



## By-Laws

### By-Law I: Eligible Yachts

- 1.1 A yacht shall be eligible for inclusion in the International One-Design Class if the hull was built by any authorized WCA builder (past or present) and the hull, rigging, sails and equipment conform to the plans and specifications outlined herein.
- 1.2 New yachts shall carry a registered number allotted to the yacht by the WCA Secretary. The registration number shall be permanently affixed to the hull, by being burned or cut into the after end of the mast step and should be engraved in a builder's plaque mounted on the after coaming of the cockpit.
- 1.3 Acceptance of a yacht as an International One Design by the Association shall be indicated by the issue of a Measurement Certificate issued by the Association Secretary upon receipt of the favorable recommendation from a Class Measurer and, in the case of a newly built yacht, upon the receipt by the Association of the New Boat Royalty fee.

### By-Law II: Fleets

- 2.1 The following Fleets are recognized by the WCA:

#### North America

Chester, Nova Scotia, Canada  
Fishers Island, New York, U.S.A.  
Long Island Sound, New York, U.S.A.  
Marblehead, Massachusetts, U.S.A.  
Nantucket, Massachusetts, U.S.A.  
Northeast Harbor, Maine, U.S.A.  
San Francisco Bay, California, U.S.A.  
Bermuda, Hamilton Harbor, Bermuda

#### Europe

St. Mawes, UK  
Norway Inner Oslo Fjord, Norway  
Norway Outer Oslo Fjord, Norway  
Sweden Gothenburg, Sweden

- 2.2 Fleets shall establish their own rules governing local racing and shall elect and be governed by a Fleet Captain and any other local officers that the Fleet shall deem necessary. Each Fleet shall be responsible for and maintain its own constitution and by-laws. The Fleets shall keep an up-to-date copy on file with the ECA at all times. These documents will at a minimum include rules that cover the following:
  - a. Election of Officers
  - b. Calling of Fleet Meetings
  - c. Membership
  - d. Dues
  - e. Sail Purchase Plan
  - f. Series Racing
  - g. Regatta Qualifying
  - h. Procedure for enacting any Fleet Specific Amendments to the Class Equipment Rules (must be pre-approved by a majority vote of the IODWCA Executive Committee)

**International One Design  
World Class Association**

**By-Laws**

- 2.3 Fleet status may be revoked by the WCA Secretary if the Fleet fails to maintain at least three active yachts or fails to pay the WCA Annual Dues as set out in the Schedule of Fees.

**By-Law III: Registration, Dues and Royalty Fees**

- 3.1 A Schedule of Fees covering dues, fees and special assessments assigned to Members, Yachts and Fleets of the IOD Class shall be approved at an Annual or Special Meeting of the WCA. This Schedule of Fees shall not form part of the By-Laws.
- 3.2 No fee may be changed, or additional fee or assessment imposed by the WCA without the approval of the majority of the Fleets of the WCA.
- 3.3 Annual Fleet Dues shall be assessed to each Fleet in accordance with the Schedule of Fees for each IOD registered in that Fleet. Fees shall be payable to the WCA Treasurer by June 1st for all active yachts in that Fleet.
- 3.4 Annual Member Dues shall be assessed to each Member in accordance with the Schedule of Fees. Fees shall be payable to the individual Fleet Treasurers for forwarding to the WCA Treasurer. Dues shall be collected and payable by the Fleets by June 1st annually for all of their active members.
- 3.5 From time to time, the WCA may require additional fees or assessments be applied to the Fleets, to the yachts or to the membership at large.

**By-Law IV: One-Design Sail Purchase Plan**

All Fleets are required to implement a Sail Purchase Plan to assure that all IODs within a Fleet have as near equal sails as possible, regardless of the amount of money a competitor may have for sails, or access that a competitor may have to sail-making or recutting capability. In addition, the Sail Purchase Plan makes possible group discounts for sail purchase, further lowering the costs of maintaining a competitive IOD sail inventory.

Details of a Fleet's specific Sail Purchase Program are left to the individual Fleets; however, a Fleet's Sail Purchase Plan shall address planned sail purchases for the upcoming five seasons and shall include the following provisions:

- 4.1 In any given race an IOD shall use only three sails - mainsail, jib and spinnaker. Only a mainsail, jib and spinnaker approved by the local Fleet shall be used in races which are part of the Fleet's Qualifying Series for the WCA World Championships and any other races which the Fleet designates.
- 4.2 To preserve the classic look of the IOD, mainsails and jibs shall be white. Fleets may adopt fleet or individual spinnaker designs.
- 4.3 Sail designs and specifications, subject to the dimensional limits of the WCA, should be created by the Fleet to assure enjoyable and competitive racing in a Fleet's local conditions.
- 4.4 The choice of sail maker is left to the local Fleet. A different sail maker may be used for each of the three sails, but the same sail maker should make all of the sails for any annual purchase. The sail maker should strive to make the sails as near identical as possible. Sails should be allocated by lot or by some other method which the Fleet

**International One Design  
World Class Association**

**By-Laws**

approves.

- 4.5 Except for exceptional reasons approved by the Fleet, no more than one sail should be purchased before any season.
- 4.6 The entire Fleet shall be encouraged to purchase the designated sail during each fleet purchase. However, if a yacht elects not to participate in a particular purchase, that yacht will not be allowed to purchase a new sail of that type until the next fleet purchase of that sail.
- 4.7 That sail shall be used by the Fleet until it is next purchased by the Fleet.
- 4.8 Yachts (newly built or relocating) registering with a Fleet shall be bound by the sail purchase rotation of that Fleet and shall, as designated by the Fleet Captain, either:
  - a. purchase or borrow current rotation sail(s) from the Fleet
  - b. purchase or borrow and, if required, re-cut sail(s) from a previous rotation so that they meet the same design and specifications as the currently approved sail(s).
  - c. purchase a new sail(s) built to the current sail rotation design by the current approved Fleet sail maker.
  - d. Use such other sail for the balance of a rotation period as specified by the Fleet Captain.

**By-Law V:      Protests and Appeals**

- 5.1 Any yacht protesting another for failure to comply with any WCA Rule shall file said claim with the individual Fleet involved in accordance with rules set forth by that Fleet.
- 5.2 Appeals to rulings by local Fleets may be made to the WCA following the submission procedures set out in the RRS. Appeals to the WCA shall be made within 15 days of receiving the written decision from the local Fleet. Upon the receipt of an appeal the President shall appoint an ad-hoc Appeal Committee containing at least three (3) and not more than five (5) Members, at least one of whom shall be a Class Officer. This committee shall review the decision of the local Fleet and publish a written decision including any penalties to be assessed to an Yacht or Member who has broken a WCA rule.
- 5.3 Appeals, shall be accompanied by an Appeal Fee in accordance with the Schedule of Fees, to cover costs involved in printing and mailing. Should fair determination of the protest require costs to the WCA or the owner of the protested Yacht in excess of the fee stated in the current Schedule of Fees, the protestor must agree in advance to be liable for this amount.
- 5.4 Yachts found, through the Appeal procedure, to be in nonconformance with a WCA bylaw or rule shall be disqualified from all races of the current season for which the yacht is determined to have raced while the deficiency existed. However, if the deficiency is structural and developed through other than intentional violation of the rules by the owner, then the yacht shall have thirty days from the date of the decision by the Appeal Committee in which to conform to the rules to avoid disqualification. Where remedy for the deficiency is not clearly apparent, the written decision of the Appeal Committee shall include instructions for acceptable correction.
- 5.5 The decision of the WCA Appeal Committee shall be final.