

ADDENDA

Case of the "Istalena"—See page 15.

In a letter dated August 21, 1929, addressed to the Race Committee, printed on the bottom of page 16, of the report, Captain George M. Pynchon stated his intention to appeal from the decision of the Race Committee, to the Committee on Racing Appeals. Captain Pynchon later verbally notified the Secretary of the Race Committee, that he had decided not to appeal this case, and no appeal was taken by Captain Pynchon.

Prize not awarded—See page 17 of report.

The first prize for Class "F & G" in the Run on August 9th, from Greenport to Fort Pond Bay, was awarded to the *Mary Rose* who disqualified herself for not having carried a light attached to a life buoy (Rule 19) during the Race. There being only two other contestants, one of which disqualified herself under Rule 29, and the other not finishing, no prize was awarded.

Case of the "Andiamo"—See page 13.

Captain W. K. Shaw of the *Andiamo* appealed from the decision of the Race Committee disqualifying *Andiamo* in the first race for the New York Yacht Club Cup on August 19th to the Committee on Racing Appeals, who on January 14, 1930, rendered a decision sustaining the disqualification of the *Andiamo* by the Race Committee.

The decision of the Committee on Racing Appeals follows:

"This is an appeal by *Andiamo* from a decision of the Race Committee disqualifying her, under Rule 37, Section 1 (b), for bearing away on *Istalena* in the first race for the New York Yacht Club Cup, held off Newport on August 19, 1929.

"The material facts as found by the Race Committee are that an overlap existed between *Andiamo* and *Istalena* when approaching the outer mark in a race to leeward and return. *Andiamo* had the inside of the turn which was rounded without tacking or jibing, both boats hauling on the wind. Almost immediately after rounding, *Andiamo*, which was the weather boat, drew clear ahead of *Istalena*. *Andiamo* then luffed sharply to within one and one-half points of the wind, for the purpose, apparently, of trimming her sails, and then bore off to a course six points from the wind, as a result of this maneuver, bearing down on *Istalena*, which had, in the meantime, drawn clear abreast of her to leeward, and forcing *Istalena* to bear 1 1-2 points away from her full and by course in order to prevent a collision.

"The Race Committee has also found that *Istalena*, after rounding the mark, and up to the point where she was forced to bear away to prevent a collision with *Andiamo*, had, at all times, sailed a course full and by and after she became the overtaking boat, did not luff from her course. Assuming that the luff by *Andiamo* for the purpose of trimming her sails, which luff took place almost immediately after rounding the mark, did not, in view of the circumstances and purpose of the luff, deprive her of her rights as an overtaken boat (alho the result of such luff was that during its continuance the two boats were not sailing the same or approximately the same course), this Committee has reached the conclusion that *Andiamo* was not justified, after her luff, in bearing away six points from the wind, thus hindering *Istalena* in passing her to leeward and causing *Istalena* to bear away 1 1-2 points from her full and by course in order to prevent a collision.

"The decision of the Race Committee disqualifying *Andiamo* under the provisions of Rule 37, Section 1 (b), is therefore sustained."

(Signed) George Nichols
Chairman

Com. on Racing Appeals
New York Yacht Club.

January 14, 1930.

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MC 90.27

COPY

DEPARTMENT OF COMMERCE
Lighthouse Service

Office of Supt. 3d District,
Staten Island, N Y

April 19, 1930

Mr. G A Cormack
Secretary, New York Yacht Club
37 West 44th Street,
New York, N Y

SUBJECT: Establishment of gas buoy for America's Cup Races.

REFERENCE: Telephone conversation of April 18, 1930.

Sir:

Agreeable to the above conversation, there is given below a description of the buoy that is to be established for this purpose:

"On or about June 1st, America's Cup Race Buoy will be established in a location 9 miles Southeast (Magnetic) from Brentons Reef Lightship. The buoy will be a combination gas and whistle buoy. Buoy will be cylindrical with skeleton superstructure, and will be painted black and white in perpendicular stripes. The light will be flashing white of 390 candlepower; characteristic 2 seconds light, 2 seconds eclipse; focal plane of light, 16 feet."

Respectfully,

(Sgd.) J. T. YATES

Superintendent.

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NEW YORK YACHT CLUB
AMERICA'S CUP COMMITTEE

Twenty-third April
Nineteen thirty.

Dear Sir:

The yachts eligible for selection as the defender of the America's Cup should be in Newport Harbor, Sunday, 6th of July. The members in charge of each yacht will report to the Cup Committee at 6 P. M. Daylight Saving Time, on board the Flagship "Nourmahal" or on such other yacht as may later be designated.

The members in charge of each yacht must present such certificate as may then be issued by the Measurer and a certificate from Lloyd's Register of Shipping certifying that the yacht has been constructed in accordance with its "Rules for the Construction of Yachts".

The races will start on Monday, 7th of July, and continue each week day, wind and weather permitting, until Saturday, 19th of July.

The provisions of clauses 9, 10, 11 and 12 of the Conditions governing the Races for the America's Cup, Nineteen Thirty, shall apply.

The Committee intends to sail the yachts in pairs, the first three races to be fifteen miles to windward or leeward and return, and the three succeeding races to be triangular, ten miles to a leg.

The order in which the yachts will be paired in the first six races will be determined by assigning the letters, A, B, C and D to the yachts by lot, the letters to be drawn at the meeting on the 6th of July.

First Race:	A - B:	C - D
Second Race:	A - C:	B - D
Third Race:	A - D:	B - C
Fourth Race:	C - D:	A - B
Fifth Race:	B - D:	A - C
Sixth Race:	B - C:	A - D

In each race, the warning signal for the pair first named will be made at 10:30 A. M. Eastern Standard Time. The warning signal for the second pair will be made five minutes after the start of the first pair. No race will be started after 1:30 P. M. Eastern Standard Time.

When six races have been completed, a meeting will be held and the ensuing races announced.

The Committee reserves the right to change this plan at any time. If any alteration is made, due notice thereof will be given to the members in charge of each yacht.

G. A. CORMACK,
Secretary
America's Cup Committee.

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WEETAMOE
N.Y.Y.C.

June 10, 1930.

G. A. Cormack, Esq., Secty.
America's Cup Committee
New York Y.C.

Dear Mr Cormack:

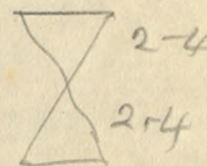
It has been called to my attention by Mr Crane that the language of Section 16, paragraph 1, of the Conditions might be construed to nullify the latitude in trim given by the Measurement Rule--Rule 50--paragraph 2--. I have understood verbally that the section referred to does not have this effect but as there seems to be a question, I would like a ruling.

Faithfully yours,

(Signed) George Nichols.

200 | 500
14

48



24
3

72
22

3 tons

4

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The provisions of paragraph 1 of Article 16 of the Conditions Governing the Races for the America's Cup, Nineteen Thirty, were intended to make it clear that for the purpose of establishing the load water-line plane of the competing yachts they will be measured "without crew", since our measurement rules do not provide specifically, as do the International measurement rules, that the measurements therein provided for shall be taken without the crew of the yacht being on board. This provision was inserted pursuant to a request of the Royal Ulster Yacht Club. While paragraph 1 provides that "the competing yachts shall be measured with all dead-weights on board which they intend to carry during a race", that provision is merely a restatement in different words of the provision in Rule 50, Section II of the Racing Rules of the New York Yacht Club that "such plane (established load water-line plane) shall be as nearly as practicable, the plane of flotation when in racing trim". Paragraph 4 of Article 16 specifically recognizes the right of the competing yachts to "take in or remove ballast" subject to the inspection of their marks, and moreover, the word "dead-weight" is used in that paragraph in distinction to the word "ballast". Under the provisions of Article 16, however, if either yacht should either take in or remove ballast after the establishment of her load water-line plane, she must notify the Measurer of such change in trim and put

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herself at his disposal for the inspection of her marks, as provided in paragraph 3 of the article in question. Under the provisions of Rule 19 of the Racing Rules of the New York Yacht Club, no such alteration in ballast can be made after 9 P.M. of the day previous to that on which the race is sailed. The provisions of Rule 50, Section III of the Racing Rules of the New York Yacht Club, under which there is no change in a yacht's rating if after the establishment of her load water-line plane, both her side marks continue to be cut by the surface of the water, are in no way affected by the provisions of Article 16 of the said Conditions.

NEW YORK YACHT CLUB
SAILING INSTRUCTIONS FOR RACES
TO BE HELD UNDER THE OBSERVATION OF
THE AMERICA'S CUP COMMITTEE
OFF NEWPORT, JULY, 1930

THE TIMES REFERRED TO IN THESE INSTRUCTIONS ARE
DAYLIGHT SAVING TIMES.

CONDITIONS

These races are open only to yachts eligible for selection as the defender of the America's Cup, and will be sailed without time allowance.

COURSES

The races will be sailed over courses approximately 15 nautical miles to windward or leeward and return, or triangular, with approximately 10 nautical miles to the leg.

The compass direction of the courses will be signalled by Code Flags.

Signals for a windward or leeward race will indicate the direction of the first leg of the course.

Signals for a triangular race will indicate the direction of the legs in the order of sailing and must be read beginning on the forward hoist.

STARTING AND FINISHING LINES

The starting and finishing lines will be between a white flag on the Committee Boat and a buoy moored approximately 9 nautical miles Southeast (magnetic) of the Brenton Reef Light Vessel. The buoy will be a combination gas and whistle buoy. The buoy will be cylindrical with skeleton superstructure, and will be painted black and white in perpendicular stripes. The light will be flashing white of 390 candlepower; characteristic 2 seconds light, 2 seconds eclipse; focal plane of light, 16 feet.

The Committee Boat will display a Race Committee flag and at the finish will hoist a red cylinder. In fog it will, at intervals, ring a bell rapidly for about 5 seconds.

MARKS

The marks referred to in these Instructions, where not otherwise described, will be white floats carrying a red ball with white stripe surmounted by a Club burgee.

In windward and leeward races, the outer mark and finishing mark shall be left on the starboard hand.

In triangular races, the yachts shall pass all marks on the outside of the triangle.

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DIVISIONS

Yachts will race in pairs which will be designated as Division 1 and Division 2. Prior to 8. a. m. on the day of each race a notice of the Division in which each yacht will sail that day will be posted on the Bulletin Board at the New York Yacht Club Station, [No. 6.]

STARTING SIGNALS

11.15 — Course Signals will be hoisted

First Division

11.30 — Warning White Cone
11.35 — Preparatory Blue and White Cone
11.40 — Start One Red Cylinder

Second Division

11.45 — Warning Two White Cones
11.50 — Preparatory Two Blue and White Cones
11.55 — Start Two Red Cylinders

SPECIAL SIGNALS

- G. Race postponed until later in the day,
 (at 15 minute intervals).
- H. Race postponed for the day.
- J. Race is off.
- Y. Racing yachts come within hail.

RECALL SIGNAL

The recall number of each yacht will be its racing number.

TIME LIMIT

If in any race none of the yachts in a division has finished within five and one-half hours, the race in that division will be declared off.

EDMUND LANG, *Chairman*
COLGATE HOYT, *Secretary*
PHILIP R. MALLORY,
Race Committee.

2 June, 1930.



NEW YORK YACHT CLUB
AMERICA'S CUP COMMITTEE

Fifteenth July,
Nineteen thirty.

Dear Sir:

The yachts eligible for selection as the defender of the America's Cup should be in Newport Harbor, Tuesday, 19th of August. The members in charge of each yacht will report to the Cup Committee at 6 P. M. Daylight Saving Time, on board the Flagship "Nourmahal" or on such other yacht as may later be designated.

The members in charge of each yacht must present a valid certificate of measurement signed by the Measurer of the Club and a certificate from Lloyd's Register of Shipping certifying that the yacht has been constructed in accordance with its "Rules for the Construction of Yachts", unless such latter certificate has theretofore been filed with the Committee.

The trial races to select the defender of the America's Cup will start on Wednesday, 20th of August, and continue until the selection of the defender has been announced by the Committee.

The provisions of clauses 9, 10, 11 and 12 of the "Conditions governing the Races for the America's Cup, Nineteen thirty", shall apply.

The courses will be either fifteen nautical miles to windward or leeward and return, or triangular, ten nautical miles to the leg. The races will be started from a mark moored nine nautical miles S. E. (magnetic) from the Brenton Reef Light Vessel.

In each race, the warning signal will, wind and weather permitting, be made at 11:30 A. M. Daylight Saving Time.

Yachts will race in pairs or otherwise as may be directed by the Committee.

G. A. CORMACK,
Secretary
America's Cup Committee.

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NEW YORK YACHT CLUB

ANNUAL CRUISE 1930

RACING FLEET

Yachts whose Measurement Certificates were on file
with the Race Committee on July 21, 1930

† Certificate expires before or during the Cruise.

SCHOONERS AND KETCHES

Racing Symbol	Yacht	Rating	Seconds per Mile
65-Ft. CLASS D Designating Letter D			
D 2	FONTINALIS II	58.6	105.80
D 4	TAORMINA	57.9	107.52
D 22	WILDFIRE	58.6	105.80
56-Ft. CLASS E Designating Letter E			
E 5	LYNX	55.0	114.90
E 9	QUEEN MAB	48.4	134.11
†E 11	CACHALOT	46.2	141.43
E 16	DUCHESS	53.3	119.50
E 17	MISTRAL	46.3	141.08
E 18	MORNING STAR	55.1	114.64
†E 25	ADVANCE	55.3	114.41
46-Ft. CLASS F Designating Letter F			
F 1	PLEIONE	41.7	158.12
†F 4	MARY ROSE	39.0	169.52
F 7	ADVENTURE (Kch)	42.6	154.57
38-Ft. CLASS G Designating Letter G			
G 2	NINA	37.0	178.75
G 3	SACHEM	37.8	174.96
G 5	TEAL	31.2	210.36
G 8	CURLEW	37.9	174.50
G 10	TERAGRAM	35.3	187.20
G 11	SIMOON (Kch)	38.0	174.04
G 12	FONTINALIS	35.9	184.14
G 14	RUMPUS	33.2	198.51
SEAWANHAKA SCHR. CLASS Designating Letter Y			
SC 3	FLYING FISH	33.3	197.95
SC 8	MARIANN	"	"
†SC 10	VENTURER	"	"
SC 11	FLYTIE	"	"
SC 12	NADJI	"	"
SC 13	DAIQUIRI	"	"
31-Ft. CLASS H Designating Letter H			
H 4	GOLDEN HIND	27.5	235.52

SLOOPS AND YAWLS

SPECIAL CLASS	A-1	Designating Letter A	Rating	Seconds per Mile
1	WEETAMOE		76.0	71.41
2	YANKEE		"	"
3	WHIRLWIND		"	"
4	ENTERPRISE		"	"

SLOOPS AND YAWLS—continued

Racing Symbol	Yacht	Rating	Seconds per Mile
SPECIAL CLASS I AND J Designating Letter I			
I 3	VANITIE	78.6	67.27
J 1	RESOLUTE	76.0	71.41
†J 3	ARTEMIS	68.5	84.64
65-Ft. CLASS K Designating Letter K			
K 1	THISTLE (Ywl)	64.9	91.76
56-Ft. CLASS L Designating Letter L			
L 11	AVENGER	50.7	126.98
L 20	MEDORA	46.8	139.37
46-Ft. CLASS M Designating Letter M			
M 1	PRESTIGE	46.0	142.12
M 3	CHIORA	45.9	142.46
M 4	IBIS	46.0	142.12
†M 7	VALIANT	46.0	142.12
M 8	VICTORIA	46.0	142.12
M 10	ISTALENA	46.0	142.12
M 11	AVATAR	46.0	142.12
†M 14	WINDWARD	46.0	142.12
M 17	SIMBA	46.0	142.12
M 52	ANDIAMO	46.0	142.12
12-METRE CLASS Designating Letter R			
†12/1	WAIANDANCE	38.1	173.58
12/2	SALLY ANN	38.0	174.04
12/3	TYCOON	38.0	174.04
12/4	IRIS	38.0	174.04
12/5	ANITRA	38.0	174.04
12/6	ONAWA	38.0	174.04
N. Y. Y. C. 40-Ft. CLASS Designating Letter S			
NY 40	SHAWARA	42.0	156.93
†NY 42	COCKATOO	"	"
†NY 45	TYPHOON	"	"
NY 46	MISTRAL	"	"
NY 47	PAMPERO	"	"
NY 48	CHINOOK	"	"
NY 49	ROWDY	"	"
NY 50	MARILEE	"	"
38-Ft. CLASS N Designating Letter N			
N 1	RUGOSA II (Ywl)	37.8	174.96
N 7	DAPHNE (Ywl)	32.1	204.88
10-METRE CLASS Designating Letter U			
10/ 3	SYNTHETIC	32.4	203.11
10/ 4	FALCON	"	"
10/ 5	VALENCIA	"	"
10/ 6	NARCISSUS	"	"

SLOOPS AND YAWLS—continued

Racing Symbol	Yacht	Rating	Seconds per Mile
10/ 7	BRANTA	32.4	203.11
10/ 9	ASTRA	"	"
10/10	BALLYMENA	"	"
10/11	DRAGON	"	"
10/13	SHAWARA	"	"
10/14	NAUTILUS	"	"
31-Ft. CLASS P Designating Letter P			
P 39	PSYCHE	30.8	212.85
P	VAERINGER II	30.1	217.34
N. Y. Y. C. 30-Ft. CLASS Designating Letter W			
NY 4	INTERLUDE	27.7	234.04
NY 5	LENA	"	"
NY 7	ALICE	"	"
NY 9	AMORITA	"	"
NY 11	ORIOLE	"	"
NY 13	PHANTOM	"	"
†NY 15	BANZAI	"	"
NY 16	NAUTILUS	"	"
8-METRE CLASS (OPEN) Designating Letter V			
†8/ 1	SUNNY	24.6	259.14
8/ 5	GITANE	25.0	255.65
8/ 7	PRISCILLA III	25.1	254.78
8/ 9	THISBE	25.4	252.23
8/10	MUFFET	25.0	255.65
8/11	MAB	24.4	260.92
8-METRE CLASS (CLOSED) Designating Letter X			
8/ 1	NYMPH	25.1	254.78
†8/ 2	ACE II	"	"
†8/ 3	ALALA	"	"
8/ 4	ROULETTE III	"	"
†8/ 5	ALEADA	"	"
8/ 6	FANITA	"	"
8/ 9	JACKEEN	"	"
†8/11	LOKE	"	"
25-Ft. CLASS Q Designating Letter Q			
Q 3	HOPE	25.0	255.65
FISHERS ISLAND CLASS Designating Letter T			
FIS 2	SHANTY	24.3	261.82
FIS 3	CHANCE	"	"

New York, 21 July, 1930.

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EDMUND LANG, Chairman
COLGATE HOYT, Secretary
PHILIP R. MALLORY

Race
Committee



NEW YORK YACHT CLUB
SAILING INSTRUCTIONS FOR THE TRIAL RACES
TO SELECT THE DEFENDER OF
THE AMERICA'S CUP
THE TIMES REFERRED TO IN THESE INSTRUCTIONS ARE
DAYLIGHT SAVING TIMES.

CONDITIONS

These races will be held off Newport commencing 20th August, 1930 and will continue until the America's Cup Committee has selected the defender.

COURSES

The races will be sailed over courses approximately 15 nautical miles to windward or leeward and return, or triangular, with approximately 10 nautical miles to the leg.

The compass direction of the courses will be signalled by Code Flags.

Signals for a windward or leeward race will indicate the direction of the first leg of the course.

Signals for a triangular race will indicate the direction of the legs in the order of sailing and must be read beginning on the forward hoist.

STARTING AND FINISHING LINES

The starting and finishing lines will be between a white flag on the Race Committee Boat and a buoy moored approximately nine nautical miles Southeast (magnetic) of the Brenton Reef Light Vessel, which buoy will be the mark at the start and finish. The buoy will be a combination gas and whistle buoy. The buoy will be cylindrical with skeleton superstructure, and will be painted black and white in perpendicular stripes. The light will be flashing white of 390 candle-power; characteristic 2 seconds light, 2 seconds eclipse; focal plane of light 16 feet.

The lines will be approximately at right angles to the first and last courses respectively.

The Committee Boat will display a Race Committee flag and at the finish will hoist a red cylinder. In fog it will, at intervals, ring a bell rapidly for about 5 seconds.

MARKS

The marks referred to in these Instructions, where not otherwise described, will be white floats carrying a red ball with white stripe surmounted by a Club burgee.

In windward and leeward races, the outer mark and finishing mark shall be left on the starboard hand.

In triangular races, the yachts shall pass all marks on the outside of the triangle.

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DIVISIONS

In each race the yachts will race in divisions or otherwise as may be directed by the America's Cup Committee. When the yachts are to sail in separate divisions, the racing numbers of the yachts which will sail in the First Division will be displayed on the Race Committee Boat not later than ten minutes before the course signals are made.

STARTING SIGNALS

11:25 — Course Signals will be hoisted

First Division

11.30 — Warning White Cone

11.35 — Preparatory Blue and White Cone

11.40 — Start One Red Cylinder

Second Division

11.45 — Warning Two White Cones

11.50 — Preparatory Two Blue and White Cones

11.55 — Start Two Red Cylinders

SPECIAL SIGNALS

G. Race postponed until later in the day,
(at 15 minute intervals).

H. Race postponed for the day.

J. Race is off.

Y. Racing yachts come within hail.

RECALL SIGNAL

The recall number of each yacht will be its racing number.

TIME LIMIT

If in any race none of the yachts in a division has finished within five and one-half hours, the race in that division will be declared off.

EDMUND LANG, *Chairman*

COLGATE HOYT, *Secretary*

PHILIP R. MALLORY,

Race Committee.

11 August, 1930.

Sailing Instructions for the Races

for

The America's Cup

1930

To be held off Newport, Rhode Island
commencing Saturday, 13th September

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ALL TIMES REFERRED TO IN THESE INSTRUCTIONS ARE
DAYLIGHT SAVING TIMES.

CONDITIONS

The races will be sailed under the "Conditions Governing the Races for the America's Cup, 1930" agreed upon by the Royal Ulster Yacht Club and the New York Yacht Club.

DATE OF RACES

The first race will be sailed on Saturday, September 13th, 1930, and the subsequent races will be sailed on every succeeding weekday, provided however that immediately on the conclusion of each race the Race Committee will enquire of each contestant whether he is willing to start the next day. Should either contestant reply in the negative one day will intervene before starting the next race. Sunday will not count as such intervening day.

NUMBER OF RACES

The match will be decided by the best four out of seven races.

COURSES

The races will be started from a mark anchored nine nautical miles S. E. (magnetic) from the Brenton Reef Light Vessel.

The course for the first, third, fifth and seventh races will be fifteen nautical miles to windward or leeward and return.

The course for the second, fourth and sixth races will be a triangle with approximately ten nautical miles to the leg.

All races will be started to windward if in the opinion of the Race Committee it is possible.

In races to windward or leeward and return, the outer mark and the finishing mark shall be left to starboard.

In triangular races, all marks shall be passed on the outside of the triangle.

COURSE SIGNALS

The compass direction (magnetic) of the courses will be signalled by Code Flags as early as possible, and not less than ten minutes before the warning signal is made.

Signals for a race to windward or leeward and return will indicate the direction of the first leg of the course.

Signals for a triangular race will indicate the direction of the legs in the order of sailing and must be read beginning with the forward hoist.

STARTING AND FINISHING LINES

The starting and finishing lines will be between a white flag on the Race Committee Boat and a buoy moored approximately nine nautical miles Southeast (magnetic) of the Brenton Reef Light Vessel, which buoy will be the mark at the start and finish. The buoy will be a combination gas and whistle buoy. The buoy will be cylindrical with skeleton superstructure, and will be painted black and white in perpendicular stripes. The light will be flashing white of 390 candle-power; characteristic 2 seconds light, 2 seconds eclipse; focal plane of light, 16 feet.

The lines will be approximately at right angles to the first and last courses respectively.

The Committee boat will display a Race Committee flag and when in position at the finish will display a red cylinder. In fog it will at intervals ring a bell rapidly for about five seconds.

MARKS

The marks, except at the start and finish, will be white floats, each carrying a red ball — with the letters N. Y. Y. C. in blue on a white stripe — surmounted by a Club Burgee.

The Race Committee will endeavor to indicate the position of each mark, other than the mark at the start and finish, by stationing a vessel displaying a red ball near to and beyond the mark, judged by the course to the mark. The failure of such vessel to be in position will not relieve the competing yachts from the requirement of properly rounding all marks.

Should any mark be missing or moved from its proper position during a race, the Race Committee will if possible replace it or substitute a boat with Code Flag "O" hoisted, which boat may be the marking vessel, and call attention to its action by gun or whistle.

THE START

The warning signal will be made as nearly as practical at 11:30 a. m. No race will be started after 1:30 p. m.

STARTING SIGNALS

11:30	Warning	White Cone
11:35	Preparatory	Blue & White Cone
11:40	Start	One Red Cylinder

SPECIAL SIGNALS

E — Do you assent to postponing the race until later in the day?
F — Do you assent to calling the race off for the day?
G — Race postponed at 15 minute intervals.
H — Race postponed for the day.
J — Race is off.

RECALL SIGNAL

The recall number of the Challenger will be 1 and the recall number of the Defender will be 2.

POSTPONEMENTS

The time of the warning signal will not be changed except as follows:

- a. By the Race Committee in case of fog.
- b. By the Race Committee if, in their opinion, the space around the starting line is not sufficiently clear at the time appointed for the start.
- c. By the Race Committee if, in their opinion, the wind is so light or fickle that it is not practical to determine a windward or leeward course.
- d. In case both yachts consent to a postponement, in which case the Race Committee will determine the time of the start.
- e. If in the opinion of the Race Committee the weather shall be, at the time appointed for the start of any race, or threaten to be, of such severe character as not to afford a reasonable opportunity of fairly testing the speed of the two yachts, the race may be postponed in the discretion of the Race Committee, unless either contestant shall insist upon its being started.
- f. In case of serious accident to either vessel as hereinafter provided.

TIME LIMIT

If in any race neither yacht goes over the course in five and a half hours, such race will not count and will be resailed.

UNFINISHED RACES

An unfinished race or a race resulting in a tie will be repeated until finished.

TIME ALLOWANCE

There will be no time allowance.

DISQUALIFICATION

If either yacht be disqualified in any race, such race will be awarded to the other yacht, whether or not she shall complete the course.

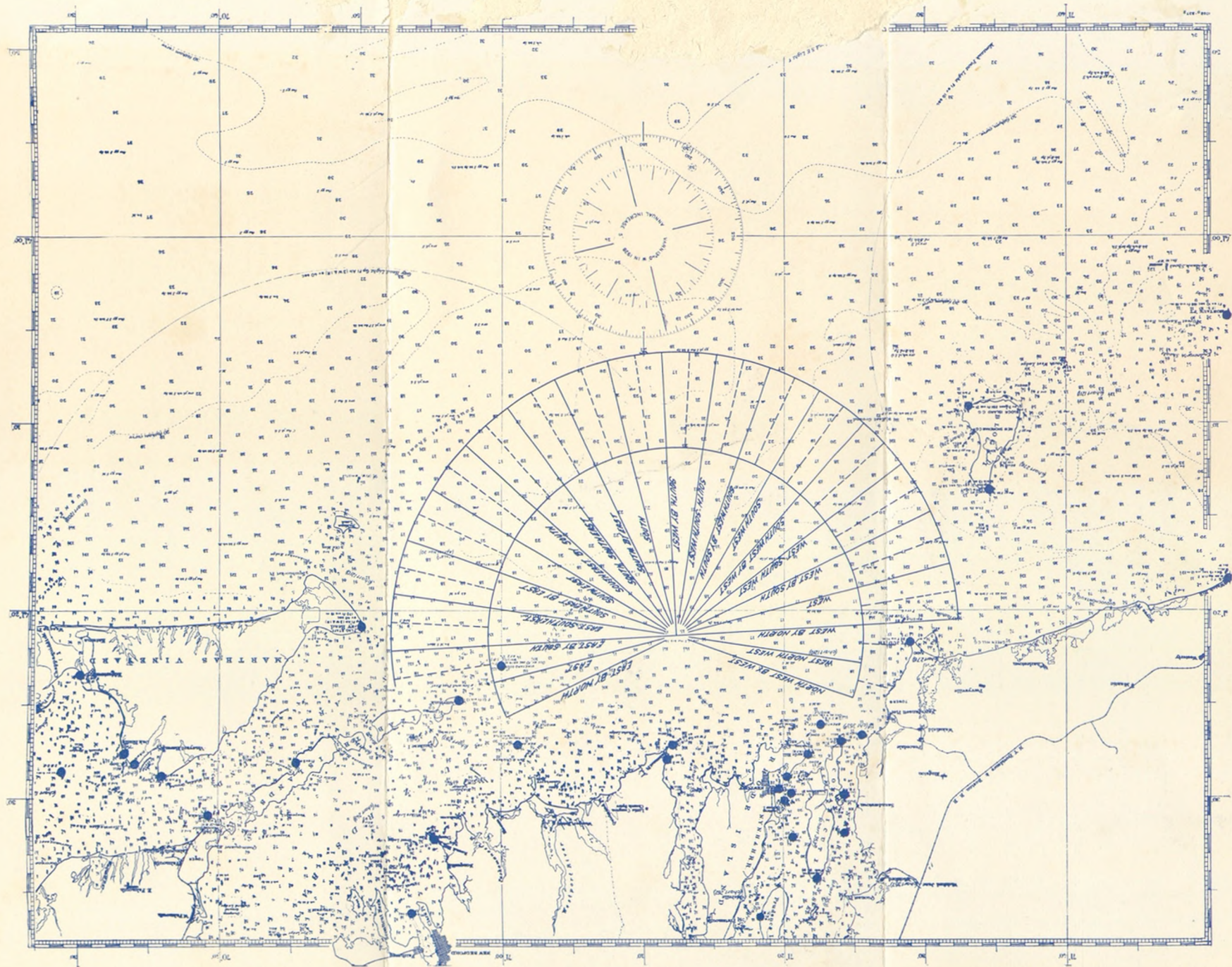
ACCIDENTS

In case a serious accident occurs to either vessel prior to the preparatory signal, she shall have such time, not exceeding in any event four weeks, as the committees representing the two Clubs shall determine to be reasonable to effect repairs before being required to start, or if such accident occur during a race, before being required to start in the next race; but no such allowance of time to repair shall permit of any race being sailed after October 31, 1930.

If through the fault of either yacht, the other be destroyed or so injured as to be incapable of repair, and the latter shall be free from fault, the match will be awarded to her.

EDMUND LANG, *Chairman*
COLGATE HOYT, *Secretary*
PHILIP R. MALLORY
Race Committee.

30 August, 1930.



Call 215
mic 90.27

DISTANCES OF START OF AMERICA'S CUP RACES

Nautical Miles

From

12.5	Fort Adams	Newport
13	Point Judith	Breakwater
21	Block Island	West Harbor
19	"	East "
7	Sakonnet River	West Island
30	New Bedford	
14	Cutty Hunk	
30	Watch Hill	
19	Menemka Bight	

Off Newport 1930

Tons 2,240 lbs

RATING 76'

<u>Waterline</u>	<u>Sail Area</u>		<u>Displacement</u>	
	Sq. ft.	difference	Cu. ft.	Tons
76'	7607		3869	110.54
77	7600	- 7	4019	114.83
78	7594	- 6	4173	119.23
79	7588	- 6	4330	123.72
80	7582	- 6	4492	128.34
81	7577	- 5	4657	133.05
82	7572	- 5	4826	137.88
83	7567	- 5	5000	142.85
84	7562	- 5	5177	147.92
85	7557	- 5	5359	153.11
86	7551	- 5	5545	158.43
87	7546	- 5	5735	163.85

80' LWL mast allowed 153'03 from deck

87 152.68

.35' ■ 4.2"

Coll-215
MC 90-27



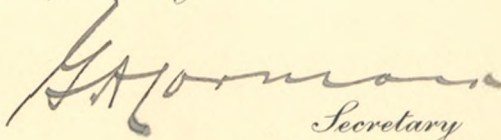
New York Yacht Club

New York December 18th 1930

Dear Sir

I have the honor to inform you that at
the last meeting of the New York Yacht Club you
were duly elected a member of the
Committee on Racing Appeals
for the year 1931.

Very respectfully


Secretary

Coll. 215
MC 90.27

W. B. Duncan Esq.

SECRETARY
NEW YORK YACHT CLUB

Extract from the minutes of the Annual Meeting, Dec.18.1930

Commo. Morgan:

There is one more resolution in connection with the match for the America's Cup held last Autumn which I would like to offer. The America's Cup Committee had an exceedingly difficult task to perform and the thanks of the Club are due to them more than any other Committee for the extraordinary pains which they gave to their particular work and I would like to propose a vote of thanks to the America's Cup Committee for their work. Motion seconded and unanimously carried.

Coll. 215
MC 90.27