

ESTABLISHED 1883.

SAILING RULES

OF THE

Port Nicholson Yacht Club

WELLINGTON, N.Z.



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1905

SAILING RULES
OF THE
PORT NICHOLSON
YACHT CLUB.

— 1905. —

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HIS EXCELLENCY THE GOVERNOR.

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Rear-Commodore:
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MR. FRED. C. TURNBULL.

Hon. Treasurer:
MR. JOHN L. SWAN.

Committee:
MR. W. JACKSON. MR. JNO. McLEAN.
MR. W. B. MISSEN. MR. W. HOLMES.
MR. L. JONES.

SAILING RULES

OF THE

Port Nicholson Yacht Club.

DECLARATION OF ENTRY.

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.....

Rec. by	Name	Name or No. of Race.	Name of Boat.	Distinguis- hing Flag.	Amt.	Rating.	Recall Flag.

Management of Matches.

I. All races, and all yachts sailing therein, shall be under the direction of the Sailing Committee, who shall report to the General Committee, or a Sub-Committee appointed by them. 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, and subject to Rule XXIII. The Committee's decision shall be based upon these Rules as far as they will apply; but as no Rules can be devised capable of meeting every incident and accident of sailing, the 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 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 of England, whose decision shall be final. Any such reference, if made on the application of any party interested, must be accompanied by the necessary fees, in accordance with the Rules of the Yacht Racing Association. No Member of the Committee shall take part in the discussion or decision upon any disputed question in which he is directly or indirectly interested. If any yacht be disqualified, the next in order shall be awarded the prize.

Postponement of Races.

II. The sub-committee 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 in a conspicuous place shall be the signal that all races have been postponed.

Measurement for Rating.

III. 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 $\cdot 01$ 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, stern-post, 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 top-sail, 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 outhaul 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 deck at the fore side of the mast to where the line of the luff of the foremast head-sail when extended cuts such perpendicular.

J.—Measured from the fore side of mast to where the line of luff of foremost head-sail cuts the bowsprit, other spar, or hull.

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 the forestay), 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 highest pin in sheave of pole mast, 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 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.

Spinnakers, etc., are included in the 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 HEADSAILS.

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, etc., in accordance with the method provided in the rule for head sails. To compute the area bound by the round in the head of a lug sail (leech, luff, etc., if extended by battens) multiply the base by two-thirds of the perpendicular.

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.

The rating of schooners and yawls to be reckoned for time allowance as follows, viz.: schooners at 0.85, and yawls at 0.92

of their actual rating; provided that in case of a yawl her mainsail does not exceed .37 of her total sail area, and that her mizen is not less than .06 of her total sail area. In the case of a pole-masted yawl, her mainsail shall not exceed .46 of her total sail area, and her mizen shall not be less than .075 of her total sail area. In schooners the foreside of the mainmast shall at the deck be not further forward than the middle of the rating length.

Ketches and luggers shall be reckoned for time allowance at 0.85 of their rating; provided that in a ketch the distance between the masts does not exceed half the rating length of the yacht, and that the smaller sail is carried aft. In the case of a lugger, to be entitled to the rig allowance the yacht must have two or more masts, and the after, or the middle mast at the deck, must not be forward of the middle of the rating length, and in the case of a two-masted lugger, if the area of the after lug be less than half the area of the main lug, she will be rated as a yawl.

In calculating the deduction for difference of rig, the rating by certificate to the exact fraction must be used. The time allowance to be calculated from each yacht's reduced rating; but schooners, ketches, luggers and yawls shall not be allowed to enter by their reduced rating in a class race.

In races for mixed rigs, the time allowances between yachts of the same rig must be calculated on each yacht's reduced rating.

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 deck 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 Committee, who, after making such inquiries as they consider necessary, shall award a certificate of rating accordingly.

Time Allowance—Shortening Course.

IV. 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 Sub-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 shall show that the race is to finish with the round about to be completed, and the time allowance shall be reduced in proportion.

Entries—Re-Sailed Matches.

V. Entries shall be made with the Secretary at least thirty-six 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 provisions as to Sundays. The 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.

There shall be two entries or no race, and three entries or no second prize.

Ownership—Hired Yachts.

VI. 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.

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

Right of Entering More Than One Yacht.

VII. 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).

Centre-Boards or Shifting Keels.

VIII. Centre board boats must have their centre boards sealed in such position as the sailing master may direct, excluding first, second, and third-class yachts. It shall be the duty of the sailing committee to see that this rule is carried out.

Member on Board.

IX. 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 _____ race this day, has strictly observed the Sailing Rules and Regulations.

Date..... (Signed).....

Distinguishing Flags.

X. 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.

The starter shall not start any boat without her racing flag at the mast head.

In the case of launches, flag pole may take the place of mast for the purpose of displaying the flag.

Instructions, Marks, &c.

XI. 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 allotted a flag with the sailing directions; and should any yacht cross the line before, or be on the wrong side of the line when the signal for the start has been made, her distinguishing flag shall be exhibited as soon as may be convenient as a recall, and kept displayed until the said yacht shall have either returned and re-crossed the line to the satisfaction of the Sub-Committee, or have given up the race.

Classification and Crew.

XII. The classification of yachts shall be as follows:

- Yachts 5 rating and over—First Class.
- Yachts 2½ rating and under 5—Second Class.
- Yachts 1 rating and under 2½—Third Class.
- And decked yachts under 25ft.—Linear Rating.
- Patiki class, rating 1½ and under 1—Length and sail area rule.
- Half decked boats over 14 feet—In Length.
- Oil and steam launches—12 brake horse power and under.
- Open boats not exceeding 10ft.—In Length over all (skin measurement).

The number of crew allowed to be carried in a race shall be :—

First Class	..	..	..	Nine.
Second Class	..	..	..	Seven.
Third Class	..	..	..	Five.
Patiki	..	..	..	Four.
14ft. boats and over	..	..	..	Four.
10ft. boats	..	..	..	Two.

Fittings and Ballast.

XIII. 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 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. The Committee shall cause the ballast of any yacht to be sealed on the written application of any competitor in the same 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.

Starting—Interval between Matches, &c.

XIV. The yachts shall start from moorings, anchors, or under way, as directed by the Sub-Committee. Before starting, a flag with number of race shall be hoisted, as a preparative flag for the yachts of each successive race.

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

After this signal, the yachts in the race shall be amenable to the Rules. At the expiration of the five minutes *exactly*, the Blue Peter shall be hauled down and a gun fired as a signal to start.

In a start, if any yacht, or any part of her hull, spars, or other equipment be on, or across, the starting 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.

Yachts Meeting so as to Involve Risk of Collision.

XV. 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 :—

(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 star-board 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.

Rounding Marks.

XVI. 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.

Obstruction to the Sea Room.

XVII. 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.

An overlap has been established when the overtaking boat has no longer a free choice on which side she will pass the other, and continues to exist as long as the leeward boat by luffing, and the weather boat by bearing away, is in danger of fouling.

Overtaking Yachts—Luffing and Bearing Away.

XVIII. 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.

Requiring a Yacht to Tack when Approaching a Shore or other Obstruction when Close-Hauled.

XIX. 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.

Running Ashore.

XX. 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.

Fouling Marks—Causing a Mark-Boat to Move Her Position.

XXI. 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.

Means of Propulsion.

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

Anchoring.

XXIII. 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 20.

Sounding.

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

Man Overboard.

XXV. In the 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).

Protests.

XXVI. 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 48 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. All protests to be accompanied by the sum of 10/-, to be forfeited if protest is deemed frivolous.

Removal of Flag Boat.

XXVII. Should any flag vessel or other mark be removed from its proper position, either by accident or design, the race shall be re-sailed.

One Yacht Entitled to Sail Over.

XXVIII. When a cash prize has been offered for competition, any yacht duly entered shall be allowed to sail over the course, and be entitled to half the money prize, and accompanying trophy (if any). Subject to Sailing Rule V.

Penalties for Breaches of Rules.

XXIX. 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 from receiving any prize she would have otherwise won, and 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. The aggrieved party has the right of appeal against the decision of the Committee, subject to and under the same conditions as Club Rule XXIII.

XXX. For all sailing races in N winds the buoys used to mark the course are to be kept on Port side, and in S winds on the Starboard side of yacht when rounding.

XXXI. In the event of a shift in the wind, boats will keep the course on which they start.

XXXII. The Committee reserve the right to make deductions from the advertised prize money should funds be short.

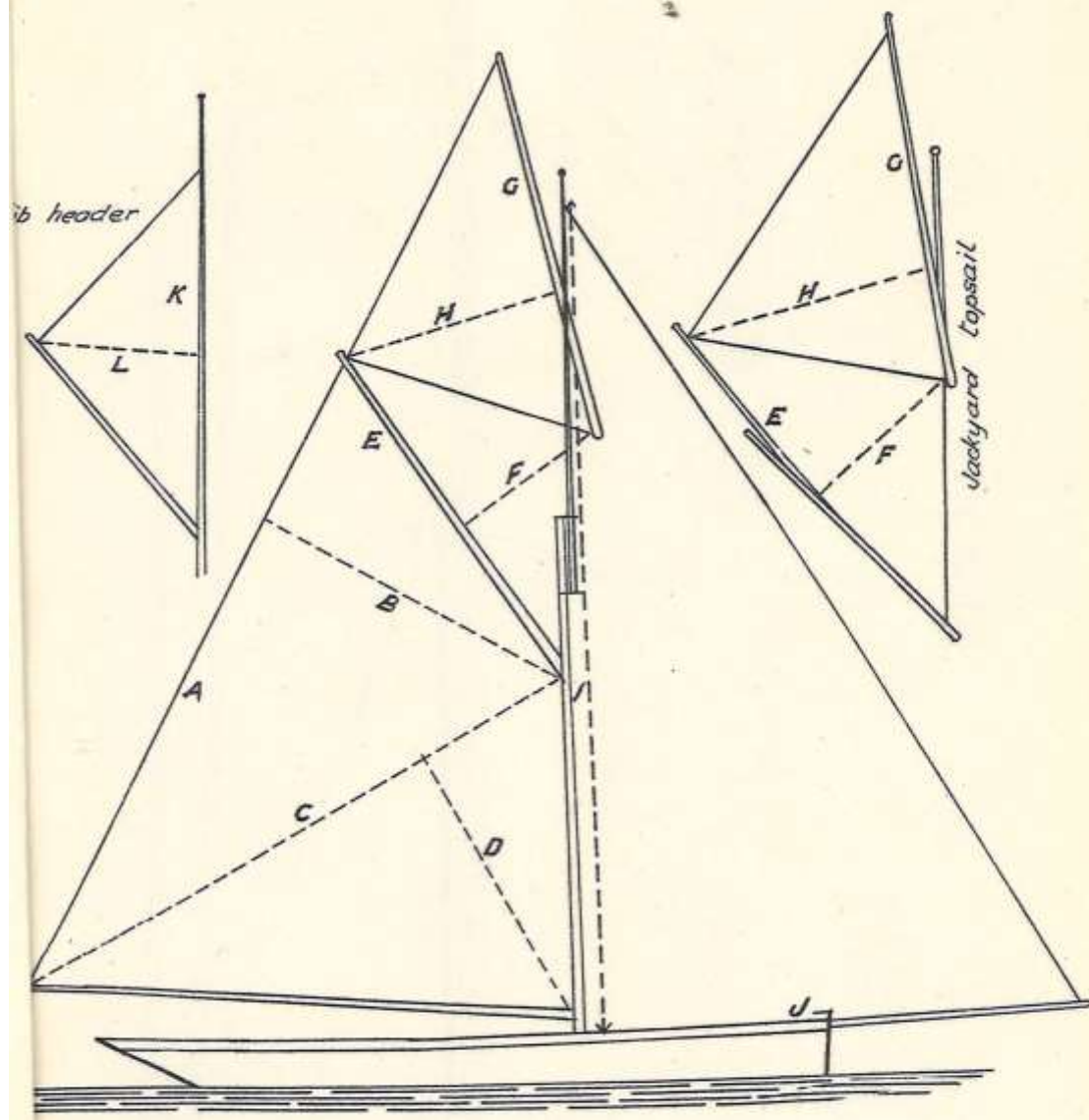
**TIME SCALE FOR DIFFERENCES OF RATING
ADVANCING BY TENTHS.**

Rating by Tenths.	Time in Seconds per Knot.	Rating by Tenths.	Time in Seconds per Knot.
1.1	6.71	5.6	104.85
1.2	12.85	5.7	105.73
1.3	18.40	5.8	106.69
1.4	23.47	5.9	107.53
1.5	28.13	6.0	108.34
1.6	32.44	6.1	109.14
1.7	36.44	6.2	109.93
1.8	40.18	6.3	110.71
1.9	43.59	6.4	111.49
2.0	46.79	6.5	112.26
2.1	49.78	6.6	113.03
2.2	52.62	6.7	113.80
2.3	55.31	6.8	114.59
2.4	57.87	6.9	115.36
2.5	60.31	7.0	116.08
2.6	62.64	7.1	116.78
2.7	64.87	7.2	117.45
2.8	67.01	7.3	118.11
2.9	69.07	7.4	118.76
3.0	71.06	7.5	119.40
3.1	72.98	7.6	120.03
3.2	74.83	7.7	120.66
3.3	76.61	7.8	121.30
3.4	78.30	7.9	121.93
3.5	79.94	8.0	122.54
3.6	81.53	8.1	123.14
3.7	83.06	8.2	123.70
3.8	84.53	8.3	124.27
3.9	85.94	8.4	124.84
4.0	87.29	8.5	125.40
4.1	88.61	8.6	125.96
4.2	89.89	8.7	126.50
4.3	91.11	8.8	127.05
4.4	92.29	8.9	127.57
4.5	93.44	9.0	128.05
4.6	94.57	9.1	128.54
4.7	95.69	9.2	129.02
4.8	96.80	9.3	129.52
4.9	97.91	9.4	130.00
5.0	99.00	9.5	130.50
5.1	100.05	9.6	131.00
5.2	101.07	9.7	131.48
5.3	102.06	9.8	131.96
5.4	103.02	9.9	132.43
5.5	103.95	10.0	132.90

**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

Figure A.



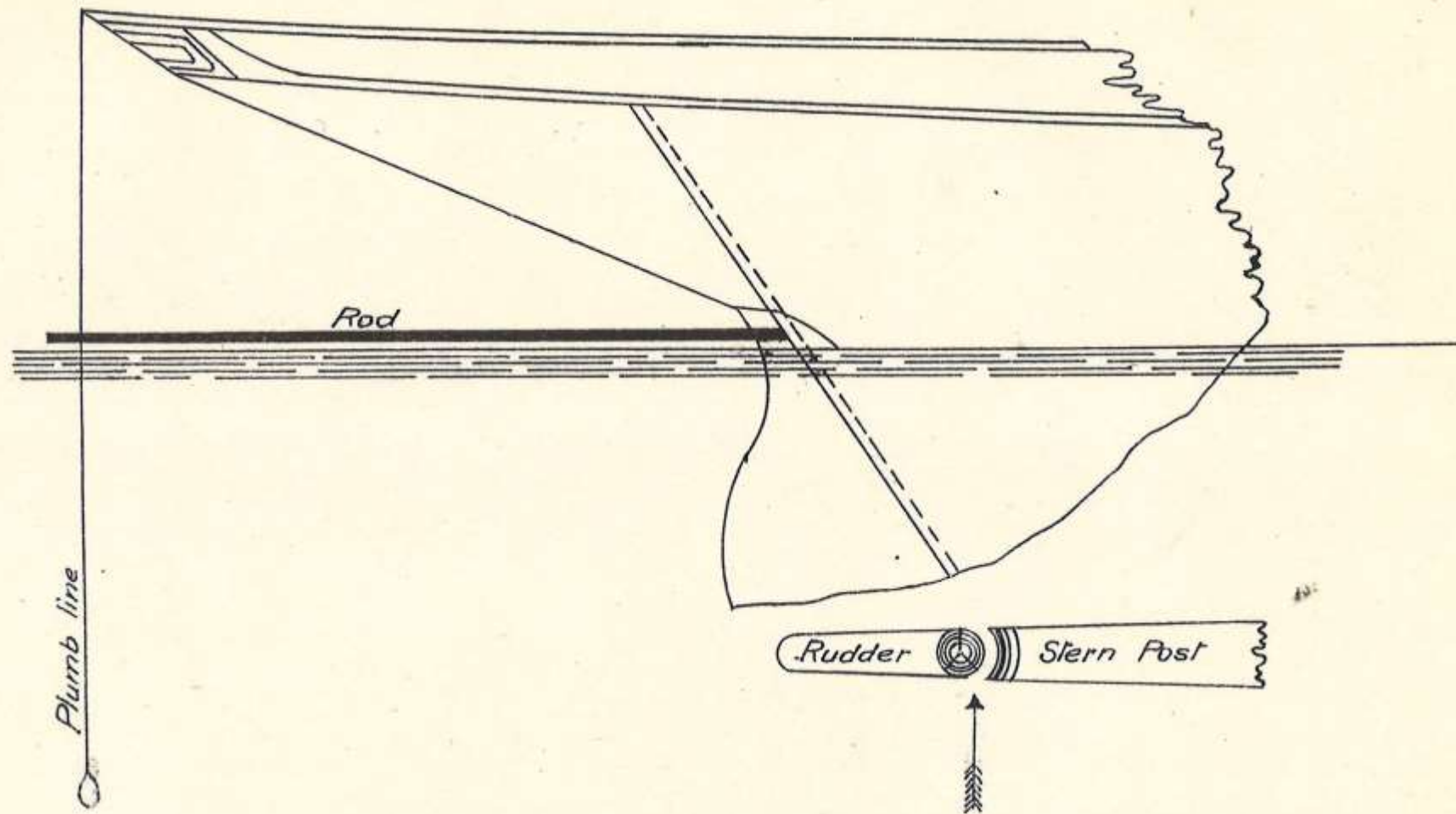


Figure B.