consider restructuring the Norway class by combining the Inner and Outer Oslo Fjord fleets and adding Frederikstad. Thus Norway would still have two fleets, but distributed differently.
- 5) Worlds – Solicit a motion to accept Nantucket as host of 2015 Worlds (September 13-18, 2015) Motion by Rich Pearce, Second by Simmons – all approve.
- 6) 2016 Worlds – Propose San Francisco to host in 2016 instead of 2017 Motion by Sandro Vitelli, second by Hechscher. All approve.
- 7) Fredrikstad Fleet and challenges of having more fleets.
 - Esben Egger / Asbjorn Johnsen spoke about progress in Fredrikstad
 - While recognizing fleets can help fleet growth, it presents a problem because the Championship Regulations require host fleets to have a boat for every fleet + defending champ + spare. Currently 14 boats required to host Worlds - this is challenging for a number of fleets.
 - Time to start thinking changes that will issue invitations fairly, preserve the international spirit of the Championships, allow fleets to host w/fewer than 14 boats and allow us to recognize new fleets appropriately.
 - Hopefully this will also make the regional invitations (North Sea Cup, North American Invitational) more relevant and competitive and perhaps we could invite outside of our continents.
 - Straw plan put together that would allow hosting with 8 fleets (altho we could set the minimum to be anything). Will start formal conversation when Equip Rules no longer require our attention – please share your thoughts.
 - Charlie: reports on exec discussion. New fleets cause need to revise the invitations to Worlds. A proposed revision from President Lawson is found as Appendix B. Bill Widhall suggested two flights alternating sailors with a qualifying series leading to a final flight for the top championship campaigns. Kevin Farrar did a 470

event this way. Might resolve issues of number of boats. vs. more fleets. LIS would some people be left out? We should not discourage local fleets from being recognized. Easier to balance fees for regatta with double participation.

8) Proposed amendments to CR5 (Note that Invitations to a World Championship are extended by the World Class Association, not the host fleet.)

- Alternative I: Delete CR 5.1 and allow anyone to represent a fleet independent of participation in the qualifying series
- Alternative II: Replace CR 5.1 with: "Helmsperson: An individual shall not be considered as an entrant as a helmsperson unless he/she is a recognized member of his/her fleet and participated in the qualifying races as helmsperson."
- Alternative III: Leave CR 5.1 as is, "Helmspersons: An individual shall not be considered as entrant as a helmsperson unless that individual served as the helmsperson in at least fifty per cent (50%) of the races in their fleet's Qualifying Series."

Asbjorn. Rule CR5.1 is an addition that was not there before. It was added in 2008 to avoid "rock star" coming in just to qualify for worlds. My thought is that present wording (Alternative III above) doesn't take care of intention of rule. "Helmsperson must sail in at least of 50% of qualifying series"

Charlie: WCA exec doesn't want to get into details of local qualifying series.

Sandro: each fleet has its own qualifying system.

Asbjorn moves alternative II from language in agenda. (Local fleet decision) second by Sandro.

Votes cast as representatives directed by their local fleet (some stated they disagreed with their fleet's instructions) 8 in favor; 3 opposed.

Changes in Language: long discussion whether the language clarifies and supports ownership or not

Kevin Farrar: there should be a sub-committee to revisit the language to cover any special circumstance.

Motley pointed out that the current rules give the Executive Committee ability to invite participants outside the normal qualifying rules to cover special circumstances such as that concerning Rick Thompson this year. Rick was unable to sail in 50% of the Chester qualifying races for health reasons. In discussion with the WCA, he said he did NOT want a special invitation to Norway under the provisions of this rule.' Rule 4.3. A majority of the Officers of the Association may decide to extend an invitation to countries with five or more boats, or to a Fleet or individual IOD sailor in order to further growth of the Association, preserve its Fleets, or to further competitive sailing skill. Preference shall be given to Fleets capable of hosting a World Championship

David Schoeder: what we have today is a very simple rule -- you have to have helmed 50% of the races. It further stipulates you have to be a member of the class.

David Schoeder will work with Asbjorn to clarify the language proposed in the change.

Widnall moves to reconsider previous action, Farrar second. 8 to reconsider and 1 opposed.

Widnall moves to table motion with instructions back to executive committee to address his concerns in a proper language. Kevin Farrar seconds motion to table. 7 vote aye; opposed 2 votes.

- After discussion, Asbjorn decided to withdraw his motion for change.

9) New Measurement Rules and Next Steps

- Have received no dissent to passing of new measurement rules.
- Need the fleets to provide fleet-specific rules to add to section A17.1
- At the very least, all fleets should indicate the material (wood, carbon, aluminum) and plan for their rigs, but this is an opportunity to review fleet rules and make sure that the equipment rules are sensible and kicked up to the WCA.

10) ISAF Status

- ISAF Equipment Committee voted in May to reject the IOD class application based on the class not having sufficient boats participate in its World Championships (requirement is 20 for boats of our size).
- Worlds participation is not criteria listed in the ISAF Regulations for recognition as a class but there is no way to appeal.
- Have applied to host a World Championship in 2015 under ISAF Reg 25.6, but don't believe this will be approved.
- Sincere thanks to everyone who assisted in this effort, the outcome is disappointing, but we are satisfied that we have done everything possible.

11) Election of Officers

- President -- Danielle Lawson
- VP -- Charlie Van Voorhis
- VP - Esben Egger (Fredrikstad)

- Treasurer - Kin Yellott
- Secretary -- Jennifer Miller

Rich Pearce SFO moves that one ballot be cast as unanimous approval of the slate. Second Roy Weedon ACK Unanimous vote to accept the slate as presented.

12) Meeting Adjourned at 1530 hour

Respectfully submitted,
Herbert J. Motley, Secretary pro tem

APPENDIX A

IOD WCA 2013-2014

As of May 31, 2014

Treasurer's Report

Significant Activities

Book Proceeds (net after paypal fees, not including shipping)	\$ 1,180.92
Measurement work	\$ 1,500.00
Boat building royalty	\$ 1,475.00

Disbursements

Measurement work	\$ 1,500.00
Bank Fees	\$ 233.70
Book shipping (includes shipping from 2012-2013)	\$ 800.00
	\$ 2,533.70

Receipts

2013 dues	\$ 1,345.00
2014 dues	\$ 2,410.00
Boat building royalty	\$ 1,475.00
Book proceeds from Paypal	\$ 1,180.92
	\$ 6,410.92
	\$ 3,877.22

Statement Balances as of 8/30/2013

\$ 12,844.41

Statement Balances as of 5/31/2014

\$ 16,721.43

Activity in June, 2014

2014 dues received	\$2,820.00
ISAF dues paid	\$333.16
ship books to Europe	\$250.00
bank fees	\$64.95
	\$ 2,171.89

as of annual meeting, funds available

\$ 18,893.32

APPENDIX B – Sample proposed changes to Championship Regulations for Distribution of Invitations when the host fleet doesn't have sufficient boats for representatives from every fleet in the World plus the Returning Champ and spare.

CRIV. Invitations

The WCA Secretary shall solely be responsible for issuing invitations to an IOD World Championship. For planning purposes, the host fleet shall determine the expected number of boats available, and the desirable number of spares, and provide that information to the WCA Secretary as soon as possible prior to the event.

4.1 Definitions

- a. Qualifying Series is defined as a series of four or more races in each of which at least three boats race.
- b. Fleet Size is defined as the number of boats that finished at least four races in the fleet's Qualifying Series.
- c. Fleet Rank is defined as the order of the fleets according to Fleet Size in descending order as further defined in 4.3 below.
- d. Average Participation is the mean of the number of boats that completed each race of the Qualifying Series.
- e. Complete Results is defined as the finish position, helmspersons or co-helmspersons, boats and sail numbers of all boats in all races which comprise the Qualifying Series.

4.2 Eligible Fleets: To be eligible for an invitation to an IOD World Championship, and no later than 60 days before the scheduled start of the World Championship Regatta, a Fleet shall:

- a. Complete a Qualifying Series.
- b. Provide the Complete Results of its Qualifying Series to the WCA Secretary.

4.3 Fleet Rank shall be determined as follows:

- a. The fleet with the largest Fleet Size shall have the highest Fleet Rank and the fleet with the smallest Fleet Size shall have the lowest Fleet Rank.
- b. In the event that more than one fleet had the same Fleet Size, Fleet Rank shall be determined amongst the tied fleets as follows:
 - i. First by the descending order by Average Participation.
 - ii. Second by descending order by number of races in the Qualifying Series.
 - iii. Third by descending order of the number of registered boats in the fleet. A boat is considered registered if she was included in the determination of Fleet Dues according to By-law 3.3.
 - iv. In the event that a tie for Fleet Rank remains, lots shall be drawn by a neutral party.

4.4. Special Invitations

- a. An invitation shall be extended to the Defending Champion or Champions in the case of co-skippers.
- b. A majority of the Officers of the Association may extend an invitation to countries with five or more boats, or to a fleet or individual IOD sailor in order to further growth of the Association, preserve its Fleets, or to further the event.

4.5 Eligible Helmspersons

- a. Single Helmspersons: An individual shall not be eligible to receive an invitation as helmsperson via CR 4.6 unless that individual served as the helmsperson in at least fifty per cent (50%) of the races in their Fleet's Qualifying Series.
- b. Co-helmsperson: In order to recognize and support joint ownership of IODs, a team of two individuals may accept an invitation via CR 4.6 to compete as co-helmspersons in a single entry for the World Championships, provided they adhere to certain requirements described herein.
 - i. The helmspersons acted as co-helmspersons aboard the same boat during their fleets qualifying series.
 - ii. Each of the individuals served as the helmsperson of their boat in at least 40% of the races in their fleet's qualifying series.
 - iii. Each of the individuals served as helmsperson in an approximately equal number of qualifying races.

4.6 Order of Invitations

- a. First, invitations shall be extended to each fleet with the highest Fleet Rank on its continent in turn until an eligible helmsperson or helmspersons from each continent accepts or all fleets on a particular continent have declined.
- b. Second, invitations shall be extended to each fleet with the highest Fleet Rank from a country not already represented by invitations accepted according to CR 4.6 until 3 separate countries are represented via invitations issued in CR 4.6. If no eligible helmsperson(s) from a fleet is/are able to accept the invitation it shall be extended to the fleet with the next highest Fleet Rank from a country not represented by invitations according to CR 4.6 until all fleets from countries not represented by invitations accepted according to CR 4.6 have declined.
- c. Third, an invitation shall be extended to the fleet hosting the World Championship as long as that fleet has not already received an invitation according to CR 4.6.
- f. Fourth, an invitation shall be extended to the fleet that hosted the last World Championship as long as that fleet has not already received an invitation according to CR 4.6.
- g. Fifth, an invitation shall be extended to the fleet that will host the next World Championship as long as that fleet has not already received an invitation according to CR 4.6.
- h. Sixth, remaining invitations shall be extended by Fleet Rank to fleets that have not already received an invitation according to CR 4.6.
- j. Finally, if available, any remaining invitations shall be extended as additional invitations to the fleets each in turn, in descending order of Fleet Rank.