

# VX ONE International Class Association

## Event Regulations and Policies

(To apply from 1<sup>st</sup> January 2026)

### Table of Contents

<b>PART A</b>	<b>EVENT REGULATIONS</b>
A.1	Entries
A.2	Outside Assistance
<b>PART B</b>	<b>EVENT EQUIPMENT REGULATIONS</b>
B.1	General
B.2	Equipment Limitations
B.3	Repair and Replacement of Boats and Equipment
B.4	Equipment Inspection
<b>PART C</b>	<b>EVENT CONDUCT POLICIES</b>
C.1	Race Management
C.2	Scoring for One-design Class Regatta

### Glossary of Terms

ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
CR	VXOICA <b>Class Rules</b> as published by WS
WS	World Sailing
ETC	Event Technical Committee
RC	Race Committee
RO	Race Officer
VXOICA	VX ONE International Class Association
NoR	Notice of Race
SI	Sailing Instructions
ERP	Event Regulations and Policies (this document)
EER	Event Equipment Rules are collectively the CR, ERP, NoR and SI where they refer to equipment
OA	Organising Authority
ONB	Official Notice Board

Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies, and when a term is printed in “*italics*” the definition in the RRS applies.

It is intended that all VX One class regattas refer to the ERP in the NoR and/or SI although the ERP may be amended if necessary by those documents. In this document, the word “shall” means mandatory. The words “may” or “should” are advisory.

## PART A: EVENT REGULATIONS

### A.1 Entries

- A.1.1 Entries shall be accepted only from active VXOICA members (please also note CR C.2.1 (c)).
- A.1.2 Entries shall close by 5pm on the 8<sup>th</sup> day before the first scheduled day of racing to facilitate A.1.3 regarding **crew** composition.
- A.1.3 Late changes to, or manipulation of **crew** numbers or **crew** weights to suit expected conditions are not in the spirit of VX One class racing. Accordingly, **crew** names for each boat shall be declared by 5pm on the 8<sup>th</sup> day before racing begins. Please also refer to CR C.2 Crew.
  - (a) The entry process may document the declared **crew** for the event by the deadline, and/or;
  - (b) A separate crew declaration form may be used (see Appendix for an example).
  - (c) Different **crew** may be specified for each day of racing if required without need for further written consent. The maximum difference between the minimum and maximum total **crew** weights from the deadline for crew declaration until the final race of the regatta shall comply with CR C.2.1 (b) and if deemed necessary by the ETC or by the RC, **crew** members shall be weighed to ascertain compliance.
  - (d) By nominating a person as **crew**, the person entering the boat and the **crew** are deemed to have declared that the person is not and will not be compensated for competing.

### A.2 Outside Assistance

Except in an emergency, a **boat** shall receive no outside assistance from: radio communication including mobile phones, visual or vocal signalling, or transfer of equipment or victuals from support boats not available to all competitors from the time she reaches the *racing* area until she leaves the *racing* area after the last race of the day or when she *retires from racing*.

A Fleet Support Boat, which has been approved or designated as such by the RC, is one that is on the course to support all boats with spare parts (also see B.2.3 re back-up gennaker), repairs, food and coaching.

## PART B: EVENT EQUIPMENT REGULATIONS

### B.1 General

- B.1.1 All **boats** and equipment entered in an event may be inspected in accordance with the EER. The ETC may determine to inspect selected boats and equipment at their discretion before, during or immediately after the event.
- B.1.2 The ETC is responsible for all equipment inspection functions. The Chair of the ETC may appoint one or more people to carry out the functions of the ETC. The ETC is the 'responsible authority' for the purposes of RRS 92 and it shall be the authority for determining whether equipment complies with the EER and for interpreting the CR during the event. Any interpretation of CR or EER shall be reported to the VXOICA Technical Committee immediately following the event.
- B.1.3 If an ETC has not been appointed, the RC shall be responsible for the functions of the ETC.
- B.1.4 Any changes to these ERP will be made in the NoR or posted on the ONB in accordance with the SI.

### B.2 Equipment Limitations

- B.2.1 Not more than one **mainsail**, one **jib**, one primary gennaker and one back-up gennaker may be measured for use during an event except when a **sail** has been lost or damaged beyond **repair**. A **sail** shall not be modified after it has been measured.
- B.2.2 Only one **mainsail**, one **jib** and one gennaker, subject to ERP B.2.1 and B2.3, shall be used during an event except when an item has been lost or damaged beyond **repair** in the context of the event.
- B.2.3 The back-up gennaker may be carried by a Fleet Support Boat (refer A.2) and may be used if the primary gennaker is damaged.
- B.2.4 **Sails** measured for an event may be designated with an event-specific mark (e.g. brightly coloured sticker) in which case any back-up gennaker shall be marked differently to other measured **sails**.

### B.3 Repair and Replacement of Boats and Equipment

- B.3.1 All repairs and replacements after completion of pre-event equipment inspection shall require prior written approval of the ETC.
- B.3.2 The re-use of replaced equipment subsequently being repaired shall require prior written approval of the ETC.

### B.4 Equipment Inspection

- B.4.1 Pre-event equipment inspection will take place in accordance with the schedule determined by the OA and will be posted on the ONB prior to the commencement of the event.
- B.4.2 **Boats** and equipment shall be presented for equipment inspection in a dry, clean and salt-free condition.
- B.4.3 All **boats** shall be presented for pre-event equipment inspection with all equipment as required or permitted by the CR:
  - 4.3.1 Typically **sails** should be presented separately and clearly marked as to which is the back-up gennaker if one is required to be measured.
  - 4.3.2 If nominated by the ETC, **forestays** may be measured to ensure compliance with CR, in which case the **mast** shall be presented for measurement prior to standing it in the boat with either only the **forestay** in place; or the **mast** shall have all standing and running rigging pulled tight and tied to the **mast** and all loose ends secured with only the **forestay** remaining free and unimpeded to check for compliance.

- 4.3.3 Safety gear including tow rope, paddle and personal flotation devices (not included in boat weighing) may be checked either during boat inspection or as part of a separate process.
- 4.3.4 Boat weighing will be undertaken using one of two options available to the ETC:
  - (a) Weigh all boats immediately prior to the event in windless, dry conditions (may require effective windshields or enclosed facilities);
  - (b) Appoint measurers to weigh and record details of boats (weight of correctors, photos of correctors) in their home location in windless, dry conditions; then ensure that data is made available to the ETC. The ETC may randomly weigh boats at the event when conditions are suitable.
  - (c) Weighing scales shall be calibrated for the location of the weighing.
- B.4.4 At least one boat representative shall be present during equipment inspection.
- B.4.5 Equipment presented for inspection shall not exceed one mast, one boom, one bowsprit, one keel and one rudder.

## PART C: EVENT CONDUCT POLICIES

These policies have been adopted by the VXOICA as a to guide to OAs, ETCs and RCs in creating and executing VX One class *racing*. These may be modified by the NoR and/or SI.

### C.1 Race Management

- C.1.2 For one-design class events, races should not be *started* when the median wind speed is below 4 knots or exceeds 22 knots. It will remain at the discretion of the RC to abandon a race when any of these conditions persist. In exercising its discretion, the RC should consider gusts and wave conditions and that multiple gusts over 28 knots are not considered appropriate for VX One *racing*.
- C.1.3 If after the *start*, the median wind speed falls below 4 kts or exceeds 22 kts for a period of 15 minutes, it is recommended for the RC to abandon *racing*.
- C.1.4 Set mark races should consist of approximately equal upwind and downwind distances.
- C.1.5 If a time limit is specified, the time limit after the first **boat** finishes should be 20 minutes.
- C.1.6 The RC is encouraged to use VHF radios to communicate with the fleet and individual competitors.
- C.1.7 Competitors are encouraged to nominate a VX One competitor to serve as a VX One fleet liaison with the racecourse *RO*.
- C.1.7 Other considerations for OA and *RO*:
  - VX Ones can capsize and sometimes can go completely upside down, therefore carefully consider the number of boats in attendance that may be used for rescue, based on the conditions.
  - Female crews in particular appreciate having at least one official boat or support boat on the course with accessible toilet facilities
  - Time between races should be 15-20 minutes.

### C.2 Scoring for One-design Class Regatta

- C.2.1 The Low Point Scoring system of the RRS Appendix A shall be used.
- C.2.2 Three completed races shall constitute a series.
- C.2.3 When fewer than six races have been completed, a boat's series score shall be the total of her race scores.
- C.2.4 When six or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
- C.2.5 When ten or more races have been completed, a boat's series score shall be the total of her race scores excluding her two worst scores.