FISH CLASS
One Design Sloop Yachts

PRINCIPLES,
RULES and REGULATIONS

HOUSTON LAUNCH CLUB,
Houston, Texas.
EASTERN SHORE YACHT CLUB,
Mobile, Alabama.
PENSACOLA YACHT CLUB,
Pensacola, Florida.
SOUTHERN YACHT CLUB,
New Orleans, Louisiana.

MAY 1921
THE FISH CLASS.

The Fish Class yachts are keel sloops of one design, with jib and main sail, and no light sails. They are simply rigged, are safe, easily handled and comfortable.

The Class has been created:
1. To return sailing to the importance to which it is entitled in yachting in the South.
2. To develop competition between good sports.
3. To develop skill.
4. To develop self-reliance in the growing young men and young women, and to afford them a healthy sport in which they may accomplish this object.
5. To afford clubs a means to develop new sailors. Each club is required, whenever possible, to provide instruction for sons and daughters of members, for member, wife or sister by proper sailing instructor at rates and under conditions to be fixed by the Fish Class Committee.

The class was originated by the Southern Yacht Club, through its One Design Committee, later named the Fish Class Committee.
The first steps towards the creation of this class were taken in 1913.

In 1918 the Fish Class Committee developed a design which was considered satisfactory, and this design was checked by a competent naval architect.

The Southern Yacht Club in 1919 authorized six yachts. In 1920 it authorized six more yachts, and the Pensacola Yacht Club of Pensacola, Florida, authorized three yachts in 1920. Other important clubs on the Gulf Coast are expected to join.

The Class has been called the "Fish Class", because the yachts have been named after fish of the Southern waters.

**Construction of Yachts:**

All yachts for this Class shall be constructed under the direction and supervision of the Lipton Fish Class Committee, and in strict accordance with the design and specifications of this Class.
PRINCIPLES OF THE CLASS.

To voluntarily acknowledge errors and fouls without suggestion and to be prepared to cheerfully accept penalties.

To have no desire to win except by skill and good sportsmanship.

To realize that the contests are in the interest of sport and that they are not business propositions.

To have no excuses to make if unsuccessful.

To be prepared to, and to congratulate successful competitors.

To expect all rules to be enforced rigidly and without favor and to accept the decisions of the committee in charge, whether official or semi-official and to appeal only if decisions should be warranted, in which case appeal shall be made in a friendly way to the Board of Appeals and the decisions of that Board shall be accepted cheerfully and without complaint.

To use the Yachts and equipment with better care than if private property.
CONTROL

Interpretation:

The Fish Class Committee and the Fish Class Board of Appeals shall define and interpret all rules and regulations of this class and render decisions, and the decision of the Board of Appeals shall be final.

Disqualifications—Fines—Suspensions—Expulsions:

The Committee shall have the power to disqualify any person or persons or any yacht or yachts violating any rule or regulation in spirit or otherwise and shall have the power to fix penalties, suspensions or expulsions from use of Fish Class yachts and to assess fines. The Committee shall also have the power to recommend expulsion from the Club of which the offender is a member.

Fines shall be payable to the proper Fish Class Account and collectable subject to due bill rules and regulations.

Appeals:

Appeals from decisions of the Fish Class Committee may be made to the Fish Class Board of Appeals, upon payment of a fee of Five Dollars, which
shall go to the account of the Fish Class. If the decision of the Fish Class Committee is not sustained, the fee shall be returned to the appellant.

**Interested Parties:**

Members of any committees, boards, etc., interested in any questions under consideration shall not serve, act, nor be present while such questions are being considered.

**Spirit and Application**

Of rules and regulations shall be rigid and without favor.

**Committee:**

Wherever the word "Committee" is used, reference is to the Fish Class Committee.

**Absence of Rules:**

In the absence of rules properly covering any question the committee shall render decision as in their judgment seems proper.

**GENERAL**

**Hulls:**

Hulls shall be painted as per drawings and specifications, and no other substance of any character shall be used
on the hulls, either above or under the water, such as grease, graphite or any other material.

**Hauling Out:**

The yachts shall not be hauled out oftener than once in every thirty days, except to repair damages, and must be in the water and floating at normal water line more than forty-eight hours previous to any scheduled race, unless accidents necessitate such hauling out within this time, in which case the committee may permit such hauling out.

**Ballast:**

None allowed except crew. Outboards or other appliances are prohibited.

**Equipment:**

The equipment of each yacht shall consist of one life preserver for each person aboard, an anchor and a cable, as covered in these rules; a bailing pot or bucket and a large sponge, one oar, (not a pair), six feet in length.

**Anchor and Cable:**

Every yacht at all times racing or otherwise must carry an anchor and cable, said anchor to be a minimum of twenty pounds and a maximum of forty pounds, with not less than seventy-five
feet of cable of not less than five-eighths of an inch diameter.

**Life Preservers:**

A yacht must carry one life preserver for each member of the crew or party aboard.

**Courses:**

The number of rounds and courses to be sailed shall be fixed by the committee.

**Dates and Time of Races**

Shall be fixed by the Committee.

**Length of Season:**

All the year, if possible.

**Fishing; or Bathing:**

Not allowed.

**Reefing:**

To be decided before start of race by Committee in charge.

All yachts to race with not more sail area than that fixed by the Committee. Reefing for yachts hired shall be regulated by Committee member or members present, club manager or yacht keeper.

**Damages:**

In case of damages the renter racing or otherwise shall pay up to $10.00. In case of damages above $10.00 the renter shall pay $10.00 plus one-half the excess above that sum, and the Fish Class Account shall assume the other half, in the
interest of the sport, unless the damage has been due to flagrant carelessness or intention, in which case the renter shall pay the full amount.

**Rotation of Races**

Shall be fixed by the Committee, and schedules shall be announced at as early a date as possible.

**Sails:**

Damaged sails shall not be used as regular equipment of yachts, except when repair or damage is minor in degree in the judgment of the Committee.

**Handicaps:**

There shall be no handicaps.

**Legal Action:**

Any person engaging a Fish Class Yacht for races, or for any other purpose, hereby binds and obligates himself or herself, to accept the decision of the Fish Class Committee subject to appeal to the Fish Class Board of Appeals as final and conclusive, and thereby waives any right to resort to legal action, in any manner whatsoever.

**Allotment of Yachts:**

Shall be made at time fixed by Committee to skippers present before the holding of all races, and shall be by lot or drawing of numbers. Should
any skipper be absent, applicants on hand may take the place of absent skip- 
per or skippers. Members of crews can-
not draw for absent skippers.

Adjustments:

All yachts must be sailed without change of any adjustment, except as to 
halyards, reeving of sheets and stretch-
ing of sails. In stretching sails they shall not be strained, and in the event of damage, the person using the yacht shall be responsible for replacement or repair. Changing adjustment of stays prohibited.

Propulsion:

No means of propulsion except the force of wind upon the sails is allowed. Skulling, paddling or any other means is a foul and shall disqualify the yacht.

Amateur:

An amateur in yachting shall be one who participates for sport as distinct from gain.

No person who has accepted remun-
eration for services rendered in hand-
ling or serving on a pleasure sail or power yacht, within five years from
date of entry in any race shall be considered an amateur yachtsman.

Protests:

All protests must be made to the Committee in writing, within one hour after the close of a race.

The Committee shall also in the absence of any protest, disqualify any yacht, skipper and crew should it come to their knowledge that a breach of rules has been committed.

Interference:

Yachts, sail or power, owned by members of the Club must not enter upon the Club race courses nor interfere with competing yachts during races. The Fish Class Committee shall be the Judges regarding the violation of this rule and any yacht violating this regulation shall subject the owner for the first offence to a reprimand from the Fish Class Committee, and for other offences, to a fine of not less than $5.00 nor more than $25.00 as may be determined upon by the Fish Class Committee and the Governing Committee shall enforce and collect such fines. Failing to pay any such fines shall subject the member to such discipline as would be the case in failing to pay due bills.
Applications to Race:

The burden shall be on the members and not on the Committee.

Preference shall be given to those showing active interest in the Class, but the Committee shall whenever possible, arrange to give all applicants their turn in proper order.

Applications shall be made as required by the Committee.

Defects:

Should a yacht or its equipment be out of order a contestant or user may decline to use it, but if used in such condition it shall not be considered in any way as a basis of a protest, complaint or claim.

Shoes:

All persons using Yachts either in races or at other times shall not use leather sole shoes nor heels of any kind.

Repeal:

All rules and regulations in conflict with or not included in these rules and regulations are hereby automatically repealed and made void.
Time Limit
Of races shall be fixed by the Committee.

Design and Measurements:
- All measurements, and details of construction and design must be in accord with the official standard specifications and drawings for this class.

Length over all.................. 20 feet 7 inches
Length water line................ 16 feet 0 inches
Beam over all.................... 6 feet 6½ inches
Beam water line................... 6 feet 0 inches
Draft ................................ 3 feet 1 inch
Main Sail—Hoist 13' 0''; boom 16' 9''; gaff 11' 0''; leech 25' 8''. 216 sq. ft.
Jib—Foot 6' 6''; luff 15' 7''; leech 14' 0''. 46 sq. ft.
Lead keel .......................... 220 pounds

Ownership:
Yachts for this Class shall be owned by Clubs, Syndicates, or sponsored by a Club.

Private or individual ownership is prohibited and contrary to the spirit in which the Class has been created.

CLASSIFICATION OF SKIPPERS.
Classification is intended to prevent skippers of ability to win all races and
to promote those who develop skill.

There shall be four classes—Experts, Class "A", Class "B" and Class "C".

Experts shall include the best skippers of the Club and shall include the graduates from Class "A."

Class "A" shall include skippers of ability with past experience and with good records. Winning three races in this class graduates such a skipper into the Expert Class.

Class "B" shall include skippers of ability who have won one or more races in their careers. Upon winning two races in this class, the skipper graduates into Class "A."

Class "C" shall include novices and those who have not won a race in their sailing experience. Upon winning one race in this class, the skipper graduates into Class "B".

Twenty per cent of the skippers with the lowest number of points, who have participated in not less than four races and have not won a race during the season shall be moved to the class below at the beginning of each season.

A win in an upper class shall count as a win for a skipper in his own class.
Wins in any class shall be recorded and carried over into new seasons.

For a race to be scheduled for any class, entries from that class must be equal in number to not less than two-thirds of the fleet. The remaining one-third may be filled from the lower classes.

A graduate from one class into another belongs to lower class until he has competed in upper class.

**CREWS**

Skippers and crews shall be amateur as defined by these rules. Skipper shall be a member of the club, except as otherwise provided. The members of crews may be of either sex, over fourteen years of age.

Restrictions as to skipper and number of crew for special races, ladies’ races, or mixed races, may be waived by the Committee, the conditions governing which shall be fixed by the Committee.

Persons not members of the club may serve as members of a crew, but shall first be classified by the Committee as to eligibility to serve in any of the classes.

Crews for races shall consist of two besides the skipper. (Not less than one man). For local races, clubs may adopt their own rules.
At all other times the maximum number of persons aboard a yacht shall be six.

Visiting experts or other visitors may on invitation of the Fish Class Committee, Chairman or a Vice Chairman take part in races for classes to which they belong, either as skippers or member of crew.

A skipper may select his crew from class sailed in, from class immediately above or from lower classes.

A skipper must sail his yacht throughout and not surrender nor have his helm touched at any time except on penalty of disqualification, except in case of accident in which case he shall take control again as soon as possible.

RACING RULES—SPECIAL

Instructions:

The skipper of each Yacht entered for a race shall be furnished with written or printed instructions as to the conditions of race and courses to be sailed.

The Committee may change the course or amend the instructions, provided notice of such change is given
each yacht before warning signal is given.

Amenable to Racing Rules:

A Yacht shall be amenable to racing rules from the time preparatory signal is given and shall continue so until her entire hull and spars have crossed the finish line, and also after she has crossed the finish line and has not interfered with any other yacht still in the race.

Start and Finish:

The start and finish lines shall be indicated by a stake-boat or mark at one end and a white flag at the other end if a committee boat is used, or by the center line of cupola or station of Committee.

The time at the start and finish shall be taken when the mast crosses the line.

If this point in any yacht be across the line when the starting signal is given she must return and start again.

A yacht so returning or one working into position from the wrong side of the line after starting signal has been given must keep clear of, and give way to competing yachts, whether on starboard tack or not.
Starting Signals

For all races shall be as follows:

WARNING: Flag or cone shall be hoisted. If red, sail east. If white, sail west.

PREPARATORY: One gun or one siren blast or both.

START: Same as Preparatory.

The intervals between these signals shall be fixed by the Committee and the contestants shall be notified as part of the instructions.

Unless otherwise provided in the instructions for races, all starts shall be one gun starts, and the time of all yachts shall be taken from the starting signal. No allowance being made for loss of time in crossing line after signal has been given.

Recall Signal:

Two guns, or two siren blasts or both.

Postponement Signal:

Three guns, or three siren blasts or both. Report for further instructions.

Substitute Signals:

Substitute signals for all above signals may be used if included in written instructions to contestants.
Postponement—Start:

Postponement of time of start may be made by the Committee provided all contestants are notified.

Definitions:

(a) Close-hauled—A yacht is close hauled when sailing by the wind as close as she can lay with advantage in working to windward.

(b) Wind Aft—A yacht with the wind aft is deemed to have the wind on the side opposite to that on which she is carrying her boom.

(c) Overlapping and Clear—Two yachts sailing the same or nearly the same course are said to be overlapping when either yacht has no longer a free choice on which side of the other she shall pass, and the overlap continues to exist so long as the leeward yacht by luffing, or the windward yacht by bearing away, is in danger of fouling. Otherwise they are said to be clear.

(d) Overtaking—Of two yachts sailing the same or nearly the same course, the one clear astern, if approaching the other so as to involve an overlap, is said to be the overtaking yacht, and she continues such after the yachts overlap until she has again drawn clear.
(e) Luffing—A yacht is luffing when she so alters her course as to sail a course more nearly into the wind.

(f) Mark—A Mark is any vessel, boat, buoy, or other object used to indicate the course.

Every essential or ordinary above-water part of any object named as a mark, counts as a mark for the purpose of this rule, but no part below water, nor any object accidentally, or temporarily attached to the mark counts as part of the mark. Fouling an anchor cable resulting in the yacht touching the mark shall constitute a foul.

**RIGHT OF WAY.**

When one yacht is approaching another yacht, so as to involve the risk of fouling, one of them shall keep clear of the other as follows:

**On Different Points of Sailing:**

A yacht free shall keep clear to windward or leeward of one close-hauled.

**On Same Point of Sailing, with Wind on Opposite Sides:**

(a) When both yachts are close-hauled and have the wind on opposite sides, the yacht with the wind on the port side shall keep clear.
(b) When both yachts are free, or both have the wind aft, and have the wind on opposite sides, the yacht with the wind on the port side shall keep clear.

**On Same Point of Sailing, with the Wind on Same Side:**

When both yachts are free, or both have the wind aft and have the wind on the same side, the yacht to windward shall keep clear.

**Converging Close-Hauled:**

When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht holding a better wind and neither can claim the rights of a yacht being overtaken, then the yacht to windward shall keep clear.

** Altering Course:**

When of two yachts one is obliged to keep clear, the other (subject to the provisions of "Passing to Windward") shall not so alter her course as to involve the risk of fouling.

**Overtaking, Luffing and Bearing Away:**

A yacht overtaking another yacht shall keep clear of the overtaken yacht.

(a) Passing to Windward:—Pro-
vided that the overtaking yacht makes her overlap on the side opposite to that on which the overtaken yacht then carries her boom. The overtaken yacht may luff as she pleases to prevent an overtaking yacht passing her to windward until the overtaken yacht is in such a position that her stem head would strike the overtaking yacht abaft the side stays, when her right to luff further from her course shall cease.

(b) Passing to Leeward.—An overtaken yacht must never bear away to prevent another yacht from passing her to leeward, the lee side to be considered that on which the leading yacht of the two carries her boom. The overtaking yacht must not luff until she has drawn clear ahead of the yacht which she has overtaken.

The provisions of this section over-ride (ON SAME POINT OF SAILING, WIND ON OPPOSITE SIDES), (ON SAME POINT OF SAILING, WITH WIND ON SAME SIDE), and (ALTERING COURSE).

Rights of New Course:

A yacht shall not be entitled to her right on a new course:
(a) Until she has filled away.
(b) If she so alters her course as to involve the immediate risk of fouling another yacht which, owing to her position, cannot keep clear.

**Passing and Rounding Marks:**

If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on a required side, then the outside yacht must give the inside yacht room to pass clear of the mark.

A yacht shall not, however, be justified to establish an overlap and thus force a passage between another yacht and the mark after the latter yacht has altered her helm for the purpose of rounding.

**Obstruction to Sea-Room:**

When a yacht is approaching a shore, shoal, pier, vessel, or other dangerous obstruction, and cannot go clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the skipper in charge of the former, at once give room; and in case one yacht is forced to tack or to bear away in order to give room, the other shall also tack or bear away as the case may be at as near the same
time as is possible without danger of fouling. But should such obstruction be a designated mark of the course, a yacht forcing another to tack under the provisions of this section shall be disqualified. (See Rule on Disqualifications).

A vessel under way (including another yacht racing) of which the yacht concerned has to keep out of the way, ranks as an obstruction for the purpose of this Rule.

WRECKING OR SHIFTING OF A MARK.

Should any mark be missing or moved from its proper position during a race, the Committee shall, if possible, replace it or substitute a mark and call attention by one gun. Failing thus to re-establish the mark, the race may be ordered resailed or not, at the option of the Committee.

ACCIDENTS.

Each yacht shall render every possible assistance to any vessel or person in peril in race or not, and if in the judgment of the Committee she shall have thereby injured her chances of winning, they shall order the race re-
sailed between such yacht and the winner.

POSTPONED AND RESAILED RACES.

At any time the Committee shall have power to postpone any race should unfavorable weather conditions render such postponement advisable.

At any time after the starting signal and before the finish, Committee shall have power to declare off or order resailed any race, should unfavorable weather conditions render a finish improbable within the time limit, which decision shall be made known by giving recall signal. New entries shall not be received for such resailed race, and a yacht disqualified in the original race shall not be eligible to start in the resailed race.

DISQUALIFICATIONS.

Each yacht must go fairly around the course and in rounding each specified mark her track from the preceding to the following mark must enclose it on the required side. A yacht touching a mark, unless wrongfully compelled to do so by another yacht, shall at once abandon the race.

If a yacht, in consequence of her neglect of any of these Rules, shall foul
another yacht, or compel another yacht to foul any yacht, mark, or obstruction, or to run aground, she shall be disqualified and shall pay all damages; and any yacht which shall wrongfully cause another to luff, bear away, or tack in order to avoid fouling, or shall without due cause compel another yacht to give room or to tack under, "OBSTRUCTION TO SEA ROOM", or shall in any other way infringe or fail to comply with any of these rules or attempt to win a race by other means than fair sailing and superior speed and skill, shall be disqualified. Skippers disqualified shall also pay to Fish Class Account a fine of not less than one dollar nor more than five dollars as the Committee may fix. Skippers disqualified shall forfeit their points which would otherwise be earned.

A yacht committing a doubtful foul may continue the race and shall have all of her rights until completion of such race, and shall not be considered disqualified until the Committee has taken action.

Should another yacht foul such disqualified yacht, the former shall not be relieved of its responsibility if guilty of violation of any rule.
SUSPENSION OF RULES.

The Committee shall have power to suspend any of these rules, by stating their suspension in the instructions for the race, or by agreement with the skippers of competing yachts.

GENERAL RACING RULES.

In racing, all other rules of the Fish Class apply as if especially included in these special racing rules.

CHAMPIONSHIP.

The date for sailing of the Club Championships shall be fixed by the Committee of each club.

Eligibility for the championship shall be determined by points. Those skippers having the largest number of points in the following classes: Experts, Class "A", and Class "B" and Class "C" shall be eligible. The fleet to be skippered on the following basis:
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Vacancies in any class may be filled by the Committee from upper or lower classes.

The entries shall be made in such manner as the Committee may determine. The number of races, course, number of rounds, points scored and all other details in connection with the championship shall be fixed by the Committee.

The Champion of the Fish Class shall carry on his yacht in all races as long as he is champion, the Cock of the Walk flag, which he has won in his championship, but shall cease to carry such flag
upon a new champion being declared. He shall, however, retain his flag permanently and a new one shall be presented to the new champion.

The Championship flag shall be a white field with a red fighting cock.

A skipper graduating from a lower class into a higher class, shall not be eligible as the representative of the higher class until he has competed in at least one race in the class into which he has been promoted.

Use high point prize scoring system.

PRIZES.

Good Sport Trophy:

Yearly a good sport trophy shall be awarded for good sportsmanship in contests in the Fish Class. The contesting skippers of each year shall recommend in writing on or before the 15th day of December of each year to the Fish Class Committee the names of skippers considered deserving of this high honor, and the Fish Class Committee shall then make the final selection from the names submitted, and the trophy shall be presented at the annual meeting. In the absence of names, the Fish Class Committee may make the award. A
certificate of twenty-five dollars shall be presented in order that the recipient may make own selection of trophy. It is obligatory that a trophy be purchased.

General:

Prizes shall be Fish Class Certificates of amounts to be fixed by the Committee.

Cash prizes are prohibited.

Other prizes may be established by the Committee, also other prizes for this class may be accepted by the Fish Class Committee.

Skippers making most points in races for periods to be fixed by the Committee, shall be awarded high point prizes for each regular class.

Established prizes may be modified by the Committee and awarded under new conditions and regulations at beginning of, end of, or during season at its discretion, but at all times for the best interest of the Fish Class and development of the sport.

Points won in each class whether in regular races or filling in in upper races shall be recorded for scores for high point prizes in each class sailed.
Points won in graduating into an upper class shall be recorded in the score for the lower class and also for the score in the upper class graduated into.

Points won in upper classes graduated into shall be recorded in scores for the lower classes.

Points won in lower classes shall not be carried up for scores in upper classes.

A skipper shall not be awarded more than one high point prize per season.

In the event of a skipper winning two or more high point prizes the Committee shall designate which prize shall be awarded him.

**Points:**

The system of scoring points shall, for all prizes and all contests, be fixed by the Committee.

**Award of Prizes:**

The skipper of a winning yacht, or skipper winning a prize may before awarding of prizes, be required to file with the Committee a declaration that all rules and regulations were complied with.

**Reversal of Awards:**

The Committee shall have the power
to change or reverse its decision as to any race or races and to require the return of any prize awarded should information or circumstances in its judgment warrant such action.

Postponement:

If a race is called off after the starting gun is fired, no prizes shall be awarded, and fees shall be returned, unless such race is re-set in the race schedule as the Committee may determine.

Disqualification:

If a yacht be disqualified the prize shall be awarded to the next yacht which has finished and complied with all rules.

LOCAL
SOUTHERN YACHT CLUB.

Control:

The following is By-Law XX adopted at the annual meeting of the Southern Yacht Club on January 8th, 1920 and ratified at a special meeting called for that purpose at semi-annual Meeting August 12th, 1920.

This By-Law creates the Fish Class Division, the Fish Class Committee and the Fish Class Board of Appeals.
BY-LAW XX.

1. The class of yachts known as Fish Class, shall constitute a distinct division of the Club.

2. Annually, the Governing Committee shall appoint the Chairman of the Fish Class Committee, who shall, in turn, appoint the members of that Committee, all of whom shall be appointed with the approval of the Governing Committee, both as to number and personnel.

3. Annually, the Governing Committee shall appoint what shall be known as the Fish Class Board of Appeals, the number of which is to be determined by the Governing Committee.

4. The Fish Class Committee and the Fish Class Board of Appeals shall have entire charge of the Fish Class Division in every respect, including the making of rules, conduct of races, both Club, Inter-Club and otherwise, with the exception of the Annual and Fall Sail Regattas of the Southern Club, in which case the Southern Yacht Club Regatta Committee shall have entire charge of the conduct of the races.

5. Fish Class rules shall be made by a majority vote of the Fish Class Committee and ratified or disapproved by
the majority vote of the Governing Committee.

6. Amendments and additions to rules and regulations of the Fish Class shall be made on a 2/3 vote of the Fish Class Committee, ratified or disapproved by a 2/3 vote of the Governing Committee.

The duties of the Fish Class Committee and the Fish Class Board of Appeals shall be defined in the rules and regulations of the Fish Class.

In the event of failure of the Governing Committee to either ratify or disapprove any rule, regulation or amendment, within thirty days from date of submission, such rule, regulation or amendment shall then go into effect without further formality. (End of By-Law).

**Application for Hiring**

Shall be made to the Manager of the Club, and fee shall be paid or due bill signed when application is made.

**Weather:**

Fish Class Yachts shall not be taken out when in the opinion of a majority of the Committee present it is inadvisable to do so. One or more of the Committee shall act. In the event of
a tie the Manager of the club shall vote. In the absence of any member of the Committee the Manager shall act.

The Committee or the Manager of the Club shall have the power and authority to require yachts to return to the pen, if owing to bad weather, in their opinion it is advisable to issue such order, and the users of the yachts shall immediately comply with such instructions, and failing to do so, shall be subject to such fine or penalty as the Committee may determine, of not less than five dollars nor more than twenty-five dollars in addition to any total damage the yacht may sustain.

**Time Limit of Races:**

Time limit of races shall be fixed by the Committee.

**Colors and Emblem**

Shall be a fish in red and the letters "S. Y. C."

**Zones of Use:**

Little Woods to the East, Nine-Mile Point to the West, and three miles out.

**Prohibited Zones:**

Spanish Fort and Milneburg.
Committee and Board Rules:

The Fish Class Committee and the Fish Class Board of Appeals shall have the power to make rules for their business and service of its members.

Vacancies:

Vacancies in the Fish Class Committee or in the Board of Appeals due to resignations or otherwise shall be filled by the Governing Committee.

Resignations:

Resignations from the Fish Class Committee or the Fish Class Board of Appeals shall be made to the Governing Committee.

Appointments:

The Fish Class Committee is empowered to appoint sub-committees or to appoint individuals to serve or to conduct the Fish Class races or to serve for its other interests.

The Chairman, Vice-Chairman, or member of Fish Class Committee in charge shall have the power to make such appointments.

In the absence of appointment of the Fish Class Committee and Fish Class
Board of Appeals by the Governing Committee, all questions and matters shall be addressed to the Governing Committee who shall then make the necessary appointment of the Fish Class Committee and the Fish Class Board of Appeals, to whom shall then be referred all questions which have been temporarily referred to the Governing Committee.

**Hours of Use and Rates**

Of Fish Class Yachts shall be fixed by the Committee, but in all cases yachts must be in the canal not later than one half hour after sunset.

LOCAL

PENSACOLA YACHT CLUB.

**Control:**

1. The class of Yachts known as Fish Class shall constitute a distinct division of the Club.

2. Annually the Commodore shall appoint the Chairman of the Fish Class Committee who shall in turn appoint the members of that Committee subject to the approval of the Commodore both as to number and personnel.
3. Annually the Commodore shall appoint the Fish Class Board of Appeals, the number to be determined by him and to be not less than three nor more than five.

4. The Fish Class Committee and the Fish Class Board of Appeals shall have entire charge of the Fish Class Division in every respect, including the making of rules, conduct of races, both club, inter club and otherwise unless ordered otherwise by the Commodore.

5. Fish Class Rules shall be made by a majority vote of Fish Class Committee and ratified or disapproved by the Commodore.

6. Amendments and additions to rules and regulations of the Fish Class shall be made by a 2/3 vote of the Fish Class Committee ratified or disapproved by the Commodore.

7. The duties of the Fish Class Committee and Fish Class Board of Appeals shall be as defined in the Rules and Regulations of the Fish Class.

8. In the event of the failure of the Commodore to either ratify or disapprove any rule, regulation or amendment within thirty days from date of submission, such rule, regulation or
amendment shall go into effect without further formality if such submission was made to Commodore personally and not during his absence from City.

Zones of Use:

Pensacola Bay, Navy Yard and Magnolia Bluff.

Prohibited Zones:

All shallow waters in Pensacola Bay, also Santa Rosa Island and Sound unless authorized by Commodore on Special Occasions.

Application for Hiring:

Application for hiring shall be made to persons appointed by the Fish Class Committee, and fee shall be paid to him and receipt for yacht signed by member hiring same when yacht is delivered to him.

Weather:

Fish Class Yachts shall not be taken out when in the opinion of a majority of the Committee present it is inadvisable to do so. One or more of the Committee shall act.

In the event of a tie the caretaker shall vote.
In the absence of any member of the Committee, the Care Taker shall act.

The Committee or the Care Taker shall have the power and authority to require yachts to return owing to bad weather if advisable in their opinion or his opinion to issue such orders, and the users of the yachts shall immediately comply with such instructions and failing to do so shall be subject to such fine or penalty as the Committee may determine of not less than $5.00 nor more than $25.00 in addition to any total damage the yacht may sustain.

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LIPTON FISH CLASS INTER CLUB CHALLENGE TROPHY.

The following constitute the rules and regulations governing this trophy.

History:

The 70th Anniversary of the Southern Yacht Club was fittingly celebrated in July 1919 at a large banquet given at the Southern Yacht Club, to which a large number of prominent men from all parts of the world were invited, among whom was Sir Thomas J. Lipton of International reputation.
Copies of the Anniversary number of the Club's monthly magazine, The Barometer, were mailed to all guests.

Sir Thomas J. Lipton several years ago expressed a desire to present a Trophy to the Southern Yacht Club. As a result of the suggestion of the secretary, Mr. W. H. Parham that it would be an opportune time to offer a Trophy for the Fish Class which was making excellent progress in bringing back sailing in the South, Sir Thomas J. Lipton presented the Lipton Fish Class Inter Club Challenge Trophy.

CITY ROAD,

LONDON E. C. 10th Sept. 1919.

W. H. Parham, Esq.,
The Secretary-Treasurer,
Southern Yacht Club,
New Orleans.

Dear Mr. Parham:

Very many thanks for your exceedingly kind letter of the 9th ultimo, and also for your courtesy in sending me the souvenir number of the "Barometer", which I have perused with very much interest and pleasure.
I am also delighted to have the particulars regarding the wonderful progress of the Southern Yacht Club, which reflects very great credit on all concerned with its management and organization.

With regard to the question of a trophy, I am very grateful to you for giving me the opportunity, and I shall have very great pleasure in arranging this in accordance with your wishes. I hope to send a cup which will be an incentive and encouragement to those engaging in the glorious sport of yacht racing.

I have been hoping for some time to be able to revisit your good city, but unfortunately this has not been found possible. As you doubtless know I have many very happy recollections of New Orleans, as it was the scene of some of my earliest experiences in the United States, and I always recall these days with the utmost pleasure.

I trust this will find you in the best of health, and with renewed thanks for your courtesy in writing me, and every good wish to the Southern Yacht Club and its members, I am

Yours faithfully,

(Signed)    THOMAS J. LIPTON.
CITY ROAD.
W. H. Parham, Esq.,
The Secretary-Treasurer,
Southern Yacht Club,
New Orleans,
My dear Mr. Parham:

I am glad to be able to advise you that I have obtained an original design for the trophy which I have arranged to present to the Southern Yacht Club of New Orleans and that I am pressing the manufacturers The Goldsmiths & Silversmiths Company, to let me have an early delivery, which I hope may be possible in the course of the next few weeks.

I trust when completed it will be found satisfactory by the members and officials of the Club and that it will prove of service in encouraging and stimulating a love for the glorious sport of yacht racing in your waters.

The Cup will, I understand, be a Challenge Trophy, and whatever conditions your Committee may decide shall govern the contests, will be quite satisfactory to me.

With my best wishes to the Club and its members,

Yours sincerely,
(Signed) THOMAS J. LIPTON.
New Orleans, La.,
June 11, 1920.

Sir Thomas J. Lipton,
c/o Thomas J. Lipton Inc.,
Hoboken, N. J.

Dear Sir Thomas:

You cannot adequately understand the feelings collectively and individually that actuated the Southern Yacht Club and its members upon the reception of the most beautiful trophy that it has ever been the privilege of our Southern yachtsmen to gaze upon. Coming, as it did from you, we cannot help but feel that deep down in your heart it was at once a yachting trophy and a loving reminiscent memento of your former days with us.

During the past week the trophy, surrounded by the British and American flags, and encircled by your portrait and that of the Shamrock, has graced the central window of the establishment of D. H. Holmes Company in Canal Street, which of course must be well remembered by you.

It is my fortunate privilege to inform you that at a meeting of the Southern Yacht Club held on June 8th, you were
elected an Honorary Life Member Extraordinary of our organization, and an engrossed copy of the resolution will be shortly forwarded to you.

With assurances of the respect and esteem of the undersigned, as executive head of the Southern Yacht Club, and of its officers and members individually, I remain, Sir, with great respect and esteem,

Your obedient servant,

(Signed) PERCY S. BENEDICT, Commodore.

* * *

Yachts:

The contests for this trophy shall be open only to Yachts of the Fish Class built under the direction and supervision of the Lipton Fish Class Committee, in strict accordance with the designs and specifications of the class.

Rules and Regulations:

The rules and regulations of the Fish Class shall govern all contests, unless in conflict with these special Lipton Trophy Rules and Regulations, in which case these Lipton Trophy Rules and Regulations shall govern.
Wherever in the rules, the Fish Class Committee, or Fish Class Board of Appeals or Committee is referred to, for Lipton Trophy Contest, the Lipton Fish Class Committee and Lipton Fish Class Board of Appeals shall act.

**Contests**

May be of two classes: One to be known as INTER CLUB CONTESTS, and the other as CLUB CONTESTS.

**Inter Club Contests**

Shall be held yearly and shall consist of contests between Yacht Clubs, (of a minimum membership of 25 in good standing), in the state of Texas, Louisiana, Mississippi, Alabama and the West Coast of Florida.

Eligible clubs to contest for the Lipton Trophy shall be the Southern Yacht Club, Pensacola Yacht Club and such other clubs as may be admitted by a unanimous vote of eligible clubs.

**Club Contests**

Shall consist of contests in the club holding the trophy, and these shall be held only in the event of failure to hold an Inter Club Contest.

**Races:**

For Inter-Club Contest, there shall
be not less than two crews from each Club, therefore not less than two yachts representing each Club.

Also, any Club shall not be required to have available more than two yachts for each contesting Club.

In the event that a club cannot have available the required number of yachts for a contest, the races may be held at a point where the required number can be furnished by a Yacht Club from its own fleet, as may be designated by the Lipton Fish Class Committee.

For each race these yachts shall be drawn for by lot by the skippers of the contesting clubs, one hour prior to the time of warning signal of each race.

The number of races shall be not less than three, but the exact number shall be fixed by the Lipton Fish Class Committee not less than one week prior to the date fixed for the first race.

The winning club shall be that one whose skippers win the largest number of points in the series of races.

**Points:**

The system of scoring points shall be agreed upon between the contesting clubs not less than one week prior to the date of the first race.
In case of a tie in the score between the challenger and the holder of the trophy, the challenger shall be considered not to have won. In case of a tie between two yachts or more yachts, the points shall be added and divided equally between the number of yachts interested. A tie between two or more clubs shall be sailed off between such clubs, the number of races to be fixed by the Lipton Fish Class Committee.

**Intention:**

It is the intention of these rules and regulations to develop Inter Club Contests in such manner as to have the Clubs the center of interest rather than the individuals, but at the same time the individuals should be rewarded in a fitting manner both as to prizes and as to prominence in the Contest.

**Trophy:**

The winning club shall be awarded the custody of the Lipton Trophy and shall furnish a bond of $3,000.00 to the Southern Yacht Club, Trustee, and shall also deliver to said trustee a satisfactory insurance policy or policies for $3,000.00 against fire or theft.
Trustee:

The Southern Yacht Club of New Orleans, Louisiana, shall be considered the official trustee of the trophy.

Winning Club:

The winning club shall hold the trophy until some other Club wins.

Inscriptions:

The record of each contest shall be inscribed in uniform manner on the shield at base of the trophy, and each Club shall maintain in its club house a proper shield or tablet as a permanent record of Lipton Trophy contests, and on said shield shall be inscribed the names of the skippers and crews representing the Club, whether successful or not, but record as to whether these crews won for their club or not shall also be recorded on the tablet.

These inscriptions shall also be in uniform block letters.

Prizes for Crews:

The successful skippers and members of the crews shall be awarded suitable prizes by their respective Clubs.
Amendments:

New rules, regulations and amendments to these rules and regulations may be made by the Lipton Fish Class Committee with the consent of the Southern Yacht Club, Trustee, and a two-thirds vote of eligible clubs. The Southern Yacht Club votes as an eligible club.

Legal Proceedings:

Any individual or club who shall in any way directly or indirectly bring about or cause to be brought about legal proceedings in connection with this trophy shall immediately lose any rights of every kind in connection therewith.

All disputes must be settled out of courts.

Forfeit of Trophy and Challenges:

Should any club holding the trophy be challenged and should it not accept such challenge within 60 days from receipt of challenge it shall relinquish the trophy and deliver it to the Challenging Club. Challenges shall be made on or before May 1st of the year. Challenges to be written in accordance with standard form.
Control:

The control of Inter Club Contests, in all details, shall be in charge of what shall be known as the Lipton Fish Class Committee, which shall be composed of the Chairman of the Fish Class Committee of each club competing.

The Lipton Fish Class Board of Appeals shall be composed of the Chairman of the Fish Class Board of Appeals of each club competing.

The Lipton Fish Class Flag-Officer Committee composed of the Commodores of the competing clubs, which shall have charge of all ceremonies.

Appeal from decisions of the Lipton Fish Class Committee shall only be made to the Lipton Fish Class Board of Appeals.

There shall be no appeal from decisions of the Board of Appeals.

The Lipton Fish Class Committee and Lipton Fish Class Board of Appeals may make rules for the conduct of their business and service of their members.

In the event of Lipton Fish Class Committee or Lipton Fish Class Board of Appeals being even in number each of these bodies shall elect an odd member before beginning proceedings.
Vacancies in any Committee or Board may be filled by the ranking officer present for his club.

Crews:

For Lipton Trophy Club and Inter Club contests the skippers and crews shall all be members, of not less than six months standing, of the club which each yacht represents.

Selection of skippers and crews shall be made in such manner as each club shall itself determine for itself, but the qualifications and other details shall be in accord with the Fish Class Rules on Crews.

The record of skippers and crews to represent clubs shall be filed not less than thirty days prior to the date of the first race and the eligibility of such men shall be open to objection for two weeks, after which time their eligibility shall not be questioned unless record submitted has been incorrect.

The records shall be signed by each skipper and each member of crew and witnessed, and shall be written as per Standard Form.

Records to be filed with Lipton Fish Class Committee who shall have control subject to usual appeal to Lipton Fish Class Board of Appeals.
Additional substitutes or alternate skippers and members of crews shall be allowed only with the consent of the Lipton Fish Class Committee.

**Team Captain:**

The contesting skippers and alternate skippers of each club shall select a team captain not a member of the team nor alternates who shall represent such skippers in all matters.

The Team Captain shall also have the power to instruct the team with respect to sailing tactics and strategy and shall have the authority to remove skippers or member of crews and to replace them with substitutes or alternates.

**STANDARD FORM.**

**Record of Skipper or Crew.**

Date..................................................................................

1. Name ..........................................................................
2. Address ...........................................................................
3. Club ..............................................................................
4. When did you join Club?
   Ans. .............................................................................
5. Can you qualify under the rule of Amateur as prescribed in the Fish Class rules?
   Ans. .............................................................................

SIGNED..............................................................................

Witness: .............................................................................
Suspensions, Expulsions, Disqualifications:

A club may be suspended, disqualified or expelled by a two-thirds vote of eligible clubs and consent of the Southern Yacht Club. The Southern Yacht Club votes as an eligible club.

Skippers and members of crews may be suspended or expelled from further participation in any races or contests by the Lipton Fish Class Committee.

Standard Form. Challenge.

Pensacola, Fla.,
April 15th, 1920.

To Percy S. Benedict, Commodore and the Southern Yacht Club, Holder of the Lipton Fish Class Inter-Club Challenge Trophy, New Orleans, Louisiana.
Gentlemen:

We hereby challenge your Club to a series of races for the honor of holding the Lipton Fish Class Inter-Club Challenge Trophy, all to be in accord with

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the rules and regulations governing the trophy.

Yours respectfully,

PENSACOLA YACHT CLUB,
J. H. CROSS, Commodore.

STANDARD FORM.

CHALLENGE ACCEPTANCE.

New Orleans, La.
May 12th, 1920.

To John H. Cross, Commodore,
and the Pensacola Yacht Club,
Challenger for the Lipton Fish Class
Inter-Club Challenge Trophy.
Pensacola, Florida.

Gentlemen:

We accept with pleasure your challenge of April 15th, 1920, to a series of races for the honor of holding the Lipton Fish Class Inter-Club Challenge Trophy, all to be in accord with the rules and regulations governing the trophy.

Yours respectfully,

SOUTHERN YACHT CLUB,
Percy S. Benedict, Commodore.
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