

OFFICIAL RACING RULES

OF THE NORTH AMERICAN YACHT RACING UNION

37 West 44th Street

New York 36, N. Y.

SUMMARY OF PRINCIPAL CHANGES IN 1953 RACING RULES

DEFINITIONS

STARTING AND FINISHING—A new provision has been added to cover the inability of a race committee to set the starting or finish lines as indicated in the instructions.

LEEWARD AND WINDWARD—The terms Leeward Yacht and Windward Yacht, which formerly applied only to yachts on the same tack, are now confined to yachts on the same tack that overlap.

OVERLAP—See comment on Rule 10, below.

LUFFING AND BEARING AWAY—This is the only new definition.

MARK—This has been substantially revised in connection with the elimination of the string formula from Rule 13. Also, ordinary parts of a Mark below water are now part of a Mark.

RIGHT OF WAY RULES

RULE 3—Passing Marks and Obstructions—The operation of this rule has been extended to include yachts on opposite tacks that are about to pass on the required side of a Mark terminating a down wind leg of the course.

RULE 4—Hailing for Room to Tack—This rule has been extended to give a yacht to Leeward the right to hail for room to tack when a yacht to Windward is fetching an Obstruction other than a Mark or a right of way yacht on the opposite tack.

RULE 6—Tacking and Jibing—The former hailing provision has been transposed to new Propriety (d).

RULE 7—Luffing Before Starting—The Luffing rights of the Leeward Yacht have been restricted to whenever she has a substantial Overlap.

RULE 10—Luffing After Starting—As stated in the second paragraph of this rule, formerly part of the Overlap Definition, the widening out abeam Overlap limit for luffing purposes has been reduced from three to two lengths.

SAILING RULES OTHER THAN RIGHT OF WAY

RULE 12—Keeping Clear of Course—A new paragraph defining a contestant has been added.

RULE 13—Rounding the Course—The string formula has been abolished. This rule should be read in conjunction with the Starting, Finishing and Mark Definitions.

GENERAL NOTE—Numerous rules [particularly Rules 28, 34, 35, 36, 37, 52, 53(c), 54 and 55, and Propriety (d)] have been clarified and simplified without changing their substance. The only alteration in the order and numbering of the rules is the reversal of 1949 Rules 5 and 6, and 8 and 9.

PART I

DEFINITIONS

Terms defined below are capitalized in the text of the rules.

STARTING AND FINISHING—A yacht Starts when, after her start signal, her mainsail (or such other point as may be designated in the instructions) first crosses the starting line in the direction of the first Mark; and Finishes when it crosses the finish line from the direction of the last Mark. If the committee boat, either from necessity or error, is anchored on the side of a starting or finish Mark opposite to that indicated in the instructions, a yacht can start or finish properly only if she complies with the preceding sentence.

LEEWARD AND WINDWARD—to Leeward, on the side on which a yacht is, or, if luffing head to wind was, carrying her main boom; to Windward, on the other side. These terms, when applied to yachts, apply only to yachts on the same tack. A yacht to Leeward or to Windward may be either Clear Ahead, Overlapping or Clear Astern, but the terms Windward Yacht or Leeward Yacht apply only to yachts that Overlap.

ON A TACK—A yacht is On a Tack except when she is Tacking or Jibing. A yacht is on the tack (starboard or port) corresponding to her Windward side.

CLEAR ASTERN, CLEAR AHEAD—A yacht is Clear Astern of another when her hull, spars and sails are aft of an imaginary line projected a beam from the aftermost point of the other's hull and spars. The other yacht is Clear Ahead.

OVERLAP—When neither yacht is Clear Astern, the yachts Overlap. Two yachts also Overlap when an intervening yacht Overlaps both of them.

OVERTAKING—A yacht is Overtaking another when she is overhauling her from Clear Astern regardless of their respective courses. Overtaking terminates when an Overlap is established.

TACKING—A yacht is Tacking from the moment she is beyond head to wind until she bears away; if beating to windward, to a full and by course; if not beating to windward, to the course on which her mainsail fills.

JIBING—A yacht is Jibing from the moment when, with the wind aft, her main boom crosses her center line until her mainsail fills on the other side.

LUFFING AND BEARING AWAY—Luffing, altering course towards the wind. Bearing Away, altering course away from the wind. But a yacht is not Luffing or Bearing Away "in such manner as to balk or mislead" (Rule 3) if, when beating to windward, she alters her course to conform to a change in the strength or direction of the wind.

NORMAL COURSE—A Normal Course is any course a yacht might sail after the start signal and in the absence of the other yacht, to finish as quickly as possible. The course sailed before beginning to luff another yacht or to bear away is presumably a Normal Course.

MARK—The Marks for each yacht are the objects that the instructions require her to pass between or on a specified side. A Mark has a required side for a yacht only when she Starts, or when it begins, bounds or ends the leg of the course on which she is racing, and it ceases to have a required side for a yacht once she has properly passed or rounded the next Mark and left it astern; or in the case of a finish Mark, once she has Finished. Every ordinary part of a Mark (including a flag, flag pole, boom or hoisted boat) is part of it but not ground tackle or an accompanying government marker buoy.

OBSTRUCTION—Obstructions are craft under way (including another yacht racing having right of way), craft at anchor, craft aground, wrecks, the shore, piers, structures, fish weirs, fish traps, and shoals over which the yacht in question may not be safely piloted. A buoy is not of itself an Obstruction, but it is part of one when the yacht in question can not safely pass between it and the shoal or object that it bounds.

PART II

RIGHT OF WAY RULES

The rules of Part II apply between yachts intending to race from the time they begin to sail about in the vicinity of the start until they have left the vicinity of the course either between races or after their racing is over for the day. At other times (and at all times between other yachts) the Government Right of Way Rules (summarized in Appendix II) apply. For the purpose of disqualification, the rules of Part II apply from the yacht's preparatory signal until she has Finished and cleared the finish line.

Rules That May Apply at Any Time

1. **ON OPPOSITE TACKS, FUNDAMENTAL RULE**—A port tack yacht shall keep clear of a starboard tack yacht.

2. **ON SAME TACK, FUNDAMENTAL RULE**—A Windward Yacht shall keep clear of a Leeward Yacht. An Overtaking Yacht shall keep clear and, when establishing an Overlap to Leeward, shall allow the Windward Yacht ample room and opportunity to fulfill her newly acquired obligation to keep clear.

3. **ON SAME OR OPPOSITE TACKS, PASSING MARKS AND OBSTRUCTIONS**—When yachts on the same tack that are not subject to the Anti-Barging Rule are about to pass on the same side of a Mark or Obstruction, or when yachts on opposite tacks are about to pass on the required side of a Mark terminating a down wind leg of the course, an outside yacht shall give each yacht Overlapping her on the inside room to pass or round it. But a yacht shall keep clear in anticipation of and during the passing or rounding maneuver if she is Clear Astern when the foremost point of the other yacht is abreast of it, or if she established an inside Overlap on the other yacht too late to enable the other yacht to give the required room.

A yacht Clear Ahead is under no obligation to give room before an Overlap is established. In case of doubt, it will be presumed that an inside Overlap was improperly established.

When this rule applies, it overrides all rules except Rule 9 but a yacht Clear Ahead cannot claim the right to tack under this rule; if she is completing the rounding of a leeward Mark and the next leg is a beat; or if the yachts are beating to windward, and are about to tack for or around a Mark or Obstruction,

and the yacht Clear Astern is to Windward. In either case the yacht Clear Ahead in Tacking is subject to Rule 6.

4. ON SAME TACK, HAILING FOR ROOM TO TACK AT OBSTRUCTIONS—When two yachts are standing close-hauled on the same tack towards an Obstruction, and one is to Leeward of and either Clear Ahead of or Overlapping the other, the helmsman of the one to Leeward, if he cannot fetch the Obstruction and if he cannot tack without colliding with the yacht to Windward, may hail for room to tack when safe piloting requires him to take action to clear it. After such hail, the yacht to Windward shall at once allow the yacht to Leeward room to tack, and the yacht to Leeward shall tack as soon as she has room to do so. If, however, the Obstruction is a Mark or a right of way yacht on the opposite tack, the yacht to Leeward may not hail for room to tack if the yacht to Windward can fetch the Obstruction.

If a hail to tack is improper for any reason, the yacht to Windward may hold her course. If she decides to do so, she shall promptly so advise the yacht to Leeward. When there is doubt, a hail to tack shall be deemed proper.

5. ON SAME OF OPPOSITE TACKS, ALTERING COURSE—A right of way yacht shall never alter course when the other yacht is unable to respond owing to her position, or in such manner as to balk or mislead her when she is in the act of keeping clear.

6. TACKING AND JIBING—A yacht while Tacking or Jibing shall keep clear of a yacht On a Tack. When a yacht tacks or jibes into a position that will subsequently give her right of way, she must do so far enough away from a yacht On a Tack to enable the latter to hold her course until the tack or jibe is completed and thereafter to keep clear. When there is doubt it shall be presumed that a yacht tacked or jibed too close to another yacht.

If two yachts are Tacking or Jibing at the same time, the one on the other's port side shall keep clear.

Rules That Apply Only at the Start

7. ON SAME TACK, ALTERING COURSE—Before Starting, a yacht Clear Ahead or a Leeward Yacht, when altering her course affects another yacht, may alter course but only slowly, and a Leeward Yacht may Luff only wherever the helmsman of the Windward Yacht (sighting ahead from his normal station) is aft of the mainmast of the Leeward Yacht. The last paragraph of Rule 10 also applies.

8. ON SAME TACK, ANTI-BARGING RULE—When approaching the starting line to Start, a Leeward Yacht is under no obligation to give any Windward Yacht room to pass to leeward of a starting Mark surrounded by navigable water; but a Leeward Yacht shall not after her start signal deprive a Windward Yacht of room at such Mark either by heading above the first Mark or by Luffing above close-hauled.

9. ON SAME OR OPPOSITE TACKS, ON WRONG SIDE OF STARTING LINE AT START SIGNAL—A yacht on the wrong side of the starting line or of its extensions when her start signal is made, shall, until she has Started, keep clear of all yachts that were on the right side of such line when their start signal was made. When this rule applies, it overrides all other rules.

Altering Course After Starting

10. ON SAME TACK, LUFFING—After Starting, a yacht may Luff a yacht Clear Astern or a Windward Yacht as she pleases and head to wind if she pleases, until the helmsman of the Windward Yacht (when sighting ahead from his normal station and sailing no higher than the Leeward Yacht) comes abreast of the mainmast of the Leeward Yacht. Thereafter, or if he (when sighting ahead from his normal station) was forward of the mainmast of the Leeward Yacht when the Overlap began, the Leeward Yacht may not sail above her Normal Course while that Overlap continues to exist.

For the purpose of this rule: An Overlap does not begin or continue to exist unless the yachts are clearly within two overall lengths of the longer yacht; and an Overlap that exists between two yachts when they Start, or when one or both of them completes a tack or jibe shall be regarded as beginning at that time.

When there is doubt, the Leeward Yacht may assume that she has the right to Luff unless the helmsman of the Windward Yacht has hailed "Mast Abeam," or words to that effect. The Leeward Yacht must be governed by such hail, and, if she deems it improper, her only remedy is to protest. The Windward Yacht shall not cause a luff to be curtailed because of her proximity to the Leeward Yacht unless an Obstruction, a third yacht or other object restricts her ability to respond. A yacht shall not luff unless she has the right to luff all yachts that would be affected by her luff, in which case they shall all respond, even if an intervening yacht would not otherwise have the right to luff.

11. ON SAME TACK, BEARING AWAY—When sailing on

WITH AIROLLERS IT'S EASY TO HAUL OUT A LIGHTNING

Here's a new idea for Lightning skippers which will make sailing easier, safer and more fun—Airollers. They're heavy canvas cylinders 9½" dia. by 48" long, neoprene rubber lined and inflated by mouth only. They're used to roll boats up on shore, and are rated for sailboats and outboards up to 1200 lbs. Airollers roll without "sinking in" or "stalling" over sand, pebbles, rocks, mud, ramps and paved surfaces with amazing ease. Low pressure and frictionless they will not damage the finest racing finish.



A Lightning has been hauled out, careened with two Airollers midships under the chine, while the crew cleans the bottom for the next race.



The boat's weight is being carried by one Airoller while the second one is placed under the bow. Two Airollers are required for a Lightning—with three the job is somewhat easier.

Lightning skippers have found Airollers wonderful for bottom cleaning, end-of-season storage, rolling up the beach to the trailer, temporary mooring float, fenders, and life preservers. When deflated a pair of Airollers fold up to about shoebox size and weigh four pounds. An illustrated folder giving a complete description of Airollers and their use will be sent free upon request.

\$15.00 each \$30.00 a pair

(We also make the Airoller, Jr. for boats up to 400 lbs. priced at \$9.00 each)

THE AIROLLER COMPANY
42 Boston St., Guilford, Conn.

| Boat No. | Boat Name | Skipper |
|----------|--------------|--|
| 206 | Kaprice | Pat Moore, F. Trammell Crow and Henri Bromberg |
| 535 | Revel | Earl Ferzer |
| 1716 | | Ray Burford |
| 3209 | Whisky Sour | Conrad Skladal |
| 3357 | Kitty | Milton E. Price |
| 3719 | Dream Queen | Willis McQueen |
| 3640 | Scissor-Bill | K. Marshall Fagin |
| 4275 | Geneva | A. K. Spaulding |
| 4653 | | Harold Boss |
| 4891 | | Dallas Sailing Club |
| 4892 | | Dallas Sailing Club |
| 4893 | | Dallas Sailing Club |
| 4894 | | Dallas Sailing Club |
| 4895 | | Dallas Sailing Club |
| 4896 | | Dallas Sailing Club |
| 4898 | Scout | Sam'l J. C. Townsend |
| 5067 | | W. F. Funk |
| 5150 | | Conrad Lau, Neil Hutson |
| 5152 | Non Sequitor | Ed Reagar, H. Brown |

With four new boats and increased racing activity, Fleet No. 35 is a real going concern, having thirteen boats in the Championship Series and sixteen boats on the lake.

The season opened early in May when two boats and three skippers went to Shreveport, La., for the annual regatta of the Shreveport Yacht Club. Sam Townsend in "Scout" took second place with Bob Shiels as first mate. Earl Ferzer placed fifth in a borrowed boat as his boat, "Revel", was in "sick bay" following an unfortunate encounter with a large motor boat. "Revel" was moored at the time. This regatta was notable for the gale that blew both days and the usual hospitality of the members of the Shreveport Yacht Club.

The other Fleet No. 35 boat in the regatta was "Geneva", built and sailed by Al Spaulding of Dallas. Al had never built a boat or even sailed on one when he chose a Lightning to build. The boat is an excellent job, built without the aid of a kit. We were very pleased to welcome Al into our fleet.

Three new Martin boats also joined the Fleet this year:

5152 was delivered to Ed Reagar and Truheart Brown; 4894 joined the Dallas Sailing Club fleet; and 5150 was ready just in time for the Ft. Worth regatta. Mr. Martin will build five more boats for the Dallas Sailing Club which should give us a total of approximately twenty boats in the Fleet No. 35 Championship races next year.

The well-managed Ft. Worth Boat Club Regatta was held June 7 and 8 on Eagle Mountain Lake. Five boats raced from Fleet No. 35, including Willis McQueen in "Dream Queen" and Truheart Brown in "Non Sequitor". Conrad Lau and Neil Hutson, with Milton Price as crew won the first race in brand new 5150 and took second in the series. Sam Townsend in "Scout" won the series. Al Spaulding in "Geneva" was third. Earl Ferzer skippered one of the club-owned "Falcon" class boats and finished second in this series, competing against crews from other clubs in this part of the country.

The remainder of the Fleet activity took place on White Rock Lake in Dallas. The Championship Series ran through the summer with time out for the Fourth of July Series and the Southwestern Regatta. The three-race Fourth of July Series was won by "Scout" with Al Spaulding's "Geneva" second and Harold Boss in 4653 third.

The Southwestern Regatta is sponsored by the three sailing clubs on White Rock Lake. This year, visitors from Shreveport and Ft. Worth gave us a Lightning fleet of nineteen boats. The wind was strong, particularly on Labor Day, resulting in several mishaps. Raleigh Usy sailing 4891 with A. B. Patterson as crew won the series. Well ahead before the last race, Earl Ferzer was forced to withdraw with a broken spreader after being fouled, but still finished second. J. E. Knighton from Shreveport was third. The Lightning team race was won by the Dallas Sailing Club with the Corinthian Sailing Club of Dallas second.

The Fleet No. 35 Championship Series was held on Sunday afternoons. A total of fifteen races were sailed, of which ten were required to qualify. Sam Townsend in "Scout" was first; Earl Ferzer sailing "Revel" second; and 5150 sailed by Conrad Lau and Neil Hutson, third. Harold Boss and Marshall Fagin were fourth and fifth respectively.

We want to take this opportunity to welcome any Lightning sailors in this area to join our Saturday and Sunday races at any time during the season. Successful as this season has been, we are sure next year will be even better.

RATSEY SAILS

Helped Bob Graf become

1952 National Champion



RATSEY & LAPTHORN, INC.

Sailmakers

City Island, N. Y.

SAYBROOK

Custom Builders of Lightnings and Blue Jays

SPARS-RACING HARDWARE—PARTS

IN STOCK FOR IMMEDIATE DELIVERY

SAYBROOK YACHT YARD

OLD LYME, CONN.

TEL. LYME 4-7025

a free leg of the course, a yacht shall not sail below her Normal Course when she is clearly within three of her overall lengths of a Leeward Yacht or of a yacht Clear Astern that is steering a course to pass to Leeward.

PART III

SAILING RULES OTHER THAN RIGHT OF WAY

The Race

Except as otherwise stated in Rules 12 and 24, the rules of Part III apply to a yacht from her preparatory signal until she has finished and cleared the finish line.

12. **KEEPING CLEAR OF COURSE, BECOMING A CONTENDANT**—Unless scheduled to start first, yachts shall keep clear of the starting area and of the first leg of the course until after their preparatory signal. After finishing, a yacht shall keep clear of the finish line and the last leg of the course.

A yacht that sails about in the vicinity of the start after her preparatory signal shall be considered a contestant and as having participated in the race whether or not she actually starts.

13. **ROUNDING THE COURSE**—A yacht shall Start and Finish as prescribed in the Starting and Finishing Definition. She shall pass or round each Mark on the required side in proper sequence. If, after Starting, she initially passes a Mark on the wrong side, she must return and re-pass on the same side of it before passing on the required side of it.

14. **TOUCHING A MARK**—A yacht shall not touch a Mark unless wrongfully forced to do so by another yacht, in which case she must protest. The Race Committee shall waive the penalty for touching a Mark if a becalmed yacht touches a Mark through no fault of her own.

15. **TAKING OWN TIME AT FINISH**—In the absence of the Race Committee, a yacht shall take her own time when she finishes, and report the time taken to the Race Committee as soon as possible. If there is no longer an established finish line, the finish line shall be a line extending from the required side of the finish Mark, at right angles to the last leg of the course, and 100 yards long or as much longer as may be necessary to insure adequate depth of water in crossing it.

Crew

16. **NUMBER IN CREW**—Except as otherwise provided in class rules, the total crew of a yacht including the skipper shall not exceed: 2, for yachts with less than 100 square feet of sail area; 3, for yachts with 100 or more, and less than 200, square

feet of sail area; and, for yachts with 200 or more square feet of sail area, 1 for every 250 square feet of sail area and fraction thereof plus 1.

17. **COUNTING WOMEN AS CREW**—Except as otherwise provided in class rules, on yachts of more than 32 feet waterline length, women not taking any active part in handling the yacht do not count as crew. On smaller yachts, women count as crew.

18. **PAID HAND STEERING**—A paid hand shall not steer a yacht of less than 32 feet waterline length.

Sails

19. **PERMISSIBLE SAILS**—A sloop may carry mainsail, main topsail, spinnaker or square sails, and any sails in the fore-triangle. A yawl or ketch may carry the same sails as a sloop plus mizzen, mizzen topsail and mizzen staysail. A schooner may carry the same sails as a sloop (or mizzen and mizzen topsail instead of mainsail and main topsail in the case of a three-masted schooner); plus any sails between the masts, except a topsail that extends above a topmast or beyond a gaff. No sail the foot of which is rigged to its own boom or club shall overlap a mast.

20. **CHANGING SAILS**—Light or storm sails may be set over, under or in place of working sails and a replacing sail may be fully set and trimmed before the sail it replaces is taken in, except that but one mainsail or spinnaker shall be carried set and broken out.

21. **SHEETING SAILS TO SPARS**—Sails may not be sheeted to outriggers, and may be sheeted to only the following spars: Any sail may be sheeted to a boom regularly used for a working sail and permanently attached to the mast to which the head of the sail is set; a headsail may be sheeted to a spinnaker pole provided the spinnaker is not set.

22. **SPINNAKER, SPINNAKER POLE**—A spinnaker must be closely attached to the outboard end of a spinnaker pole. A spinnaker pole may be carried only on the windward side of the foremost mast not over 2 + 18% of P² (defined in measurement rules) feet above the deck. This rule does not apply when shifting a spinnaker pole or a sail attached thereto.

Ballast and Equipment

23. **GENERAL RESTRICTIONS**—Floors must be left down and bulkheads and doors left standing; ladders, stairways and water tanks must be left in place; all cabin, galley and forecabin fixtures and fittings and at least one suitable bower anchor must be kept on board; all movable ballast must be properly stowed under the floors or lockers; and no deadweight may be shifted.

24. **SHIPPING OR UNSHIPPING WATER OR BALLAST**—No ballast, movable or fixed, or water, except for ordinary ship's use, shall be shipped, unshipped or shifted from 9 p. m. of the day before the race until the race is completed.

Safety Requirements

25. **BOARDING AND LEAVING, MAN OVERBOARD**—No person shall board or leave a yacht except in case of illness or accident. If a person goes overboard, accidentally or intentionally, he shall be recovered on board before the race is continued.

26. **RENDERING ASSISTANCE**—A yacht shall render every possible assistance to any vessel or person in peril. If the Race Committee decides that a yacht not responsible for the situation has been materially prejudiced by rendering assistance, it may order the race resumed or make such other adjustment as it may deem proper.

27. **LIFE BUOYS**—A yacht of 32 feet or more waterline length shall carry on deck at least two serviceable life buoys, to one of which, when racing in open water, a serviceable water light shall be attached both night and day. Smaller yachts shall carry on deck or within reach of the helmsman, and ready for use, at least one serviceable life buoy.

Miscellaneous Restrictions

28. **RACING NUMBER**—Unless otherwise authorized by the Race Committee: a yacht shall have her class symbol, letter or number, with her racing number directly below it, on each side of her mainsail at different heights and about two-thirds of the height of the sail above the boom; the letters and figures shall be of dark color and of clear cut block type; the letters, figures and symbol shall not be less than 15 inches in height for yachts not over 32 feet waterline length, and not less than 18 inches in height for yachts over 32 feet waterline length; racing numbers shall be so allotted as to avoid duplication.

29. **FLAGS**—A yacht may display a private signal on the leech of the mainsail, and a night hawk. Other flags shall not be displayed except for signaling.

30. **PROPULSION, ANCHORING**—A yacht shall not employ any means of propulsion other than the natural action of the wind on the sails. A yacht may anchor but shall not slip.

31. **MANUAL POWER, RUNNING AGROUND, FOULING, MAKING FAST**—A yacht shall use only manual power, except in weighing anchor, or in getting clear after running aground or fouling any object. She shall not be towed clear or use her propeller, and, except in getting clear, she shall not make fast to any object.

PART IV

SIGNALS

Standard Signals

32. The following signals (whether displayed by letter or code, flag or shape) shall mean:

S—**SHORT COURSE SIGNAL**, means when displayed: (a) at the start, "Sail the short course prescribed in the instructions"; (b) near or at the finish, "Finish race with this round at the prescribed finish line"; (c) elsewhere, "Finish between the nearby Mark and the committee boat."

R—**REVERSE COURSE SIGNAL**, means when displayed: (a) alone, "Sail the course prescribed in the instructions in the reverse direction"; (b) below a course signal, "Sail this course in the reverse direction."

P—**POSTPONEMENT SIGNAL**, means: "All races not started are postponed until later in the day; the warning signal will be made 30 seconds after this signal is lowered."

C—**CANCELLATION SIGNAL**, means: "All races, including those in progress, are cancelled until later in the day"; and when displayed over a numeral pennant or number, it also means, "The warning signal will be made a number of minutes after this signal is lowered equal to 10 times the number displayed under C."

O—**OFF FOR THE DAY SIGNAL**, means: "All races, including those in progress, are off for the day."

M—**MARK SIGNAL**, means: "Turn the object displaying this signal instead of the Mark which it replaces."

F—**FINISH SIGNAL**, means: "The committee boat is on station at the finish line."

White Shape—**WARNING SIGNAL**.

Blue Shape—**PREPARATORY SIGNAL**.

Red shape—**START SIGNAL FOR FIRST CLASS TO START**.

Other Signals

33. The instructions shall designate other course and start signals and any special signals, and explain their meaning.

Calling Attention to Signals

34. Whenever the Race Committee makes a signal, it shall, except when making the initial course signal or displaying F, call attention to its action as follows:

TWO GUNS OR WHISTLES when displaying P, C or O;
ONE GUN OR WHISTLE when making any other signal.
Hoisting or displaying a signal, or lowering C or a signal to indicate a change of course, is "making a signal". Lowering any other signal is not "making a signal". Failure or mistiming of a gun or whistle shall be disregarded.

PART V

MANAGEMENT OF RACES

General Authority of Race Committee

35. Under the direction of the organization sponsoring a race, the Race Committee shall be responsible for making arrangements for and managing the race, and all yachts entered or racing are subject to its direction and control while in the vicinity of the course. The Race Committee or other authority may provide special rules for team racing and series competitions, for which no special provision has been made in these rules. The Race Committee may reject any entry at any time without stating the cause and may refuse to recognize a class rule that conflicts with an instruction or a racing rule. The Race Committee shall be governed by these rules, by the instructions, and by recognized class rules, and shall decide all questions in strict accordance therewith. When no rule applies, the Race Committee, in the case of a clear-cut and flagrant violation of the principles of fair sailing other than one mentioned in the Proprieties, may disqualify the offender after a hearing.

The Instructions

36. **PREPARATION**—These rules shall be supplemented by written instructions prepared by the Race Committee. The instructions shall be available to each yacht entitled to race, and shall not alter Parts I and II of these rules, except to list any additional obstructions deemed locally necessary.

37. **CONTENTS**—The instructions shall cover the following matters: the starting signals and their scheduled times; starting line; finish line; the order in which the turning Marks of each course are to be passed and the side on which each Mark is to be passed, with a description of each Mark. The instructions shall also cover such of the following matters as may be appropriate: the date and place of the race; the classes to race; eligibility and entry requirements; disposition to be made of a yacht appearing at the start alone in her class; the signals used to designate courses other than the only prescribed or regular courses; any government buoys or other objects required to be passed on a specified side; whether buoys will bound the starting area (if so they do not rank as Marks); special methods of recall; time allowance; special time limit; the night signals the committee boat will display; if the race is to be sailed in cruising trim, a statement to that effect; prizes; whether declarations are required by prize winning yachts that all rules and flotation requirements have been observed; whether races cancelled or postponed for the day will be resailed, and, if so, when; the scoring system; special time limit for protests; and any special provisions and signals.

38. **CHANGES**—The Race Committee may change the instructions upon notice, in writing if practicable, given to each yacht affected at least 10 minutes before making the start signal for her class.

The Course

39. **SIGNALLING THE COURSE**—Before or with the warning signal, the Race Committee shall, if it is necessary to designate the course, make the appropriate course signal.

40. **CHANGING THE COURSE**—The course for classes yet to start may be changed: (a) by displaying postponement signal P and indicating the new course before or with the warning signal to be displayed 30 seconds after the lowering of P; or (b) by displaying or removing a course signal, or substituting a different one, 3 minutes before the start of any class. The Race Committee should use method "(a)" when a change of course involves a change in the position of the committee boat or other starting Mark, or requires a shifting of sails that cannot reasonably be completed within 3 minutes.

Postponing, Cancelling, Shortening or Resailing a Race

41. The Race Committee may postpone, cancel or shorten a race at any time before it starts because of unfavorable weather, or other reasons; and may cancel or shorten a race while it is in progress because of foul weather endangering the yachts, or light airs making a finish within the time limit unlikely, or because a Mark is missing or has shifted.

When a race is resailed after cancellation: (a) rule infringements in the original race shall be disregarded; (b) yachts may race which did not start in or withdraw from the original race; and (c) new entries may be accepted subject to the entry requirements which applied to the original race.

Sails to Your Satisfaction



RAMPAGE

Bob Graf

Boston Yacht Sail Co.
Mt. Clemens, Michigan

The Start

42. **STARTING SIGNALS**—The starting signals (the warning, preparatory and start signals) shall be hoisted at 5-minute intervals. Each starting signal shall be lowered 30 seconds before the hoisting of the next. In starting yachts by classes, the start signal for each class shall be the preparatory signal for the next. The hoisting of a start signal, even if improperly timed, controls the start. The improper timing of a starting signal should not alter the scheduled times of subsequent starting signals.

43. **STARTING AREA**—The starting area may be bounded by buoys.

44. **TIMING THE START**—The Start of a yacht shall be timed at her start signal.

45. **RECALL**—The Race Committee shall endeavor to notify a yacht that has started prematurely by sounding one short blast on a whistle for each yacht recalled, and by displaying or calling out her number or name. Failure to notify a yacht of her premature start shall not relieve her from the necessity of making a proper start.

46. **INELIGIBLE YACHT**—The Race Committee shall attempt to prevent an ineligible yacht from starting or continuing in a race.

The Starting and Finish Lines

47. The starting and finish lines shall be either: (a) a line between a white flag on the committee boat or station and a Mark; or (b) a line indicated by two stationary range poles, with a Mark, at or near its outer end, inside of which the yachts must pass. For either type of starting or finish line, the instructions may also provide a Mark at or near the committee end of the line, in which case yachts must pass between it and the outer Mark.

Mark Missing

48. When a starting, turning or finish Mark is missing or has shifted, the Race Committee shall, if possible, replace it in its proper position or substitute a new Mark on which it shall display code flag M, the Mark Signal. If yachts have been prejudiced by failure to reestablish the Mark, the Race Committee may cancel the race forthwith or subsequently.

The Finish

49. **FINISHING WITHIN TIME LIMIT**—One yacht finishing within the prescribed time limit constitutes a race for her class. Unless the instructions specify otherwise, the time limit shall be sunset.

50. **DEAD HEAT**—In case of a dead heat involving a prize, the Race Committee shall determine whether the race shall be sailed by the yachts having made the dead heat or decided by the spin of a coin.

PART VI

INFRINGEMENTS BY A YACHT OF A RACING OR CLASS RULE OR OF AN INSTRUCTION;

APPEALS

Disqualification Without Protest

51. If a yacht fails to cross the starting line in accordance with these rules and the instructions, the Race Committee shall disqualify her without protest or hearing. Yachts so penalized shall be informed of the action taken either by letter or by notation on the racing results. Except as provided in this rule, a yacht shall not be penalized without protest.

Making and Filing a Protest

52. All protests must be in writing, duly signed, name the rule or rules alleged to have been infringed, and contain a statement of the facts. A protest against a yacht may be made by another yacht, and, unless the instructions otherwise provide, must be delivered or mailed to the Race Committee immediately on reaching port or as soon thereafter as possible and, in any event, before 6 P. M. of the day following the finish of the race. A protest against a yacht may also be made by the Race Committee: (a) if it saw the incident that led to the protest in which case the protest must be delivered or mailed to the protested yacht as specified above; or (b) if it finds at a protest hearing that a yacht not involved in the original protest may have infringed the rules, in which case the protest must be delivered or mailed to the protested yacht within one day after such hearing.

Entertainment of a Protest, Protest Flag

53. A protest shall not be entertained:

- unless the protest was made and filed as provided in the preceding rule; unless the protest concerns an infringement of an applicable rule of Parts II, III or VII, or of Rule 35 (last sentence), or of an applicable instruction or class rule; and unless the protesting yacht displayed a protest flag (which may be any flag other than an ensign unless the instructions otherwise provide), in the main rig-

ging promptly after the infringement occurred or was first noticed and kept it flying until she finished, or, if the infringement occurred or was first noticed at or near the finish, until the display of the protest flag is acknowledged by the Race Committee; provided, however, that no flag need be displayed if the owner or his representative had no knowledge of the facts justifying the protest until after the race was over; or

- if a yacht disqualified under Rule 51 protests an incident that occurred after her start signal.

If the Race Committee decides that a protest does not conform to the requirements of this rule, it shall inform the protesting yacht that its protest will not be heard and of the reason for such decision. Except as provided in clause (b) of this rule, disqualification of a yacht for a previous incident does not invalidate a protest by her covering a subsequent incident.

Hearing

54. If the Race Committee decides that a protest presumably meets all the requirements of the preceding rule, it shall call a prompt hearing. The protest or a copy of it shall be furnished to all yachts involved, and each shall be notified, in writing if practicable, of the time and place set for the hearing. A reasonable time shall be allowed for the preparation of defense. At the hearing, the Race Committee shall take the evidence presented by the parties to the protest and such other evidence as it may consider necessary. The parties to the protest, or a representative of each, shall have the right to be present, but all others, except one witness at a time while testifying, may be excluded. If a yacht, other than one named in the original protest, is involved, such yacht shall be entitled to all the privileges of yachts originally named.

Decision, Penalty

55. The Race Committee shall make its decision promptly after the hearing. Each decision shall be communicated in writing to all parties involved, and shall state fully the facts and grounds on which it is based and specify the rule or rules, if any, infringed. The findings of the Race Committee as to the facts involved shall be final. If the Race Committee or other reviewing authority is of the opinion, from the facts found by the Race Committee, that any yacht involved in a protest has infringed an applicable rule, said body shall penalize her, irrespective of whether the incident and/or rule which led to such penalty was mentioned in the protest; e.g., it might even be in order to penalize the protesting yacht and absolve the protested yacht from blame. The penalty shall be disqualification unless the rules applicable for that competition prescribe some other penalty; provided, however, that a yacht not represented at the hearing may be penalized only if the Race Committee gave her reasonable notice of such hearing.

The owner of a yacht which infringes any rule shall pay all damages caused thereby.

Appeals

56. **LIMITATIONS ON RIGHT TO APPEAL**—Appeals involving solely the interpretation of the Racing Rules may be taken to the Appeals Committee of the Union for final determination:

- if the Club is a member of the Union but is not a member of a local association or district belonging to the Union, by an owner or his representative from a decision of the Race Committee with its written consent;
- if the Club is a member of a local association or district belonging to the Union, by an owner or his representative or by the Race Committee from a decision of the local association or district with its written consent.

Such consent shall be given only when reasonable doubt exists as to the soundness of an interpretation of the Racing Rules.

57. **PREPARATION OF APPEAL PAPERS**—All appeals shall be in writing and shall set forth the grounds of the appeal and be signed by the appellant. They shall be filed with the Secretary of the Union by the body consenting to the appeal within thirty days after the rendering of the decision appealed from, together with—

- the written consent to the appeal signed by the body consenting thereto;
- a copy of the instructions;
- a copy of the protest;
- the names of the yachts represented at the hearing, and of any yacht duly notified of the hearing, but not represented;
- a copy of the decision of the Race Committee containing a full statement of the facts found by it;
- an official diagram prepared by the Race Committee in accordance with the facts found by it and signed by it and showing, (i) the course to the next Mark or, if close by, the Mark itself and its passing side, (ii) the direction and velocity of the wind, (iii) the set of the current, if any, and (iv) the position or positions and tracks of the yachts involved;

TOLEDO YACHT CLUB
and
TOLEDO FLEET No. 42

announce

**GREAT LAKES LIGHTNING
CHAMPIONSHIP REGATTA
MAY 30 & 31**

Special Entertainment Saturday Nite

This is An Open Regatta and Offers A Fine
Opportunity For An Early Season Tune-up

AND

OHIO-INDIANA DISTRICT REGATTA
Aug. 1 & 2 **Tune-up Races Friday**

5 RACE SERIES – TWO DAYS

Mail All Entries To: **LIGHTNING FLEET #42**
c/o **TOLEDO YACHT CLUB**
TOLEDO, OHIO

(g) a copy of the decision, if any, of the local association or district.

An appeal may not be submitted to the Appeals Committee if the appeal papers fail to conform to all of the above requirements. The attention of the body consenting to the appeal shall be directed to any such failure, and a reasonable time shall be allowed for correction.

58. **DECISION OF APPEALS COMMITTEE**—Decisions of the Appeals Committee shall be in writing and the grounds of each decision shall be specified therein. Each decision shall be filed with the Secretary of the Union, who shall send copies thereof to all parties to the infringement and appeal.

PART VII

RULES OF SPECIAL APPLICATION

Rules 63 to 68 (inclusive) apply from a yacht's preparatory signal until she has finished and cleared the finish line.

Protests Against the Race Committee

59. A yacht, if it has been prejudiced thereby, may direct the attention of the Race Committee to an alleged infringement by the Race Committee of a racing rule or of an instruction by filing a written notice with it immediately after returning to port. If the Race Committee decides that such infringement occurred and that the result of the race was altered thereby, it shall cancel the race, or order it resailed, or make such other adjustment as it may deem proper. The decision of the Race Committee in such cases is final unless applicable rules of a local association or district provide otherwise.

Infringement of Measurement, Scantling or Flotation Rules

60. A yacht may protest another yacht for violating a measurement, scantling or flotation rule during a race completed by both yachts. The protest must be in writing and must be filed with or mailed to the Race Committee not later than 6 p. m. of the day following the race. The Race Committee shall send a copy of the protest to the protested yacht and, if there appear to be reasonable grounds for the protest, shall refer the question to the authority qualified to decide such question. The Race Committee, in making its decision, shall be governed by the determination of such authority. Copies of such decision, from which there is no appeal, shall be sent to all yachts involved. The expenses, if any, shall be borne by the yacht against whom the protest is decided.

Special Rules for International and Universal Rule Classes

61. **CLASSIFICATION**—Yachts built to the International and Universal Rules shall be divided into classes as follows:

INTERNATIONAL RULE CLASSES

| |
|--------------------|
| 14 1/2 Metre Class |
| 12 Metre Class |
| 10 Metre Class |
| 8 Metre Class |
| 6 Metre Class |

UNIVERSAL RULE CLASSES

Schooners and Ketches

1st Class—All over 100 feet, rating.

| | |
|------------------|---|
| 100 Foot Class-A | Not over 100 feet and over 88 feet, rating. |
| 88 Foot Class-B | Not over 88 feet and over 76 feet, rating. |
| 76 Foot Class-C | Not over 76 feet and over 65 feet, rating. |
| 65 Foot Class-D | Not over 65 feet and over 56 feet, rating. |
| 56 Foot Class-E | Not over 56 feet and over 46 feet, rating. |
| 46 Foot Class-F | Not over 46 feet and over 38 feet, rating. |
| 38 Foot Class-G | Not over 38 feet and over 31 feet, rating. |
| 31 Foot Class-X | Not over 31 feet and over 25 feet, rating. |
| 25 Foot Class-Y | Not over 25 feet and over 20 feet, rating. |
| 20 Foot Class-Z | Not over 20 feet, rating. |

Sloops and Yawls

1st Class—All over 88 feet, rating.

| | |
|-----------------|--|
| 88 Foot Class-I | Not over 88 feet and over 76 feet, rating. |
| 76 Foot Class-J | Not over 76 feet and over 65 feet, rating. |
| 65 Foot Class-K | Not over 65 feet and over 56 feet, rating. |
| 56 Foot Class-L | Not over 56 feet and over 46 feet, rating. |
| 46 Foot Class-M | Not over 46 feet and over 38 feet, rating. |
| 38 Foot Class-N | Not over 38 feet and over 31 feet, rating. |
| 31 Foot Class-P | Not over 31 feet and over 25 feet, rating. |
| 25 Foot Class-Q | Not over 25 feet and over 20 feet, rating. |
| 20 Foot Class-R | Not over 20 feet and over 17 feet, rating. |
| 17 Foot Class-S | Not over 17 feet and over 15 feet, rating. |
| 15 Foot Class-T | Not over 15 feet, rating. |

62. **TIME ALLOWANCE**—Time allowance shall be given only when yachts of different classes are racing against each other. It shall be calculated from the Time Allowance Table of the

Union and be based on the length of the course actually sailed as determined by the Race Committee.

63. **SMALL BOATS CARRIED**—Every yacht of the following Universal Rule classes shall carry on deck or on davits a reasonably seaworthy, non-collapsible boat, with oars and oarlocks lashed in, of not less than the following length:

- Classes I, A and B of schooners and ketches, and Classes I and J of sloops and yawls—a 14-foot boat;
- Classes C and D of schooners and ketches, and Classes J and K of sloops and yawls—a 12-foot boat;
- Class E of schooners and ketches, and Class L of sloops and yawls—a 10-foot boat.

64. **PAID HANDS**—The number of paid hands in the crew shall be limited in the classes named below as follows: 14 1/2 Metre, 5; 12 Metre, 4; 10 Metre, 3; 8 Metre, 2; 6 Metre and R, 2; S and T, 1.

Cruising Trim

When the instructions provide that a race shall be sailed in cruising trim, the following additional restrictions shall apply:

65. **CREW**—Only such paid hands, pilot excepted, shall be carried as live in the crew's quarters of the yacht.

66. **SAILS**—Topsails extending above the topmast or beyond the gaff are barred, but a pole masted yacht may carry her regular sprit topsail.

67. **EQUIPMENT**—Davies, accommodation ladder and galley funnel, if part of the regular equipment, shall be kept on board. Other deck fittings and fixtures shall be kept in place. An equipment of anchors and cables suitable to the size of the yacht shall be kept on board, and of these at least one bow anchor shall be carried on deck.

68. **SMALL BOATS CARRIED**—Classes F, G and X of schooners and ketches, and M, N and P of sloops and yawls, shall carry or tow an 8-foot boat. Smaller yachts of the Universal Rule classes and yachts of other classes shall carry or tow such boat, if any, as the instructions or their class rules may require.

APPENDIX I

THE PROPRIETIES OF YACHT RACING

The moral obligation to avoid unsportsmanlike conduct, observe the Proprieties and obey the Racing Rules, is accentuated in yacht racing because there is no penalty for failure to observe a Propriety, and because the Racing Rules are designed to promote and govern sporting competition between fair-minded contestants.

(a) **DUTY TO AVOID COLLISIONS**—Irrespective of the application of any rule or of rights thereunder, when a serious collision is imminent, all yachts involved shall do their utmost to avoid it.

(b) **INTERFERING WITH OTHER YACHTS**—While no distinction is made in the Right of Way Rules between the status of yachts racing for the same or different prizes, custom and courtesy dictate that in the latter instance, a yacht, when she can do so without prejudice to her own interests, should avoid interfering with another (e. g., a yacht should avoid interfering with another yacht scheduled to start before her, unless the other yacht is so late for her start that the yachts are starting together). Custom and courtesy also dictate that, irrespective of the provisions of the Right of Way Rules, a yacht with steerage way should keep clear of a yacht which is unable to maneuver due to lack of wind, and that a yacht that is not racing should keep clear of one that is racing.

(c) **WITHDRAWING FROM A RACE, REPORTING RULE VIOLATIONS**—A yacht withdrawing from a race should promptly display her ensign, or so maneuver as to make it clear to her competitors that she has withdrawn. The interests of the sport will be best served by voluntary withdrawal as soon as it becomes clear to a yacht that she has violated a rule, the penalty for which is disqualification. When the penalty is other than disqualification, or when in doubt as to whether she has violated a rule, the offending yacht should report the incident to the Race Committee on Reaching port.

(d) **DUTY TO HAIL**—The Leeward of two close-hauled port tack yachts should hail before Tacking if, on completion of her tack or shortly thereafter, the other yacht will have to alter course to keep clear. A Leeward yacht should hail before luffing when it may be difficult for a Windward Yacht to respond to a luff before Starting, or when there are two or more Windward Yachts. An inside yacht that is entitled to room at a Mark or Obstruction should hail when the sufficiency of room is in doubt. When a yacht is hailed by the Race Committee for starting prematurely, yachts nearer the Committee that hear the hail clearly should pass it along. Rule 4 makes a hail for room to tack compulsory. Other warning hails should be made as special circumstances may dictate.