

# CLASS RULES



THE RHODES 19 CLASS ASSOCIATION

**CRESSY & CURTIS, INC.**  
**THE LEADERS IN**  
**RHODES 19 SAILS**  
**YEAR AFTER YEAR —**  
**IN FLEET — REGIONAL —**  
**NATIONAL COMPETITION**

**CRESSY & CURTIS<sup>INC</sup>**

*Sailmakers*

MARBLEHEAD

**RHODES 19 SAILS MADE  
BY RHODES 19 SAILORS**



**CRESSY & CURTIS, INC.**

*Sailmakers*

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**AUGUST 1977 EDITION**

# PART I: ORGANIZATION

**1. NAME.** The name of this organization shall be the Rhodes 19 Class Association.

**2. OBJECT.** To promote and develop Rhodes 19 Class racing under uniform rules and to maintain rigidly the one-design feature of the Rhodes 19.

**3. EMBLEM.** The emblem of the Class shall be the letter and figures R 19 arranged in the following pattern:



**4. CLASS.** The Class shall consist of Rhodes 19 boats designed by Philip Rhodes and built by the O'Day Company (formerly Marscot Plastics, Inc.) of Fall River, Mass., hereinafter referred to as The O'Day Company, similar in specification and material to those built in 1959. The Class shall include both keel and centerboard boats but the two shall race separately.

**5. ORGANIZATION AND MEMBERSHIP.** Any owner or bona fide charterer of a boat, eligible for registration in this Class, may apply for membership in the Association. He shall join, if possible, through a fleet on whose waters he normally sails. The power to accept or reject applications for membership is vested in each fleet, but any application is subject to refusal, for cause, by the Governing Committee.

The Fleet, a territorial branch or unit open to all eligible individuals, shall elect its own officers, always to include a Fleet Secretary. It shall be self-governing in all local matters that do not conflict with the Association's Rules.

**6. FLEET CHARTERS.** The Governing Committee may grant Fleet Charters to each Fleet consisting of three or more owners, of three or more Rhodes 19 Class boats, upon application to the Class Secretary. Charters shall be reviewed by the Governing Committee upon failure of a fleet to maintain a minimum number of members in good standing or other adequate cause.

**7. DUES.** Association dues shall be paid before a member can be in good standing in either the Fleet or the Association. The dues may be raised or lowered by a majority vote of the Class at its Annual Meeting. Such changes, however, cannot be retroactive.

**8. EXECUTIVE OFFICERS AND DUTIES.** The Association 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 a Special Meeting, or by a vote of five of the seven members of the Governing Committee:

The President, who shall preside at meetings, shall rule on procedure and appoint special committees. He shall be empowered to call all meetings and shall designate the time and place, excepting only the Annual Meeting. Vice Presidents, who shall assist the President in furthering the activities of the Association in the following geographical areas:

East Coast - All states bordering on the Atlantic Ocean except Florida and the Western half of New York.

Gulf Coast - All states bordering on the Gulf of Mexico.

West Coast - All states bordering on the Pacific Ocean.

Mid West - All states bordering on the Great Lakes except the Eastern Half of New York.

They shall have authority to conduct regional regattas and generally to supervise the activities of the Association with the approval of the President. They will have the authority to appoint members to vacant positions on the Rules Committee.

The Secretary, who shall, as the Secretary, keep minutes of the meetings, reports on Fleets, records of membership registration of boats, issue all Fleet Charters and, in addition, shall perform all other duties pertaining to such office.

The Tresurer, who shall, as Treasurer, deposit all funds, keep financial books, make necessary disbursements and render a report at the Annual Meeting.

**9. GOVERNING COMMITTEE.** The powers of the Association shall be vested in, and administered by, its Governing Committee. The Governing Committee shall consist of the President, Secretary, and the Treasurer and four other members of the Association elected at the Annual Meeting.

An affirmative vote of four of the seven members of the Committee shall decide all questions, and such votes shall be final. The Committee shall grant or revoke Charters; sanction or ban Association races; fill vacancies in office; conduct all business and determine the policy of the Association.

#### **10. RULES COMMITTEE.**

**PURPOSE:** The rules committee shall function as the sole instrument for change in the rules of the R-19 association. The philosophy for rule change shall be that a rule change will be made so as to keep in step with changing sailing technology and the desires of the members of the R-19 association. The guiding premise for a rule change will be that the R-19 boat is intended to be a moderate performance design boat. However, this does not preclude consideration of rule changes intended to improve or increase the performance of the R-19 boat.

**PROCEDURE:** A rule change can be initiated by any member of the R-19 association by submitting his proposed rule change to his regional member of the rules committee. The proposal must be submitted in quintuplicate.

The regional rules committeeman will forward the proposal and his comments to the other members of the rules committee. After consideration by the committee, the rules committee chairman will poll the committee to see if the proposal is worthy of consideration.

If the committee does not consider the proposal worthy of consideration, it will be dropped. If it is worthy of consideration, the rules committee chairman will publish the proposed rule change in the Mainsheet. Comments from the membership will be solicited.

After a period of not less than six months or greater than one year, after publication in the Mainsheet, the rules committee will vote on the acceptance or rejection of the proposal. The results of the vote, along with the rule change, will be published in the Mainsheet and will become effective on the date of publication.

Redress of a rules committee decision may be started by presenting to the R-19 association president a petition, signed by a minimum of 25% of the current paid membership, stating the rule change under dispute and the reason for the petition. Upon receipt and verification of the petition, the R-19 president will initiate the procedure for polling the entire membership on the question raised in the petition. A majority (50.1%) of the current paid-up membership will be required to sustain the petition and invalidate the ruling of the rules committee. The vote must be completed within six months after receipt of the petition by the R-19 president. Should a majority be lacking at the end of the six-month period the petition is disallowed.

**TERM OF OFFICE FOR RULES COMMITTEE:** The term of office for a member of the rules committee shall be three years, unless the member resigns. Reappointment is allowed for one additional term of two years.

**APPOINTMENT OF RULES COMMITTEE:** Members of the rules committee will be appointed by the regional vice president. There will be one rule committeeman appointed from each region. The rules committee chairman will be appointed by the R-19 association president. All appointments can only be made when a vacancy occurs.

**RULES COMMITTEE VOTING:** Each member of the rules committee will have one vote. A majority will decide the issue. In the event of a tie, the rules committee chairman will cast an additional tie-breaking vote.

**11. MEETINGS AND ELECTIONS.** Annual Meetings shall be held each year at the Annual Class Championship Regatta. A quorum shall consist of the presence in person or by proxy of Fleet Representatives of at least fifty percent of the total number of Chartered Fleets in good standing. Voting shall be solely by fleets, each fleet to have one vote for each boat enrolled through that fleet, then in good standing.

The order of business at an Annual Meeting shall be as follows:

- (1) Call to Order
- (2) Roll Call
- (3) Reading of Minutes
- (4) Reports of Officers
- (5) Other Business
- (6) Election of Executive Officers and Governing Committee
- (7) Adjournment

A Special Meeting shall be called by the President upon request of the Governing Committee or upon written request to the Class Secretary by Fleet Secretaries of at least twenty-five percent of the total number of Chartered Fleets.

A Class Secretary shall give to all Fleet Secretaries not less than two weeks' written notice of the purpose, time and place designated by the President for any Special Meeting.

A quorum will be based on the presence in person or by proxy of Fleet Representatives from at least fifty percent of the total number of Chartered Fleets in good standing. Voting shall be as required for the Annual Meeting.

**12. AMENDMENTS.** The Class Rules pertaining to Part I and Part III may be amended at an Annual or Special Meeting by a two-thirds vote of the total number of boats represented at the meeting in person or by proxy provided, however, that the proposed amendment shall be set forth in the notice of the Meeting.

## PART II: REGULATIONS AND SPECIFICATIONS

**1. INTERPRETATION.** Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered a ruling should be obtained from the Rules Committee. In interpreting these Rules and Specifications, the Rules Committee shall consider the intent, rather than any technical construction that might be derived from the wording and shall bear in mind at all times the basic principle of the specifications which is to maintain the Rhodes 19 Class as a one-design class. Nothing is optional in these Rules and Specifications unless so stated.

**2. STANDARDS.** All boats shall conform to the Rules and Specifications, as set forth herein. The original plans and specifications on file with The O'Day Company or a certified copy of these plans acquired by the Class, shall be considered as setting forth the official standards with respect to hull, spars and rigging.

**3. HULLS.** All hulls shall conform to the design and specifications of the Rhodes 19 boats built in 1959 by The O'Day Company and shall be made in a mold approved by the Association. Molds used to date have been approved by the Association and new molds shall be made from Master plug #M1 and approved by the Association before use.

Each boat shall bear a number assigned by the Class. The number of each centerboard boat shall be followed by the letter "C".

"Hull" means the entire boat and equipment as delivered by the manufacturer, including shelves, stern section, floor boards, forward bulkhead and doors. The flotation tanks shown in the design and delivered by the builder shall not be altered. Nothing herein contained, however, shall prevent the owner from making additions or rearrangements in the interior of the hull to the extent such changes are not specifically prohibited in these Class Rules. The bare hull without keel, spars and rudder but with deck hardware and floor boards shall weigh not less than 750 pounds for keel boats and 760 pounds for centerboard boats.

The cockpit coaming height above the deck shall conform to the following minimum height specification. Measured from the point of attachment (nut and bolt) of the coaming to the cuddy: - 1 foot aft, height of coaming 1 3/4 inch, 3 feet aft, height of coaming 1 1/4 inch, 5 feet aft, height of coaming 1 inch. The coaming height shall not dip below these minimum heights.

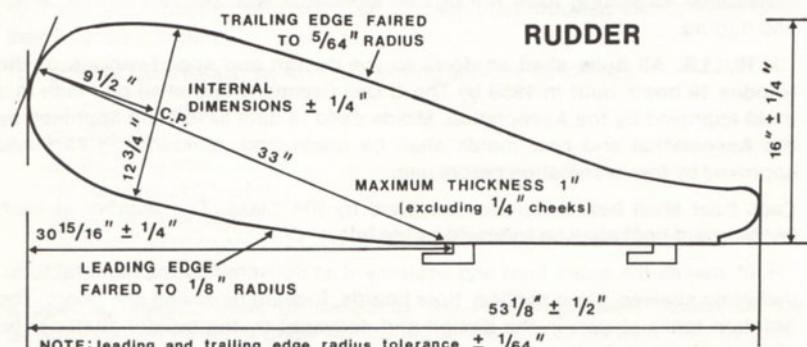
A coaming cut out, for control of the traveler, may be made providing it is no wider than 2 inches and does not extend below the deck level.

**4. KEELS.** The keel shall be an iron casting of the shape and profile shown in the plans, weighing 415 pounds and cast in an approved mold. The mold used by the O'Day Company in 1959 is approved. Any new molds will have to be approved by the Association before any castings will be allowed. There shall be an allowance of plus or minus three percent in the weight of the keel, which is a casting allowance only. No fairwaters may be installed on sides of keel flange. Keels may be smoothed by grinding or sanding to remove small highspots or burrs and holes may be filled. The keel may not be covered with fiberglass or other reinforced material. The leading and after edges of the keel may be smoothed by grinding or filling to provide an even taper but the taper shall not extend more than 3/8" from the edge and the designed profile of the keel shall not be diminished nor shall it be increased more than 1/8". If the keel is off center, the keel may be relocated so that the fore and aft axis of the keel is in line with the center line of the hull.

**5. CENTERBOARDS.** The centerboards shall be an iron casting of the shape and profile shown in the plans weighing 160 pounds and cast in the approved mold. There shall be an allowance of plus or minus 5 percent in the weight of the centerboard, which is a casting allowance only. No fairwaters may be installed on the sides of the centerboard slot.

**6. FLOOR BOARDS.** The floor of the cuddy and of the cockpit including the area under the stern deck to the transom shall be equipped with floorboards made of mahogany, teak, or wood of approximately equal weight, not less than  $1\frac{1}{2}$ " thick.

**7. RUDDER.** The rudder shall be of wood or exterior plywood and may be covered with fiberglass. The rudder profile, thickness and edge rounding is as shown on the Rudder Plan. The rudder shall not weigh less than  $10\frac{1}{2}$  pounds. Rudder cheek plates are suggested but not required and may be faired into the rudder if present.



**8. SPARS.** Spars, including replacement spars, shall be made of extruded aluminum with integral slot and shall conform to the original design in size, weight and character. No flexible spars are permitted. Masts shall not be altered in their rake or position beyond the limitations allowed in the mast partner as originally designed. The original design cast metal plate into which the mast butt fits and the two-inch wooden member to which the plate is attached, by means of two screws, may not be altered. Adjustable mast steps are prohibited. However, the fixed fore and aft location of the cast metal plate may vary so that the center of the aft side of the plate is not less than 13 inches or more than  $15\frac{1}{2}$  inches from the center of the forward starboard keel bolt.

The spinnaker pole may be of wood or metal and shall not be more than 6' 9" long overall, including fittings. The spinnaker pole may be used as a whisker pole. When in use the pole must be attached to the mast.

**9. STANDING RIGGING.** Standing rigging shall conform to the original design in every detail, with only two exceptions:

- (1) Heavier rigging may be used.
- (2) Turn buckles may be added to the lower section of the jumper stays. The turn buckles must be attached to the mast at the same location as the original design attaches the lower end of the jumper cables to the mast. The original design nut and bolt adjustment must be left in place.

No adjustment may be made to the standing rigging after the warning gun in any race is fired, except to make repairs. No running rigging shall be used as a backstay or any part thereof.

**10. RUNNING RIGGING.** The upper sheaves for main, jib and spinnaker halyards may not be altered insofar as their design and points of attachment to the mast are concerned. The lower sheave box may be relocated to the base of the mast. Halyards shall be of natural or synthetic fiber or of wire and the sheaves shall bear the weight of the sails. No halyard hooks or latches shall be used on the mast. The arrangement of jib and spinnaker sheet and guy leads, blocks and cleats shall be optional. The use of a downhaul on the tack of the jib or of a winch on any halyard or sheet shall be optional.

When mainsheet traveler devices are installed within the cockpit, the top of the track shall not be over four inches as measured from the edge of the seat to the top of the track.

**11. BOOM VANG.** A boom vang or hold down may be used and permanent fittings for attaching the vang to the boom and to the boat or mast may be installed.

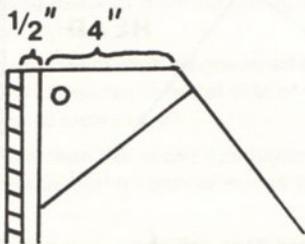
**12. SAILS.** Sails shall be limited to mainsail, working jib and spinnaker and shall conform to the requirements of the following paragraphs.

The sail measurement given below shall, except as specifically noted, be made from the outside edges of cloth, bolt rope, or sail slugs, as the case may be. All measurements shall be made with the sail pulled hand tight along the line of measurement. Hand tight is intended to mean a pull of not less than 2 pounds as measured with a hand held scale. Spinnakers shall be doubled along the center vertical seam and laid as flat as possible, but shall not be pulled or stretched.

Except as otherwise permitted or required, no battens or other means of artificially stiffening the sails shall be used. With the exceptions of seams, transparent windows, and sections reinforced for the purpose of adding strength (such as at the head, clew and tack), all sails shall be made of a continuous, single thickness of material, the surfaces to be unbroken by openings or air vents. The size or shape of the sails may not be alterable or adjustable in any way other than by tension at the tack, clew or head. The luff of the jib and mainsail shall not extend forward of their attachment points.

#### A. Mainsail

(1) Each mainsail shall be equipped with a head board 4" wide, measured at right angles to the luff. In addition, no more than  $\frac{1}{2}$ " of sail material shall be allowed between the luff bolt rope and the head board.



(2) Each mainsail shall have three battens. The top and bottom battens shall be no more than 24 inches long and the intermediate batten 30 inches long. Batten pockets shall be not over 2 inches longer than their respective battens.

(3) The full length of the luff (except when reefed) and foot of all mainsails shall, when in use, be attached to the spars by having the bolt rope or slides run in slots in the spars. No loose footed or mitre cut sails shall be used.

(4) Mainsails shall be made of material not lighter than 3.7 ounces per running yard  $28\frac{1}{2}$  inches wide.

(5) A black band one inch wide shall be painted around the mast, with its top 24 feet below the top of the sheave used for the main halyard. When a mainsail is set the line of the top of the boom shall not be brought below the top of the black band.

(6) A black band one inch wide shall be placed at the outboard end of the boom. The inner edge of the black band shall be 9' 10 1/2" from the after side of the mast. The clew of the mainsail shall not be pulled out beyond the inner edge of the black band. The black band is not required for booms which are equipped with a permanent stop 9' 10 1/2" from the after side of the mast.

(7) The mainsail may have a transparent window not more than four square feet in area as an aid to avoiding collision.

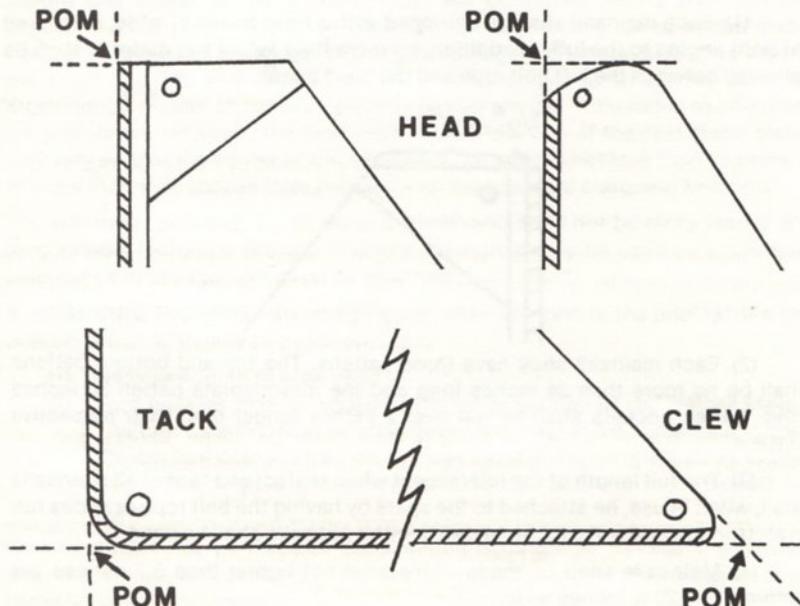
(8) The size of each mainsail shall be governed by the following:

Luff . . . . .	Black band on mast
Foot . . . . .	Black band on boom
Leech . . . . .	25'
Mid-girth . . . . .	5' 11"

Note: The length of the leech shall be measured from a point at the head of the sail where a line extended along the luff of the sail intersects a line running perpendicular to the luff and tangent to the top of the headboard and a point at the clew where the extension of a line along the leech intersects a line extended along the foot of the sail.

The mid-girth shall be measured across the sail from the mid-point of the leech to the mid-point of the luff. The mid-point of the leech shall be determined by folding the sail back on itself and superimposing the point on the head and the point on the clew as designated above for measuring the length of the leech. After folding, draw the middle of the leech hand tight with the same tension on each half.

The mid-point of the luff shall be determined the same way, except the point at the head of the sail will be superimposed over a point at the tack of the sail, where the extension of a line along the luff intersects a line along the foot of the sail.



(9) The leech of each mainsail shall describe as nearly as possible a smoothly curving arc having no sudden angular deviations and may be composed of one or more straight lines.

(10) The tack shall be fastened by a pin at the designated position of the standard boom and no additional lanyards or special attachments capable of affecting the shape of the sail except by tension at the head, clew, and boom down-haul shall be permitted.

(11) The use of a Cunningham hole in the R-19 mainsail is allowed provided the location of the hole (as measured from the center) is not more than 7 inches above and 1½ inches aft of the normal point of measurement of the tack.

## B. Working Jib

- (1) All working jibs shall be fitted with snaphooks or equivalent devices made of plastic or cloth all of which, when the sail is set, must be attached to the jib stay. Zipper luff or any type of continuous jib luff fore stay attachment is not allowed.
- (2) The use of one or two twelve inch battens in the leech of the jib is optional.
- (3) Working jibs shall be made of material not lighter than 3.7 ounces per running yard 28½" wide.
- (4) All jib measurements shall be taken from the points where lines extended along the outside edges of the cloth of the luff, foot, and leech intersect. The size:

Luff.....	17' 0"
Foot.....	7' 6"
Leech.....	15' 1"

A tolerance of 8" minus and 0" plus is allowed.

- (5) The jib may have a window of transparent material not more than two square feet in area located not less than 12 inches from the foot of the sail. The purpose of such a window shall be as an aid to avoiding collision.

## C. Spinnaker

- (1) Spinnakers shall be of the parachute type, with equal luffs.
- (2) Spinnakers shall be made of material not lighter than 0.75 ounces per running yard 28½" wide.
- (3) The size of each spinnaker shall be governed by the following:  
Luff and Leech - measured to under side of swivel 20' 0"  
Foot - from clew to clew - 14' 0"

No smaller or larger lengths than the above spinnaker measurements shall be permitted except for a tolerance of 6" plus or minus to take care of stretching or shrinking.

To control the girth, the spinnaker, when dry, shall be folded in half by putting the luff and leech and the two clews together, and then spread evenly and flat upon the floor.

Two measurements "A" and "B" shall then be taken across the sail. Measurement "A" shall be taken between two points found as follows:

- (1) From under side of swivel 5' 0" down luff and leech.
- (2) From under side of swivel in a STRAIGHT line 6' 0" down the opposite side of the sail as folded, NOT measuring around the contour.

"A" shall measure 5' 7"

Measurement "B" shall likewise be taken between two points 10' 0" down luff and leech and 11' 0" down the opposite side of the sail as folded, NOT measuring around the contour.

"B" shall measure 8' 2"

A tolerance of 3" plus or minus is allowed on spinnaker cross measurements "A" and "B" to cover stretching and shrinking.

**D. Number of Sails permitted**

Only one suit of sails, including a spinnaker, whether new or old, shall be added to any boat's equipment in any one season. In case of accident the Governing Committee may waive this rule, and there shall be the following exception:

Any new boat may add one extra suit of sails at any time during the first two years afloat, i.e., at the end of the first two years any boat may have three complete suits of sails, including the suit which came with the boat. Two complete suits of sails may be carried and used when racing.

**E. Measurement**

All sails proposed to be used in the Class Championships shall be measured not more than one week before the first race of the series, and only such sails as meet all of the requirements of this section of the Rules shall be used. Each sail shall be stamped to indicate fulfillment of these requirements and the date of measurement.

Measurement of sails used in intrafleet races or in interfleet races other than the Class Championship shall be as determined by the fleets involved.

**13. CREWS.** Except in the Class Championship and interclub and intersectional races, the number of persons required or permitted to be carried as crew shall be decided by the local fleets and in the absence of any local rule shall be two or more. In interclub or intersectional races, the crews may be as decided between the competing clubs or fleets or by the deed of gift of the cup or trophy competed for. In the Class Championship Regattas, the total number of people on each boat shall be three.

**14. OUTBOARD MOTORS.** Outboard motors may be carried, but must be detached before the preparatory signal of a race and not re-shipped until after the finish. The position of an outboard motor shall not be shifted during the race.

**15. EQUIPMENT.** All equipment listed below shall be carried in every race:

1. 4 pound Danforth anchor or equivalent	4. Fog horn
2. Anchor line 100 feet long of 1/4" nylon or equivalent	5. Marine compass
3. Serviceable life preserver for each person aboard	6. 10 quart non-collapsible bucket

**16. INSIDE BALLAST.** No inside ballast may be carried, except to bring the boat up to minimum weight. Equipment, such as outboard motors and anchor chain, which is in regular use shall not be considered as ballast, provided such equipment is always carried in the same location on the boat.

**17. HIKING STRAPS.** Hiking straps are authorized as optional equipment. All types of hiking devices must be inside the cockpit and may not extend above the cockpit coaming.

**18. GENERAL RULES.** The rules of the U.S.Y.R.A. shall apply, except as otherwise provided.

# **PART III: CHAMPIONSHIP REGATTAS**

**1. DEFINITION.** Rhodes 19 Class Championship Regattas shall be of two categories:

**A.** Regional Class Championship Regattas, to be conducted annually in four (4) regions of the U.S.A. which are:

(1) East Coast, (2) Mid-West, (3) Gulf Coast and (4) West Coast.

**B.** Class Championship Regatta to be conducted annually on a rotational basis in each of the region areas, or by a vote of the Class at the Annual Meeting.

**2. PURPOSE.** The purpose of these Regattas of the Rhodes 19 Class is to annually determine regional and class champions of the class by competition between representatives of the Rhodes 19 Class Fleets or owners of isolated Rhodes 19 class yachts.

**3. ORGANIZATION.** All matters pertaining to the holding and conduct of the regional and class championship regattas shall be the responsibility of the Governing Committee which may delegate its responsibility to a Championship Committee of the host fleet. The host fleet Championship Committee shall be assisted by the Judges and a Race Committee as hereinafter provided.

## **4. TROPHIES.**

**A.** Suitable trophies selected by the Championship Committee shall be emblematic of the championships of the class. The perpetual trophies shall be properly identified and maintained by the Association.

**B.** The perpetual trophies shall remain the property of the Association and custody shall be awarded to the champions each year until awarded by the association to the next succeeding champions.

## **5. SITE AND TIME.**

**A.** The regional championships shall be held annually in each region on dates which are selected and announced by the Regional Vice President in sufficient time for proper regatta preparation and also allowing sufficient travel time for the National Championship.

**B.** The Class Championship Regatta shall ordinarily be held annually on a rotational basis of regions on dates selected and announced by the Class Governing Committee at least six months prior to the dates selected for the Regatta.

**C.** Each Regional Regatta will be held in the waters of a regional host fleet. The host fleet shall be selected and announced by the respective regional vice president in accordance with the time as specified in Paragraph A and Paragraph B above. The Class Championship shall be held in the waters of a national host fleet, which fleet shall be selected and announced by the Class Governing Committee in accordance with the time as specified in Paragraph A and Paragraph B above. In no event will a Rhodes 19 Fleet play host to both Regattas in one year, except as authorized by the Governing Committee.

**D.** The Rhodes 19 fleets on whose waters the Championship Regattas are held will handle all details of the Regatta at the request of and to the satisfaction of the regional vice president in the case of Regional Regattas, and the Class Governing Committee in the case of the Class Championship.

## 6. CONTESTANTS.

- A. Any Rhodes 19 Fleet in good standing will have the right to be host and/or be represented in both the Regional and Class Championship Regattas.
- B. Fleets for Regional Regatta participation must be from states within the regional zones as determined from time to time by the Class Governing Committee.
- C. Fleets shall be entitled to be represented in both Regional and Class Championships when both Regattas occur in the same region.
- D. Any Rhodes 19 member in good standing will have the right to participate in the Regional Regatta.

Fleets shall be entitled to be represented in the National Regatta by a number of contestants determined by the size of the fleet in accordance with the following table:

Size of Fleet	Number of Contestants
3 - 6	1
7 - 12	2
13 - 18	3
19 - 24	4
25 - 30	5
31 - 36	6
over 36	Divide size of fleet by 6 (ignore fraction)

The size of each fleet shall be determined by the number of members whose current Association dues are paid as of date 30 days prior to the first day of the Regatta. Local fleets who are hosting the National Class Championship shall be entitled to one contestant in addition to the number allowed according to the above table.

- E. Each fleet will determine by a series of races open to all yachts under its jurisdiction its contestant or contestants in the Championships. If an eligible contestant shall not desire to compete the fleet officers may name an alternate.
- F. Members hailing from ports not within the territory of any recognized fleet may be entered on application to and at the discretion of the Regional Vice President and/or Class Governing Committee.
- G. Current Regional Champions, Past and Current National Champions, National Officers including Class President, Class Treasurer, Class Secretary, Regional Vice Presidents, the Chairman of the National Rules Committee and all members of the Governing Committee will have the right to compete in the National Class Championship Regatta provided each is eligible in all other respects. The entry will not be included with the entry or entries otherwise permitted his Fleet.
- H. Entries must be filed in writing on the official entry blank prescribed by the Regional Vice President and/or Governing Committee and must be in the hands of the Regatta Committees at least two days prior to the first day of the Championship Regattas. Each entry blank must be accompanied by the entrance fee (if any) prescribed by the Championship Committee and approved by the Governing Committee. Other entries may be allowed in unusual circumstances at the discretion of the Governing Committee. Entries must include the following:

- (1) Name and address of contestant and each member of crew if available.
- (2) Name and sail number of yacht

- (3) Name of fleet represented
- (4) Amount of registration fee

## 7. ELIGIBILITY.

A. Each contestant must be certified eligible to represent his fleet and such certification must appear on the entry blank and be signed by an officer of the fleet. The requirements are as follows:

- (1) Each contestant must be a bona fide owner, part-owner or charterer of a Rhodes 19 Class yacht and a member of the Association; or a son, daughter, brother, sister, spouse or parent of such a member. If more than one person is the owner or charterer of a yacht only one of them shall be named as contestant and all regulations shall apply as though he were the sole owner.
- (2) Each contestant must have qualified by regularly sailing on his own, his families' or his chartered yacht in a series of Rhodes 19 Class races within the territory of the fleet represented during the current racing season.

B. Any contestant may charter or borrow a yacht for the Championship Regattas.

C. No contestant may enter or use more than one yacht during the Regatta except if the entered yacht shall have suffered severe damage. The consent of the judges must be obtained before another yacht may be substituted.

## 8. PERSONNEL.

A. In addition to the contestant there must be a crew consisting of two additional people.

B. The contestant and crew shall be aboard each yacht during all races of the championship series. Substitutions for contestant or crew because of illness or other unforeseeable or unusual circumstances may be made only with the consent of the judges.

C. The Judges shall have the right to disqualify any contestant who is deemed to be violating the spirit of good sportsmanship or that of the rules and regulations of the Association.

**9. BOATS.** All boats and equipment must conform in all respects with the Rules and Specifications of the Class and any boat not so conforming shall be disqualified. The boats may be inspected by the Championship Committee or a person authorized by the Championship Committee at any time before or during the Regattas.

## 10. SAILS.

A. Sails must comply with the Rules and Specifications of the Rhodes 19 Class Association and shall be measured by a person authorized by the Championship Committee within one week of the beginning of the first race, and no changes shall be made after approval.

B. Each contestant shall use not more than two mains, two jibs, and two spinnakers during the entire Championship Regatta and each sail, clearly identified, shall be listed with the Championship Committee prior to the first race. Subject to prior approval of the Judges, additional sails may be used to avoid inequity resulting from accident or other occasion beyond the control of the contestant.

## **11. RACES AND RULES.**

- A.** The Championship Committee shall schedule a series of six races in either 3 or 4 days. If in the allotted scheduled time, only 3 races have been held, they shall constitute the series, otherwise additional races will be conducted until 3 races are completed. No more than 2 races shall be started in one day. In regattas consisting of 4, 5, or 6 completed races one (1) race will not be counted in figuring the best possible score.
- B.** The Regional Vice President may elect to schedule a three or four race, two-day regatta.
- C.** The Championships will be sailed under the Racing Rules of the U.S.Y.R.A. subject, however, to the most recent Rhodes 19 Class Association Rules which will take precedence.

## **12. COURSES.**

- A.** Courses shall be as free as possible from headlands, shoals, obstructions, aids to navigation or serious tidal currents.
- B.** Courses shall be windward-leeward, triangular, or Gold Cup or variations of these. Triangular or Gold Cup courses should be laid out so as to have the marks let to port. Leeward starts shall be avoided if possible.
- C.** Ordinarily, courses shall not be less than four nor more than eight nautical miles in length.

## **13. COMMITTEES AND RESPONSIBILITIES.**

### **A. Championship Committees**

The Regional Vice President and/or Class Championship Committee (or the Governing Committee if it has not appointed a Championship Committee pursuant to Paragraph 3 hereof) shall directly or through other committees:

- (1) Make all arrangements for the conduct of the Championship Regattas.
- (2) Appoint a Committee of Judges and the Race Committee (in cooperation with the host fleet).
- (3) Coordinate the work of all committees.
- (4) Arrange for suitable prizes.
- (5) Arrange for publicity.
- (6) Direct the Championship Regattas.

### **B. Judges**

- (1) There shall be three judges who shall elect one of their number chairman.
- (2) The Judges will have authority to receive or initiate and to decide finally, protests involving the racing rules or other rules.
- (3) The Judges shall have the freedom of cruising at will in a power boat specifically assigned for their use, apart from the Race Committee.

### **C. Race Committee**

- (1) The Race Committee shall consist of at least three persons who will be experienced yachtsmen familiar with the waters in which the Championship is being held.
- (2) The Race Committee shall run the races, providing suitable race circulars, establishing courses, starting the races, recording the order and times of finishing and so forth. It will welcome suggestions on these matters from the judges.
- (3) The Race Committee, with the approval of the Judges, may cancel a race or may terminate a race by establishing a finish line at any mark and giving appropriate signals.

#### **D. Fleet Committee**

The Fleet Committee of the host fleet shall:

- (1) Assist the Regatta Committees in selecting Judges and a Race Committee.
- (2) Arrange for a suitable Race Committee boat and a Judges' boat.
- (3) Arrange for launches for towing, establishing marks, leading the contestants, carrying press, etc.
- (4) Arrange for launching of visiting boats, lodging, meals and other hospitality measures for the benefit of visiting yachtsmen.
- (5) Arrange for an Awards Presentation at the conclusion of the final race. For Regional Regattas the Governing Committee may waive specific requirements upon application from the Regional Vice President.

#### **14. SCORING.**

A. The winner of the Regattas will be the contestant with the lowest total point score.

B. Points will be awarded for each race as follows: Three-quarters of a point for first place, two points for second, three for third and so on. A boat not starting, not finishing or disqualified shall be awarded a number of points equal to one more than the total number of starters.

C. A contestant starting in any race of the Championship will be considered a starter in all races.

D. In case of a tie, the contestant who has finished ahead of the other, (or others if there are more than two contestants tied) the greater number of times will be the winner. If this does not break the tie, the contestant who has the greatest number of firsts, seconds, etc., shall be declared the winner.

**15. TIME LIMIT.** A race in which no contestant shall have finished in three and one-half hours shall be declared NO RACE.

#### **16. GENERAL RULES.**

A. Team tactics are barred and shall be grounds for protest or disqualification. An example of team tactics is the act of deliberately and wilfully sacrificing one's own chances or place in a race for the purpose of injuring or improving the chances or place of another or others.

B. Protests must be filed in writing with the Race Committee not later than one hour after the finish of the last race of that day. This limit may be waived by the Race Committee by prior announcement to participating skippers. Code flag "B" must be displayed in the starboard rigging promptly following any alleged foul.

C. Breakdown points will be awarded an entrant on the basis of his average points per race when he has been forced out of a race by damage caused by foul and later upheld or sustained protest. The Judges shall have discretion to decide whether the damage is sufficient to force him out of a race.

D. Notices, when posted by the Race Committee on the host yacht club's bulletin board, shall be considered to have been delivered to each contestant provided, however, that such instructions may be superseded by verbal instructions by the Race Committee duly given by it to each contestant prior to the making of the warning signal.

E. No yacht entered for the Championship may be hauled out or laid on shore during the period of the races, except in case of accident or for necessary repairs, and then only by permission of the Judges.

**17. AMENDMENT TO CHAMPIONSHIP RULES.** Rules for the conduct of the Championship Regattas can be amended by five affirmative votes of the Governing Committee.

# PART IV: RULES COMMITTEE INTERPRETATIONS

## 1. HULLS

- A. SELF-BAILERS — Self-bailers are considered to be legal as long as they are mounted flush to the underside of the hull.
- B. FLOTATION TANKS — One inspection port may be cut in each flotation tank, provided each inspection port has a cover.
- C. MINIMUM WEIGHT — Because it is very difficult and impractical to weigh keels and hulls separately, and because it has been found that there is considerable weight variation among boats, the Rules Committee has developed an interpretation of weight rules to facilitate enforcement of minimum weight regulations.

The minimum weight of the basic Rhodes 19 shall be not less than 1300 pounds for a keelboat, or 1045 pounds for a centerboard boat.

The basic boat shall be defined as hull, keel, spars, standard rigging, running rigging, including sheets, floorboards, rudder, tiller and all attached (non-movable) hardware. All other gear must be removed before weighing, including sails, anchor and anchor line, spinnaker pole, etc. The boat will be pumped dry in the bilges, forward compartment and under the seats. If the boat is lifted directly from the water to be weighed, a 5 pound allowance will be made for hull wetness.

Weight will be added to light boats as follows:

½ the total weight to be added will be permanently attached under the floor boards against the wall of the forward compartment. ½ of the total weight will be permanently attached under the floor boards 5' 8" from the inside of the transom or against the nearest side of the closest crossbeam.

Once a boat has been weighed it will be issued a certificate signed by the Fleet or Class measurer, specifying its weight and the amount of ballast added to it. It will be illegal to remove the weight thereafter unless the boat is reweighed.

Weight added to a boat may be in the form of lead, iron or other similar material.

- D. CUTTING HOLES IN THE HULL — Permanent holes shall not be allowed in any portion of the hull except as necessary for hardware and control lines.

## 2. SPARS

A mast may be reinforced at the sheave area to prevent mast failure. In no case may the mast be reinforced so as to alter flexibility.

## 3. RUNNING RIGGING

- A. JIB DOWNHAUL devices may be used to adjust tension in the jib luff. It is illegal to use these devices to substantially change mast bend. The Rules Committee feels that this method of bending the mast is simply a way to circumvent the banning of adjustable backstays.

**B. SPINNAKER HALYARDS** — An internal spinnaker halyard is to be considered legal if the spinnaker sheave, mounted to the spinnaker attachment hole in the jib sheave box, bears the entire weight of the spinnaker. This means that the entry of the spinnaker halyard into the mast must be below the spinnaker attachment hole in the jib sheave box.

As an example, an internal spinnaker halyard mast entry point located one inch below the jib sheave box would clearly be considered to be in compliance with the basic requirement that "the spinnaker sheave bears the entire weight of the sail".

#### **4. SAILS**

**A. NUMBER OF SAILS PERMITTED** — A pre-owned boat may be considered a "new boat" in terms of the number of new sails permitted during the first two years, if:

- (1) The boat and its sails had never used for racing, and
- (2) The sails that come with the boat are not used for racing.

**B. DEFINITION OF "SEASON"** — "Season" in relation to the number of sails permitted is defined as a calendar year.

**C. JIB FOOT ROPE** — The jib foot rope is legal if the rope is secured (such as by sewing to the sail at both ends) and the rope tension or length cannot be adjusted during a race.

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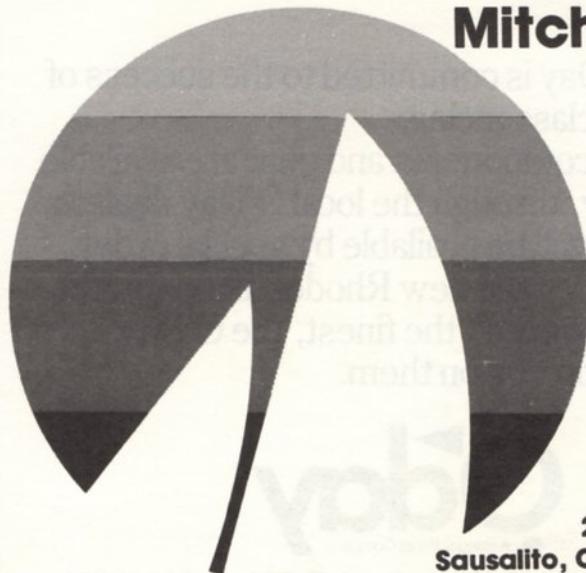


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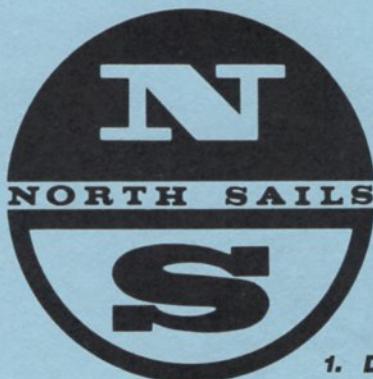
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