



Championship Regulations

CR I. Purpose

- 1.1 These regulations set the basic procedures that are used to govern the annual Class (World) Championship of the International One Design Class. These regulations shall be followed for the Class Championship but may be used or considered as procedural guidelines for other events.

CR II. Location

- 2.1 Two special regattas shall be conducted annually to determine the Class (World) and North American Champions and one special regatta every other year to determine the European (North Sea Cup) Champion of the International One Design Class. These championships shall be hosted by the relevant Fleets in turn, according to a three-year schedule that is presented to and approved by the WCA at each year's Annual General Meeting (AGM).

CR III. Organization

- 3.1 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 Jury for the conduct of races, providing housing, organizing social arrangements and managing event finances.
 - A. No later than 180 days before the Championship, the Host Fleet shall submit the names of the Principal Race Officer (PRO) and the Chief Judge to the WCA for approval. The WCA shall communicate its acceptance or rejection within 30 days of submission.
 - B. The Host Fleet shall make available sufficient boats (number of entrant plus one) capable of being tuned to comparable racing status. Provisions for smaller fleets to host the Class Championship will be considered on a case-by-case basis.
 - C. The Host Fleet is responsible for any and all expenses incurred in connection with the event.
 - D. The Host Fleet may charge an entrance fee for each helmsperson or co-helmsperson and an activities charge to cover social events for all participants and other attendees.
 - E. The Host Fleet may also require damage deposits for each entrant to cover potential expenses required to repair boats damaged in the event.
 - F. Subject to the limitations of the RRS, the Host Fleet may seek sponsorship to help defray the costs of the event.

CR IV. Qualifiers

- 4.1 For the Class Championship, qualifiers shall be determined according to the following procedures as determined by the WCA Secretary and approved by the WCA Executive Committee:
 - A. The current Defending Champion is automatically qualified for the next Class Championship.
 - B. For each Fleet in good standing, the highest placing helmsperson or co-helmspersons in that Fleet's qualifying series shall qualify for the Class Championship. That qualifying position may be passed down within a Fleet to the next lowest qualifier that is able to attend.
 - i. Qualifying series is defined as a series of four or more races in each of which at least three boats race.
 - iii. Boats may not be counted in more than one Fleet or qualifying series.
 - C. A majority of the Officers of the Association may decide to extend an invitation to

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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 Class Championship

- D. If available, additional qualifying entries shall be awarded to the Fleets each in turn, in descending order of Fleet size. The WCA Secretary shall determine the order of the fleets for this according to the following process:
- i. Fleet size is determined as the number of boats that have finished at least four races in the Fleet's Qualifying Series.
 - ii. 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:
 - a. 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.
 - b. 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.
 - iii. To ensure their entries to the IOD Class Championship, each Fleet Captain shall make the following information available to the WCA Secretary no later than January 1 before the scheduled start of that year's Championship.
 - a. The name of its chosen qualifying helmsperson or co-helmspersons for the Class Championship.
 - b. 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.
 - c. Failure to make this submission may impact on the ability of that Fleet to be represented at the IOD Class Championship.
- 4.2 For the North American Championship and the North Sea Cup (European Championship), the Host Fleet shall extend at least one invitation to each Fleet on their respective continent.

CRV. Entrants

- 5.1. Helmsperson: 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 Class 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 Jury and then, only for good cause.

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CRVI. Regatta Procedures

- 6.1. Racing shall be conducted under the World Sailing (WS) 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, unless a complete round-robin is scheduled.
 - 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 CR6.3.B.ii.
- 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. Thereafter, permission to alter the designated helmsperson shall be granted by the Jury only for good cause.
 - D. In the sole discretion of the 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 PRO. 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 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. Care of Yachts

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- A. 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.
 - B. A compass may be tied or taped to the hull or spars.
 - C. Permanently altering the boats in any way is not allowed.
 - i. Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat, except that no hole shall be made in any sail for any purpose.
 - ii. Above the painted waterline only, hulls, sails, and equipment may be cleaned only with non-abrasive materials. The hulls may not be scrubbed, washed, wet-sanded, or otherwise treated below the waterline.
 - iii. No marks should be made on the boats with pencils, markers, or grease pencils except that they shall be completely washable leaving no trace of their use. Only non-residue tape may be used. 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.
 - D. Competitors may not add additional purchase to any of the boat's running rigging.
 - E. Competitors may use their own tools, spare winch handles, light weather spinnaker sheets, spare hiking sticks, fenders, docking lines, or towing lines.
- 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 Class 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 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.

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- C. Order the race re-sailed.
- D. Such other action as the Jury determines is the most fair and equitable.

CRVIII. Trophies

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

- A. World (Class) Championship
 - 1. **Bjarne Aas Trophy:** Presented to Class Champion in honor of our original designer and builder.
 - 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.
 - 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.
 - 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.
 - 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.
- B. North American Championship
 - 1. **Officers' Perpetual Trophy:** Presented to the winner of the IOD North American Championship. Trophy was donated by members of the IOD WCA Executive Committee (David Rockefeller - President, Laurence Rubinow - Secretary, Peter Rugg - Treasurer and Sacha Simmons - Vice-President) in 1999. The trophy is a Crystal set of sails mounted on a hexagonal wood base.
- C. North Sea Cup (European Championship)
 - 1. **North Sea Cup** is presented to the winner of the European Championship. Trophy was donated by Jan Petter Roed, after winning the first Cup three times.