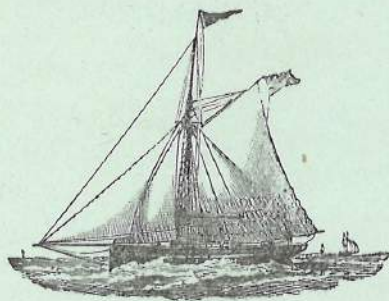
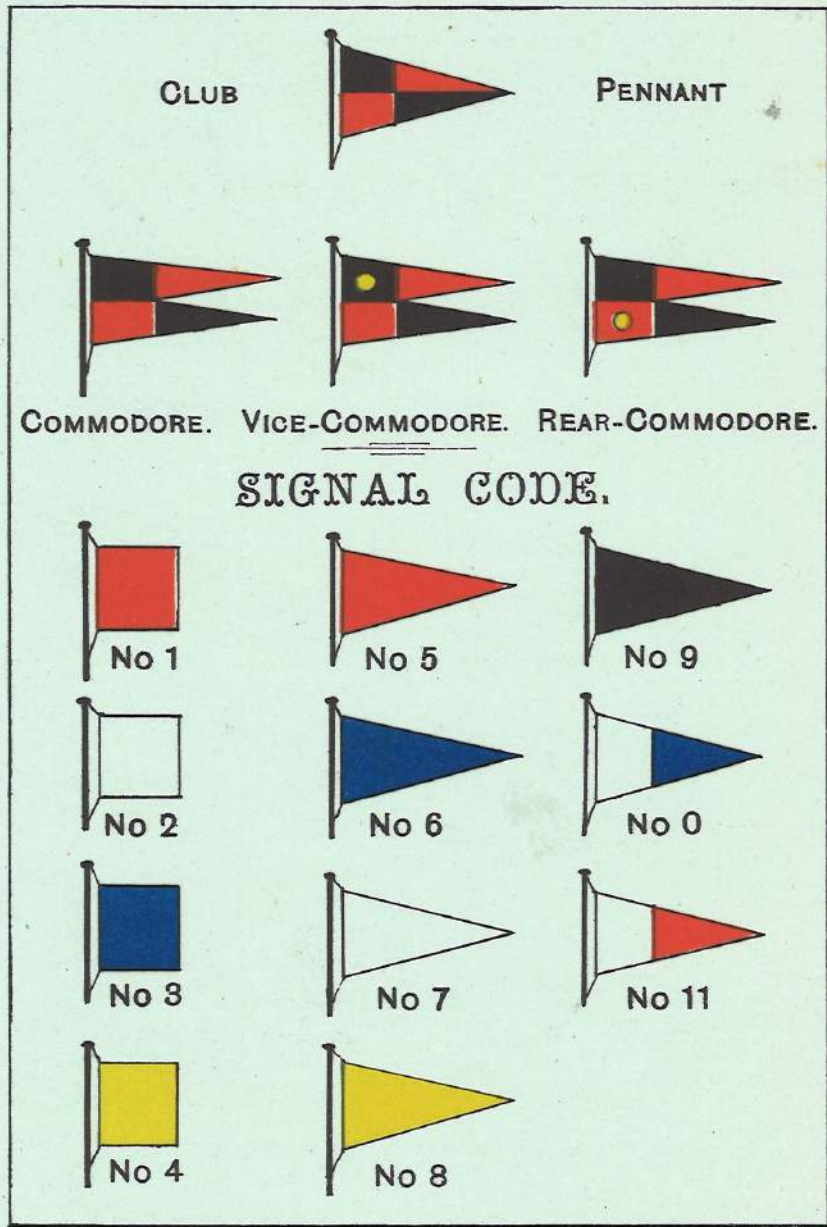


RULES AND REGULATIONS  
OF THE  
PORT NICHOLSON  
YACHT CLUB.

ESTABLISHED 1883.



Wellington :  
LYON AND BLAIR, PRINTERS, LAMBTON QUAY.  
1892



DISTINGUISHING FLAG FOR YACHT NUMBERS:  
ENSIGN ABOVE NUMERALS.

# RULES AND REGULATIONS

OF THE

## PORT NICHOLSON

### YACHT CLUB.

1892.

Patron:  
HIS EXCELLENCY THE GOVERNOR.

Commodore:  
E. W. MILLS, Esq.

Vice-Commodore:  
W. H. QUICK, Esq.

Rear-Commodore:  
MARTIN CHAPMAN, Esq.

Secretary:  
MR. A. G. JOHNSON.

Hon. Treasurer:  
MR. M. LAING.

Committee:

MR. G. MEE.	MR. A. S. BISS.
" J. R. GIBBONS.	" A. DIXON.
MR. A. E. DEAN.	

# RULES

OF THE

## Port Nicholson Yacht Club.

---

### TITLE.

I. That the Club be entitled "THE PORT NICHOLSON YACHT CLUB," and its objects shall be the encouragement of yacht building and yacht sailing.

### OFFICERS.

II. That the officers of the Club shall consist of a Commodore Vice-Commodore, Rear-Commodore, Treasurer, and Secretary, to 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. At the same time, two Auditors and a Timekeeper shall be elected; the former not to be members of the Committee.

### COMMITTEE.

III. That there shall be a Committee, consisting of the Commodore, Vice-Commodore, Rear-Commodore, Treasurer, Secretary, and five 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, and five shall form a quorum.

### POWERS OF 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 of new 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 Club.

### HANDICAPPER.

V. That at the annual meeting a Handicapper shall be appointed, whose duty it shall be to handicap all yachts for Club races.

## SUBSCRIPTION.

VI. That the annual subscription be 10s. 6d., which shall be paid before the ballot, to be returned, however, should the proposed member not be elected.

## ANNUAL SUBSCRIPTION, WHEN DUE.

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

## UNPAID SUBSCRIPTIONS.

VIII. 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. No member whose subscription is in arrear shall be entitled to vote at any meeting of the Club.

## 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. That at such ballot one blackball in three shall exclude.

## SPORTS PROTECTION ASSOCIATION.

X. That this Club being affiliated to the Sports Protection Association, the rules of such association, so far as they apply to the suspension of members, shall be enforced.

## MEMBER WITHDRAWING, &amp;c.

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.

## ANNUAL MEETINGS.

XII. That an annual meeting be held in the month of October, at such time and place as the Committee may from time to time appoint.

## GENERAL 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.

## TREASURER'S REPORT.

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.

## QUORUM.

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

## CHAIRMAN.

XVI. That at all annual meetings the chair shall be taken by the senior officer present, and in the absence of any officer the meeting shall elect a 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 Timekeeper 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, &c., signed by the Vice-Commodore, or other officer appointed for the purpose, 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 Club shall also have power to elect honorary and life 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.

## MEASUREMENTS OF YACHTS.

XXII. That every yacht shall, previous to admission into the Club, be measured by or under the inspection of the Club's official measurers, or by 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 re-measured according to the scale then adopted.

#### EVOLUTIONS AND SAILING MATCHES.

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

#### CLUB 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.

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 rules of the Club.

#### YACHT OWNERS' ARREARS.

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.

#### ALTERATION OF RULES.

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.

#### 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 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 handicap racing purposes as the Committee shall determine.

#### RESTRICTION OF CLASS.

XXXII. A yacht, on obtaining her certificate of measurement, is restricted to the class for which she measures, and is not permitted to race in a class higher than that to which she belongs.

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.

XXXV. All yachts sailing for the Club's prizes shall have standing rigging, supported by shrouds, and carry ballast, and shall be decked or half-decked.

#### REGATTA.

XXXVI. That there shall be, at least once a year, a general regatta open to all-comers. The regatta shall be advertised as under the auspices and rules of the Port Nicholson Yacht Club, and all entries shall be accepted according to, and in conformity with, the General Rules of such Club, and a receipt given on its printed Sailing Rules.

#### REGATTA COMMITTEE—ITS POWERS.

XXXVII. For the purpose of carrying out a general regatta, the Club shall have power to enlarge its General Committee, by election in the usual way, from time to time; and this General Committee shall have all the powers of the Club's standing Committee, and the appointment of officers for the regatta. At the termination of the regatta the General Committee shall be regarded as dissolved.

#### SURPLUS FROM REGATTA.

XXXVIII. All surplus funds of a public regatta are to be dealt with as the Club's Standing Committee shall determine, provided that such funds be applied only to the purpose of public Regattas.

# 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 to 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	..	..	..	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
	Has 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
CAPSIZED.	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 me	..	..	125
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
HOUR.	At what shall we start?	..	..	142
	At what shall we return?	..	..	143
JIBS.	Hoist	..	..	145
KEEP.	Your place	..	..	146
	In line	..	..	147
	More way	..	..	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
LOOK.	Form double	..	..	158
	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
REACH.	I shall close	..	..	196
	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 see it out if I can ride .. .. .	207
ROPE.	Send a on board .. .. .	208
RUDDER.	I have lost my .. .. .	209
RUN FOR.	Shall we? .. .. .	210
REQUIRE.	What do you? .. .. .	213

	Set .. .. .	214
SPINNAKER.	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.	Keep on tack .. .. .	236
SHORE.	Keep more off .. .. .	237
	Will you meet me on? .. .. .	238
SPIRITS.	Have you any on board? .. .. .	239

	Send up .. .. .	240
	Send down .. .. .	241
TOPMASTS.	Set square header .. .. .	243
	Take in square header .. .. .	245
	Set jib header .. .. .	246
	Take in jib header .. .. .	247
TOPSAIL.	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 wind 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

OF THE

## PORT NICHOLSON YACHT CLUB.

I DECLARE this entry is made by me, subject to the Rules and Regulations published by the Port Nicholson Yacht Club, and the programme issued by the Committee.

Signature of Entrant.....

Recd. by	Name.	Name or No. of Race.	Name of Boat.	Distinguishing Flag.	Amt.

### RULE 1.—MANAGEMENT OF MATCHES.

All races, and all yachts sailing therein, shall be under the direction of the sailing committee. All matters shall be subject to their approval and control; and all doubts, questions, and disputes which may arise shall be subject to their decision. The Committee's decision shall be based upon these rules so far as they will apply; but as no rules can be devised capable of meeting every incident and accident of sailing, the sailing committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing and superior speed and skill. The decisions of the sailing committee shall be final, unless they think fit, on the

application of the parties interested, or otherwise, to refer the questions at issue for the decision of the council of the Yacht Racing Association. No member of the sailing committee or council shall take part in the discussion or decision upon any disputed question in which he is directly interested. The sailing committee, or any officer appointed to take charge for the day, shall award the prizes, subject to Rule 29. If any yacht be disqualified, the next in order shall be awarded the prize.

### RULE 2.—POSTPONEMENT OF RACES.

The sailing committee, or officer in charge for the day, shall have power to postpone any race, should unfavourable weather render such a course desirable. Letter N of the Commercial Code hoisted over the flag which denotes the race shall be the signal that a race has been postponed.

### RULE 3.—MEASUREMENT FOR RATING.

The rating of every yacht entered to sail in a race shall be ascertained by multiplying the sail area in square feet (as found in the manner hereinafter enjoined) by the length in feet on the load water-line, and dividing the product by 6,000. The quotient shall be the rating, and any fraction of or exceeding .01 shall count as 1, except when the rating does not exceed 10 (see Rule 4). 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 the rule, be added to the length taken as stated; and pieces of any form cut out of the stem, sternpost, or fair line of the ridge of the counter, with the intention of shortening the load water-line, shall not be allowed for in measurement of length, if at or immediately below the load line, nor above if within 6in. of the water level.

The sail area shall be found as follows :—

#### MAINSAIL (FIGURE A).

A.—Measured from the top of the boom (over the pin for outhaul sheave) to the gaff under the pin of the topsail sheet sheave, provided the peak cringle of the mainsail does not extend beyond the

pin. In the case of the yacht having no topsail, or of the peak cringle extending beyond the pin of the topsail sheet sheave, then the measurement to be taken to the peak lacing hole.

B.—Perpendicular to A, measured to under side of gaff close in to the mast.

C.—Measured from top of boom over the pin of the sheave for out-haul to under side of gaff close in to the mast.

D.—Perpendicular to C, measured in to the mast, in a line with the top of the boom, or to tack cringle of mainsail, if below top of boom.

#### YARD TOPSAIL.

E.—Measured from upper side of gaff, close in to the mast, to pin of sheave for topsail sheet, or to lacing hole in jackyard.

F.—Perpendicular to E, measured to lacing hole in yard.

G.—Measured from lacing hole to lacing hole in yard.

H.—Perpendicular to G, measured to pin of sheave for topsail sheet in gaff, or to lacing hole in jackyard.

#### JIB HEADER.

K.—Measured from top of gaff, close in to the mast, to pin of halyard sheave in topmast.

L.—Perpendicular to K, measured to pin of topsail sheet sheave in gaff, or to lacing hole in jackyard.

#### HEAD SAILS.

I.—Measured from the main boom gooseneck to the shoulder of topmast.

J.—Measured from the fore side of the mast to top of crane iron on bowsprit end where cut by line of topmast stay.

In all cases, if the distance from the centre fore and aft line of the mast to the outer end of spinnaker boom (when shipped in its place and square to the keel) exceeds the distance from the fore side of the mast to the crane iron on the bowsprit end (where cut by the line of topmast stay), the excess shall be added to the base of the triangle formed by the head sails; and the area of the head sail to be computed accordingly.

In the case of a yacht having no head sail, but carrying a spinnaker, the area for head sail shall be computed from the length of spinnaker boom and the height from main boom gooseneck to shoulder of topmast, or highest pin in sheave of polemast, as provided for in this rule.

The length of head stick or head yard to spinnaker shall not exceed one-twentieth the length of spinnaker boom. Foot yards not allowed on spinnakers.

In the case of a yacht carrying a square sail, or square topsail, or raffee (together or separately), the actual area of the same shall be computed; and if such area exceed the area of the fore triangle, the excess shall be used in the total area for determining the rating.

Jib topsail and Spinnaker, &c., are included in head sails.

#### POLE MAST HEAD SAIL.

I.—Measured from the main boom gooseneck to the pin of the highest sheave in or on the pole or to any block secured to the pole, and used in either case for head sails or spinnaker.

J.—Measured from the fore side of the mast to the crane iron or bowsprit end where cut by line of topmast stay.

#### LUG SAILS WITH HEAD SAILS.

In the case of a lug sail, standing lug sail, or balance lug sail being carried, the actual area of the same shall be computed; and if head sail be also carried, the measurements for computing the area of the same shall be taken from fore side of mast, &c., in accordance with the method provided in the rule for head sails.

#### FORESAIL OF SCHOONERS.

A.—Measured from fore side of mainmast (in a line with main boom gooseneck) to gaff, under the pin of topsail sheet sheave.

B.—Perpendicular to A, measured to under side of gaff, close in to the mast.

C.—Measured from fore side of mainmast (in a line with main boom gooseneck) to gaff close in to the mast.

D.—Perpendicular to C, measured in to the mast in a line with the top of the fore boom or tack cringle.

#### AREA OF MAINSAIL.

To find the area of the mainsail, multiply A by B and C by D, and add the two products together and divide by 2.

#### AREA OF YARD TOPSAIL.

To find the area of yard topsail, multiply E by F and G by H, and add the two products together and divide by 2.

#### AREA OF JIB HEADER.

To find the area of jib header, multiply K by L and divide the product by 2.

#### AREA OF HEAD SAILS.

To find the area of head sails, jib topsail, or spinnaker, multiply I by J, and divide by 2.

#### AREA OF POLE MAST HEAD SAILS.

To find the area of head sail, for pole mast, multiply I by J, and divide by 2.

#### AREA OF SCHOONER'S AND YAWL'S SAILS.

The area of a schooner's sail or a yawl's sail would similarly be found; in the case of a yawl having a lug mizen, the lacing-holes in the yard would be taken as the upper boundaries.

In cases of disputed measurement, or if the necessary measurement cannot be obtained from the sailmaker, the sails can be measured in the manner following: Take the length of boom from mast to pin of sheave for outhaul, and length of gaff from mast to pin of topsail sheet sheave or lacing-hole, as the case may require; then hoist the sail with the tack fast, and set the peak and luff up taut, and let go the topping lifts, so that the weight of the boom comes on the leach of the sail. With a line and tape measure the leach and luff and the diagonal C. For the head sail measure the height from the boom gooseneck to shoulder of topmast, and the distance from fore side of mast to crane iron on bowsprit where cut by line of topmast stay. For topsail, the sail would be hoisted, and marked in a line with the gaff; then lowered, and the other

dimensions taken. From the measurements so taken a sail plan would be made, and the areas calculated as described.

If, from any peculiarity in the construction of a yacht, or other cause, the measurer shall be of opinion that this rule will not measure the yacht fairly, he shall report the circumstances to the Council or Sailing Committee, who, after making such inquiries as they consider necessary, shall award a certificate of rating accordingly.

The certificate of rating of the Yacht Racing Association shall not be granted to any yacht until her hull and spars have been measured by the Official Measurer; and such certificate of rating shall only be deemed a yacht's true rating for racing so long as her load water-line, spars, or sails remain unaltered; and if any alteration be made in the load water-line, spars, or sails of a yacht, her owner shall give notice thereof to the Secretary of the Yacht Racing Association, in order that the yacht or her spars or sails may be re-measured if necessary; and a certificate of rating shall be held by every yacht starting in a match, unless the Sailing Committee specially decide that they may be dispensed with; and in the event of any dispute as to the rating of any yacht so exempted, she or her sails shall be measured by the Official Measurer before she can be entitled to any prize.

#### RULE 4.—TIME ALLOWANCE—SHORTENING COURSE.

Time shall be allowed on arrival for difference in rating, according to the annexed scale, increased or decreased in proportion to the length of different courses. In all cases where time has to be allowed for difference of rating in the classes of 10 rating and under, it shall be computed by the rating and tenths of the rating.

The Committee shall have power to shorten the course during any race. If it is decided 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 allowance shall be reduced in proportion.

#### RULE 5.—ENTRIES—RIG AND CLASSES—POST ENTRIES—RE-SAILED MATCHES.

Entries shall be made with the Secretary at least forty-eight 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. A Sailing Committee may, if they consider it expedient, refuse any entry.

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. Entries are accepted subject to the general rules of the Port Nicholson Yacht Club; and in any dispute the declaration must be produced.

#### RULE 6.—OWNERSHIP—HIRED YACHTS.

Each yacht entered for a race must be the *bonâ fide* property of the person or persons in whose name or names she is entered.

A yacht whilst let on hire shall not be allowed to compete under these rules.

#### RULE 7.—RIGHT OF ENTERING MORE THAN ONE YACHT.

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 (see Rule 5).

#### RULE 8.—CENTRE-BOARDS OR SHIFTING KEELS.

Centre-board boats may enter and use their centre-boards as the sailing master may direct.

#### RULE 9.—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, if required by the Committee, 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 \_\_\_\_\_

**RULE 10.—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.

**RULE 11.—INSTRUCTIONS, MARKS, &c.**

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 number shall be exhibited as soon as conveniently may be as a recall, and kept displayed until the said yacht shall have either returned and re-crossed the line to the satisfaction of the sailing committee, or have given up the race. [The numbers to be in white on a black ground, and the figures not less than 2ft. 6in. in height.]

**RULE 12.—CLASSIFICATION AND CREW.**

That the classification of yachts shall be as follows:—

Yachts 5 rating and over	..	First Class.
„ 2½ rating and under 5	..	Second Class.
„ under 2½ rating	..	Third Class.

And that the number of crew allowed to be carried in a race shall be:—

First Class	..	..	..	Nine.
Second Class	..	..	..	Seven.
Third Class	..	..	..	Five.

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.

**RULE 13.—FITTINGS AND BALLAST.**

All yachts exceeding 5 tons shall be fitted below deck with the ordinary fittings of a yacht. The following shall apply to all yachts: 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. Each yacht shall carry at least one life buoy on deck ready for use.

**RULE 14.—STARTING—INTERVAL BETWEEN MATCHES, &c.**

The yachts shall start from moorings, anchors, or under way, as directed by the sailing committee. Before starting one of the following flags of the Commercial 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 stations for the start with headsails down, or all sails down as the sailing committee may direct; or in case the start be a flying one, to approach the starting line, viz.:—

B	of the Commercial Code for the yachts of the 1st race
C	„ „ „ „ 2nd „
D	„ „ „ „ 3rd „
F	„ „ „ „ 4th „

and so on.

Five minutes before the start the preparative flag shall be lowered, a Blue Peter hoisted, and a gun fired.

After this signal, 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.

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.

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.

**RULE 15.—YACHTS MEETING SO AS TO INVOLVE RISK OF COLLISION.**

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.) A yacht which is running free shall keep out of the way of a yacht which is close-hauled.
- (b.) 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.
- (c.) 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.
- (d.) 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.
- (e.) A yacht which has the wind aft shall keep out of the way of the other yacht.

**RULE 16.—ROUNDING MARKS.**

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 ahead 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.

**RULE 17.—OBSTRUCTION TO THE 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 the leeward yacht; provided always that an overlap has been established before an obstruction is actually reached.

**RULE 18.—OVERTAKING YACHTS—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 of the yacht she has overtaken.

**RULE 19.—REQUIRING A YACHT TO TACK WHEN APPROACHING A SHORE OR OTHER OBSTRUCTION CLOSE-HAULED.**

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.

**RULE 20.—RUNNING ASHORE.**

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.

**RULE 21.—FOULING MARKS—CAUSING A MARK-BOAT TO MOVE HER POSITION.**

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.

**RULE 22.—MEANS OF PROPULSION.**

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

**RULE 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, pier, or other object, or send an anchor out in a boat, except for the purpose of Rule 22.

**RULE 24.—SOUNDING.**

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

**RULE 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 endeavour to render assistance; and if it should appear that any yacht was thereby prevented winning the race, the sailing committee shall have power to order it to be re-sailed between any yacht or yachts so prevented and the actual winner (see Rule 13).

**RULE 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. The protest 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.

A committee shall also, without a protest, disqualify any yacht, should it come to their knowledge that she has committed a breach of the rules.

**RULE 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 re-sailed, or not, at the discretion of the sailing committee.

**RULE 28.—ONE YACHT ENTITLED TO SAIL OVER.**

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, unless the conditions of the race prevent a sail over.

**RULE 29.—PENALTIES FOR BREACHES OF RULES.**

Any yacht disobeying or infringing any of these rules, which shall apply to all yachts and sailing boats, whether sailing in the same or different races, shall be disqualified and from receiving any prize she would otherwise have won, her owner shall be liable for all damages arising therefrom.

Should a flagrant breach or infringement of any 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.

## NOTES ON FOREGOING RULES.

---

### NOTE ON RULE 3.

The Yacht Racing Association manner of taking length of water-line is as follows:—The length is taken “over all” by a couple of rods or a steel tape. The overhang forward and aft is then taken, and subtracted from the length over all. The overhang is thus taken (see Figure B): A plumb-line is dropped over the taffrail at the centre, and a rod is then floated into the edge of the sternpost at the load line. The length is taken to the edge of the groove for the rule joint in the sternpost, as indicated by the arrow, and not to the hollow of the groove.

### NOTES ON RULE 5.

Many a time an owner has been disappointed in sailing because his entry arrived too late, and he should recollect that by the Yacht Racing Association rules a yacht must be entered for a match at *least* forty-eight hours before noon of the day appointed for starting the race. But a club may take as much *longer* time as they may consider necessary; therefore the dates for the closing of entries should be put in a diary. The date of closing the match should be inserted as well.

In races that are ordered to be re-sailed, from whatever cause, *all* the original entries can start, and no yacht, whether she was among the original starters or not, requires to be re-entered. The yachts, in fact, are regarded as the entries in a race which has been postponed.

If a yacht commits a breach of the sailing rules in a race which is unfinished, no action can be taken under the alleged cause for protest; and should the race be re-sailed, the breach of sailing rules is practically considered as not having taken place, and the offending yacht starts on exactly the same terms as the others, and can win the prize, providing, of course, no breach of the rules occurs during the re-sailed race.

### NOTES ON RULE 11.

Sailing Committees should be very clear in the instructions they issue as to the manner of starting, and the marks in the course; and in no case should verbal instructions be given, nor should verbal alterations be made to written instructions.

A Sailing Committee can, however, if they so choose, issue verbal alterations to instructions; but such verbal alterations, the same as all other alterations, should be clearly made known to the person in charge of *every* competing yacht in the race, otherwise a yacht which

had not been made acquainted with the alterations, but had fulfilled the original instructions, could claim the prize; so also could the yacht that won the prize by fulfilling the altered instructions. As mistakes in issuing instructions are usually the result of a simple misunderstanding, the fairest way is to pronounce the race void, and order it to be re-sailed.

A Secretary, acting under the direction of the Committee or flag officers, can deliver verbal alterations or instructions; but such alterations or instructions would render a race void, or cause the yacht or yachts acting upon such verbal alterations or instructions to be disqualified under protest, if it were proved that the Secretary had acted without authority or direction from the Flag Officers or Sailing Committee.

### NOTES ON RULE 16.

In this rule it is enjoined that the signal flag (of the Merchant Shipping Code) denoting the race shall be hoisted a quarter of an hour before the signal to start is made. This is sometimes supposed to mean that there must be a separate quarter of an hour between each race. This, however, is not the case; and so long as a signal flag for a race is hoisted a quarter of an hour before the time appointed for the race to be started, the rule will have been complied with. This may be of great importance at some regattas where several matches are to be sailed.

The flag denoting the race *must* be hoisted for ten minutes before the time set down for the start, and then pulled down, so that the Blue Peter may be hoisted for the remaining five minutes; but, as before said, there may be *any* interval between distinct matches which a Committee may find convenient; or the matches may be started altogether if their quarter of an hour flags were hoisted together. To start several matches together, however, would be dire confusion, and a suitable interval should be chosen.

SCALE OF ALLOWANCES FOR DIFFERENCES  
OF RATING.

Rating.	Allowance in Seconds per Knot.	Rating.	Allowance in Seconds per Knot.
1	0-00	21	164-18
2	46-79	22	166-02
3	71-06	23	167-76
4	87-29	24	169-41
5	99-00	25	170-97
6	108-34	26	172-45
7	116-08	27	173-85
8	122-54	28	175-18
9	128-05	29	176-45
10	132-90	30	177-67
11	137-23	31	178-85
12	141-12	32	180-00
13	144-62	33	181-11
14	147-78	34	182-18
15	150-65	35	183-21
16	153-28	36	184-21
17	155-72	37	185-17
18	158-02	38	186-10
19	160-19	39	187-00
20	162-24	40	187-87

TIME SCALE FOR DIFFERENCES OF RATING  
ADVANCING BY TENTHS.

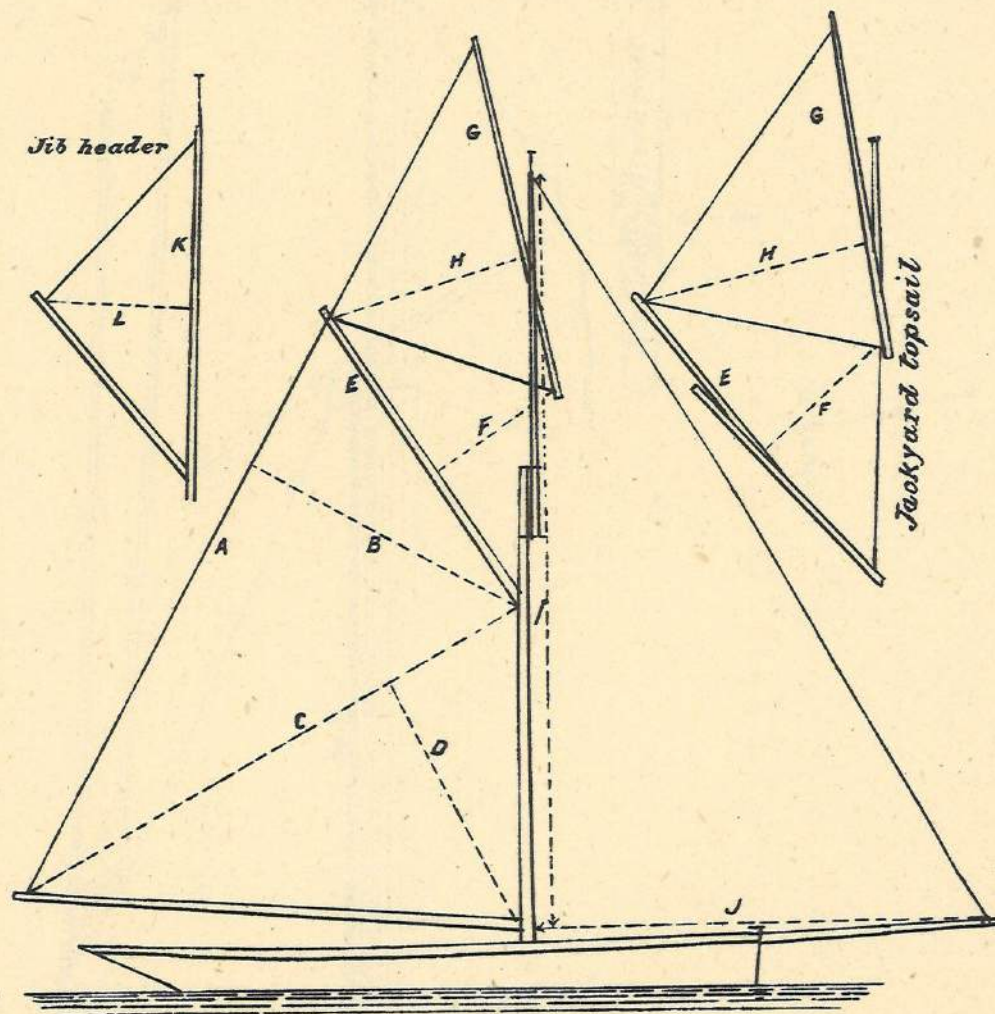
Rating by Tenths.	Time in Seconds per Knot.	Rating by Tenths.	Time in Seconds per Knot.
1-1	6-71	3-3	76-61
1-2	12-85	3-4	78-30
1-3	18-40	3-5	79-94
1-4	23-47	3-6	81-53
1-5	28-13	3-7	83-06
1-6	32-44	3-8	84-53
1-7	36-44	3-9	85-94
1-8	40-18	4-0	87-29
1-9	43-59	4-1	88-61
2-0	46-79	4-2	89-89
2-1	49-78	4-3	91-11
2-2	52-62	4-4	92-29
2-3	55-31	4-5	93-44
2-4	57-87	4-6	94-57
2-5	60-31	4-7	95-69
2-6	62-64	4-8	96-80
2-7	64-87	4-9	97-91
2-8	67-01	5-0	99-00
2-9	69-07	5-1	100-05
3-0	71-06	5-2	101-07
3-1	72-98	5-3	102-06
3-2	74-83	5-4	103-02



TIME SCALE FOR DIFFERENCES OF RATING  
ADVANCING BY TENTHS—*continued.*

Rating by Tenths.	Time in Seconds per Knot.	Rating by Tenths.	Time in Seconds per Knot.
5.5	103.95	7.8	121.30
5.6	104.85	7.9	121.93
5.7	105.73	8.0	122.54
5.8	106.69	8.1	123.14
5.9	107.53	8.2	123.70
6.0	108.34	8.3	124.27
6.1	109.14	8.4	124.84
6.2	109.93	8.5	125.40
6.3	110.71	8.6	125.96
6.4	111.49	8.7	126.50
6.5	112.26	8.8	127.05
6.6	113.03	8.9	127.57
6.7	113.80	9.0	128.05
6.8	114.59	9.1	128.54
6.9	115.36	9.2	129.02
7.0	116.08	9.3	129.52
7.1	116.78	9.4	130.00
7.2	117.45	9.5	130.50
7.3	118.11	9.6	131.00
7.4	118.76	9.7	131.48
7.5	119.40	9.8	131.96
7.6	120.03	9.9	132.43
7.7	120.66	10.0	132.90

FIGURE A.



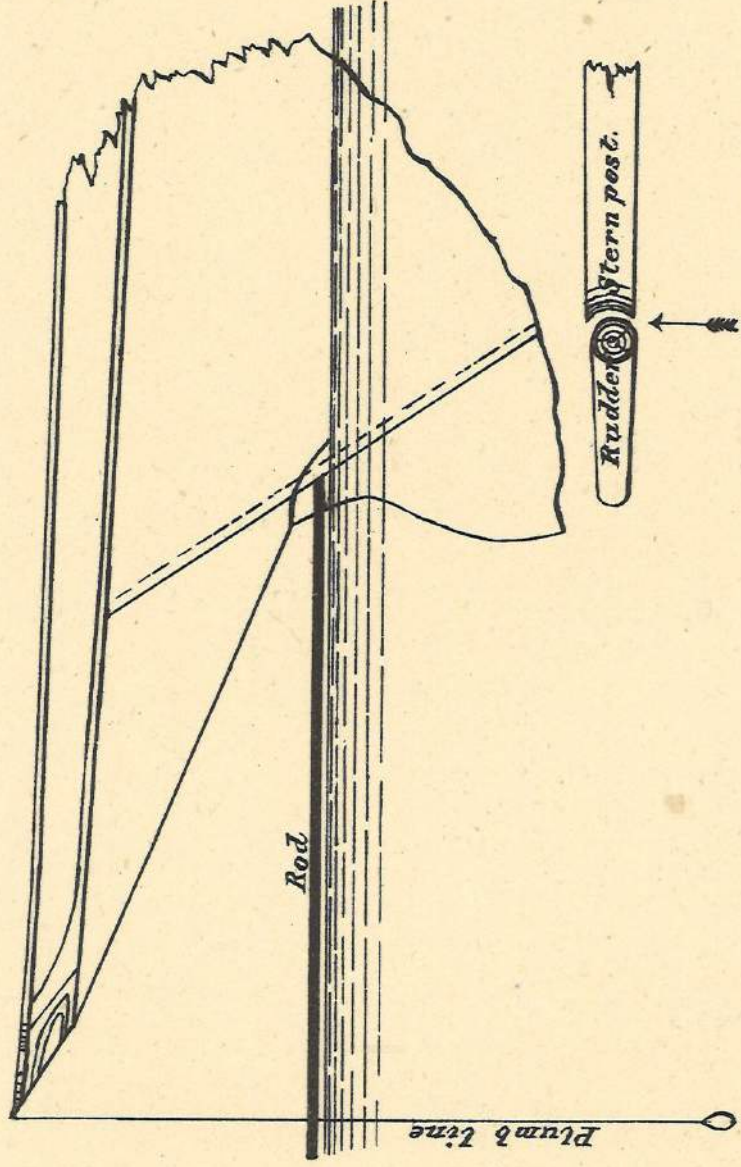


FIGURE B.