



INTERNATIONAL ONE DESIGN CLASS
SAN FRANCISCO FLEET

**REGULATIONS
GOVERNING THE
INTERNATIONAL ONE DESIGN CLASS
SAN FRANCISCO FLEET
(Including amendments through December 8th, 2008)**

Article I. NAME

The San Francisco Bay Fleet of the International One Design Class shall be the name of this organization.

Article II. REGULATIONS

A. The San Francisco Bay Fleet of the International One Design shall be governed by the Regulations set forth herein, which are in conformity with, but in addition to, the Constitution and Bylaws governing the Class in all countries. The Constitution and Bylaws as well as all plans and specifications are on file with the Class Secretary. Where there is a conflict between Class Constitution and Bylaws and the Fleet Regulations, the Fleet Regulations will take precedence.

B. Any proposals affecting fleet regulations shall be submitted in writing to the Fleet Secretary thirty days prior to the meeting at which said proposals are to be considered. The Fleet Secretary shall distribute such proposals, pursuant to the procedure to be used for notice as set forth in Article VI(A), twenty one days prior to the hearing.

Article III. OBJECTS

The objects of the San Francisco Bay Fleet of the International One Design Class are to see that the Class remains a strict one design class and to further interest in the Class. These Regulations shall be interpreted with those objects in mind.

Article IV. MEMBERSHIP

A. The Membership shall consist of all owners or bona fide charterers of International One Design Class yachts located in San Francisco Bay and its tributaries, who are members of member clubs of the Yacht Racing Association of San Francisco Bay and who have given notice to the Secretary of their desire to be members of the Class and Fleet.

B. IOD boat owners may join the SF IOD Fleet as either racing or non-racing members. A dues rate for each category of membership will be established annually. For both categories of membership, a portion of the dues will be forwarded to the IOD Class Association, in the amount established by the Class Association. For racing members, the remaining portion of the dues will be used for racing and administrative expenses. For non-racing members, the remaining portion of the dues will be used for administrative expenses only, by paying \$25.00, of which \$20.00 will be remitted to the IOD World Class Association. Non-racing members and racing members whose boat raced in less than eight (8) yacht club sanctioned races in the preceding 12 months (except new racing members) will not be allowed to vote on issues affecting the racing program and related regulations of IOD Fleet for the upcoming season.

C. A non-racing boat owner need not belong to a yacht club to be a member of the Class organization.

D. A bona fide charterer shall have a written agreement on file with the Fleet Secretary in order to qualify as a fleet member.

E. Member's dues will be due and payable at the Fall Meeting, and delinquent March 1, following. A 10% penalty will be levied for all delinquent dues. Members failing to pay dues prior to the March meeting will not be allowed to vote in that meeting.

F. Crew on members' yachts are encouraged to join the Fleet by paying a nominal "crew fee" per year, to be established by the Membership annually.

G. The Membership may suspend the membership of any yacht owner not in good standing. Nonpayment of Fleet dues, illegal entry in YRA sponsored or held regattas and races, as well as Club sponsored or held events shall constitute a breach.

H. Members who participate in YRA sponsored races must belong to the United States Sailing Association (USSA) to be considered members in good standing.

Article V. FLEET COMMITTEE AND OFFICERS

A. The Fleet Committee shall consist of the five officers of the Fleet which are the Chairman, Vice-chairman, Secretary, Treasurer and Measurer. They shall be elected at the regular annual meeting (unless the Membership sees fit to elect new officers at any special meeting.)

B. A Fleet Measurement Committee may be appointed by the Fleet Committee from time to time to assist in checking both yachts and sails.

C. Management of Fleet affairs shall be vested in the Fleet Committee and it shall be authorized to permit temporary variations from these Regulations (other than provision defining the Membership setting forth voting rights, or relating to call of meetings) when, in its judgment, such variations will promote the objects of the Fleet. The Fleet

Committee may not, however, taken any action which it is specifically prohibited from taking, or fail to take actions which it is specifically required to take, by vote of the Membership. The Membership may overrule any action of the Fleet Committee at any time, but such overruling shall not have retroactive effect. The officers shall have the usual powers and duties of their respective offices, subject at all times to the control of the Fleet Committee and the Membership.

Article VI. FLEET MEETINGS

A. The Fleet will have two meetings per year, one in March and one in November. The November meeting is designated as the Annual Meeting. The meetings will be held at a time and place and a date designated by the chairman. Special meetings may be called by the chairman, the fleet committee or any three members. However, no meeting, whether regular or special, may be called on less than one week's written notice, without waiver of notice by at least two-thirds of the membership. Notice shall be deemed given when sent by e-mail, or in the event the member gives notice to the Fleet Secretary that he or she does not wish to receive notice by e-mail, when mailed and addressed to a member at his or her actual address or at his or her address last known to the Fleet Secretary.

B. All action of the Membership shall be by majority vote of members represented at the meeting, except that these regulations may be amended only by a two-thirds vote of the entire Membership.

C. A quorum at any meeting shall be one-half of the entire Membership.

D. Any member may be represented by proxy at a meeting, but the proxy must be presented in writing prior to the meeting. The vote of the proxy shall not be effective unless it is subsequently validated by the Secretary.

E. In the absence of a quorum at a Fleet meeting where racing issues are involved, and an emergency exists, the Fleet Officers will make a decision and advise the Membership of that decision, in writing, and within 10 days.

F. Any action which might be taken at a meeting may be taken by a vote by mail, in which case the voting and quorum requirements shall be the same as for an actual meeting.

G. Each yacht of the Fleet shall have only one vote, and in case a yacht is owned by more than one member, its vote shall be divided among them in proportion to their ownership interest.

Article VII. DESIGN SPECIFICATIONS

A. The Fleet shall consist of IOD yachts built in accordance with IOD Class Bylaws, as amended, 1993, and subsequent IOD Class Bylaws, Article IX. The "Plans" referred

to in the Bylaws shall be maintained by the Measurer and be made available to Fleet members at a nominal cost.

B. IODs on San Francisco Bay are on Plan VIII. These vary from other Fleets. A member or prospective member wishing to purchase a new hull or a hull from another location should consult with the Fleet Officers prior to purchase. The avowed purpose of this strict rule is to have and maintain a fleet of yachts one design in appearance and performance. However, in order to allow for personal taste and comfort, nothing herein contained shall prevent any owner from making such interior changes (non-structural) as he wishes inside the hull, subject to restrictions relative to trim.

C. Any owner wishing to lengthen his cockpit will be permitted to move the bulkhead forward to a structurally convenient position, but no further forward than the position described in the IOD Constitution and Bylaws for the "long cockpit" option.

D. Aluminum spars:

1. Aluminum spars will be of uniform design and conform to Measurement Check List data with respect to dimensions, weight, and center of gravity.

2. Masts produced after January 1, 1989 will be assembled using extrusions supplied by Ballenger Spar Systems of Santa Cruz (Ballenger section #5740). The basic extrusion will be supplied with the standard IOD taper and masthead crane. Booms constructed after January 1, 1990 are to be made from extrusions supplied by Ballenger (section #5031)

3. Mast will be two-spreader rig.

4. Mast must have same center of gravity and weight, fully rigged, as wooden masts.

5. Mast will have internal halyards with exits above deck.

6. Mast will have an adjustable boom track similar to wooden mast.

E. Four winches only will be allowed for trimming sheets. Another winch, not to exceed number 1 size, may be used on the boom vang. The only additional winches permitted are for taking in the main and jib downhauls. Crank turnbuckles on downhauls are permissible but there shall be no rigid linkage between the turnbuckles and the gooseneck.

F. Mainsheet travelers in compliance with Fleet Regulations concerning design specifications are permitted for use in all races after January 1, 2006.

1. The placement of travelers is restricted to 75 inches, plus or minus 3 inches forward of the transom, measured at the centerline of the boat,

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2. the track of such travelers will be no more than two inches above the deck measured to the bottom of the traveler track, and;
 3. the traveler car travel a distance of no more than 22 1/4 inches, measured from the centerline of the boat to the centerline of the traveler car, fully extended at both sides of the boat.
- G. Use of a boom vang, its position and design, is optional; but its location on the boom or bridle shall be no further aft than 9 feet, measured from the gooseneck pin.
- H. Position and design of all cleats and chocks (and equivalents), all spinnaker gear, all turnbuckles, and the gooseneck are optional, except as herein restricted. Position of the spinnaker halyard block is governed by the plans.
- I. No inside trim ballast will be allowed at any time, and no more than 25 pounds of equipment and supplies may be carried below the cabin and cockpit floorboards.
- J. A toilet may be installed aft of the mast. The maximum weight, including fixtures, shall not exceed 65 pounds.
- K. An outboard motor, not to exceed 7½ hp and with no more than four gallons of fuel, may be carried. Outboard brackets or inboard wells are optional.
- L. Existing discrepancies (prior to 1966) are allowed. However, if a change is contemplated by the owner it should then conform with the plans and specifications. The owner should consult with the Fleet Officers and Measurement Committee prior to making the change.
- M. Any yacht wishing to join the Fleet must, in addition to the above qualifications, be passed by the Fleet Committee and absolutely conform to these Regulations.
- N. No alterations are allowed to existing cabin and/or cockpit, their length and/or width (except as in paragraph C, above). No structural changes from these plans are allowed without written permission from the Fleet Committee. The alteration of the shape or section of the rudder or keel or hull or mast in any way from its original design is considered a serious structural change and is not allowed.
- O. It should be borne in mind that it is the avowed purpose of these rules and regulations to keep one design and appearance of prime importance. A purposely made change to any part of the yacht not in keeping with this shall be regarded as an infringement.

Article VIII. SAILS

A. Purchase Rules

1. Frequency of purchase:

Sail	Year	04	05	06	07	08	09	10	11	12
Mainsail				*	X			X		
Jib		X	X	*		X		X		X
Spinnaker			X	*		X			X	

b. And soon with the following frequencies:

Main: 3 years
Jib: 2 years
Spinnaker: 3 years

c. Events may necessitate changes in the Purchase Schedule. Frequency of purchase may be shortened only by a two thirds vote of the Fleet.

2. Material:

Main: 8 to 9 ounce white yarn-tempered dacron.
Jib: approximately 9 ounces of the above material.
Spinnaker: 1.5 ounce nylon, blue top and white bottom.

3. Use requirements: Worlds and Bermuda Qualifiers.

4. One Design Sail Purchase Plan:

a. All yachts wishing to race in the Fleet must agree to purchase sails in accordance with the Plan. Exceptions may be granted by the Fleet Committee to those standing in the lower 50% of the previous season championship series, after notifying the Membership. When such exception permits purchase of new sails outside of the group purchase, those sails shall be as identical as possible to the most recent group purchase sails.

b. Group purchase will take place after the Fleet majority votes its need (but not before the above frequency of purchase).

c. The Fleet should determine which sailmakers are to be considered. In addition to sail design and construction, the ability to manufacture identical sails within tight tolerances and have them maintain their shape over the projected use period are extremely important to the success of the program. The sailmakers must guarantee uniformity, reproducibility, legal measurements, and that all cloth is from the same lot.

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- d. A sailmaker for the sail scheduled for purchase will be selected by majority vote at a duly scheduled meeting after bids are accepted by the Fleet Committee.
 - e. Sails will be accepted by the Fleet Committee only when convinced that the pre determined one design standards have been met, and the new sails have been measured and certified.
 - f. Distribution of sails is made by drawing lots, preferably by utilizing pieces of paper showing a manufacturer's or measurer's number, already imprinted on the sail. No prior selection by any yacht is allowed. Numbers must be recorded by the Fleet Secretary or Measurer, including the owner and yacht for whom drawn. The Secretary or Measurer will then notify the sailmaker of the sail numbers to be placed on the sails.
 - g. Upon delivery, each sail becomes part of the inventory of the yacht. Only the mainsail, jib and spinnaker of the most recent Fleet approved purchase may be used in championship races.
5. Transfer of Ownership:
- a. New owners shall participate in any scheduled fleet purchase at their option. Otherwise, they may continue to use sails from the most recent fleet purchase if they exist in the inventory of the yacht, unless need for replacement is approved by the Fleet Committee.
 - b. If a new owner needs new sails, unless an unused sail or sails from the original one design purchase is available, they will be bought from the sailmaker last used for a fleet purchase, they will be cut from the same pattern and to the same specifications in every respect as the last fleet purchase. Alternatively, the new owner can use old sails until the time of the next fleet purchase.
 - c. In all cases, the new Fleet member shall notify the Fleet Committee of his or her intention regarding each sail. If it is determined that unacceptable variances exist between the one design sails and a sail in the new yacht's inventory, the Fleet Committee may prescribe acceptable alternatives.
 - d. Purchasers are not allowed to accept delivery without sails in order to evade the intent of this rule.
6. Alteration, Including Repair:
- a. No Alteration of sails is permitted without prior written approval of the Fleet Committee. Alteration may only be by the authorized sailmaker who

shall keep and transmit to the Measurer a written record of any repairs or alterations.

- b. After the first two years, recutting by the authorized sailmaker to as closely as possible resemble the original one design sails may be approved. To quantify and verify such resemblance, depth of chord and hardness of leech should be checked by stringing the sails above the loft floor using scales to attain identify tensions on each head, tack and clew. The head, tack and clew should be supported at a given height from the floor, and the leech and dept of chord measured at several points. This procedure should be repeated during the life of the sails to determine if sameness has been maintained and, if not, to ascertain what re cutting will be authorized and/or required.
- c. Addition of new cloth is limited to 15% of sail area (except for replacement in case of damage).
- d. Alteration of sails other than allowed by these rules shall be grounds for disqualification from all races of the current season after the race in which it can best be determined the violation occurred.

B. Mainsail Detail: Check with Sail Plan and Measurement Check List (Banding).

1. Headboard: Duraluminum, 6" wide by 5" high.
2. Battens: four in total; one full length top batten, one intermediate, no longer than 5'0"; two others, no longer than 6'0".
3. Maximum dimensions: Hoist, 39'1"; Foot, 16'1½"; Girth, 9'10" (at midpoints); Leech, 41'6" (measured straight from outer edge of hole in headboard to outer edge of hole in clew. Outer edge of hole in clew used for foot measurement).
4. Area: Approximately 348 square feet.
5. Insignia: The Class insignia ("I" to be 20" and "C" to be 15") and the number of the yacht shall be sewn on each mainsail in the desired color.

NOTE TO SAILMAKERS: Hoist and outhaul are limited under provision of these regulations governing SPARS. See "Banding" provision.

C. Jib Detail: Check with Sail Plan.

1. Maximum dimensions: Luff, 25'3"; Leech, 23'2"; Foot, 9'6½"; Perpendicular 8'7" (all measurements from intersections of extensions of luff, leech and foot).
2. Battens: Full length top batten: and two no more than 36" each.

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3. Area: Approximately 120 square feet.

D. Spinnaker Detail: Check and Sail Plan.

1. Material: 1.5 ounce (per yard of 28" width) nylon, minimum; dark blue top, white bottom. Insignia and numbers in contrasting color.
2. Maximum dimensions: Luff and leech, 30'0"; maximum one half girth, 8'9".

E. Inventory and Use.

1. A permanent sail inventory, by yacht, shall be kept by the Measurer, and owners must advise him/her of each purchase or sale.
2. Sails may be sold to another in the Fleet at will. However, the purchase by another in the Fleet is governed by the purchase rules set forth above.
3. Only one main, one jib, and one spinnaker may be used during any YRA Championship summer racing season; and the first main, the first jib, and the first spinnaker which are used in a YRA Championship race shall be deemed selected for the season, except that an owner receiving delivery of new sails in mid-season may substitute them for sails previously used, and except that in the case of damage the Fleet Committee may authorize the use of a different sail.
4. No sail may be changed for another one during a race.
5. Reefing of sails is permitted and reef point added to a main sail must be located at a point 5.0 feet above the center of the tack pin.
6. No outriggers of any kind are allowed to facilitate trimming of any sail. This disallows the trimming of the spinnaker sheet from the boom. However, the spinnaker pole may be used for winging out the jib while the spinnaker is not in use.
7. Spinnakers must be attached close to the pole at all times except when in the act of jibing. Definition of close: within 12 inches.

Article IX. CREW

- A. The crew (including skipper) carried in all Championship races may not exceed five men or women. Boys and girls under 12 years of age may be carried and not counted. Professionals are not allowed.
- B. No individual who is regularly employed by the sail loft which has supplied the current one design sails shall crew on a boat competing in a Worlds qualifying race.

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- C. No individual who does not regularly crew on an IOD during a given season shall skipper an IOD during a Worlds Qualifying race without the express permission of the current Fleet Race Committee Chairman. "Regular crew" is a person who is actively crewing during at least 50% of the Fleet sanctioned races.
- D. If an owner's boat is damaged, that owner may, one time, make arrangements to borrow another owner's boat during a summer series and continue to compete using the disabled boat's sails for a period to be determined by the fleet committee on advance approval by the fleet committee.

Article X. HAUL-OUTS AND CARE OF BOTTOMS

Yachts shall not be hauled out nor beached more than four times during a calendar year, except that in the event of an accident or other condition or circumstance requiring a haul-out, the Fleet Committee may permit the haul-out on such conditions as it may think proper. Only anti-fouling bottom paint may be used.

Article XI. MEASURING

A. The Fleet Committee shall pass upon the compliance of each yacht and its equipment, including sails, with these Regulations. They shall be at liberty to enter upon any yacht or call for any sails at any time and as often as they may need for the purpose of checking compliance with these Regulations.

B. Any discrepancies found shall be pointed out to the owner, in writing if necessary. Where discrepancies are of a minor nature, no penalty shall be attached if the Committee is satisfied they are of an accidental rather than a deliberate nature and are not of such nature as to influence the one design performance of the boat, and provided further the Committee is satisfied that the owner will and does promptly rectify the infraction. Should this not be done the Committee will suspend the yacht until the infraction is corrected.

C. Any departure from the Regulations of such a character as to influence the one design performance of the yacht shall call for automatic suspension until such defects have been remedied, and such yacht shall be disqualified in all races in which such infractions occurred. Such suspension shall remain in effect until the Fleet Committee is satisfied of compliance.

D. A challenge can be issued by one member against another with regard to compliance to the rules and/or infringements. A fee not to exceed \$25.00 must accompany such a challenge and shall be forfeited to the Fleet treasury if found without grounds.

E. In order to facilitate rules administration, discourage creative exploitation of the rules and preserve one design principles: (1) any variation made to the hull, rigging, or sail plan that is not specifically permitted in our Fleet rules shall be presented to the Fleet Officers for approval. And (2) if modifications to a boat have taken place that were not

specifically allowed by the rules, or were not previously approved by the Fleet Officers, then said modifications shall be presumptively grounds for protest. The protest committee, in deciding the issue shall be governed by the letter and the spirit of the provision of Article XI of the San Francisco Regulations.

Article XII. SCORING RULES

A. A tie in a series score shall be decided in favor of the yacht that has the greatest number of first places; and if still tied, then second places, and so on, using only those races which they both counted. If a tie still exists, then in favor of the yacht that defeated the other in the last race that they both counted. In the event that the highest score (worst standing) of a yacht is the same in more than one race, then the first to occur shall be the one not counted in computing that yacht's total score and in resolving ties.

B. A DSQ cannot be counted as a throw out, except for a DSQ resulting from a PMS.

C. Local races which conflict with the dates of the IOD World Championship will not count in determining qualifications for attendance at other international events, or for the SF Season Champion.

Article XIII. TROPHIES

There will be two IOD perpetual trophies created and presented annually. One trophy will go to the skipper who demonstrates the most improved performance compared to the preceding year. The second trophy will go to the skipper who best typifies good sportsmanship. The Race Committee Chairman shall determine each.

Article XIV. PARTICIPATION IN INTERNATIONAL EVENTS

A. An owner/charterer that wins the right and attends any international (Worlds, North Americans, Bermuda Race Week) event may not qualify to attend any other international event whose eligibility is determine in the same year.

B. For any IOD international event, if the highest scoring eligible SF Fleet member chooses not to accept the invitation, The SF Fleet Committee shall invite, in descending order, the next highest scoring members of the local SF Fleet.

C. For all invitations to international events, the first eligible SF Fleet participant shall have 33% of the days remaining until the "response deadline" to make a decision with respect to acceptance (by the SF Fleet). In the case of non-acceptance, the next-in-line owner/charterer shall have 33% of the remaining days to respond, and then the next-in-line owner/charterer shall have 33% of the remaining days, and so on down the line.

D. If an owner/charterer commits to attend an international event, and subsequently does not attend (thus preventing another owner/charterer from participating), the offending owner/charterer shall forfeit his opportunity to attend any international events for the one-

year cycle following. A member so penalized may petition the SF Fleet membership for reinstatement and the same membership is empowered by majority vote to make such a reinstatement.

E. At the beginning of the year during which the SF Fleet is scheduled to host an international event, each owner/charterer who wishes to participate in the summer racing program (YRA or WBRA) and compete for the right to represent the SF Fleet in said international event, shall, as a condition of being scored for the summer season, be required to sign an agreement the effect that he will make his boat available to the SF Fleet for use in said event. It shall be understood that the Fleet will arrange suitable insurance and damage deposits to protect the owners' boats, and that all boats will be returned to the owner/charters in the condition they existed prior to the event. In the event an owner/charterer refuses to deliver his boat for use in the competition, he will forego the opportunity to represent the SF Fleet in any subsequent International Event, wherever held, for a period of two calendar years.