



By-Laws

By-Law I: Eligible Boats¹

- 1.1 A boat² shall be eligible for inclusion in the International One-Design Class if it conforms to the Class Rules³.
- 1.2 New boats⁴ shall carry a registered number allotted to the boat⁵ 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.

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By-Law II: Fleets

- 2.1 The following Fleets are recognized by the WCA:

Europe

Fredrikstad⁷, Norway
Tönsberg⁸, Norway
St. Mawes, UK
Sweden - Almösund⁹, Sweden

North America

Bermuda, Hamilton Harbor, Bermuda ¹⁰
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.

- 2.2 Fleets shall establish their own regulations¹¹ 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 their own governing documents¹². The Fleets shall keep an up-to-date copy of these documents¹³ on file with the WCA¹⁴ 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. Procedures for approving and proposing¹⁵ any Fleet Specific Amendments to the Class Rules

- 2.3 A Fleet whose fleet-specific Class Rule amendment has been denied by the Executive Committee may request that the rule at issue be voted upon by all Fleets at any duly convened meeting where a quorum is present. The denial remains in effect until such meeting has been convened and a vote taken. If a majority of the Fleets present at the meeting vote to accept it, the amendment is adopted.¹⁶

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- 2.4 The Executive Committee (with a 2/3 vote) may declare a Fleet not in Good Standing for violations of the Constitution or Bylaws under the following conditions,¹⁷
 - a. Such decision requires confirmation by a 2/3s vote at a Special Meeting.
 - b. The decision does not take effect until confirmed at the Special Meeting.
 - c. The Fleet in question can represent themselves at the Special Meeting, but cannot vote on the confirmation issue.
- 2.5 Revocation of Fleet status must be recommended by the Executive Committee for approval by the WCA at an Annual Meeting.¹⁸

By-Law III: Registration, Dues and Royalty Fees

- 3.1 A Schedule of Fees covering dues, fees and special assessments assigned to Members, Boats¹⁹ 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 due from each Fleet on Jan 1st of each year for the ensuing calendar year 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 boats²⁰ in that Fleet. Fleet Dues for the current year must be paid in advance of the Annual Meeting in order for a Fleet to be considered in Good Standing.²¹ Any Fees paid after June 1st may be subject to a 10% late fee.²²
- 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 the earlier of June 1st or the date of the Annual Meeting²³ annually for all of their active members. In the case where a member is not associated with a recognized fleet, dues may be forwarded directly to the WCA Treasurer.²⁴
- 3.5 From time to time, the WCA may require additional fees or assessments be applied to the Fleets, to the boats²⁵ 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.

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- 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 Class Rules²⁶, should be created by the Fleet to assure enjoyable and competitive racing in a Fleet's local conditions.
- 4.4 The choice of sailmaker²⁷ is left to the local Fleet. A different sailmaker²⁸ may be used for each of the three sails, but the same sailmaker²⁹ should make all of the sails for any annual purchase. The sailmaker³⁰ 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 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 boat³¹ elects not to participate in a particular purchase, that boat³² 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 IODs³³ (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. Purchase³⁴ or borrow current rotation sail(s) from the Fleet
 - b. Purchase³⁵ 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. Purchase³⁶ 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: Interpretations, Protests, Disputes & Appeals ³⁷

5.1 Class Rules

- a. A Member may request an interpretation of a Class Rule from the WCA in which case the WCA Technical Committee shall respond. Any decision of the WCA Technical Committee regarding a Class Rule interpretation shall be final and binding on the Fleet and the Member. This decision will be posted on the WCA website within 30 days.
- b. Any boat protesting another for failure to comply with a Class Rule shall file a protest in accordance with the Racing Rules of Sailing

5.2 Local Fleet Regulations

- a. A Member of a recognized Fleet may request a ruling or interpretation of a Local Fleet Regulation from their local Fleet association.
- b. A Member of a recognized Fleet may request an appeal of a Local Fleet Regulation ruling by that Fleet concerning a matter specific to that Member to the WCA. Appeals must be made in writing within 15 days of receiving the written decision from the Fleet.

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- c. Upon the receipt of an appeal to the WCA, the Nominating Committee shall appoint an ad-hoc Appeals Committee containing three (3) or five (5) members. This ad-hoc Appeals Committee will consider whether it is appropriate to hear the appeal or whether it is more appropriate for the matter to remain in the jurisdiction of the specified Fleet association.
- d. The decision of the WCA Appeals Committee shall be final and binding on the Fleet and the Member. This decision will be posted on the WCA website within 30 days.

5.3 WCA Governing Documents

- a. A Member or a Fleet may request a ruling or interpretation of any element of the WCA Governing Documents (setting aside the Class Rules covered in 5.1 above) from the WCA Executive Committee. This ruling or interpretation will be posted on the WCA website within 30 days.

5.4 Disputes

- a. A Fleet may appeal a decision or ruling of the WCA Executive Committee to an Annual or Special meeting of the WCA. Such an appeal against a decision or ruling of the WCA Executive Committee shall be made in writing within 15 days of receiving the written decision from the WCA Executive Committee. Within 30 days of receipt of the appeal, the President shall notify all fleets of the time and date of the meeting. A simple majority vote of the fleets in attendance is required to sustain the original decision; however, the appealing Fleet is not entitled to vote on the matter. Any decision will not take effect until after the appeal has been heard. This decision will be posted on the WCA website within 30 days.

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- ¹ Eliminates “yacht” and replace as appropriate with IOD or “boat”
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 - ³ Clarifies that an IOD is defined by the Class Rules
 - ⁴ Eliminates “yacht” and replace as appropriate with IOD or “boat”
 - ⁵ Eliminates “yacht” and replace as appropriate with IOD or “boat”
 - ⁶ Removes language from the Bylaws that is already and more properly contained in the Class Rules
 - ⁷ Fredrikstad replaces Inner Oslo Fjord
 - ⁸ Tönsberg replaces Outer Oslo Fjord
 - ⁹ The Swedish fleet is actually based out of Almösund
 - ¹⁰ Alphabetizes by continent and fleet
 - ¹¹ Regulations replaces the word rules when referring to the governing documents of local fleets as opposed to the WCA Constitution and Bylaws or the IOD Class Rules.
 - ¹² Uses governing documents as a more general term for these documents than constitution and bylaws.
 - ¹³ Uses documents as a more general term for these documents than constitution and bylaws.
 - ¹⁴ Corrects a typo
 - ¹⁵ More accurately describes the process for fleets to propose fleet specific amendments to the Class Rules.
 - ¹⁶ Provides recourse for fleets if their amendments are not accepted by the Executive Committee
 - ¹⁷ Clarifies procedure for finding a Fleet “Not in Good Standing”

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- 18 Clarifies procedure for rescinding Fleet Status
- 19 Eliminates “yacht” and replace as appropriate with IOD or “boat”
- 20 Eliminates “yacht” and replace as appropriate with IOD or “boat”
- 21 Defines dues payment by the date of the Annual Meeting as a requirement for Fleets to remain in Good Standing
- 22 Adds provision for late payment penalty
- 23 Provides definition of historic grace period
- 24 Provides definition of historic practice
- 25 Eliminates “yacht” and replace as appropriate with IOD or “boat”
- 26 Clarifies that an IOD is defined by the Class Rules
- 27 Corrects spelling of sailmaker
- 28 Corrects spelling of sailmaker
- 29 Corrects spelling of sailmaker
- 30 Corrects spelling of sailmaker
- 31 Eliminates “yacht” and replace as appropriate with IOD or “boat”
- 32 Eliminates “yacht” and replace as appropriate with IOD or “boat”
- 33 Eliminates “yacht” and replace as appropriate with IOD or “boat”
- 34 Capitalizes first letter in item
- 35 Capitalizes first letter in item
- 36 Capitalizes first letter in item
- 37 Bylaw V has been entirely rewritten. The rewrite attempts to make clear the distinction between Class Rule disagreements which are handled through the RRS and the Technical Committee and other administrative disputes which can be handled either by a Local Fleet or the Executive Committee depending on their circumstances. It also defines the appellate process for those judgments should one of the parties feel aggrieved.