



By-Laws

By-Law I: Eligible Boats

- 1.1 A boat shall be eligible for inclusion in the International One-Design Class if it meets the Class Rules.
- 1.2 New boats shall carry a registered number allotted to the boat 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 on a builder's plaque mounted on the after coaming of the cockpit.

By-Law II: Fleets

- 2.1 Fleets that are recognized by the WCA are listed in By-Law Appendix 1. Changes to this Appendix may be made at any Meeting of the WCA by means of a 2/3 vote.
- 2.2 Fleets shall establish their own Fleet Regulations 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 documents. The Fleets shall keep an up-to-date copy of these documents on file with the WCA at all times. These documents will at a minimum include regulations 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 internally developing, approving and subsequently proposing a submission to the WCA as a Fleet Specific Amendment to the Class Rules.
- 2.3 A Fleet whose Fleet Specific Amendment to the Class Rules 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 will be deemed approved by the WCA and processed according to the Class Rules.
- 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:
 - a. Declaring a Fleet to be not in Good Standing is a significant and non-desirable process. Every attempt should be made to resolve outstanding issues prior to such a decision. Additionally, the Fleet in question shall be given at least thirty (30) days to resolve the issue prior to any such declaration.
 - b. Such decision requires confirmation by a 2/3 vote at a Special Meeting to be called subject to the appropriate notification processes. The notification of the Meeting should take place within 30 days from the Executive Committee decision.
 - c. The decision does not take effect until confirmed at the Special Meeting.
 - d. The Fleet in question may represent themselves at the Special Meeting, but may not vote on the confirmation issue.

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- 2.5 Revocation of Fleet status must be recommended by the Executive Committee (with a 2/3 vote) for approval by the WCA at a Meeting of the WCA. A 2/3 vote at the Meeting of the WCA will be required to remove a Fleet.

By-Law III: Registration, Dues and Royalty Fees

- 3.1 A Schedule of Fees covering dues, fees and special assessments assigned to Members, Boats 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 boats in that Fleet. Fleet Dues for the current year must be paid by the later of the Annual Meeting date or June 1st of any given year in order for a Fleet to be considered in Good Standing.
- 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 later of the Annual Meeting date or June 1st of any given year 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.

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 Class Rules, should be created by the Fleet to assure enjoyable and competitive racing in a Fleet's local conditions.
- 4.4 The choice of sailmaker is left to the local Fleet. A different sailmaker may be used for each of the three sails, but the same sailmaker should make all of the sails for any annual purchase. The sailmaker should strive to make the sails as near identical as

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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 boat elects not to participate in a particular purchase, that boat 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 IODs (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: Interpretations, Protests, Disputes & Appeal

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. Any requests for a ruling or interpretation of a Local Fleet Regulation shall be presented to the responsible 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.
- 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)

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from the WCA Executive Committee. This ruling or interpretation will be posted on the WCA website within 30 days. If such a ruling or interpretation requires a change to the relevant Governing Document, the appropriate processes and timelines for such a change will be followed.

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 2/3 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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By-Law Appendix #1: Fleets

The following Fleets are recognized by the WCA:

Europe

Fredrikstad , Norway
Tønsberg , Norway
St. Mawes, UK
Sweden - Almösund , Sweden

North America

Bermuda, Hamilton Harbor, Bermuda
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.