

- 3.2.3. Forward all **RACE RESULTS** to the address of the Organization to assist in providing a basis for updating SP handicaps.
- 3.2.4. Refer questions of fact or procedure to the District Council.
- 3.2.5. Attempt to resolve Member appeals at the local level. Refer only those unresolved to District Council for action.

4. DEFINITIONS

- 4.1. A **Class Boat** is defined as a boat produced by one or more manufacturers with the intent of producing a number of essentially identical boats with respect to rig, hull, keel and rudder configurations. When a class of boat is available with different choices of mast height, keel type etc., each such combination shall constitute a separate class.

The Handicapper must correctly identify the exact class to characteristics (i.e. C&C 27-1, C&C 27-2 etc.)

- 4.2. A **Custom Boat** is defined as a one-off design or a boat of a limited production run where each boat was customized at the factory (e.g. Andrews 30's) to make it unique.
- 4.3. A **Standard Boat** is defined as either a Class or Custom boat in top condition with good equipment, 155% Genoa, 180% flying sail, a **J-distance** flying sail attachment point or otherwise a class defined sprit, standard mast, and an engine able to power the boat to hull speed fitted with, for an inboard installation, a folding prop, or feathering prop, or a 2 bladed prop in an aperture or, for an outboard powered boat, a retracting outboard engine. "Standard Equipment" shall be what the manufacturer supplied.

Boats are required to maintain all accessories and amenities associated with the model in its typical production configuration. Stoves, heads, cabinet and locker doors, drawers, steps, cushions, floorboards, headliners, tankage, engine enclosures, stowage covers, anchors, head and passageway doors, etc. shall remain in place as supplied as standard equipment for a boat not to be considered a Modified Boat. Carpet and removable tables are not required to be on board. A boat that has altered or removed bulkheads, permanently attached furniture or structural interior components shall be considered a Modified Boat.

Minor fairing of the hull/keel/rudder is permitted to correct unfairness in production molds and establish original design profiles. Fairing of the trailing edges of the keel/rudder is not considered a modification, provided any chord (fore-aft length) of the keel/rudder is not changed by more than two percent from design dimensions. Fairing of through-hull fittings, rudder gudgeons, and propeller struts is also allowed.

Drop keels, centerboards, dagger boards, canards and other movable appendages shall be declared. *Except for Keel-Centerboards*. Lifting of such appendages during racing is strongly discouraged for safety reasons.