

SECRETARY
NEW YORK YACHT CLUB

21st May 1926.

Dear Mr. Davis:-

At the Third General Meeting of the Club, held in the Club House on the 20th of May, 1926, the following resolution was unanimously adopted:

That the thanks of the New York Yacht Club be given to Mr. Gerardi Davis for his history, in manuscript, of the New York Yacht Club's Thirty Foot Class. This will be considered among the Club's most valued possessions.

I beg to remain,

My dear Mr. Davis,

Faithfully yours,

Thomas

Secretary
New York Yacht Club.

A HISTORY
Of
THE NEW YORK YACHT CLUB
THIRTY FOOT CLASS

1905-1925

by
Gherardi Davis
Owner of "Alice"
N.Y 7

My dear Fellow Yachtsmen of the Thirty 'Class,

The following pages are a brief and I fear somewhat inadequate history of the New York Yacht Club Thirty Class. It was my original intention to add to what follows, a short account of each yacht of the Class, but I found it impossible to secure the necessary information relating to every, yacht. and it turned out to be equally difficult to condense the information I received from some owners so as not to make the tale too long.

I am indebted to my friend Butler Duncan for the excellent pictures relating to the Class in its first year(1905) and to Mr.Levick for the pictures taken in 1925. I also wish to thank the Herreshotf Manufacturing Company and many others for information given me, without which I could not have written ,these pages. The records of races are mainly from that inexhaustible store of information, the scrap book kept by the New York Yacht Club. The Plates show the lines and other features of the 30's with sufficient clearness.

New York Yacht Club,
January, 1 1926.

THE NEW YORK YACHT CLUB THIRTY FOOT CLASS

The Planning of the Thirties

“The New York Thirties” by which name the New York Yacht Club Thirty Foot class is more generally known, are without question the most successful as well as the most famous one design class of yachts ever constructed. At the time of writing these pages these famous yachts have passed their twenty-first year, all of the original eighteen are still in existence, and as many as twelve belong to New York Yacht Club members. All or nearly all of the yachts are in splendid condition, most them having been given almost affectionate care by their owners.

Having been asked to write a history of this beautiful class, I shall endeavor to present their story in a readable form, putting such records of races as may be necessary to complete the story at the end of the descriptive part of this book.

I have been unable to ascertain exactly how the question of a class of one design yachts as small as the Thirties, first came up for consideration by the New York Yacht Club. Butler Duncan tells me that in the Fall of 1904 there was considerable agitation to get up a new racing class, due largely to the success of the Newport thirty footers, which had been built ten years before. These yachts raced with no small success at Newport for many years. No matter how the discussion was started, it appears from the records of the Club that by the time of the October meeting in 1904 sufficient interest had been aroused for the Club to adopt the following resolution on October 6th:

“Resolved: That the Chair appoint a Committee of three for the purpose of interesting members of the Club in the building of yachts in one design or restricted classes, and of sizes either entitled to representation or not entitled to representation, with power to procure from naval architects designs and estimates and submit the same to the members who may contemplate building in such classes.”

At this time the smallest sized sailing yacht entitled to representation in the Club was as it is today one of 30 feet water-line. As the result of this resolution a committee of three was appointed consisting of Newberry Lawton, Addison G. Hanan and William Butler Duncan, Jr., our present Fleet Captain. This Committee had many meetings and plans and estimates were obtained from several designers, among others the Herreshoff Manufacturing Company and William Gardner. But before this was done the Committee sent-out the following circular:

New York Yacht Club
37 W. 44th street
New York

October 19th. 1904.

Dear Sir:

A proposition having been made by a number of members of the New York Yacht Club for the building of a restricted or one design class, and a committee having been appointed to take up the matter and put it in shape for consideration by such members as may be interested; following out the views of those who have originated the idea, the Committee have prepared the following suggestions, as to the details for the class:

TYPE. 1.

1. The boat to be of a type intended to be promoted by the present rule of measurement of the New York Yacht Club, a wholesome seaworthy craft free from freak features.

SIZE.

2. A keel boat, about 30 feet water line, short overhangs and a moderate beam and draft.

PLAN.

3. Cabin house not less than ten feet, six inches, in length, about four feet wide, having straight sides with glass transom lights, toilet room with closet and basin, berth for man forward, cockpit not less than six feet long with rail set outside to form seat on deck.

FITTINGS.

4. Complete but simple outfit for cruising; transom cushions; stove; ice box; tank.

SAILS & RIGGING

5. Sail area about 1,000 square feet; jib and mainsail rig; spinnaker and balloon jib allowed; solid spars.

SELECTION.

6. Boats when completed to be drawn by lot.

REGULATIONS.

7. Yachts to be steered by a member or amateur. Two paid hands allowed. Crew all told limited to four persons. Entire cruising outfit to be carried.

Special specifications to be agreed upon for sizes, weights and details of outfit.

Preliminary plans, specifications and estimates have been obtained.

The Committee would be glad to learn if you are interested in building in this class and if you desire to have notice of the meetings of the Committee.

The Committee wish also to state that, should the members so desire, they are prepared to take up the question of a class or classes, either larger or smaller than the one that has been outlined and they would be glad to receive any suggestions as to such class or classes.

A prompt reply will greatly oblige,
Yours respectfully,

Committee
N.D. Lawton, Chairman
W. B. Duncan, Jr.,
Addison G. Hanan

This circular brought numerous inquiries from members of the Club, and the responses thus received led to the following letter being sent out by the Committee:

NEW YORK YACHT CLUB
New York, November 5th, 1904.

Dear Sir:

The Committee on the building of a restricted or one design class by members of the New York Yacht Club in response to the circular of October 19th, 1904, have received numerous replies approving of the plan and requesting further information and notice of the subsequent meetings of the Committee.

Plans, specifications and estimates have been obtained, and it has been decided to call a meeting of those who have advised the committee of their interest in the matter and ask as well any others who' might possibly become interested when fully informed as to what is to be done. We therefore notify you that a meeting will be held at the New York Yacht Club House on Thursday afternoon, November 10th, 1904, at half past four o'clock, and that you are respectfully invited to attend.

The Committee feels assured from the interest already manifested in the subject that a large number of boats will be built and a class established for racing on the West end of the Sound and at Newport which will be as great a success as the well known class of Newport "Thirty-footers" possessing the advantages over that class of having cruising accommodations and of being entitled to enrollment and representation in the Club.

The Committee hopes that you may be interested sufficiently to attend the meeting even if you should not have determined upon building in the class.

Respectfully,
N. D. Lawton, Chairman
W. Butler Duncan, Jr.,
Addison G. Hanan, Secretary."

Matters came rapidly to a head, and under date of November 15th, the Herreshoff Manufacturing Company, whose plans had met with the approval of the Committee, addressed the following letter to Butler Duncan:

“We herewith inclose contract in duplicate executed on our part, for the signatures or committee. Also sending you by same mail, stamped and marked letter post, blue print, deck plan, cabin plan and profile of the new class. Please return one copy of contract executed on the part of the committee with approval of blue print and oblige.

You will notice we are giving considerably more than planned when you were here, the boats being considerably wider, more draft, one more berth in forecabin, settee berth in cabin instead of transom.

We presume some of the owners would need a small boat, either of our 11 1/2' or 10 1/2' size. In this case we would be pleased to build them and would make a liberal reduction from our regular prices which would be in accordance with the number ordered. Our Mr. N. G. Herreshoff is very much pleased with the model which he has nearly completed and we shall be ready to commence work in a few days. We trust the contract may be completed so that there may not be any delay in starting construction.”

In order to complete the preliminaries, the contract and specifications, referred to in the Herreshoff Manufacturing Company's letter are set out in full as follows:

"CONTRACT, of two parts, made this 15th day of November, 1904, by and between the HERRESHOFF MANUFACTURING COMPANY, a corporation created under the laws of the State of Rhode Island and doing business at Bristol, in said state, hereinafter called the Party of the First Part, and W. BUTLER DUNCAN, JR., NEWBERRY D. LAWTON and ADDISON G. HANAN, of New York, N. Y., a committee authorized to act for their associates, and their associates, called the Party of the Second Part, WITNESSETH:-

That for, and in consideration of, the payments to be made as hereinafter provided, the said party at the first part hereby agrees to construct in their best manner and of first class materials, according to specifications hereunto appended, said specifications to be, and are hereby considered as forming, a part of this contract. not less than eight (8) Keel Sloop Yacht from one design by N. G. Herreshoff, which are to constitute a Racing and Cruising Class for the said party of the second part, and of the following general dimensions, vis:-

Length over all ----- about 43' 6".
Length on water line ----- not less than 30'.
Beam -----about 8' 10".
Draft of water -----about 6' 3".

It is understood that all boats of this class are to be built exactly alike in every particular, and the future owners will draw lots for them during the first half of April,

1906. Name of owner, number and name of each boat will then be furnished to the party of the first part, also requirements as to date each owner would like his boat ready for delivery.

It is further agreed by the said party of the first part that a number not to exceed fourteen (14) of said yachts providing said number are ordered within four (4) weeks from date of contract, shall be completed and ready for delivery between the first of May and the 8th of June, 1905, both inclusive.

It is further agreed by the party of the first part that they will build other yachts required for the same class under this same contract, providing they are ordered on or before the first day of February, 1905, the time for delivery of said yachts to be named by the said party of the first part at time ordered.

In consideration of which the said party of the second part for themselves and their associates, hereby covenants and agrees to and with the said party of the first part as follows, that is to say:

The contract price to be paid by the said party of the second part for each of the said yachts, delivered at Bristol, R. I., shall be Four Thousand (\$4000.00) Dollars, same to be paid in three installments and as follows:

The first payment shall be One Thousand (\$1000.00) Dollars on each yacht. At least eight (8) to be payable upon the signing of this contract. The first payment on all following yachts to be made when ordered.

The second payment shall be Fifteen Hundred (\$1500.00) Dollars on each yacht, and payable on each hull when it is completed and ready to be taken out of the shop to be stored near launching ways.

The third and final payment shall be Fifteen Hundred (\$1500.00) Dollars on each yacht, and shall be payable upon the delivery of each yacht as taken by the party of the second part, or their representative, at Bristol, R. I., as aforesaid."

This contract was signed by Duncan, Lawton and Hanan as the Committee. The specifications referred to read as follows:

SPECIFICATIONS

attached to contract dated Nov. 15, 1904, for Keel Sloop Yachts to form a one design racing and cruising class.

Length over all ----- about 43' 6".

Length on water line ----- not less than 30'.

Beam ----- about 8' 10".

Draft of water ----- about 6' 3"

All, or nearly all, ballast to be on the outside and of lead cast to form.

Framing to be of best white oak.

All fastening below deck frame to be of bronze and copper.

Planking to be of yellow pine, to be double from below the turn of bilge to sheer strake, the inner thickness to be of cypress.

Deck to be selected white pine, covered with canvas and painted.

To have a raised cabin house of mahogany with plate glass windows on side as shown on drawing.

Cock-pit to be as shown on drawings.

Rail and cockpit trimmings to be of mahogany.

Yacht to be steered by a tiller.

To have a liquid compass of standard make, placed below glass in cock-pit floor, and fitted with binnacle lamp.

There will be a capstan, one galvanized steel anchor with gooseneck stock and with Manila cable, one galvanized steel anchor with straight stock to stowaway, one warp and two mooring lines.

There will be mahogany side steps to hook on starboard side.

Yacht is to be equipped with one life ring, 5 life preservers, 2 fenders, sounding lead and line, fog horn, one boat hook, a bilge pump, a cock-pit awning and a set of brass running and anchor lights.

Forecastle is to be fitted with two pipe berths furnished with mattresses, pillows and bed clothing.

Galley is to be fitted with a Primus oil stove, refrigerator, cooking utensils, small set of white dishes in racks, and pump connected to tank.

To have a water tank under cook-pit floor. Yacht is to be fitted with a toilet room with Sands water closet, small wash bowl, pitcher, water bottle, tumbler and holder and looking glass.

Cabin wood work is to be of light woods, painted white, with mahogany trimmings, and is to have a folding settee berth on each side, upholstered in green corduroy and to have a green Brussels carpet on floor. To be lighted below deck with oil lamps.

Cabin to be fitted with folding mahogany table.

Yacht is to be sloop rigged. Spars to be solid, all standing rigging to be of galvanized plough steel wire rope, running rigging of specially made Manila rope at best quality, bronze blocks, sails of specially made cotton duck. Sails to comprise: Mainsail, #1 Jib, #2 Jib, Balloon Jib and Spinnaker.

Yacht to be supplied with waterproof covers for mainsail and Jib.

Yacht to be painted on bottom with Herreshoff Green Antifouling Paint and white above water line. To have name on stern in gilt letters.

All painting and varnishing to be done in the best manner."

To these papers I add plates showing the deck plan, cabin plan and profile of the new class, referred to in the Herreshoff letter.

THE FIRST SEASON OF THE THIRTIES.

1905.

Once the Thirties were safely at their various homeports on the Sound, the racing soon began and was kept up from May to September. Fifty-one races were sailed by the Class before they were laid up for the winter. Were I to give the details of all these races, as well as for the many seasons following from 1906 to 1925, I should produce a book so full of figures as to remind Professor Poor of his Logarithmic Tables. However interesting this might be to a few of my readers who love to take a sheet of paper, a pencil and a racing record and figure points, percentages and I know not what else, including possibilities and probabilities, I am quite certain that most of those who read these pages would surely quote to me what old Weller said to Sam on one occasion of his many dissertations on Marriage: "Vether it's worth while 'goin' through so much to learn so little, as the charity boy said when he got to the end of the alphabet, is a matter of taste. I rather think it is'nt."

But in view of the extraordinary interest shown in the Thirties in their first season, I have put together a fairly complete record of the races in the year 1905. My readers will notice that in no case were there all eighteen of the Class together. In fact, I do not know of any race in all their career where there were more than fifteen Thirties present. In 1905 TOBASCO, having been sold to Mr. O'Donahue, of the Atlantic Yacht Club, was not on the Sound at all. Oddly enough he was my neighbor at Sea Gate for several years, and TOBASCO is now my ALICE. PHYRNE, DAHINDA, NAUTILUS, ALERA and ADELAIDE II were very constant opponents and each was successful. IBIS was not by any means so lucky, but then it must be remembered that although supposed to be exactly alike the Thirties were not, and could be, exact duplicates of one model. Thus ALERA was always very good on reaches, while PHYRNE was often superior to the others when on the wind: and this matter who sailed IBIS, or PHYRNE or ALERA. NEPSI, all TOBASCO was called when Johnston DeForest owned her, was a splendid all around craft, so was ORIOLE, while NEOLA II was especially good under Duell (he called her ROWDY). The truth, however, is without doubt that certain boats were better sailed than others, and hence won more frequently.

But to return to the season of 1905. The New York Yacht Club held 'nine regattas on the Sound. Five of them solely for the Thirties' benefit. The Thirties went on the cruise, and there won two of the great cups, the Commodore's on August 11th and 14th (there were two Commodore cups sailed for on different days) and the Rear Commodore's Cup. The Sound record which will be found further on shows that exclusive of the New York Yacht Club and Larchmont Race Week Regattas there were thirty-six races in which the Thirties could start, CARA MIA having the extraordinary record of having started in everyone of them. The only one that did not start at all was TOBASCO.

It may be interesting for me to recall a very serious discussion that arose under a protest made on one of the runs of the cruise by MIRA against the Thirties. The point made was that the Thirties did not comply with the Racing Trim Rule. The Race Committee, however, decided that the Thirties were considered by it to be a Special Class, and that the rule requiring them to carry a boat did not apply. I am quite sure that this decision would not hold water on an appeal to the Club today: the right to appeal did not exist in 1905.

The yachts gave great satisfaction as a whole, and early in the Summer — June 8th to be exact— Mr. Herreshoff in answer to a letter from Duncan wrote him: "I was very much pleased at what you had to say about the new boats, and that everybody likes them. They will be a fine demonstration of the advantages of the new rule of measurements." But as time went on it became evident that the Thirties on & close reach were terribly hard yachts to handle. It appeared that they had too little head sail. When, therefore, Duncan wrote to Mr. Herreshoff calling the latter's attention to this trouble (unfortunately I have not been unable to find this letter), Mr. Herreshoff in reply wrote on September 28th as follows:

"I have yours inclosing the opinions of the owners about the bowsprit question, which is quite interesting. You do not say if it is decided to make the change. As there are so many that are satisfied with the present rig it would seem doubtful. Perhaps it would be interesting to fit a bowsprit and larger jib to one of the boats that is coming to lay up, and have some trial sails with one as she now is and determine just what the advantage would be."

This was done and the result was that the bowsprits our yachts now have, and which measure 3'3" outside the yacht, were substituted for the shorter bowsprits which were 1'3" outboard. The picture of the original yachts when compared to that of the yachts with the new bowsprits shows clearly the difference in their appearance.

But no matter how much trouble the skippers may have had in this connection, it is the only serious trouble that the Thirties have ever shown. The Class was a wonderful success, and the opinion then formed has lasted until today. There is but one Thirty Class; there has never been but one, there can never be another its equal.

1906-1925

In 1906 the interest in the Class for some reason dropped, the greatest number of yachts in any New York Yacht Club regatta being nine. Two special prizes were offered, one by the Model Committee and one by the House Committee, while in 1907 and 1908, and in several other years as will appear, a Series Prize was given by one or another member for the season's record.

In 1906 a very sharp discussion was had on the protest of DAHINDA against the rest of the Class. The decision has passed into ancient history but whether or not it was correct is, I think, very debatable. I mention this and the other protest to which I referred some pages back, for the reason that they were very important incidents in the history of the Class, and were discussed back and forth for years afterwards and still are talked of.

This period of our Class - 1906 to 1916 - represents years of the greatest activity in yachting. There were developed the S Class and its off-shoots the Jewels, the Larchmont one design class and others. The Q Class grew to be one of the best of the racing class but in 1916 vanished from our waters. In the larger sloop classes the AURORA, WINSOME and ISTALENA raced with great success, and disappeared. The sound schooners came and with the Stamford Schooners also virtually vanished. So that at the end of 1916 of all the older famous classes of smaller yachts the Thirty Class was really the only one that was alive and active. The wonderful Star Class was growing fast in favor, while the 60's and 40's were becoming famous.

With 1916 racing came to an end for four years, for in 1917 we entered the Great War and it was not till 1921 that on the Sound and Down East racing became active again. On the Lower Bay it died in 1916 and apparently cannot be revived.

Since the war the Thirty Class has continued its racing record with the same success and enthusiasm as prior to 1917. The organization within the Class has endeavored to preserve the old traditions, and in this it has succeeded. Among other things a class championship has been fostered, and recently the Class has given a prize to the owner who most frequently has steered his 50 in races during the summer.

It would be impossible to describe the many races or even to pick out the most famous ones sailed by the Class. There follow tables showing enough of the records to give a fairly clear idea of which yachts have done best, and it will be seen that no one yacht can claim & real precedence over the others. Some are, perhaps, better than others, for it is no doubt humanly impossible to build eighteen yachts that are exact duplicate of each other. My personal belief is that it is the man at the tiller who makes any particular 30 a winner over her mates.

May the Class go on for many years to come and may it remain the truest example of sportsmanship on the water as it has been in the past twenty-one years of its existence.

Farewell - I have finished!

THE BUILDING OF THE THIRTIES.

Here then was the beginning of this famous class. For on November 16th the Committee accepted the offer of the Herreshoff Company, five boats were signed up for, and the Committee guaranteed the three remaining ones necessary under the contract. To anyone who like myself has sailed on a Thirty, the boat will seem to grow before his eyes as he reads the specifications: for the whole general features of a Thirty are there given. Work was promptly begun on the class at Bristol and before February 1905 the existing eighteen yachts were all ordered and their construction started. I do not wish to weary my readers with too many details, but a few letters from the Herreshoff end will I am sure not be amiss. On November 16th, 1904 Mr. Nathaniel G. Herreshoff, (the famous "Nat" so closely associated with our Club and its racing fleet) wrote as follows:

"I have your note of yesterday and as we sent you the blueprint and contract yesterday p.m. which you probably now have I have wired you. 'Can you suggest any changes before sending more blueprints. Wire answer or telephone'. If we get your reply, will be able to send two more prints today if all right. We will put snap hooks on jibs as you suggest and leave out cover for Jib.

We wrote you yesterday about change in breadth and also in draft which I think will be satisfactory. They will have a good lot of ballast and I believe, plenty of stability and will be mighty good boats. I have been working on a model and it is now nearly completed. It is the first model I have worked on to be under the 1/4 beam length' measurements, and I am well pleased with it, and also it has been more pleasure to work on it, as I have not had the restraint of getting the biggest boat possible for the W.L. length.

I am very much pleased to know you have the eight boats, with prospect of many more. Please let us know the moment it is settled that we are to build them, for we will have a great deal of material to get together, and the time is late to start if the number of boats will be anywhere near the maximum."

Then on November 18th Mr. Herreshoff acknowledged to Duncan the award of a contract for eight boats, and work proceeded at Bristol with the greatest promptness. For on November 21st Mr. Herreshoff wrote Duncan: "Have the design of new class well along and everything is coming well. Will put on wire halyards.

Had been thinking of it, and almost decided before I got your letter."

He also refers to the fact that he intends to make the yachts come within the limit of 27 feet measurement: they actually rate today,
2'7.7.

So rapidly did the work proceed that on January 2nd, 1905 the Herreshoff Company wrote to Duncan:

"We wired you at Port Washington, N. Y., this A.M., as follows: 'Ready sail trial to-morrow. Will expect you early Wednesday. Answer', which we hereby confirm. We took the boat out of the shop to-day and she will go over-board to-morrow and be rigged up at once, that is, if the weather is suitable which it now promises to be. Think perhaps it would be best for you to call us up on telephone regarding your coming.

P. S. We just received your telegram and will expect you Wednesday morning.

This was followed by a letter dated only "Thursday evening (as January 2nd was a Monday, this was, no doubt, January 5th) which must have delighted the future owners of these yachts, for it says:

"Mr. Lawton turned up this AM about 9 and after looking around some in the shops we decided to go off and try the boat afloat but by time we got under way there was not a ripple on the water. And considerable ice formed, but although there was hardly air enough to keep the sail to one side the boat moved off nicely and minded the helm perfectly.

We went off again after lunch with just air enough to ripple the surface for 15 or 20 minutes, then dead calm.

The boat behaved satisfactorily and I suppose Lawton will tell you about it. We got back to the wharf about 3 o'clock and stripped her and by 5 she was hauled out at the cove for the rest of the winter.

There were two or three little alterations in rigging suggested by the trial which will enable us to have everything in good form when the fleet is rigged in the spring.

From the feeling of this boat today I am quite sure the boats will prove to be good sailers in light airs at least."

Thus within eight weeks of the date of the contract I have quoted the first "Thirty" had been launched and sailed.

My readers will all agree that the energy shown by Mr. Herreshoff and Mr. Lawton were worthy of the Thirty Class, and were an earnest of the enthusiasm and racing spirit which has been the Class' pride for the past twenty-one years. Unfortunately, Mr. Herreshoff, as he wrote Duncan in April, did not get off scott free. "When I went out to try the "first boat" he says "I got a crick in my back and have "since been laid up with lumbago and rheumatism; so I have tried no more boats."

Again on January 9th, Mr. Herreshoff writes: "You will be glad to know we hauled the second boat out of the shop today and stored it alongside of the first one in the yard. The fifth boat is planked on the outside today. We are expecting to take the fourth boat to the yard on Saturday the 21st."

On the 16th three of the boats were finished and stored out of the shop, and on the 19th of January, 1905 the Committee reported to the Club as follows:

"On behalf of the Committee on designs for small yachts, Mr. Lawton reported that 14 boats are now building and possibly more: that the 1st of February had been set as a time limit for orders to be delivered by June 1st: that after the 1st of February the Committee is of the opinion that members ordering boats will have to deal directly with the Herreshoff Company." On the 31st two more boats, making five in all, were complete; on February 8th seven were complete; on the 11th the eleventh of the fourteen boats ordered was well under way, and the last four of the class of eighteen had been begun.

On March 1st the tenth boat, and on March 27th the fifteenth boat were complete; and on April 14th the eighteenth and last of the Thirties was finished. The Class was thus completely built.

But long before this a set of Rules to govern the' Class had been agreed upon and these rules are in force to this day in substantially the form adopted in February 1906. The original rules read as follows:

NEW YORK YACHT CLUB
Rules to Govern the One Design
30 Footers
When Sailing as a One Design Class

OUTFIT

Everything delivered with the boat as per specifications shall be on board in every race, except one anchor and cable which need not be carried. Articles lost shall be replaced.

CREW

The crew shall not exceed five men, two of whom may be paid hands

The helmsman shall be an amateur.

HAULING OUT

Boats shall not be hauled out, or put on the beach, more than once in two weeks, and when hauled out shall not remain out more than 48 hours.

In case of an accident the Committee may waive this rule.

SAILS

Not more than two suits of sails shall be used when racing in any one season on any boat. In case of an accident to a sail, the committee may waive this rule.

A black band shall be painted around the mast at a point whose distance above the deck shall be determined by the designer, above which the jaws at the gaff shall not be hoisted.

Length of spars shall not exceed:

Boom, 32'

Gaff, 19'

Spinnaker boom, 19'6"

Sail plan, ballast, or spare shall not be altered in any way.

Pot leading shall not be allowed.

Only solid spars shall be carried.

Each boat shall carry a special number above the reef points.

Spinnaker sheets shall not be carried forward of or around the fore stay.