

**BARNEGAT BAY  
YACHT RACING  
ASSOCIATION**



**By-Laws  
and Racing Rules**

As Revised June 1960

**BARNEGAT BAY  
YACHT RACING ASSOCIATION**

**Organized 1914**

**Member Clubs**

- BAY HEAD YACHT CLUB**
- BEACHWOOD YACHT CLUB**
- ISLAND HEIGHTS YACHT CLUB**
- LAVALETTE YACHT CLUB**
- MANTOLOKING YACHT CLUB**
- NORMANDY BEACH YACHT CLUB**
- OCEAN GATE YACHT CLUB**
- SEASIDE PARK YACHT CLUB**
- SHORE ACRES YACHT CLUB**
- TOMS RIVER YACHT CLUB**

**AND**

**Associate Member Club**

- METEDECONK RIVER YACHT CLUB**

## HISTORY

For many years prior to the inception of the Barnegat Bay Yacht Racing Association, yacht racing was the popular sport on the Bay. But, on February 11, 1914, Commodore Herman Muller of the Seaside Park Yacht Club invited representatives of Member Clubs to meet with him to discuss the advisability of forming an association to foster and unify yacht racing on Barnegat Bay. Four clubs were represented at this meeting, Bay Head, Island Heights, Ocean Gate and Seaside Park. After agreement as to the name and purpose of the Association, Commodore J. V. A. Cattus of the Bay Head Yacht Club was unanimously elected Chairman and to serve with him, Commodore E. A. Lloyd, Jr., as Vice Chairman, Commodore Herman Muller, Secretary, and Mr. M. R. H. Crowell, Treasurer. The first regular meeting was held March 11 at the Bellevue-Stratford Hotel, at which time the original By-Laws were adopted and a racing schedule formulated; the first race being held at the Bay Head Yacht Club, June 20 of that year. At this first meeting, the Association was enlarged by the election of the Mantoloking Yacht Club into its membership. The first season's Championship awarded by this new organization was won by the "Arran" a 20 ft. Sneakbox Class sailed by Capt. Orton G. Dale of the Bay Head Yacht Club. October 21, the first annual meeting was held and by this time, membership had grown to six Clubs by the addition of the Lavallette Yacht Club and an official Regatta Committee was appointed then known as "The Racing Commission." In 1922, the Toms River Yacht Club was elected to Membership, and in 1941 Shore Acres Yacht Club became affiliated.

The development of this Association was gradual but sound, and each and every group of officers for the past 46 years have contributed their time and energy to bring about an institution that should continue to prosper as long as the tide ebbs and flows on Barnegat Bay.

## PAST COMMODORES

JOHN V. A. CATTUS	
GEORGE T. MERRILL	
FRANK E. SCHOFIELD	
DAVID A. STORER	
HORACE A. DOAN	
ALBERT W. ATKINSON	
WILLIAM D. STANGER	
WILLIAM J. ORCHARD.....	1933-1934
BENJAMIN ADAMS.....	1935-1936
CORNELIUS B. BOOCCOCK.....	1937-1938
BURTON WRIGHT.....	1939-1940
PHILIP R. VAN DUYNE.....	1941-1942
VICTOR L. KING.....	1943-1944
LUDWIG C. LEWIS.....	1945-1946
ROWLAND HAZARD.....	1947-1948
HAROLD J. NICOL.....	1949-1950
JOHN M. WOOD, JR.....	1951-1952
GEORGE A. EHRHARDT.....	1953-1954
F. THOMPSON BROOKS.....	1955-1956
EDWARD H. FEHSKENS.....	1957-1958
WILLIAM C. NEIL.....	1959

PAST COMMODORES

- JOHN V. A. CAYLER
- GEORGE T. MERRILL
- FRANK E. SCHOFIELD
- DAVID A. STOREY
- MORACE A. DOAN
- ALBERT W. ATKINSON
- ALBERT STANGER
- ORCHARD
- BENJAMIN ADAMS
- W. S. BOOCOCK
- W. W. BRIGHT
- W. W. BRIGHT
- LEWIS
- ROWLAND HAYARD
- HAROLD J. NICOLL
- JOHN M. WOOD, JR.
- GEORGE A. BRIMHARDT
- F. THOMPSON BROOKS
- EDWARD H. FENKENS
- WILLIAM C. NEIL

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**BY-LAWS**

**NAME No. 1**

The name of this organization shall be the Barnegat Bay Yacht Racing Association.

**OBJECTS No. 2**

The objects of this Association shall be to encourage sail boat racing on Barnegat Bay; to supervise the racing; to establish uniform rules for the government of open races; to approve the Courses selected by the various member Clubs; to adopt a fair and consistent system of measuring boats; to measure the courses and recommend an intelligent system of marking same; to recommend a system of Club lights whereby the various Clubs and docks may be immediately recognized by yachtsmen; to assist in obtaining better general conditions for pleasure boating on the Bay by untiring efforts with the State and Municipal authorities; to consider and settle by means hereinafter mentioned, all disputes arising between Clubs in connection with open or inter-Club races; to sanction open and inter-Club races and allot dates for the holding of such events.

**MEMBERSHIPS No. 3**

Any Yacht Club located on Barnegat Bay, or waters tributary thereto (boundaries—Bay Head to Manahawkin Bridge), shall be eligible for membership in the Association.

Membership will be in two classes, Active and Associate.

Active membership will be composed of the Clubs herein listed as members of the B. B. Y. R. A. and such Clubs that at a future date may be elected to the Active membership from the Associate membership class by a three-fourths vote of the Executive Committee. No Club shall be elected to

Active Membership unless it has been an Associate member for at least two years immediately preceding the application.

Associate membership will be those Clubs that are elected to this class by a three-fourth vote of the Executive Committee of the B. B. Y. R. A.

To be eligible for Associate membership, a Club must present to the Secretary of the Association a written application stating that it has at least five yachts of a class or classes now scheduled in the Association regattas. It shall be signed by an elected officer of the applicant Club and also by an officer of an active Club in the Association.

Yachts of Associate member Clubs will have all the rights and privileges of yachts of Active member Clubs and will be represented on the Regatta Committee of the Association in the same manner as provided for in the Active membership.

Associate member Clubs will not be required to sponsor a regatta.

#### REPRESENTATION

#### No. 4

Section 1. Each Club in the Active membership of the Association shall be entitled to three delegates, of whom the Commodore or Vice Commodore shall be one. The names and addresses of these delegates, who will represent the Club at the annual meeting, must be sent to the Secretary of the Association not later than Labor Day of each year.

Section 2. Each Associate member Club shall be entitled to one delegate. The name and address of this delegate, who will represent the Club at the annual meeting, must be sent to the Secretary of the Association not later than Labor Day of each year.

#### OFFICERS

#### No. 5

Section 1. The officers of the Association shall be a Commodore, Vice-Commodore, Rear Commodore, Secretary, Treasurer and Measurer. They shall be elected at the first

annual meeting of the new delegates. The Commodore, Vice-Commodore, and Rear Commodore, shall be elected from the delegates; the Secretary, Treasurer and Measurer may be elected from the membership of any Club belonging to this Association. A Fleet Captain shall be appointed by the Commodore, to function as an executive assistant and may be selected from the membership of any of the Association's Member Clubs.

Section 2. There shall be an Executive Committee of nine members or more, composed of the officers of the Association, and additional members to be elected at the annual meeting from the delegates of the Active membership whether present or not, and so chosen that each Active Club shall have at least one, and not more than three, on this Committee.

#### DUTIES OF OFFICERS

#### No. 6

Section 1. The Commodore shall preside at all meetings of this Association and shall be ex-officio member of all Committees.

Section 2. The Vice-Commodore shall assist the Commodore and preside in his absence.

Section 3. The Rear Commodore shall assist the Commodore and the Vice-Commodore and shall preside in the absence of both.

Section 4. The Secretary shall keep a correct roll of the members and complete records of each meeting; promptly notify Clubs of their election to membership, and perform the usual duties of such office.

Section 5. The Treasurer shall collect all moneys due the Association, and have custody of all Association funds; pay all just obligations of the Association which have been approved by the Executive Committee; keep a correct account of all receipts and disbursements of the Association; and make a complete report of the financial condition of the

Association at the annual meeting, or at such other times as the Executive Committee may request.

**Section 6.** The Association Measurer shall receive and keep a record of all yachts as measured by the Fleet Measurers. He shall receive appeals from the decision of any Fleet Measurer, his decision to be final.

**Section 7.** The Executive Committee shall have general executive powers between meetings of the Association. It may approve or reject applications of Clubs for membership. It may, at its discretion, change the racing schedule prepared by the Regatta Committee, but only after conference with the Regatta Committee. No change in the racing rules of the Association shall be submitted to the membership until it has first been approved by the Executive Committee. It may perform such other duties as are assigned to it in these rules.

## MEETINGS

### No. 7

**Section 1.** The Commodore shall call the annual meeting of the Association, to be held on the first Saturday in October. In the event of failure to elect officers at such meeting, a special meeting for this purpose shall be called by the Commodore and held within one month thereafter.

**Section 2.** The Commodore may at his discretion call a special meeting of the Association, and he shall call a special meeting at any time upon the request of the delegates of two Clubs.

**Section 3.** A quorum shall consist of ten delegates; provided they shall represent five active member Clubs.

**Section 4.** At least five (5) days' notice of all meetings of the Association shall be given in writing to each delegate.

## VOTING No. 8

**Section 1.** The Commodore shall appoint a nominating committee composed of Past Commodores of the Association.

**Section 2.** Each Club shall be entitled to one vote for each delegate which may be cast by the delegate or delegates attending the meeting; with the exception that, in electing the officers of the Association, voting may be done by proxy.

**Section 3.** A majority shall determine all questions, except as otherwise provided herein.

**Section 4.** All officers shall be elected by ballot.

## DUES No. 9

**Section 1.** The yearly dues for Active Member Clubs shall be Twenty-five dollars (\$25.00) for their first fifty enrolled members or fraction thereof and Five dollars (\$5.00) for each additional twenty enrolled members or fraction thereof, with a maximum of One hundred dollars (\$100.00) per annum, determined as follows:

Each voting member counts as one member, a family membership shall be considered as two members. All other types of membership including auxiliary, to be counted on a basis of three members being equal to one voting member.

**Section 2.** The yearly dues for Associate membership shall be Thirty-five dollars (\$35.00) per year minimum, which includes Club's first five competing yachts, and Ten dollars (\$10.00) additional per year for every five boat increase or fraction thereof.

**Section 3.** Clubs having Active membership shall notify the Secretary of the Association prior to the annual meeting, the number of their total enrolled membership as outlined in Section 1. Clubs having Associate membership shall notify the Secretary of the Association prior to April 1st, the estimated number of competing yachts to be sailed in the ensuing racing season. For the purpose of computing dues,

this number must not be less than the greatest entry at any one regatta for the preceding season.

**Section 4.** The Treasurer of the Association will bill each Club prior to May 1st, on which date all dues are payable.

**Section 5.** If dues of any Club remain unpaid for a period of thirty (30) days after same shall become due, the Treasurer shall so notify the Club in writing; if such Club shall fail to pay its dues within a further period of thirty (30) days, it shall stand suspended until restored to membership by the Executive Committee.

#### WITHDRAWALS AND SUSPENSION

No. 10

**Section 1.** Any Club may withdraw from the Association after the payment of all indebtedness to the Association by giving written notice to the Secretary.

**Section 2.** A Club may be suspended for cause by a two-thirds vote of the Association, provided such Club shall have at least (30) days' notice in writing and an opportunity to be heard.

**Section 3.** When a Club has been suspended, either for cause or non-payment of dues, it shall forfeit all rights of membership until restored by payment of the dues and upon action of the Executive Committee.

#### REGATTA COMMITTEE

No. 11

**Section 1.** There shall be a Standing Committee known as the Regatta Committee of the Barnegat Bay Yacht Racing Association, appointed by the Commodore of the Association within one month after the annual meeting. It shall consist of the Vice-Commodore of the Association who shall act as chairman and the Rear Commodore of the Association who shall act as vice-chairman, and who, unless they are also representing their Clubs, shall have no vote, except in case of a tie; and one representative from each Club. Such rep-

resentative may or may not be a delegate to the Association; but he must be a member of the Club he represents. The Commodore of the Association shall also appoint one alternate from each Club, who will act only in the absence of the original representative.

**Section 2.** The Regatta Committee of the Barnegat Bay Yacht Racing Association shall have entire control of inter-Club yacht racing on Barnegat Bay. It shall receive and pass on all requests for allotment of racing dates, sanctions of races, and shall, not later than April 1st of each year, arrange a schedule of inter-Club races for the following season. It shall decide all questions referring to Course Charts, Signals, Buoys, Measurements and allied subjects. It shall receive appeals from the decisions of Local Regatta Committees, and its decision on such appeals shall be final, excepting in case of a tie or when a decision is sustained by a bare majority, when it may be appealed to the Executive Committee for final decision. Association Regatta membership representing 6 clubs shall constitute a quorum. It will be considered a bare majority, for the purpose of the above rule, when the changing of one vote will reverse the decision.

**Section 3.** A Local Regatta Committee shall be established for each Regatta, comprised of 2 members of the Club sponsoring the regatta and one member of the Association Regatta Committee. This Local Committee shall have entire charge of entries and decide all protests.

Appeals from the decision of the Local Regatta Committee may be made to the Association Regatta Committee. The actual operation of the races, the selection of the courses, and the official scoring will be in charge of the Association Regatta Committee.

The Club sponsoring a Regatta shall provide course charts, starting signals, signal gun with shells and other required equipment for the operation of the race.

**Section 4.** An official scorer and an assistant shall be appointed each year by the Commodore of the Association within one month after the annual meeting. They may be

appointed from the membership of any Club belonging to the Association and may or may not be members of other Committees, but shall work under the jurisdiction of the Regatta Committee of the Association. They will receive the complete record of each regatta and compute the championship score therefrom.

#### AMENDMENTS

No. 12

Amendments to these By-Laws may be made at any meeting by a two-thirds vote of the Association; provided, notice of the proposed amendment has been given in writing to each Club at least thirty (30) days prior to meeting.

## MANAGEMENT OF RACES

### GENERAL INSTRUCTIONS

Rule 1

The following Rules shall govern all races held under the jurisdiction of the Association; but as no rule can be devised capable of meeting every incident and accident of sailing, it shall be the duty of the Regatta Committee to decide any questions which may arise, not covered by the rules, and to discourage all attempts to win a race by other means than fair sailing and superior speed and skill.

In general, all rules are to conform to N. A. Y. R. U. rules, excepting where local conditions warrant it impractical.

All reference to the Committee shall be construed to mean the Regatta Committee of the B. B. Y. R. A. unless otherwise specified as the Local Regatta Committee.

Corinthianism in yachting is that attribute which represents participation for sport as distinct from gain, and which also involves the acquirement of nautical experience through the love of sport, rather than through necessity or the hope of gain.

The Regatta Committee shall accept as a Corinthian a person who teaches small boat handling, sailing and yacht racing tactics in the performance of his duties as a director of junior activities during summer months and shall exclude a person both as a skipper and crew who accepts remuneration, directly or indirectly, for participating in a race, or, who obtains a major proportion of his or her livelihood by sailing or operating boats.

### OWNERSHIP

Rule 2

1. A yacht entered for a race must be the bona fide property of a recognized yacht club, or of the person(s) in whose name(s) she is entered, who must be member(s) of a yacht club recognized by the B. B. Y. R. A.

And further, she must be sailed by a member of the Club from which she is entered. Exception to this rule may be made

for any class upon written petition to the Regatta Committee of the Association prior to the Spring meeting and signed by 85 per cent of its yacht owners, or in classes of less than seven yachts, by all but one owner. This petition will then be presented to the delegates at the Spring meeting for their approval or rejection. Any exceptions allowed will be for the ensuing season only.

2. A member chartering a yacht shall be deemed the owner. No yacht which has been chartered shall be entered for a race unless she has been chartered in good faith for a period of not less than thirty days.

3. Two or more yachts owned wholly or in part by the same person shall not be entered in the same class, unless one of such yachts be under charter to another person in whose name she is entered.

#### RACING TRIM

#### Rule 3

1. A chart of class restrictions and designations including sails, crew limitations, equipment, etc., will be found in printed form, and displayed in a prominent place at all member clubs.

2. Floors must be left down and bulkheads left standing; water tanks kept in place. Trimming by dead weight shall not be allowed after the preparatory signal. A race postponed or re-sailed shall, so far as regards this rule, be considered a new race. No outrigger or other mechanical device for carrying live ballast outboard shall be allowed.

3. No person shall board or leave a yacht after the preparatory signal for her class has been made, except in case of accident or injury, to a person on board.

4. Each yacht must display a racing number not less than fifteen inches in height, with a letter of same height above designating club in which it is enrolled. Both number and letter to be displayed on each side of sail, at different levels and preferably on the leach. Where a class is divided into more than one group, the second group shall be indicated by a horizontal strip of black or red cloth, 12 inches long

and 3 inches high, attached to both sides of the sail directly below the racing number and a third group shall be indicated by a similar strip above the number.

This paragraph does not apply to boats with Registered number in a recognized National class.

#### ENTRIES

#### Rule 4

1. All one design and restricted classes must file with the Secretary of the Association or Regatta Committee of the B. B. Y. R. A., a copy of their class rules and regulations. No yacht will be entitled to start in any race in such class unless the yacht conforms to the rules and regulations of the B. B. Y. R. A. Captains of National Class Association yachts are required to be members in good standing in their respective class organization.

2. Entries shall be made as required by the Committee in the notice of the race.

3. No race shall be started with less than two entries and no race shall be declared finished unless there are at least two starters in a class.

4. The Committee may refuse to recognize any entry made after the time of closing, and they may, if they consider it expedient, reject any entry.

5. A member of the Local Committee shall be on duty on the day of the race at a suitable place, prepared to receive entries and take fees in all classes, from 9 A. M. until the start of the last Morning race and from 1 P. M. until the start of the last Afternoon race.

6. New entries shall not be received for any re-sailed race. A yacht which has been disqualified in the original race shall not be eligible to start in the re-sailed race. A yacht which, although duly entered, did not start in the original race, may, at the discretion of the Committee, be allowed to compete in the re-sailed race.



7. An entrance fee of Two dollars (\$2.00) shall be made for point races in Senior classes and a fee of One dollar [\$1.00] in Junior classes.

8. In Junior Classes with age limit, a contestant will be considered eligible when his age limit birthday will not have been reached on the day of the first regatta.

9. The owner of each yacht entered for a race shall be furnished at the time of the entry, or as soon thereafter as possible, with written or printed instructions as to the conditions of the race, along with a chart of the possible courses, the designating letters for the classes and the key numbers for the courses.

10. A letter designating the next Class that is to start, together with the Course number for that Class, will be displayed on the Signal Board at the Preparatory Signal and retained until the Starting Signal of each class.

11. No change in the course shall be made after the preparatory signal for the race except that the Race Committee may at any time after the start, shorten any or all courses, if in the opinion of the Committee, foul weather might endanger the yachts, or, due to light airs, a finish within the time limits would be unlikely. (See code flag signals RULE 9.)

#### STARTING LINE RULES

#### Rule 5

1. A yacht must be free and clear of all docks, moorings, or other boats at the time of her preparatory signal.

2. Any yacht crossing the starting line before the starting signal of her class has been given, shall be recalled.

When practicable such yacht or yachts shall be hailed by name or number.

Failure of the Committee to give the recall signals above provided for shall not relieve a yacht which has made a pre-

mature start from the necessity of returning and recrossing the line.

3. A yacht so returning, or one working into position from the wrong side of the line after her starting signal has been made, must keep clear of and give way to all competing yachts whose starting signal has been made.

4. A yacht starting after the signal for the start of the next class has been made, shall, in starting, keep clear of and give way to yachts starting during their specified starting intervals.

#### TIME LIMIT

#### Rule 6

No race shall be declared finished where the elapsed time of the winning boat is more than the length of the course in miles, multiplied by thirty minutes.

#### COURSES AND MARKS

#### Rule 7

1. The limit of distance for Point Races shall be fixed by the Committee in charge according to climatic conditions unless established by a Deed of Gift.

2. The turning marks shall consist of barrels, approximately 50 gallon capacity, painted bright yellow, with the number as designated on course sheets painted in black on both ends. No flagpole nor stick of any sort to be mounted on the marks, except for stake boats—they to display Code Flag "M." Government marks and aids to navigation are not marks of the course unless designated as such on the course sheet.

3. Should any mark be missing or moved from its proper position during a race, the Committee shall, if possible, replace it or substitute the mark with a stake boat displaying the Code Flag "M." Failing thus to re-establish the mark, the race may be ordered re-sailed or not, at the option of the Committee.

**SIGNALS**

With the exception of the use of Code Flag R to signal a recall, the Starting and Code Flag signals will be in conformity with those of the N. A. Y. R. U.

**STARTING SIGNALS****Rule 8**

**Warning**—Hoisting of white cone or shape five minutes before the preparatory signal of the first morning and afternoon race with 1 gun. The warning signal will be lowered 30 seconds before the hoisting of the preparatory signal.

**Preparatory**—Hoisting of a black cone or shape five minutes after the warning signal of the first morning and afternoon race with 1 gun. The preparatory signal will be lowered 30 seconds before the hoisting of the starting signal.

**Start**—Hoisting of a red cone or shape with 1 gun 5 min. after the preparatory signal. The starting signal for each class will be the preparatory signal for the next class. Starting signal will be lowered 30 seconds before the hoisting of the next signal.

**CODE FLAG SIGNALS****Rule 9**

**"B"**—Protest Flag.

**"N"**—Cancellation Signal: Means all races, including those in progress, are cancelled until later in the day (2 guns); the warning signal will be made 30 seconds after this signal is lowered. (1 Gun)

**"M"**—Missing Buoy Marker.

**"O"**—Off for the Day Signal: Means all races, including those in progress, are off for the day (3 guns). When this signal is made before 2 P.M. it does not apply to afternoon races.

**"P"**—Postponement Signal: Means all races not started are postponed until later in the day (2 guns); the warning signal will be made 30 seconds after this signal is lowered. (1 gun).

**"Q"**—Come Within Hail: (1 gun).

**"R"**—Recall Signal: Means last class started is recalled for new start (2 guns). Next signal will be preparatory signal for such start.

**"S"**—Shortened Course Signal: Means finish line of shortened course will be between dock, committee boat, or numbered patrol boat displaying code flag "S" and nearest mark of the course (2 guns). If any class designating letters are displayed along with code flag "S", the shortened course applies only to classes indicated. All other classes will sail full course as shown on race chart.

**CALLING ATTENTION TO SIGNALS**

3 Guns on hoisting "O."

2 Guns on hoisting "S" "P" "N" or "R."

1 Gun on hoisting Starting Signals.

1 Gun on lowering "N" or "P."

1 Gun on hoisting "Q."

## RACING RULES

### PART I

#### DEFINITIONS

Terms defined below are capitalized in the text of the Rules

**STARTING AND FINISHING**—Unless the Instructions provide otherwise: A yacht Starts when, after her start signal, her mast first crosses the starting line in the proper direction; and a yacht Finishes when her mast crosses the finish line, in the proper direction.

**LEEWARD AND WINDWARD**—Leeward, the side on which a yacht is, or was if luffing head to wind, carrying her main boom. Windward, the other side. The Leeward Yacht is the yacht on the leeward side of another yacht. The other yacht is the Windward Yacht. The terms Leeward Yacht and Windward Yacht apply only to two yachts on the same tack.

**ON A TACK**—A yacht is On a Tack except when she is Tacking or Jibing. A yacht is on the tack (starboard or port) corresponding to her Windward Side.

**CLEAR ASTERN**—A yacht is Clear Astern of another when her hull and equipment are aft of an imaginary line projected abeam from the aftermost point of the other's hull and equipment.

**OVERLAP**—When neither yacht is Clear Astern and the yachts are clearly within three overall lengths of the longer yacht, they Overlap. Two yachts also Overlap when an intervening yacht overlaps both of them.

**OVERTAKING**—A yacht is Overtaking another when she is overhauling her from Clear Astern regardless of their respec-

five courses. Overtaking terminates when an Overlap is established.

**TACKING**—A yacht is Tacking from the moment she is beyond head to wind until she bears away; if beating to windward, to a full and by course; if not beating to windward, to the course on which her mainsail fills.

**JIBING**—A yacht is Jibing from the moment when, with the wind aft, her main boom crosses her center line until her mainsail fills on the other tack.

**LUFFING AND BEARING AWAY**—Luffing, altering course towards the wind. Bearing Away, altering course away from the wind. But a yacht is not Luffing or Bearing Away "in such manner as to balk or mislead" (Rule 5) if, when beating to windward, she alters her course to conform to a change in the strength or direction of the wind.

**NORMAL COURSE**—A Normal Course is any course a yacht might sail, in the absence of the other yacht, to finish as quickly as possible. The course sailed before beginning to luff another yacht or bear away is presumably a Normal Course.

**MARK**—The Marks for each yacht are the objects that the Instructions require her to pass on a specified side. The objects which designate each end of the starting and finish lines are Marks. Every ordinary above-water part of such object (including a flag and flag pole) is part of the Mark, but no part below water and no accompanying buoy.

**OBSTRUCTION**—Obstructions are craft under way (including another yacht racing having right of way), craft at anchor, craft aground, wrecks, the shore, piers, structures, fish weirs, fish traps, and shoals over which the yacht in question may not be safely piloted. A buoy is not of itself an Obstruction, but it is part of one when the yacht in question cannot safely pass between it and the shoal or object that it bounds.

## PART II

## RIGHT OF WAY RULES

The Rules of Part II apply between yachts intending to race from the time they begin to sail about in the vicinity of the start until they have left the vicinity of the courses either between races or after their racing is over for the day. At other times (and at all times between other yachts) the Government Right of Way Rules apply. For the purpose of disqualification, the Rules of Part II apply from the yacht's preparatory signal until she has finished and cleared the finish line. When not herein specifically covered to the contrary the N. A. Y. R. U. rules shall apply.

## Rules That May Apply at Any Time

1. ON OPPOSITE TACKS, FUNDAMENTAL RULE—A port tack yacht shall keep clear of a starboard tack yacht.

2. ON SAME TACK, FUNDAMENTAL RULE—A Windward Yacht shall keep clear of a Leeward Yacht. An Overtaking Yacht shall keep clear and, when establishing an Overlap to Leeward, shall allow the Windward Yacht ample room and opportunity to fulfill her newly acquired obligation to keep clear.

3. ON SAME OR OPPOSITE TACKS, PASSING MARKS AND OBSTRUCTIONS—When yachts on the same tack that are not subject to the Anti-Barging Rule are about to pass on the same side of a Mark or Obstruction, or when yachts on opposite tacks are about to pass on the required side of a Mark terminating a down wind leg of the course, an outside yacht shall give each yacht Overlapping her on the inside room to pass or round it. But a yacht shall keep clear in anticipation of and during the passing or rounding maneuver if she is Clear Astern when the foremost point of the other yacht is abreast of it, or if she established an inside

Overlap on the other yacht too late to enable the other yacht to give the required room.

A yacht Clear Ahead is under no obligation to give room before an Overlap is established. In case of doubt, it will be presumed that an inside Overlap was improperly established.

When this rule applies, it overrides all rules except Rule 9 but a yacht Clear Ahead cannot claim the right to tack under this rule: if she is completing the rounding of a leeward Mark and the next leg is a beat; or if the yachts are beating to windward, and are about to tack for or around a Mark or Obstruction, and the yacht Clear Astern is to Windward. In either case the yacht Clear Ahead in Tacking is subject to Rule 6.

4. ON SAME TACK, HAILING FOR ROOM TO TACK AT OBSTRUCTIONS—When two yachts are standing close-hauled on the same tack towards an Obstruction, and one is to Leeward of and either Clear Ahead of or Overlapping the other, the helmsman of the one to Leeward, if he cannot fetch the Obstruction and if he cannot tack without colliding with the yacht to Windward, may hail for room to tack when safe piloting requires him to take action to clear it. After such hail, the yacht to Windward shall at once allow the yacht to Leeward room to tack, and the yacht to Leeward shall tack as soon as she has room to do so. If, however, the Obstruction is a Mark or a right of way yacht on the opposite tack, the yacht to Leeward may not hail for room to tack if the yacht to Windward can fetch the Obstruction.

If a hail to tack is improper for any reason, the yacht to Windward may hold her course. If she decides to do so, she shall promptly so advise the yacht to Leeward. When there is doubt, a hail to tack shall be deemed proper.

5. ON SAME OR OPPOSITE TACKS, ALTERING COURSE—A right of way yacht shall never alter course when the other yacht is unable to respond owing to her position,

or in such manner as to balk or mislead her when she is in the act of keeping clear.

6. **TACKING AND JIBING**—A yacht while Tacking or Jibing shall keep clear of a yacht On a Tack. When a yacht tacks or jibes into a position that will subsequently give her right of way, she must do so far enough away from a yacht On a Tack to enable the latter to hold her course until the tack or jibe is completed and thereafter to keep clear. When there is doubt it shall be presumed that a yacht tacked or jibed too close to another yacht.

If two yachts are Tacking or Jibing at the same time, the one on the other's port side shall keep clear.

### Rules That Apply Only at the Start

7. **ON SAME TACK, ALTERING COURSE**—Before Starting, a yacht Clear Ahead or a Leeward Yacht, when altering her course affects another yacht, may alter course but only slowly, and a Leeward Yacht may Luff only whenever the helmsman of the Windward Yacht (sighting abeam from his normal station) is aft of the mainmast of the Leeward Yacht. The last paragraph of Rule 10 also applies.

8. **ON SAME TACK, ANTI-BARGING RULE**—When approaching the starting line to Start, a Leeward Yacht is under no obligation to give any Windward Yacht room to pass to leeward of a starting Mark surrounded by navigable water; but a Leeward Yacht shall not after her start signal deprive a Windward Yacht of room at such Mark either by heading above the first Mark or by Luffing above close-hauled.

9. **ON SAME OR OPPOSITE TACKS, ON WRONG SIDE OF STARTING LINE AT START SIGNAL**—A yacht on the wrong side of the starting line or of its extensions when her start signal is made, shall, until she has Started, keep clear of all yachts that were on the right side of such line when their start signal was made. When this rule applies, it overrides all other rules.

### Altering Course After Starting

10. **ON SAME TACK, LUFFING**—After Starting, a yacht may Luff a yacht Clear Astern or a Windward Yacht as she pleases and head to wind if she pleases, until the helmsman of the Windward Yacht (when sighting abeam from his normal station and sailing no higher than the Leeward Yacht) comes abreast of the mainmast of the Leeward Yacht. Thereafter, or if he (when sighting abeam from his normal station) was forward of the mainmast of the Leeward Yacht when the Overlap began, the Leeward Yacht may not sail above her Normal Course while that Overlap continues to exist.

For the purpose of this rule: An Overlap does not begin or continue to exist unless the yachts are clearly within two overall lengths of the longer yacht; and an Overlap that exists between two yachts when they Start, or when one or both of them completes a tack or jibe shall be regarded as beginning at that time.

When there is doubt, the Leeward Yacht may assume that she has the right to Luff unless the helmsman of the Windward Yacht has hailed "Mast Abeam," or words to that effect. The Leeward Yacht must be governed by such hail, and, if she deems it improper, her only remedy is to protest. The Windward Yacht shall not cause a luff to be curtailed because of her proximity to the Leeward Yacht unless an Obstruction, a third yacht or other object restricts her ability to respond. A yacht shall not luff unless she has the right to luff all yachts that would be affected by her luff, in which case they shall all respond, even if an intervening yacht would not otherwise have the right to luff.

11. **ON SAME TACK, BEARING AWAY**—When sailing on a free leg of the course, a yacht shall not sail below her Normal Course when she is clearly within three of her overall lengths of a Leeward Yacht or of a yacht Clear Astern that is steering a course to pass to Leeward.

## PART III

## Sailing Rules Other Than Right of Way Rules

Rules of Part III apply to a yacht from her preparatory signal until she has finished and cleared the finish line.

12. A yacht shall keep clear of the starting area and the first leg of the course before her preparatory signal, and of the finish line and the last leg of the course after finishing.

13. **ROUNDING THE COURSE**—A yacht shall Start and Finish as prescribed in the Starting and Finishing Definition. She shall pass or round each Mark on the required side in proper sequence. If, after Starting, she initially passes a Mark on the wrong side, she must return and repass on the same side of it before passing on the required side of it.

14. **TOUCHING A MARK**—A yacht shall not touch a Mark unless wrongfully forced to do so by another yacht, in which case she must protest. The Race Committee shall waive the penalty for touching a Mark if a becalmed yacht touches a Mark through no fault of her own.

15. Any skipper withdrawing from a race without prompt notice to the Regatta Committee, or one of the Regatta Patrol Boats flying a numbered Patrol Flag, shall, upon notification by the B. B. Y. R. A. Regatta Committee to the Commodore or other representative of the Skippers' Club, be disqualified for the next two races. The skipper, however, shall have the right to appeal within three (3) days to the B. B. Y. R. A. Regatta Committee, which Committee, should it affirm the disqualification, shall have the right to increase or decrease the penalty. The appellant shall have the right to continue to race pending decision by the Committee.

16. **RUNNING AGROUND AND FOULING**—A yacht running aground or fouling a buoy, pier, vessel or other object may use any part of her equipment to get clear, but may not receive any assistance except from the crew of the vessel fouled. Any gear used must be recovered before she continues the race.

17. **ANCHORING**—A yacht may anchor, but must weigh anchor again and not slip. No yacht shall warp or kedge or make fast to any buoy, pier, vessel or other object except for the purpose mentioned in Rule 16.

18. **PROPULSION**—No means of propulsion other than the normal action of the wind on the sails shall be employed except as provided in Rule 16.

19. **MAN OVERBOARD AND ACCIDENTS**—Each yacht must render every possible assistance to any vessel or person in peril, and should she not render such assistance she shall be disqualified. If, in the judgment of the Committee, any yacht not responsible for the accident shall have thereby injured her chances of winning any prize, it shall order the race resailed between such yacht and the winner of such prize. A yacht losing a man overboard must either recover the man on board before continuing the race or give up the race.

## SCORING

1. The Association each season will award the Championship to the yacht in each class making the highest score according to the method outlined below.

2. Such races as are designated as Point Races in the Association's Schedule—and no other—will be used in computing the record. No classes added to any race after the Race Program has been issued will be considered in making up the Championship Record.

3. In order to qualify for Championship, a yacht must not be classified as a non-contender in either of the last two season races, or in more than one race of those scheduled for her class, except that when a yacht or skipper represents the B. B. Y. R. A. or a Member Club's National Class Fleet in a National Class Championship Regatta or an elimination Regatta for qualification thereto, they may, at the discretion of the Regatta Committee of the B. B. Y. R. A., be granted one additional cut. This cut may be allowed in any of the Season races.

A skipper may not qualify the same yacht for a Championship in both Junior and Senior Classes and if he sails such yacht in both Classes he must state in which Class he elects to qualify on his entry card for his first race of the season.

4. The championship record of a qualified yacht will be the percentage which the total number of points to her credit at the end of the season bears to the total number of points she would have had if she had won every race in which she started.

5. In all Championship Races, a yacht shall be credited with as many points as the number of starters she defeats with one point added for completing the course.

6. Points shall be awarded to yachts only and not to skippers. In the event that a yacht is sold during the course of

a racing season, her accumulation of points shall be disregarded and the new owner shall start as though purchasing a brand new yacht. If the original owner buys a new yacht, his former scores will not carry over to the new yacht.

7. If two or more yachts tie in a race, each shall receive full place-points for that place; and succeeding yachts not in the tie shall receive their place-points as though there had been no tie; i. e., as though the tied yachts had finished separately.

8. If two or more yachts tie for first place in a race involving a trophy the Committee may order the yachts to sail off the tie if possible, otherwise it will be decided by the Toss of a Coin.

9. In the event that two or more yachts tie in the final point standings, the yacht that has finished ahead of the other yacht the greatest number of times in the series shall be considered as being ahead of the other. If this does not break the tie the yacht that finishes ahead of the other in the last Point Race shall be considered as being ahead of the other in the series.

10. Starters in any class shall be such yachts that are properly entered on the day of the race and have properly crossed the starting line.

11. A yacht which properly enters on the day of the race shall be considered as a contender even though such yacht does not properly cross the starting line, but will receive no points and will not be considered as a defeated yacht in awarding points to other yachts in her class. Upon appeal by the skipper of a properly entered yacht which is unable to start by reason of circumstances unquestionably beyond its control, such as immediately irreparable damage suffered through the action of another yacht or person, the Regatta Committee may, at its discretion, allow such a yacht to withdraw its entry and receive a cut for that race.

12. A yacht that starts and does not finish will receive no points, but will be counted as a defeated yacht in awarding points to yachts which complete the race.

13. A disqualified yacht shall be considered as a contender, but will receive no points and will be considered as a defeated yacht in awarding points to other yachts in her class.

14. A report of every Championship Race, giving the identities of all yachts, starting therein, and the order of finish, together with the Entry Sheets, shall be filed with the scorers of B. B. Y. R. A.

15. A suitable Point Score Accumulation sheet will be maintained by the Scorers showing in detail the record of every yacht's activity each racing season.

### Protest, Disqualification and Appeals

Any yacht that fails to observe these rules or fouls a competing yacht or a Mark of the course shall be disqualified.

Intention of filing protest must be indicated by displaying Code Flag "B" (red) as soon as reasonably possible after the alleged foul is committed. If this signal is not plainly visible to the Committee on crossing the finish line, any subsequent protest will be disallowed. Disabled yachts that fail to cross the finish line may file their intention to protest with any boat flying a numbered Patrol Flag.

A protesting yacht must give the identity of the yacht or yachts protested to the operating committee immediately after crossing the finish line.

All protests must be made in writing, signed by the Skipper and must name the rule or rules alleged to have been infringed and contain a statement of the facts. They must be filed with the Local Regatta committee within one hour after crossing the finish line.

The Local committee will hear the protest as soon as possible and will render a decision forthwith. Failure of prin-

ciples or witnesses to appear will not postpone the hearing and decision will be made on the evidence at hand. The decision must be in writing and filed with the scorer along with all the original protest papers. Notice of intention to appeal the decision of the Local committee to the Association Committee must be given at once, and written appeal mailed the scorer, postmarked not later than the third day following the decision of the Local committee. Appeals will be received by the Association Committee only on the basis of interpretation of the rules or the introduction of new evidence.

Should the measurements of any yacht be protested, such protest must be made in writing to the duly appointed measurer of the class to which the protested yacht belongs, accompanied by a cash fee of Ten dollars (\$10.00) and a copy sent to the Secretary of the Association. Should this protest be allowed, the fee will be returned and proper action taken by the Committee against the offending yacht. Should it not be allowed the fee will be forfeited and used to defray the expense involved in remeasurement. Any balance remaining to be turned over to the Association Treasurer. Appeal from the decision of the Class Measurer may be made to the duly elected Measurer of the B. B. Y. R. A., whose decision will be final.

### Disqualification Without Protest

Should it come to the knowledge of the Committee, or should it have reasonable ground to believe that a competitor has infringed the Rules, it may disqualify such competitor without protest, but only after notice has been given and after a hearing by the Local Committee, at which time the Skipper of the yacht involved shall have the right to be present and submit such evidence as he may deem necessary.

Should a gross breach of these Rules be proved against any participant, he may be disqualified by the Regatta Committee of the B. B. Y. R. A., from sailing in any race held by the Association for such time as it may deem proper.