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RULES

OF THE

PORT NICHOLSON

YACHT CLUB.

ESTABLISHED 1883.

Wellington:

LYON & BLAIR, PRINTERS, LAMINGTON QUAY.

MDCCCLXXXIII.

1928

REGULATIONS

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RULES AND REGULATIONS

OF THE

PORT NICHOLSON YACHT CLUB.

COMMODORE :

SIR W. F. D. JERVOIS, K.G.C.M.G.-C.B.

VICE-COMMODORE :

E. PEARCE, Esq.

REAR-COMMODORE :

MR. C. HILL.

HON. SECRETARY :

MR. L. C. ROSKRUGE.

HON. TREASURER :

MR. G. MEE.

COMMITTEE :

MESSRS. W. J. BUTLER,

T. J. POPE,

R. J. SCOTT,

N. W. WERRY.

CLUB



PENNANT.



COMMODORE.



VICE COMMODORE.



REAR COMMODORE.

SIGNAL CODE.



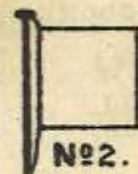
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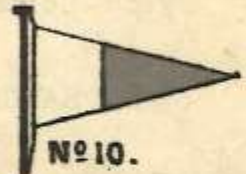
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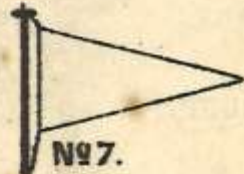
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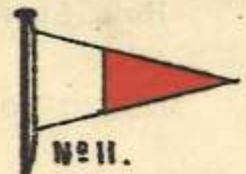
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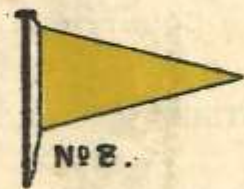
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No 11.



No 4.



No 8.

Distinguishing Flag for Yacht Numbers: ENSIGN
above Numerals.

	No.		No.
XARIFFA ✓	1	<i>Waver</i>	17
THETIS ✓	2	<i>Diada</i>	18
SAPPHO	3	<i>Dio</i>	19
LILLY ✓	4	<i>France</i>	20
ISCA ✓	5	<i>Garnet</i>	21
PETREL ✓	6	<i>Kathara</i>	22
SILVERY WAVE ✓	7	<i>Dream</i>	23
PET ✓	8	<i>Poneke</i>	24
CAMMA	9	<i>Girola</i>	25
GARIBALDI	10	<i>Volante</i>	26
RED JACKET ✓	11		27
ELAINE ✓	12		28
GREYHOUND	13		29
DIAMOND	14		30
IDA ✓	15		31
VIXEN	16		32

RULES

OF THE

Port Nicholson Yacht Club.



I. That the Club be entitled "THE PORT TITLE.
NICHOLSON YACHT CLUB."

II. That the officers of the Club shall consist of a Commodore, Vice-Commodore, Rear-Commodore, Treasurer, Secretary, Timekeeper, and two Auditors, and be elected at the annual meeting in October, and shall hold office until their successors are elected. All vacancies to be filled at a special meeting of the members called for the purpose. Officers.

III. That there shall be a Committee, consisting of the Commodore, Vice-Commodore, Rear-Commodore, Treasurer, Secretary, and four other members (two of whom shall be yacht owners); and that such Committee be elected (by ballot if required) at the annual meeting in October. Committee.

IV. That the Committee shall have the entire management of the sailing matches and general affairs of the Club (except the admission and expulsion of members, and the forming new Powers of
Committee.

rules), and shall likewise have the power of framing special by-laws, and of calling special meetings of the Club on all necessary occasions: provided that such by-laws shall not be contrary to the spirit of the rules of the Club.

Handicap
Committee

V. That at the annual meeting a Handicap Committee be appointed, to consist of five members, three to form a quorum, whose duty it shall be to handicap all yachts for Club races.

Subscription.

VI. That the annual subscription be £1 1s., which shall be paid before the ballot, to be returned, however, should the proposed member not be elected.

Annual sub-
scription, when
due.

VII. That the yacht subsidy per annum shall be, for yachts under five tons, 10s.; for yachts of five tons and under eight tons, £1; and for yachts over eight tons, £1 10s.

VIII. That the annual subscription and yacht subsidies shall be due on the 1st of October, but that if any member be elected after the 30th June his subscription and yacht subsidy, if any, shall begin from the 1st October following.

Unpaid
subscriptions

VIIIa. That the Secretary shall inform all members whose subscriptions are unpaid on the 1st of December of such subscription being due; and any member or members failing to pay the same on or before the 1st of February following, may, on motion without notice, be held to be excluded as a defaulter.

Candidates,
admission of.

IX. That any gentleman desirous of becoming a member of the Club must be proposed and seconded and balloted for at a time and place to be fixed by the Committee, the time being not less than seven days from the day of proposal.

X. That at such ballot one black ball in Ballot. three shall exclude.

XI. That any member wishing to withdraw from the Club shall give notice to that effect to the Secretary, and pay all arrears up to that date. If a member intends being absent from Wellington for a period of not less than twelve months at any one time, he may, on notifying the fact to the Committee, be placed on the Supernumerary List, and shall not be liable for his annual subscription until such time as he returns to Wellington.

Member
withdrawing,
&c.

XII. That an annual meeting be held on the first Wednesday in October in each year, at such time and place as the Committee may from time to time appoint.

Annual
meetings.

XIII. A general meeting may be called by the Committee, or by the Commodore, on the requisition of six members of the Club; notice of such meeting, and the object of the same, shall at least seven days previously be posted in the Club-room, or notified to the members by the Secretary.

General
meetings.

XIV. That the Treasurer shall produce at the annual meeting in October, and before the election of the Committee and officers of the Club, an account duly audited of the receipts and expenditure of the Club during the past year.

Treasurer's
report.

XV. That at all annual meetings of the Club ten members shall form a quorum; and at all general meetings five shall form a quorum; and at all Committee meetings three shall form a quorum.

Quorum.

XVI. That at all meetings the chair shall be taken by the senior officer present, and in the absence of any officer the meeting shall elect a Chairman.

Chairman

Secretary to
keep minutes.

XVII. That the Secretary shall keep correct minutes of the proceedings of the Club, in books which are to be produced at every meeting.

Race-book.

XVIII. That the Secretary keep a Race-book, in which shall be entered dates of races, names and tonnage of yachts, course, handicap, wind, and winners, and official time.

Funds.

XIX. That all moneys collected by the Treasurer shall be paid by him as soon as practicable, and without any deduction, to the account of the Club with the bankers; and that no payment shall be made except by the orders of the Committee and by cheques, signed by the Treasurer and countersigned by the Secretary.

Honorary
members.

XX. That the Commissioned Officers of the Navy stationed in New Zealand may be elected honorary members of the Club, and that the Committee shall also have power to elect honorary members.

Expulsion of
members.

XXI. Any member infringing any Rule or By-law of the Club, refusing or neglecting to pay any fine after demand by the Treasurer, or otherwise misconducting himself, shall be reported to the Committee, which, in its discretion, may refer the case to a general meeting, when such member may be expelled on the vote of a majority of not less than two-thirds of those present.

Measurement
of yachts.

XXII. That every yacht shall previous to admission into the Club, be measured by or under the inspection of two members appointed by the Committee. Such two members shall sign a certificate of her measurement so taken, which shall be considered her measurement for all purposes of the Club until an alteration be made in the said yacht. If an

alteration be made in the system of measurement the yachts shall be remeasured according to the scale then adopted.

XXIII. That a squadron of evolution and sailing matches shall take place as often as the Committee shall deem it necessary. Evolutions and sailing matches.

XXIV. All Club matches, and all yachts sailing therein, shall be under the direction of the Commodore, or, in his absence,—of the Vice-Commodore or Rear-Commodore, who shall be the judge of all the sailing matches, and shall award the prizes to the yachts which may be entitled thereto, and who shall, in the event of any dispute, defer the presentation of the prize, and refer any question arising out of the match to the Committee, whose decision shall be final. Club matches.

XXV. In the event of the Commodore, Vice-Commodore and Rear-Commodore having yachts entered for any one match, or being prevented from attending, the Committee shall appoint a member, not having a vessel entered, to act as Commodore of the match, who shall have like powers for the time being: such appointment to be made after the entries are taken. All directions to be given in strict conformity with the Club rules.

XXVI. That no yacht be allowed to sail in any of the Club matches whose owner has not paid up all arrears due by him to the Club. Yacht owners' arrears.

XXVII. That any member wishing to propose any alteration or addition to the rules of the Club must give notice thereof in writing, and state the nature of the proposed alteration, at least seven days before a general meeting. No member having given notice of motion shall be allowed to withdraw it, except by leave of the meeting. Alteration of rules.

Club flag. XXVIII. The Club burgee shall be a red and black pennant, which shall be hoisted with the Club ensign when under way. The Commodore's flag shall be the Club burgee with swallow-tail, the Vice-Commodore's the Club burgee with swallow-tail and one ball in the upper canton, and the Rear-Commodore's the Club burgee with swallow-tail and one ball in the lower canton.

Club yachts' restrictions. XXIX. That no yacht used as a working boat, or which shall at any time be let to hire, or which shall, in the opinion of a majority of at least five members of the Committee, be otherwise unfit, shall be allowed to belong to the Club.

Signals. XXX. The Club Code of Signals shall be used.

Classification. XXXI. That the Club yachts be classified for racing purposes as the Committee shall determine.

Rating. XXXII. That any yacht may rate in a class higher than that to which she belongs, on adopting the minimum tonnage of such higher class for her allowance of time, and conforming to the sailing regulations of such class.

XXXIII. A notice board shall be fixed in a conspicuous place in the Club-room, and all notices posted thereon, duly signed by the officer giving the same, shall be considered as official notices, and must be attended to accordingly.

XXXIV. That every yacht shall at least carry—as the Committee may determine—one or more life-buoys, which shall be periodically inspected by the Committee and passed as sound; the class of buoys to be also determined by the Committee.

→*SIGNAL CODE.*←

No distinguishing Flag—Numeral Flags only to be used.

	Lowry Bay	..	..	..	..	..	1
	Petone	..	..	..	..	..	2
	Somes' Island	..	..	..	..	..	3
	Worser Bay	..	..	..	..	..	4
	Karaka Bay	..	..	..	..	..	5
	Evans' Bay	..	..	..	..	..	6
	Wellington	..	..	..	..	..	7
AGROUND.	I am	..	..	..	..	..	8
ANCHOR.	I have lost my	..	..	..	..	..	9
	Can you spare me?	..	..	..	..	..	10
	My will not hold	..	..	..	..	..	12
	When shall you weigh?	..	..	..	..	..	13
	Weigh	..	..	..	..	..	14
	Send an off to me	..	..	..	..	..	15
	I can supply you with an	..	..	..	..	..	16
APPROACH.	Do not too near	..	..	..	..	..	17
ARRIVE.	When did you?	..	..	..	..	..	18
ASHORE.	I am going, and will give you a passage?	..	..	..	..	..	19
ASSISTANCE.	Can you render?	..	..	..	..	..	20
	Do you require?	..	..	..	..	..	21
	I require Medical	..	..	..	..	..	23
	I will render you every	..	..	..	..	..	24
	Will be sent	..	..	..	..	..	25
	Is coming	..	..	..	..	..	26
ASSIST.	I cannot you	..	..	..	..	..	27
ASTERN.	Keep	..	..	..	..	..	28
ATTEMPT.	I shall make another	..	..	..	..	..	29
	I shall make the	..	..	..	..	..	30
	A dangerous	..	..	..	..	..	31
ABOUT.	Ship	..	..	..	..	..	32
ATTEND.	To Signal	..	..	..	..	..	34
AWAY.	Keep more	..	..	..	..	..	35

BACK.	Put	36
	Keep	37
BALLAST.	I have shifted my	38
BAROMETER.	How is the?	39
	Going down	40
	Rising	41
BEACH.	Is landing easy on	42
BEARER.	I am of important intelligence	43
BEAR UP.	I shall	45
	I shall not	46
BEHIND.	Keep	47
BLOW.	Do you think it will?	48
	I think it will	49
BLOWS.	It too hard	50
BOARD.	Come on	51
BOAT.	Send me a	52
	I have no to send	53
	Is adrift	54
	Is ashore	56
BOUND.	Where are you to?	57
BOW.	On the Starboard	58
	On the Port	59
BREAKFAST.	Come and take	60
BREEZE	When the springs up	61
	Will freshen	62
	Will die away	63
BRING.	Bring up	64
BUOY.	Cannot see the	65
CARRIED AWAY.	I have my bowsprit	67
	I have my lower mast	68
	I have my topmast	69
	I have my boom	70
	I have my gaff	71
	I have my mainsail	72
	I have my foresail	73
	I have my topsail	74
	I have my jib	75
	I have my port shrouds	76
	I have my starboard shrouds	78
	I have my bobstay	79
	I have my bowsprit shrouds	80
	Have you anything?	81
CABLE.	Shorten	82
CODE.	Have you the P.N.Y.C.?.. .. .	83

COLOR.	Cannot distinguish of your flag	84
COME.	Within hail	85
	Will you?	86
COMMODORE.	Wishes to communicate.. .. .	87
	Vice wishes to communicate	89
	Rear wishes to communicate	90
COMPANY.	Part	91
	Do you part?	92
COURSE.	I shall alter my	93
CAPSISED.	Has	94
DAMAGE.	Have you sustained much?	95
DANGER.	You are standing into	96
DARK.	Before	97
	After	98
DAYLIGHT.	At	102
DISTRESS.	Are you in?	103
DROWNED.	Was anyone?	104
DIVISION.	Starboard	105
	Port	106
DRESS SHIP	.. .. .	107
FAST.	Are you?	108
FIRE.	On	109
FISH.	Have you caught any?	120
	There are plenty here	123
	Shall you?	124
FOLLOW.	Follow me.. .. .	125
FOUL.	I have run of	126
FRIGATE.	Pass under stern of	127
	Pass ahead of	128
HAIL.	Pass within	129
HANDS.	Have you sufficient?	130
HAPPENED.	What has?	132
HAUL.	Your wind on Starboard tack	134
	Your wind on Port tack.. .. .	135
HEAD.	Bring her round	136
HOME.	Are you going?	137
HEAVE TO.	And I will board you.	138
	On Starboard tack	139
	On Port tack	140

HOOR.	At what shall we start?	142
	At what shall we return?	143
JIBS.	Hoist	145
KEEP.	Your place	146
	In line	147
	More away	148
	Nearer	149
LAND.	Shall you?	150
LEAK.	I have sprung a	152
LIGHT.	I will hoist a during night	153
	I will hoist a when I anchor	154
LINE.	Send a and I will give you a tow	156
	Form single	157
	Form double	158
LOOK.	Look out for squalls	159
LUFF.	Luff	160
LIFE BUOY.	Have you a	162
	Send me a	163
MOON.	When does she rise?	164
	She rises	165
	She sets	167
MOORINGS.	Let go	168
	Broke from her	169
	Slip your	170
NUMBER.	Show your	172
NORTHERLY.	We shall have a	173
NO.	.. .. .	174
OARS.	Have you any?	175
OFF.	Is she?	176
	Not far enough	178
	Too far	179
OFF AND ON.	Stand	180

PORT TACK.	I shall keep on	182
PROVISIONS.	Out of	183
PICK.	I will you up	184
ROUND.	The Point	185
	The Outer Rock	186
	The two Islands	187
RACE.	Begins at	189
	Has not begun	190
	Is won by	192
REEF.	Take in one and shift jibs	193
	Take in two and shift jibs	194
	Take in three, shift jibs, and haul down foresail	195
	I shall close	196
REACH.	A long	197
	A short	198
READY.	Are you?	201
	Get	203
	I am all	204
	Say when you are	205
RENDEZVOUS.	Where shall we?	206
RIDE.	I shall it out if I can	207
ROPE.	Send a on board	208
RUDDER.	I have lost my	209
RUN FOR.	Shall we?	210
REQUIRE.	What do you?	213
SPINNAKER.	Set	214
	Take in	215
SAIL.	I shall keep under easy	216
	Make	217
	You make more	218
SEA.	When the goes down	219
SEND.	Will you for it?	230
SOUTHERLY.	We shall have a	231
SPELL IT.	.. .. .	234
SPELL IT.	I will	235
STARBOARD.	Tack keep on	236
SHORE.	Keep more off	237
	Will you meet me on?	238
SPIRITS.	Have you any on board	239
TOPMASTS.	Send up	240
	Send down	241

TOPSAIL.	Set square header	243
	Take in square header	245
	Set jib header	246
	Take in jib header	247
TIDE.	Flowing	248
	Ebbing	249
	How is the?	250
VISIT	I will pay you a	251
WEATHER.	What are we going to have?	253
WAIT.	Wait for me	254
WEATHER.	Cannot	256
WIND.	When the springs up	257
	There is too much	258
	If the changes	259
WHARVES.	Go between	260
WATER.	What depth of have you?	261
	Have you any fresh?	263
WATER HIGH.	What time is it?	264
WATER LOW.	What time is it?	265
YES.	.. .. .	267
PORT.	.. .. .	268
STARBOARD	.. .. .	269

ALPHABET AND VOCABULARY.

In using the Alphabet and Vocabulary, the ENSIGN is to be hoisted under the numerals.

1 A	6 F	12 K	18 Q	24 V
2 B	7 G	13 L	19 R	25 W
3 C	8 H	14 M	20 S	26 X
4 D	9 I	15 N	21 T	27 Y
5 E	10 J	16 O	22 U	28 Z
		17 P		

SAILING RULES.

1.—MANAGEMENT OF RACES.

No member of the Committee shall take part in the decision upon any disputed question in which he is directly interested. If any Yacht be disqualified, the next in order shall be awarded the prize.

2.—POSTPONEMENT OF RACES.

The Committee shall have power to postpone any Race, should unfavourable weather render such a course desirable.

3.—MEASUREMENT FOR TONNAGE.

The tonnage of every Yacht entered to sail in a Race shall be ascertained in the manner following: the length shall be taken in a straight line from the fore-end to the after-end of the load water-line, provided always that if any part of the stem or stern-post, or other part of the vessel below the load water-line project beyond the length taken as mentioned, such projection or projections shall, for the purposes of finding the tonnage, be added to the length taken as stated; the breadth shall be taken from outside to outside of the planking, in the broadest part of the Yacht, and no allowance shall be made for wales, doubling planks, or mouldings of any kind. Multiply the length by itself, and by the breadth; then divide the product by 1200, and the quotient shall be the tonnage in tons and hundreds of a ton. A fraction shall count as a ton. If, from any peculiarity in the construction of a Yacht, or other cause, the measurers shall be of opinion that this rule will not measure the Yacht fairly, they shall report the circumstances to the Committee, who, after making such inquiries as they consider necessary, shall award a certificate of tonnage accordingly.

4.—TIME ALLOWANCE.

Time shall be allowed on arrival for difference in tonnage, according to the annexed scale, increased or decreased in proportion to the length of different courses.

SHORTENING COURSE.

If it is necessary during a Race to shorten the course, the signal flag denoting the Race hoisted under the White Peter, or in case of fog or darkness two guns fired shall show that the Race is to finish with the round about to be completed, and the time allowed shall be reduced in proportion.

5.—ENTRIES.

Entries shall be made with the Secretary at least 48 hours previous to noon of the day appointed for starting each Race. In case of a Sunday intervening, twenty-four hours shall be added. Entries may be made by telegram, and it shall be deemed sufficient that the same shall have been despatched before noon of the day on which the entries close, subject to the provision as to Sundays. The Committee may, if they consider it expedient, refuse any entry.

FORM OF ENTRY.

Form of Entry to be signed by the owner, or his representative, previous to the Race:—

Please to enter the Yacht for the Race at on the Her distinguishing Flag is ; her rig is : and her tonnage, in accordance with Rule 3, is tons. I undertake that while sailing under this entry she shall not have on board any bags of shot; that all her ballast shall be properly stowed under the platform or in lockers, and shall not be shifted or trimmed in any way whatever; and that I will obey and be bound by the Sailing Rules of the Port Nicholson Yacht Club. Signed this day of

RACES RE-SAILED.

Should any Yacht duly entered for a Race not start, or having started should she give up, or be disabled during the Race, such Yacht shall, in the event of the Race being re-sailed, be entitled to start; but no new entries shall be received under any circumstances whatever for a postponed Race.

6.—OWNERSHIP.

Each Yacht entered for a Race, must be the bona fide property of the person or persons in whose name or names she is entered.

7.—ONLY ONE YACHT OF SAME OWNER.

No owner shall be allowed to enter more than one Yacht in a Race, except in cases in which a Prize is given for each rig, when one Yacht of each rig may be entered, nor shall he be entitled to enter the same Yacht under different rigs for any Race.

8.—MEMBER ON BOARD.

The Committee shall have power to place on board every Yacht sailing in a Race a Member of a recognised Yacht Club, who, before the Prize is awarded, shall sign a declaration, that the Yacht under his charge has strictly conformed to all the sailing regulations, as follows:

DECLARATION THAT RULES HAVE BEEN OBSERVED.

I hereby declare that the Yacht whilst sailing in the Race this day, has strictly observed the Sailing Rules and Regulations.

(Signed) _____

Date _____

9.—DISTINGUISHING FLAGS.

Each Yacht must carry, at her main topmast head, a rectangular distinguishing Flag, of a suitable size, which must not be hauled down unless she gives up the Race. If the topmast be lowered on deck or carried away, the Flag must be re-hoisted in a conspicuous place, as soon as possible.

10.—INSTRUCTIONS.

Every Yacht entered for a Race shall, at the time of entry, or as soon after as possible, be supplied with written or printed instructions as to the conditions of the Race, the course to be sailed, marks, &c. Nothing shall be considered as a mark in the course unless specially named as such in these instructions.

Each Yacht shall be given a number with the sailing directions, and should any Yacht cross the line before the signal for the start has been made, her distinguishing numeral shall be exhibited as soon as conveniently may be as a recall, and kept displayed until the said Yacht shall have either returned and recrossed the line to the satisfaction of the Officer in charge, or have given up the Race.

11.—SAILS.

There shall be no restrictions as to sails, or the manner of setting and working them; but steam power must not be used for hoisting sails.

12.—CREW AND FRIENDS.

There shall be no limit as to the number of paid hands, and no restrictions as to the number of friends, or to their working. No hand shall join or leave a Yacht after the signal to start, except in case of accident or injury to any person on board.

13.—FITTINGS AND BALLAST.

All Yachts exceeding five tons shall be fitted below deck with the ordinary fittings of a Yacht. And their platforms shall be kept down, and bulkheads standing. No water shall be started from or taken into the tanks after the signal to start has been made. No more than the usual anchors and chains shall be carried during a race, which must not be used as shifting ballast, or for altering the trim of the Yacht.

No bags of shot shall be on board, and all ballast shall be properly stowed under the platform or in lockers and shall not be shifted or trimmed in any way whatever during a Race. No ballast shall be shipped or unshipped after 9 p.m. of the day previous to the Race. A Race re-sailed shall, so far as regards this Rule, be considered a new Race.

14.—STARTING.

The Yachts shall start from moorings, anchors, or under way, as directed by the Committee. Half-an-hour before the time of starting one of the following Flags of the Code shall be hoisted as a preparative Flag for the Yachts of each successive Race; in case of a start from anchors or moorings, to take up their their stations for the start with head-sails down, or all sails down, as the Committee may direct; or in case the start be a flying one, to approach the starting line, viz. :—

No. 1 of the Code for the Yachts of the 1st Race.

„ 2 _____ 2nd „

„ 3 _____ 3rd „

„ 4 _____ 4th „

and so on.

SIGNALS TO START.

Five minutes before the start the preparative Flag shall be lowered, a Blue Peter hoisted, and a gun fired; after which, the Yachts in the Race shall be amenable to the Rules. At the expiration of five minutes exactly the Blue Peter shall be hauled down and a second gun fired as a signal to start. If the start is to be made from anchors or moorings, lots shall be drawn for stations, and springs shall be allowed on the same bridle or anchor chain or warp as the bow-fasts, but are not to be carried to a buoy, pier, other vessel, or fixed object.

DRAGGING MOORINGS.

If any Yacht lets go or parts her bridle before the signal to start, or if she drags any moorings or anchor to which she is made fast for the purpose of starting, she shall be liable to be disqualified, unless such parting or dragging be explained to the satisfaction of the Committee, or unless she has returned, after the signal to start, within the line of starting buoys so as not to obtain any advantage by the accident.

CROSSING THE LINE.

In a flying start if any Yacht, or any part of her hull, spars, or other equipment be on, or across the line before the signal to start is made, she must return and re-cross the line; a Yacht so returning,

or one working into position from the wrong side of the line after the signal to start has been made, must keep clear of all competing Yachts. Should the gun miss fire, the lowering of the Blue Peter shall be the signal to start.

15.—TWO YACHTS CROSSING.

When two Yachts are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows, viz. :—A Yacht which is running free shall keep out of the way of a Yacht which is close-hauled. A Yacht which is close-hauled on the port tack shall keep out of the way of a Yacht which is close-hauled on the starboard tack. When both are running free with the wind on different sides, the Yacht which has the wind on the port side shall keep out of the way of the other. When both are running free with the wind on the same side, the Yacht which is to windward shall keep out of the way of the Yacht which is to leeward. A Yacht which has the wind aft shall keep out of the way of the other Yacht.

16.—OVERTAKING, ROUNDING MARKS, &c.

When rounding any buoy or vessel used to mark out the course, if two Yachts are not clear of each other at the time the leading Yacht is close to, and actually rounding the mark, the outside Yacht must give the other room to pass clear of it, whether it be the lee or weather Yacht which is in danger of fouling the mark. No Yacht shall be considered clear of another Yacht, unless so much a-head as to give a free choice to the other on which side she will pass. An overtaking Yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between the leading Yacht and the mark after the latter Yacht has altered her helm for the purpose of rounding.

17.—OBSTRUCTIONS TO SEA ROOM.

When passing a pier, shoal, rock, vessel, or other obstruction to sea room, should Yachts not be clear of each other, the outside Yacht or Yachts must give room to the Yacht in danger of fouling such obstruction, whether she be the weather or leeward Yacht; provided always that an overlap has been established before an obstruction is actually reached.

18.—LUFFING AND BEARING AWAY.

A Yacht overtaking any other shall keep out of the way of the overtaken Yacht; and a Yacht may luff as she pleases to prevent another Yacht passing to windward, but must never bear away out of her course to hinder the other passing to leeward—the lee side to be considered that on which the leading Yacht of the two carries her main boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the Yacht she has overtaken.

19.—CLOSE HAULED APPROACHING SHORE.

If two Yachts are standing towards a shore or shoal, or towards any buoy, boat, or vessel, and the Yacht to leeward is likely to run aground, or foul of such buoy, boat, or vessel (a mark vessel excepted) and is not able to tack without coming into collision with the Yacht to windward, the latter shall at once tack, on being hailed to do so by the owner of the leeward Yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

20.—RUNNING AGROUND, &c.

Any Yacht running on shore, or foul of a buoy, vessel, or other obstruction, may use her own anchors, boats, warps, &c., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat, or warp used must be taken on board again before she continues the race.

21.—FOULING YACHTS, MARKS, &c.

Each Yacht must go fairly round the course; and must not touch any buoy, boat, or vessel used to mark it out, but shall not be disqualified if wrongfully compelled to do so by another Yacht. Any Yacht causing a mark vessel to in any way shift her position to avoid being fouled by such Yacht, shall be disqualified. If a Yacht, in consequence of her neglect of any of these Rules, shall foul another Yacht, or compel other Yachts to foul, she shall forfeit all claim to the Prize, and shall pay all damages.

22.—MEANS OF PROPULSION.

No towing, sweeping, poling, or pushing, or any mode of propulsion except sails, shall be allowed.

23.—ANCHORING.

A yacht may anchor during a race, but must weigh her anchor again, and not slip. No Yacht shall during a Race make fast to any buoy, stage, or pier, or send an anchor out in a boat, except for the purpose of Rule 24.

24.—SOUNDING.

No other means of sounding than the lead and line allowed.

25.—MAN OVERBOARD.

In case of a man falling overboard from a competing Yacht, all other Yachts in a position to do so shall use their utmost endeavours to render assistance; and if it should appear that any Yacht was thereby prevented winning the Race, the Committee shall have power to order it to be re-sailed between any Yacht or Yachts so prevented and the actual winner.

26.—PROTESTS.

Should the owner of any Yacht, or the person acting as his representative, consider that he has a fair ground of complaint against another for foul sailing, or any violation of these Rules, he must, if it arise during the Race, signify the same on first passing the Committee vessel, by showing an Ensign conspicuously in the main rigging. The protest shall be made in writing and under such regulations (if any) as the Committee may have determined, within twelve hours of the arrival of the protesting Yacht, and shall be heard by the Committee and decided, after such inquiries as they may consider necessary. A protest made in writing shall not be withdrawn. The Committee shall also, without a protest, disqualify any Yacht, should it come to their knowledge that she has committed a breach of the Rules.

Every protest shall be accompanied by twenty shillings, which shall be forfeited should the Committee decide that such protest is frivolous.

27.—REMOVAL OF FLAG BOAT.

Should any Flag Vessel or other mark be removed from its proper position, either by accident or design, the Race shall be sailed over again, or not, at the discretion of the Committee.

28.—ONE YACHT ENTITLED TO SAIL OVER.

That when a Prize has been offered for competition, any Yacht duly entered, shall be allowed to sail over the course and be entitled to the prize; subject, however, to Rule 2.

29.—DISQUALIFICATION.

Any Yacht disobeying or infringing any of these Rules, which shall apply to all Yachts, whether sailing in the same or different Races, shall be disqualified from receiving any Prize she would otherwise have won, and her owner shall be liable for all damages arising therefrom.

30.—PENALTY FOR DISOBEYING RULES.

Should a flagrant breach or infringement of these Rules be proved against the owner of any Yacht, he may be disqualified by the Committee, for such time as the Committee may think fit, from sailing his Yacht in any race held under the Rules of the Club; and should a flagrant breach of these Rules be proved against any Sailing Master he may be disqualified by the Committee for such time as the Committee may think fit, from sailing in any Race held under the Rules of the Club.

TABLES OF TIME ALLOWANCE,

1883.

The principles assumed in computing these tables are the same as those adopted in the calculation of the Time Table of the Royal Yacht Squadron (1866), namely, that the allowance of time given by a larger to a small vessel should be directly proportional to the distance sailed, and inversely proportional to the size of the vessel; that is to say—

If a larger can allow a smaller vessel one minute on a particular length of course, she can allow her two minutes on a course of twice the length.

And with respect to the element of size, the assumption is that if a vessel, of say 50 tons, can allow a smaller one any given time per ton of difference, a vessel of twice the size, or 100 tons, can only allow half the time, or the same for two tons that the vessel of 50 tons allows for one ton.

The allowance of time for each ton will consequently be obtained from the relation

$$t = \frac{kl}{T}$$

where t is the allowance of time per ton in seconds, k a number, whose value in the table is taken as thirty, on the supposition that a vessel of thirty tons can allow one of twenty-nine tons one second per mile, l the length of the course in miles, and T the tonnage of the vessel.

For a course of fifty miles the formula therefore is

$$t = \frac{30 \times 50}{T}$$

The time scales have been computed for courses of 50, 10, and 8 nautical miles. These scales have been adopted, because from them the time allowance for almost any length of course can easily be calculated. For example, the time allowance for a course of sixteen miles will be double the eight-mile scale; the time allowance for a course of thirty miles will be three times the ten-mile scale; the time allowance for a course of twenty-five miles will be half the fifty-mile scale; and in like manner the time allowance for any other length of course may be readily ascertained.

In the 50-mile scale any number involving a fractional part of a second is represented in the tables by the nearest whole number, that is—

At 40 tons the true number is 49m. 52.81s.; it is set down as 49m. 53s. At 41 tons the true No. is 50m. 29.39s.; it is set down as 50m. 29s. This of necessity involves an error, which, however, cannot exceed a second as between any two Yachts.

But in the 10 and 8-mile scales it has been necessary for the sake of accuracy, to give fractional parts of a second.

In the time allowances worked out from the tables, for any given length of course, fractions exceeding half a second should be counted as seconds, but fractions of half a second and under should be disregarded.

RULE FOR USING THE TABLES.

Take the times placed opposite to the tonnages of any two vessels; the difference between these times will be the time the larger vessel is to allow the smaller one over the length of course specified at the head of the column from which the times are taken.

When time has to be allowed on tons and tenths of a ton, it shall be computed as follows:—Multiply the tons and fractions by 10, and apply the tables of time allowance to the tons so found: thus, say the tonnage of one Yacht is 5.24 tons, and that of another 4.64 tons— $5.24 \times 10 = 52.4$, and $4.64 \times 10 = 46.4$. As a fraction counts as a ton, the tonnage of these two Yachts would be taken as 53 tons and 47 tons respectively. The time set down for 53 tons in the 10 miles table is 11 min. 22 secs., and for 47 tons 10 min. 46 secs.; the difference is 36 secs., which would be the time between these two over a 10 miles course.

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
	MIN.	SEC.	MIN.	SEC.	MIN.	SEC.
5	0	0	0	0	0	0
6	4	10	0	50·0	0	40·0
7	7	44	1	32·8	1	14·3
8	10	52	2	10·4	1	44·3
9	13	38	2	43·6	2	11·0
10	16	8	3	13·6	2	35·0
11	18	25	3	41·0	2	56·8
12	20	30	4	6·0	3	16·8
13	22	25	4	29·0	3	35·2
14	24	12	4	50·4	3	52·3
15	25	52	5	10·4	4	8·3
16	27	26	5	29·2	4	23·3
17	28	54	5	46·8	4	37·5
18	30	18	6	3·6	4	50·8
19	31	37	6	19·4	5	3·5
20	32	52	6	34·4	5	15·5
21	34	3	6	48·6	5	26·8
22	35	11	7	2·2	5	37·8
23	36	16	7	15·2	5	48·2
24	37	19	7	27·8	5	58·2
25	38	19	7	39·8	6	7·8
26	39	17	7	51·4	6	17·0
27	40	12	8	2·4	6	26·0
28	41	6	8	13·2	6	34·5
29	41	57	8	23·4	6	42·8
30	42	47	8	33·4	6	50·8