

The Rule Book

The Rhodes 19 Class Association

RHODES 19 CLASS ASSOCIATION
CONSTITUTION v1.00

Revised 2/18/2025

The Rhodes 19 was developed from a 1946 Phillip Rhodes design.

ARTICLE I – NAME & INSIGNIA

C 1.00 The Name of this organization shall be the Rhodes 19 Class Association. The emblem of the Class shall be the letter and figures R-19, arranged in the following pattern.



ARTICLE II – CLASS

C 2.00 The class shall consist of Rhodes 19 boats developed from a Phillip Rhodes design and built of fiberglass in molds approved by the Association. The class shall include both keel and centerboard boats, but the two shall race separately in nationally sanctioned events.

ARTICLE III – OBJECTIVES

C 3.00 To promote class racing among one design boats that are of equal performance, and to administer and maintain the Rhodes 19 Class as a moderate cost one design class, as distinct from an open development class.

C 3.01 To exercise jurisdiction over all Class activities and to uphold its Constitution, By-Laws and Class Rules for the benefit of all members and fleets of the Association.

C 3.02 To manage the Rhodes 19 Class.

ARTICLE IV – POLICY

C 4.00 The Rhodes 19 Class Association exists to encourage and exemplify the highest traditions of sportsmanship. It seeks to cooperate with other yachting organizations, and expects those organizations to observe and enforce the rules of the Rhodes 19 Class Association.

C 4.01 The Constitution, By-Laws and Class Rules shall be interpreted to insure continued competition between boats of comparable design and equivalent performance.

ARTICLE V – ORGANIZATION

C 5.00 The powers of the Rhodes 19 Class Association shall rest with the membership, who shall elect the Executive Committee to administer the business of the class except for matters specifically reserved for vote of membership.

C 5.01 Districts shall consist of fleets in specified geographical areas and include considerations of fleet density and boat population.

C 5.01.01 Current districts include:

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

C 5.02 A fleet shall consist of three or more boats owned by Active Members in good standing residing in a class-approved territory. Each fleet shall have a Fleet Captain or Secretary, be self-governing within the Rules of the Rhodes 19 Class Association, and shall collect national dues.

C 5.03 Individuals not affiliated with a fleet may become members of the Association with all rights of affiliated members.

ARTICLE VI – JURISDICTION

C 6.00 The Rhodes 19 Class Association shall have jurisdiction over all Rhodes 19 activities. Its Constitution, By-Laws and Class Rules shall be binding upon all members and fleets and shall govern all races. Fleets may petition the Executive Committee for exemptions to accommodate local constraints.

ARTICLE VII– MEMBERSHIP

C 7.00 There shall be two classes of membership as follows:

C 7.00.01 Active Member:

An owner or part owner of a Rhodes 19 may become an Active Member by paying the appropriate dues for the current year. An Active Member shall be privileged to hold office, and to vote. However, each Rhodes 19 shall be entitled to only one vote. Partners shall decide who shall cast their boat's one vote.

C 7.00.02 Associate Member:

A charterer, crew or other non-owner of a Rhodes 19 who is interested in being a member may become an Associate Member by paying the appropriate dues for the current year. An Associate Member shall be entitled to all the rights and privileges of an Active member, including the ability to act as a person in charge or as a helm at a sanctioned event, but cannot vote or hold office.

C 7.01 Membership Year:

Membership shall run from the later of either January 1, or the date dues are paid, and shall end June 1 of the following year.

ARTICLE VIII– OFFICERS

C 8.00 President:

The President serves as chief executive officer. The President shall preside over all meetings, serve as chair of the annual meeting, and serve as chair of the Executive Committee. The President shall rule on procedure, jurisdiction, summarize decisions, appoint special committees and authorize expenditures.

C 8.01 Vice Presidents:

A Vice President shall represent each district and perform the duties assigned, and in the absence of the President, one of the Vice Presidents shall perform the duties of the President. One of the Vice Presidents shall normally succeed to the Presidency in the event of the demise or resignation of the President.

C 8.02 Secretary:

The Secretary shall be responsible for taking minutes of meetings and disseminating general information. Records of Rhodes 19 owners, members and sail numbers will be maintained by the

Secretary or Treasurer.

C 8.03 Treasurer:

The Treasurer shall be responsible for the financial affairs of the Association and shall receive all dues and make disbursements as authorized by the President. Records of Rhodes 19 owners, members, and sail numbers will be maintained by the Secretary or Treasurer. At each annual meeting the Treasurer shall present a financial statement.

C 8.04 Vacancies:

Vacancies in any office may be filled by a vote of the remaining members of the Executive Committee. The term of any person so elected shall expire at the next Annual Meeting.

ARTICLE IX – ELECTION OF OFFICERS

C 9.00 The Rhodes 19 Class Association officers designated above, except vice presidents, shall be elected at an annual meeting and normally serve a two year term, or until the officer's successor is elected, beginning on January 1 of the following year. No officer may be elected to more than two consecutive two-year terms in the same office. Nomination to any office except Vice President may be made by:

C 9.00.01 Nominations for a slate consisting of President, Secretary and Treasurer will be made by a Nominating Committee of no fewer than three members as appointed by the Executive Committee. The Nominating Committee slate will be communicated to the membership at least 30 days before the Annual Meeting.

C 9.00.02 Nominations may also be made from the floor by an Active Member.

C 9.01 Voting shall be by the Active Members present or by qualified proxy. A majority vote is required for election of a candidate. If more than two candidates are nominated for an office, the one who receives a majority of the votes shall be elected. If no candidate receives a majority of the votes, then the two candidates receiving the highest number of votes shall participate in a run-off vote. In the event of a tie vote, the chair of the meeting shall cast the deciding vote.

C 9.02 Vice presidents shall be selected by each district, their terms to become effective at the Annual Meeting. It shall be the responsibility of the Nominating Committee to certify the selections of Vice Presidents prior to the Annual Meeting.

C 9.03 Removal of Officers

An officer other than President may be removed from office by an affirmative vote of the President and sufficient other members of the Executive Committee to constitute a two-thirds majority. The President may be removed from office by the unanimous vote of the other members of the Executive Committee.

ARTICLE X – STANDING COMMITTEES

C 10.00 Executive Committee:

The Executive Committee shall consist of the President, the Vice Presidents, Secretary and Treasurer. In addition, the chair of the Measurement Committee and chair of the Technical Committee shall serve ex officio on the Executive Committee. The Committee shall be responsible for the affairs of the Association and can hold Executive Committee meetings electronically.

C 10.01 Technical Committee:

The Technical Committee chair shall be elected by a vote of the President, Secretary, Treasurer and Vice Presidents. The Technical Committee members shall be appointed by the Technical Committee chair, with the approval of the Executive Committee. The Committee shall be

responsible for interpretation of the By-Laws and Class Rules and reviewing all proposed amendments thereto.

C 10.02 Measurement Committee:

The Measurement Committee chair shall be elected by a vote of the President, Secretary, Treasurer and Vice Presidents. The Measurement Committee members shall be appointed by the Measurement Committee chair, with the approval of the Executive Committee. The chair of the Measurement Committee (Chief Measurer) shall be responsible for monitoring all measurement activities so as to maintain comparable one-design performance as determined by the Rhodes 19 Class Association. The Chief Measurer may appoint regional measurers as required.

ARTICLE XI – ANNUAL MEETING

C 11.00 An annual meeting shall be held at a time and place designated by the Executive Committee, preferably in conjunction with the National Championship Regatta. To be valid, an annual meeting must be attended by Active Members, in person or by proxy, who represent a minimum of 1/3 of the Active Members in the Association. A proxy must be prepared by an Active Member and received by the Rhodes 19 Class Association Secretary at least seven days before an annual meeting. If the minimum percentage of the Active Members is not met, then the existing Executive Committee will continue in office until the next annual meeting.

ARTICLE XII – ORDER OF BUSINESS AT ANNUAL MEETING

C 12.00 The agenda of the annual meeting shall be as follows:

- Call to order
- Minutes of last meeting
- Reports of officers and committees
- Setting of dues for next fiscal year
- Annual budget Unfinished business
- Proposed amendments to Constitution and/or By-Laws
- New business
- Election of officers
- Adjournment

ARTICLE XIII – AMENDMENTS

C 13.00 The Rhodes 19 Class Association Constitution may be amended by the following procedure:

C 13.00.01 A proposal can be made by a standing committee or a by a fleet.

C 13.00.02 The proposed amendment must be received by the Rhodes 19 Class Association Secretary at least 60 days in advance of an annual meeting in order to be included in the agenda.

C 13.00.03 The proposed amendment must be mailed in hard copy and/or electronically to the Active Membership at least 30 days before an annual meeting.

C 13.00.04 At an annual meeting, the amendment must be approved by a two-thirds vote of Active Members present, including proxies.

C 13.00.05 If so approved, it shall be submitted in hard copy and/or electronically to all Active Members for final ratification. Enactment shall require a two-thirds affirmative vote of all qualified ballots received in hard copy and/or electronically by the published deadline date.

RHODES 19 CLASS ASSOCIATION

BY-LAWS v1.02

Revisions: 4/30/2010, 1/13/2021

ARTICLE I – ASSOCIATION RESPONSIBILITIES

B 1.00 The Rhodes 19 Class Association shall be responsible for the affairs of the Class.

B 1.01 The Rhodes 19 Class Association shall not be responsible for debts incurred by its fleets, officers or members, unless such debts were within the budget at the annual meeting or approved in writing by the Executive Committee.

ARTICLE II – ASSOCIATION DUES

B 2.00 All members shall register and pay dues annually.

B 2.01 Dues shall be set by the Executive Committee for the coming year subject to majority approval at an Annual Meeting.

B 2.02 Membership shall run from the later of either January 1 or the date dues are paid and shall end June 1 of the following year.

B 2.03 All changes in dues must be published in the next quarterly Mainsheet and electronically as soon as practical following an Annual Meeting.

ARTICLE III – FLEET RESPONSIBILITIES

B 3.00 Each fleet shall consist of at least three boats owned by Active Members. Fleets may apply through the class secretary to the Executive Committee for a fleet charter.

B 3.01 The Rhodes 19 Class Association shall be notified promptly of fleet election results.

B 3.02 Each fleet shall be responsible for providing its own local races and shall be permitted to make local rules and regulations on matters within fleet jurisdiction.

ARTICLE IV – REGISTRATION

B 4.00 It is each Rhodes 19 owner's responsibility to register with the Rhodes 19 Class Association.

ARTICLE V – RESPONSIBILITY

B 5.00 Payment for measurement expense at national Championship Regattas is the responsibility of the class association as approved by the Executive Committee.

B 5.01 Responsibility for compliance of a Rhodes 19 to the By-Laws and Class Rules rests with its owner.

B 5.02 Responsibility for the monitoring of compliance of a Rhodes 19 with the Class Rules shall rest with:

B 5.02.01 The Rhodes 19 Class Association before a national championship, or;

B 5.02.02 The fleet for district championship and local fleet events.

ARTICLE VI – ONE-DESIGN PHILOSOPHY

B 6.00 As stated in Article III of the Constitution, it is the intent of the Rhodes 19 Class Association to promote class racing among boats that are of equal performance and to work to promote one-

design standards. As a class comprised of both keel and centerboard models of evolving design and manufactured by multiple builders, the intention of the Rhodes 19 Class Association is to define for each of the existing models a standard Rhodes 19 with uniform design standards. To this end, the Technical Committee may, from time to time, analyze measurement data from boats in all fleets and recommend to the Executive Committee alterations to the class rules. The Class Technical Committee may consider the adoption of amendments to the class rules that meet the following criteria:

B 6.00.01 Alterations shall not compromise the safety or structural integrity of the boat.

B 6.00.02 Alterations may be undertaken to minimize differences in the speed potential of the boats.

B 6.00.03 Alterations shall be simple, easy to implement and not overly costly.

B 6.01 Amendments to the class rules:

B 6.01.01 All proposed amendments to the class rules shall be submitted in writing to the Technical Committee, care of the Rhodes 19 Class Association. A submission shall be judged based on its relative merit and compliance with the above statement of philosophy.

B 6.01.02 An amendment found to have merit and to comply with the above statement of philosophy by a majority of the Technical Committee will be submitted to the Executive Committee for approval.

B 6.01.03 If so approved, it shall be submitted in hard copy and/or electronically to all Active Members for final ratification. Enactment shall require a majority affirmative vote of all qualified ballots received in hard copy and/or electronically by the published deadline date.

ARTICLE VII– RACING RULES

B 7.00 All Rhodes 19 races shall be conducted under the Racing Rules of Sailing (RRS).

ARTICLE VIII– SANCTIONED EVENTS

B 8.00 The Rhodes 19 Class Association shall have the power to sanction national and district championship series that are open to members of more than one fleet, or any other event at the request of the local organizing authority. The Rhodes 19 Class Association may withdraw any sanction for cause.

B 8.01 If an event has been granted sanction for two consecutive years, there shall be no need to reapply. When an event has lapsed for two or more years, sanction must be reapplied for.

ARTICLE IX – CHAMPIONSHIP EVENTS

B 9.00 Each year, the Rhodes 19 Class Association shall approve locations and dates for district and national championships, and any special events, such as mid-winter championships, if sanctioned. These shall have a minimum of six months prior notice.

B 9.01 Local fleet championships shall be the responsibility of local fleet officers.

B 9.02 The Rhodes 19 Class Association may set limits on the number of qualified entries in any sanctioned event.

B 9.03 The notice of race and the sailing instructions for all sanctioned events shall be approved by the Rhodes 19 Class Association Executive Committee.

B 9.04 The notice of race for all sanctioned events shall be published, either electronically or in the Mainsheet, by the Rhodes 19 Class Association.

B 9.05 Measurement of boats at National Championship regattas shall be conducted by the Chief Measurer or his designee.

B 9.06 Sail measurement at National Championship regattas shall be conducted by the Chief Measurer or his designee. Sails measuring in for a previous National Championship regatta and so initialed by the measurer of that regatta, need not be re-measured, provided they were not modified or repaired since last approved.

ARTICLE X – SCORING

B 10.00 At all sanctioned events, the Low Point Scoring System shall apply.

ARTICLE XI – LIMITATIONS

B 11.00 A boat shall not acquire:

B 11.00.01 More than one mainsail, one jib and one spinnaker in a calendar year, subsequent to the first year of ownership

B 11.00.02 More than two mainsails, two jibs and two spinnakers in the first calendar year of ownership.

ARTICLE XII – REGULATIONS THAT APPLY AT SANCTIONED EVENTS

B 12.00 To be eligible to race in a sanctioned event:

B 12.00.01 The Person in Charge must be a Member of the Rhodes 19 Class Association. If the Person in Charge is not the Helmsman, then the Helmsman must also be an Active or Associate Member of the Rhodes 19 Class Association.

B 12.00.02 Any sailor who is, or would be, an ISAF Sailor Classification Category 3 sailor participating in a class sanctioned event shall either, a) have sailed a Rhodes 19 either during 25% of the current racing season within the territory of the fleet they represent, b) have been a Member of the Rhodes 19 Class Association for two consecutive years immediately prior to the current year, c) have been part of the winning team (helmsman or crew) of a past Rhodes 19 district or national championship, or d) have not reached their 21st birthday by the first day of the regatta. The Technical Committee is designated as the entity to which questions regarding the Eligibility Rules will be directed.

B 12.00.03 REMOVED.

B 12.00.04 Neither helmsman nor crew shall accept a payment or fee specifically for participating in a race.

B 12.01 Unless chartered, a boat shall display the Rhodes 19 Class Association assigned sail number of its owner. A chartered boat may display a unique Rhodes 19 Class Association assigned sail number.

B 12.02 The total crew complement per boat, including Helmsman, shall be no less than two for all races.

B 12.03 The crew complement shall be declared at registration, shall apply for all races, and shall not be changed for any reason.

B 12.04 The names of the crew on each boat, including Helmsman, shall be specified at registration. Any substitutions will require the written consent of the judges.

B 12.05 Sanctioned events will include a minimum of five scheduled races over no fewer than three days.

B 12.06 The minimum number of completed races for a sanctioned event shall be three.

B 12.07 The minimum number of races to be scored before a discard is allowed shall be five.

B 12.08 No boat entered in the regatta may be hauled out after the start of the first race, except in the case of accident or needed repairs. Any such hauling requires written consent of the regatta judges.

ARTICLE XIII - RULE ENFORCEMENT AT EVENTS

Part A—MEASUREMENT FOR AN EVENT

B 13.00 A boat may not complete registration for a National Championship without written approval of the event measurer.

B 13.01 Any boat registering for any Rhodes 19 race is subject to inspection at any time by the event measurer to confirm that it is in compliance with the Class Rules.

B 13.02 The event measurer for any Rhodes 19 race must be designated as such by the Chief Measurer and may include a fleet or regional measurer with continuing appointment.

B 13.03 The owner or person in charge is not entitled to an immediate review of the event measurer's determination. The event measurer will advise the Technical Committee of the determination and the measurer's decision is subject to review in accordance with procedures established by the Technical Committee.

Part B—PROTESTS INVOLVING THE CLASS RULES

B 13.04 A protest involving the Class Rules shall be determined in accordance with the Racing Rules of Sailing. For the protest hearing, the Technical Committee is designated as the entity to which questions regarding the Class Rules will be directed.

ARTICLE XIV - INTER-FLEET DISPUTES

B 14.00 Inter-fleet disputes shall be heard by the Executive Committee, except that disputes involving interpretations shall be filed with the Technical Committee. There is no time limit for submitting disputes.

ARTICLE XV - MEASUREMENT CERTIFICATES

B 15.00 No boat shall compete in any Rhodes 19 race, including any fleet race or sanctioned event, unless a measurement certificate has been issued for the boat. The certificate shall be issued by the Technical Committee, based on measurement by the Chief Measurer or his designee, on request of a Class member, in the name of that member, and shall certify that the boat complies on the date of measurement with all of the requirements of the Class Rules.

B 15.01 A local fleet may provide under its authority in B 3.02 that boats may participate in fleet races without a measurement certificate for a limited period of time, not to exceed one sailing season. The Executive Committee may provide a waiver to a fleet from the requirements of this Article, not to exceed a period of three years.

B 15.02 The certificate must be updated following any material change made to the boat following issuance, and may be transferred on sale or charter of the boat to another Class member. Without limitation, the removal of any corrector weight installed under Class Rule RB 10.01 at the time of issuance of a measurement certificate is a material change.

ARTICLE XVI – AMENDMENTS

B 16.00 The By-Laws may be amended by the following procedure:

B 16.00.01 Amendments may be proposed by a Standing Committee or by proposal from a fleet, in which case the proposal must have been approved by two-thirds present plus proxies at a fleet meeting for which advance notice was also sent to all its voting members.

B 16.00.02 The proposed amendment must be received at the address of the Secretary of the Rhodes 19 Class Association.

B 16.01 By-Laws Amendments by Mail:

B 16.01.01 The Class Secretary shall inform all Active Members of the proposal within 60 days by newsletter, special mailing, or electronic means giving the deadline by which ballots must be received.

B 16.01.02 Approval shall require a two-thirds vote of ballots received in hard copy and/or electronic form by the published deadline date.

B 16.02 By-Laws Amendments at the Annual Meeting:

B 16.02.01 The proposed amendment must be received at the address of the Secretary of the Class Association at least 60 days in advance of an Annual Meeting in order to be included in the agenda.

B 16.02.02 The proposed amendment must be mailed in hard copy and/or electronic form to the Active Membership at least 30 days before an Annual Meeting.

B 16.02.03 At an Annual Meeting, the amendment must be approved by a two-thirds vote of Active Members present, including proxies.

B 16.03 Results of the balloting shall be printed in the next newsletter published either in hard copy and/or electronic means.

RHODES 19 CLASS ASSOCIATION

CLASS RULES v3.00

Last amended [01/31/07]

Throughout this part of the Class Rules the terms “boat” or “Rhodes 19” shall be understood to refer to a Rhodes 19 sailboat equipped with a keel.

SECTION A – ADMINISTRATION

ARTICLE I – PURPOSE

RA 1.00 The purpose of these rules is to ensure to the fullest extent possible that all boats which compete under these rules have equal performance potential on the race course, in accordance with the objectives of the class as stated in Article III of the Rhodes 19 Class Constitution. These are closed class rules, as defined in the Equipment Rules of Sailing (ERS).

ARTICLE II – COMPLIANCE

RA 2.00 It is beyond the scope of these rules to list every modification to a boat which could possibly affect her performance. Therefore, any modification to a Rhodes 19 or her sails or equipment which is not explicitly permitted by these rules, or by an interpretation of these rules stated in Appendix H, must be presumed illegal. A boat which has been so modified is out of compliance with these rules and is therefore ineligible to race as a Rhodes 19 under the Racing Rules of Sailing (RRS).

RA 2.01 A Rhodes 19 is not in compliance with these rules unless:

RA 2.01.01 She also complies with the Rhodes 19 Class Association Bylaws; and

RA 2.01.02 Her Owner or Person in Charge is a member in good standing of the Rhodes 19 Class Association.

ARTICLE III – STANDARDS

RA 3.00 The rules and specifications as set forth herein and as detailed by original Philip Rhodes drawings and by plans and specifications included herein or on file with the Rhodes 19 Class Association shall be considered as the official class standards with respect to design, construction, rigging, and equipment details.

ARTICLE IV – AUTHORITIES & RESPONSIBILITIES

RA 4.00 Neither the Rhodes 19 Class Association, nor an official measurer is under any legal responsibility with respect to these Class Rules or the accuracy of measurement under them, and no claim arising from their administration can be entertained.

RA 4.01 The Rhodes 19 Class Association Chief Measurer has the authority to issue a Notice of Noncompliance that until rescinded shall cause that boat to be ineligible to race in the Class.

ARTICLE V – SAILING INSTRUCTIONS

RA 5.00 Sailing Instructions for sanctioned events shall not vary these Class Rules except with the consent of a majority of the Executive Committee.

ARTICLE VI – ALTERATIONS TO THE CLASS RULES

RA 6.00 All proposed alterations to the Class Rules shall be submitted in writing to the Technical Committee, as specified in Article B 6.01 of the Class Association By-Laws.

ARTICLE VII– SAIL NUMBERS

RA 7.00 Sail numbers shall be recorded and kept on file by the Class Association.

RA 7.00.01 A boat's official sail number shall be the same as that of the hull for Class Association administrative purposes.

SECTION B – REGULATIONS, LIMITATIONS AND SPECIFICATIONS

ARTICLE VIII – GENERAL SPECIFICATIONS

RB 8.00 Each hull, deck and interior fiberglass molding (including seat, tank and inner liner) must first be approved for use by the Class Association.

RB 8.01 The details of running rigging, sail handling and control equipment, and hardware and fixtures are at the option of the owner unless specifically prohibited by these rules.

ARTICLE IX – MEASUREMENT REFERENCE POINTS

RB 9.00 Measurement Reference points, as illustrated in Appendix F, include:

RB 9.00.01 Reference Point A: Located on the hull center plane at the intersection of the plane of the transom, extended if necessary, with the hull centerline at the lower edge of the keelson.

RB 9.00.02 Reference Point B: Located on the horizontal keel flange 7′9½″ forward of Ref. Point A, measured as a girth over the curved surface of the centerline keelson.

RB 9.00.03 Reference Point C: Located on the horizontal keel flange 10′6½″ forward of Ref. Point A, measured as a girth over the curved surface of the centerline keelson.

RB 9.00.04 Reference Point G: Located 2″ ± 3/8″ vertically above Reference Point A, on the outside surface of the transom. A Class supplied measuring fixture shall be installed by the owner at G.

RB 9.00.05 Reference Point LE1: Located on the keel leading edge 5″ below Reference Point C.

RB 9.00.06 Reference Point TE1: Located on the keel trailing edge 6″ below Ref. Point B.

RB 9.00.07 Reference Point LE2: Located on the keel leading edge 12″ below a line connecting Reference Points LE1 and TE1.

RB 9.00.08 Reference Point TE2: Located on the keel trailing edge 12″ below a line connecting Reference Points LE1 and TE1.

RB 9.00.09 Reference Point P: Located on the underside of the mast partner at the partner's aftermost edge.

RB 9.00.10 Reference Point S: Located 4' below the top of the mast Reference Band (see Article XVII) on the aft face of the mast.

RB 9.00.11 Reference Point TDP: Located on the top surface of the main deck 2″ inboard of the forward edge of the forward chain plate on the port side.

RB 9.00.12 Reference Point TDS: Located on the top surface of the main deck 2″ inboard of the forward edge of the forward chain plate on the starboard side.

ARTICLE X – MINIMUM BOAT WEIGHT

RB 10.00 The total minimum class weight as defined in paragraphs RB 10.00.01 and RB 10.00.02 shall not

be less than 1,325 pounds for a keel Rhodes 19. When weighed, a boat shall be free of any bilge water, including any in the seat tanks and the bow tank.

RB 10.00.01 The total minimum class weight shall include the hull, deck, interior moldings (seat, tank and inner liner), flotation, O'Day storage shelves and forward bulkhead doors if carried, keel, mast, boom, standing rigging, ribs, floorboards, rudder, tiller and all running rigging, hardware and fixtures normally carried while racing.

RB 10.00.02 The total minimum class weight shall exclude any sails, spinnaker pole, anchor and anchor rode, tools, spares, radios, batteries, paddles, life jackets, portable hand pumps, mooring lines, fenders, first aid kit, personal effects, and all other gear not part of RB 10.00.01.

RB 10.01 Corrector weights

RB 10.01.01 If any boat weighs less than 1,325 pounds, additional weight shall be added at any location within the boat to meet the minimum weight.

RB 10.01.02 All corrector weights shall be permanently attached and accessible. The measurer shall confirm that the proper amount of weight has been attached and record the location and amount of the added weight on a certificate, signed by the measurer and issued to the owner, certifying that the boat and equipment as weighed meet the minimum weight requirement. The weight certificate shall become invalid if any part of this weight is subsequently moved or removed.

ARTICLE XI– HULL EXTERIOR

RB 11.00 Re-shaping, re-fairing, or otherwise altering the shape of the hull, including its profile, contours, and centerline keelson details, is specifically prohibited, except as follows:

RB 11.00.01 Re-fairing is permitted when necessary to facilitate repairs, ordinary maintenance, or rehabilitation required to restore the original shape.

RB 11.00.02 Filling and fairing of any hollow in the hull profile near the transom of an O'Day hull is permitted.

ARTICLE XII – HULL INTERIOR

RB 12.00 Flotation and tanks

RB 12.00.01 Stuarts shall carry flotation in the locations provided for this purpose by the builder.

RB 12.00.02 O'Days shall carry flotation in the seats and forward tank. The seats and tank shall be watertight compartments.

RB 12.01 Fiberglass moldings

RB 12.01.01 Neither the seat, tank, inner liner, or deck moldings, nor the hull layup, all as supplied by the builder shall be altered except as follows:

RB 12.01.02 If any one of these molded parts is replaced, it shall be replaced with a like part in the same place and manner as originally installed.

RB 12.01.03 Mast partners may be altered only as necessary to comply with Article XIII.

RB 12.01.04 One inspection port may be installed in the forward flotation tank.

RB 12.01.05 A maximum of three inspection ports may be installed in each seat.

RB 12.01.06 Drain holes in O'Day seat tanks with inspection ports may be permanently closed.

RB 12.01.07 Any of elements listed in RB 12.01.01 above may be repaired or reinforced in any manner which does not reduce the weight, thickness or strength of the element.

RB 12.01.08 Holes may be made in the elements listed in RB 12.01.01 above in order to mount hardware,

install fixtures such as bailers, discharge pumps and compasses, or pass running rigging.

RB 12.01.09 If a motor well in the aft deck is removed, the boat shall carry twenty pounds of weight on the underside of the deck at the location of the removed well. This weight shall be attached before the boat is weighed as provided in Article X, and shall remain attached even if the boat's weight exceeds the minimum. Replacement of the motor well may be performed only in accordance with procedures provided by the Technical Committee in Appendix H.

RB 12.01.10 The inner liner of a Stuart may be altered to the extent necessary to install ribs on the hull, through which the keel bolts are attached. The inner liner may be altered up to the edge of the seats or storage compartments with a maximum width of 2 1/4 " per rib. No part of the rib may extend under the seats or storage compartments or above the existing floorboard supports. The ribs shall allow for drainage of the cavity between the inner liner and the hull.

RB 12.02 Mast step

RB 12.02.01 Any device that could allow the mast step plate to be moved without removing the mast from the step is prohibited.

RB 12.02.02 With the mast seated in its step, the maximum distance from Reference Point G to

Reference Point S shall be as follows:

- O'Days: 147 5/16″
- Stuarts: 147 7/8″
- Stuarts with an unaltered partner, positioned by the builder in deck molds in use as of the effective date of this rule: 148 11/16″.

RB 12.03 Keel Floors (Ribs) and Floorboards

RB 12.03.01 The floor of the boat shall be made only of wooden floorboards with a maximum width of 6". The floorboards shall cover the cockpit floor under the cuddy and between the seats.

RB 12.03.02 In O'Days, there shall be at least 10 evenly spaced ribs, 2″ ± ¼ ″ thick. In Stuarts, the ribs supplied by the builder must be in place.

RB 12.03.03 Keel bolts in Stuarts may be attached to the hull through ribs. Keel bolts in O'Days shall be attached to the hull through ribs.

ARTICLE XIII – MAST PARTNERS

RB 13.00 The minimum distance from Reference Point G to Reference Point P shall be as follows:

- O'Days: 146 ¾"
- Stuarts: 147 7/8″
- Stuarts with an unaltered partner, positioned by the builder in deck molds in use as of the effective date of this rule: 148 7/16″

RB 13.01 The maximum fore and aft dimension of the mast partner shall be 4″.

RB 13.02 Arrangements or devices capable of adjusting the location of the mast in the partners are prohibited. Free play of the mast within the partners shall be limited in total to 1/4″.

ARTICLE XIV – HEADSTAY

RB 14.00 The maximum distance from the point of attachment of the headstay to the stem head fitting shall be as follows (measurement to be taken to the front face of the mast at the partner, with the mast in its aftermost position in the partner to the centerpoint of the headstay pin):

- O'Days: 74″
- Stuarts with the partner altered from its original position: 74″

- Stuarts with an unaltered partner, positioned by the builder in deck molds in use as of the effective date of this rule: 74 3/8″

ARTICLE XV – KEEL

RB 15.00 a. The profile dimensions and general profile appearance of the keel shall be governed by the profile drawing of the keel in RF32.07 and Philip L. Rhodes Inc. Drawing 5089, Rev 5/22/1946

b. The leading and trailing edges of the keel shall be straight lines between LE1—LE2 and TE1—TE2

c. At a point E, 9” below LE2 on the extension of the line through LE1—LE2, the keel must extend forward horizontally to a point that is 1” (plus or minus ¼”) from E.

RB 15.01 a. The minimum thickness of the web between a line 11” forward of and parallel to a line between TE1 and TE2 and a line 5” aft and parallel to a line between LE1 and LE2 shall be 1”

b. The minimum thickness of the web, 3/8” forward of a line between TE1 and TE2 shall be ¼”

c. The keel may not exceed 1 ½” in thickness at any point which is above the line connecting LE2 and TE2.

RB 15.02 The bulb thickness shall be no less than 5 7/8” and no greater than 6 ½”

RB 15.03 The transition from the web to the bulb, the profile shape of the bulb aft of the trailing edge of the web, the leading edge of the bulb, and the water line A-A plan shape of the bulb shall be fair curves as indicated in RF32.07

RB 15.04 a. No part of the web or of the bulb in plan view shall be concave shapes

b. The flange to hull joint and flange to web joint may be faired with a radius not to exceed ½”

c. Keels and keel flanges may be faired with fairing compounds and/or resin, and may be covered in fiberglass. Fairing compounds and/or resin may not have a density greater than cast iron. No grinding down of the keel casting beyond the dimensional limits of the rule is allowed. Voids are to be filled as opposed to reducing the size of the casting.

RB 15.05 The keel weight shall be between 402 pounds and 428 pounds. No keel shall be installed on a boat before it is submitted to the Class Measurer for confirmation that the keel is in compliance. The center of gravity shall be within 1” of a point 24 ½” from point LE1 and 16 5/8” from point TE1

RB 15.06 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 centerline of the hull

RB 15.07 The maximum distance from Reference Point A to Reference Point LE1 shall be 10’ 7 ¾”

RB 15.08 The maximum distance from Reference Point A to Reference Point LE2 shall be 10’ 4 ½”

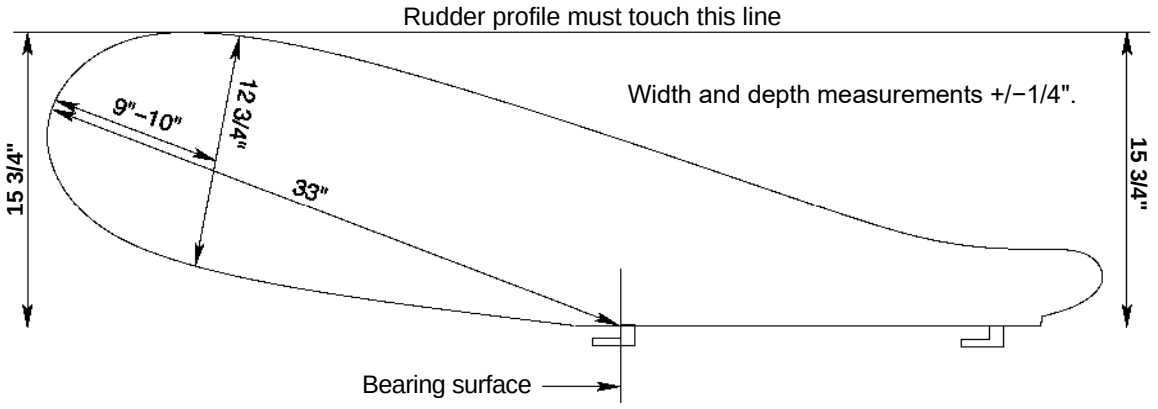
RB 15.09 In addition, the sum of A to LE1 and A to LE2 shall not exceed 20’ 11 ¾”

ARTICLE XVI – RUDDER

RB 16.00 The rudder blade may be made of wood, fiberglass, wood and fiberglass, or fiberglass and foam.

RB 16.01 The rudder shall not weigh less than 10½ pounds.

RB 16.02 The rudder shall conform to the dimensions set forth in the following drawing.



RB 16.03 The maximum thickness of the rudder blade below the bearing surface of the lower rudder fitting shall be 1″.

RB 16.04 The leading edge of the rudder above the bearing surface of the lower rudder fitting shall be installed parallel to the transom. The bearing surface of the lower rudder fitting, mounted in its normal position on the transom fitting, shall be no more than 3 ½ ″ above Reference Point A.

RB 16.05 Notwithstanding the foregoing paragraphs of this Article, the Technical Committee may provide by rule interpretation for a rudder to be in compliance that is otherwise not in compliance in the following cases:

RB 16.05.01 if the trailing edge of the rudder blade does not touch the line at 15 3/4″; or

RB 16.05.02 if either the rudder blade does not meet the 32¾ ″ minimum depth requirement or the lower rudder fitting exceeds the 3½ ″ maximum height limitation, but the depth of the rudder with respect to Reference Point A is greater than the minimum depth below A of a rudder that complies with both of these limits.

RB 16.06 Below the bearing surface of the lower rudder fitting, the rudder blade shall have no convex radius of curvature less than 4″ and no concave curvature.

ARTICLE XVII – MAST

RB 17.00 The mast shall be an aluminum extrusion with an integral luff track. The mast shall be supported by one pair of upper shrouds, one pair of lower shrouds, single spreaders, one headstay and one backstay. The mast may be reinforced in the vicinity of the jib halyard sheave box near the point of attachment of the headstay to the mast, and in the vicinity of sheave boxes near the deck partners. The mast may have a taper above the point of attachment of the headstay to the mast of between 41½ ″ and 53½ ″. Tapered masts may be fitted with jumper struts and stays configured as those originally supplied by the O'Day Corporation.

RB 17.01 The mast shall have an elliptical cross section, and its untapered portion shall conform with all of the following:

- length of section: 3.5″ to 3.56″
- width of section: 2.0″ to 2.06″
- wall thickness 0.092″ to 0.094″
- weight per foot: 1 pound minimum

RB 17.02 The top of a 1″ wide Reference Band around the mast shall be located 24′ below the upper bearing surface of the main halyard sheave.

RB 17.03 The top of that Reference Band shall be no higher than 2'3½″ above a line connecting the "Top of

Deck" reference points TDS and TDP. (see Diagram RF 32.09).

RB 17.04 The attachment of the headstay to the mast shall be such that the centerline of the headstay must not pass above a point located 17′4″ above the top of the Reference Band and 1¼″ from the front face of the mast.

RB 17.05 The spinnaker halyard shall be restricted in its hoist by a fitting that is attached no higher than 17′5″ above the Reference Band and which restricts the halyard from being more than 2¾″ from the front face of the mast at that point.

RB 17.06 The point of attachment of the upper shrouds to the mast shall be no more than 17′4″ above the top of the Reference Band.

RB 17.07 The point of attachment to the mast of the lower shrouds, spreaders, and jumper stays (if fitted) shall be no more than 9′4″ above the top of the Reference Band.

RB 17.08 The center point of the upper shroud in the spreader shall be no more than 24½″ and no less than 23½″ from the side of the mast at the spreader location.

RB 17.09 The masthead cap shall be of such design that the distance measured perpendicular to the aft edge of the mast and from the bottom of the main halyard sheave groove to the centerline of the backstay shall not exceed 3 13/16″

ARTICLE XVIII – BOOM

RB 18.00 The boom shall be an untapered aluminum extrusion, oval in cross section, with the following dimensions:

- height: 2.65″ to 2.75″
- width: 1.75″
- wall thickness: .085″ to .095″
- weight: .8 to .9 pounds per foot

RB 18.01 Alternatively, a length of any untapered section of an allowed mast extrusion may be used for a boom.

RB 18.02 The boom may be fitted with attachment points for an adjustable outhaul, a mainsheet system and vang, and may be reinforced.

RB 18.03 The boom shall have a 1″ wide reference band around its outboard end with the band's forward edge not more than 9'10½″ aft of the line of the mast's luff track, with the boom in its normal position on the mast.

ARTICLE XIX – SPINNAKER POLE

RB 19.00 The spinnaker pole shall be of wood or metal and shall not be more than 6' 9″ in overall length, measured to the extreme end of all fittings.

RB 19.01 The spinnaker pole shall be attached to the mast when in use. It may be used as a whisker pole to control the clew of the jib.

RB 19.02 The bearing surface of any ring or other fitting attached to the mast supporting the inboard end of the spinnaker pole shall not extend more than 2½″ in any direction from the forward face of the mast on its centerline.

ARTICLE XX – STANDING RIGGING

RB 20.00 All standing rigging, including the backstay, shall be multi-strand wire. Individual strands need not be circular in section.

RB 20.01 No adjustment shall be made to the headstay, upper or lower shrouds, or jumper wires after the warning signal in any race, except as necessary to make repairs.

RB 20.02 Adjustment to the backstay while racing is specifically permitted.

RB 20.03 Turnbuckles or equivalent adjustment devices may be added to the lower end of any stay or shroud.

RB 20.04 The minimum diameter of the headstay, lower and upper shrouds shall be 1/8″.

RB 20.05 The minimum diameter of the backstay and jumper stays shall be 3/32″.

RB 20.06 The forward chain plate may be moved so that the center of the stay attachment point is no more than 83″ from the center of the headstay attachment point.

RB 20.07 The center of the shroud attachment point in the aft chain plate shall be between 13″ and 15″ aft of the center of the stay attachment point in the forward chain plate.

ARTICLE XXI – SAILS

RB 21.00 Sails shall be limited to mainsail, working jib, and spinnaker, shall be made of nonlaminated cloth and shall conform to the requirements of the following paragraphs:

RB 21.00.01 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 handheld scale. For girth measurements, spinnakers shall be doubled along the center vertical seam and laid as flat as possible, but shall not be pulled or stretched.

RB 21.00.02 Except as indicated in RB 21.01.02 and RB 21.02.02 below, 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. Leech lines are not permitted on any sails, but flutter patches may be used.

RB 21.01 Mainsail:

RB 21.01.01 Each mainsail shall be equipped with a head board 4" wide, measured at right angles to the luff. In addition, no more than ½" of sail material shall be allowed between the luff boltrope and the headboard.

RB 21.01.02 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.

RB 21.01.03 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 miter cut sails shall be used.

RB 21.01.04 Mainsails shall be made of material not lighter than 3.7 ounces per running yard, 28½ inches wide.

RB 21.01.05 When a mainsail is set the line of the top of the boom shall not be brought below the top of the reference band.

RB 21.01.06 The clew of the mainsail shall not be pulled out beyond the inner edge of the reference band on the boom.

RB 21.01.07 The mainsail may have a transparent window not more than four square feet in area as an aid to avoiding collision, and a second window of not more than two square feet as an aid to viewing jib trim.

RB 21.01.08 The size of each mainsail shall be governed by the following:

- Luff: Reference band on mast
- Foot: Reference band on boom
- Leech: 25' maximum
- Mid-girth: 5'11" maximum
- 3/4-girth: 3'8" maximum

NOTES ON MEASUREMENT:

The distances above are to be measured in terms of the "points of measurement" (POM) shown in Diagram RF 32.10. The head POM is the point near the head of the sail where the line extending the luff intersects a line running perpendicular to the luff and tangent to the top of the headboard. The clew POM is the point near the clew where the line extending the leech intersects the line extending the foot. The tack POM is the point near the tack where the line extending the luff intersects the line extending the foot.

The length of the leech shall be measured as the distance from the head POM to the clew POM with the leech pulled hand tight. The mid girth shall be measured across the sail from the midpoint of the leech to the midpoint of the luff, and the 3/4 girth shall be measured across the sail from the 3/4 point of the leech to the 3/4 point of the luff. The midpoint of the leech shall be determined by folding the sail so that the head POM is superimposed on the clew POM and then marking the point where the fold line meets the leech. The 3/4 point on the leech is determined similarly by folding the sail so the head POM is superimposed on the leech midpoint. In each case the leech should be pulled hand tight from the fold point, with the same tension on each side of the fold. The midpoint and 3/4 point of the luff shall be determined in the same way as for the leech, except that the head POM will be superimposed over the tack POM, or the midpoint of the luff, respectively.

RB 21.01.09 The leech of the mainsail shall form a convex arc, which may be composed of one or more straight segments.

RB 21.01.10 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 downhaul shall be permitted.

RB 21.01.11 The use of a Cunningham hole in the mainsail is allowed, provided the location of the hole (as measured from the center) is not more than 7 inches above and 1 1/2 inches aft of the normal point of measurement of the tack.

RB 21.02 Working Jib:

RB 21.02.01 All working jibs shall be fitted with snap hooks 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.

RB 21.02.02 The use of one or two twelve inch battens in the leech of the jib is optional. Jib batten pockets may be reinforced.

RB 21.02.03 Working jibs shall be made of material not lighter than 3.7 ounces per running yard 28½ inches wide.

RB 21.02.04 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.

RB 21.02.05 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.

RB 21.02.06 A 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.

RB 21.03 Spinnaker:

RB 21.03.01 Spinnakers shall be of the parachute type with equal luffs.

RB 21.03.02 Spinnakers shall be made of material not lighter than 0.75 ounces per running yard

28½ inches wide.

RB 21.03.03 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 inches plus or minus to take care of stretching or shrinking.

RB 21.03.04 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. Measurements "A" shall be taken between the two points found as follows: From under side of swivel 5'0" down luff and leech. From under side of swivel 6'0" down the opposite side of the sail as folded, NOT measuring around the contour. Measurement "A" shall measure 5'7". Measurement "B" shall likewise be taken between two points 10'0" down luff and leach and 11'0" down the opposite side of the sail as folded, NOT measuring around the contour. Measurement "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.

RB 21.04 Number of sails permitted: only one suit of sails, whether new or old, shall be added to any boat's equipment in any one calendar year. In case of accident the Executive Committee may waive this rule, and there shall be the following exception:

RB 21.04.01 At the end of the first full calendar year following its purchase, a boat may have two suits of sails added to its equipment.

SECTION C – PERMITTED ALTERATIONS AND OPTIONS

ARTICLE XXII – OUTBOARD MOTORS

RC 22.00 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.

ARTICLE XXIII – SELF BAILERS

RC 23.00 Self Bailers that are fitted flush to the outer surface of the hull are permitted.

ARTICLE XXIV – COCKPIT COAMINGS

RC 24.00 Cockpit coamings must be in place. The dimensions are optional.

ARTICLE XXV – STANDING RIGGING

RC 25.00 Standing rigging that is heavier than the minimums defined in Article XX may be used.

ARTICLE XXVI – BILGE PUMPS

RC 26.00 A permanently mounted bilge pump is permitted.

ARTICLE XXVII – RADIOS

RC 27.00 Radios capable of monitoring the race committee frequencies may be carried and used if required by the organizing authority or if the race committee uses radio communication to hail competitors, as in the case of OCS boats.

SECTION D – PROHIBITIONS AND LIMITATIONS

ARTICLE XXVIII – HIKING STRAPS

RD 28.00 All types of hiking devices must be inside the cockpit and may not extend above the cockpit coaming.

ARTICLE XXIX – TRAVELERS

RD 29.00 When mainsheet traveler devices are installed within the cockpit, the top of the track shall not be higher than four inches as measured from the inboard edge of the seat to the top of the track.

ARTICLE XXX – BOOM VANGS

RD 30.00 Boom vangs capable of exerting upward pressure are prohibited.

ARTICLE XXXI – INSIDE BALLAST

RD 31.00 No inside ballast may be carried, except to bring the boat up to the 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.

SECTION E – REQUIRED EQUIPMENT WHILE RACING

ARTICLE XXXII – EQUIPMENT

RE 32.00 All equipment listed below shall be carried in every race:

RE 32.01 4-pound Danforth anchor or equivalent.

RE 32.02 Anchor line 100 feet long of 1/4″ nylon or equivalent.

RE 32.03 Serviceable life preserver for each person aboard.

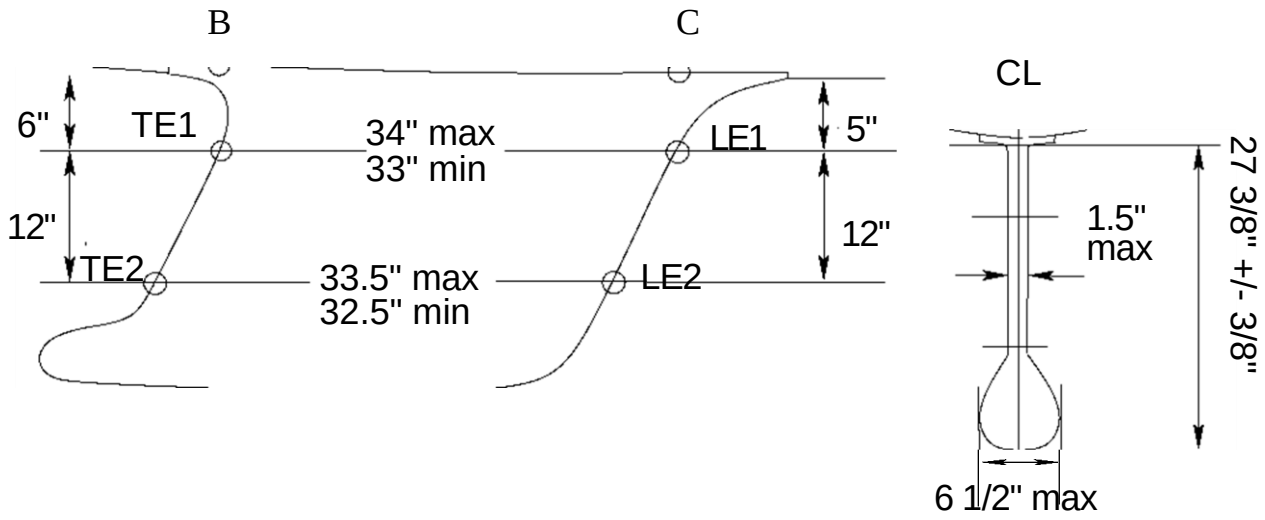
RE 32.04 Foghorn.

RE 32.05 Marine compass. Electronic compasses or other electronic devices capable of providing tactical or navigational information, or any information other than or in addition to, real-time direction, are prohibited. Separate, unlinked, timing devices are permitted.

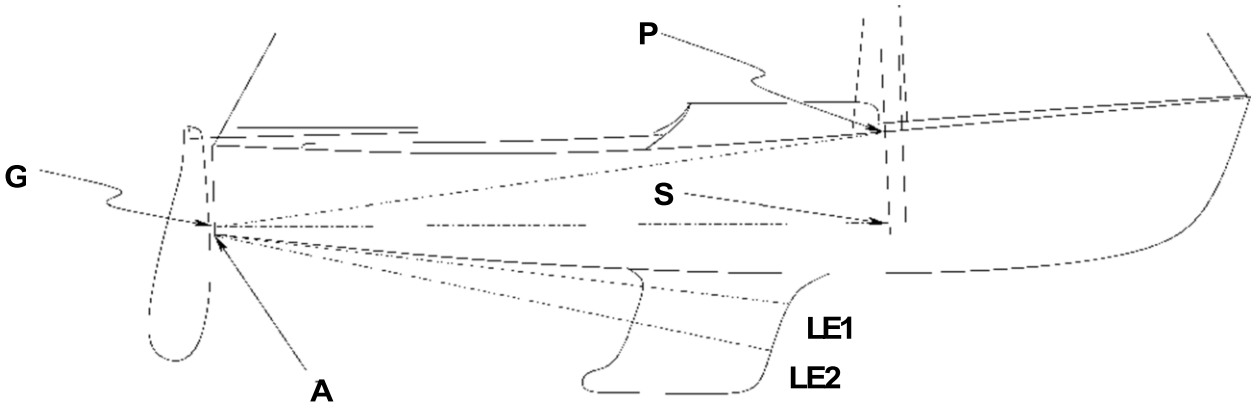
RE 32.06 10 quart non-collapsible bucket.

APPENDIX F – Diagrams

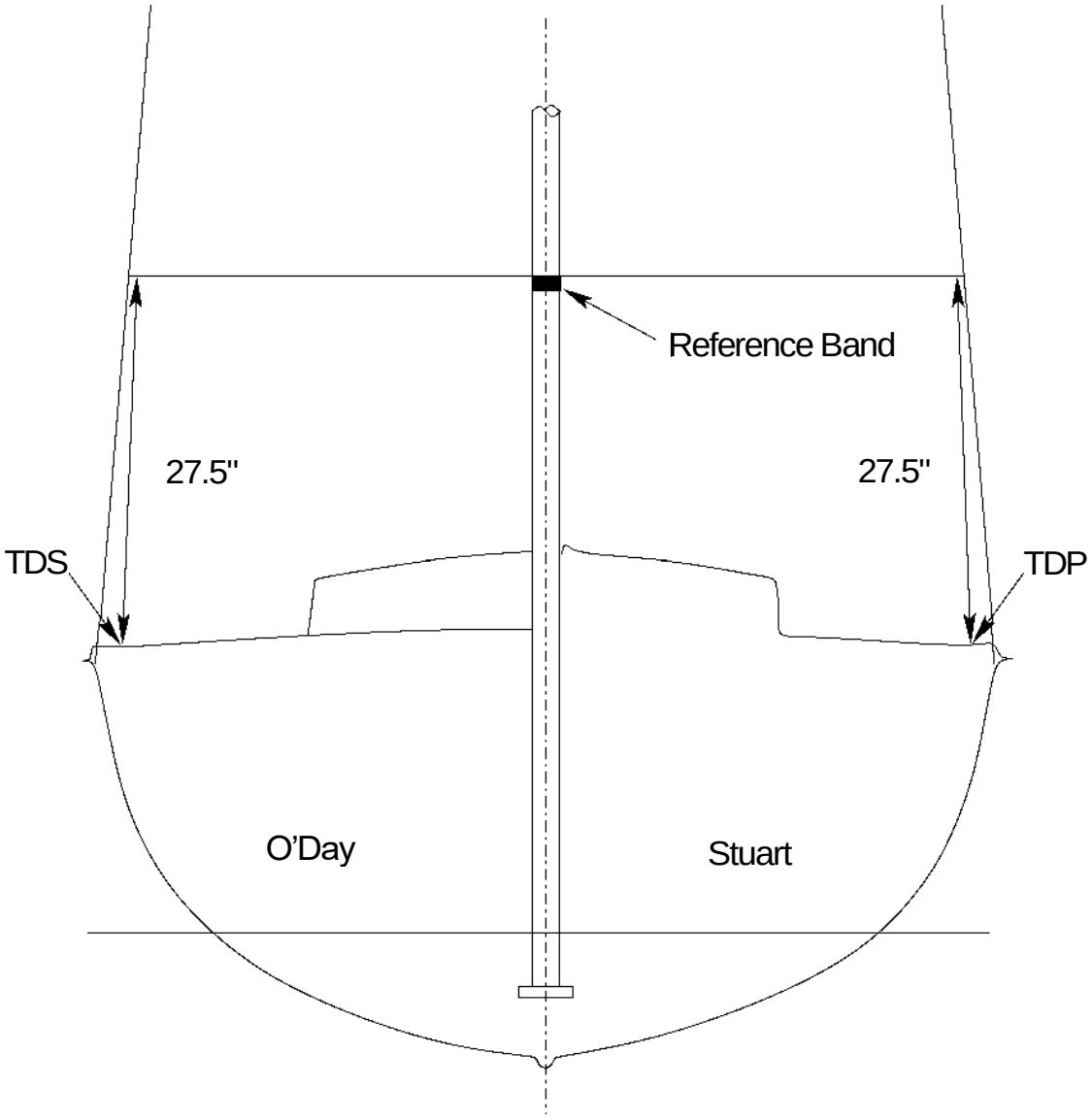
RF 32.07 Keel dimensions



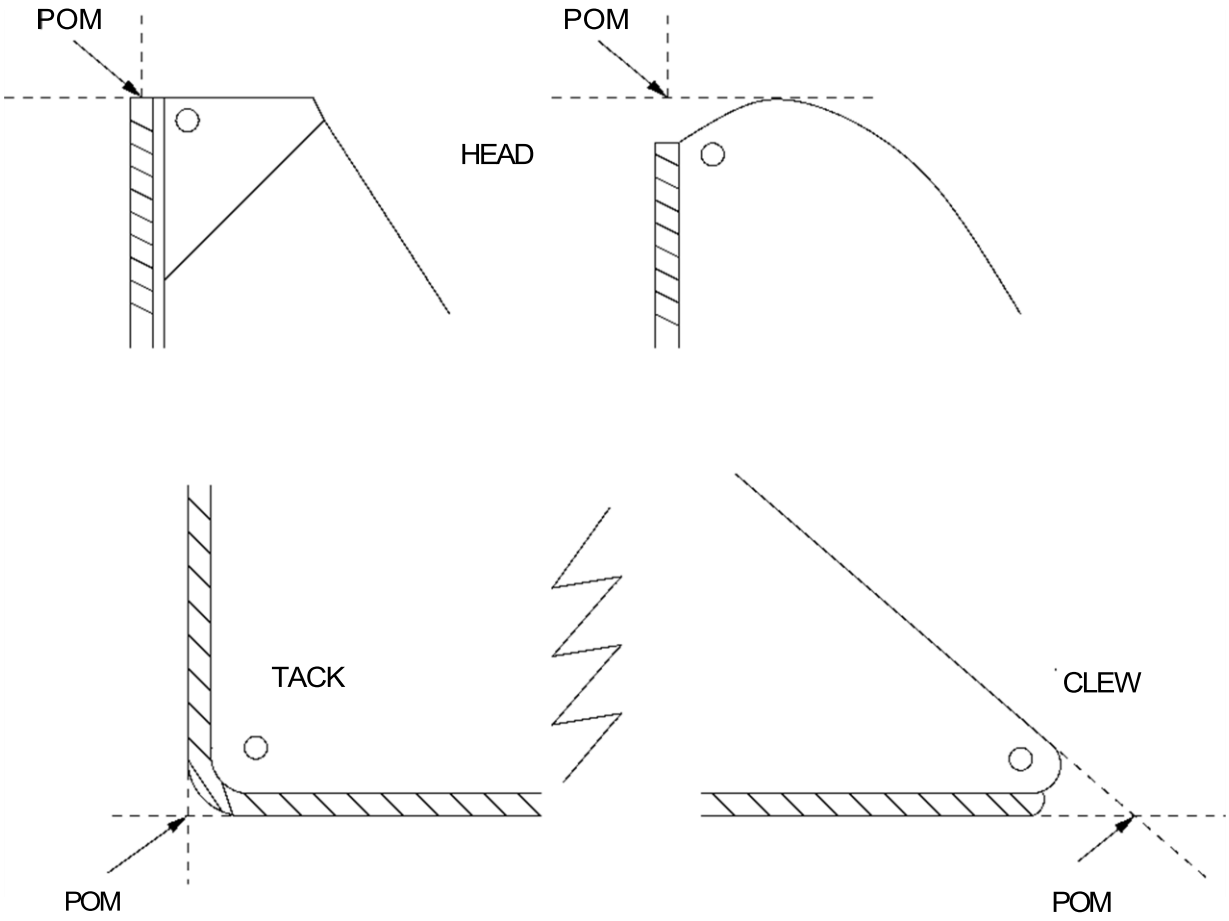
RF 32.08 Keel location and mast rake



RF 32.09 Mast height



RF 32.10 Mainsail



APPENDIX G – Measurement Templates

APPENDIX H – Rules Interpretations

RULE INTERPRETATION 1 – RULE INTERPRETATION PROCEDURE

1. An interpretation of a rule can be requested in the following situations:
    a. If the application of a rule to an issue affecting the Class member's boat is not clear then the member may request an interpretation of the rule.
    b. An interpretation of a rule may be requested by a builder or supplier of Rhodes 19s or of standard items for sale to Rhodes 19 owners, such as spars, sails, rudders, spinnaker poles, rigging and hardware, when the application of the rule to an issue affecting the builder or supplier's product is not clear.
    c. An interpretation of a rule may be requested by the Chief Measurer or his designee, by the Executive Committee, or by a member of the Technical Committee, when the application of the rule to an issue affecting a particular boat or group of boats is unclear.
    d. The Technical Committee may issue any rule interpretations that are referred to in the statement of a rule.
2. The following procedures should be followed to request an interpretation of a rule:
    a. The requester should submit a written (including e-mail) request for a rule interpretation to the Technical Committee in care of the Chairman, identifying the relevant boat number or product, and setting forth what the issue is and what the requester wants the Committee to do.
    b. The requester should supply all of the information, data, photographs, samples, etc. necessary for a full understanding of the request.
3. The Technical Committee will respond to a request for a rule interpretation in one of the following ways:
    a. If the Committee determines that, given the facts presented, the rule is clear, then the requester will be provided a written explanation. Generally, the result will not be published.
    b. The Committee may request further information from the requester if it thinks that more is needed to fully inform itself on the matter. If there is not sufficient information, the Committee may inform the requester of this fact and deny the request on this basis alone.
    c. The Committee may issue a rule interpretation to the requester. The Committee will publish the interpretation, initially by posting the interpretation on the Class web site, and later by including the interpretation in Appendix H of the Class Rules.

Issued June 11, 2004

M. Culler, Chair; J. Blouin; W. Crockett; T. Lowery

RULE INTERPRETATION 2 – POINT OF ATTACHMENT

1. For the purposes of Article XVII, the following are the points of attachment of fittings on the mast:
    a. The centerpoint of a bolt holding a sidestay fitting such as a tang plate on the mast.
    b. The centerpoint of the spreader as installed on the mast for the spreader, shroud fittings and jumper stay fittings that are installed on the spreader base.
    c. For fittings that are installed in a slot, such as T-balls and J-hooks, the centerpoint of the fitting in its normal position on the bearing surface of the slot.
2. For hound fittings such as those supplied by Kenyon, Zephyr Spars and Cape Cod Shipbuilding, measurements for the headstay (RB 17.04) and the outer bearing surface of any spinnaker fairlead (RB 17.05) installed on the hound shall be taken with the hound at an angle that would be achieved with the headstay under load.
3. For purposes of measuring headstay fittings, the line from the stem fitting through the control point at 17' 4" above the reference band and 1¼″ from the front face of the mast (see RB 17.04) intersects the
    a. mast at 17'7 7/8″ . For example, if a J-hook or T-ball fitting is used to attach the headstay to the mast, the centerpoint of the fitting in its normal position on the bearing surface of the slot should be no more than
    b. 17'7 7/8" above the reference band.
4. Spinnaker fairlead fittings at the mast that are not rigid, such as blocks used as fairleads, are measured by holding the fitting at right angles forward of the mast.

Issued June 14, 2004

M. Culler, Chair; J. Blouin; W. Crockett; T. Lowery

RULE INTERPRETATION 3 – ALTERNATE RUDDER MEASUREMENTS

This interpretation provides alternative criteria for a rudder to be considered compliant, in the two specific situations described in RB 16.05.01 and RB 16.05.02.

1. In a case where the rudder profile does not touch the line 15¾″ aft of the leading edge, the owner may opt to extend the lower rudder fitting away from the rudder blade. The trailing edge of the rudder blade profile must touch the 15¾″ line when the line between the aft inner surfaces of the two fittings is treated as the leading edge of the rudder. In this case the rudder must be installed so that the line which is being treated as the leading edge is parallel to the transom.
2. In a case where the lower fitting is mounted too high on the transom, or the lower rudder fitting is installed too low on the rudder blade, the owner can opt to have the rudder measured as follows: With the rudder mounted on the boat a mark is placed on the leading edge of the rudder at a height of 3½″ above point A, and the rudder is then measured with this mark used in place of the bearing surface of the lower fitting.

Issued June 21, 2004

M. Culler, Chair; J. Blouin; W. Crockett; T. Lowery

RULE INTERPRETATION 4 (INTERIM) – KEEL FAIRING

1. The provisions of Article XV on keel fairing, Paragraphs RB 15.00–RB 15.02, provide that the casting may only be reduced in size to the extent necessary to remove high spots or burrs. Voids are to be filled as opposed to reducing the size of the casting to remove the void.
2. The provisions on keel fairing allow materials to be used in the fairing process whose sole purposes as used are to reduce maintenance of the keel casting and to fair the keel within the dimensional limits of the rule.
3. There is no written record available to the Technical Committee of this rule ever having been applied to any particular fact situation, by any measurer, protest committee or the Rules Committee. It is well known, however, that keel webs, flanges and bulbs have been ground down beyond the amount allowed by the rule. There are known instances of using materials that are not allowed by the rule. The Technical Committee was not able to resolve the issues raised by these actions before the new rules were submitted for a vote by the Class and therefore the fairing provisions of the prior rule on keels were carried over in the new rules.

Until further notice:

a. The following are violations of the provisions of Article XV and of the predecessor provision, Part II, Sec. 4:

   i. Grinding down of keel webs, flanges and bulbs beyond the amount necessary to remove high spots or burrs.

   ii. The use of materials to fill or fair the keel whose sole purposes as used go beyond reduction of maintenance of the keel casting and the fairing of the keel within the dimensional limits allowed by the rule. Fairing putty, resins and fiberglass are examples of allowable materials. Lead is an example of a material that has purposes beyond those allowed.

b. Grinding down of the web, flange and bulb casting, completed before the effective date of the current rules, need not be corrected at present.
c. Materials with a specific gravity less than 8, used to build up the casting, need not be removed at present. Materials with a specific gravity greater than 8 must be removed immediately.
d. No grinding down of the keel casting beyond the amount allowed by the rule is allowed after the effective date of the rule.
e. Only materials with a specific gravity less than 3 (e.g. talc) may be used to fill or fair the keel casting after the effective date of this rule.
f. After the date of this interpretation, and before any keel is installed or reinstalled on a boat, the owner must notify the Regional Measurer that the keel is ready for installation. The Regional Measurer may call for the keel to be inspected and weighed in accordance with procedures established by the Measurement Committee. If a keel is installed before being cleared for installation by the Measurement Committee, the boat cannot be sailed in any fleet race or sanctioned event.

Issued July 12, 2004

M. Culler, Chair; J. Blouin; W. Crockett; D. Curry; T. Lowery; S. McAdoo; R. Witherspoon

***** RULE INTERPRETATION 4 RESCINDED AS OF 1 DECEMBER 2013 *****

RULE INTERPRETATION 5 – MOTOR WELLS

1. This rule interpretation sets forth the procedure for motor well replacement provided for by Article 12.01.09 of the Class Rules.

2. a. Any fiberglass structure weighing 8 pounds or more which completely and permanently covers the opening for the original motor well may be used to replace a motor well which has been removed.

   b. The original motor well from the boat may be reinstalled, so long as the weight and dimensions of the original layup are duplicated. If this is not done, then the provisions of 2.a. apply to the installation.

   c. The compliance with the provisions of this interpretation and with the Article 12 provisions on motor wells shall be certified by a Class Measurer, and the certificate of compliance will be issued in the same manner as the weight certificate for the boat and filed with the weight certificate for the boat.

Issued March 29, 2005

M. Culler, Chair; J. Blouin; W. Crockett; D. Curry; T. Lowery; S. McAdoo; R. Witherspoon

RULE INTERPRETATION 6 – KEEL FAIRING (CONTINUED)

1. Philip Rhodes' Drawing #5089, of Contract #508, is hereby designated as the plan of the keel, for the purposes of Article XV RB 15.02.
2. Furthermore, in accordance with that drawing:
    a. Between points TE1 and TE2 no keel shall be less than 1/4″ thick at any point 3/8″ forward of the trailing edge.
    b. In the area between the two lines LE1—TE1 and LE2—TE2 no keel shall be less than 1″ thick at any point 11″ forward of the trailing edge.
    c. No keel shall be less than 5 7/8″ thick at the widest point of the bulb.
3. This interpretation ends the grace period provided in part 3b of Interpretation 4, and requires that keels which were ground down prior to the effective date of the new rules must now be corrected.

Issued June 20, 2005

M. Culler, Chair; W. Crockett; D. Curry; T. Lowery; R. Witherspoon

***** RULE INTERPRETATION 4 RESCINDED AS OF 1 DECEMBER 2013 ****

RULE INTERPRETATION 7 – REPAIR OF HULL-TO-DECK JOINT

The Technical Committee is aware of a number of cases in which the flanges that form the hull-to-deck joint have been damaged to a point that makes normal repairs impractical. This interpretation specifies an approved remedy in such a case.

The relevant paragraph from the Class Rules is RB 12.01.07, which allows the fiberglass hull and deck parts to be "repaired or reinforced in any manner which does not reduce the weight, thickness or strength of the element." The Technical Committee finds the following specific repair procedure to be consistent with RB 12.01.07.

1. The flange is cut off flush with the hull, and the stapled joint is replaced by a bonded fiberglass joint. The added fiberglass may be layed on the outside, or on both the inside and outside of the hull. The new joint must be constructed so that it is at least as strong as the original stapled joint
2. The hull is then fitted with a replacement rubrail of the same thickness, length and weight as the original. The rubrail must be securely fastened to the hull along the joint, in the same location as the original
3. The repair must be carried out in a way that does not result in any reduction in the weight of the boat or in the strength of the hull-to-deck joint.

Issued April 11, 2006

M. Culler, Chair; T. Carville; W. Crockett; D. Curry; T. Lowery; R. Paterson

RULE INTERPRETATION 8 - RUB RAILS

The rub rail is an integral and essential part of the Rhodes 19 hull. Consequently, in accordance with RA 2.00, any modification to the rub rail must be explicitly permitted by the Class Rules or by an interpretation of the Class Rules published in Appendix H.

The intent of RA 2.00 is not to interfere with the normal process of maintenance of a boat, but rather to ensure fair competition between boats of equal performance potential. As with any part of the boat, it is expected that owners may need to make repairs to a rubrail. But any such repair must be made in a way that can not possibly change the performance or safety of the boat. In the case of a rub rail this means that any replaced or repaired rubrail must have the same weight, length, location and function as the original.

At this time, identical replacement rub rails for Stuarts and O'Days are readily available and reasonably priced. Without question, these rub rails meet the above conditions. If any other replacement rub rails are used, it will fall upon the event measurer at each sanctioned event to judge whether the conditions are met. Therefore, to avoid the risk of being disqualified at a sanctioned event, all owners are strongly advised to use the identical replacement rub rails whenever repairing or replacing a rub rail.

Issued August 17, 2006

M. Culler, Chair; T. Carville; W. Crockett; D. Curry; T. Lowery; R. Paterson

RULE INTERPRETATION 9 – SPINNAKER HALYARD RESTRICTOR

For the purposes of RB 17.05, the height 17'5" refers to the area where the spinnaker halyard is constrained. The intent of the rule is to regulate the hoist of the spinnaker. The interpretation of the rule limits the functioning of the halyard, not to limit design of the rigging.

Issued July 13, 2012

J. Wohlberg, Chair; P Meissner; M. Hambley; J. Comer; S. Uhl

RULE INTERPRETATION 10 – COMPOSITE KEEL

The original keels fitted to O'Day R-19's are reasonably consistent in shape and weight, but since cast iron is prone to rust, they are a constant maintenance headache. The keels provided by Stuart Marine have typically required difficult and expensive re-work to be considered competitive on the racecourse, and of course they still have the maintenance challenges of cast iron. The cast iron keels have been a deterrent to both retaining old boats and adding new boats to the R-19 fleet. An class legal alternative has been developed using reinforced fiber skins over a core of lead filled epoxy whose specific gravity closely approximates that of cast iron. Their goals were to:

1. Mimic the shape, weight, and center of gravity of the original O'Day cast iron keels
2. Avoid the maintenance issues of cast iron
3. Produce keels at a reasonable price

The 3-d keel surfaces of two competitive O'Day boats (#1217 and #1680) that have had their keels approved by class measurers were laser scanned as a reliable and accurate way to define a generic and 'class legal' Rhodes 19 keel shape. Tooling for the new keel was fabricated via a male pattern carved by a CNC milling machine based on the laser scan data.

The details of the resulting keel shape can be summarized as follows:

- The bulb shape as defined by the laser data was not symmetrical from side to side, so for the new keel shape the two sides of the bulb were 'averaged' into a similar and symmetrical shape.
- The bulb portion of the new keel shape is approximately 6.0" thick, slightly more than the 5 7/8" minimum required by Class Rule Interpretation #6.2c. This 'extra' thickness was required to achieve the volume needed to give a Rule weight of 405 pounds, slightly more than the 402.5 pound Rule minimum defined by Class Rule RB 15.00.
- The keel profile as defined by the laser data was found to correspond very closely to the Class Rules, (see Article IX, RB 9.00.01 thru 9.00.08and Article XV, RB 15.04 – 15.06.)
- The leading edge taper of the fin portion of the composite keel extends aft to a line 5 inches aft of, and parallel to, the leading edge, as suggested by Philip Rhodes Drawing #5089.
- The trailing edge taper of the composite keel extends forward to a line 11" forward of, and parallel to, the trailing edge, as implied by Class Rule Interpretation #6.2b.
- The middle portion of the composite keel fin that is between the leading and trailing edge tapers is not less than the minimum 1.0" thickness implied by Class Rule Interpretation #6.2b.
- The trailing edge of the composite keel is 1/4" thick at a point 3/8" forward of the trailing edge, as required by Class Rule Interpretation #6.2a.
- The flange details of the new composite keel match the details shown in Philip Rhodes Drawing #5089 as well as those of typical unmodified O'Day keel castings.
- The vertical span of the composite keel (the distance between the lower surface of its flange and the tip of its bulb) mimics that of the scanned keels, and complies with Article XV, RB 15.08

To assure that the performance potential of the composite keel is the same as that of typical cast iron keels, their centers of gravity must be in similar locations. The location of the center of gravity of as-built cast iron R-19 keels had not previously been quantified, but it was established via the surface modeling process described above to be within 1" of a point that is ¼" below the line connecting Class Measurement Reference Points LE2 and TE2, and 16" aft of LE2.

The Technical Committee approves the use of the mold described above to produce 'composite' Rhodes 19 keels. Keels produced from this mold whose weights and centers of gravity have been checked and found to satisfy the requirements of Class Rule RB 15.05 are approved as complying with Rhodes 19 Class Rules.

Issued April 13, 2022

- Jeff Kent, Kevin Lane, Dave Nelson, Peter Sladovich, Peter Sorlien, Jim Taylor (Chair)

RULE INTERPRETATION 11; SPAR SECTION DETAILS

Rhodes 19 Class Rules regarding spar section details (Rule #RB17.01 for the mast, and #RB18.00 for the boom) were written to preserve the one-design character of the Class by effectively mandating the use of Zephyr spars of the size and type that were supplied with the original boats built by O'Day for Class racing.

Recently it has come to light that access to a reliable source for these Zephyr spars has become less certain, which has exposed the need for suitable and readily available alternatives. In addition, Stuart Marine has been supplying their Rhodes 19's with Dwyer spars, and these have been used in Class racing for years without incident or controversy.

With regard to the mast, since the Dwyer #375 extrusion is both larger and heavier than the Zephyr #2 targeted in the Class Rules, the former would, if anything, be expected to be at a slight competitive disadvantage via small increases in aerodynamic drag and pitch gyradius. This suggests that allowing the use of the Dwyer #375 section for Rhodes 19 masts would not adversely affect the competitive balance of the existing fleet.

With regard to the boom, this same Dwyer #375 extrusion is larger and heavier than the Zephyr #1 by significantly bigger margins. Its use is unlikely to provide a competitive advantage, but it could provide possible practical and cost benefits to owners by being considerably stronger and less likely to break at vang or mid boom sheet locations.

Relevant technical information for the spar sections in question follows:

Mast

	R-19 Rules	Zephyr #2	Dwyer #375	
Section Length, x-x:	3.50-3.56"	3.56"	3.75"	Dwyer section about 1⁄4" longer
Section Width, y-y:	2.00-2.06"	2.00"	2.25"	Dwyer section about 1⁄4" thicker
Wall Thickness	0.092-0.094"	0.094"	0.114"	
Weight per foot:	1.0 lbs min	1.05 lbs min	1.14 lbs	Dwyer weight about 2.5 lbs heavier

Boom

	R-19 Rules	Zephyr #2	Dwyer #375	
Section Length, x-x:	2.65-2.75"	2.65"	3.75"	
Section Width, y-y:	1.75"	1.75"	2.25"	
Wall Thickness	0.085-0.095"	0.085"	0.114"	
Weight per foot:	0.8-0.9 lbs	0.8 lbs	1.14 lbs	Dwyer weight about 3.4 lbs heavier

With the above in mind, the Technical Committee hereby approves the use in Class racing of the Dwyer #375 extrusion as a suitable alternative to the Zephyr #2 for Rhodes 19 masts, and to the Zephyr #1 for Rhodes 19 booms.

Issued February 17, 2025

Jeff Kent, Kevin Lane, Peter Sladovich, Dave Nelson, Peter Sorlien, Jim Taylor (Chair)