

IOD World Class Association Constitution

CI. Name

The name of this organization shall be the International One Design World Class Association (WCA).

CII. Purpose

- 2.1 The purpose of this Organization is to promote racing of the International One-Design (IOD) yacht; to maintain the "one-design" principles of the IOD Class; to ensure fair competition between IODs; and to assist in the preservation, maintenance and growth of the world wide IOD community.
- 2.2 The Association is not organized for and shall not be conducted for profit.
- 2.3 Membership is open to any person.

CIII. Jurisdiction

This Constitution, and the By-Laws, Specifications, Rules and Championship Regulations adopted pursuant to the Constitution, are binding upon all members of the WCA and all Fleets registered by the WCA.

CIV. Definitions

- 4.1 International One Design (IOD): A yacht which conforms to the requirements defined in this Constitution, By-Laws, and Rules.
- 4.2 Fleet: A group of 3 or more IODs which frequently and regularly races together on a one-design basis and which applies to and is recognized by, and pays the appropriate annual fleet registration fees as set down in the Schedule of Fees to the WCA.
- 4.3 Member: Someone who has paid dues as set down in the Schedule of Fees to the WCA either through a Fleet or directly to the WCA Secretary.
- 4.4 The IOD World Class Association: The Fleets and individual Members.

CV. Officers

Between Annual Meetings, the WCA shall be governed by the following Officers, who shall be elected at each Annual Meeting and shall serve until the ensuing Annual Meeting or until their successors are elected at the next meeting of the Association. Any Member of the WCA shall be eligible to serve as an Officer of the WCA. These elected Officers constitute the WCA Executive Committee.

- 5.1 President: The President shall be the chief executive of the organization and shall perform such duties. He shall set the time and place for meetings, including the Annual Meeting and preside at meetings; serve as Chair of the Executive Committee; rule on procedure and authorize payments of indebtedness. In the absence of the WCA Executive, the President is authorized to make decisions on behalf of the WCA. The President will normally serve two consecutive one-year terms.
- 5.2 Executive Vice President: The Executive Vice President, who shall officiate in the

absence of the President and shall carry out any duties delegated by the President and is intended to succeed the President at the end of their term of office.

- 5.3 Vice Presidents: There shall be a minimum of two (2) and a maximum of four (4) Vice Presidents. The Vice Presidents shall perform the duties delegated to them by the Executive Committee or the President. Any Vice President designated by the Executive Committee may perform the duties of the President or Executive Vice President in their absence. There shall be at least one Vice President representing each continent where there is a registered Fleet.
- 5.4 Secretary: The Secretary shall keep the records of the WCA, maintain membership roles, Fleet listings, register yachts, keep the minutes of the meetings, communicate with all Fleets and perform all other duties pertaining to such office.
- 5.5 Treasurer: The Treasurer shall receive all dues and other monies paid to the WCA; deposit the WCA funds in banks as authorized; preserve the assets of the WCA; and provide a financial report at the annual meeting or at any other meeting when requested by the President.
- 5.6 Honorary Officers: The Executive Committee can appoint Honorary Officers for specific purposes. These Honorary Officers shall not be voting members of the Executive Committee.

CVI. Committees and Appointed Positions

The WCA President, with the approval of a majority of the WCA Officers, shall appoint members of the WCA to fill committees and positions responsible for conducting various WCA functions until the ensuing Annual Meeting or until their successors are named by the WCA Executive Committee. The record of appointments shall be held by the WCA Secretary and posted on the WCA website, and written confirmation shall be mailed to all Fleet Captains. The appointments shall include, but shall not be limited to:

- 6.1 World Class Technical Committee
The World Class Technical Committee shall interpret the Class Hull and Sail Specifications and shall propose to the Annual Meeting any advisable alterations or additions to the Specifications. When requested in writing, the World Class Technical Committee shall make a technical ruling on a question that cannot be resolved within a particular Fleet.

Three or more World Class Technical Committee members shall be appointed. No two appointed members of the World Class Technical Committee may come from the same Fleet. One of these members shall be designated as the World Class Technical Committee Chair, the other two or more members shall be considered at-large members of the Technical Committee.
- 6.2 Nominating Committee
The Nominating Committee shall be responsible for creating a slate of proposed WCA officers to be presented to the WCA for approval at an Annual Meeting or Special Meeting of the class. The Nominating Committee shall present their proposed slate to the WCA Executive Committee no later than 45 days before the Annual Meeting or Special meeting where the slate will be voted upon.

The Nominating Committee shall consist of the immediate Past President and any four (4) individual Members drawn from any fleet with no more than one (1) Member from any fleet. The Nominating Committee shall elect its own chair. In the event the immediate Past President is unable to serve on the Nominating

Committee, the sitting President shall appoint any other Past President to serve. In the event that no Past President is available to serve, the sitting President may appoint any Fleet Captain in good standing to serve.

- 6.3 Class Measurers
Two or more Class Measurers shall be appointed. Class measurers shall be responsible for inspecting each newly-built IOD, or rebuilt IOD to ensure that the yacht complies with the WCA specifications as set out in the WCA By-Laws.
- 6.4 Newsletter Editor
The Newsletter Editor shall be responsible for the creation of a periodic newsletter communication to the WCA membership.
- 6.5 Additional Posts
The WCA Executive Committee shall appoint other posts as necessary to efficiently conduct the affairs of the WCA.

CVII. Meetings

The Annual Meeting of the WCA shall be held during the week of the WCA World Championships at or near the location of the WCA World Championships.

A Special Meeting of the WCA can be called at any time by the WCA President, subject to the provisions of this Article.

- 7.1 Notification
The WCA Secretary shall deliver in writing, by postal mail or electronic mail, notice of the Annual Meeting or a Special Meeting, including notice of any votes which are scheduled to be held, directly to the Fleet Captains no later than sixty days prior to the date of the Annual Meeting or Special Meeting. Either form of notice shall constitute due notice to the Membership. The WCA Secretary shall also post notice of the Meeting and the scheduled votes on the WCA website.
- 7.2 Participation
Fleets are expected to participate, either directly or via written proxy, at all Annual Meetings and Special Meetings. Fleets shall inform the WCA Secretary in writing or electronically, of their appointed representative at an Annual Meeting or Special Meeting. A fleet representative must be a Member. A single individual may act as representative for up to three fleets. Written proxy votes, which must include specific fleet votes on all matters scheduled to come before the WCA at the meeting, shall be submitted to the WCA secretary in advance of the meeting.
- 7.3 Quorum
A quorum at an Annual Meeting or Special Meeting shall consist of the presence in person of the voting representatives of two-thirds of the Fleets in good standing.
- 7.4 Voting
One vote will be allowed per Fleet. The designated Fleet representative shall cast the vote for each Fleet. The President shall cast all written proxy votes received by the Secretary.
- 7.5 Order Of Business
 - 7.5.1 The order of business of the Annual Meeting shall be as follows:
 - a. Call to Order
 - b. Roll Call
 - c. Reading of Minutes

- d. Treasurer's Report
- e. Reports of Officers
- f. Fleet Reports
- g. Selection of Site for next Championships
- h. Other Business
- i. Election of Officers
- j. Adjournment

5.5.2 A different order of business may be used for a special meeting of the WCA.

CVIII Dues

- 8.1 Annual Dues are assessed to WCA Fleets and Members on a calendar year basis. The amounts of the annual dues for Fleets and Members are listed in the WCA Schedule of Fees. Payments are due to the WCA Treasurer on January 1st of each year.
- 8.2 Whenever practical, individuals should pay their dues through their local Fleet. Members unaffiliated with a local Fleet may remit their dues directly to the WCA Secretary.
- 8.3 Fleets whose Annual Dues payments are not received by June 1st of each year will be assessed a 10% late fee each month until the dues payment is remitted.
- 8.4 Failure to provide the WCA with the required Fleet dues payments may result in that Fleet being suspended.

CIX Emblem

The insignia of the Class shall be the letter C superimposed on the letter I. The I should be made with serifs and the C without. The C should be five-sevenths of the height of the I. The Emblem should normally be displayed in red except when it is on a field of red, in which case it should be white.

CX Amendments

- 10.1. The Constitution, By-Laws, Specifications, Rules and Championship Regulations may be amended at any Annual Meeting or Special Meeting. Proposed Amendments shall be published with the Notice of Meeting no later than 60 days prior to the meeting. A 2/3s majority of all Fleets is required to adopt a proposed Constitution, By-law, Specification, Rule or Championship Regulation amendment. Amendments approved at such a meeting will go into effect on the first day of January following their adoption.
- 10.2. The Constitution, By-Laws, Specifications, Rules and Championship Regulations may be amended by unanimous vote of the WCA Executive Committee provided that notice of the adoption of any of the amendments shall be made to each Fleet Captain. Any Fleet may, within 60 days after such notice, notify the WCA Secretary that such Fleet objects and requests that same amendment be presented to a meeting of the Members for determination. Such amendment shall not be accepted until the expiration of said 60-day period, or, if notice of objection thereto has been duly given by any Fleet, until the same has been adopted at a meeting of Members in accordance with Article 10.1 above. Amendments adopted in this manner shall not be effective until first day of January following their acceptance.

IOD World Class Association 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.
- 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 New boats shall be required to pay a Royalty Fee to the WCA in accordance with the Schedule of Fees.
- 3.6 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 re-cutting 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 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 purchase the same sail during each purchase period.
- 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: Sail Specifications

- 5.1 The WCA Emblem must be displayed on both sides of the mainsail at approximately two-thirds the height of the sail and may be displayed on both sides of the spinnaker in approximately the middle of the sail. In accordance with the ISAF RRS Appendix G, the WCA Emblem shall be at least 19" in height and not more than 24". The Yacht's number in its Fleet shall be displayed underneath the WCA Emblem on the main and spinnaker in the same size as the WCA Emblem.
- 5.2 Mainsail
The maximum size of the mainsail shall be 38'10" on the luff. Adjustable leech lines and supplemental devices for adjusting the tension of the luff ("Cunninghams") are allowed.
- 5.3 Jib
The maximum size of the jib shall be 26' 2" of wire, 26' on the luff, 9' 10" on the foot, and 24' 6" on the leech, all to be measured under 5 pounds of tension. Adjustable leech lines, foot lines and luff tensioners are allowed. Moveable and/or adjustable leads may be used for sheeting the jib to the cabin-top, deck or chainplates; but no device or method may be employed to lead a sheet outside of the chain plates.
- 5.4 Spinnaker
Spinnakers shall not be shorter than 26' or longer than 30' on the luff. The foot shall not be less than 17' or greater than 22'. Maximum sails are: 650 square feet.

By-Law VI: Hull Specifications

Hulls shall be built only by the Association-appointed builders. Authorized Builders are as follows:

1936 -1967 Wood A.S. Bjarne Aas Yacht Verft, Ltd.
1968-1973 Fiberglass A.S. Bjarne Aas Yacht Verft, Ltd.
1974-1976 Fiberglass Henrik Aas
1976-1979 Fiberglass Harry Farmer
1980-1988 Fiberglass Able Marine, Southwest Harbor ME Bermuda IOD Company, Ltd.
1990-1994 Fiberglass Silvers Marine, Ltd., Rosneath, Scotland
1990-1995 Fiberglass Offshore Glass Co. Portland, ME
1996- Present Fiberglass Tjorns Yachtservice, Sweden
1997- Present Fiberglass C. W. Hood Yachts, Marblehead, MA

- 6.1 Wooden hulls shall be in accordance with Plan I, Lines and Offsets, dated June 1936 by Bjarne Aas and Plan II, Working Plan, dated June 1936 by Bjarne Aas as revised and dated March 1963 by Richard de Meslie, as amended by these rules.

- 6.2 Fiberglass hulls shall be in accordance with the Plan dated September 1972 by Henrik Aas as amended by these rules.
- 6.3 Any other material may be used, providing it is compatible with weights and measures applicable to one-design standards of the IOD yacht specifications.
- 6.4 Principal weights and tolerances are as follows: No material may be added to or removed from hull or deck other than routine sanding and painting other than as provided for under Reconstruction (fiber-glassing of wooden hulls). The complete yacht shall weigh 6,900 pounds, plus or minus two percent. The lead keel shall be 4,100 pounds, plus or minus two percent, and the complete hull 2,800 pounds, plus or minus two percent. Mast weight with spreaders attached and stays in place shall be at least 200 pounds, with a center of gravity, not less than 17 feet above the deck. Movable ballast while racing is forbidden. Yachts may install a head and carry an outboard motor (maximum 77 pounds) and a fuel container (full weight not to exceed 66 pounds). Weight of the yacht loaded shall in no case exceed 7,262 pounds (7,120 pounds plus two percent).
- 6.5 Cabin. Yachts may carry the original long cabin or short cabin.
- a. Owners wishing to use the short cabin design are allowed to do so provided they follow the Working Plan as revised and dated March 1963 and material of design thickness is used. The cabin roof shall be ½" T&G white pine or not less than 3/8" marine plywood. The cabin bulkhead may be moved or replaced with 5/8" teak or mahogany or ½" marine plywood. The bulkhead on the Revised Working Plan is two rib positions forward of the original 1936 design. Shortening of the cabin beyond this point is not allowed. The hatch area in the cabin top shall not exceed 20" in width or 23" in length.
 - b. Owners preferring to use the long cabin are allowed to do so provided they install said cabin in accordance with the original Bjarne Aas drawings No. xxxx . The cabin roof shall be ½" T&G white pine or not less than 3/8" marine plywood. The cabin bulkhead may be moved or replaced with 5/8" teak or mahogany or ½" marine plywood. The bulkhead on the Revised Working Plan is two rib positions forward of the original 1936 design. Shortening of the cabin beyond this point is not allowed. The hatch area in the cabin top shall not exceed 20" in width or 23" in length.
- 6.6 Partners, Fore triangle, and Mast Step. The deck partners, through which the mast passes into the step below on the cabin sole, are limited to 9 inches fore and aft dimension. On wooden boats, the reference is the front of the cabin house. The forward partner opening can be no further than 18 inches from the cabin front. On fiberglass boats, the reference is the transom. The aft partner opening can be no further than 21 feet zero inches from the transom and the forward partner opening no further than 21 feet 9 inches from the transom. The "J" measurement is the base of the fore triangle and is restricted to 8 feet 1-inch forward of the forward partner opening. Tolerance on the "J" is plus zero or minus one inch. The Mast Step slot is limited to the fore and aft limits of the partners, perpendicular to the design waterline. Mast step may be built up level to the design waterline. Mechanism for movement or movement of the base of the mast in the step or at the partners during a race is not permitted.
- 6.7 Cockpit seats may be of optional design but must exist. Total potential seating area between the cockpit coamings must be at least 300 square inches. Cabin seats or bunks may be of optional design but must exist in approximately the

location shown on the plans. Total seating surface area must be at least 8 square feet. Design thickness of the surface is 19/32". Minimum thickness should be maintained at not less than 1/2".

- 6.8 The Deck may be rebuilt in 5/8" T&G pine or in 1/2" marine plywood with a minimum weight of 1.56 lbs./sq. ft. Additionally, the deck may be fiber-glassed if desired or necessary to bring the boat up to minimum weight.
- 6.9 Cockpit Coamings have a design thickness of 11/16". They may be rebuilt with not less than 5/8" mahogany or teak. Minimum heights above the deck on all boats are 6" at the cabin bulkhead, 4 1/2" at the midpoint, and 3" at the after end of the cockpit.
- 6.10 Fiber-glassing of the hull at the keel, from the keel to the waterline, or from the keel to the sheer is allowed. Design thickness of the hull is 3/4". Preparation of the wooden surface should involve rough sanding but sandblasting may be utilized, in both cases provided the wooded thickness is not reduced to less than 5/8".
- 6.11 The addition of a rudder heel pintel, lengthening and strengthening of the mast step, extension of the jumper stays to a control point inside the cabin, and substitution of a swiveling gooseneck fitting are allowed.
- 6.12 Fleets may elect to replace wooden spars with aluminum. The only approved and recommended mast extrusion is the Kenyon Marine drawing #FM2027 dated 3/2/81. The approved boom extrusion is Kenyon #GFB702 dated 1/23/81, which use the original Bjarne Aas rigging plan. This is Hall Spars section number _____. Any Fleet electing to go with another spar manufacturer must duplicate these specifications. With the approval of the WCA Executive, additional spars of a different design may be built to extend the life or number of boats in Fleets where the prevalent spar does not conform to this section.
- 6.13 Electronic and electrical compasses, performance instruments and systems, and electronic communications systems, whether installed or hand held, are prohibited from use during all IOD World Association Inter-Fleet competitions, with the exception that electronic watches and stop watches are permitted in all cases and VHF radios are permitted for authorized transmissions as specified in the Sailing Instructions.
- 6.14 No fairwaters may be installed where the rudder meets the hull.
- 6.15 Travelers for the mainsheet are permitted.
- 6.16 Tiller extensions are permitted.
- 6.17 Supplemental jib sheets for hauling the jib sheets in any direction ("Barberhauls") are allowed.
- 6.18 Halyard hooks to reduce compression loading on the mast are allowed.
- 6.19 Hatch covers and cabin doors may be removed from the yacht.
- 6.20 The Association directs the Technical Chairman to provide copies of the Revised Plate VIII to local fleet measurers in order to standardize the boats within each fleet bring all boats into compliance with these one-design rules.

By-Law VII: Protests and Appeals

- 7.1 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.
- 7.2 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.
- 7.3 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.
- 7.4 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.
- 7.5 The decision of the WCA Appeal Committee shall be final.

IOD World Class Association Championship Regulations

CR I. Purpose

These regulations set the basic procedures that are used to govern the Annual World Championship of the International One Design Class and other special IOD events. These regulations shall be followed for a World Championship, and shall be considered as procedural guidelines for other events.

CR II. Location

A special regatta shall be conducted annually to determine the World Champion of the International One Design Class. The IOD World Championship shall be hosted by each of the Fleets in turn, according to a schedule which is presented to and approved by the WCA at each year's Annual Meeting.

CR III. Organization

The Host Fleet is responsible for all aspects of the event, including, but not limited to: arranging for the use, preparation, management and return of boats and sails, appropriate insurance, selecting a Race Committee and International Jury for the conduct of races, providing housing, organizing social arrangements and managing event finances.

- 3.1. No later than 90 days before the Championship, the Host Fleet shall submit the names of the PRO and the Chief Judge to the WCA for approval.
- 3.2. The Host Fleet shall make available sufficient boats, capable of being tuned to comparable racing status, to allow an invitation to each registered fleet, the defending champion and a minimum of one spare.
- 3.3. The Host Fleet is responsible for any and all expenses incurred in connection with any IOD regatta.
- 3.4. The Host Fleet may charge an entrance fee for each helmsperson and an activities charge to cover social events for all participants and other attendees.
- 3.5. The Host Fleet may also require damage deposits to cover potential expenses required to repair boats damaged in the event.
- 3.6. Subject to the limitations of the RRS, the Host Fleet may seek sponsorship to help defray the costs of the event.

CR IV. Invitations

Invitations shall be extended by the host fleet, with the approval of the WCA secretary, using the following procedure:

- 4.1. An invitation shall be extended to the Defending Champion.
- 4.2. An invitation shall be extended to each Fleet in good standing that hosts a qualifying series.
 - a. Qualifying series is defined as a series of four or more races in each of which at least three boats race.
 - b. Boats may not be counted in more than one Fleet or qualifying series.

- 4.3. A majority of the Officers of the Association may decide to extend an invitation to countries with five or more boats, or to a Fleet or individual IOD sailor in order to further growth of the Association, preserve its Fleets, or to further competitive sailing skill. Preference shall be given to Fleets capable of hosting a World Championship
- 4.4. If available, additional invitations shall be extended to the Fleets each in turn, in descending order of Fleet size. The WCA Secretary shall determine the order of the fleets for this process:
 - a. Fleet size is determined as the number of boats that have finished at least four races in the Fleet's Qualifying Series.
 - b. In the event that two fleets report the same number of boats finishing at least four races in the qualifier, the following procedures shall be used to break the tie:
 - i. Average participation in the qualifying series will be used as the first tie-breaker; number of races in the Qualifying Series will be used as the second tie-breaker and the number of registered boats in the Fleet will be used as the third tie-breaker.
 - ii. In the event that a tie for fleet size has not been broken by one of these methods, lots shall be drawn by a neutral party to determine which fleet will receive the additional invitation.
 - c. To be considered for entries to an IOD World Championship, each Fleet Captain shall make the following information available to the WCA secretary no later than 30 days before the scheduled start of the World Championship Regatta.
 - i. The name of its chosen qualifying helmsperson for the World Championship.
 - ii. The complete results of its Qualifying Series, including the names of helmspersons or co-helmspersons, boats and sail numbers of all boats starting and finishing in four or more races of the qualifying series.
 - iii. Failure to make this submission may impact on the ability of that fleet to be represented at the IOD World Championship.

CRV. Participants

- 5.1. Helmspersons: An individual shall not be considered as entrant as a helmsperson unless that individual served as the helmsperson in at least fifty per cent (50%) of the races in their fleet's Qualifying Series.
- 5.2. Co-helmsperson: In order to recognize and support joint ownership of IODs, a team of two individuals are allowed to compete as co-helmspersons in a single entry for the World Championships, provided they adhere to certain requirements described herein.
 - a. The helmspersons acted as co-helmspersons aboard the same boat during their fleets qualifying series.

- b. Each of the individuals served as the helmsperson of their boat in at least 40% of the races in their fleet's qualifying series.
 - c. Each of the individuals served as helmsperson in an approximately equal number of qualifying races.
- 5.3. Crews: 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.

CRVI. Regatta Procedures

- 6.1. Racing shall be conducted under the International Sailing Federation ("ISAF") Racing Rules of Sailing ("RRS"). Sailing instructions shall be prepared by the Host Fleet who may not modify these IOD Championship Regulations except to accommodate local conditions. Modifications to these Championship Regulations are subject to the prior approval of WCA Executive Committee.
- 6.2. Rules: The Class Rules shall apply and the Sailing Instructions shall so state.
- 6.3. Boat Rotation:
- a. Each team shall race a different boat in each race following a boat rotation schedule prepared by the host fleet.
 - b. A direct swap rotation method is recommended if an even number of boats is being used.
 - i. If another system is utilized to establish the rotation, it should be built so that a helmsperson does not follow another helmsperson throughout the boat sequence.
 - ii. No helmsperson or co-helmsperson shall be permitted to sail in the boat that they regularly sail during the regatta.
 - c. Assignments of teams to the boat rotation shall be done by lot. Representatives of the host fleet shall draw first and may be asked to re-draw in order to ensure compliance with CR6.4.
- 6.4. Helmspersons and Co-helmspersons
- a. The helmsperson is responsible for the boat being sailed and its crew.
 - b. While racing, the helmsperson shall not leave the helm except in an emergency.
 - c. Co-helmspersons shall alternate days on the helm according to a schedule that they submit to the Race Committee before the beginning of the first race.
 - i. The schedule shall include all days of the regatta, including those days which are designated as spare race days.
 - ii. The prescribed helmsperson for a race day shall sail all the races held on that day.

- iii. Thereafter, permission to alter the designated helmsperson shall be granted by the International Jury only for valid cause.
 - d. In the sole discretion of the International Jury, a helmsperson failing to exhibit qualities of good seamanship or found in frequent violation of the racing rules may be required to withdraw from the competition.
- 6.5. Courses: Courses shall be at the discretion of the Principal Race Officer. However, unless prevented by local conditions, courses should be six to eleven nautical miles in length with at least two legs to weather.
- 6.6. Individual Recalls: Individual recalls shall be signaled as specified in the ISAF RRS. In addition the Race Committee shall endeavor to notify each boat recalled by hailing her number via hailer or via VHF transmission on a channel designated in the sailing instructions.
- 6.7. Abandonment After Start
- a. In the event of a major wind shift occurring on the first leg of the course, the Race Committee may abandon and restart the race in accordance with the ISAF RRS.
 - b. The sailing instructions may include a time limit for the first boat to round the first weather mark.
- 6.8. Shortened Course: The Race Committee may shorten course in accordance with the ISAF RRS. Whenever possible the course shall include two weather legs.
- 6.9. Time Limit: The time limit for a race shall be 2½ hours.
- 6.10. Rigging adjustments: The standing rigging (upper and lower shrouds and headstay) and mast chocking shall not be adjusted in any way by a competitor. Any other restricted or permitted rigging adjustments shall be described in the Sailing Instructions.
- 6.11. Safety: Boats are required to carry aboard a VHF radio, which may be used for any publicly available transmissions. Abuse of this regulation may be cause for protest under RRS 2.

CRVII. Scoring

- 7.1. The Championship shall consist of a minimum of seven scheduled races.
- a. The number of races in the Championship may be increased by the host fleet with the approval of the WCA.
- 7.2. Under no circumstances may the Championship be determined without the completion of at least four races.
- 7.3. Races shall be scored in accordance to the RRS.
- a. In scoring the series, if six or more races are completed, a team's worst race score shall be discarded before computing the total score.
 - b. If five or fewer races, are completed, all races shall count in the total score.

- 7.4. In the event of a breakdown of a boat through no fault of the team sailing her, the helmsperson may apply for breakdown points by filing for redress. In awarding breakdown points the International Jury shall be guided by the following options:
- a. Score such boat as if it were unimpaired.
 - b. Await completion of the Series and award points in accordance with the following formula:
 - i. The sum of (a) and (b) divided by three: (a) twice the average of the scores made by the contestant in the other races that the contestant sailed in the series, and (b) the average of the scores made by the boat in the other races in the series.
 - ii. The points under this Section (9.b.2)) shall be in accordance with the actual finish position of that boat and shall not reflect any subsequent disqualification of any contestant sailing that boat.
 - c. Order the race re-sailed.
 - d. Such other action as the International Jury determines is the most fair and equitable.

CRVIII. Trophies

The following perpetual trophies are the property of the International One-Design World Class Association:

- 8.1. Bjarne Aas Trophy: Presented to Class Champion in honor of our original designer and builder.
- 8.2. 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 longtime Association President. Half model of Bill John's IOD was built by Henrik Aas.
- 8.3. 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.
- 8.4. 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.
- 8.5. 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.

IOD World Class Association Appendix A: Schedule of Fees

Per Article 8 and By-Law III of the WCA Constitution, the following membership and registration fees shall apply to Fleets, Members and New Boats of the International One Design Class.

1. Annual Fleet Dues (By-Law III.3)

Each fleet shall pay Annual Fleet Dues equal to the number of boats in the fleet multiplied by \$30 to the WCA.

2. Annual Member Dues (By-Law III.4)

Each individual member shall pay an Annual Membership fee to the IOD World Class Association of \$15.

3. Royalty Fee (By-Law III.5)

New boat owners shall be required to pay a Royalty Fee to the WCA of U.S. \$1,500 for each new hull. This fee applies to both new fiberglass and new wood boats.

4. Appeal Fee (By-Law VII.3)

Written appeals of a local decision regarding a WCA By-Law or Rule must be accompanied by a \$50 Administration fee.