

March 15th, 1912.

RULES TO GOVERN
THE
SOUND SCHOONERS
WHEN SAILING AS A ONE DESIGN CLASS

OUTFIT.

All equipment as per inventory received with the boat, shall be kept on board.

CREW.

The crew shall not exceed four men, one of whom may be a paid hand.

Women may be carried and not counted.

The helmsman shall in all cases be an amateur.

HAULING OUT.

Boats shall not be hauled out or put on the beach more than once in three weeks and when hauled out shall not remain out more than three days. In case of accident, the Committee may waive this rule.

SAILS.

Not more than one new set of sails shall be used when racing in any season on any boat. In case of accident, the Committee may waive this rule.

Only mainsail, foresail, jib, maintopsail, and spinnaker, as per original sail plans, can be used racing.

Ballast spars and sail plan shall not be altered in anyway.

Spars shall not exceed.

Main boom 23'9". Main gaff 14'. Fore boom 11'1".

Fore gaff 11'1". Spinnaker boom 15'

Hoist of Mainsail not to exceed 22'6".

Hoist of foresail not to exceed 17'6".

The fore triangle shall not be increased.

Battens shall not exceed the length of those originally supplied.

Positions of goosenecks not to be changed.

Luff of topsail shall not exceed 16'6".

When in use the spinnaker boom shall be carried on the main mast.

Spinnaker shall not extend above the truck.

Each boat shall carry its racing number on both sides of mainsail, midway between luff and leech and gaff and upper reef points.

Professionals shall not receive prize money.

Loose ballast shall be under control of Committee who may, at any time, inspect any boat, to see that required amount of lead is carried during races, all agreeing that the Committee have right to send aboard and examine at their pleasure.

Potleading shall not be allowed.

Questions arising under these rules, shall be decided by the Committee, and its decision shall be final.

One copy of these rules to be pasted in plain sight in cabin of every boat.

Roll 215
MC 90.27

SPECIAL RACES FOR THE N Y Y C 50 FOOTERS
 (SKIPPER & CREWS ONLY ON BOARD).

Course 22 & 1/8 miles.

September 9, 1913.

Wind. N. by E. 3/8 E.

Start 12/10 p.m.

COURSE. Glen Cove to Parsonage Point, then to Oak Neck, then to Woolsey's Reef and Home. A.G.B.D.

| YACHT | START | 1ST MARK | 2nd MARK | 3rd MARK | FINISH |
|---------------------------|--|----------|----------|----------|---------|
| SAMURI (Eaton) | (Disqualified at start for fouling Grayling) Lost top mast stay. | | | | |
| IROQUOIS II (Muir) | 12.10 | 12.50 | 1.20.30 | 2.05.58 | 3.01.30 |
| Grayling (Nelson) | 12.10 | 12.51.35 | 1.21.33 | 2.07.45 | 3.02.59 |
| CAROLINA II (Anderson) | 12.10 | 12.51.50 | 1.22.15 | 2.08.20 | 3.04.28 |
| BARBARA (Martin) | Disqualified for fouling Pleione. | | | | |
| PLEIONE (Shepard) | Broke top mast when fouled by BARBARA | | | | |

ORDER OF CROSSING THE STARTING LINE

BARBARA
 GRAYLING
 IROQUOIS II
 PLEIONE
 CAROLINA II

| ELAPSED TIME | POINTS |
|------------------|--------|
| Iroquous 2.51.30 | 6 |
| Grayling 2.52.59 | 5 |
| Carolina 2.54.28 | 4 |

Coll. 215
 MC 90 27

2nd SPECIAL RACE FOR THE N Y Y C 50 FOOTERS
(SKIPPER AND CREWS ONLY ON BOARD)

Course 10 1/2 miles.

September 11, 1913.

Wind West by South.

Start 2.10 p.m.

COURSE. Matinicock, Execution & Home (Motts Pt. Buoy)

| YACHT | START | 1ST MARK | 2nd MARK | FINISH | POINTS |
|----------|-------|----------|----------|---------|--------|
| CAROLINA | 2.10 | 2.45.17 | 3.55.45 | 4.36.30 | 6 |
| GRAYLING | 2.10 | 2.46.35 | 4.03.35 | 4.49.31 | 5 |
| BARBARA | 2.10 | 2.44.05 | 4.04.40 | 4.51.10 | 4 |
| IROQUOIS | 2.10 | 2.46.55 | 4.10.35 | 4.55.50 | 3 |

| ORDER OF START | TOTAL POINTS FOR BOTH RACES | ELAPSED TIME (2nd Race) |
|----------------|-----------------------------|----------------------------|
| BARBARA | GRAYLING 10 Points | CAROLINA 2.26.30 |
| GRAYLING | CAROLINA 10 " | GRAYLING 2.39.31 |
| IROQUOIS | IROQUOIS 9 " | Barbara 2.41.10 |
| CAROLINA | BARBARA 4 " | Iroquois 2.45.50 |

No race held on September 10th owing to lack of wind.

The Committee decided that the two races should decide the match and that the 1st and 2nd Prize Money be equally divided between the two boats tied for first place, viz., CAROLINA & GRAYLING, as follows:

| | | | | |
|----------|---------|------|---------------|---------------|
| CAROLINA | Skipper | \$75 | Crew \$15 ea. | \$150 |
| GRAYLING | " | \$75 | " \$15 ea. | \$150 |
| IROQUOIS | " | \$25 | " \$5 ea. | \$ 50 |
| | | | | <u>\$350.</u> |

W. B. Duncan

G. A. Cormack

J. D. Sparkman,
Committee.

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Handwritten notes in the top right corner, possibly a date or reference: 9/10/13, 9/11/13, 9/12/13, 9/13/13.

Special Races

For the New York Yacht Club Fifty Footers

To be held off Glen Cove

September 9th, 10th and 11th, 1913

The races to be sailed under the special rules for sailing as a one-design class and under the Racing Rules of the New York Yacht Club, with attention called to Paragraph 4 of Rule XIX, which reads as follows:

"The Regatta Committee shall without a protest disqualify any yacht, should they know prior to the conclusion of the race that she has committed a breach of these Rules. They may disqualify any yacht for a breach of these Rules should such breach be brought to their attention in writing prior to 6 P.M. of the (week) day following the race.

"Should a gross breach of these Rules be proved against any sailing master, he may be disqualified by the Regatta Committee, for such time as the Regatta Committee may think fit, from sailing in any race held by the Club."

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COURSES

The course will be indicated by displaying the code signals designating the marks as shown on the New York Yacht Club racing chart, in the order of rounding. If the course is to be sailed twice around, the figure 2 will be displayed at the same time as the course signal.

The Committee Boat will be off the Glen Cove Station at 11 A.M., and will indicate the starting point.

The start and finish will be between the Committee Boat and a buoy on the New York Yacht Club racing chart, or if a buoy is not available between the Committee Boat and a boat or mark displaying the New York Yacht Club burgee, anchored where the Committee will designate.

STARTING SIGNALS

Attention will be called to each signal by whistle.

12.00 N., Warning—White Flag.

12.05 P.M., Preparatory—Blue Peter.

12.10 P.M., Start.

START

The start will be a one-gun start.

RECALL SIGNALS

Will be short blasts of the whistle, and if possible the Committee will hail the yacht, but failure to do so will not relieve her of the penalty of having crossed before the starting signal.

SPECIAL SIGNALS

G—If the time of starting is postponed until later in the day, the Committee will hoist Code flag "G"; postponements to be for even fifteen-minute intervals.

H—Race postponed for the day.

J—Race declared off.

M—Race will finish on first round.

CREW

Only the regular professional crew of each yacht will be allowed on board.

PRIZES

Points will be awarded in accordance with the Larchmont Yacht Club system, and on the result of the three races, prizes will be given as follows:

| | | | | | |
|--------|---------|-------|------|------|-------|
| WINNER | Skipper | \$100 | Crew | \$20 | \$200 |
| SECOND | " | \$50 | " | \$10 | \$100 |
| THIRD | " | \$25 | " | \$ 5 | \$ 50 |
| | | | | | <hr/> |
| | | | | | \$350 |

TIME LIMIT

Should none of the competing yachts finish before 6.30 P.M., the race will be declared off.

PROTESTS

Protests to be filed with the Committee, at the New York Yacht Club, 37 West 44th Street, New York. (See Rule XVIII.)

W. B. DUNCAN
G. A. CORMACK
J. D. SPARKMAN,
Committee.

June 24th, 1912.

WHEREAS: The Committee in charge of the Manhasset Bay Challenge Cup, season of 1912, duly appointed in accordance with the Deed of Trust, has reported to the representatives of the challenging yacht clubs, assembled on board the Committee boat at 12o'clock noon on the day selected for the first race.

1. THAT: the challenges from the Boston Yacht Club and the Corinthian Yacht Club of Marblehead have been withdrawn.
2. THAT: the Indian Harbor Yacht Club, the Portland Yacht Club and the Larchmont Yacht Club have failed to conform to the "Deed of Trust" and the "Conditions to govern Match."
3. THAT: the Measurer has reported to the Committee that the remaining yachts, representing respectively the American Yacht Club, the Seawanhaka-Corinthian Yacht Club, and the Chicago Yacht Club, may not be eligible to race in the "P" class and has requested the Committee to act with him in determining the question of their eligibility.
4. THAT: a protest has been filed against the representative yacht of the Seawanhaka-Corinthian Yacht Club.
5. AND THAT, it appears to the Committee, in the documents before it, that further investigation and report will probably show that none of the yachts represented complies with all of the technicalities of the "Deed of Trust" and the "Conditions to govern Match,"

NOW THEREFORE, this Agreement, made upon the suggestion of the American Yacht Club, by and between the American Yacht Club, holder of the Cup, the Seawanhaka-Corinthian Yacht Club, the Chicago Yacht Club, the Indian Harbor Yacht Club and the Larchmont Yacht Club, challenging clubs,

WITNESSETH:

1. THAT, the various clubs, parties hereto, having challenged in good faith and having had their challenges accepted in good faith, agree, one with another, to waive all technical questions of entries, of measurement and scantling restrictions, and not to protest one another on such technical grounds and to withdraw any protest now on file with the Committee, and further they agree, one with another, to sail the series of races as arranged by the Committee.

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2. THAT, the various clubs agree, one with another, to hold the Committee and the American Yacht Club forever free from any complaint or damage arising out of the award of the Cup, by the Committee, under the terms of this agreement.

3. THAT, the various clubs agree, one with another, that this agreement and any action taken thereunder shall not establish a precedent, or in any way be taken as a permanent modification of the Deed of Trust.

4. AND THAT, the various clubs agree, one with another, should any yacht club represented upon the Committee boat, fail to agree to these terms by attaching hereto the signature of its proper official, the Committee in charge of the race shall disqualify the yacht representing such club.

American Yacht Club
by H. deB. Parsons

Indian Harbor Yacht Club
by E. Burton Hart

Larchmont Yacht Club
by Jerome Monks

Seawanhaka-Corinthian Yacht Club
by George Nichols

Chicago Yacht Club
by F. A. Price.

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C O P Y

July 1, 1912.

H. DeB. Parsons, Esq.,
Chairman, Regatta Committee,
American Yacht Club.

Dear Sir:-

The Committee, appointed in accordance with the Declaration of Trust governing the Manhasset Bay Challenge Cup, submits the following report on the races held during June 1912.

1. Challenges, in proper form, were received from six yacht clubs as follows:

1. Seawanhaka-Corinthian Yacht Club
2. Corinthian Yacht Club of Marblehead
3. Chicago Yacht Club
4. Indian Harbor Yacht Club
5. Boston Yacht Club
6. Portland Yacht Club

Subsequent to May 15, 1912, a challenge was received from the Larchmont Yacht Club.

2. The challenges from the Boston Yacht Club and the Corinthian Yacht Club of Marblehead, were withdrawn; the challenge from the Indian Harbor Yacht Club was but partially completed, not all the documents required by the Deed of Trust having been forwarded, and the Portland Yacht Club challenge was not completed by filing the documents required by the Deed of Trust.

The challenges and documents from the Seawanhaka-Corinthian Yacht Club, the Chicago Yacht Club, and the American Yacht Club (defender) were complete and in proper form, but the measurer reported that their respective representative yachts might or might not be eligible to race on account of certain peculiarities in their scantlings.

3. In view of these difficulties and, on the suggestion of the American Yacht Club, an agreement waiving all technicalities of entries, measurements and scantling restrictions, was drawn up and signed by the authorized representatives of all the competing Clubs and the races were held under and subject to this agreement, the original of which is on file with the American Yacht Club.

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Mr. H. DeB. Parsons. #2

4. The races were held on June 24th, June 25th and June 26th, the competing yachts securing points as given in the annexed table:

| | | | | |
|--------------|---|-------------------------------------|----|--------|
| "Michicago" | - | Chicago Yacht Club | 11 | points |
| "Cara Mia" | - | American Yacht Club | 10 | " |
| "Joyant" | - | Indian Harbor Yacht Club | 10 | " |
| "Windward" | - | Larchmont Yacht Club | 8 | " |
| "Corinthian" | - | Seawanhaka-Corinthian Yacht Club | 6 | " |

5. The Committee finds and declares the match won by the "Michicago", representing the Chicago Yacht Club.

Respectfully submitted,

(Signed) Chas. Lane Poor.

Chairman of Committee.

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NEW YORK YACHT CLUB

CERTIFICATE OF MEASUREMENT

Yacht Vandalia (Schooner) Rating 24.1

Class Sound Schooners Trim _____

Owner W. Butler Duncan, Esq.

Launched--1912

The following measurements were made in accordance with the
Racing Rules on July 29, 1912 190____,
at Glen Cove, L.I. and are hereby certified to as being correct:

Length, L. W. L. 29.75 Feet

Sail Area 865.5 Square Feet

Displacement _____ Cubic Feet

Excess of Load Water Line Taxable _____ Feet

Excess of Draught Taxable _____ Feet

Excess of Sail Area Taxable _____ Square Feet

Rating Measurement 24.1 Feet

Date Aug. 6, 1912

Harold W. Webb
Acting

Measurer N. Y. Y. C.

N. B.—Duplicates of this certificate have been filed with the Secretary, Treasurer,
and Regatta Committee.

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PROTEST OF NYSSA AGAINST SURPRISE AND MARINA.

Protests not allowed, as attention of the referee has been called to the provisions of the rules of the Club calling for the Protest Flag to be displayed and kept flying during the race, which was not complied with.

For the information of the contestants, the following would have been the decision had the rules as to protests been complied with:

NYSSA - SURPRISE

The Surprise admits that she tacked after Nyssa had borne off to go under her stern. Rule 5, Section 9 is clear on this point. The yacht with the right of way shall not so alter her course as to involve risk of fouling. There evidently was this risk, as Surprise admits that it was only prevented by very quick work on Nyssa's part. Surprise would therefore have been disqualified if the technical rules as to making the protest had been complied with.

NYSSA - MARINA

As no foul occurred, there seems to be a difference of opinion as to whether it would have occurred even if the mainsheet of Nyssa had not been hauled in, the protest would not have been allowed.

Attention is called to a well-known decision of the N. Y. Y. C. Regatta Committee in the 90s, known as the Gracie Volunteer Foul, in which Section 9, Rule IX, was construed so that the inside boat was allowed to shoot up in the wind to get by a mark, provided by doing so she did not force the outside boat to tack, or tack herself.

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W. B. DUNCAN, JR.

HAVEMEYER BUILDING,
CORTLANDT STREET,
NEW YORK.

The program for the N. Y. Y. C. Cruise is as follows:
Prizes will be offered by the Club for the schooners sailing as a
one-design class under our own rules.

Our rules will be modified as follows:

- (1) Boats need not be carried.
- (2) A N. Y. Y. C. member need not be on board.
- (3) The staysail can be carried.

The runs will be: Glen Cove to Smithtown Bay, August 8th;
Smithtown Bay to New London, August 9th; August 10th the schooners
will leave the fleet and race to Shelter Island. Sunday, August 11th,
at Shelter Island, Mr. Charles Lane Poor has offered a cup. August
12th, race to Newport. Should it be desired, there is no doubt but
that a cup would be offered for a race at Newport, August 13th.

Arrangements are being made whereby owners and guests will
be taken out to see the Astor and King's cups, August 14th, and 16th.

W. B. DUNCAN.

1912

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MEMORANDUM.

The following schedule of races has been prepared by Mr. W. B. Duncan for the boats building for the purpose of the defense of the America's Cup. The races during June will not be considered by the Committee in the selection of the yacht to defend the Cup, as it is the purpose to allow the boats to make any experiments they choose and also to train the crews.

All races sailed after the 6th of July will be considered by the Cup Committee.

During the races off Newport, six match races will be sailed, the boats being paired, viz., July 8, 9, 10, 11, 13th and 14th.

The starts in all the matches will be the regular America's Cup starts, as follows:

SIGNALS:

The preparatory signal shall be given fifteen (15) minutes before the starting signal, and a warning signal (5) minutes before the starting signal. In case of a change in the time of starting, the same signals shall be used.

At the starting signal, a yacht may cross the line; the exact time at which either yacht first crosses the line after the starting signal during the succeeding two minutes to be taken as her start, and the end of that period as the start of the yacht crossing after its expiration.

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SCHEDULE OF RACES FOR CUP
DEFENDERS FOR THE YEAR 1914.

| | |
|----------------------|--------------------------------------|
| June 2nd | N Y Y C Glen Cove |
| " 3rd | " " " |
| " 4th | " " " |
| " 6th | Larchmont Y C Special |
| " 10th | NYYC Sandy Hook |
| " 11th | " " " |
| " 12th | " " " |
| " 23rd | Indian Harbor Y C Special |
| " 25th | NYYC Annual (Sound) |
| " 26th | Seawanhaka (Special) |
| " 27th | " Annual |
| " 29th | Larchmont Y C |
| July 2nd | NYYC (Sound) |
| " 3rd | American Y C Annual |
| " 4th | Larchmont Y C Annual |
| " 7th | Eastern Y C, Newport. |
| " 8th | NYYC, Newport, Match race, in pairs. |
| " 9th | " " " " " " |
| " 10th | " " " " " " |
| " 11th | " " " " " " |
| " 13th | " " " " " " |
| " 14th | " " " " " " |
| " 16th | Newport Yacht Racing Association |
| " 17th | " " " " |
| " 18th | " " " " |
| " 30th | NYYC Cruise (Rendezvous) |
| " 31st to August 8th | NYYC Cruise. |
| August 15th to 22nd, | Trial Races. |

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RECIPT FOR YACHT CLUB TODDY

3 quarters of a lb of sugar (crushed) or any sugar

1 quart water

Dissolve the sugar thoroughly, then add the peel of 2 dozen lemons and let the whole steep over night

In the morning strain the above through muslin

Then put in a bottle of Granada Rum.

One hour before using put in a large block of ice and two bottles more Rum, stir continually, pouring the mixture by ladles full over the ice in the punch bowl and if the mixture becomes too weak add another bottle of rum. If Jamaica Rum is used one half a pound of sugar is enough.

The above receipt was used for many years beginning in 1850 in the Club House at the Elysian Fields, Weehawken, & continued until 1865 about

Joseph Peabody (Number 1)

May 1904.

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NEW YORK YACHT CLUB

CERTIFICATE OF MEASUREMENT

Measurer's Office,
37 W. 44th Street, N. Y. C.

YACHT.....**RESOLUTE**.....

Owned by.....**R. W. Emmons, 2d, et al**.....

.....**New York Yacht Club**.....(address)

was measured at.....**Bristol, R. I.**.....

on.....**July 25, 1914**.....

and has conformed with the rules, as regards the marks on the hull.

The Rating calculated from these measurements (see back of this sheet) is hereby certified to be.....**82.9**.....ft.

.....*Harold W. Webb*.....
Measurer N. Y. Y. C.

.....**July 27, 1914**.....

(Certificate expires two years from date)

N.B.—Duplicates of this certificate have been filed with the Secretary, Treasurer, and Regatta Committee.

Date of launching.....**1914**.....

| NAME | RATING | CLASS: NUMBER | SECONDS PER MILE | CERTIFICATE EXPIRES |
|--|-------------|------------------|---------------------|------------------------|
| RESOLUTE <i>Coll. 215</i> <i>MC 90.27</i> | 82.9 | | | 7/27/16 |

YACHT... RESOLUTE..... { Sloop
 Schooner
 Yawl

DETAILS OF MEASUREMENT

(Unless otherwise specified from measurements made by the Measurer)

SAIL AREA (sq. ft.)

Mainmast..... 8786.....
 Mizzenmast.....
 Foremast.....
 Foretriangle..... 2720.....
 Spin. Penalty..... 4.....
 Club Tops'l Penalty.....
 Total Sail Area..... 8510.....

Length Over All.....ft.
 L.W.L. (established)..... 74.95.....ft.
 Q.B.L. Penalty..... 1.16.....ft.
 L..... 76.11.....ft.
 Displacement *.....cu. ft.
 Measurement.....ft.
 Draft Penalty *.....ft.

RATING Measm't $\bar{x} \left. \begin{matrix} 1.00 \\ 0.90 \\ 0.93 \end{matrix} \right\}$ 82.9.....ft.

* Certificate from the Designer.

NEW YORK YACHT CLUB

CERTIFICATE OF MEASUREMENT

Measurer's Office,
37 W. 44th Street, N. Y. C.

YACHT...VANITIE....(new working topsail)

Owned by...Alexander Cochran, Esq.

.....New York Yacht Club.....(address)

was measured at...City Island.....

on... July 15, 1914.....

and has conformed with the rules, as regards the marks on the hull.

The Rating calculated from these measurements (see back of this sheet) is hereby certified to be.....85.4.....ft. ¹⁹¹⁵

Harold W. Webb

Measurer N. Y. Y. C.

..... July 15, 1914.....

(Certificate expires two years from date)

N.B.—Duplicates of this certificate have been filed with the Secretary, Treasurer, and Regatta Committee.

Date of launching.....1914.....

| NAME | RATING | CLASS: NUMBER | SECONDS PER MILE | CERTIFICATE EXPIRES |
|---------|--------|------------------|---------------------|------------------------|
| VANITIE | 85.4 | H 3 | | 7/15/16 |

YACHT... VANITIE

{ Sloop
Schooner
Yawl

DETAILS OF MEASUREMENT

(Unless otherwise specified from measurements made by the Measurer)

SAIL AREA (sq. ft.)

Mainmast.....6044.4.....

Mizzenmast.....

Foremast.....

Foretriangle....3119.2.....

Spin. Penalty.....

Club Tops'l Penalty.....

Total Sail Area.....9164.....

Length Over All.....ft.

L. W. L. (established).....ft.

Q.B.L. Penalty.....ft.

L.....ft.

Displacement *.....cu. ft.

Measurement.....ft.

Draft Penalty *.....ft.

RATING Measm't $\times \frac{1.00}{0.95}$ }85.4.....ft.

Coll. 215

MC 90.27

* Certificate from the Designer.

NEW YORK YACHT CLUB

CERTIFICATE OF MEASUREMENT

Measurer's Office,
37 W. 44th Street, N. Y. C.

YACHT.....**Resolute**.....

Owned by.....**R. W. Emmons, 2dnet al**.....

.....**New York Yacht Club**.....(address)

was measured at.....**City Island**.....

on... ..**June 20., 1914**....

and has conformed with the rules, as regards the marks on the hull.

The Rating calculated from these measurements (see back of this sheet) is hereby certified to be.....^{83.6 1915}
83.0.....ft.

.....*Harold W. Webb*.....
Measurer N. Y. Y. C.

.....**June 22., 1914**....19....

(Certificate expires two years from date)

N.B.—Duplicates of this certificate have been filed with the Secretary, Treasurer, and Regatta Committee.

1914
Date of launching.....

| NAME | RATING | CLASS: NUMBER | SECONDS PER MILE | CERTIFICATE EXPIRES |
|---|-------------|------------------|---------------------|------------------------|
| Resolute <i>Coll 215</i> <i>MC 90-27</i> | 83.0 | | | |

Resolute

YACHT..... { Sloop
 { Schooner
 { Yawl

DETAILS OF MEASUREMENT

(Unless otherwise specified from measurements made by the Measurer)

SAIL AREA (sq. ft.)

Mainmast.....

Mizzenmast.....

Foremast.....

Foretriangle.....

Spin. Penalty.....

Club Tops'l Penalty.....

Total Sail Area..... **8535.1**.....

Length Over All..... ft.

L. W. L. (established)..... **74.95**..... ft.

1.16

Q.B.L. Penalty..... ft.

76.11

L..... ft.

Displacement *..... cu. ft.

Measurement..... ft.

Draft Penalty *..... ft.

1.00)

RATING Measm't × 0.90 } **83.0**..... ft.

0.93 }

* Certificate from the Designer.

NEW YORK YACHT CLUB

CERTIFICATE OF MEASUREMENT

Measurer's Office,
37 W. 44th Street, N. Y. C.

YACHT Resolute.....

Owned by R. W. Emmons, 2d et al

New York Yacht Club.....(address)

was measured at Newport, R. I.,.....

on May 26, 1914.....

~~and has conformed with the rules, as regards the marks on the hull.~~

The Rating calculated from these measurements (see back of this sheet) is hereby certified to be 81.0.....ft.

Harold W. Webb
.....
Measurer N. Y. Y. C.

..... May 31, 1914 ..19....

(Certificate expires two years from date)

N.B.—Duplicates of this certificate have been filed with the Secretary, Treasurer, and Regatta Committee.

1914
Date of launching.....

| NAME | RATING | CLASS: NUMBER | SECONDS PER MILE | CERTIFICATE EXPIRES |
|-----------------|-------------|------------------|---------------------|------------------------|
| <u>Resolute</u> | <u>81.0</u> | | | |

Coll. 215
MC 90.27

YACHT... **Resolute** } Sloop
 } Schooner
 } Yawl

DETAILS OF MEASUREMENT

(Unless otherwise specified from measurements made by the Measurer)

SAIL AREA (sq. ft.)

Mainmast.....
 Mizzenmast.....
 Foremast.....
 Foretriangle.....
 Spin. Penalty.....
 Club Tops'l Penalty.....
 Total Sail Area..... **8121.7**.....

Length Over All..... ft.
 L. W L. (established)..... **74.95**..... ft.
 Q.B.L. Penalty..... **1.16**..... ft.
 L..... **76.11**..... ft.
 Displacement*..... cu. ft.
 Measurement..... ft.
 Draft Penalty*..... ft.

RATING Measm't $\times \left. \begin{matrix} 1.00 \\ 0.90 \\ 0.93 \end{matrix} \right\}$ **81.0**..... ft.

* Certificate from the Designer.

ca 1914

FUNDAMENTAL PRINCIPLES OF THE RACING RULES.

Prepared by Regatta Committee of the New York Yacht Club
for the purpose of answering Hypothetical Questions.

For the purpose of interpretation of Yacht Racing rules, there are three conditions obtaining:

1. Before the preparatory signal.

Before the preparatory signal yachts are amenable only to the ordinary International regulations (for merchant ships) for preventing collisions at sea.

2. Between the preparatory and starting signal.

Before the starting signal no question of proper course can arise and the yacht holding right of way may alter course in any reasonable manner, but a leeward yacht under overlapping conditions may not start a luff, when in position where by Racing Rule XII, Sec. 6, Clause (a) she would be forbidden to continue to luff.

3. After starting signal.

There is a proper course. As there is now a proper course, a yacht holding right of way must not prevent another yacht from crossing the starting line.

Definition of proper course.

The proper course is, prima facie, nothing to leeward of full and bye if on a wind, or to the next mark if the wind be free. There may be conditions of tide or circumstances which justify a deviation from the proper course, but in case of a protest the responsibility for proving the justification for such a deviation would lie upon the yacht holding the right of way.

FOULS.

Fouls should be avoided. When one yacht approaches another so as to cause a risk of a foul, a wrong has been done just as much as if the yachts had actually collided. What is meant by a "risk" must be determined by an establishment of the facts, remembering always that safety shall be paramount.

PROTESTS.

When a yacht feels that it has been injured by another yacht, it is the duty of the former to bring the matter to the attention of the Committee

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Ca 1914

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A yacht may make a manoeuvre, the exact reason for which is not clear to the Committee. A manoeuvre may be so slight as not to be noticed by the Committee. A Committee sees the yachts from one angle of view, and is not always in a position to judge fairly without aid in establishing facts as observed by those on the decks of the respective yachts.

REGATTA COMMITTEE,
N. Y. Y. C.

H. de B. Parsons,
Joseph M. Macdonough,
Frederic O. Spedden.

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[ca 1911]

HYPOTHETICAL QUESTION NO.1.

Asked by "Resolute".

Whether before the start a leeward yacht may luff slowly at pleasure without considering whether an overlapping boat to windward is overtaking, converging, or not, to be considered a correct ruling here? (See Corinthian Yachtman's Handbook F. B. Cooke, pp. 282-301. Complete Yachtsman, Heckstall Smith pp. 222-3.) If not when does the right of a leeward boat to create converging courses by luffing cease?

It is the Committee's opinion:-

Before the starting signal, no question of proper course can arise.

1. If either yacht is overtaking, the conditions are covered by Racing Rule XII, Sec. 6, Clauses (a) and (b).

2. If neither yacht is overtaking, the windward yacht must keep clear, under Racing Rule XII, Sections 3 and 4. As the leeward yacht has the right of way, she may luff slowly, at pleasure, but leeward yacht must not start a luff when in a position where by Racing Rule XII, Sec. 6, Clause (a), she would be forbidden to continue a luff.

Under the above conditions, the leeward yacht might carry the windward yacht passed or to windward of the starting mark.

When the starting signal is given, there is a proper course, and the leeward yacht should bear away for the line if in a position to do so. If the windward yacht has an overlap on the new course then the leeward yacht must give her room. The rights on every course must be judged on its own basis.

Conditions taking place prior to the positions assumed in the question, might exert an influence on the above opinion. For further information, see B. Heckstall-Smith's Hand Book.

REGATTA COMMITTEE,
N. Y. Y. C.

H. de B. Parsons,
Joseph M. Macdonough,
Frederic O. Spedden.

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[Ca 1749]

HYPOTHETICAL QUESTION NO.2.

Asked by Cup Committee.

Referring to Racing Rules, Rule XI, Section 6 and paragraph (b), we would suggest the advisability of your rendering an official interpretation of the following clause: "An overtaken yacht must never bear away to prevent another yacht from passing her to leeward".

This clause has always been so vague and subject to so many different interpretations that it has caused much trouble and bad feeling and should be settled finally one way or the other.

It is the Committee's opinion:-

Before the starting signal, a yacht must never bear away, after an overlap is established, to prevent another yacht which ranks as an overtaking yacht from passing her to leeward.

After the starting signal, the conditions are defined under Racing Rule XI, Section 6, Clause (b).

The first sentence of this clause means that a yacht must never bear away out of her proper course to prevent any yacht which ranks as an overtaking yacht from passing her to leeward.

The last sentence of this clause means that a yacht must not luff so as to foul a windward yacht or cause her to alter her course and therefore must not luff as she pleases until she has drawn clear.

During the existence of overtaking conditions the proper course is, prima facie, nothing to leeward of full and bye if on the wind, or to the next mark, if the wind be free; that there may be conditions of tide or circumstances other than the desire to hinder the competitor overtaking to leeward which justify a more leeward course; the responsibility for proving the justification for such a leeward course would lie upon the weather yacht.

Conditions taking place prior to the positions assumed in the question might exert an influence on the above opinion. For further information see B. Beckstall-Smith's Hand Book.

REGATTA COMMITTEE,
N. Y. Y. C.

H. de B. Parsons,
Joseph M. Macdonough,
Frederic O. Spedden.

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JUNE 7TH TO JUNE 12TH

In races commencing June 7th, and omitting the whole race of June 8th, and first leg of June 12th, as being flukes -

| | | |
|----------------------------------|------------------------|--------------|
| Resolute has reached 50 miles in | 4-33-32 | |
| Vanitie " " " " " | 4-30-39 | wins by 2-53 |
| Resolute to windward 40 miles | 6-08-48 | |
| Vanitie " " " " " | 6-03-59 | " 4-49 |
| Resolute to leeward 50 miles | 5-06-51 | |
| Vanitie " " " " " | 5-04-29 | " 2-22 |
| <hr/> | | |
| Vanitie | 140 " | 10-04 |
| | Time allowance | <u>7-56</u> |
| | Wins by corrected time | 2-08 |

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MEMO. AS TO VANITIE

1915

BALANCE On a wind she balances fairly well with no board, but in any ordinary breeze up to about 20° heel takes strong lee helm if you give her any board over 2½ to 3 feet. With a strong breeze over 25° heel balances all right with board all down. Seems to be better on Starboard tack. This may be caused by the rudder being warped but I did not investigate as I had no chance. Broad reaching strong breeze and sea steers very hard much benefited by 7 feet board. In strong breeze with sheets aft goes off very hard and gybing takes sudden sheer just as she rights. Am inclined to think the balance would be improved by cutting off after end of board and adding 8 or 10 inches to gaff.

A larger wheel would also help on the steering but I think cockpit would have to be made wider to accommodate it.

Rigging in very good shape but would be improved by carrying upper end of runner to a point between jib halliards and fore stay and lower end further aft.

On deck there should be a large cleat about 3 feet forward of each mainsheet bitt - impossible to handle mainsheet satisfactorily on bitts alone in a strong breeze.

Cleats for staysail sheet jigs further aft, and provision should be made for carrying both jibsheet and staysail jigs across decks to windward in a strong breeze.

Ballast We carried 11,727 lbs. inside, of which 4,601 lbs. were molded - should be outside, but would be afraid of disturbing balance if put on forward end of keel, as was suggested.

Winches needed below decks for throat and peak jigs. We used Aurora's winches, which were returned.

The weights of the spars are as follows:

| | |
|----------------------------|----------|
| Aluminum gaff | 601 lbs. |
| Wooden " | 602 " |
| Aluminum Club Topsail Yard | 381 " |
| No.2 " " " " | 347 " |
| " " " Club | 231 " |
| Wooden " " " | 229 " |
| " " " Yard | 431 " |
| Spinnaker Boom | 373 " |
| " " | 464 " |
| No.3 Topmast last made | 510 " |
| " last year's | 689 " |

Lead on board:-

| | |
|------------------------|-------------|
| 48 Molded Pigs | 4,601 lbs. |
| First lot put on board | 2,126 " |
| Last " " " " | 5,000 " |
| Total | 11,727 lbs. |

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ca. 1915

TACKLING to leeward

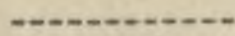
(Length of Course - 1)

| Off Course | Dis't Sailed | Increase in Course |
|------------|--------------|--------------------|
| 1/2 Points | 1.004 | 1 in 200 |
| 1 " | 1.019 | 1 in 50 |
| 1 1/2 " | 1.045 | 1 in 22 1/2 |
| 2 " | 1.082 | 1 in 12 |
| 2 1/4 " | 1.108 | 1 in 9 1/3 |
| 2 1/2 " | 1.136 | 1 in 7 1/2 |
| 2 3/4 " | 1.166 | 1 in 6 |
| 3 " | 1.202 | 1 in 5 |
| 3 1/4 " | 1.247 | 1 in 4 |
| 3 1/2 " | 1.294 | 1 in 3.4 |
| 3 3/4 " | 1.352 | 1 in 2.84 |
| 4 " | 1.414 | 1 in 3.42 |

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ca 1815

OUTFIT FOR PROPOSED SCHOONERS



- 2 Lamps for Cabin
- 1 " " Forecastle
- 2 Side Lights & Screens in galv. iron
- 1 Anchor Light in galv. iron
- 1 Lantern in brass
- 3 Pipe Berths complete
- 2 Hair Cushions for Cabin Transoms
- 4 Pillows
- 4 Blankets
- 1 4" Compass
- 1 Plate Glass
- 1 Electric Light Outfit for Compass
- 1 Fog Horn Brass
- 1 Lead and Line
- 1 Set Galley Utensils
- 1 Alcohol Stove, 2 burner with rail
- 1 Ice Box
- 1 Looking Glass
- 1 Wash Basin
- 1 10-Gallon Keg with Pump
- 1 1-Gallon Safety Can for Kerosene
- Linoleum

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