

CONSTITUTION

Article 1 - Name:

The name of this organization shall be:

THE INTERNATIONAL RHODES 18 RACING ASSOCIATION

Article 2 - Emblem:

The emblem shall be the letters C and R as shown:



Article 3 - Object:

- (1) The object is to promote and develop International Rhodes 18 Class racing under uniform rules, governed by this Association; and to maintain rigidly the one-design features of the boat as per the design No. 448 by Philip L. Rhodes, wood or fiberglass construction, keel or centerboard type, with or without cuddy cabin.
- (2) To cooperate with and aid individuals and groups in the formation of fleets, and to require, in return, observance of such rules and regulations as are set down by this organization.
- (3) This Organization is not organized for and shall not be conducted for profit.

Article 4 - Organization and Membership:

- (1) 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 by making application to the fleet on whose waters he normally sails, if a Fleet exists, and if not, by application directly to the Association.
- (2) The Fleet, a territorial branch or unit of three or more boats open to all eligible individuals, shall elect its own secretary. It shall be self-governing in all local matters that do not conflict with the Association's rules.
- (3) The powers of the Association shall be invested in, and administered by, its Executive Committee.

Article 5 - Dues:

Association Dues shall be stated in the By-Laws and shall be paid before a member can be in good standing.

(1) Annual Meetings shall be held at the time and place set by the President. The Secretary shall mail a notice of this meeting to all members in good standing at least thirty days in advance of the date selected. A Quorum shall consist of the presence in person or by written proxy of at least twenty percent (20%) of the boats in good standing in the Association. Votes shall be cast either by written proxy delivered by the Fleet Secretaries or by a member present: One vote for each boat in good standing.

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

- | | |
|------------------------|---|
| 1. Call To Order | 5. Ratification of Exec. Committee rulings |
| 2. Roll Call | 6. Other Business |
| 3. Reading of Minutes | 7. Election of Officers and Exec. Committee |
| 4. Reports of Officers | 8. Adjournment |

(2) A Special Meeting shall be held at a time and place designated by the President upon written notice to the National Secretary by Fleet Secretaries of at least twenty five percent (25%) of the total number of Fleets in good standing.

A quorum will be based on the presence, in person or by proxy and voting, of Fleet Representatives from at least thirty five percent (35%) of the total number of Fleets. At least two weeks written notice of the purpose, time and place of any Special Meeting shall be given by the National Secretary to all Fleet Secretaries.

Article 10 - Championship Races:

Championship Races shall be held annually.

(1) The Executive Committee shall determine each year the number of participants to race from each fleet.

(2) Races shall be held over a two day period as close to Labor Day as possible. A maximum of seven (7) races shall be sailed. If more than five (5) races are completed, competitors shall be permitted to drop their worst race. In the event that conditions prevent the completing of five races, the Race Committee shall have the authority to determine the number of races which will complete the series, and determine the winner. The date of following year's Championship Races shall be announced at the Annual Meeting, or as soon as practical thereafter.

(3) Prizes shall be awarded for at least the first three (3) positions.

(4) For a boat to be raced in the Championship Races it must be sailed by a skipper or helmsman who must be an active member of a local fleet and of the International Association and have been a Bona Fide owner or designated skipper of that boat during the majority of the local fleet's regular racing season. At the discretion of the Executive Committee, unaffiliated members of the Association can participate in the Annual Championship Races. Also at the discretion of the Executive Committee, members in good standing of the fleet hosting the Annual

Championship Races may loan their boats to active members in good standing of other fleets for the Championship Races.

(5) Championship Races shall be held on a rotational basis among the fleets. At a fleet request the Executive Committee can change the order of rotation. When a new fleet joins the International Rhodes 18 Association their schedule of hosting the Annual Championship Races will be placed at the bottom of the then existing rotational list as of the date that fleet joins the Association.

(6) It is the responsibility of the skipper of each boat entering the Annual Championship Races to ensure that their boat conforms to the Class Rules and Specifications; and the skipper shall register his or her boat, and its conformity to the Class Rules and Specifications, before competing in the Annual Championship Races.

Article 11 - Amendments:

The Constitution may be amended only at an Annual Meeting or a Special Meeting by a two thirds (2/3) vote of those present in person or by proxy and voting, provided, however, that the proposed Amendment shall be set forth in the notice of the meeting.

BY-LAWS

Article 1 - Fleet Business and Meetings:

All business between Association and Fleet, including inquiries, reports and appeals to the Executive Committee, shall be transacted between the Fleet Secretary and the International Secretary. Each Fleet's Annual Meeting shall be held as early as possible in the year, at which meeting it shall elect its Fleet Secretary and transact such business as it deems advisable.

Article 2 - Reports:

(1) Each Fleet Secretary shall file the results of the Fleet's annual elections promptly with the International Secretary, together with a report of any other business transacted. Reports of any other intermediate meetings will be filed promptly with the International Secretary.

(2) The penalty for failure to file a report of the Fleet Annual Meeting shall result in the temporary suspension of the Fleet, member or boat as the case may be until such time as these reports are received by the International Secretary.

(3) Fleet Secretaries should report to the Association Secretary not later than October 31st each year the progress, news and plans, of their particular fleet plus the fleet standings of their race season. The Association Secretary will then prepare and mail to all members by November 30th the results of the Championship Races for that year plus the individual fleet standings and news of the various fleets. Also, at this mailing the Secretary will announce a tentative date and location for the next Annual Meeting.

Article 3 - Dues:

Owners of boats registered with the Association shall be charged with the Association Annual Membership Dues which shall be set by the Executive Committee. In the case of more than one owner, the dues shall be payable on June 1st, and shall be collected by the Fleet Secretary and forwarded to the Association's Treasurer. Dues shall be for the calendar year.

Article 4 - Eligible Boats:

A boat shall be eligible for inclusion in the International Rhodes 18 Class if it conforms to the Rules and Specifications and is owned by a qualified member or members recorded as in good standing at that time. Each skipper shall register his or her boat and its conformity to the rules and specifications with a certificate signed by the Fleet Secretary and delivered before competing in the Annual Championship races.

Article 5 - Boat Numbers and Names:

Official racing numbers shall be allotted to boats on application to the International Fleet Secretary, and shall be displayed on boats according to the Rules and Specifications. Name shall be optional but must be recorded.

Article 6 - Appeals:

Rulings on the following shall be subject to written appeal to the Executive Committee: Decisions on rulings rendered by either Fleets, Clubs or Special Committees under whose auspices a sanctioned International Rhodes 18 Race has been held. The President shall determine the procedure, jurisdiction and time of the hearings.

Article 7 - Racing Rules:

- (1) The Racing Rules of US Sailing, including the US Sailing Prescriptions, shall govern all sanctioned International Rhodes 18 Races unless otherwise specifically stated in the International Rhodes 18 Class Rules or special racing circulars.
- (2) Rule 44.1 is modified to allow a "One-Turn Penalty" rather than a "Two-Turns Penalty" for infractions of Part 2 while racing (360 degree turn rather than 720 turn).

Article 8 - Individual Fleets:

Individual Fleets shall be responsible for making such suitable rules governing the conduct of local races as they may determine. Sanctioned events shall be governed by the International Championship Rules, or by special Racing Circulars.

Article 9 - Racing restrictions Governing All Sanctioned Races:

- (1) Correct racing number must be displayed on both sides of the mainsail. (Size specified in the Rules and Specifications.)
- (2) No sails other than the specified Mainsail, Working Jib, Genoa Jib, and Spinnaker shall be used. The dimensions of these sails may be found in the Sailmaker's Diagram Job # 448 and also as specified in Paragraph 4, Article 2 of Rules and Specifications.
- (3) Each boat must carry ground tackle of a character suitable for the locality in which it sails; one USCG approved PFD for each person on board; one paddle or oar; and suitable bailing equipment. It is the responsibility of each Skipper to be sure that during all sanctioned races his or her boat complies with all United States Coast Guard or other regulations applying to the area in which the sanctioned race is held.

(4) Sails eligible for sanctioned Rhodes 18 Class races shall be one or any combination of sails acquired during any calendar year. The year begins on Jan 1 and ends Dec 31. Any sail so acquired shall be registered by its owner with the Fleet Measurer who shall then mark in 1" indelible letters the year of acquisition and the boat's racing number. A sail once registered in accordance with this rule shall always be eligible, provided its measurements are within the specified limits when subjected to a forty pound tension in a direction parallel to the side measured. (Tension does not apply to Spinnakers.)

(5) No more than one set of sails may be added to a boat's inventory in a sailing season. In the event of the loss or destruction of a sail, it may be replaced within that year when evidence substantiating the loss is considered justified by the local fleet measurer. Only one mainsail, jib, genoa and spinnaker may be used during an Association sanctioned race; except in the event of damage to a sail during a race, when another may be substituted. Any competitor in an Association sanctioned race may borrow any sail from another competitor, provided he or she complies with all the other rules regarding sails, and the Race Committee is informed.

(6) There shall be no restriction on the number of haul-outs permitted to a boat.

Article 10 - Obligations:

The Association shall not be liable for any debts contracted by its Fleets or Officers other than expenditures by the Treasurer of the Rhodes 18 Association, which shall be accounted for to the President at any time and to the Association at the Annual Meeting. The Treasurer is authorized to pay the expenses of the Rhodes 18 Association Secretary.

Article 11 - Amendments:

These By-Laws may be amended at any meeting of the Association by an affirmative vote of 3/4 of those voting provided that a quorum is present, or at a meeting of the Executive Committee by an affirmative vote of 3/4 of the members of the Executive Committee, if the proposed amendment is set forth in the notice of the meeting.

RULES AND SPECIFICATIONS

Article 1 - Explanations:

Specifications, however complete, cannot anticipate every situation that may arise. If a point is not herein covered or governed by the dictates of common sense, a ruling must be obtained from the Executive Committee. In interpreting any point not covered, or wording of obscure meaning, the Executive Committee shall consider the intended meaning rather than any technical misconception that may be derived from the wording and shall bear in mind at all times the basic principals of the Specifications: to maintain the Rhodes 18 as a one-design class.

Article 2 - Specifications:

(1) a) The boat shall be known as the Rhodes 18, and shall be a centerboard or fin keel sloop of wood or fiberglass construction, having the following dimensions:

L.O.A. - 18' L.W.L. - 17' Beam — 6' 3"

Draft - Centerboard version Board Up: 7"
Board Down: 4'

Keel Version 32"

Skeg (if existent) - Depth below keel bottom at transom- Wood 5 1/4"min. 6"max.
(8/2006: the skeg is no longer required; it may be removed)
Glass 5 3/4"min. 6"max.

Length along keel- Wood 36 3/4"min. 38 3/4"max.
Glass 27"min. 28 1/2"max.

The trailing edge of the skeg may not extend beyond the vertical line of the transom.

The wooden hulls must have been built by Cape Cod Shipbuilding Co. to the Design Plan #448 by Philip Rhodes. Repair or maintenance must not have changed the original configuration.

The fiberglass hulls must have been built from molds the same as those existing in the hands of Cape Cod Shipbuilding Co. as of January 1965, designed from the Design Plan #448 by Philip Rhodes.

(1) b) Ballasting- The minimum boat weight, fully rigged for racing with all gear aboard, shall be 1050 lbs. for all boats. Weight deficiencies are to be made up with fixed ballast.

(1) c) Flotation - The airtight integrity of the seat tanks in the fiberglass boats must be maintained. In all boats, two cubic feet of positive flotation must be placed as far forward under

the bow as possible.

(2) The mast, boom, rigging, centerboard, fin keel, rudder, and tiller shall conform to the following specifications.

(2) a) Mast-- The mast may be of wood or aluminum but shall be the same as those that have been furnished by Cape Cod Shipbuilding Co.

Wooden Mast To be hollow and rectangular in section with a 5/8" external sail track and straight after face.

Mast Section at:	Shoulder	2 1/2" x 3 11/16"
	Start of taper	2 1/2" x 3 11/16"
	Masthead fitting	1 7/8" x 2 1/8"

Thickness of after mast wall: 5/8"

Thickness of forward & side walls: 1/2"

Length from mast shoulder to:

center of main halyard sheave	26' 9 1/2"
center of jib halyard sheave	19' 10 1/4"
center of shrouds tang bolt	20' 0"
center of lower jumpers stays tang bolt	14' 8 1/2"
centerline of jumper struts	20' 3 1/4"
start of mast taper	14' 10"

Length of jumper strut tubes 18 1/2"

Length of jumper connector bar tube 24"

Aluminum Mast To be a hollow extrusion, the same as Zephyr Spars extrusion #2, with a straight groove for a sail bolt rope.

Mast Section at	keel	2" X 3.56"
	start of mast taper	2" X 3.56"
	masthead fitting	1.84" X 2.21"

Thickness of mast wall throughout .094"

Length from mast heel to:

center of main halyard sheave	26' 7"
center of jib halyard sheave	20' 0"
center of shroud tangs bolt	20' 1 1/4"
center of lower jumpers stays bolt	13' 9"
centerline of jumper struts	20' 1 1/4"
start of mast taper	22' 6"
centerline of spreaders (optional)	10' 6"

Length of spreaders, measured from mast surface to groove for shroud, used on fiberglass boat. 19 1/4"
Spreaders on wooden boats shall be long enough to engage shroud in spreader groove without deflecting shroud.

Length of jumper struts, measured from forward edge of jumper strut casting to forward end of jumper strut tube. 20"

Length of jumper connector bar, hole center to hole center. 29"

(2) b) Boom - The boom may be made of wood or aluminum, but shall be the same as those that have been furnished by Cape Cod Shipbuilding Co.

Wooden Boom - To be made of spruce or an equivalent wood and be a solid T section made from two pieces of stock 3/4" thick, with a 5/8" external sail track.

Width of top piece at	forward end	1 5/8"
	center	2 5/8"
	after end	2"

Depth of vertical piece at	forward end	1 1/2"
	center	2 7/8"
	after end	1 5/8"

Length overall, from after mast face to after end of boom, including fittings as per sail specifications, shall be not more than 9' 6".

Aluminum Boom - To be a hollow extrusion, the same as Zephyr Spars extrusion #1, with a straight groove for a sail bolt rope.

Dimensions of boom section throughout length 1.75" X 2.65"

Length overall, from after mast face to after end of boom, including fittings as per sail specifications, shall be not more than 9' 6".

(2) c) Rigging

Standing - The standing rigging shall consist of a forestay, a backstay, one set of shrouds, and one set of jumper stays. Only the backstay may be adjusted during a race. No rigging designed specifically to bend the boom so as to alter the shape of the foot of the mainsail may be used.

Running - The running rigging shall be optional except where limited by fitting specifications.

Deck Fittings

A. The distance between the forestay eye center in the forestay fitting and the extended stem line shall be at least 7" and not more than 9" on all boats.

B. The distance between the chain plate eye center and the extended stem line shall be 102" +/- 1" on wood boats and 100" +/- 1" on glass boats.

C. The mast partners shall be constructed such that the aft edge of the hole shall not be less than 136.75", and the forward edge of the hole shall not be more than 142.25", from the transom as measured from the top corner of the fiberglass transom over the top of the stern and bow decks. [NB: this will ensure that the center of the mast cannot be moved from a position 139.5 inches from the transom, plus or minus one inch (138.5"-140.5").] The partners shall be on the centerline of the boat and permit no more than 1/4" of play to either side of the centerline. The mast partners are considered standing rigging and can not be adjusted during a race.

Mainsheet Fittings - The mainsheet system used on a Rhodes 18 shall be optional with the following restrictions.

A. The primary control of the mainsheet shall be through two quarter-blocks fastened on the after deck 13 3/8" +/- 1/2" forward of the transom and 9 3/8" +/- 1/2" in from the sides of the hull, the dimensions being the perpendicular distances to the respective extended hull and transom surfaces.

B. No midboom travelers are allowed.

C. No boat with a below deck tiller location may install a mainsheet system that could not be installed on a boat with an above deck tiller location.

D. Original equipment travelers on boats with below deck tiller locations are allowed provided no control lines are attached. Any replacement must be by quarterblocks.

E. Mainsheet bridle attachment, whatever it may be, shall be in the same location as specified for quarter-block location. Any attachment is acceptable.

(2) d) Centerboard - The centerboards on the wooden boats must conform to the Rhodes 18 Association drawings #201, #202, or #204 and weigh at least 85 lbs.

The centerboards on the fiberglass boats must conform to the Rhodes 18 Association drawings #203 or #205 and weigh at least 120 lbs.

No inserts in, or building up of any boards will be allowed, exclusive of paint or rust. Fairing material may be used to fill voids and return the centerboard to original shape.

It is permissible to reinforce a centerboard trunk, as long as it is not done in a way as to provide a competitive advantage.

(2) e) Fin Keel - The keel must be a bulb type iron casting weighing 300 lbs. +/- 10 lbs. and must be the same as those that have been made by Cape Cod Shipbuilding Co. The flange of the keel shall be 38" long, and the depth of the keel shall be 24", measured from the top of the flange to the bottom of the bulb. The after edge of the flange shall be 7' 1" forward of the transom. It is permissible to reinforce a keel boat at the point of the attachment of the keel.

(2) f) Rudder - The rudder must conform to the Rhodes 18 Association drawing #302 within +/- 1/2" on all dimensions, except for the thickness below line XY, which thickness shall be between 15/16" and 1" at the thickest portions. No weight shall be added in the form of lead inserts, etc. Point X on the rudder must be at the same elevation as the lowest point on the skeg, if existent, or an equivalent point if the skeg has been removed..

The leading edge of the rudder shall be parallel to the line of the transom, and the distance between the leading edge of the rudder and the transom shall be not less than 1 1/4".

Tilt-up rudders must be pinned inoperable for races sponsored by the Rhodes 18 Association.

(2) g) Tiller - The length of the tiller shall be a maximum of 60" from the center of the tiller bolt hole to the forward end. The use of a tiller extension shall be permitted. There is no limitation as to its length.

The use of under deck tillers on boats made after 1964 will not be allowed.

(3) Finish - Finish of the hull, rudder, centerboard, keel, and spars is optional.

(4) Sails - The intent of these specifications is to have good one design racing sails that meet the requirements of safety and economy. The Executive Committee will have the power to disallow sails which in their opinion were designed and made in a freakish or unusual manner to circumvent these specifications.

(4) a) Numbers and Insignia - Numbers displayed on sails shall be gothic style not less than 6 3/4" in overall height. The insignia shall be a gothic letter R not less than 6 3/4" in height inscribed within the letter C which shall be not less than 12" in height. The appearance of the insignia shall be as illustrated in Article 2 of the constitution.

(4) b) Mainsail

1. The mainsail shall be of woven material of not less than 3.2 oz weight per linear yard of 28 1/2" width. All measurements are to be made with the sail laid flat.

2. The headboard shall not be more than 4" across, measured perpendicular to the luff. The main halyard shackle shall be attached to the top of the headboard.

3. The mainsail shall contain three battens, the maximum lengths of which shall be 30" for one batten and 24" for the other two battens. The battens shall be spaced approximately equally along the leech with the long batten between the short ones.

4. Luff dimensions will be determined by bands on the mast. Two black bands will be placed on the mast and these bands will be at least 1/2" wide. On groove spars, the inside distance between the black bands shall be 22' 0", and on track spars this distance shall be 22' 1". At no time may a sail be carried where the top of the headboard, bolt rope, or sail material over the headboard, whichever is greater, is above the lower edge of the top band; or the top of the boom is below the upper edge of the bottom band. The top of the boom for

groove spars shall be the top of the major portion of the boom and not that part recessed for the gate. The top of the boom for track spars with an external track shall be the top of the boom itself, to which the track is secured. The top of the boom for track spars with an internal track shall be the same as for groove spars.

5. The foot dimension will be limited by boom length, which length shall be a maximum of 9' 6" from the trailing edge of the mast to the after end of the boom, including all attachments to the boom.

6. The leech of the mainsail shall be measured under a tension just sufficient to remove wrinkles across the line of the measurement being taken. The straight line measurement from the top of the headboard to the cloth on the foot at the clew shall not exceed 23' 6" nor be less than 23' 0".

7.a.) The 1/2 girth of the mainsail shall be measured without tension from the midpoint of the outer edge of the leech to the closest point on the outer edge of the luff ("mid-leech perpendicular"). This measurement shall not exceed 6' 2" nor be less than 5' 3". The midpoint of the leech is determined by folding the sail over on itself so that the top of the headboard is over the bottom edge of the foot at the tack and smoothing the sail along the leech and drawing the edge of the leech taught with the same tension on each half.

b.) The 1/4 girth of the mainsail is determined similarly by folding the sail over on itself so that the top of the headboard is over the above described outer edge midpoint of the leech. The "quarter-leech" shall be measured from the leech at this point to the closest point on the outer edge of the luff ("quarter-leech perpendicular"). This measurement shall not exceed 3' 6 1/4" nor be less than 3'.

These measurements shall be taken with the sail smoothed where this measurement is made but without pulling or stretching the cloth on the bias.

(4) c) Jibs

1. The jibs shall be made of woven material of not less than 3.2 oz. weight per linear yard of 28 1/2" width.

2. Battens will not be allowed in genoa jibs.

3. All measurements are to be made with the sail laid flat and shall be straight line measurements. Only the sides being measured shall be under tension and this tension shall be just sufficient to remove wrinkles across the line of the measurement being taken. The measurements are to be taken from the intersection of straight lines tangent as nearly as practicable to the edges of the sail at each corner.

4. Traditional Jibs

i) The measurements shall not exceed the following limits:

	"Traditional" Working Jib		Genoa Jib	
	Maximum	Minimum	Maximum	Minimum
luff	16' 0"	15' 6"	15' 6"	15' 0"
leech	14' 4"	13' 10"	15' 1"	14' 7"
foot	7' 3"	6' 11"	10' 4"	10' 0"

5. "New" Working Jib

- i) The maximum width at the head shall not be more than 2" across, measured perpendicular to the luff.
- ii) The "New" working jib shall contain a maximum of two batten pockets. The batten pockets shall be a maximum of 11" from the leach of the sail to the inside edge of the pocket stitching at the inner end of batten pocket. Battens (if used) shall fit entirely within these pockets. The batten pockets shall be spaced approximately equally along the leech.
- iii) The luff dimension shall not exceed 17' 0" nor be less than 16' 8".
- iv) The foot dimension shall not exceed 6' 3.5" nor be less than 5' 11.5"
- v) The leech dimension (the straight line measurement from the top of the headboard to the cloth on the foot at the clew) shall not exceed 15' 10.5" nor be less than 15' 6.5".
- vi) The girth shall be measured from the midpoint of the outer edge of the leach to the closest point on the outer edge of the luff ("mid-leech perpendicular"). This measurement shall not exceed 3' 3" nor be less than 3' 1". The midpoint of the leech is determined by folding the sail over on itself so that the top of the head is over the bottom edge of the foot at the clew and smoothing the sail along the leech and drawing the edge of the leech taught with the same tension on each half. The closest point of the luff is determined by measuring from the midpoint of the leech to the luff and determining at what point this distance is the shortest. The measurement shall be taken with the sail smoothed where this measurement is made but without pulling or stretching the cloth on the bias.

(4) d) Spinnaker

1. The Spinnaker shall be made of woven material of not less than 3/4 oz. nominal weight per linear yard of 28 1/2" width.
2. The spinnaker shall be measured with the sail laid flat. The luff and the leech shall be measured from the underside of the swivel to the center of the tack and clew thimbles. The foot shall be measured in a straight line between centers of thimbles. Only the side being measured shall be under tension and this tension shall be 5 lbs. Maximum luff and leech dimensions shall be 18' 6", and minimum dimensions 17' 6". The foot dimension shall be a maximum of 13' 6" and a minimum of 12' 6".

3. The girth of the spinnaker shall be measured by first laying the sail flat and folding it in half along the line between the head and the midpoint of the foot, smoothing by hand. Two arcs, one of 6' radius and one of 12' radius, shall then be swung across the sail from a pivot point at the underside of the swivel at the head, marking the points of intersection of each arc with the fold line and the luff-leech. The upper girth shall be the straight line distance between the points of intersection of the 6' arc with the fold line and the luff-leech. The lower girth shall be the straight line distance between the points of intersection of the 12' arc with the fold line and the luff-leech. The upper girth dimension shall be a maximum of 5' 6" and a minimum of 4' 8". The lower girth dimension shall be a maximum of 7' 0" and a minimum of 6' 6".

4. The maximum length of the spinnaker pole including fittings shall be 6' 6". The diameter of the pole is unspecified.

(5) Crew - For the Annual Championship races, there shall be a minimum crew of three (3) including the skipper, with no maximum crew limit. For all other races, there shall be a minimum crew of two (2) including the skipper, and a maximum crew of four (4) including the skipper.

Article 3 - Amendments:

These Rules and Specifications may be amended by the Executive Committee.

JOB NO. 448
 SAILMAKER'S DIAGRAM
 FOR
 CAPE COD RHODES 18
 DESIGNED BY
 PHILIP L. RHODES
 NAVAL ARCHITECTS
 11 B'WAY N.Y. 4

SPINNAKER
 LENGTHS OF LUFFS
 NOT TO EXCEED 18'-6"
 FOOT NOT TO EXCEED 13'-6"

