RULES.

REGULATIONS.

ONE-DESIGN PLANS

The International One-Design Class was conceived to build, maintain and race a fleet of "One-Design yachts, distinctive in appearance and performance, using One-Design sails, to promote and continually improve One-Design racing on Long Island Sound and especially to develop the competitive abilities and capacities of both helmsmen and crews under the fairest and most equal conditions."

The design of the International was inspired by a Six-Metre, created by the famous Norwegian architect and builder, Bjarne Aas in 1935. Cornelius Shields Sr., impressed by her beauty and handling qualities, initiated action for an entire Class similar in appearance and design, but with a loftier rig and a short stowage shelter cabin. Aas submitted plans and specifications in 1936; a syndicate was formed; and in 1937, twenty-five International One-Design yachts commenced racing on Long Island Sound. Since that time, other fleets have been formed in Bermuda; at Oslo and Hankø in Norway; at Cowes, England; and at Marblehead, Northeast Harbor; and San Francisco Bay in the States.

Team Races, Match Racing and World Championships between these eight fleets have provided keen competition and encouraged the exchange of ideas and improved sailing techniques.

The accomplishment of the original objectives and the continuance of the traditions and records established are now entrusted to thirty-three owners who shall have the obligation to properly maintain their yachts, compete well in a majority of the scheduled races and contribute to the betterment of the sport of yacht racing -- and especially to the International One-Design Class.
ONE-DESIGN RULES AND PLANS

The Long Island Sound Fleet shall consist of a maximum of thirty-three yachts designed and built of wood by the Aas Shipyards at Fredrikstad, Norway. Masts and booms shall be built of wood by the Kretzer Boat Works at City Island, NY. All hulls, keels, rudders, spars, rigging, sails, certain fittings and certain inventory must conform to the specifications and weights as set forth in the following eight Class "One-Design Plans":

I. Lines with Table of Off-sets ............ dated June 1936
II. Construction and Working Plan ........... revised March 1963
III. Additional Construction Detail .......... dated December 1955
IV. Spar and Rigging Plan .................. dated March 1959
V. One-Design Fitting Specifications ....... dated May 1964
VI. Sail Plan .................................... present year
VII. General Specification List ............. revised January 1961
VIII. Measurement Check List ............... dated March 15, 1964

Exceptions and Options

Plywood Decks (Mandatory -- yachts built 1960 on) In order to allow for personal
Short Cabin (Mandatory -- yachts built 1960 on) taste and comfort, non-structural
interior changes will be allowed.
Rudder Heel Pintle (Mandatory -- yachts built 1960 on) Additional strengthening in the
area of the mast step including extra floors and strapping is
permitted.
Mast Step -- Size and weight optional
Gooseneck -- Swivel optional
Jumper Stays -- May be led to deck

Measurement Certificates

In order to be scored, eligible for prizes, and to vote, a yacht must conform to all Class Plans and all Class Rules herein and be so certified by the Measurer, the Class Chairman, and the Builder. Such signed Measurement Certificate "shall be valid, until accident, challenge or change in ownership."

Any challenge must be in writing to the Class Officers. The loser shall pay all special measurement costs.
SPECIAL REGULATIONS

Rigging:
All standing rigging must be attached to the "One-Design" fittings at the points so designated in the Spar and Rigging Plan (except the Jumper Stays which may be led from the lower spreader bases to or near the deck.) All running rigging sizes and lengths are optional but Main, Jib and Spinnaker Halyards must be led over sheaves at the designated "One-Design" hoist positions.

Sails:
Mainsails shall be purchased for the entire Class from the sailmaker of their majority vote every 4 years beginning in 1965; Jibs every 2 years beginning in 1966; Spinnakers every 4 years beginning in 1967. Every registered owner shall have his legal obligation to individually pay the sailmaker for the sail ordered for him. An additional Main, Jib and Spinnaker shall be ordered for emergency stand-by. All sails shall be individually coded, measured for "One-Design" conformity, drawn by lot in the presence of Measurer, Rules Administrator, and at least 2 owners and the drawings recorded in Class records. The Sailmaker shall up-date the sail plan each year to include all specification changes.

Once purchased, each sail becomes part of the inventory of that yacht and that original number. Only the Jib, Main and Spinnaker of latest Class Purchase may be used in official Class races.

No re-cutting, no re-roping, no new cloths shall be allowed without the approval of the Class Officers (except adjustment of cloth on Jib wire luff.) Any serious accident involving major sail repairs shall be reported to Class Measurer and Rules Administrator. (Extra Class Main, Jib and Spinnaker available at $5.00 per use.)

Trim:
No outriggers to facilitate trimming shall be allowed. No special fittings on the boom to lead the Spinnaker sheet shall be allowed. However, under the NAYRU Rules the Spinnaker sheet may be trimmed over the leech of the Mainsail. Also, the Spinnaker Pole may be used to wing out the Jib.

No "Go-Fasts", Vangs or Preventers may be led to the Deck, Cabin Floor, Cockpit nor attachments thereto -- except to the Spacer Plates.

Boat Trim:
No inside trim ballast will be allowed at any time. No marine toilets may be installed. No unusual amount or weight of equipment may be carried except a reasonably sized outboard motor, (maximum - 77 lbs.) and an average fuel can. (maximum - 66 lbs.) Neither will any unusual stripping nor lightening of the interior be allowed.

Crew Limit:
No more than six persons may be carried while racing. (Juniors under 13 are not counted.)

Haulouts:
Limited to 3 per racing season. Maximum haulout time -- 120 hours per haulout, plus or minus tides. Four weeks must elapse between each haul, except in case of accident which must be duly reported. Next haulout dates from that accident.

Racing Rules:
The North American Yacht Racing Union Rules, together with the modifications of the Yacht Racing Association of Long Island Sound, shall prevail in all Class races.
MEETING AND MEMBERSHIP

Membership: Voting membership in the International One-Design Class of Long Island Sound shall be limited to the owners of the 33 yachts. Each owner shall be entitled to one vote; part owners may not divide their vote. Also, there shall be three additional categories: Charterers, Alumni, and Crew. Owners and Charterers must be members of a recognized yacht club and Yacht Racing Association of Long Island Sound. In order to be recognized on the starting lines, scored, receive awards and vote on Class affairs, each owner must have a Measurement Certificate for his yacht and all dues, fees, and assessments, sail and measurement charges must be paid in full.

Fall Business Meeting: shall be held immediately after the official racing season, May 1 to October 31. All matters pertaining to the Class Rules and One-Design Plans shall be discussed and settled at this meeting; and a three-fourths vote of all registered owners in good standing is required with respect to such matters. The Sailmaker and Measurer for the next year shall be voted by a simple majority at this meeting.

Spring Business Meeting: shall concern itself with schedules, awards, special and social events, series qualification, worst race exemptions, spinnaker use, prize funds, fees, assessments, measurement costs and all other matters pertaining to the ensuing racing season. A simple majority vote of registered owners in good standing shall determine.

Other Meetings: shall be informal and no changes in rules shall be made between the Fall and Spring Business Meetings. However, if an emergency situation arises --- three-fourths of the Class Officers or one-third of the Registered Owners may request a special Business Meeting. Proper notification, the rule involved, any proposals and meeting date must be given all registered owners in ample time.

Proxies: must be in writing, and in the hands of Class Officers before each meeting and should pertain to the specific questions on the agenda.

Dues: to conduct all necessary Class business, for stationery, printing and plans, publicity and new membership, shall be collected annually:

Owners ............ $33 per boat per calendar year
Alumni ............ $10 (voluntary) per calendar year
Crew .............. $5 (voluntary) per calendar year

* * * * * * * * * * * * * * *

All questions, suggestions and rule interpretations shall be directed to the Committee Chairmen -- with recourse, where necessary, to the Class Officers.
ORGANIZATION
The necessary Officers, Chairmen, Appointees and Services shall be elected, appointed and confirmed according to the following procedures. Accepted parliamentary practices shall be followed. Duties and objectives shall be the enforcement of these Rules, Regulations and One-Design Plans, cooperation with other IOD Fleets and all recognized yachting bodies and dedication to the continuing improvement of skippers, crews and Class.

Class Officers:
Chairman
Fleet Captain
Rules Administrator
Secretary-Treasurer

At each Fall Meeting, the Nominating Committee shall recommend a slate to be elected by simple majority. At least 3 must be owners; one may be a charterer. These officers shall conduct all meetings, and be responsible to the members for their actions, their expenditures, the enforcement of these Rules, Regulations and One-Design Plans and the furtherance of Class objectives.

Committee Chairmen:
Membership
Schedule & Awards
Publicity & Entertainment
Crew Organization

At each Fall Meeting, the Nominating Committee shall recommend these Chairmen to the Class to be confirmed by a simple majority. Three Chairmen must be owners; one may be a charterer. They shall be given policies, budgets, responsibilities and the necessary authority to carry out their assigned duties. They shall report to the Class Officers.

Appointees:
Recorder
Boat Consultant
Racing Rules
Alumni Representative

The Class Officers shall appoint the necessary persons to advise and assist the Committee Chairmen and the Officers in the conduct of Class affairs.

Services:
Builder
Spar Maker
Sailmaker
Measurer

The Spar Maker and the Builder shall not be changed except by a three-quarters vote of the registered owners.

At each Fall Meeting, a measurer and sailmaker shall be elected by a simple majority for the ensuing year.

* * * * * * * * * * * * *

SUMMARY
These Rules, Regulations and One-Design Plans represent the experience of over two hundred owners and skippers during twenty-nine years of competitive racing. They have been tightened to provide fairer racing; yet simplified for easier reference and compliance. Observance in both spirit and letter is essential to preserve and further the International One-Design Class.

These Rules, Regulations and One-Design Plans adopted by a three-fourths majority on October 27, 1965.

William E. John Jr.
Chairman
# ONE DESIGN FITTING SPECIFICATIONS
## INTERNATIONAL ONE CLASS DESIGN

## PART 1

### FITTINGS LIST

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>FORE STAY &amp; TACK PLATE</td>
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<tr>
<td>DECK PARTNER COLLAR</td>
<td></td>
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<td>BACK STAY DECK PLATE</td>
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<td>DECK MAST STEP TH BOD</td>
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<td>SUSPENSION RIG</td>
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<tr>
<td>MAST HEAD FITTING</td>
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<tr>
<td>MAIN Halyard Shackle</td>
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</tr>
<tr>
<td>JUMPER STRUT BASE</td>
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<td>3 4</td>
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<td>2 UPPER SPEADER BASES</td>
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<td>2 8</td>
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<td>FORE STAY &amp; Halyard HOIST</td>
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<td>2 LOWER SPEADER BASES</td>
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<td>GOOSENECK SLIDE</td>
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<td>1 8</td>
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<tr>
<td>BOOM GOOSENECK</td>
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<td>TILER &amp; RUDDER STOCK HEAD FIT.</td>
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<td>RUDDER STOCK</td>
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<tr>
<td>RUDDER PORT STUFFING BOX</td>
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The size, shape, minimum weight and position of all the above fittings are one-design and no derivation except strengthening will be permitted.

All other fittings are optional.
**SPECIFICATIONS**

**FOR**

**INTERNATIONAL ONE-DESIGN YACHTS**

### Principal Dimensions:

<table>
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<tr>
<th>Dimension</th>
<th>Measurement</th>
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<tbody>
<tr>
<td>Length Overall</td>
<td>33'5&quot;</td>
</tr>
<tr>
<td>Length Waterline</td>
<td>21'5&quot;</td>
</tr>
<tr>
<td>Beam Extreme</td>
<td>6'9&quot;</td>
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<tr>
<td>Draft</td>
<td>5'4&quot;</td>
</tr>
<tr>
<td>Lead Keel</td>
<td>4,100 lbs.</td>
</tr>
<tr>
<td>Hull and Keel</td>
<td>6,700 lbs.</td>
</tr>
<tr>
<td>Total Displacement (inc. Spars &amp; Equipment)</td>
<td>7,120 lbs.</td>
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### Materials:

- **Ballast Keel**: Lead poured in same One-Design iron mold.
- **Wood Keel**: Oak fastened to lead with manganese bronze bolts.
- **Foremast**: Oak.
- **Sternpost**: Oak.
- **Floors**: Oak.
- **Frames**: White rock elm or oak.
- **Knees**: Oak or elm.
- **Counterpiece**: Oak or mahogany.
- **Mast Step**: Oak, mahogany, or plywood.
- **Beam Shelves**: Norwegian pine or Oregon pine.
- **Deck Beams**: Norwegian pine.
- **Cabin Top Beams**: Norwegian pine.
- **Planking and Transom**: Mahogany or Oregon pine glued together so no seams are visible, fastened with salt water resistant alloy screws and bolts.
- **Covering Boards**: Mahogany or plywood.
- **Deck**: Norwegian pine or 1/2 plywood, canvas covered if desired.
- **Cabin Top**: Norwegian pine or 3/8 plywood, canvas covered if desired.
- **Bulkhead**: Mahogany or plywood, doors mahogany if desired.
- **Cabin & Cockpit Coaming**: Mahogany.
- **Floor Beams**: Oak, ash, or elm.
- **Floorings**: Mahogany, teak, or plywood.
- **Seat, Bunks & Shelves**: As owner orders.

### Spars:

- **Mast & Boom**: Sitka spruce.

### Fittings:

All One-Design fittings of manganese bronze, monel, or stainless steel to minimum weight.

All other fittings as ordered.

Lifting Ring & Clevis Pin - Manganese bronze.

### Standing Rigging:

All stainless steel wire rope.

### Inventory:

As ordered and to any One-Design rules.

### Sails:

To local fleet rules.

All boats to be finished per owner's specified paints and varnishes and to be delivered on board steamer at Oslo, Norway, in well-made individual cradles.
MEASUREMENT CHECK LIST
INTERNATIONAL ONE-DESIGN CLASS

HULL PARTICULARS:

Length Over All: ........................................... 33' 5"
Waterline Length: ........................................ 22' 5"
Freeboard: .................................................. 8' 9"
Draft: ....................................................... 5' 4"
Foul Deck: .................................................. 13' 2½"
Cable Length OD: ......................................... 4' 1½"
Cable Length ID: .......................................... 3' 6¼"
Cable Length: ............................................. 7' 2"
Cable Weight (1500 ft): ....................... 2' 8½"
Cable Weight (1000 ft): ................................. 4' 1½"
Cable Weight (500 ft): ................................. 7' 1¼"

PRINCIPAL WEIGHTS, GRAVITY CENTERS, FLEXES:

Lead (self weights included): .. 4100 lbs
Half: ........................................................ 6750 lbs
Total (incl. Sails & Specs): ...... 7250 lbs
Mast Base: ............................................... 118 lbs
Mast with Fittings: ......................... 155 lbs
Mast with Fittings, Spreaders & Rigging: .................................. 199 lbs
Jumper Strut Triangles: .................. 2 lbs
Lower Spreader: ...................... 3½ lbs - 4½ lbs
Upper Spreader: ............................ 1 lb - 2 lbs
Boom Base: ........................................... 34 lbs
Boom with Fittings: ...................... 40 lbs
Splice Pole with Fittings: ... 8 lbs

Mast - Center of Gravity from Deck Line: 17½°
Boom - Vertical Deflection maximum at 250 lbs: 1½°
Boom - Horizontal Deflection maximum at 250 lbs: 3½°

REQUIRED INVENTORY:

Anchor or Anchor and Chain - minimum 22 lbs; maximum 26 lbs.
Anchor Rope - minimum ¼” 120’
Compass - minimum 3” card
Gaffs: 6.5” - 8.5”
Life Raft: 100 lbs
Life Jacket: 25 lbs
Flares: 6 packs
First Aid Kit

CERTIFICATE OF MEASUREMENT COMPLIANCE
INTERNATIONAL ONE-DESIGN CLASS OF LONG ISLAND SOUND

Yacht Number: .............................................
Yacht Name: .............................................
Owner: ....................................................
Address: .................................................
Yacht Club: ..............................................
Designer-Builder: ......................................
I.O.D. Chairman: ......................................
Date: .....................................................

This Certificate valid until accident, alteration, change or transfer of ownership