2010 IOD WORLD CHAMPIONSHIPS
HOSTED BY THE NORTHEAST HARBOR IOD CLASS
AND
THE NORTHEAST HARBOR FLEET

Photograph Courtesy Megan Harvey
Dear International One Design Sailors and Regatta Committee Members,

July 25, 2010

Welcome to the 2010 IOD Worlds Championship in Northeast Harbor. The Northeast Harbor Class is honored to host this event in conjunction with the Northeast Harbor Fleet. I personally want to thank you for participating because I believe that you all have the same respect and appreciation for the boats that we have the privilege of racing in our respective Fleets. The Great Harbor provides one of the most challenging and beautiful places on this earth to hold this event.

Our goal on the water this year is to provide you with excellent racing with Franny Charles as PRO. With twenty IOD’s on the line, he will be challenged to provide us with an interesting schedule of racing around the Islands or up and down Somes Sound. For those of you that have not raced in the Sound, the only thing I can say is that if you get it right, it feels so good, but if you don’t, it will haunt you for days.

On the social side, we have planned a number of events to provide the opportunity to see Mount Desert Island from a number of venues. Sunday evening is the Opening Reception on Somes Sound which we hope will be magical. On Monday night, members of the Class are hosting private dinners so that we all have the opportunity to meet new people. Island Night provides the opportunity to visit Little Cranberry Island and look back at Mount Desert Island as the sun sets. Wednesday night we have planned a little BBQ with a few surprises. Thursday night, Martha Stewart is hosting a cocktail party at “Skylands” in Seal Harbor that should be a little slice of heaven. We will close out the week with the Awards Dinner at the Bar Harbor Club. If we have planned this correctly and there is no fog, you will fully appreciate why the town was originally named Eden.

It is an honor and privilege for the NEH Class to host this event. I want to thank you all for coming and to thank everyone who has contributed to the success of this regatta.

David W. Schoeder
IOD Class Captain
Dear International One Design Sailors, 

On behalf of our Flag Officers and Members, it gives me great pleasure to welcome you to the Northeast Harbor Fleet and to these very unique sailing waters for your 2010 World Championships.

The International One-Design Class has been the mainstay of “The Fleet” for 72 years… since May 1938 when 14 boats were off-loaded from a freighter that came direct from Norway to The Great Harbor where you will be racing. They were spared the violent 1938 Hurricane, which wiped out many one-design fleets in Connecticut, Rhode Island, and Massachusetts.

The Championship Organizing Committee has put a great deal of time and thought into making this IOD Worlds one of the best ever. The parties, camaraderie of old friends, and the challenge of racing in these waters, which include our own version of a Norwegian fjord for otherwise windless or foggy days, are sure to be memorable.

Clearly, the Bjarne Aas One-Design feels right at home here in Northeast Harbor as I hope all of you will during the week of the Championship.

Here’s to fair winds and clear skies.

Yours truly,

Robert L. Johnstone, III
Commodore
1. Rules

1.1 The regatta will be governed by rules as defined in The Racing Rules of Sailing 2009 - 2012. The prescriptions of US Sailing will apply.

1.2 The IOD World Class Association Championship Regulations will apply.

1.3 RRS 62.2 and RRS 66 will be changed to shorten the times for requesting redress and for requesting that a hearing be reopened on the last day of racing.

2. Eligibility and Entry

2.1 An invitation shall be extended to the Defending Champion.

2.2 All other competitors are reminded of the eligibility standards listed in Championship Regulation V.

2.3 Each International One-Design Class Fleet in good standing shall be invited to send one team to this event.

2.4 In accordance with the available number of racing boats, additional invitations may be extended to the Fleets each in turn, in descending order of Fleet size as defined in the IOD Championship Regulation IV.

2.5 All competing skippers and co-skippers must be members of U.S. Sailing or their National Sailing Authority.

2.6 The entry fee for this Championship will be $1,000 and the damage deposit is $750. Receipt of both is required by July 1st 2010 in order to register for the regatta. After the conclusion of the regatta, the damage deposit will be returned, less any deductions for loss or damage incurred by the competitor during the regatta. Additionally, damage deposits may be "pooled" to cover any unattributable loss or damage to the boats which occurred as a direct result of the use of the boats in the regatta. In such event, expenses shall be deducted from the "pool," and the balance shall be returned to the competitors after the conclusion of the regatta.

2.7 The official entry form will be available at www.nehiodfleet.org.

2.8 All competing teams must complete the official entry form by June 1st, 2010. However, late entries may be accepted at the discretion of the organizing authority.

Entries must be submitted to:

Northeast Harbor IOD Class,
2010 World Championship
c/o David Schoeder
2012 Swan Terrace
Alexandria, VA 22307
emailed to dschoeder@thefoodpartners.com or faxed to 202.589.0433

3. Schedule of Events

3.1 Ten races are planned, of which four must be completed to constitute a series.

3.2 All shore-side events will be outlined in an event online brochure.

3.3 Intended Daily Schedule *

3.4 The final schedule for the regatta will be specified in the Sailing Instructions.
<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday, July 25</td>
<td>Registration &amp; Housing&lt;br&gt;Welcoming Reception: Grasslands&lt;br&gt;Host: Roberts Family &amp; Coat &amp; Tie Optional</td>
<td>1200-1600 hours&lt;br&gt;1600 hours&lt;br&gt;1830 hours</td>
</tr>
<tr>
<td>Monday, July 26</td>
<td>Competitor Meeting&lt;br&gt;Practice Race&lt;br&gt;Championship Racing&lt;br&gt;Private Dinners&lt;br&gt;Host: NEH1010 Members &amp; Friends  Informal</td>
<td>800 hours&lt;br&gt;1000 hours: First Warning&lt;br&gt;1030 hours&lt;br&gt;1800 hours</td>
</tr>
<tr>
<td>Tuesday, July 27</td>
<td>Championship Racing&lt;br&gt;Island Night&lt;br&gt;Islesford Dock&lt;br&gt;Little Cranberry Island&lt;br&gt;Informal</td>
<td>1030 hours First Warning&lt;br&gt;1830 - 2200 hours</td>
</tr>
<tr>
<td>Wednesday, July 28</td>
<td>Spare&lt;br&gt;Annual General Meeting&lt;br&gt;Daiquiri Party &amp; BBQ&lt;br&gt;Hosts: Maine Sailing Partners&lt;br&gt;8 &amp; Morris Yachts&lt;br&gt;Informal</td>
<td>1000 hours&lt;br&gt;1800 hours</td>
</tr>
<tr>
<td>Thursday, July 29</td>
<td>Championship Racing&lt;br&gt;Cocktail Party&lt;br&gt;Host: Martha Stewart&lt;br&gt;Coat &amp; Tie Optional</td>
<td>1000 hours: First Warning&lt;br&gt;1830 hours</td>
</tr>
<tr>
<td>Friday, July 30</td>
<td>Championship Racing&lt;br&gt;Awards Dinner&lt;br&gt;Bar Harbor Club&lt;br&gt;Coat &amp; Tie</td>
<td>1000 hours: First Warning&lt;br&gt;1900 hours</td>
</tr>
</tbody>
</table>
I S L A N D  N I G H T

Little Cranberry Island
Tuesday, July 27th
1830 - 2200 hours
Ferry service from Clifton Dock
Northeast Harbor
1745 hours

Please join us at
The Northeast Harbor
International One Design Worlds
Opening Party
at Grasslands
5 Indian Head Lane
off Manchester Road
Northeast Harbor
Sunday, July 25th
1800 - 2000 hours

One mile from the Northeast Harbor Fleet parking lot:
leave the Fleet to Port, go around the end of the cove
onto Manchester Road to Indian Point Road. Please
park on the road and walk down the driveway if able.

M O R R I S
Y A C H T S

&

MAINE SAILING PARTNERS

request the pleasure
of your company
at a
Daiquiri
and
BBQ Party
Wednesday, July 28
1800
Morris Yachts
14 Harbor Drive
Northeast Harbor
Informal
you are cordially invited

to the
Northeast Harbor Fleet
IOD Worlds Championship
Awards Dinner
The Bar Harbor Club
on Friday, July 30th
1800 hours
<table>
<thead>
<tr>
<th>FLEET</th>
<th>NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bermuda #1</td>
<td>Penny Simmons</td>
</tr>
<tr>
<td>Bermuda #2</td>
<td>Craig Davis</td>
</tr>
<tr>
<td>Chester, NS</td>
<td>Richard Thompson</td>
</tr>
<tr>
<td>Fishers Island #1</td>
<td>Charlie Van Voorhis</td>
</tr>
<tr>
<td>Fishers Island #2</td>
<td>John Burnham</td>
</tr>
<tr>
<td>Long Island Sound #1</td>
<td>Elliott Wislar</td>
</tr>
<tr>
<td>Long Island Sound #2</td>
<td>Jennifer Miller</td>
</tr>
<tr>
<td>Marblehead #1</td>
<td>Bill Widnall</td>
</tr>
<tr>
<td>Marblehead #2</td>
<td>Herb Motley</td>
</tr>
<tr>
<td>Nantucket #1</td>
<td>Peter McCausland</td>
</tr>
<tr>
<td>Nantucket #2</td>
<td>Ian McNeice</td>
</tr>
<tr>
<td>Northeast Harbor #1</td>
<td>Bill Dowling</td>
</tr>
<tr>
<td>Northeast Harbor #2</td>
<td>John Henry</td>
</tr>
<tr>
<td>Northeast Harbor #3</td>
<td>David Rockefeller, Jr.</td>
</tr>
<tr>
<td>Norway - Outer Class</td>
<td>Martin Rygh</td>
</tr>
<tr>
<td>San Francisco #1</td>
<td>Jim Hennefer</td>
</tr>
<tr>
<td>San Francisco #2</td>
<td>Spencer Fulwieler</td>
</tr>
<tr>
<td>Saint Mawes, UK</td>
<td>Mike Conlin</td>
</tr>
<tr>
<td>Sweden #1</td>
<td>Björn Wahlström</td>
</tr>
<tr>
<td>Defending Champion</td>
<td>Urban Ristorp</td>
</tr>
</tbody>
</table>
## Boat Owners

<table>
<thead>
<tr>
<th>Sail Number</th>
<th>Name</th>
<th>Owner</th>
<th>Hull Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Firefly</td>
<td>James Lash</td>
<td>Red</td>
</tr>
<tr>
<td>2</td>
<td>Auriga</td>
<td>Harry Madeira</td>
<td>White</td>
</tr>
<tr>
<td>3</td>
<td>Eagle</td>
<td>Courtenay Jenkins</td>
<td>White</td>
</tr>
<tr>
<td>5</td>
<td>Tundra</td>
<td>David Rockefeller, Jr.</td>
<td>Blue</td>
</tr>
<tr>
<td>6</td>
<td>Dram</td>
<td>Jason Ingle</td>
<td>Dark Green</td>
</tr>
<tr>
<td>7</td>
<td>J'Ellie Bean</td>
<td>Fred Ford</td>
<td>Orange</td>
</tr>
<tr>
<td>8</td>
<td>Dakota</td>
<td>David Schoeder</td>
<td>Bright Blue</td>
</tr>
<tr>
<td>9</td>
<td>Black Seal</td>
<td>Rick Bourke</td>
<td>Black</td>
</tr>
<tr>
<td>10</td>
<td>Humlen</td>
<td>Freddy Towers</td>
<td>Yellow</td>
</tr>
<tr>
<td>12</td>
<td>Cygnet</td>
<td>Jean Burden</td>
<td>Bright</td>
</tr>
<tr>
<td>13</td>
<td>Dark Star</td>
<td>Morris Zuckerman</td>
<td>Dark Green</td>
</tr>
<tr>
<td>14</td>
<td>Satin Doll</td>
<td>Sydney Roberts Rockefeller</td>
<td>Black</td>
</tr>
<tr>
<td>15</td>
<td>Icicle</td>
<td>Charles/Michael Wray</td>
<td>White</td>
</tr>
<tr>
<td>18</td>
<td>Gosling</td>
<td>Michael Phillips</td>
<td>White</td>
</tr>
<tr>
<td>21</td>
<td>Gambler</td>
<td>John Henry</td>
<td>Black</td>
</tr>
<tr>
<td>22</td>
<td>Woodie</td>
<td>John T. Roberts</td>
<td>Light Blue</td>
</tr>
<tr>
<td>23</td>
<td>Mischief</td>
<td>Bill Dowling</td>
<td>Orange/Green</td>
</tr>
<tr>
<td>24</td>
<td>Live Yankee</td>
<td>Tom Fremont-Smith</td>
<td>White</td>
</tr>
<tr>
<td>25</td>
<td>Puff</td>
<td>Mason Ham</td>
<td>Light Blue</td>
</tr>
<tr>
<td>27</td>
<td>Rampant</td>
<td>Roberts Bass</td>
<td>Medium Blue</td>
</tr>
<tr>
<td>28</td>
<td>Earl</td>
<td>James Garnett</td>
<td>Black</td>
</tr>
</tbody>
</table>

## S P A R E S

<table>
<thead>
<tr>
<th>Sail Number</th>
<th>Name</th>
<th>Owner</th>
<th>Hull Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Hard Rain</td>
<td>Sam Cox</td>
<td>White</td>
</tr>
<tr>
<td>23</td>
<td>Mischief</td>
<td>Bill Dowling</td>
<td>Orange/Green</td>
</tr>
<tr>
<td>30</td>
<td>Top Cat</td>
<td>Jim Loutit</td>
<td>Green</td>
</tr>
</tbody>
</table>

## C A R B O N B O A T

<table>
<thead>
<tr>
<th>Sail Number</th>
<th>Name</th>
<th>Owner</th>
<th>Hull Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Aurora</td>
<td>Hunter Gray</td>
<td>White</td>
</tr>
</tbody>
</table>
## COMMITTEES

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regatta Co-Chair</td>
<td>David Schoeder</td>
</tr>
<tr>
<td>Regatta Director</td>
<td>Louise Grant</td>
</tr>
<tr>
<td>Race Management/PRO</td>
<td>Francis Charles</td>
</tr>
<tr>
<td>Race Committee</td>
<td>Scott Redmon, Chair, Greg Maneusi-Ungaro, Melissa Marron</td>
</tr>
<tr>
<td></td>
<td>David Folger, Willie Granston, Glenn Squires, Christopher Luck,</td>
</tr>
<tr>
<td></td>
<td>Tom Brown, Derek Chase, Bambi Putnam</td>
</tr>
<tr>
<td>Technical Chair</td>
<td>Allesandro Vitelli</td>
</tr>
<tr>
<td>Boat Procurement</td>
<td>Tom Fremont-Smith</td>
</tr>
<tr>
<td>Equalization</td>
<td>Allesandro Vitelli, Wells Bacon</td>
</tr>
<tr>
<td>Spectator Boat</td>
<td>Michael Phillips</td>
</tr>
<tr>
<td>Press Boat</td>
<td>Freddy Towers</td>
</tr>
<tr>
<td>Support Boat</td>
<td>John Butler</td>
</tr>
<tr>
<td>Jury</td>
<td>Dick Gumpert, Mike Posey</td>
</tr>
<tr>
<td></td>
<td>Andy Wardle, Gilmour Manuel</td>
</tr>
<tr>
<td>Jury Secretary</td>
<td>Judy Zurheide</td>
</tr>
<tr>
<td>Jury Boat</td>
<td>Harry Madeira</td>
</tr>
<tr>
<td>Shoreside/Fleet</td>
<td>Henry Hall</td>
</tr>
<tr>
<td>Fund Raising</td>
<td>David Rockefeller Jr., Fred Ford</td>
</tr>
<tr>
<td>Sponsorship</td>
<td>Allesandro Vitelli</td>
</tr>
<tr>
<td>Housing</td>
<td>John Henry, Vittoria McIlhenny</td>
</tr>
<tr>
<td>Opening Reception</td>
<td>Sydney Roberts Rockefeller</td>
</tr>
<tr>
<td>Private Dinners</td>
<td>Bobby O'Brien, Carol Fremont-Smith</td>
</tr>
<tr>
<td>BBQ</td>
<td>Phyllis Aschenbrenner</td>
</tr>
<tr>
<td>Martha Stewart's Party</td>
<td>Claire Sasner</td>
</tr>
<tr>
<td>Awards Dinner</td>
<td>Louise Grant</td>
</tr>
<tr>
<td>Registration</td>
<td>Louise Grant, Phyllis Aschenbrenner, Diana Paine</td>
</tr>
<tr>
<td>Communications/Website</td>
<td>Mason Ham</td>
</tr>
<tr>
<td>Print/Electronic</td>
<td>Louise Grant</td>
</tr>
<tr>
<td>Graphics/PR</td>
<td>Sydney Roberts Rockefeller, Allesandro Vitelli</td>
</tr>
<tr>
<td>Photography</td>
<td>Nicholas Schoeder</td>
</tr>
<tr>
<td>Awards</td>
<td>Sydney Roberts Rockefeller, Phyllis Aschenbrenner</td>
</tr>
<tr>
<td>Score Battens</td>
<td>William Dowling</td>
</tr>
<tr>
<td>Green Regatta/Recycling</td>
<td>Sydney Roberts Rockefeller, Barbara Myers</td>
</tr>
</tbody>
</table>
SPONSORS

Jean Burden  Armour Mellon
John Henry  Phoebe Milliken
Jason Ingle  Michael Phillips
Fred Ford  Eleanor Sullivan
Carol Fremont-Smith  David Rockefeller, Jr.
Harry Madeira  Sydney Roberts Rockefeller
David & Nanette Schoeder

HOUSING

Mr./Mrs. Norman Beecher (Nancy)  Mr. Harry R. Madeira
Mr./Mrs. Michael Bouscaren (Deedee)  Mr./Mrs. Stephen Madeira (Pam)
Mr./Mrs. Bryan Colket (Jayne)  Mr./Mrs. Armour Mellon (Sophie)
Mr./Mrs. Andrew Davis (Sydney)  Ms. Nan Mertz
Mr./Mrs. Paul Fremont-Smith (Carol)  Ms. Bambi Putnam
Mr./Mrs. Spencer Fulweiler (Rena)  Mr./Mrs. David Rockefeller, Jr. (Susan)
Mr./Mrs. Courtenay Jenkins (Carlotta)  Mrs. Frances Smith
Mrs. Janneke Neilson  Ms. Kathryn Suminsby
Mr./Mrs. Alan McIlhenny, Sr. (Vittoria)  Mr./Mrs. Tad Templeton (Diane)
Ms. Diana Paine/Mr. Sandro Vitelli  Richard Thompson
Ms. Sydney Roberts Rockefeller  Mr./Mrs. Freddy Towers (Lawrie)
Mr./Mrs. James Lash (Debby Jones)  Mr./Mrs. Peter Walmsley (Ann)
Ms. Story Litchfield  Mr./Mrs. William Wister (Diana)

Photograph: W.H. Ballard (detail)
Good Luck in the 2010 Worlds!

from your web sponsor

sephone
interactive media
a better way to web

online: www.sephone.com  phone: 207.262.5040

D'ALESSIO GALLERY

D'ALESSIO GALLERY

LIBERTY GRAPHICS
Fine Printed T-shirts

LIBERTY GRAPHICS
Fine Printed T-shirts

MAINE POINT

Embroidery
We will sew the IOD Worlds logo on your own gear for only $10.00

SPECIAL THANKS TO
CAROL FREMONT-SMITH & HARRY MADEIRA
WELCOME IOD WORLD Sailors!

We have been servicing Internationals since the day they arrived on Mount Desert Island.

MAINE
MARITIME ACADEMY
A Maritime College of Engineering, Management, Science, and Transportation
DAILY TROPHIES

FOR A CLEANER REGATTA

A&B Naturals

JACK RUSSELL’S
STEAK HOUSE & BREWERY

The Bar Harbor Club
SPA ★ TENNIS ★ BATH
Covering the Crews

West Marine

Enormous appreciation to the Northeast Harbor Fleet Staff
Main Street, Northeast Harbor

SUMMER EXHIBIT
“The Power of The Oar”
&
2 new IOD models just in time for the Worlds.
Admission free to IOD Sailors and guests!

A PART OF
COLLEGE OF THE ATLANTIC
HELPING NEH WORLDS SAILORS
HOST A CLEAN REGATTA

THANKS TO THE
CHAMBER OF

EXTRA CURRICULAR
http://www.exploreacadia.com: A free and green way to travel on MDI

DINNER PARTY HOSTS

Sandy and Ellie Andrews
James and Debby Jones Lash
Harry Madeira
Alan and Vittoria McIlhenny
Paul and Carol Fremont - Smith
John and Kathy Roberts
David and Susan Rockefeller
Sydney Roberts Rockefeller
David and Nanette Schoeder
Andrew Dunbar
Eleanor Sullivan
Andrew and Sydney Davis
Kevin Mahaney
Sandro Vitelli/Diana Paine

Clark Point Road, Tremont
9 Indian Head Lane, NEH
Rock End Road, NEH
15 Sound Drive, NEH
8 New County Road, SH
11 Woodie Drive, SWH
276 Peabody Drive, SH
15 Blue Bell Lane, SH
East Strawberry Lane, BH
Bear Island
11 Bourke Lane, SH
Rowland Road, SH
Huntington Lane, SH
Lower Dunbar Road, SH

207  276  3751
207  276  5319
207  276  3788
207  276  3040
207  276  3642
207  244  5413
207  276  5339
207  276  5650
207  288  5023
716  983  2039
207  276  5159
207  276  5212
207  409  3637
207  276  5553
2009  Sweden – Urban Ripstorp (SWE)
2008  San Francisco – Charlie Van Voorhis (FIS)
2007  Nantucket – Charles Van Voorhis (FIS)
2006  Long Island Sound – Tony Huston (LIS)
2005  Norway – Eugene “Penny” Simmons (BER)
2004  Fishers Island – Kevin Farrar (FIS)
2003  Northeast Harbor – Charlie Van Voorhis (FIS)
2002  Bermuda – Eugene “Penny” Simmons (BER)
2001  Marblehead – Dag Usterud (Norway)
2000  Sweden – Eugene “Penny” Simmons (BER)
1999  San Francisco – Evan Dailey/Tad Lacey (SFO)
1998  Scotland – Bruce E. Dyson (MHD)
1997  Long Island Sound – Eugene “Penny” Simmons (BER)
1996  Fishers Island – John Burnham (FIS)
1995  Norway – Eugene “Penny” Simmons (BER)
1994  Northeast Harbor – John Burnham (FIS)
1993  Bermuda – Peter Bromby, Jr. (BER)
1992  Marblehead – Peter Bromby, Jr. (BER)
1991  San Francisco – Peter Bromby, Jr. (BER)
1990  Scotland – William S. Widnall (MHD)
1989  Long Island Sound – James McCreary (LIS)
1987  Bermuda – William S. Widnall (MHD)
1986  Marblehead – Robert McCann/Peter Warren (MHD)
1985  San Francisco – Eugene “Penny” Simmons (BER)
1984  Scotland – William S. Widnall (MHD)
1983  Long Island Sound – Robert McCann/Peter Warren (MHD)
1981  Bermuda – Charles Hamlin/Judson Smith (MHD)
1980  Marblehead – Jonathan C. Wales/Edward Cook (MHD)
1979  Edinburgh – Charles Hamlin/Judson Smith (MHD)
1978  Hanko, Norway – Fred Olsen (Norway)
1977  Long Island Sound – William S. Widnall (MHD)
1976  San Francisco – William S. Widnall (MHD)
1975  Marblehead – Jonathan C. Wales (MHD)
1974  Edinburgh – Stephen W. Wales (MHD)
1973  Larchmont – Stephen W. Wales (MHD)
1972  San Francisco – Frank M. Wasser (SF)
1971  Marblehead – William S. Widnall (MHD)
1970  Larchmont – Stuart B. Rowe, Jr. (LIS)
1969  San Francisco – Bert Dammer (SF)
1968  Marblehead – Jonathan C. Wales (MHD)
1967  Hanko, Norway – William S. Widnall (MHD)
1966  Bermuda – Frank M. Wasser (SF)
1965  San Francisco – Frank M. Wasser (SF)
1964  Long Island Sound – Cornelius Shields, Jr. (LIS)
1963  Oyster Bay – Fred Olsen (Norway)
1962  Hanko, Norway – Fred Olsen (Norway)
1961  Bermuda – Herman F. Whiton (LIS)
Marine life and vital coastal habitats are straining under the increasing pressure of global use. The ocean, which was once considered inexhaustible and resilient, is, in fact, finite and fragile. Sailors for the Sea is a nonprofit organization that educates and empowers the boating community to protect and restore our oceans and coastal waters. The boating community has a profound passion for, and understanding of, the world’s seas and Sailors for the Sea was founded to galvanize the sailing and boating community around ocean health issues.

The IOD Worlds are proud to be working with Sailors for the Sea to achieve a Gold Level Clean Regattas Certification for this event. Sailors for the Sea is a nonprofit organization that educates and empowers the boating community to protect and restore our oceans and coastal waters. Clean Regattas is a voluntary certification program that helps regattas generate less material waste, reduce the amount of debris in the water and on the shore, and the amount of nonpoint source pollution being washed into the sea. The waters on which we sail are also important ecosystems and habitat for marine mammals, fish and birds. Clean Regattas helps insure that they remain healthy and vital.


**GOLD LEVEL**

Clean Regatta Committee-form a permanent "Clean Regatta Committee" for club/organization governance and events.

Recycled Paper-Switch to 100% post-consumer recycled paper for all club/organization uses.

Recycling-Establish a permanent, comprehensive recycling program.

Stormwater Pollution Prevention-Implement a stormwater management system to reduce runoff from shore facilities.

Bottom Paint-Use only non-toxic bottom paints. Any paints containing toxic materials are prohibited.

Biofuel Conversion-fuel at least one diesel-fueled motorized vessel (e.g., committee boat, launch or support boat) with B20 or higher biodiesel or vegetable oil, or convert chase boat from 2-stroke to 4-stroke engine.

Climate Change-Commit to reduce carbon footprint by either (1) reducing energy use by 10% or (2) purchasing offsets for all operations, or a combination thereof.
International One Design Class - 2010 World Championship
July 25 – 30, 2010
Organized by the Northeast Harbor International One Design Class
Hosted by The Northeast Harbor Fleet

SAILING INSTRUCTIONS

1 RULES
1.1 The Regatta will be governed by ISAF Racing Rules of Sailing 2009-2012 and the US Sailing
Prescriptions.
1.2 The IOD World Class Association Championship Regulations apply.
1.3 The Sailing Instructions modify the Notice of Race.

2 NOTICES TO COMPETITORS
Notices to competitors will be posted on the Official Notice Board at the Northeast Harbor Fleet.

3 CHANGES TO SAILING INSTRUCTIONS
Any change to the sailing instructions will be posted before 0900 on the day it will take effect. A
change to the schedule of races will be posted by 1900 on the day before it will take effect.

4 PARTICIPANTS
4.1 Skippers, Co-skippers and Crews must meet all the eligibility requirements described in the
Championship Regulations.
4.2 Change of Crew - Helmspersons shall submit the names of their crew before the start of the first
race of the regatta. Thereafter, changes in crew members cannot be made without the written
consent of the International Jury and then, only for cause.

5 BOATS
5.1 Boats will be provided for all competitors. Boats will be rotated after each race in accordance
with a rotation draw that will be held at the competitors’ meeting.
5.2 Management of the boats rests with the NEH IOD Class Technical Committee. Decisions
concerning the use of spare boats will be made in conjunction with the Race Committee and/or
Jury.
5.3 Boats will be raced “as is”. The shrouds, jumpers (including adjustable jumpers), headstay
(including adjustable headstays), and mast chocking shall not be adjusted in any way by a
competitor. All other fittings or equipment designed to be adjusted may be adjusted within the
limits provided. Competitors may not seek redress for errors or omissions of the organizing
authority in preparing the boats. (Modifies RRS 62.1)
5.4 All equipment provided with the boat for sailing purposes shall remain in the boat while afloat.
5.5 Using shrouds as a way of supporting a crewmember’s weight outboard of the shrouds is
prohibited.
5.6 Competitors shall deliver a damage report noting any damage or loss of equipment, however
slight, to the Technical Committee representative after each race. Failure to deliver a signed

page 1 of 6
damage report to the Technical Committee representative after a race may result in a boat being scored DNC for that race.

5.7 The following are permitted:
a) A compass may be tied or taped to the hull or spars.
b) Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat, but no hole shall be made in any sail for any purpose.
c) Tape, except duct tape, may be used anywhere above the waterline except on brightwork. All tape shall be completely removed before leaving the boat.
d) Competitors may use their own spinnaker sheets and launcher/turtle.

5.8 No marks should be made on the boats with pencils, markers or grease pencils, unless they are completely washable, leaving no trace of their use. Competitors will be responsible for the removal of any markings or tape left on the boats, or any damage to the finishes caused by the application of markings or tape.

5.9 Hulls may not be scrubbed, washed, wet-sanded, or otherwise treated below the waterline at any time.

6 SAILS
6.1 Each boat will have a mainsail and jib which shall remain aboard.
6.2 A spinnaker will be provided by draw to be held at the Skipper’s Meeting. The spinnaker shall remain with that competitor for the entire regatta.
6.3 When the Race Committee Signal Boat or a Mark Boat displays code flags Hotel over Alpha with repetitive signals at a mark of the course, spinnakers shall not be flown at any time, unless the signal described in SI 6.4 is subsequently made.
6.4 Following the display of the signal described in SI 6.3, when the Race Committee Signal Boat or a Mark Boat displays code flags Hotel over Charlie with repetitive sounds signals at a mark of the course, spinnakers may be flown at any time for the remainder of the race, or until the Race Committee again makes the signal described SI 6.3.

7 SIGNALS MADE ASHORE
7.1 Signals made ashore will be displayed on the flagpole at the Fleet House.
7.2 When flag AP is displayed ashore, boats shall remain on moorings.
7.3 When flag AP is lowered, the Warning signal will be made not less than 60 minutes later.

8 SCHEDULE OF RACES - SEE ADDENDUM A

9 CLASS FLAG
The class flag will be a white rectangle with black IC logo.

10 RACING AREAS
10.1 The Northeast Harbor Fleet Racing Chart shows the location of racing areas. The chart is provided in the competitor’s packet.
10.2 The RC boat Shearwater will communicate to competitors the proposed racing area and rendezvous location by VHF channel 74.

11 THE COURSE – SEE ADDENDUM B
11.1 Addendum B shows the courses, the order in which marks are to be passed, and the side on which each mark is to be passed. Islands may impose on the course’s diagram.
11.2 No later than the warning signal, the race committee signal boat will display the course to be sailed and the approximate distance and compass bearing to the first mark.
11.3 The windward mark will have an offset buoy located approximately 50-100 yards from the windward mark. The offset mark must be rounded in the same direction as the windward mark.
11.4 The leeward mark is a gate. Boats shall sail between the gate marks from the direction of the previous mark and may round either gate mark.

12 **MARKS**
12.1 The Windward mark and Offset buoy will be orange tetrahedrons.
12.2 Leeward gate marks will be yellow tetrahedrons.
12.3 The Start and Finish marks will be orange tetrahedrons.

13 **OBSTRUCTIONS**
All government marks are to be observed with the exception of Middle Rock Fl G^5^, designated NEHF racing mark P, at the southern approach to The Narrows of Somes Sound, Spurling Point Fl R Gong, NEHF racing mark Q, northwest of Great Cranberry Island, and Spurling Rock Bell R^2^, designated NEHF racing mark R, south of Sutton Island.

14 **THE START**
14.1 Races will be started using the RRS 26 sequence with a courtesy attention signal approximately one minute prior to the warning signal.
14.2 The starting line will be between a staff with an orange flag on the Race Committee Signal Boat and the water’s edge (course side) of the starting mark.
14.3 The Race Committee may attempt to hail premature starters on VHF 74, but the failure to make a hail may not be used as grounds for redress.

15 **CHANGE OF THE NEXT LEG OF THE COURSE**
Changes of course will be signalled in accordance with RRS 33. To change the next leg of the course, the race committee will move a mark (or the finishing line) to a new position.

16 **THE FINISH**
The normal finishing line will be between a staff displaying an orange flag on the Race Committee Signal Boat and the water’s edge (course side) of the finishing mark.

17 **TIME LIMIT**
The time limit for a race is 2-1/2 hours. Boats failing to finish within 30 minutes of the first boat to finish, or within the time limit, whichever is later, will be scored “Did Not Finish” without a hearing. This changes RRS 35, A4 and A5.

18 **PROTESTS AND REQUESTS FOR REDRESS**
18.1 Protest forms are available at the Fleet House. Protests shall be delivered to the Duty Officer at the Fleet House within the protest time limit. Time limit is 90 minutes after the last boat in the last race of the day finishes.
18.2 Notices of protests will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room located at the Fleet House.
18.3 Notices of protests by the Race Committee or Jury will be posted during protest time to inform the boat(s) involved.
18.4 On the last day of the regatta a request for reopening a hearing shall be delivered:
a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
18.5 IODs might be equipped with sealed live-tracking systems to provide on-shore entertainment. Any information provided by this system may not be used as evidence in a protest hearing or appeal.
SCORING

Four races are required to be completed to constitute the World Championship.

19.1 Scoring shall be the Low Point System, RRS A4.1.

19.2 If six or more races are completed, a team’s worst race score shall be discarded before computing the total score.

SAFETY REGULATIONS

20.1 Boats shall check-in (number and helm’s name) on starboard tack astern of the RC Signal boat prior to the warning for each race.

20.2 A boat that retires from a race shall notify the race committee on VHF CH 74 as soon as possible.

BREAKDOWN

21.1 A boat suffering a breakdown shall fly a yellow flag.

21.2 Breakdown scoring shall be at the discretion of the International Jury and will follow the procedures set forth in the Championship Regulations.

21.3 Substitution of damaged or lost equipment will not be allowed unless approved by the technical committee. Requests for substitution shall be made to the committee at the first reasonable opportunity (display yellow breakdown flag).

RADIO COMMUNICATION

22.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones and other handheld mobile devices. However, all boats shall have VHF radios capable of transmitting and receiving instructions (Channel 74).

22.2 The RC may make advisory announcements on CH 74.

PRIZES

23.1 The following perpetual trophies will be awarded.

Bjarne Aas Trophy: Presented to Class Champion in honor of our original designer and builder.

William E. John, Jr. Trophy: Presented to Yacht Club of Class Champion. Trophy was donated to the Association in 1974 by Cornelius Shields in honor of our long-time Association President. Half model of Bill John’s IOD was built by Henrik Aas.

Allegra Trophy: Presented to runner-up in Class Championship. Donated to the Association by Allegra Knapp Brickell Mertz. Trophy was first trophy ever won by an International, Hull #14 in the Spring of 1937. The trophy is a sterling silver tray in the shape of a shell.

Edinburgh Bowl: Presented to the third place in Class Championship by the Royal Northern and Clyde Yacht Club. Trophy was first awarded in 1990. The trophy is a crystal bowl.

Outstanding Crew Award Presented to the most valuable crew member in the Class Championship regatta as determined by the WCA Officers. First awarded to Priscilla Kehm in 1976.
ADDENDUM A – SCHEDULE OF RACES

SUNDAY, JULY 25

1600 HOURS  COMPETITOR'S MEETING AT NEH FLEET
            BOAT ROTATION & SPINNAKER DRAW

MONDAY, JULY 26

1000 HOURS  PRACTICE RACE; CHAMPIONSHIP RACING TO FOLLOW

TUESDAY, JULY 27

1000 HOURS  CHAMPIONSHIP RACING

WEDNESDAY, JULY 28

            SPARE RACE DAY

THURSDAY, JULY 29

1000 HOURS  CHAMPIONSHIP RACING

FRIDAY, JULY 30

1000 HOURS  CHAMPIONSHIP RACING – no race will start after 1500
Courses
3  Start – W – WO – Gate – Finish

Marks
Starting Line: Orange Tetrahedron
W: Orange Tetrahedron
WO: Orange Tetrahedron
Gate: 2 Yellow Tetrahedrons
Finish: Orange Tetrahedron
2009-2012 US SAILING PRESCRIPTIONS

TABLE OF CONTENTS
Add in the list of appendices

BB Experimental Kiteboard Racing Rules

S Sound-Signal Starting System

INTRODUCTION
Add as a new last paragraph in the Introduction:

Prescriptions US SAILING prescriptions are printed in bold italics, except Appendices BB, F and S. Those three appendices are US SAILING prescriptions. There is no Appendix Q or R.

EQUAL OPPORTUNITY
Add as shown at the end of the Introduction:

Equal Opportunity
As the national authority for the sport of sailing, US SAILING is committed to providing an equal opportunity to all sailors to participate in the sport of sailing.

Rule 34 Change rule 34 title to: MARK MISSING; RACE COMMITTEE ABSENT

After rule 34 add

US SAILING prescribes that, if a finishing mark is missing but another one remains in place, a boat shall finish as close to the remaining mark as practicable on a line extending from its required side at a 90° angle to the last leg. If a boat finishes when the race committee is absent, to be scored as finishing she shall note her finishing time and her finishing position in relation to any nearby boats and report them to the race committee as soon as reasonably possible.

Rule 40 Change rule 40 title to: PERSONAL FLOTATION DEVICES; LIFE-SAVING EQUIPMENT

After rule 40 add

US SAILING prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area. See www.ussailing.org/rules/pfd for more information.

Rule 48 After rule 48 add

US SAILING prescribes that the use of additional special-purpose lights such as masthead, spreader and jib-luff lights shall not constitute a breach of this rule.

Rule 55 Add rule 55

55 FLAGS

US SAILING prescribes that a boat shall not display flags except for signaling. A boat shall not be penalize breaking this rule without prior warning and opportunity to make correction.
61.4 Fees

**Rule 61.4** Add rule 61.4

**61.4 Fees for Protests and Requests for Redress**

**US SAILING prescribes that no fees shall be charged for protests or requests for redress.**

**Rule 64.3** (b) After rule 64.3(b) add

**US SAILING prescribes that the authority responsible for interpreting the rules of a handicap or rating system is the organization that issued the handicap or the rating certificate involved.**

**Rule 68** After rule 68 add

**US SAILING prescribes that:**

(a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.

(b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US SAILING appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

(c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

**Rule 70.5(a)** After rule 70.5(a) add

**US SAILING prescribes that its approval is required. See www.ussailing.org/rules/noappeal for more information or to obtain approval.**

**Rule 76.1** After rule 76.1 add

**US SAILING prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.**

**Rule 76.3** Add rule 76.3

**76.3** **US SAILING prescribes that a boat whose entry is rejected or cancelled or a competitor who is excluded from a race or series shall be, upon written request, entitled to a hearing conducted by the protest committee under rules 63.2, 63.3, 63.4 and 63.6.**

**Rule 82** Add rule 82

**82 INDEMNIFICATION OR HOLD HARMLESS AGREEMENTS**

**US SAILING prescribes that the organizing authority shall not require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event, including the most recent version of these rules.**
(This is commonly referred to as an ‘indemnification’ or ‘hold harmless’ agreement.) See www.ussailing.org/rules/indemnification for more information.

Rule 86.3 After rule 86.3 add

**US SAILING** prescribes that proposed rules may be tested, but only in local races. However, proposed rules may also be tested at other events if, for each event, the organizing authority first obtains written permission from **US SAILING** and the proposed rules are included in the notice of race and sailing instructions.

Rule 88.2 After rule 88.2 add

**US SAILING** prescribes that sailing instructions shall not change or delete rules 61.4 or 76.3, Appendix F, or its prescriptions to rules 40, 68 or 76.i. However, for an international event the prescription to rule 40 may be deleted.

Appendix A At the end add the following note:

**US SAILING** Note on Scoring a Long Series: The scoring systems in Appendix A may be inappropriate for a long series, such as a club’s season championship held over several weeks or months, in which some boats do not compete in all of the races and in which more boats compete in some races than in others. See ‘Scoring a Long Series’ at www.ussailing.org/rules/longseries for an explanation of the scoring problems that occur in such series, alternative scoring systems, and language for sailing instructions to implement them.

**APPENDIX BB – Experimental Kiteboard Racing Rules**

This appendix is a US SAILING prescription.

A group of race officials and kiteboard racers is developing a set of racing rules to govern ‘round the buoys’ kiteboard races. These rules are evolving based on the experiences of competitors in kiteboard races and those who serve on the race committee or protest committee at such races. See www.ussailing.org/rules/kiteboards for more information.

**Appendix F** Replace ISAF Appendix F with **Appendix F** [see Appendix F below]

**Appendix G** After rule G2 add

**US SAILING** prescribes that unless otherwise stated in her class rules, the sails of a boat that is not in an ISAF International Class or Recognized Class shall comply with rule G1. However, offshore racing boats not in a class that is subject to rule G1 shall carry numbers allotted by **US SAILING** on mainsails, spinnakers and each overlapping headsail having a luff-perpendicular measurement exceeding 130% of the base of the foretriangle. This rule applies only to a boat whose owner’s national authority is **US SAILING**. See www.ussailing.org/rules/sail-numbers for the full text of the Sail Numbering System for offshore racing boats in the United States and for an application for a sail number.

**Appendix L** At the end of the preamble to Appendix L add
US SAILING Note: US SAILING has produced a guide to simplified sailing instructions suitable for events such as club or local regattas. This guide can be found at www.ussailing.org/rules/simpleSIs.

Appendix L Add Instruction 12.3

12.3 If the race committee intends to start another race on the same day, it will display the Second Substitute (with no sound) while boats are finishing.

Marginal note to appear in the left margin opposite instruction 12.3:

This is a US SAILING prescription.

Appendix L Add a new Instruction 16.10

16.10 If the race committee posts a list of boats scored OCS, ZFP or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes the first sentence of rule 62.2.

Marginal note to appear in the left margin opposite new instruction 16.10:

This is a US SAILING prescription.

Appendix S After Appendix P add Appendix S [see Appendix S below].

Protest Form Replace the ISAF Protest Form with the US SAILING Protest Form.

INDEX At end of introductory paragraph add

US SAILING prescriptions are not included in the Index.
This appendix is a US SAILING prescription.

See rules 70 and 71. This appendix replaces Appendix F as adopted by the International Sailing Federation. The US SAILING Appeals Committee acts as the national authority within the meaning of rules 70.1 and 71.

F1 WHERE TO SEND AN APPEAL OR REQUEST

F1.1 All appeals and requests shall be sent to the Race Administration Director at US SAILING, at either P.O. Box 1260 or 15 Maritime Drive, Portsmouth, RI 02871, or by e-mail to RaceAdmin@ussailing.org.

F1.2 Except as provided in rule F1.4, the director will forward an appeal of a decision of a protest committee or a request by a protest committee for confirmation or correction of its decision to the association appeals committee for the place in which the event was held. However, such an appeal or request arising from an event conducted under the procedural rules of the Intercollegiate Sailing Association or the Interscholastic Sailing Association will be forwarded to the association appeals committee for the ICSA and ISSA.

F1.3 The director will forward an appeal of a decision of an association appeals committee, a request by an association appeals committee for confirmation or correction of its decision, and a request for an interpretation of rules to the US SAILING Appeals Committee.

F1.4 The director will forward an appeal of a decision of a protest committee acting under rule 69.1, an appeal of a decision of a protest committee of a US SAILING national championship, and a request by such a committee for confirmation or correction of its decision to the US SAILING Appeals Committee.

F2 TO APPEAL OR MAKE A REQUEST

F2.1 To appeal the decision of a protest committee or association appeals committee a party to the hearing shall, no later than 15 days after receiving the written decision being appealed or a protest committee’s decision not to reopen a hearing, send an appeal and a copy of the decision to the US SAILING Race Administration Director.

The appeal shall state why the appellant believes the committee’s decision or its procedures were incorrect.

F2.2 The appellant shall also send, with the appeal or as soon as possible thereafter, all of the following documents that are available:

(a) the written protest(s) or request(s) for redress;

(b) if the appeal is from a decision of an association appeals committee, the written decision of the protest committee;

(c) a diagram, prepared or endorsed by the protest committee, that shows

(1) the positions of all boats involved at relevant times, and their tracks;

(2) the course to the next mark and its required side;
(3) the speed and direction of the wind;
(4) any relevant mark, obstruction or zone; and
(5) if relevant, the depth of the water and the speed and direction of any current;
(d) the notice of race, sailing instructions, any other documents governing the event, and any changes to them;
(e) the names, mailing addresses and e-mail addresses of the parties to the hearing, the chairman of the protest committee and, if relevant, the chairman of the association appeals committee; and
(f) any other relevant documents.

F2.3 To request confirmation or correction of its decision, a protest committee or association appeals committee shall send to the US SAILING Race Administration Director a copy of its decision and all relevant documents and comments.

F2.4 To request an interpretation of the rules, a club or other organization affiliated to US SAILING shall send to the US SAILING Race Administration Director its request, which shall include assumed facts. A US SAILING committee is considered to be an organization affiliated to US SAILING.

F3 FEES

F3.1 If a fee is required for an appeal or request, it must be received before the appeal or request will be considered.

F3.2 US SAILING charges no fee for forwarding an appeal or request to an association appeals committee. However, the association appeals committee may charge a fee. In that case, the association appeals committee will send a notice to the appellant (or, for a request, to the protest committee) stating the fee, to whom the fee is payable, and the address to which the fee must be sent.

F3.3 US SAILING charges a fee of $25 for an appeal made to the US SAILING Appeals Committee (see rules F1.3 and F1.4) by a member of US SAILING or another national authority. The fee is $75 for all others. A fee of $25 is charged for a request for an interpretation of the rules, but there is no fee for a request from a US SAILING committee. There is no fee for a request from an association appeals committee for confirmation or correction of its decision.

F4 NOTIFICATION OF THE COMMITTEE WHOSE DECISION IS BEING APPEALED

Upon receipt of an appeal, the appeals committee shall send a copy of the appeal to the committee whose decision is being appealed, asking it for any documents required by rule F2.2 not supplied by the appellant.

F5 COMMITTEE RESPONSIBILITIES

F5.1 Protest Committee

A protest committee whose decision is being appealed shall supply the documents requested under rule F4 and any facts or other information requested under rule F6. If directed to do so by the appeals committee, it shall conduct a hearing, or reopen the hearing, of the protest or request for redress, or conduct a hearing to consider redress.
F5.2 Association Appeals Committee

The US SAILING Appeals Committee shall send to all parties to the hearing, to the protest committee, the association appeals committee shall send to all parties to the hearing, and to the committee whose decision is being appealed or reviewed, copies of all relevant documents and comments it has received, except those supplied by that party or committee.

(b) The association appeals committee shall send its decision in writing to all parties to the hearing and the protest committee.

(c) An association appeals committee shall consider an appeal it has refused to decide if directed to do so by the US SAILING Appeals Committee.

F5.3 US SAILING Appeals Committee

committee and to the association appeals committee whose decision is being appealed or reviewed, copies of all relevant documents and comments it has received, except those supplied by that party or committee.

F6 INADEQUATE FACTS; REOPENING

An appeals committee shall accept the protest committee’s finding of facts except when it decides they are inadequate. In that case it shall require the protest committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the protest committee shall promptly do so.

F7 COMMENTS

The parties to the hearing, the protest committee and, if relevant, the association appeals committee may make comments on the appeal or request or on any of the documents listed in rule F2.2. Comments shall be sent in writing to the appeals committee no later than 15 days after the party or committee receives the document. The appeals committee need not consider comments sent after that time.

F8 OTHER PROVISIONS

These provisions are in addition to those of rule 71.

(a) An association appeals committee may act as permitted by rule 71.2 and shall act as required by rule 71.3, subject to further appeal as provided in rule F1.3.

(b) An association appeals committee may request confirmation or correction of its decision (see rules F1.3 and F2.3).

(c) An appeals committee may direct a protest committee to conduct a hearing to consider redress for an appellant or other party to the hearing.

(d) No member of the association appeals committee shall take part in the discussion or decision on an appeal or a request for confirmation or correction to the US SAILING Appeals Committee.

(e) The US SAILING Appeals Committee may direct an association appeals committee to consider an appeal it has refused to decide.
FOR THE NORTHEAST HARBOR IOD WORLDS SINCE 1982