APPLICATION
to become a
WORLD SAILING CLASS

The International One Design ("IOD") Class earnestly desires to reinstate its position as a World Sailing Class. The class has a long and storied history since its founding in 1936 by the legendary Cornelius ‘Silver Fox’ Shields. The class established many important principles of one-design sailing, and has been at the center of international fleet racing, team racing and match racing from time to time over the past 80 years. During the America’s Cup 12 metre era, many of the challengers and defenders honed their skills in the IOD, which is a six metre derivative design. In the modern era, top-flight competitive racing continues with restored 1937 wooden boats and brand new fibreglass boats being equally competitive due to strict adherence to one-design principles. The class executive officers have worked hard over the past several years to strengthen and grow our 12 fleets in Europe and North America. The class governance documents are recently updated in conformance with World Sailing document templates. This application will detail in later sections our compliance with the requirements for class membership set out in World Sailing Regulation 10. In addition, the Class President or another class executive will be present at the World Sailing Meeting in Barcelona in November 2016 and would be pleased to make a short presentation to the Equipment Committee in order to answer any questions that the members of the committee may have.

A high standard of International competitive sailing has been a hallmark of the class since 1937. We presently have 12 Fleets in 6 countries on 2 continents including Stenungsund, Sweden; Oslo and Tonsberg, Norway; St. Mawes, England; Hamilton, Bermuda; Chester, NS, Canada; and Northeast Harbor, Marblehead, Nantucket, Fishers Island, Long Island Sound, and San Francisco in the United States. America’s Cup skippers who spent time in IODs count Briggs Cunningham, Corny Shields, George Hinman, Bob Bavier, Ted Hood, Bill Cox, Eric Ridder, Paul Anderson, Russell Coutts, Jimmy Spithill, and Sir Ben Ainsley among others.

The class has held a Class Championship annually since 1959, and many who sailed distinguished themselves as champions in other classes or in the Olympics such as Fred Olsen, Peter Bromby, John Burnham, Charlie Van Voorhis, Jonathan Wales, Jud Smith, or Isabel Kinsolving. This championship is unique in that it is a “host provided boat” regatta, with boat rotation after every race. This format was developed because of the high cost of transporting heavy displacement keelboats over very long distances coupled with the unfairness of some competitors sailing borrowed or chartered boats while others sail their own familiar boat. This format has proven to be a very fair mechanism of determining a winning skipper and crew.
in a fleet of equalized one-design boats. Entrants are the winners of hotly contested qualification series of races in their home fleets.

Our annual North American invitational regatta, also sailed in host provided boats, has venue rotation with one or more competitors from each of the 8 North American fleets.

The North Sea Cup is sailed every two years in host provided boats to determine our European class champion.

For many decades, Bermuda International Race Week has included a class of International One Designs. Invitations go out to each of the fleets around the world, and a guest skipper is often invited to seed the fleet with top competition. Boats are rotated daily rather than after each race, and competition is fierce.

Nantucket Race Week has included a Pro-Am event in IODs for about the last 10 years. The event provides a celebrity sailor tactician for each amateur crew of 4 people. This successful event raises funding for Nantucket Community Sailing and brings in top name celebrity tacticians from around the world.

C. Sherman Hoyt won The King Edward VII Gold Cup in 1907 then gave it to the Royal Bermuda Yacht Club 30 years later for the winner of an annual match racing event. Held in IODs, this event has been part of the World Match Racing Tour, and won by luminaries such as Johnnie Berntsson, Taylor Canfield, Andy Green, Peter Gilmour, Chris Dickson, Eddie Warden-Owen, Peter Isler, and Jordy Walker.

As presently structured, the annual class championship has not had sufficient host boats in recent years to meet the World Sailing minimum of 20 entrants for our size boat to hold a World Championship. 2015 in Nantucket had 14 boats, 2014 in Norway had 14, 2013 at Fishers Island had 10, 2012 in Bermuda had 13. There are several alternatives to manage this issue. The class has developed a plan for a small fleet championship regatta to be tested in 2016 in San Francisco. Up to 16 entrants will race in 8 boats through a qualifying round. The top 8 boats will then race a championship series with the other 8 in a consolation division. In 2017, in Northeast Harbor we anticipate 20-22 boats for a host boat event in our largest fleet.

We have 7 venues in Norway, Sweden and on the east coast of the US where we can assemble 20 or more boats by moving some from one fleet to another. This gives us the capability to run a World Sailing level championship at least 2 years of every 3 regattas.

There are other alternate structures for larger events, and thus the Class can meet the World Sailing requirements for a minimum 20 boats in a World Championship regatta as required under the rules.

Class Governance has been well managed since 1936. At that time, class rules were established that maintained strict one-design hulls with local fleets required to have sail purchase plans, limitations on haul outs, and other measures to ensure that good sailors of limited means could be competitive without breaking the bank. With the class insignia C, the boats have been known over the decades as Internationals, the International Class, ICs, and over the past 30 years, IODs.

www.internationalonedesign.org/
We have an Active World Class Association that manages governance and rules, class championship regulations, builder programs, and generally supports the local fleets with technical advice, communications, and growth promotion. The International One Design World Class Association is an unincorporated joint venture that has a permanent mailing address in Bermuda.

The class Constitution has recently been updated to be compliant with the World Sailing class governance templates. In addition to the formal class name, it provides for owner control through the fleets with each fleet in good standing having one vote at each general meeting. Dues are collected annually from each boat owner, and associates who may be members of syndicates owning boats, long term charterers, or others with close association with the class. Annual elections are held for the class President, Executive Vice President, other VPs, the Treasurer and Secretary. These elected officers make up the Class Executive that meets regularly to carry on the business of the class between general meetings. The mission of the class association is:

- to promote racing of the International One-Design (IOD) yacht;
- to maintain the "one-design" principles of the IOD Class;
- to ensure fair competition between IODs;
- and to assist in the preservation, maintenance and growth of the world wide IOD community.

This updated Constitution was adopted by vote of the fleets at the Annual General Meeting in Norway in June 2014, and became effective 1 January 2015.

The IOD Class Rules are also World Sailing Template compliant, and took effect 1 January 2015. The Class Constitution and Rules are attached hereto, have minor amendments in preparation for discussion at the next class meeting in a few weeks.

The governance documents are available on the Class website http://www.internationalonedesign.org/constitution-bylaws-and-championship-regulations

The Class maintains equipment and measurement rules and the local fleets have their own rules for local racing. Fleets that desire to have equipment rules more restrictive than the class are required to seek permission from the Class Executive.

The IOD Class has global distribution with individual boats in France, Italy, New Zealand, and other countries, and recognized fleets in 6 countries on 2 continents.

The active boat count is as follows:

- Sweden 12, Norway, about 30, England 6, Bermuda 14, Canada 11, US 90, in the following fleets: San Francisco 8, Long Island Sound 12, Fishers Island 11, Nantucket 15, Marblehead 15, and Northeast Harbor 28. The IODs are members of MNAs in all 6 countries, and certain certificates of membership are attached. Thus the class activity and distribution is in full compliance with Regulation 10 and we make no request for any distribution waiver.

MNA certifications:

- http://www.sailnovascotia.ca/members/members.html
- http://www.ussailing.org/racing/small-boat-racing/one-design/list-of-one-design-classes/
The class owns two sets of molds for building fiberglass boats and licenses their use to builders in Tjorn, Sweden and Chester, NS, Canada. The original 1936 designer and builder of wooden boats was Bjarne Aas of Fredrickstad, Norway. With the onset of the fiberglass era in the early 1960s, the class engaged marine architects and engineers to design a glass layup schedule that replicated in the glass boats the same weight and weight distribution as the wooden boats. This saved the class from obsolescencing the older wooden boats, contrary to most other classes that changed to fiberglass construction. This gives the IOD class a virtually unique ability to have a 1937 wood boat equally competitive with a 2016 fiberglass boat. The molds have been moved from time to time to satisfy demand in Maine, Massachusetts, Canada, Bermuda, Scotland, and Sweden. With the class owning the molds and licensing builders, we maintain better control over our one design process.

The Application fee of £1000 is enclosed. While the link to the class governance documents is above, additional information on the class website can be found here.

The Class is willing to execute a proposed agreement with World Sailing including copyrights, builder licenses conforming with the agreements that we have in place with our builders, and for World Sailing builder fees. Our sail number methodology delegates numbering to the local fleets. We are happy to discuss changes to our sail numbering, but to date, we have rarely had boats from different countries competing on the same start line as most major events are sailed in local host boats. We have read and understood the World Sailing Constitution, Rules and regulations and we are prepared to comply and require compliance at the fleet level.

We understand the World Championship reporting to World Sailing, including reporting of entries, results, champions named, event organization, venue, recommendations for future events and participation levels. Should we be accepted to membership as a World Sailing Class, we would pledge to report World Championship data on a regular basis.

A brilliant summary our class history for the first 25 years is well documented in a 1964 article from Motor Boating magazine: http://www.internationalonedesign.org/home/iods---the-big-little-class Since that time, all the fiberglass boats have been built, fleets disappeared from Oyster Bay, Cowes, Edinburgh and Rhu, and new ones were established in Sweden, Fishers Island, Nantucket, St. Mawes and Chester, and Princess Anne presented trophies at the Class World Championships in Rhu, Scotland in 1990. More historic detail is in the 75th Anniversary book: http://www.internationalonedesign.org/home/iod-book
Present Class leadership includes:

**Peter Rugg** - President
Peter first sailed an International with Cornelius “Glit” Shields Jr. in 1966. He sailed in the Flying Dutchman Olympic Trials in 1968, and has won National, North American, or World level podium positions in Blue Jays, Lightnings, Bullseyes, Shields and IODs and won the 1965 Ivy League Freshman Championships. He has sailed extensively off shore, with full crew or double-handed, and won line honors in the China Sea Race, won Class in Newport to Bermuda 3 times, Marblehead to Halifax, and many races 250 miles or less, mostly as either navigator or skipper. He was awarded the US Sailing Arthur B. Hanson Rescue Medal in 2015. He is a member of Fishers Island Yacht Club, New York Yacht Club, Storm Trysail Club, Royal Ocean Racing Club, and Royal Hong Kong Yacht Club. +1.212.734.1376. Peter@PeterRugg.com

**Charlie Van Voorhis** – EVP and Chairman of the Technical Committee
Charlie’s experience includes intercollegiate sailing at Yale University, twice winning the 8-Metre Worlds, and a 3-time winner of the IOD Worlds. Charlie was also a member of the US Sailing Team and competed in the Finn Olympic Trials in 1988. As a professional architect, his skillset has prepared him well to focus on the technical aspects of naval architecture necessary for his role as technical committee chair for the class. He is a member of the Fishers Island Yacht Club and Fleet Captain of the Fishers Island IOD Class. +1. 508.277.9225 CVanVoorhis@DVVarchitects.com

Comments and Questions should be directed to Mr. Rugg or Mr. Van Voorhis. Other class officers are here: http://www.internationalonedesign.org/contact-us