

The IOM Current Policy statement

1. Curent nature of the IOM class

1.1. General

The IOM is a class which permits development to the hull, keel, and rudder, which prescribes "One Design" characteristics for its rigs, and which employs absolute limits to hull length, hull depth, displacement and draft.

1.2. Sailing characteristics

The small size of these boats limits their ability to sail well in exposed waters but they are adequate in most current R/C yachting venues. Nevertheless their large draft relative to their length and the small sail area of the smallest rig permits them to sail in winds up to 35 knots (20 m/s).

The IOM class continues to be more and more popular all over the world and has proved, with all the international events since the first world championship in 1994, that it is now an International Class. The arrival of high level skippers from the radio sailing (Marblehead class), as well as, from manned sailing classes shows its attraction.

1.3. Other info

The class appeals to a good cross section of radio and manned boat sailors:

- Those with an interest in building their own yachts but who do not necessarily have the skills to build Marbleheads or other "open" designs to a competitive standard.
- Those who have no building skills but who are only interested in competition.
- Those who have relatively restricted budgets.
- Those who are interested in hull and appendage design, rig tuning and sail shape design but not in sail plan design.

The people who sail this class frequently cite the lack of expense and simplicity associated with the class as positive reasons for owning an IOM compared to the other international radio sailing classes recognised by ISAF RSD. In many countries and in most cases the International One Metre class is the international radio sailing class to be recommend to a newcomer to the sport.

The tight class rules, designed to produce uniformity in the yachts and equipment, provide international events where each boat is properly control measured before the event with the minimum of effort. Likewise the uniformity, simplicity and low cost of the equipment makes this class the likely arena for the highest level of competition in the future.

An unforeseen and useful spin off from the small size and limited number of rigs is the possibility of having well attended international events that can only be conveniently reached by air.

The will to limit the development of the class has involved many interpretations of the Class Rules since the original version, perhaps to the detriment of their simplicity. Many skippers now think that, even if the major concept of the IOM as a cheap, easily built International Class still holds good, this apparently 'simple' class is achieved by complex rules.

2. Policy

The class is currently considered to be the most popular class in most countries and is certainly the most numerous radio sailing International Class. It provides a good alternative to the Marblehead in terms of cost and nature and is often the clear choice for a newcomer to the sport. It is intended that mass manufacturers shall be able to produce competition quality yachts in kit form by virtue of the relatively inexpensive materials that are permitted and the weight limitations that are imposed. Likewise it is intended that skilled technician builders shall not be able to achieve significant gains in performance by building very superior boats or equipment.

It is now considered essential for the health of the sport of international radio sailing to keep one class where construction ability is not of paramount importance in obtaining first class results in major competition.

The effect on the existing fleet is always be considered of prime importance when considering proposed rule changes. Any change, which would cause existing yachts to become less competitive in any condition without the expenditure of a significant amount of time or money, is avoided unless there are very clear benefits to the sport as a whole or a significant section of it. Any change which will help ensure "a level playing field", lower the maintenance cost to the majority of owners, or lower the initial cost to new owners should be adopted providing it is not in conflict with the principle of not making the existing fleet less competitive.

The One Design nature of the rigs raises the possibility that a mass manufacturer could make a true One Design class boat within the International One Metre class. The benefit for the sport as a whole could be large and this possibility is encouraged.

Notes:

This document has been developed by the IOMICA Inaugural Executive Committee, based on earlier work by Laurent Chapelot - past IOMICA VC Technical, Graham Bantock - past ISAF-RSD Technical Committee Chairman, and Jan Dejmo, past ISAF-RSD Vice-chairman.

Parts of IYRU MYRD Policy for Classes and Intent of the Class Rules (1995) © have been used.

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