

July 12, 2018

IODWCA President's Report

To the IODWCA Membership:

I report to the class today to let the membership know what the IODWCA has been up to this past year since the AGM in Northeast Harbor last year and in preparation for the upcoming AGM and Worlds in Sweden next month.

The IODWCA has certainly had a very busy 2017-2018 – Most of our 7 committees and 5 executive appointees, made up of 36 volunteers, representing our 263 members and all 12 recognized fleets (including one newly formed in NYC), have been meeting monthly to review and improve their various areas of focus.

At our first meeting last September the new Executive Committee identified five primary goals for the year. They included 1) Reviewing the existing governing documents, 2) Encouraging Fleets to submit Fleet Specific Class Rule Amendments, 3) Improving Communications, 4) Reconciling with the San Francisco Fleet, and 5) Updating our Strategic Plan. I am happy to report that we have made significant progress on all of those fronts.

- The Rules Study Committee has prepared a set of proposed changes to the IODWCA Constitution and Bylaws and there is more about that below.
- The Technical Committee has been working with two fleets to update the Class Rules to reflect those local fleet amendments. Nantucket's rules were approved last December and went into effect this past January.
- The Communications Committee has been meeting regularly and has continued regular publication of our quarterly newsletter. Several members have made real contributions to our social media presence over the past year and our website has been reinvented and continues to improve while adding new content.
- The Technical Committee is currently working with the San Francisco Fleet reviewing their proposed fleet-specific amendments to the class rules and it is my hope that there is room for compromise in that proposal.
- The Strategic Planning Committee published an updated plan in January, and I encourage all of you to read it, [here](#).

Below I will touch on some of the more exciting developments of the past year including the work of our various committees and give you my take of the issues that will be on the [agenda](#) at the 2018 AGM.

North America Building Program

For the first time since the Nantucket Fleet competed its inventory in 2007, multiple boats are being built again in North America. South Shore Marine and Shawn Mulrooney have produced three beautiful new IODs since their building program began in 2017 and a fourth is underway now.

Website

The new class website, iodwca.org went online in January, but remains very much a work-in-progress. A couple of notable additions are the class calendar and updated membership and IOD registry information and I encourage you all to visit. There are three areas already tagged for much needed improvement and they include creating better fleet pages, reorganizing the regattas section, and adding the hall of fame content. As always, we welcome your input and hope that if you can't find something or want something else posted that you reach out and ask.

Committee Work

The Technical Committee has been meeting regularly to review a handful of issues that has included the submission of two sets of fleet specific amendments to the class rules – one from the Nantucket fleet (approved in December, 2017) and the other from San Francisco fleet (submitted in March, 2018). Additionally, they are reviewing our existing class rules with a technical representative from World Sailing for ways to improve the organization and eliminate any ambiguities, and have worked with South Shore Marine in Nova Scotia and Tjörns Yacht Service in Sweden to review the new mast sections being used for modern rigs by.

Items of Note on the Agenda for the AGM

MYC IOD Fleet Status

The Manhattan Yacht Club Fleet has been grown quite rapidly and is up to five boats today. It is likely that they will have as many as six boats racing in New York Harbor this summer. They have applied for recognition by the IODWCA, something the Executive Committee unanimously supports, and a formal vote is schedule for the AGM.

I encourage all of you to support the Manhattan's Fleet's request for IODWCA recognition and vote in favor of the motion.

Proposed Amendments to the Constitution and Bylaws

The Rules Study Committee has been meeting at least monthly since October to review paragraph by paragraph the current IODWCA Constitution and Bylaws. Their draft documents were published and distributed to the entire class membership for review on May 17 and can be found [here](#). After receiving the thoughtful input from a half dozen members, the committee made a few additional edits and actually incorporated many of those carefully considered suggestions. The final version of these documents were then

approved by the Executive Committee and distributed to the membership on June 26, 2018. The final version of the Constitution can be found [here](#), and with markups on, [here](#), and the final version of the Bylaws can be found [here](#), and with markups on, [here](#). I am happy to say that the support for these changes was quite broad and, more often than not, unanimous.

The proposed changes work to accomplish the following goals:

- Bring our governing documents more in line with the current version of the Racing Rules of Sailing
- Allow the use of video conferencing at AGMs
- Clarify the procedures for proxy voting and fleet recognition
- Provide Fleets and Members a clearer avenue for appealing grievances to a higher authority
- Place additional limits on the power of the President and the Executive Committee
- Establish clearer separation of responsibilities/authority between local fleets and the IODWCA:
 - Fleets control eligibility requirements and qualifying procedures for local racing and qualifying series
 - IODWCA and the Technical Committee control the IOD Class Rules
 - Where there may be a conflict between local fleets regulations and the IODWCA governing documents, the IODWCA's rules take precedence

Steve Madeira said it well, when the draft documents were published in May, "While not perfect (as it likely will never be), we do believe that the documents as presented represent a major step forward and encompass many needed changes."

I encourage all of you to read the proposed documents and support the efforts of the Rules Study Committee and vote in favor of the motions.

Norwegian Fleets Name/Location Change

After decades of North American confusion over the difference between the Inner Oslo Fjord Fleet and the Outer Oslo Fjord Fleet, the Norwegian Fleet Association has proposed a couple of changes. The first is to move the Inner Oslo Fjord Fleet to Fredrikstad where IODs were first built and where most of the Inner Fjord Fleet's boats are currently racing. The second is to change the names of the two fleets to better reflect their geographic locations, so that the Inner Oslo Fjord fleet will be called the Fredrikstad Fleet and the Outer Oslo Fjord will be called the Tønsberg Fleet.

I encourage all of you to support the Norwegian Fleets' request for relocating one fleet from the Inner Oslo Fjord to Fredrikstad and renaming that fleet, Fredrikstad, and renaming the Outer Oslo Fjord fleet, Tønsberg, and recommend that you vote in favor of the motion.

International Class Status

From some time in the mid 1990s through 2013, the IOD Class had been recognized by ISAF, and more recently as World Sailing, as a Classic Class. That status allowed our class to continue to use the title of World Championship for our annual class championship with the blessing of the international body that governs our sport. In 2011, World Sailing changed its regulations, ending the classic class status, and required all international classes to meet minimum requirements for hosting World Championships. Given our unique format it was difficult for us to consistently meet the 20 boat minimum and in 2013 the IOD class lost its International Class status.

With some effort and a slightly different approach, that changed, and in March 16, 2017 World Sailing once again recognized the IOD as an International Class. For the price of \$200 per year, the IOD Class has access to all of the resources of World Sailing. These include access to and consultation on how best to improve our class rules. We have sent a representative to World Sailing's annual meeting for the last two years, and the class is now an active participant in the World Sailing Classes Committee. Together with the WS Equipment Committee we are cosponsoring an amendment to the WS Regulations that will modify the regulations to adjust the required number of participants at a World Championship to account for displacement (in addition to length). If passed, and approval seems possible given the support of several heavy displacement classes that include the Swan 45, Farr 40, X-41, Class 40, J-111, X-35, 6-Meter, 8-Meter, 12-Meter, the IODs will only be required to have 12 boats at a World Championship instead of 20, something that aligns far better with our traditional way of doing things.

For those on the executive committee who have actually been working with them, World Sailing has been nothing but supportive and accommodating and I see no reason why that would change. For twenty years our class was a member of ISAF without issue. I believe being recognized by World Sailing does much for our class. It lends credibility to our brand, sets a higher bar for our class administration, allows us to use the title of World Champion with consent, gives us access to international sailing resources for very little money.

Some are suggesting that World Sailing made the IODWCA change our class rules which helped fuel the conflict in the San Francisco fleet, but that it is simply just not accurate. Our class rules were changed in 2014 after four years of review and discussion without any objections from even a single member of our class, and most importantly, after we had already lost our international class status. World Sailing played no role in changing our class rules except for providing the format.

We have been back as a recognized Class in World Sailing now for just over a year, and in that time have worked with great effect proposing modifications to the World Sailing regulations that would govern our own World Championship, so that they better reflect the

historic practice of our class. The proposal which can be found [here](#) will effectively allow our Class to continue our World Championship tradition just the way we have all grown accustomed to it. Leaving World Sailing now would damage the reputation of our class and the goodwill we have been building over the last year.

I think that World Sailing is a net positive for the IOD Class and I do not support the Bermuda proposal to leave at this time. I would prefer that you vote against the motion.

Election of Officers

The Nominating Committee submitted their proposed slate of officers for confirmation at the upcoming AGM. This committee is made up of the immediate past president, Peter Rugg (FIS), Sacha Simmons (BDA), David Rockefeller (NEH), Martin Rygh (NORO) and Colin Sykes (NKT). This group was appointed with the unanimous support of the current Executive Committee. I thank all of them for the efforts.

I ask that you endorse their work by supporting the proposed slate of officers and voting in favor of the motion.

I am so looking forward to my upcoming visit to Stenungsund this summer and the gracious hospitality that awaits. I hope to see many of you there either at the AGM or on the race course. I wish all of you a great summer of IOD racing and good fellowship.

Respectfully yours,



Charlie Van Voorhis, President
International One Design World Class Association