
RACING RULES

Entries for the season shall be filed with the Secretary of the Regatta Committee at least 24 hours before the first race, accompanied by a certificate of measurement from the official measurer of the club.

All starts shall be "flying," and shall be one-gun starts.

Five minutes before the time of starting, a preparatory gun will be fired. A red flag will be hoisted if all buoys are to be left to port, and a blue flag if they are to be left to starboard. Should the gun miss fire, the lowering of the flag shall be the signal to start.

The preparatory gun for all races, except those of May 30th, July 3rd, and Sept. 2nd will be fired at 2:20 p. m.

Starts in the various classes will be as follows :

30-Foot Class	2:25 p. m.
25-Foot Class	2:30 p. m.
20-Foot Class	2:35 p. m.
16-Foot Class	2:45 p. m.

In the event of an unfilled class, the gun will not be omitted.

The time limit on all club races, excepting cruises, shall be two hours and forty minutes over a six-mile course.

If a yacht in any class be the only contestant in such class, and sails fairly around the course, she will be deemed the winner in her class, and as such, entitled to the prize. This revokes the old rule which necessitated the starting of two yachts to return a winner.

Every racing yacht must show a L. Y. R. A. number during the races. Otherwise her time will not be taken.

For the convenience of skippers and a more uniform method of keeping the same time as the starter, a clock will be installed in the old club house from which the timekeeper will take official time, and from which it is expected skippers will take theirs.

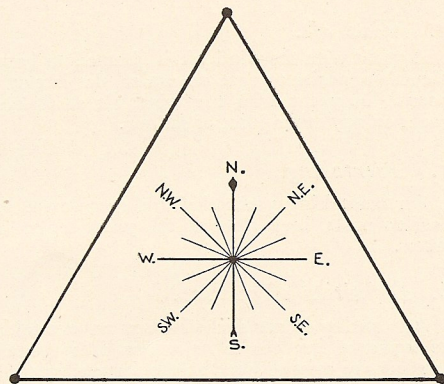
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16-Foot Class shall be unrestricted as to form, construction, size or ballast, except that their racing measurement under the "load water line and sail area" rule given above shall not exceed 16 feet.

Every yacht must go fairly around the course and must not touch any mark, but shall not be disqualified if wrongfully compelled to do so by another yacht.

Protest against a yacht for violation of these rules must be filed in writing with the Regatta Committee within twelve hours after the finish of the race.

Prizes in all Club races and all Club cruises will be awarded on the Thursday evening following the event in which prizes are won.



THE RIGHT OF WAY

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

1. *On different points of sailing.*

A yacht free shall keep clear of one close hauled.

2. *On the same point of sailing with the wind on opposite sides.*

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

3. *On the same point of sailing with the wind on same side.*

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

4. *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 main boom. A yacht with the wind aft shall keep clear of a yacht on any other point of sailing.

5. *Overtaking.*

An overtaking yacht shall in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken.

6. *Definition of overlap.*

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

7. *Altering course.*

When of two yachts one is obliged to keep clear the other shall not alter her course so as to involve risk of fouling.

THE RIGHT OF WAY

8. *Luffing.*

A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap is established.

9. *Bearing away.*

A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

10. *Rights on new courses.*

A yacht shall not be entitled to her rights on a new course until she has filled away.

11. *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 the windward shall keep clear.

12. *Passing and rounding marks.*

If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on the 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 in attempting to establish an overlap, and thus force a passage between another yacht and the mark, after the latter has altered her helm for the purpose of rounding.

13. *Obstruction to sea room.*

When a yacht is approaching a shore, shoal, rock, 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 former, at once give room, and in case one yacht is forced to tack or bear away in order to give room, the other shall also tack or bear away, as the case may be, at as nearly the same time as is possible without danger of fouling; but should such obstruction be a designated mark of the course, a yacht shall not force another to tack under the provisions of this rule.