



New York Yacht Club

The New York Yacht Club Cup

Offered by the Flag Officers for 1926

Will be raced for at Newport, Rhode Island, in a series of races beginning on Tuesday, September 14th, by yachts of the

"R" Class

Under the Racing Rules of the New York Yacht Club

ENTRIES

Entries will be received by the Secretary of the New York Yacht Club not later than the 31st of August. A certificate of Measurement, which should include a certificate of the weight of the yacht entered, must be filed with each entry. If, however, a yacht has not been weighed, the Race Committee will designate a place where she can be weighed, on a day not later than the 7th of September. A yacht that has not been weighed cannot race for this Cup.

The measurement rules governing the "R" Class are the same in the Clubs on Massachusetts Bay as in the Yacht Racing Association of Long Island Sound, and these Rules will govern all measurements.

TIME LIMIT

There will be a time limit of three and one half hours for each race. If a yacht finishes within the limit the Race Committee will take the time of all other yachts finishing. If no yacht finishes within the limit, the race will be declared off.

MARKS

The marks will be white floats, carrying a red ball with white stripe on which are the letters N. Y. Y. C. in blue, surmounted by a flash cone.

STARTING AND FINISHING LINE

The starting and finishing line will be between a white flag on the Committee boat and a mark.

STARTING SIGNALS

Attention will be called to each signal by a whistle.

The start will be a one gun start. The Time will be Daylight Saving Time.

RACES

The signal for the hour of the start will be hoisted on the Committee boat at the same time as the signal for the location of the courses.

If the yachts are divided into two divisions as provided for below, the starting signal for the first division will be the warning signal of the second division.

STARTING SIGNALS

Warning signal	White Cone
Five minutes later—Preparatory signal	Blue and White Cone
Five minutes later—Start	One Red Cylinder

RECALL SIGNAL

See Rule X., Sec. 5

SPECIAL SIGNALS

- G. Race postponed until later in the day, at 15-minute intervals.
- H. Race postponed for the day.
- J. Race declared off.
- M. Race will finish at this mark.
- N.V. Race outside.
- S.G. Race in Narragansett Bay.

At the finish the Committee Boat will display a Race Committee Flag and a Red Cylinder. After dark it will show the Club night signal, *Green, Red, Green* lights, and will burn Club distinguishing signals at intervals. In fog it will, at intervals, ring the bell rapidly for about five seconds.

LOCATION OF COURSES

The races will be sailed either off Brenton Reef Lightship or, if the weather is too bad for an outside race, in Narragansett Bay. If the races of the day are to be sailed outside, the signal N.V. will be hoisted on the Committee boat as early as possible; if in Narragansett Bay the signal S.G. will be so hoisted.

As it is impossible to state exactly where the starting line will be for the Narragansett Bay courses, the yachts must follow the Committee boat.

The courses will be signalled by the proper Code flags.

COURSES

Course L. Start between the Committee boat and a mark, to and around a mark anchored $2\frac{1}{2}$ nautical miles to windward or leeward, as the case may be, leaving marks to starboard *twice around*. Total distance 10 nautical miles. The compass direction of the course will be signalled.

Course W. Start between the Committee boat and a mark, around a triangle of approximately 6 nautical miles, *twice around*. Signals will indicate the directions of the sides of the triangle, each of which will be about 2 nautical miles in length.

Compass Courses will be magnetic, and must be read beginning forward.

Yachts must pass the marks on the outside of the triangle including the finishing mark.

POINTS

Each yacht will be given one point for starting and one point for each yacht she defeats. A yacht not finishing will receive no points but will be counted as a defeated yacht. The points will be figured on the basis of the largest number of yachts sailing in any race.

ELIMINATION OF YACHTS

All yachts will race for two days or until at least two races have been completed. The Committee, before the first race, may divide the fleet by lot into two divisions, and will notify the yachts of the divisions in which they have been drawn. If the yachts are thus divided each division will sail two races.

At the termination of these preliminary races,

- (1) Should the yachts not be divided into two divisions the four yachts with the highest number of points in the preliminary races will be selected for the final races.
- (2) If the yachts are divided into two divisions the two yachts with the highest number of points in each division will be selected for the final races.

Should there be a tie among the yachts in (1) and (2) referred to as selected, the yachts so tied shall all qualify for the final races.

The points scored in the preliminary races shall not carry over to the final races.

Two final races shall be sailed and the yacht, scoring the highest number of points in these two races only, shall be declared the winner of the Cup.

Should there be a tie for first place, it will be sailed off between the yachts tied, in one race.

PROTESTS

Protests should be presented to the Committee each day so that all questions may be disposed of immediately.

GHERARDI DAVIS, *Chairman* }
CLINTON MACKENZIE } *Race*
EDMUND LANG } *Committee*

NEW YORK YACHT CLUB
37 West 44th Street
August 10th, 1926

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF THE HISTORY OF ARTS
OFFICE OF THE DIRECTOR
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Coll. 215
MC 90.27



GENERAL ORDER
NUMBER 2

NEW YORK YACHT CLUB
CAROLINA, FLAGSHIP

ASSEMBLY

NEW YORK
1 JULY, 1926

1. THE YACHTS TAKING PART IN THE ANNUAL CRUISE WILL ASSEMBLE AT NEW LONDON, TUESDAY, 17 AUGUST, BY 6 P. M.

CAPTAINS WILL REPORT TO THE COMMODORE ON BOARD THE FLAGSHIP AT 9 P. M. THE COMMODORE WILL HOLD A RECEPTION ON BOARD THE FLAGSHIP FOR CAPTAINS AND THEIR GUESTS AT 9.30 P. M.

NOTE. CAPTAINS ARE REQUESTED TO FORWARD THE NAMES OF THEIR GUESTS TO THE FLEET CAPTAIN ON JOINING THE SQUADRON. A COMPLETE LIST OF CAPTAINS AND THEIR GUESTS WILL BE SENT TO THE YACHTS OF THE SQUADRON FOR THE INFORMATION OF THOSE CONCERNED.

CAPTAINS AND THEIR GUESTS WILL BE WELCOME ON BOARD THE FLAGSHIP AT ALL TIMES.

SIGNALS

2. THE FOLLOWING SIGNALS WILL BE USED IN CONNECTION WITH THE MOVEMENTS OF THE SQUADRON.

NOTE. WHEN A SIGNAL FOR GETTING UNDERWAY IS HOISTED BY THE FLAGSHIP TWO GUNS IN SUCCESSION WILL BE FIRED TO CALL ATTENTION. WHEN ANY OTHER SIGNAL REFERRED TO IN THIS ORDER IS HOISTED BY THE FLAGSHIP, ONE GUN WILL BE FIRED TO CALL ATTENTION.

THE CODE LETTER P, WITH A SIGNAL INDICATING THE NEXT PORT DISPLAYED SIMULTANEOUSLY, WILL BE HOISTED AT THE HOUR PREVIOUSLY ESTABLISHED FOR GETTING UNDERWAY.

THE SIGNAL B E WILL INDICATE A POSTPONEMENT OF THE TIME FOR GETTING UNDERWAY. THE SIGNAL U, WITH A TIME SIGNAL DISPLAYED SIMULTANEOUSLY, WILL INDICATE A NEW TIME FOR GETTING UNDERWAY.

THE RACE COMMITTEE WILL ISSUE INSTRUCTIONS FOR THE PORT TO PORT RACES AND FOR OTHER RACING EVENTS.

THEY WILL ESTABLISH A LINE FOR THE START OF EACH RACE IN ACCORDANCE WITH SUCH INSTRUCTIONS.

THE WARNING SIGNAL FOR A RACE ON ANY RUN WILL BE HOISTED BY THE RACE COMMITTEE BOAT AT THE POINT INDICATED IN THE INSTRUCTIONS, ONE HOUR AFTER THE SIGNAL FOR GETTING UNDERWAY.

A REASONABLE TIME, HOWEVER, AS WEATHER AND OTHER CONDITIONS MAY REQUIRE, WILL BE ALLOWED YACHTS (WHICH GET UNDERWAY PROMPTLY) TO REACH THE VICINITY OF THE STARTING LINE BEFORE THE SIGNAL IS HOISTED.

CONDITIONS GOVERNING "THE NEW YORK YACHT
CLUB CUP."

1926

1. This cup is to be known as "The New York Yacht Club Cup."
2. This cup shall be forever held by the New York Yacht Club and may be sailed for annually. The name of each yacht winning it and the name of her owner shall be suitably inscribed thereon and each winning yacht shall receive a replica of this cup.
3. Races for this cup shall be sailed under the Racing Rules of the New York Yacht Club, as the same shall be from time to time in force, including the rules of measurement and time allowance, except as otherwise provided in these terms and conditions.
4. Any yacht belonging to any yacht club in the United States in good standing may be eligible to enter in these races.
The Flag Officers may direct that any yacht of another country, belonging to any yacht club of good standing, may be eligible to enter in these races.
5. Entries must be made by the Secretary of the Club under whose flag the yacht intends sailing. Clubs shall not be limited to one entry. The name of the yacht and owner, rig and measurement must be given, and other details that may be from time to time required.
6. The Flag Officers may select any class or classes of yachts (irrespective of size) the racing of which, in their opinion, will bring to the sport of yachting the greatest benefit in any year, and they may offer the cup to the class or classes that they select.
7. Should the Flag Officers select yachts of a class too small for enrollment in the New York Yacht Club to race for this cup, then the conditions specified in paragraph three of these conditions may, in the discretion of the Flag Officers, be waived.
8. The Flag Officers shall have the right to combine classes.
9. If it should occur, in any year, in the opinion of the Flag Officers, that there is not an existing class or classes that warrants a race for this cup, then in that year the cup will not be sailed for and the cup will be offered again when the Flag Officers shall so determine.
10. An announcement of the class or classes selected, the time and the place at which these races are to be sailed, shall, with other details, concerning these races, be made known at the earliest possible date.
11. With the exception of paragraphs 1, 2, and 3, of the conditions governing this cup, the other conditions may be from time to time altered by the unanimous action of the Flag Officers of the New York Yacht Club taken not less than six months previous to the race at which such alterations shall be applicable.

ITINERARY

3. THE ITINERARY FOR THE ANNUAL CRUISE WILL BE AS FOLLOWS:

WEDNESDAY, 18 AUGUST	NEW LONDON	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO NEWPORT. THE RACES FOR THE NAVY CHALLENGE CUPS WILL BE SAILED EN ROUTE.
THURSDAY, 19 AUGUST	NEWPORT	THE RACES FOR THE ASTOR CUPS WILL BE SAILED OFF NEWPORT. THE WARNING SIGNAL WILL BE HOISTED AT 11.30 A. M. YACHTS WILL ANCHOR IN NEWPORT HARBOR AFTER THE RACES.
FRIDAY, 20 AUGUST	NEWPORT	THE RACE FOR THE KING'S CUP AND A RACE FOR YACHTS NOT ELIGIBLE FOR THE KING'S CUP WILL BE SAILED OFF NEWPORT. THE WARNING SIGNAL FOR THE KING'S CUP RACE WILL BE HOISTED AT 11.30 A. M. THE WARNING SIGNAL FOR THE RACE FOR YACHTS NOT ELIGIBLE FOR THE KING'S CUP WILL BE HOISTED AT 11.50 A. M. YACHTS WILL ANCHOR IN NEWPORT HARBOR AFTER THE RACES.
SATURDAY, 21 AUGUST	NEWPORT	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO VINEYARD HAVEN. THE RACES FOR THE ALUMNI ASSOCIATION OF THE U. S. NAVY CHALLENGE CUPS WILL BE SAILED EN ROUTE.
SUNDAY, 22 AUGUST	VINEYARD HAVEN	THE SQUADRON WILL REMAIN AT ANCHOR IN VINEYARD HAVEN. YACHTS WILL DRESS SHIP AT 8 A. M.
MONDAY, 23 AUGUST	VINEYARD HAVEN	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO MATTAPOISETT. THE RACES FOR THE VICE-COMMODORE'S CUPS WILL BE SAILED EN ROUTE.
TUESDAY, 24 AUGUST	MATTAPOISETT	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RACES FOR THE COMMODORE'S CUPS. THESE RACES WILL BE SAILED IN BUZZARD'S BAY, YACHTS SAILING IN CRUISING TRIM. YACHTS WILL ANCHOR IN MATTAPOISETT HARBOR AFTER THE RACES.
WEDNESDAY, 25 AUGUST	MATTAPOISETT	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO NEWPORT. THE RACES FOR THE REAR COMMODORE'S CUPS WILL BE SAILED EN ROUTE.

OFFICIAL TIME

4. DAYLIGHT SAVING TIME WILL BE THE OFFICIAL TIME OF THE SQUADRON DURING THE CRUISE.

DISBANDMENT

5. THE SQUADRON WILL OFFICIALLY DISBAND AT EVENING COLORS, WEDNESDAY, 25 AUGUST.

W. B. DUNCAN,
FLEET CAPTAIN

GEORGE NICHOLS,
COMMODORE

New York Yacht Club

The New York Yacht Club Cup has been offered by the Flag Officers of the New York Yacht Club for 1926 to the yachts of the "R" Class. It will be sailed for off Newport, R. I., in a series of races beginning on Tuesday the 14th of September, the start to be off the Brenton Reef Lightvessel.

ENTRIES:—Entries will be received by the Secretary of the New York Yacht Club not later than the 31st of August. A Certificate of Measurement, which should include a certificate of the weight of the yacht entered, must be filed with each entry. If however a yacht has not been weighed, the Race Committee will designate a place where she can be weighed, on a day not later than the 7th of September. A yacht that has not been weighed cannot race for this Cup.

The measurement rules governing the "R" Class are the same in the Clubs on Massachusetts Bay as in the Yacht Racing Association of Long Island Sound, and these Rules will govern all measurements.

COURSES:—If possible, windward and leeward, and triangular courses, alternating, will be sailed. Length of Course. Windward and leeward races about 10 miles, about 2½ miles to a leg, twice around. Triangular races, about 12 miles, about 2 miles to a leg, twice around.

It is planned further to sail two races a day, so that if possible the races shall be completed in three days.

The Race Committee will issue Sailing Instructions to govern the races not later than the 10th of August, in which Instructions all matters, including the elimination of yachts from day to day, will be provided for in detail.



GENERAL ORDER
NUMBER 2

NEW YORK YACHT CLUB
CAROLINA, FLAGSHIP

ASSEMBLY

NEW YORK
1 JULY, 1927

1. THE YACHTS TAKING PART IN THE ANNUAL CRUISE WILL ASSEMBLE AT GLEN COVE, MONDAY, 15 AUGUST, BY 10 A. M.

CAPTAINS WILL REPORT TO THE COMMODORE ON BOARD THE FLAGSHIP AT 11 A. M. THE COMMODORE WILL HOLD A RECEPTION ON BOARD THE FLAGSHIP FOR CAPTAINS AND THEIR GUESTS AT 9.30 P. M., AT HUNTINGTON HARBOR.

NOTE. CAPTAINS ARE REQUESTED TO FORWARD THE NAMES OF THEIR GUESTS TO THE FLEET CAPTAIN ON JOINING THE SQUADRON. A COMPLETE LIST OF CAPTAINS AND THEIR GUESTS WILL BE SENT TO THE YACHTS OF THE SQUADRON FOR THE INFORMATION OF THOSE CONCERNED.

CAPTAINS AND THEIR GUESTS WILL BE WELCOME ON BOARD THE FLAGSHIP AT ALL TIMES.

SIGNALS

2. THE FOLLOWING SIGNALS WILL BE USED IN CONNECTION WITH THE MOVEMENTS OF THE SQUADRON.

NOTE. WHEN A SIGNAL FOR GETTING UNDERWAY IS HOISTED BY THE FLAGSHIP TWO GUNS IN SUCCESSION WILL BE FIRED TO CALL ATTENTION. WHEN ANY OTHER SIGNAL REFERRED TO IN THIS ORDER IS HOISTED BY THE FLAGSHIP, ONE GUN WILL BE FIRED TO CALL ATTENTION.

THE CODE LETTER P, WITH A SIGNAL INDICATING THE NEXT PORT DISPLAYED SIMULTANEOUSLY, WILL BE HOISTED AT THE HOUR PREVIOUSLY ESTABLISHED FOR GETTING UNDERWAY.

THE SIGNAL B E WILL INDICATE A POSTPONEMENT OF THE TIME FOR GETTING UNDERWAY. THE SIGNAL U, WITH A TIME SIGNAL DISPLAYED SIMULTANEOUSLY, WILL INDICATE A NEW TIME FOR GETTING UNDERWAY.

THE RACE COMMITTEE WILL ISSUE INSTRUCTIONS FOR THE PORT TO PORT RACES AND FOR OTHER RACING EVENTS.

THEY WILL ESTABLISH A LINE FOR THE START OF EACH RACE IN ACCORDANCE WITH SUCH INSTRUCTIONS.

THE WARNING SIGNAL FOR A RACE ON ANY RUN WILL BE HOISTED BY THE RACE COMMITTEE BOAT AT THE POINT INDICATED IN THE INSTRUCTIONS. ONE HOUR AFTER THE SIGNAL FOR GETTING UNDERWAY.

A REASONABLE TIME, HOWEVER, AS WEATHER AND OTHER CONDITIONS MAY REQUIRE, WILL BE ALLOWED YACHTS (WHICH GET UNDERWAY PROMPTLY) TO REACH THE VICINITY OF THE STARTING LINE BEFORE THE SIGNAL IS HOISTED.

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ITINERARY

3. THE ITINERARY FOR THE ANNUAL CRUISE WILL BE AS FOLLOWS:

MONDAY, 15 AUGUST	GLEN COVE	THE SQUADRON WILL GET UNDER WAY AT 1.00 P. M. FOR THE RUN TO HUNTINGTON HARBOR. THE RACES FOR THE CUPS WILL BE SAILED EN ROUTE.
TUESDAY, 16 AUGUST	HUNTINGTON HARBOR	THE SQUADRON WILL GET UNDER WAY AT 8.00 A. M. FOR THE RUN TO NEW LONDON. THE RACES FOR THE VICE-COMMODORE'S CUPS WILL BE SAILED EN ROUTE.
WEDNESDAY, 17 AUGUST	NEW LONDON	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO NEWPORT. THE RACES FOR THE NAVY CHALLENGE CUPS WILL BE SAILED EN ROUTE.
THURSDAY, 18 AUGUST	NEWPORT	THE RACES FOR THE ASTOR CUPS WILL BE SAILED OFF NEWPORT. THE WARNING SIGNAL WILL BE HOISTED AT 12.30 P. M. YACHTS WILL ANCHOR IN NEWPORT HARBOR AFTER THE RACES.
FRIDAY, 19 AUGUST	NEWPORT	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO VINEYARD HAVEN. THE RACES FOR THE ALUMNI ASSOCIATION OF THE U. S. NAVY CHALLENGE CUPS WILL BE SAILED EN ROUTE.
SATURDAY, 20 AUGUST	VINEYARD HAVEN	THE SQUADRON WILL GET UNDER WAY AT 9.00 A. M. FOR THE RUN TO NEWPORT. THE RACES FOR THE REAR-COMMODORE'S CUPS WILL BE SAILED EN ROUTE.
SUNDAY, 21 AUGUST	NEWPORT	THE SQUADRON WILL REMAIN AT ANCHOR IN NEWPORT HARBOR. YACHTS WILL DRESS SHIP AT 8 A. M.
MONDAY, 22 AUGUST	NEWPORT	THE RACE FOR THE KING'S CUP AND A RACE FOR YACHTS NOT ELIGIBLE FOR THE KING'S CUP WILL BE SAILED OFF NEWPORT. THE WARNING SIGNAL FOR THE KING'S CUP RACE WILL BE HOISTED AT 12.30 P. M. THE WARNING SIGNAL FOR THE RACE FOR YACHTS NOT ELIGIBLE FOR THE KING'S CUP WILL BE HOISTED AT 12.50 P. M. YACHTS WILL ANCHOR IN NEWPORT HARBOR AFTER THE RACES.
TUESDAY, 23 AUGUST	NEWPORT	THE RACES FOR THE COMMODORE'S CUPS WILL BE SAILED OFF NEWPORT. THE WARNING SIGNAL WILL BE HOISTED AT 12.30 P. M. THESE RACES WILL BE SAILED IN CRUISING TRIM. YACHTS WILL ANCHOR IN NEWPORT HARBOR AFTER THE RACES.

OFFICIAL TIME

4. DAYLIGHT SAVING TIME WILL BE THE OFFICIAL TIME OF THE SQUADRON DURING THE CRUISE.

DISBANDMENT

CAPTAINS WILL REPORT ON BOARD THE FLAGSHIP AT 7 P. M., TUESDAY, 23 AUGUST.

5. THE SQUADRON WILL OFFICIALLY DISBAND AT EVENING COLORS.

W. B. DUNCAN,
FLEET CAPTAIN

GEORGE NICHOLS,
COMMODORE

ca 1927

New York Yacht Club

PROPOSED AMENDMENTS TO THE MEASUREMENT AND RACING RULES

References are to the 1926 Club Book

RULE I

SAILS BETWEEN THE MASTS OF TWO-MASTED AND OF THREE-MASTED SCHOONERS.
Page 185.

AMEND by striking out the second paragraph on page 185 and by substituting therefor the following:

The area of the sails carried between the masts of schooners with gaff foresails shall be obtained from these measurements by taking the mean of P_1 and P_3 , multiplying this mean by B_1 and taking 75 per cent of the product:

$$\text{Formula: } 0.75 \frac{P_1 + P_3}{2} \times B_1$$

The area of the sails carried between the masts of schooners without gaff foresails shall be obtained from these measurements by taking the mean of P_1 and P_3 , and multiplying this mean by B_1 :

$$\text{Formula: } \frac{P_1 + P_3}{2} \times B_1$$

LENGTH.
Page 182.

AMEND by striking out the phrase

"one-third ($\frac{1}{3}$) of the greatest load water-line beam" and by substituting therefor the following:

"fifteen per cent (15%) of the load water-line length"

so that the entire phrase shall read:

but any concavity in the stem line shall be bridged by a straight line equal to fifteen per cent (15%) of the load water-line length, placed equally above and below the load water-line plane.

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LIMITS AND PENALTIES.

Page 188.

AMEND by introducing on page 189, after the first paragraph, new paragraphs to read:

The freeboard in feet, to the top of the covering board, at the midship section shall not be less than

$$6\% \text{ of the LWL plus } 0.6$$

If the actual freeboard at this point be less than this limit, the deficit shall be multiplied by two (2) and added to the measurement.

The sheer shall be a fair, continuous, concave curve, and the tumble home on each side of a yacht shall not exceed two (2%) per cent of the extreme beam.

The load water-line length (LWL) of a yacht, in feet, shall be limited to

$$108\% \text{ of the measurement plus } 5.$$

Any excess of the actual load water-line length (LWL) above this limit shall be added to the measurement.

AMEND by striking out the last paragraph on page 189, which reads:

"In yachts with more than one mast, 1.40 times the square root of the total sail area, plus 5."

and by striking out the corresponding formula on page 190, and by substituting the following:

In yawls, 1.50 times the square root of the total sail area, plus 5.

In schooners and ketches, 1.40 times the square root of the total sail area, plus 5.

Formulas:

Single masted yachts: $1.70\sqrt{SA} + 5$

Yawls: $1.50\sqrt{SA} + 5$

Schooners and Ketches: $1.40\sqrt{SA} + 5$

AMEND by striking out the last sentence of this section on page 190 and by substituting therefor the following:

Permanently bent masts, rotating masts, double-luffed sails, and similar contrivances are prohibited.

AMEND by inserting on page 190 an entire new section to be headed and to read as follows:

SCANTLINGS.

All yachts shall be built in accordance with the tables of scantlings known as LLOYD'S "Rules for the Construction and Classification of Yachts. 1908"; except that yachts of 46 feet rating (Classes F and M) and under may be built in accordance with HERRESHOFF'S "Rules for the Construction of Wooden Yachts," or in accordance with LLOYD'S "R" classification, or their equivalents. Such construction shall be certified to by the American Bureau of Shipping, or by Lloyd's Register of Shipping.

The penalties for lack of freeboard, for excessive length, and the restrictions in regard to scantlings shall not apply to yachts launched, or keels laid prior to January 1, 1928.

RULE III.

CLASSIFICATION.

Page 192.

AMEND the heading page 193 by inserting the words:

"and Ketches"

so that the heading becomes:

"Schooners and Ketches."

AMEND FURTHER by striking out the last paragraph on page 194, which reads:

"Sloops and yawls of thirty-eight (38) feet rating and under shall rate at the highest limit of their respective classes, when racing in their regular classes."

RULE V.

RESTRICTIONS. (RACING TRIM)

Page 194.

AMEND Section 1, "Sails" by inserting on page 195 an additional paragraph to read:

The head sheets shall not be trimmed to any outrigger, spar, or bumpkin abaft the forward shrouds.

AMEND FURTHER Section 7 "Private Signal and Number" by striking out the entire section and by substituting therefor the following:

Each yacht shall display her private signal and shall display her racing number at approximately equal distances from the luff and the leach on both sides of the mainsail and at approximately two-thirds ($\frac{2}{3}$) of the height of the sail above the deck.

Such racing number shall consist of class letter, or special distinguishing letter, letters, or symbol directly above the individual yacht's number. The letters and numbers must be dark colored, of clear-cut block type, and must be directly painted upon, or securely attached to the sail. The size of the letters, numbers, or distinguishing mark shall be not less than 15 inches each in height for yachts not over 31 feet rating, and not less than 18 inches each in height for yachts over 31 feet rating.

RULE X.

START AND FINISH.

Page 200.

AMEND Section 3 by striking out the first paragraph and by substituting therefor the following:

The Committee boat or station at the finish line shall show a distinctive red signal, and, after sunset, shall show either the Club's night signal, or two red lights.

Committee:

W. B. DUNCAN, *Chairman.*
C. F. ADAMS,
C. SHERMAN HOYT,
JUNIOUS S. MORGAN, JR.,
CLINTON H. CRANE,
CHARLES LANE POOR, *Secretary.*

NEW YORK YACHT CLUB

THE CRUISE

1927

NOTE—In addressing letters or telegrams to members or guests in the Squadron, the name of the yacht must be given.

- GLEN COVE Mail and telegrams should be addressed:
 New York Yacht Club Station, Glen Cove, L. I., N. Y.
- HUNTINGTON The Board of Governors of the Huntington Bay Club has extended to the members of the New York Yacht Club, and their guests, the privileges of their Club during the time the Squadron is in Huntington Harbor. Mail, telegrams, or other messages, will be cared for by the Huntington Bay Club and a Buffet Supper will be served on the night of the 15th of August in the Club's Casino to which all members and their guests are invited.
- NEW LONDON The Management of "The Griswold," Eastern Point, New London, has very kindly offered to receive mail and telegrams addressed to members and their guests with the Squadron, and in addition has extended the privileges of their Pier and Floats. There is a Western Union Telegraph Office in the Hotel and also telephone facilities.
- NEWPORT Mail and telegrams should be addressed:
 New York Yacht Club Station, Newport, R. I.
- VINEYARD. HAVEN Mail and telegrams should be addressed Vineyard Haven, Mass.
- The Commodore and Trustees of the Larchmont Yacht Club have loaned to the New York Yacht Club one of the Larchmont Club's launches and a launchman.
- This launch will be at Newport for the purpose of taking members to and from their yachts—preference will be given to yachts without launches or tenders.

NEW YORK,
AUGUST 8, 1927.

Coll. 215
MC 90.27

SECRETARY

NEW YORK YACHT CLUB
37 WEST 44TH STREET

New York, 30 November, 1927.

The Annual Meeting will be held in the Club House, 37 West 44th Street, New York City, on the night of Thursday, the 15th of December, at nine o'clock.

At this Meeting, Officers and Members of Committees will be elected to serve the Club for the year 1928.

The enclosed proposed amendments to the Measurement and Racing Rules will be presented at this Meeting.

At this meeting the question will be presented of authorizing the execution by the Club of an indenture between Harvey S. Ladew, Elsie Grace and Joseph H. Ladew, parties of the first part, the New York Yacht Club, party of the second part, and J. Pierpont Morgan, party of the third part, covering the premises at Glen Cove on which Station No. 10 of the Club is located. The circumstances which, in the judgment of the Finance Committee, make it desirable for the Club to become a party to the above mentioned indenture are as follows:

In August, 1904, Edward R. Ladew and Joseph H. Ladew and their respective wives presented to the Club the land upon which the Glen Cove Station is located. In the deed of conveyance the Club agreed that it would at all times maintain a club station upon this land and would use the land for that purpose and no other. It was also provided in this deed that if the Club should fail to maintain a club station on the land for a period of one year, or if the Club should be dissolved or cease to exist, the land in question should revert to the grantors and their respective heirs and assigns. This possibility of reverter is now vested in Harvey S. Ladew, Elsie Grace and Joseph H. Ladew, the parties of the first part to the above mentioned indenture.

In 1926 Harvey S. Ladew, Elsie Grace and Joseph H. Ladew conveyed to Mr. Morgan the land owned by them which surrounds the station property. The property so conveyed to Mr. Morgan included land on both sides of the road leading from Glen Cove to the club station, extending for a considerable distance back from the water. The property so acquired by Mr. Morgan was conveyed by him in July 1926 to certain Trustees to be held as a park for the benefit of the residents of Glen Cove in memory of Mrs. Morgan. At the time of the acquisition by Mr. Morgan of the property which he subsequently transferred to the Trustees of the park, he desired to acquire from the Ladews the possibility of reverter in the land now occupied by the Club station in case the Club should fail to maintain the station on the land or should be dissolved or cease to exist, and the Ladews would have been willing to transfer this possibility of reverter to him directly if it had been possible as a matter of law for them to do so. Under the laws of the State of New York, however, a possibility of reverter cannot be transferred, and if the Ladews should attempt to make such a transfer to Mr. Morgan the possibility of reverter would cease to exist. In order to bring about the desired result—namely, that title to the land upon which the club station is located should vest in Mr. Morgan and his heirs instead of in the heirs of the Ladews in the event of the Club ceasing to maintain a station on

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the land or being dissolved or ceasing to exist—it has been proposed that an indenture should be entered into between the Ladews, the Club and Mr. Morgan by the terms of which the Ladews release to the Club the possibility of reverter in consideration of the Club conveying the property to Mr. Morgan and of Mr. Morgan giving the Club a lease for a period of 999 years, the Club, as lessee, entering into the same agreements with Mr. Morgan which it entered into with the Ladews under the terms of the original deed from them. The lease from Mr. Morgan to the Club will also cover a right of way for general purposes from the Glen Cove landing road to the premises upon which the Club station is located over that portion of the premises conveyed by him by deed to the Park Trustees which lies between the Glen Cove landing road and the southeasterly side of the Club station property.

The final result of the execution and delivery of the above mentioned indenture will be that the Club will be the holder of a leasehold term of 999 years instead of the holder of a contingent fee, and the obligations of the Club will be the same as they are to-day, except that these obligations will be expressed as covenants in the lease instead of as conditions subsequent to the grant of the conditional fee.

The Finance Committee have considered the matter and have taken advice of counsel, and recommend that the above mentioned indenture be executed by the Club.

The appeal of *Resolute* from the decision of the Race Committee in connection with the collision between *Resolute* and *Ibis* at the start of the King's Cup Race on 22nd August, 1927, will be brought before the Club for action in pursuance of the provisions of Rule XIX, Paragraph 3, of the Racing Rules, a majority of the Flag Officers having referred the appeal for final decision to the Club by the following instrument, which contains a summary of the appeal:

WHEREAS the decision of the Race Committee from which the appeal of *Resolute* is taken is set forth in a letter dated 8th September, 1927, which reads as follows:

September 8, 1927.

CASE OF *IBIS* AND *RESOLUTE*

CAPT. E. W. CLARK,
Yacht *Resolute*.

CAPT. CLINTON H. CRANE,
Yacht *Ibis*.

GENTLEMEN:

The Race Committee, after the hearing on *Winchester* at Newport, on August 24th, went further into the incident of the collision referred to in our letter of August 22nd, 1927, and now finds as follows:

Ibis and *Resolute* were at the line starting in the King's Cup Race on August 22nd off Newport. *Ibis* was to leeward of *Resolute*, both yachts being on the port tack. This start is a four minute handicap start, and the handicap period had not expired.

Ibis began to go over on the starboard tack; *Resolute* did not immediately follow this manœuvre.

From what Mr. Lang, one of the Committee, observed from the bridge of *Winchester*, which observation is confirmed by a motion-picture taken by a guest of Commodore Astor's, it appears that *Ibis* went over on the starboard tack, her mainsail and forestaysail filled away, only her jib topsail was not sheeted home. She therefore had filled away on her new course (Rule XIII, 7) and was entitled to her rights on the starboard tack.

Ibis, seeing that a collision would take place if she kept, on luffed; the yachts collided, nevertheless.

Under these conditions, it is our opinion that *Resolute* was at fault.

Yours very truly,

RACE COMMITTEE OF THE NEW YORK YACHT CLUB

BY GHERARDI DAVIS,
Chairman.

and WHEREAS said appeal was duly reduced to a written representation of the facts and filed with the Secretary within 30 days after the decision of the Race Committee, which written representation of the facts reads as follows:

Philadelphia,
October 5, 1927.

GEORGE A. CORMACK, ESQ., *Secretary*,
New York Yacht Club,
37 West 44th Street,
New York City.

DEAR SIR:

The decision of the Race Committee in connection with the fouling of *Resolute* by *Ibis* at the start of the King's Cup race on August 22nd is that *Resolute* was at fault. I desire to appeal this decision to the Flag Officers, as provided in Rule XIX, Section 3, of the Racing Rules.

The circumstances of the collision were as follows: The starting line from the *Winchester* to the buoy, northwest and southeast; the wind southwest; both yachts were sailing free at least six points off the wind, *Ibis* to leeward of *Resolute*, both being on the port tack; the start being a four minute handicap and the handicap period had not expired. *Ibis* luffed and tacked. Please note that, sailing six points off the wind, *Ibis* could luff two points without any intimation to *Resolute* that she was coming about and, as a matter of fact, no such indication was given. *Resolute* immediately luffed and tacked and she was in the wind when *Ibis* struck her. The yachts were so close that it was impossible for *Resolute* to go astern of *Ibis*. When *Ibis* found that the collision was inevitable, she luffed and struck *Resolute* with her stem on the starboard side between the main and fore-shrouds, a glancing blow, and the only damage done to *Resolute* was a broken rail.

The decision of the Race Committee in ruling that *Ibis* had established her right of way on the starboard tack does not, in my opinion, cover all the circumstances involved in the present case, because I believe paragraph 7 (b) and not paragraph 7 (a) in Rule XIII is the deciding factor. It does, however, bring up the question as to how long a boat must steer a given course in order to establish her rights under paragraph (a). The fact of the present case is that *Ibis* had not sheeted down her jibtopsail before she luffed again to avoid a collision, and yet the Committee ruled that she had established a course.

In other words, she held the wind over her starboard bow so brief a period that she did not sheet down the only sail which required tending.

I enclose herewith a copy of the Race Committee's letter of September 8th and my answer of September 16th, and a copy of the Race Committee's letter of September 27th, which I think will further explain the situation. You will note that in Mr. Davis's letter of September 27th, no comment is made on my claim that Rule XIII, paragraph 7 (b), fully covers the case.

Yours very truly,

E. W. CLARK.

Now, Therefore, the undersigned, George Nichols, Commodore, and Winthrop W. Aldrich, Rear Commodore, of the New York Yacht Club, being a majority of the Flag Officers (the Vice-Commodore being absent), do hereby certify as follows:

- I. That whether the *Ibis* had prior to the collision filled away on her new course is a question of fact, as to which the decision of the Race Committee that she had so filled away is final.
- II. It appearing however from the representation of facts that a collision between *Resolute* and *Ibis* immediately ensued and that no indication was given of the fact that the *Ibis* was about to tack, the findings of the Race Committee involve the interpretation of the Racing Rules of the Club inasmuch as they present the following question:

Is the fact that a yacht has filled away on her new course as provided in Paragraph 7 (a) of Rule XIII of the Racing Rules conclusive as to the question whether under paragraph 7 of Rule XIII she is entitled to her rights on her new course if the circumstances are such that under paragraph 7 (b) of Rule XIII she has altered her course so as to involve the immediate risk of fouling another yacht which owing to her position cannot keep clear.

and upon this question we certify that there are reasonable grounds upon which to base the appeal and we refer the appeal to the Club in pursuance of Rule XIX of paragraph 3 of the Racing Rules of the Club.

GEORGE NICHOLS,
Commodore

WINTHROP W. ALDRICH,
Rear Commodore.

Dated 16 November, 1927.

G. A. CORMACK,
Secretary
New York Yacht Club.



NEW YORK YACHT CLUB
WINCHESTER, FLAGSHIP

GENERAL ORDER NO. 1

THE FOLLOWING APPOINTMENTS ARE
ANNOUNCED

TO TAKE EFFECT THIS DATE

W. A. W. STEWART. FLEET CAPTAIN

SAMUEL A. BROWN. M. D., FLEET SURGEON

1. JANUARY, 1928

VINCENT ASTOR

COMMODORE N. Y. Y. C.

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SECRETARY
NEW YORK YACHT CLUB

Nine April
Nineteen hundred twenty eight

Dear Sir:-

On behalf of the
New York Yacht Club
I wish to thank you for your gift
of the lithograph of the
"Thistle"
Challenger for the
America's Cup
in 1887.

This picture will be considered
among the Club's most valued possessions.

Faithfully yours,

W. B. Duncan

Secretary
New York Yacht Club.

W. B. Duncan, Esq.
76 Cortlandt Street
New York.

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GENERAL ORDER
NUMBER 2

NEW YORK YACHT CLUB
NOURMAHAL, FLAGSHIP

ASSEMBLY

NEW YORK
10 JULY, 1928

1. THE YACHTS TAKING PART IN THE ANNUAL CRUISE WILL ASSEMBLE AT NEW LONDON, THURSDAY, 9 AUGUST, BY 6 P. M.

CAPTAINS WILL REPORT TO THE COMMODORE ON BOARD THE FLAGSHIP AT 9 P. M. CAPTAINS AND THEIR GUESTS ARE CORDIALLY INVITED TO AN INFORMAL RECEPTION ON BOARD THE FLAGSHIP AT 9.30 P. M., AT NEW LONDON.

NOTE. CAPTAINS ARE REQUESTED TO FORWARD THE NAMES OF THEIR GUESTS TO THE FLEET CAPTAIN ON JOINING THE SQUADRON. A COMPLETE LIST OF CAPTAINS AND THEIR GUESTS WILL BE SENT TO THE YACHTS OF THE SQUADRON FOR THE INFORMATION OF THOSE CONCERNED.

CAPTAINS AND THEIR GUESTS WILL BE WELCOME ON BOARD THE FLAGSHIP AT ALL TIMES DURING THE CRUISE.

SIGNALS

2. THE FOLLOWING SIGNALS WILL BE USED IN CONNECTION WITH THE MOVEMENTS OF THE SQUADRON.

NOTE. WHEN A SIGNAL FOR GETTING UNDERWAY IS HOISTED BY THE FLAGSHIP TWO GUNS IN SUCCESSION WILL BE FIRED TO CALL ATTENTION. WHEN ANY OTHER SIGNAL REFERRED TO IN THIS ORDER IS HOISTED BY THE FLAGSHIP, ONE GUN WILL BE FIRED TO CALL ATTENTION.

THE CODE LETTER P, WITH A SIGNAL DISPLAYED SIMULTANEOUSLY INDICATING THE NEXT PORT, WILL BE HOISTED AT THE HOUR PREVIOUSLY ESTABLISHED FOR GETTING UNDERWAY.

THE SIGNAL B E WILL INDICATE A POSTPONEMENT OF THE TIME FOR GETTING UNDERWAY. THE CODE LETTER U, WITH A TIME SIGNAL DISPLAYED SIMULTANEOUSLY, WILL INDICATE A NEW TIME FOR GETTING UNDERWAY.

THE RACE COMMITTEE WILL ISSUE INSTRUCTIONS FOR THE PORT TO PORT RACES AND FOR OTHER RACING EVENTS.

THE RACE COMMITTEE WILL ESTABLISH A LINE FOR THE START OF EACH RACE IN ACCORDANCE WITH SUCH INSTRUCTIONS.

THE WARNING SIGNAL FOR A RACE ON ANY RUN WILL BE HOISTED BY THE RACE COMMITTEE BOAT AT THE POINT INDICATED IN THE INSTRUCTIONS, ONE HOUR AFTER THE SIGNAL FOR GETTING UNDERWAY.

A REASONABLE TIME, HOWEVER, AS WEATHER AND OTHER CONDITIONS MAY REQUIRE, WILL BE ALLOWED YACHTS (WHICH GET UNDERWAY PROMPTLY) TO REACH THE VICINITY OF THE STARTING LINE BEFORE THE SIGNAL IS HOISTED.

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ITINERARY

3. THE ITINERARY FOR THE ANNUAL CRUISE WILL BE AS FOLLOWS:

FRIDAY 10 AUGUST	NEW LONDON	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO NEWPORT. THE RACES FOR THE REAR COMMODORE'S CUPS WILL BE SAILED EN ROUTE.
SATURDAY 11 AUGUST	NEWPORT	THE RACES FOR THE ASTOR CUPS WILL BE SAILED OFF NEWPORT. THE WARNING SIGNAL WILL BE HOISTED AT 1.30 P. M. YACHTS WILL ANCHOR IN NEWPORT HARBOR AFTER THE RACES.
SUNDAY 12 AUGUST	NEWPORT	THE SQUADRON WILL REMAIN AT ANCHOR IN NEWPORT HARBOR. YACHTS WILL DRESS SHIP AT 8 A. M.
MONDAY 13 AUGUST	NEWPORT	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN TO VINEYARD HAVEN. THE RACES FOR THE VICE-COMMODORE'S CUPS WILL BE SAILED EN ROUTE.
TUESDAY 14 AUGUST	VINEYARD HAVEN	THE SQUADRON WILL GET UNDER WAY AT 5 A. M. FOR THE RUN TO MARBLEHEAD. THE RACES FOR THE COMMODORE'S CUPS WILL BE SAILED EN ROUTE.
THURSDAY 16 AUGUST	MARBLEHEAD	RACE OFF MARBLEHEAD FOR CUPS OFFERED BY THE EASTERN YACHT CLUB.
FRIDAY 17 AUGUST	MARBLEHEAD	THE SQUADRON WILL GET UNDER WAY AT 7.30 A. M. FOR THE RUN TO CAPE COD CANAL. THE RACES FOR THE NAVY CHALLENGE CUPS WILL BE SAILED EN ROUTE. THE RACING YACHTS WILL PASS THROUGH THE CANAL AFTER CROSSING THE FINISH LINE. THE YACHTS NOT RACING WILL PROCEED AT WILL.
SATURDAY 18 AUGUST	BUZZARD'S BAY	THE SQUADRON WILL GET UNDER WAY AT 9.30 A. M. FOR THE RUN FROM THE HEAD OF BUZZARD'S BAY TO NEWPORT. THE RACES FOR THE ALUMNI ASSOCIATION OF THE U. S. NAVY CHALLENGE CUPS WILL BE SAILED EN ROUTE.
SUNDAY 19 AUGUST	NEWPORT	THE SQUADRON WILL REMAIN AT ANCHOR IN NEWPORT HARBOR. YACHTS WILL DRESS SHIP AT 8 A. M.
MONDAY 20 AUGUST	NEWPORT	THE RACE FOR THE KING'S CUP AND A RACE FOR YACHTS NOT ELIGIBLE FOR THE KING'S CUP WILL BE SAILED OFF NEWPORT. THE WARNING SIGNAL FOR THE KING'S CUP RACE WILL BE HOISTED AT 1.30 P. M. THE WARNING SIGNAL FOR THE RACE FOR YACHTS NOT ELIGIBLE FOR THE KING'S CUP WILL BE HOISTED AT 1.50 P. M. YACHTS WILL ANCHOR IN NEWPORT HARBOR AFTER THE RACES.

OFFICIAL TIME

4. DAYLIGHT SAVING TIME WILL BE THE OFFICIAL TIME OF THE SQUADRON DURING THE CRUISE.

DISBANDMENT

5. MONDAY, 20 AUGUST, THE SQUADRON WILL DISBAND AT EVENING COLORS.

W. A. W. STEWART.
FLEET CAPTAIN

VINCENT ASTOR.
COMMODORE

New York Yacht Club

List of yachts, measurement certificates of which were on file with the
Race Committee on July 30th, 1928.

Where there is a † opposite the yacht's name her measurement certificate
will expire before or during the Cruise.

SCHOONERS			SLOOPS—Continued			SLOOPS—Continued		
CLASS C	R.	S.p.m.	CLASS M	R.	S.p.m.	10 Meter Class —Continued	R.	S.p.m.
1 RESOLUTE	68.0	85.59	52 ANDIAMO	46.0	142.12	14 NAUTILUS	32.4	203.11
3 VANITIE	72.6	77.13	5 CAROLINA	46.0	142.12	10 RAEBURN	"	"
CLASS D			3 CHIORA	45.9	142.46	2 REVENGE	"	"
CLASS E			38 DOLLY	38.6	171.30	13 SHAWARA	"	"
4 AURELIA	50.9	126.39	4 IBIS	45.9	142.46	3 SYNTHETIC	"	"
5 LYNX	55.0	114.90	1 PRESTIGE	46.0	142.12	12 TOODES	"	"
17 MISTRAL	46.4	140.74	6 SPARTAN	46.0	142.12	1 TWILIGHT	"	"
16 SHAWNA	54.3	116.77	7 VALIANT	46.0	142.12	5 VALENCIA	"	"
CLASS F			N.Y.Y.C. 40 Class			N 1 RUGOSA II	37.8	174.96
†11 CACHALOT	44.1	148.91	48 BANSHEE	42.0	156.93	(Yawl)		
†1 PLEIONE	43.1	152.66	†42 COCKATOO	"	"	CLASS P		
CLASS G			50 MARILEE	"	"	1 BUTTERFLY	27.7	234.04
S.C. 11 FLYTIE	33.3	197.95	46 MISTRAL	"	"	N. Y. 30 Class		
8 MARIANN	"	"	47 PAMPERO	"	"	1 ALERA	27.7	234.04
12 NADJI	"	"	49 ROWDY	"	"	7 ALICE	"	"
9 NOKOMIS	"	"	45 TYPHOON	"	"	†9 AMORITA	"	"
6 SEVEN SEAS	"	"	N.Y. 51 REVERY			15 BANZAI	"	"
10 VENTURER	"	"	(Yawl)			4 INTERLUDE	"	"
†G.1 WANDERER IX	35.9	184.14	40.1	164.75	5 LENA	"	"	
3 SACHEM	37.1	178.27	12 Meter Class			11 ORIOLE	"	"
5 TEAL	31.2	210.36	5 ANITRA	38.1	173.58	13 PHANTOM	"	"
†7 MALABAR VII	32.9	200.22	4 IRIS	"	"	8 Meter Classes		
8 CURLEW	37.9	174.50	2 ISOLDE	"	"	2 ACE II	25.1	254.78
CLASS H			6 ONAWA	"	"	3 ALALA	"	"
†2 ADVENTURER	31.0	211.61	3 TYCOON	"	"	5 ALEADA	"	"
3 FLYING FISH	"	"	1 WAIANDANCE	"	"	4 GITANA	"	"
†7 ANGELICA (Ketch)	29.9	218.66	CLASS N			9 JACKEEEN	"	"
SLOOPS			2 ALICE	37.9	174.50	11 LOKE	"	"
CLASS J			L. O. Class			10 MARGARET F. IV	"	"
1 BLACKSHEAR	68.5	84.64	10 Meter Class			1 NYMPH	"	"
CLASS L			9 BLAZING STAR	32.4	203.11	CLASS Q		
8 BARBARA	49.7	130.03	7 BRANTA	"	"	F.I.S. 3 CHANCE	24.3	270.17
SLOOPS			11 DRAGON	"	"	1 CYRILLA IV	"	"
CLASS K			8 ESQUILA	"	"	2 JUDY	"	"
CLASS M			4 FALCON	"	"	4 MAMEENA	"	"
CLASS N			6 NARCISSUS	"	"	* Jib-headed mainsail		
CLASS O			CLASS P			1 SUNNY	25.1	254.78
CLASS P			CLASS Q			2 BANGALORE	"	"
CLASS Q			CLASS R			CLASS S		

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GHERARDI DAVIS, Chairman }
CLINTON MACKENZIE } Race
EDMUND LANG } Committee

NEW YORK YACHT CLUB
37 West 44th Street
July 30, 1928