
C A F E S E R V I C E

Unusual inducements are to be offered Club members this season in the cafe service. Arrangements are being made with Mr. Goehry, some time steward of the Eureka Club, to assume charge of the house, and the best service that can be obtained will be installed. Mr. Goehry's reputation is well known by many of our members, and is in itself sufficient guaranty of the quality and tone of the accommodations that will prevail. It will mean a greater expense for this department, but better satisfaction and better results should be the outcome. There is not a more pleasant place on this side of the lake to enjoy a dinner than the spacious verandas of the Club House. Delightfully situated on the very margin of the water, with a vista of some twenty miles up and down the shores, it only lacks the feature of a first-class dining service, combined with courtesy and attention, to appeal strongly to the epicurean instincts of the Club's patrons. This, the Cafe Committee is anxious to provide, and every effort will be made to fulfill the prediction made herewith—That the cafe service this season will be the most satisfactory in the history of the Club.



R A C I N G R U L E S

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 which take place on Decoration Day, Fourth of July and Labor Day, will be fired at 2:20 p. m. The starting gun for the 30-foot class will be considered the preparatory gun for the 25-foot class, and the starting gun in the latter class will be considered as the preparatory gun in the 20-foot and 20-foot special class.

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 and 20-Foot special	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 three hours over a six-mile course.

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

Every yacht must show a L. Y. R. A. racing number during the races.

RACING RULES

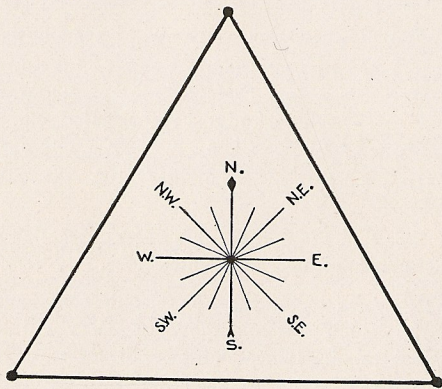
Skippers are requested to take their time from the clock in the west side Club House. This will be the time used by the official timekeeper.

The 16-Foot Class shall be unrestricted as to form, construction, size or ballast, except that the racing measurement under the "load water line and sail area" rule given in these pages 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 forced 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.

LIST OF PRIZES

Decoration Day and Labor Day Cruising Races :

30-Foot Class, winner	\$10.00
25-Foot Class, winner	8.00
20-Foot Class, winner 1st	6.00
“ “ “ 2nd	4.00

All club races, except as otherwise specified:

30-Foot Class, winner	\$5.00
25-Foot Class, winner	3.00
20-Foot Class, winner 1st	3.00
“ “ “ 2nd	2.00

In addition to prize money and flags as already mentioned, there will be special prizes offered in different events.