

## INTERNATIONAL ONE DESIGN WORLDS



**Above: Parade of spinnakers on Soames Sound, a natural fjord where these Norwegian-designed boats looked at home**  
**Left, right: The wind generally co-operated to provide outstanding sailing**



got very involved. He reconnected the Northeast Harbor Fleet with the rest of the fleets around the world. That really stimulated a lot of interest.

“What kept them going, I guess, is that they’re beautiful boats and they’re fun to sail. And it’s the only class here that has this connection to the other fleets and has the World Championships and the North American championships and all these different regattas.

“That creates interest, because if you win a July series or an August series here, that gives you the right to represent Northeast Harbor at one of these regattas and Bermuda Race Week.”

### **A very international field...**

At the skippers’ meeting on Monday morning, crews received their initial boat assignments and reviewed the rules for the event. As is customary on the IOD circuit,

course of days to level the field of competition. There are 12 IOD fleets around the world, including the newest one in Chester, Nova Scotia, and they were well represented here. The visiting international teams (and their skippers) were Bermuda (Penny Simmons and Craig Davis), Norway (Martin Rygh), Nova Scotia (Rick Thompson), Sweden (2009 champion Urban Ristorp and Björn Wahlström), and St Mawes UK (Mike Conlin).

### **... and the American teams**

The American teams included Fishers Island (John Burnham and Charlie VanVoorhis), Long Island Sound (Elliott Wislar and Jennifer Miller), San Francisco (Jim Hennefer and Spencer Fulwieler), Marblehead (Bill Widnall and Herb Motley), Nantucket (Peter McCausland and Ian McNeice), and Northeast Harbor (Bill Dowling, John Henry, and David

Northeast Harbor has the largest fleet of any of the associated organisations and fielded 20 boats for the event. Many of these were part of the original contingent of boats shipped by freighter from Norway by builder Bjarne Aas in the 1930s.

### **Broken booms and antique hardware**

With that many antique boats under sail – despite the best efforts of the fleet to prepare them for racing – it was not surprising that there would be some hardware failures and outright breakdowns.

As practice racing was about to begin, the first calamity befell the eventual winner, Elliott Wislar, and his crew when a backstay parted and the boat’s mast came crashing down in 20-plus knot winds. A major disappointment, but fortunately no one was hurt.

Broken booms and technical difficulties relating to operating unfamiliar antique

**International One Design**

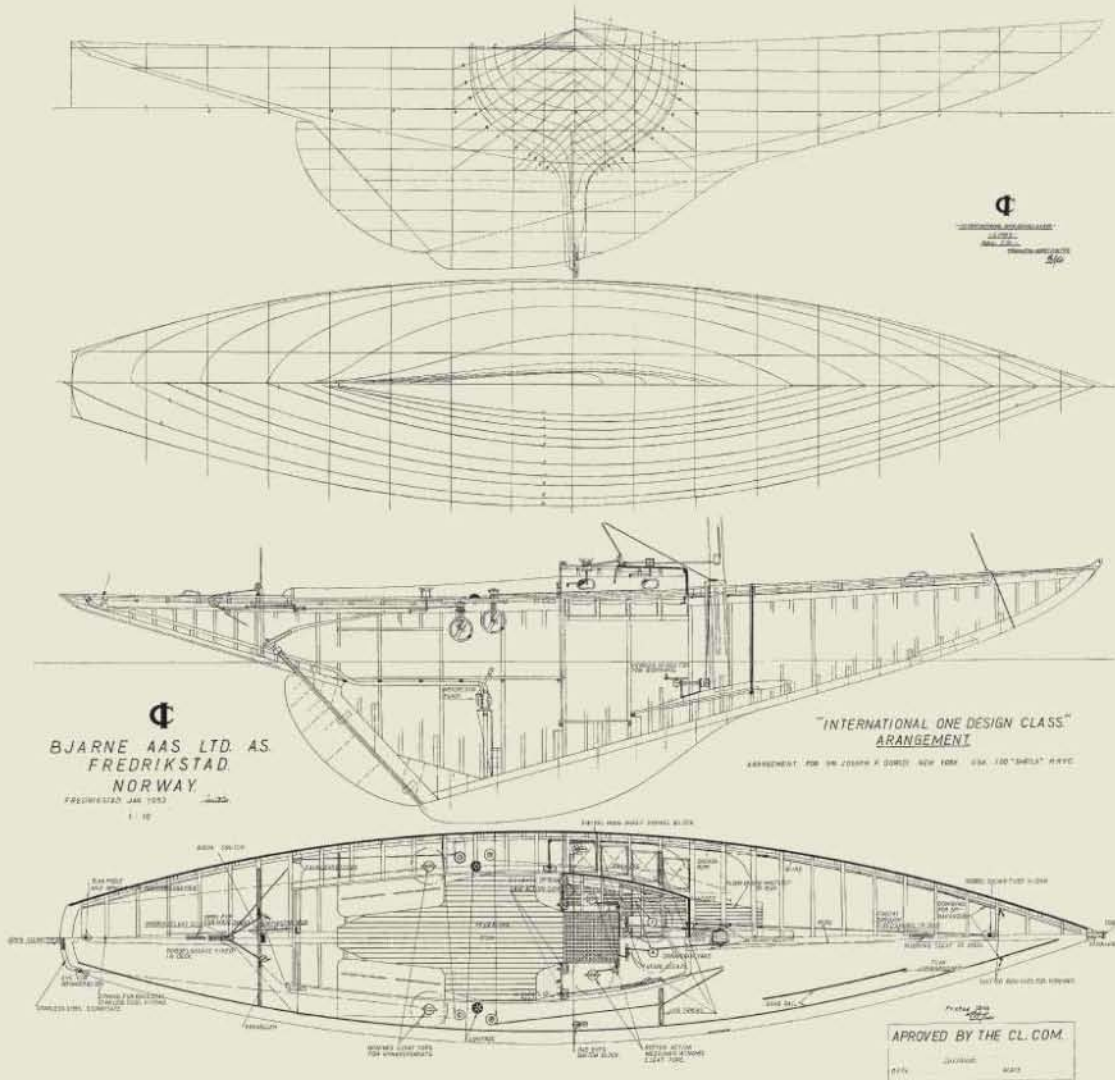
LOA: 33ft (10m)  
 LWL: 21ft 5in (6.5m)  
 Beam: 6ft 9in (2.1m)  
 Draught: 5ft 4in (1.6m)  
 Disp: 7,120 lb (32230kg)  
 Sail area: 426sqft (39.6m<sup>2</sup>)



**Cornelius Shields,**  
 originator of the IOD



**Designer and builder Bjarne Aas**  
 of Fredrikstad,  
 Norway



# Inception of the International One Design

The original shipment of International One Design yachts built by their designer Bjarne Aas arrived in Northeast Harbor, Maine, aboard the freighter *Toronto* in May, 1938. Their arrival took place almost as soon as the class was established, as detailed in an excellent article from the January 1964 issue of *Motor Boating* magazine by MH Farnham entitled "IODs - The BIG Little Class".

Farnham credits the International One Designs with developing some of the world's best racing skippers of the day, including those involved in the America's Cup. "You can safely bet that each of the contending American and British 12-Metre skippers will have had somewhere in his racing background a substantial apprenticeship in one of the keenest of all sailboat racing classes, the International One-Designs."

"What is there," he asked, "about this relative handful (297) of 33ft (10.1m) wooden sailboats... that makes them so superior and makes competition in them

The answer, he concluded, was design - both in their physical form and in the intention that lay behind having a single boat design that would serve for competition at both the fleet and international levels.

The man responsible was Cornelius 'Corny' Shields, himself an America's Cup contender skipper, who saw the need, based on his experience racing on the waters of Long Island Sound in the 1930s, for a new boat that would stimulate competition by having the major variables of design and equipment stabilised for the entire class. It would put the emphasis on the skill of the helmsman, rather than on the boat, and, Shields reasoned, enable a skipper to feel he had won entirely on merit.

In 1935, while racing in Bermuda, Shields was taken by a new Six-Metre called *Saga*, designed and built by Bjarne Aas of Norway and the rest is history. By the summer of 1937, 25 IODs, shorter but beamier than the Six, were racing on Long Island Sound, and a



WITH BALLARD