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**INTERNATIONAL
PENGUIN CLASS
DINGHY
ASSOCIATION
HANDBOOK**



**CONSTITUTION, BY-LAWS,
SPECIFICATIONS AND
PENGUIN RACING RULES**



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CONSTITUTION

(Amended 1 May, 1955)

ARTICLE I—*Name*

International Penguin Class Dinghy Association

ARTICLE II—*Emblem*

The emblem shall be a black Penguin as shown on the official sail plan.

ARTICLE III—*Object*

To promote and develop Penguin Class Dinghy racing under uniform rules governed by the Association, and rigidly to maintain the one design features of Penguin Class Dinghies.

ARTICLE IV—*Policy*

To keep the cost of construction, sails, and Association dues at a minimum in order that Penguins may be available to the largest number of owners, and rigidly to maintain a strictly one design class.

ARTICLE V—*Jurisdiction*

The Association has jurisdiction over all Penguin Class activities. The Class Rules govern all sanctioned Penguin races, regardless of by whom held. The Constitution, By-Laws and Rules are binding upon all members and fleets, and all registered Penguin Class Dinghies must conform to the official plans and specifications.

ARTICLE VI—*Membership*

SECTION 1. Membership in this Association shall be restricted to those who own, sail, or are interested in Penguin Class dinghies. The members shall join through the fleets in whose waters they normally sail, except that persons situated where no organized fleet exists, may apply for membership directly to the Secretary of the Association. Others may apply to the Secretary of the Association, but in such cases the membership shall become effective only after the application shall have been approved by the fleet to which said applicant is eligible for membership. A dinghy and a member can belong to one fleet only.

SECTION 2. Active members of the Association shall be those who are owners, part owners, or bona fide charterers of measured and approved Penguin Class dinghies. A bona fide charterer shall be one who has chartered a measured and approved Penguin Class dinghy for a period of not less than six months. Active members shall have the privilege of holding office and voting in fleet and Association meetings. They will receive a year book and all other communications of the class. Only active members shall be entitled to sail as helmsmen in sanctioned races.

SECTION 3. Associate members shall be those who are interested in promoting the welfare of the Penguin Class Dinghy Association, but are not entitled to active membership as above defined. All purchasers of plans or numbers shall be associate members for the balance of the calendar year without further payment of dues or until their boats are measured and approved.

As soon as the boat is approved the owner shall be entitled to active membership and shall receive an active membership card for the balance of the current year upon application to the Bus. Sec'y, without additional cost. Associate members may sail as crew but are not entitled to the right to vote in fleet or Association meetings. They shall receive a year book and all other communications of the class. They may substitute for the skipper at the tiller in an emergency or in a sanctioned race with approval of the race committee in a case of unavoidable absence of the regular skipper.

SECTION 4. Honorary members shall consist of those having rendered extraordinary service to the Association. They shall be elected by the Executive Committee, and shall have the privileges of an active member.

SECTION 5. Dues shall be fixed by the provisions of the By-Laws and must be paid before a member can be in good standing.

SECTION 6. Active membership shall be retained until the end of the calendar year, by active members in good standing who may suffer the loss of or dispose of their dinghy during the year.

ARTICLE VII—Organization

SECTION 1. The Association shall consist of individual members who shall belong to fleets, which in turn shall be organized into regions, the whole of which shall be under the jurisdiction of the Executive Committee.

SECTION 2. Any three or more owners of measured Penguins may be granted a fleet charter upon application to the Executive Vice President. Each fleet may elect its own officers, collect local dues, if so desired, and govern the affairs of the fleet consistent with the Constitution and By-Laws of the Association.

SECTION 3. Each fleet shall be required to file an annual report of its activities and a complete roster of Fleet officers and members with the Secretary of the Association during the month of January of each year, in order to renew its rights and privileges under its charter. Charters may be suspended at any time by the Executive Committee at its discretion, but can only be revoked at the annual meeting for failure to maintain in good standing the minimum of three boats necessary for a new fleet, or for adequate reasons.

SECTION 4. Regions shall be established by the Executive Committee and fleets assigned to their respective regions by the President. Regions shall be established to include a minimum of three active fleets within an area suited for normal regional activity; provided, however, that special or provisional regions may be established as warranted.

SECTION 5. Each region is expected to conduct an annual Regional Championship Regatta open to (only) all active members of the region, to hold an annual meeting to select a nominee for the appointment as Regional Vice President and to govern the affairs of the region consistent with the Constitution and By-Laws.

ARTICLE VIII—Officers—Titles, Duties and Method of Electing

SECTION 1. The Officers of the Association shall consist of the President, Executive Vice President, Secretary, and Treasurer. They shall be nominated at the annual meeting by the Nominating Committee or by nomination from the floor. Voting shall be by ballot and the candidate receiving a majority of the votes cast for the office to which he is nominated shall be elected.

SECTION 2. PRESIDENT — The President shall preside at all meetings, shall be chairman of the Executive Committee, and ex-officio member of all other committees. He shall appoint Regional Vice Presidents and special committee members. He shall authorize the payment of all bills. He may request the Executive Committee to allocate funds for special purposes.

EXECUTIVE VICE PRESIDENT — The Executive Vice President shall have charge of promotional activities such as the development of the class, organization of new fleets, granting of charters, etc., and shall act in the absence of the President.

SECRETARY — The Secretary shall be in charge of all the secretarial work of the Association. He shall be responsible for the minutes of the meetings, records, general information, and correspondence. He shall be custodian of the Association's records and documents.

TREASURER — The Treasurer shall be in charge of the funds of the Association. He shall disburse money only on the order of the President.

ARTICLE IX—Standing and Appointed Committees

SECTION 1. STANDING COMMITTEE — The following Standing Committees shall serve for one year from November 1st to October 31st.

(a) Executive Committee (E. C.) — The Executive Committee shall consist of the Officers, and two Members-at-Large, who shall be elected at the annual meeting by the same procedure as outlined for Officers. Majority vote decides all questions if not otherwise stipulated, interprets Constitution and By-Laws, conducts all business, and determines policy of the Association, is the last court of appeal on disputes over Constitutional Rights, and has the power to enforce its decisions by suspension of fleet or members. Decisions of the Executive Committee shall be final and binding.

(b) Advisory Committee — The Advisory Committee shall consist of the two most recent Past Presidents still active in the I.P.C.D.A. and the Regional Vice Presidents. The most recent Past President shall be the Chairman. The committee shall consider such problems as may be referred to it by the Executive Committee.

(c) Nominating Committee — The Nominating Committee shall consist of the immediate Past President as chairman, and two other members, not officers of the Association, whom he shall appoint. The Nominating Committee shall make its selections for the Office of President, Executive Vice President, Secretary, Treasurer, and two Members-at-Large known to the Executive Committee at least one month in advance of the annual meeting, so that the proposed slate can be included in the notice to the

membership of said meeting. It shall be the duty of the Nominating Committee to see that its candidates are duly nominated.

SECTION 2. APPOINTED OFFICERS AND COMMITTEES — The following officers and committees shall be appointed and serve for one year from November 1st to October 31st, or as stipulated by the E. C.

(a) **International Race Committee (I.R.C.)** — The International Race Committee shall be appointed by the Executive Committee and shall consist of a chairman and not less than four additional members. It may consist of members of the Executive Committee that can be present at the International Championship and eligible to serve by reason of not being contestants. The I.R.C. shall supervise and conduct the International Championship Regatta in accordance with the Rules Governing the International Championship and from the period of midnight of the day preceding the scheduled first race of the regatta until 24 hours after the last race, the Executive Committee shall be inactive and the decisions of the I.R.C. as to matters concerning the current regatta shall be final.

(b) **International Measurement Committee (I.M.C.)** — The International Measurement Committee shall consist of a chairman and such additional members as may be appointed by the Executive Committee. Shall receive and approve or reject measurement certificates in accordance with the tolerances established by the Executive Committee, and shall maintain a file of the measurement certificates for each measured boat. Shall forward to the boat owner via the Bus. Sec'y, the duplicate copy of the certificate. Shall answer all correspondence relative to measurements, building materials, new or peculiar methods of construction, etc.

(c) **Regional Vice Presidents** — Regional Vice Presidents shall be appointed by the President, shall be the senior executive officer of their region, and shall have charge of Regional Regattas and Meetings, and of promotional activities leading to the formation of new fleets within the region and shall serve on the advisory committee.

(d) **Director of Publicity** — The Director of Publicity shall be appointed by the President and shall receive items of general interest from fleets for magazine and newspaper publication. He shall be responsible for the publication of the year book and such other bulletins as the Executive Committee may direct. The Director of Publicity may appoint such other assistants as he deems necessary.

(e) **Business Sec'y** — He shall receive all dues and fees for plans and numbers. He shall be responsible for issuing plans and membership cards and the assignment of numbers.

(e) **Special — Officers or Committees** — Special Officers or Committees, including special race committees for sanctioned events, may be appointed at any time by the President.

ARTICLE X—Meetings

SECTION 1. The annual meeting shall be held during the period of and in the vicinity of International Championship Series, if possible. Special meetings shall be held upon order of Executive Committee or upon demand in writing by twenty-five per cent of the fleets. Exact time and place of all meetings shall be fixed by the Executive Committee.

SECTION 2. Notice must be sent to the members in time to permit action, and if a Special Meeting be called, the purpose thereof must be stated in such form to permit voting by mail and no other business shall be transacted.

ARTICLE XI—Voting

Each boat is entitled to one vote, but no fleet shall cast more than 25% of the votes cast. Membership books close ten days before the meeting or as ordered by the Executive Committee. Proxies must be in writing and must be submitted by mail to the Secretary two days before the meeting. All members present and all proxies shall vote unless excused by the chair. A majority of the votes present shall decide all questions not otherwise stipulated, and the chair shall cast the one deciding vote in case of a tie and may fix a time limit on speakers and motions.

ARTICLE XII—Quorum

Twenty members present in person or by proxy which shall include representation from at least 25% of the fleets shall constitute a quorum.

ARTICLE XIII—Order of Business

1. Call to order.
2. Roll call of fleets.
3. Minutes of last meeting.
4. Reports of officers.
5. Charters, ratified and revoked.
6. Unfinished business.
7. New business.
8. Election of officers for the following year.
9. Adjournment.

ARTICLE XIV—Amendments

Amendments may be proposed by a majority of an annual meeting or at any time by the Executive Committee. The vote must be by mail to the entire membership and a majority of the votes received shall determine the adoption or rejection of the proposed amendment.

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1955 BY-LAW CHANGES—Effective June 1955

ARTICLE I—Dues

1. The annual dues for Active and Associate Membership shall be four dollars (\$4.00), payable January 1.
2. Fleet dues are optional, and if any, are to be kept by the fleet.
3. Members whose dues are in arrears for six months will be automatically suspended.
4. In order to race in sanctioned events, a member's current annual dues must be paid.

ARTICLE II—Eligible Boats

A boat is eligible and considered in the Penguin Class, only if it conforms the measurement rules as certified by a class measurement certificate, has been properly registered, and is owned by a qualified active member or members recorded at the time as in good standing with the Association.

ARTICLE III—Boat's Number and Name

1. Official number, allotted to new boats, and on application to the U.S. Sec'y, shall be permanent and affixed to sail and cut into side of centerboard log or keel, with letters at least two inches in height. Name is optional, but must be recorded and approved.
2. If alterations are made and affect more than one-half of the hull, or are sufficiently extensive to warrant, in the opinion of the measurement committee, a new number shall be awarded and the boat shall be considered new as of such date. Such altered boat shall be re-measured and be subject to restrictions and governing measurements then in force. Registration must then be obtained in the usual manner.

ARTICLE IV—Plans

1. The cost of the official plans shall be eight dollars (\$8.00).
2. If more than one boat is built from one set of plans, the application for a number for each additional boat must be accompanied by a check for five dollars (\$5.00), to cover the number tax.
3. The purchase of plans or payment of numbering tax, entitles the purchaser to associate membership without further payment of dues for the current year.

ARTICLE V—Measurements and Certificates

1. No boat shall be eligible to enter any sanctioned race for the Penguin Class until measurement certificate has been granted for such boat.
2. Measurements shall be made by the owner, builder, or a measurer of a Yacht Club.
3. This measurement sheet shall be forwarded in duplicate to the Chairman, International Measurement Committee, who shall approve or reject the boat as a class member accordingly if boat is within or beyond the building tolerances established by the Executive Committee.

4. Boats shall be subject to re-measurement as to dimensions and data on the measurement sheet, upon protest. The person protesting shall post a bond of \$2.00 as evidence of good faith which shall be used to pay measurer if the measurements are in accordance with those submitted on the measurement sheet. If the dimensions fail to check with those submitted on the measurement sheet, the bond shall be returned and owner shall pay re-measurement fee, which shall not exceed \$2.00. Re-measurement shall be made by the measurer of the Yacht Club having control of the races, or a measurer appointed by the Race Committee having control of the races.

ARTICLE VI—Regulations

1. Ballast—No dead ballast shall be allowed except as permitted by Paragraph 3.
2. Equipment—The following equipment must be carried in all races:
 - a. Two life preservers.
 - b. A serviceable pair of oars, not less than 5' long, with properly installed oar locks and sockets.
 - c. A painter not less than 3/8" diameter and 15' in length if of hemp or cotton, and not less than 3/16" diameter and 30' in length if of synthetic fibre (nylon, orlon, dacron).
 - d. Adequate means of bailing (scoop or can).
 - e. An anchor at least two pounds in weight.
3. Skipper and Crew—A dinghy shall be raced with a crew of one in addition to the helmsman, except as noted below. In all sanctioned events the helmsman shall be an active member and the combined weight of the skipper and crew when dressed for sailing shall be not less than 275 pounds, but to make up this total 25 pounds of ballast may be carried. This ballast, if not buoyant, should be carried in such fashion that it will most readily fall free of the boat in event of capsize. In the event of junior sailor or others whose combined weight does not equal 275 pounds including permanent ballast, the ballast may be omitted and a third person carried to provide the required weight. In all such sanctioned events no change shall be made in skipper or crew except in cases of real illness, accident, or other cause satisfactory to, and approved by, the race committee.
4. Sails—All boats are entitled to not more than two sails, and any sail may not be replaced oftener than once in any two year period, except by permission of the Executive Committee because of loss or damage. There shall be no borrowing of sails at sanctioned events without prior approval of the Race Committee.

ARTICLE VII—Sanctions

1. Sanctions for National and International Championship Regattas shall be granted by the Executive Committee.

2. Sanctions for Inter-regional Championship Regattas shall be granted by the Executive Vice President, with the approval of the Vice Presidents of two of the Regions to be represented.

3. Sanctions for Regional Championship Regattas shall be granted by the Regional Vice President, with the approval of the Fleet Captains of two-thirds of the fleets of the region.

4. Sanctions for Special Championship Regattas sponsored by organizations other than the I.P.C.D.A. shall be granted by the Regional Vice President for the region or by the Executive Vice President if outside an established region.

5. Sanctions are not required for Penguin Class Dinghy races held as part of regattas sanctioned by one of the various Yacht Racing Associations; however, entries in these events must conform with all membership and measurement requirements, and with Article VI—Regulations.

6. Copies of all sanctions shall be filed with the Secretary, together with a copy of all race results.

ARTICLE VIII—Honor Awards

1. Honor awards shall be displayed on sail as indicated in the following sketch and shall be of the proper color, size, and number as required by the following classification of events:

Class A—The International Championship—Gold Awards—First, Second, and Third place skippers entitled to wear three, two and one gold chevrons respectively.

Class B—An inter-regional championship wherein at least three regions are represented—Blue awards—First, Second, and Third place skippers entitled to wear three, two, and one blue chevron respectively.

Class C—A regional championship wherein at least three fleets are represented—Red awards—First, Second, and Third place skippers entitled to wear three, two, and one red chevron respectively.

Class D—Fleet Championship—winner of fleet championship series entitled to wear one black chevron.

2. The year in which the award was won must be displayed under the chevrons or chevron as indicated in the following sketch, i.e., 46 for 1946, 47 for 1947, etc.

3. Awards rank in the following order:—gold, blue, red, and black. Thus one blue chevron outranks three red chevrons. Only the highest award ever won shall be displayed and if the same event is won twice, the latest date shall be displayed under the chevrons.

4. Awards are made to the skipper, not to the boat, and are retained by the skipper, if the boat is sold, for use on any other Penguin Dinghy he may own while still a member of the Association.

ARTICLE IX—Rules Governing the International Championship

1. *Purpose*—To determine annually the championship of the entire Penguin Class by bringing together, insofar as possible, the best skippers from every fleet.

2. *Trophies—Perpetual and Others*—The name of the perpetual trophy shall be the “International Championship Trophy” which shall be held by the winner until the next series subject to the Executive Committee’s approval and order. Other trophies shall be awarded by the I.P.C.D.A. and/or Fleet sponsoring the Regatta as shall from time to time be practicable.

3. Entries

(a) A fleet having 3 or more boats sailing in the majority of races in the local elimination series of at least 5 races shall be entitled to enter the winning boat in the International Regatta.

(b) A fleet having 7 or more boats sailing in the majority of races in the local elimination series of at least 5 races shall be entitled to enter the winning boat and second place boat in the International Regatta.

(c) A fleet having 11 or more boats sailing in the majority of races in the local elimination series of at least 5 races shall be entitled to enter the winning boat and the second and third place boats in the International Regatta.

(d) A fleet having 15 or more boats sailing in the majority of races in the local elimination series of at least 5 races shall be entitled to enter the winning boat, the second, the third, and the fourth place boats in the International Regatta.

(e) A fleet having 20 or more boats sailing in the majority of races in the local elimination series of at least 5 races shall be entitled to enter the winning boat, the second, the third, the fourth, and the fifth place boats in the International Regatta.

(f) A fleet having 25 or more boats sailing in the majority of races in the local elimination series of at least 5 races shall be entitled to enter the winning boat, the second, the third, the fourth, the fifth, and the sixth place boats in the International Regatta.

(g) The International Champion of the preceding year shall be entitled to enter, regardless of his position in an elimination series. If he shall win the elimination series in his fleet, the runner up, or runner up and third place boat, or runner up and third and fourth place boats, depending on the size of the fleet as outlined above shall be entitled to enter.

(h) In the event that a boat is unable to complete, a Fleet may substitute another boat as determined by the order of their standing in the local elimination series.

(i) When any boat is eligible to compete in the International Regatta, but cannot compete because of the inability of the owner

to transport same to the place of competition, such owner may make arrangements with the approval of the Executive Committee, to charter a boat and compete in the International Regatta, provided he shall use sails with his registered number thereon, and in this event it shall be considered as though said Skipper's registered boat were competing in the Regatta. Application for such an arrangement shall be filed with the Executive Committee prior to the time limit for naming entries.

(Note: The Executive Committee suggests that the above method of determining the number of entrants should remain in effect until after the 1957 Championships after which time the procedure should again be reviewed by the Executive Committee.)

4. Place

- (a) It shall be the duty of the Executive Committee to award the holding of the International Penguin Championship races on the West Coast in the year 1955, the Gulf Coast in 1956, the Great Lakes Region in 1957, and then the East Coast in 1958; provided, however, that none of these regions, in the meantime, has failed to keep at least four or more fleets in good standing.

The International Championship Regatta shall be held, each year, in the home waters of the fleet winning the Regional Championship series the previous year, effective in 1951.

If the winning fleet is ineligible to hold the event, then it shall be awarded to the eligible fleet having the highest point score in the International Regatta.

- (b) Notwithstanding the provisions of the foregoing, if the winning fleet is unwilling, unable, or deemed inadequate to hold the event, then the Executive Committee shall award it to such other fleet in the same region, if possible, as may be most fitted to hold it.

- 5. *Home Fleet*—The responsibility for arranging and providing for proper facilities, prizes, entertainment, housing, etc., shall rest with the fleet on whose waters the series is held. In this regard it must cooperate with and be guided by the Executive Committee.

6. Conditions Governing Race

- (a) The International Championship shall consist of five (5) completed races. This number shall not be changed except that, in the event of very extreme weather conditions which would unduly prolong the duration of the series, the number may be reduced to not less than three (3) completed races by a three-quarter ($\frac{3}{4}$) majority vote of the skippers entering the series.

- (b) Held in open water so as to minimize the advantage of local knowledge relative to headlands, shoals, obstructions, etc. If unavoidable, aids to navigation, unless otherwise ordered, must be left on the required or channel side.
- (c) Courses: A triangular, or windward, (leeward) and return totaling approximately 2 nautical miles and alternated if practicable. Committee Boat should be located in the middle of the windward leg. If two laps are necessary to obtain the required distance, the completion of the first lap should be between the Committee Boat and the starting mark in order to facilitate shortening the course when necessary.
- (d) Procedure: Signals, starting line, general procedure, etc., to be in accordance with N.A.Y.R.U. Racing Rules.
- (e) Time Limit: Two and one-half ($2\frac{1}{2}$) hours. If one boat finishes within time limit all must be timed.
- (f) Racing Rules: The Penguin Racing Rules as published in this book shall apply.
- (g) Team Racing Tactics: The act of deliberately and wilfully sacrificing one's own chances or place in a race, thereby substantially injuring or improving the chances or place of others, is barred and shall be grounds for disqualification. Covering or luffing, providing a yacht is sailed within the right-of-way rules and in a manner consistent with maintaining or bettering its own standing in the race or point score, shall not be deemed team racing tactics. In flagrant cases, affecting the point score among leaders, the Race Committee shall have the power, with or without protest, to order the race resailed, ban the offender from the resailed and remaining races and recommend his or her suspension to the Executive Committee.

7. Eligibility—NOTE: Consult carefully Constitution and By-Laws on membership qualifications and other details affecting eligibility.

- (a) No boat shall be permitted to compete in the International Regatta whose record of official measurement is not in the files of this Association, and no boat shall be permitted to compete in a race whose owner or owners shall not certify that no changes, in construction, or new sails beyond lawful allowances have been made since the last official measurement, except such changes as have been officially measured and certified. Sails, spars, and such other items as may be considered necessary by the Executive Committee will be subject to measurement at the International Regatta. Not more than two suits of sails will be allowed each contestant at the International Regatta.

Try using automobile rubbing compound on your last coat of varnish and see what a difference it makes.

- (b) Skipper (Helmsman) must: (1) Be an active member, be enrolled in the fleet he represents, be a bona fide owner, or designated syndicate representative of boat to be sailed by him. (2) Have sailed his own boat in a representative number of Penguin races within a year, and by reason of residence or normal yachting activities be qualified to represent that locality. Requirement (2) may be modified by the Executive Committee for the newly formed fleets and service fleets.
- (c) Crew: It is recommended that the crew be an associate or active member enrolled in the fleet he represents, come from, and be qualified to represent that locality.
- (d) No changes shall be made in the skippers or crews during the International Regatta, except in cases of serious illness, accident or other cause satisfactory to, and approved by, the Race Committee.

8. *Protests and Hearings*

- (a) The Penguin Racing Rules as published in this Book shall apply.
- (b) A contestant desiring to call attention to infractions of the rules must notify the Race Committee of such infraction immediately upon finishing the race, unless unusual circumstances prevent such action. In such cases the Race Committee shall be notified as soon as possible.
- (c) Code Flag B need not be displayed and protests need not be made in writing, except as directed by the Race Committee in order to determine more accurately the facts of the protest.
- (d) Hearings shall be held as soon as practicable and before the ensuing race if possible. Penalties for infractions have been made flexible in order to make possible fair and just penalties for infractions as it is not believed that all infractions of a minor nature justify disqualification.

9. *Notices*—Official notice of hearings, decisions, rulings, changes in procedure, and instructions shall be served upon all parties by posting on bulletin board at headquarters daily during series. By due notice, time and place may be varied because of conflicting conditions. Responsibility of being at Headquarters and seeing notices at given hours rests with contestants and sub-officials.

10. *Points*—Scoring shall be in accordance with Section VI of the Penguin Racing Rules.

11. *General Procedure*

- (a) All instructions and regulations not fully described in the International Championship Rules shall be published in the Race Circular.
- (b) A special Race Committee, known as the International Race Committee (I.R.C.) shall be appointed by the Executive Committee to supervise and conduct the carrying out of the International Regatta. It may consist of the members of the Executive Committee that can be present and eligible to serve by reason of not being contestants. The Chairman of the local Regatta Committee shall be a member of the International Race Committee. Such additional members as may be necessary to make the International Race Committee an odd number of at least five shall be appointed.
- (c) The International Race Committee shall have supervision of the selection and laying out of the course and general conduct of the Regatta. All other details in connection with the holding of the International Regatta, such as place, shall be submitted to the Executive Committee for approval and sanction.
- (d) The decision of the International Race Committee as to selection of course and conduct of Regatta shall be final and from the period of midnight of the day preceding the scheduled first race of the Regatta until 24 hours after the last race, the Executive Committee shall be inactive and the decisions of the I.R.C. as to matters concerning the current Regatta shall be final, but shall not extend to other matters nor revoke the Executive Committee Rulings.
- (e) Timers, starters, and other officials may be appointed from the local Regatta Committee by the I.R.C.

ARTICLE X—*Specifications*

1. These specifications describe the construction of the Penguin Class Dinghy and must be adhered to. The Official Plans show an approved method of construction as to details and sizes; however, these specifications give the minimum sizes which are allowed. The materials of construction are optional except as specified. The sizes of members are optional except as specified. WHERE ANY POINT OF DIFFERENCE EXISTS, THE SPECIFICATIONS AS WRITTEN IN THE YEARBOOK SHALL BE FINAL, AND NOT THE PICTURED DESCRIPTION AS SHOWN IN THE PLANS. To qualify in sanctioned races, a Penguin Dinghy must conform to these specifications.

Try using tiny safety pins to hold one-half inch wind flies on your stays. They don't foul up so much as the narrow ribbons.

It will help the Race Committee if your boat is named and not just a number.

2. *General*—The dimensions and shape of the hull shall be in accordance with the official plans. The boat and all of its parts, except as otherwise specified, shall be constructed of wood with a weight of not less than 20 pounds per cubic foot at 15 per cent moisture content. Suggested woods are not a requirement but it is recommended that the lighter woods such as spruce, cedar, African mahogany, and fir be utilized. All plywood shall be phenolic resin bonded hot pressed waterproof plywood. THE COMPLETELY FINISHED HULL, INCLUDING CENTERBOARD, SHALL NOT WEIGH LESS THAN 130 POUNDS.

3. *Keel*—Keel may be made of one piece or two pieces, which shall have a total molded dimension of not less than $\frac{7}{8}$ " and a total sided dimension of not less than $5\frac{3}{4}$ " in way of the centerboard trunk and tapered at the ends. The tapering shall be in such a manner that at each station the half breadths of the keel on the inside of the boat shall be not less than those distances shown by the table of offsets for the half breadths of the rabbet line plus $\frac{7}{8}$ ". (Example: Width of the keel on the inside of the boat at station 6 equals $2(1\frac{1}{16} + \frac{7}{8}) = 5\frac{1}{8}$). However, the keel may be $\frac{5}{8}$ " thick if it is completely covered by the plywood. The width of the keel at the bow shall be not less than that shown for the width of the stem piece.

4. *Stem*—Stem may be in one piece or two pieces. The size inside the rabbet shall be not less than that shown on the full sized plan. The stem cap may be molded to not less than $\frac{1}{4}$ " radius.

5. *Transom*—The transom may be made of plywood or solid lumber. If made of plywood it shall have a thickness of not less than $\frac{1}{4}$ " and shall have framing not less than $\frac{5}{8}$ " x 2" completely around the edges. Plywood transoms in addition to this framing shall have a center stiffener of not less than $\frac{5}{8}$ " x 4". If the transom is made of solid lumber, the thickness shall be not less than $\frac{5}{8}$ ".

6. *Knees*—The stem and transom shall be adequately secured to the keel by means of knees. The knees shall be sided not less than $\frac{3}{4}$ " and shall be of the outline shown on the full size plan.

7. *Chines*—The boat shall be fitted with two chines. The chines may be in one piece of rabbeted construction, two pieces as indicated on the plans, or a single piece entirely inside the planking. The chines shall be not less than $\frac{3}{4}$ " x $1\frac{1}{2}$ " inside the planking. The exterior radius of the chine shall not exceed $\frac{1}{2}$ ". Chines may be beveled only to the extent necessary to allow draining when the boat is on an even keel provided they are not less than 2" in width.

8. *Frames*—Frames shall be fitted in number and location as indicated in the official plans. All frames shall be sided not less than $\frac{5}{8}$ " their full length exclusive of gussets. Side frames Nos. 1 and 2 shall be a full 2" their full length; other frames shall be not less than 2" at the chine with a straight taper to not less than $1\frac{1}{2}$ " at the head. The inwale may be omitted, if so the top of the frames on the inboard side may be rounded to not more than a 1" radius. Bottom frames shall be molded not less than 2" over the top of the keel, tapered to not less than $1\frac{1}{2}$ " at the chines. Side frames and bottom frames shall be connected by plywood gussets not less than 4" on each leg and material not less than $\frac{1}{4}$ " thick. If a lap joint is used to connect the frames

there shall be one gusset placed between the side frames and the bottom frames, if a butt joint is used there shall be two gussets, one placed on each side of the joint. The inboard edge of the gussets may be rounded from end to end to a smooth curve. DISTANCE FROM INSIDE TOP CORNER OF CHINE TO NEAREST POINT ON RADIUS OF GUSSET SHALL BE NOT LESS THAN $1\frac{1}{2}$ INCHES.

9. *Gunwale*—A gunwale shall be fitted and shall be not less than $\frac{5}{8}$ " x 1". When a gunwale is fitted as a rail cap, or a rail cap is fitted, its width inboard of the inside of the planking shall not exceed $1\frac{1}{2}$ " measured perpendicular to the planking. Reinforcing or track rail between frames 1 and 3 is not considered part of the gunwale. Oarlock sockets shall be installed.

10. *Fender*—A fender of not less than $\frac{1}{2}$ " x 1" shall be fitted, maximum width shall not be more than 2".

11. *Thwart*—A thwart of not less than $\frac{3}{4}$ " x $5\frac{3}{4}$ " (or equivalent cross-sectional area) shall be fitted. The thwart shall be located between stations 3 and 5, and attached to the centerboard trunk at least 10" from the top of the keel.

12. *Mast Partner*—A mast partner not less than $\frac{3}{4}$ " x $5\frac{3}{4}$ " (or equivalent cross-sectional area) shall be fitted. This X-sectional limitation shall be adhered to in way of the opening for the mast. The mast partner shall be located as illustrated in the plans and shall be at least 14" above the top of the keel.

13. *Breasthook and Knees*—The gunwale shall be attached to the stem by means of a breasthook and to the transom by means of knees all being not less than $\frac{3}{4}$ " thick and not less than 6" on each leg.

14. *Planking*—Side and bottom planking shall be $\frac{1}{4}$ " phenolic resin bonded hot pressed waterproof plywood.

15. *Centerboard Logs*—Centerboard logs shall be sided not less than $\frac{3}{4}$ " and shall be molded not less than shown on the full size plan.

15 (a). *Centerboard Trunk*—Centerboard trunk sides shall be not less than $\frac{1}{4}$ " plywood and shall extend vertically a sufficient height to completely house the centerboard.

16. *Centerboard*—The centerboard shall be of wood except for loading which may be added to overcome flotation, in which case the negative buoyancy shall not exceed 2 pounds. The outline shall be that shown on the official plans. The thickness shall be not less than $\frac{3}{4}$ ". The centerboard may be streamlined except for that portion which remains above the bottom of the keel when the board is down 90 degrees, and may be controlled by a lever or other method as long as the axis about which it pivots is fixed at the point shown on the plans. No method of filling or covering the bottom of the centerboard trunk is allowed. The top of the centerboard trunk may be enclosed when a centerboard actuating mechanism is used.

17. *Rudder*—The rudder outline shall be in accordance with the rudder plan effective 1 January 1950 except that arrangements may be made to raise the rudder blade to facilitate beaching. However, during a race the adjustable rudder blade shall be carried in the position as shown on the plan. The thick-

ness of the rudder must be as specified along line "A-A" of the plan and above the line shown for the lower edge of the cheek pieces. The specification for the thickness is as follows: "THE RUDDER MAY BE $\frac{3}{4}$ " THICK IF FITTED WITH ADEQUATE CHEEK PIECES MADE OF WOOD, OTHERWISE IT SHALL BE NOT LESS THAN $\frac{7}{8}$ " THICK. THE WOOD CHEEK PIECES SHOWN ON PLAN ARE THE MINIMUM IN THICKNESS AND EXTENT THAT SHALL BE DEEMED ADEQUATE. IF THE RUDDER HEAD IS MORTISED FOR THE TILLER, THE CHEEK PIECES SHALL BE NOT LESS THAN $\frac{3}{8}$ " THICK. THE RUDDER MAY BE STREAMLINED BELOW THE LOWER EDGE OF THE CHEEK PIECES BUT MUST HAVE A MINIMUM RADIUS OF $\frac{1}{8}$ " ALONG THE LEADING EDGE AND A MINIMUM OF $\frac{3}{32}$ " ALONG THE TRAILING EDGE. THE RUDDER WITH TILLER ATTACHED SHALL FLOAT. METAL CHEEK PIECES NOT LESS THAN $\frac{1}{16}$ " IN THICKNESS MAY BE SUBSTITUTED FOR WOOD.

18. *Skeg*:—The skeg shall be fitted as shown on the plans; sided dimensions not less than $\frac{3}{4}$ ", 4" deep at the end of the keel, 1" deep at station 7, terminating $3\frac{1}{2}$ " forward of station 7. The skeg shall not project beyond the finished after face of the transom.

Maximum sided dimension shall be no greater than $\frac{7}{8}$ ".

19. *Floorboards*:—Floorboards having a total area of 16 square feet (excluding slots between boards), capable of supporting a 150 pound person standing midway between frames, shall be fitted. Solid $\frac{1}{4}$ " plywood floorboards having an area equal to 16 square feet may be used if desired.

20. *Decks*:—No decking, washboards or coamings are permitted. A fabric spray hood forward of Frame 2 may be fitted. NO MORE THAN TWO $1"x\frac{1}{4}"$ BATTENS MAY BE USED FOR THE SPRAY HOOD.

21. *Spars*:—Spars shall be solid except that a groove of not more than $\frac{1}{2}$ " diameter for luff of the sail may be incorporated in the mast. The maximum fore and aft dimensions of mast, including the sail slot, shall not exceed $3\frac{1}{2}$ ". The minimum thickness at the stays and below shall not be less than $1\frac{3}{4}$ ". The top of the mast shall not extend beyond a height of 19' above the top of the keel. Mast may be joined or in one piece. BOOM SHALL BE SO CONSTRUCTED THAT WITHOUT RIGGING, JAWS OR HARDWARE IT CAN BE PASSED THROUGH A 2" SQUARE HOLE. Spars shall be plainly marked with contrasting bands $\frac{1}{2}$ " wide; as follows: Mast 16' between the inner edges of the bands, boom, 8'8" from center of groove or the face of the sail track to inner edge of band. Mast may be rotated about its longitudinal axis while underway but devices for otherwise moving or bending it will not be permitted. If desired the mast may be tapered from the $2\frac{1}{4}$ " at 17" above the butt end to 1" at the butt end. Spars in their normal state must be straight, no steam bending of either mast or boom is allowed.

22. *Rigging*:—Standing rigging shall consist of two shrouds and a head stay which shall not be less than $\frac{3}{32}$ " in diameter. A boom vang to hold the boom down is permitted provided a stop is placed on the mast so that the foot of the sail cannot be pulled past the limit band. A vang must be rigged so that it does not prevent a jibe without re-rigging. Halyard shall not be led so as to support the mast. No jumper stays or spreaders are allowed.

23. *Sails*:—The class shall carry a loose-footed sail, which when set must not encroach upon the limit marks on the spars and which conforms with the limiting dimensions shown on the Official Sail Plan. The sail may be fitted with a headboard not over $4\frac{1}{2}$ " wide, the board itself to be measured perpendicular to the luff. No stiffening material other than sail cloth, canvas or so: leather may be used in the tack or clew. Cringles, rings or grommets in tack or clew shall not exceed $1\frac{3}{4}$ " in outside diameter. The sail shall be provided with no more than three battens, spaced evenly along the leach, and one batten in the foot. Maximum length of the battens shall be as follows: upper 18' center 24", lower 21" and foot 12". The Executive Committee reserves the right to use the sail as the area upon which honor awards shall be displayed and has designated certain areas of the sail, shown on the plates published herewith, to be used for this purpose. The maximum dimensions of the sail are to be as follows: Luff 16'-0", foot 8'-8", leach 16'-6", roach on foot 6". The draft (roach on luff) at the mid-point of the luff and the mid-point of the leach, shall not exceed 66". Any sail that, when properly stretched, will fit completely within this described area shall be deemed legal. In order to measure the midgirth dimension the following procedure is to be used: Fold the head of the sail down to the tack and then to the clew to establish the mid-point of the luff and leach. The sail is then laid out flat and the head tack and clew securely held (recommend using stakes or ice picks). The mid-points shall be pulled taut by hand as required to take out the wrinkles and give a flat measurement across the mid-girth. Sails must be perfectly dry when measured. The sails shall be of white material with black insignia and numbers shall be as indicated on the sail plan. Sail material shall be limited for a two year period ending evening of the Annual Meeting in 1956 to the following specific materials: Cotton (domestic or foreign), Nylon, Orlon (Acrylic Fiber), Dacron, (Polyester Fiber). The sailmaker shall be required to mark plainly the date of purchase on the sail.

24. The Official Plans shall form a part of these specifications. Alterations of these plans may be made by the Executive Committee, as provided in Article XI of these By-Laws.

25. All boats, the framing of which was begun on or after 1 January 1956, must comply with all specifications as published herein. Boats, the framing of which was begun before 1 January 1956 may comply with these specifications or the specifications of record on 1 January 1955, provided they also comply by 1 January 1956 with the limits as set forth in sections 2,9,11,12, and 22 as published herein.

ARTICLE XI.

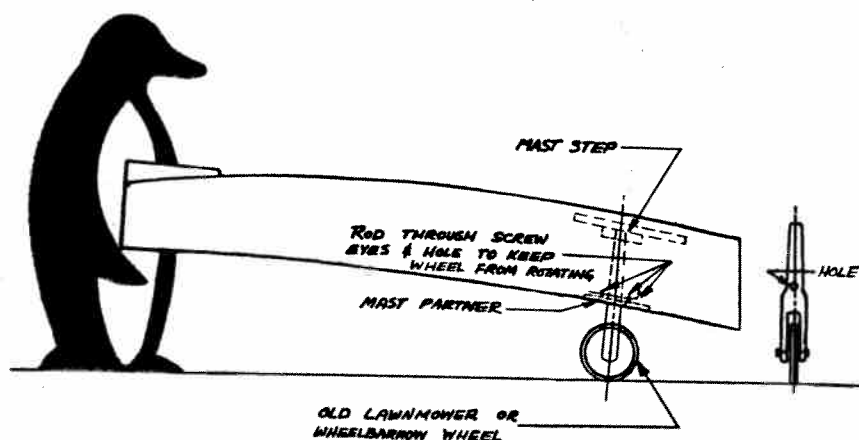
These By-Laws may be amended, at any time, by a two-thirds vote of the Executive Committee.

Note: With reference to Article X, Sec. 2, the minimum weight clause; it is recommended that the hull be weighed at a coal yard or on other certified scales. If these are not available, the boat can be weighed by turning upside down and placing stem on one bathroom scale and transom on another. Just total the two readings.

The designer of the Penguin plans has assigned all rights and title to the International Penguin Class Dinghy Association, and plans may be purchased only through the Bus. Sec'y of the Association. The fee for plans is \$8.00 payable to the International Penguin Class Dinghy Association. The plans consist of lithographed prints of the lines and offsets, construction drawings, sail plan, detailed spar drawing, full size templates for all frames, stem and stern knees and centerboard trunklogs.

The International Penguin Class Dinghy Association has no interest in, or affiliation with, any professional yacht builder, and the plans are available to amateur and professional builders alike.

The Association will refuse to issue a number or grant a measurement certificate to any boat on which the royalty has not been paid or which was not built from a recorded set of Penguin plans. A royalty or number tax of \$5 must be paid by the builder to the Association on each additional boat built from a set of plans. No boat may properly be sold, or entered in any race as a Penguin, or at any time display the Penguin Emblem upon its sails or otherwise, unless the number tax or royalty on such boat has been paid to the Association by the builder or owner thereof. For the benefit of owners, and prospective owners, the Association proposes to take whatever steps that may be necessary to protect the name and Emblem from any unauthorized use.



PENGUIN RACING RULES

I. General

It is the intention of the Penguin Class Dinghy Association to adhere strictly to North American Yacht Racing Union "Definitions" and "Right of Way Rules," as set forth by Section III and IV. Other parts of the Rules eliminate all reference to details which are not applicable to dinghy racing. Penalties for infractions have been made flexible in order to be fair and just, as it is not believed that all infractions of a minor nature justify disqualification. The Rules will be strictly applied, and it is hoped that in such application the results desired, namely, greater pleasure and a high degree of sportsmanship, will be obtained.

I. General.

1. The Race Committee shall have complete charge and direction of the running of the races. All questions of interpretations of the rules shall be made by it and all penalties resulting from infractions of the rules shall be assigned by it. Decisions shall be based on these rules and shall be made in such a manner to obtain fairness and justice to all contestants and encourage and reward superior sailing skill.
2. The Race Committee may refuse any entry made after the time and date specified for the time of closing entries and if in their judgment it is to the best interests of the sport, cancel or reject any entry at any time.
3. Every entry shall be furnished or have made available to him at the time of registry, written instructions as to the conditions of the race.
4. The Race Committee shall have authority to postpone the start of any race. Postponements may be for any time interval and shall continue until five minutes after the lowering of the postponement signal. The signal for postponement shall be code flag P.
5. If in the opinion of the Race Committee, the weather or sea conditions are such that the race no longer represents a test of sailing skill, they may shorten the course or cancel the race. The signal for cancellation will be code flag C. The signal for shortening course will be code flag S.

II. Marks of the Course and Signals

1. The course shall be marked with buoys, boats or other marks as described in the instructions.
2. The start and finish line shall be indicated by a white flag on the Committee boat and a white flag on a stake boat.
3. If a mark is damaged or shifted, the Race Committee shall attempt to re-establish the mark or replace it with a boat displaying code flag M. If the mark cannot be re-established, or an alternate mark cannot be established, the Race Committee has the power to cancel the race.
4. Attention shall be called to all signals by means of a gun, horn or whistle. Visual signals shall be struck 30 seconds before next signal.
5. Starting signals shall be in accordance with the following table.

Signal	Visual	Audible	Time To Start
Warning	White Shape	2 Guns	10 min.
Preparatory	Blue Shape	1 Gun	5 min.
Start	Red Shape	1 Gun	Start

III. Definitions

Terms defined below are capitalized in the text of the Rules.

STARTING AND FINISHING—A yacht Starts when, after her start signal, her mainmast (or such other point as may be designated in the instructions) first crosses the starting line in the direction of the first Mark; and Finishes when it crosses the finish line from the direction of the last Mark. If the committee boat, either from necessity or error, is anchored on the side of a starting or finish Mark opposite to that indicated in the instructions, a yacht can start or finish properly only if she complies with the preceding sentence.

LEEWARD AND WINDWARD—To Leeward, on the side on which a yacht is, or, if luffing head to wind was, carrying her main boom; to Windward, on the other side. These terms, when applied to yachts, apply only to yachts on the same tack. A yacht to Leeward or to Windward may be either Clear Ahead, Overlapping or Clear Astern, but the terms Windward Yacht or Leeward Yacht apply only to yachts that Overlap.



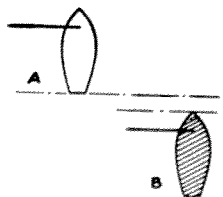
"A" is windward yacht; "B" is leeward yacht

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



"A" is on port tack; "B" is on starboard tack

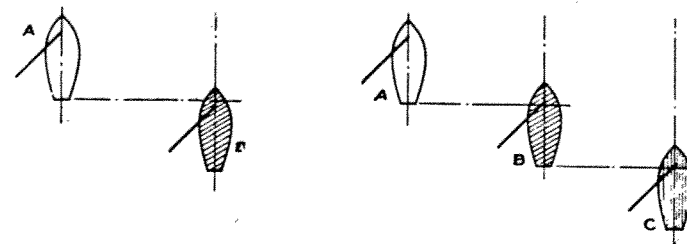
CLEAR ASTERN, CLEAR AHEAD—A yacht is Clear Astern of another when her hull, spars and sails are aft of an imaginary line projected abeam from the aftermost point of the other's hull and spars. The other yacht is Clear Ahead.



"A" is clear ahead

"B" is clear astern

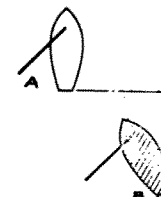
OVERLAP—When neither yacht is Clear Astern, the yachts Overlap. Two yachts also overlap when an intervening yacht overlaps both of them.



"B" has overlap on "A"

"C" has overlap on "B" and also on "A"

OVERTAKING—A yacht is Overtaking another when she is overhauling her from Clear Astern regardless of their respective courses. Overtaking terminates when an Overlap is established.



"B" is overtaking "A"

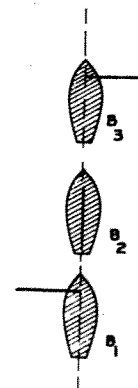
TACKING—A yacht is Tacking from the moment she is beyond head to wind until she bears away: if beating to windward, to a full and by course; if not beating to windward, to the course on which her mainsail fills.

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



"A" is tacking from pos. 2 to pos. 3

"B" is "jibing" from pos. 2 to pos. 3



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

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

MARK—The Marks for each yacht are the objects that the instructions require her to pass between or on a specified side. A Mark has a required side for a yacht only when she Starts, or when it begins, bounds or ends the leg of the course on which she is racing, and it ceases to have a required side for a yacht once she has properly passed or rounded the next Mark and left it astern; or in the case of a finish Mark, once she has Finished. Every ordinary part of a Mark (including a flag, flag pole, boom or hoisted boat) is part of it but not ground tackle or an accompanying government marker buoy. it and the shoal or object that it bounds.

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

IV. Right of Way Rules

The Rules of Sec. IV apply between yachts intending to race from the time they begin to sail about in the vicinity of the start until they have left the vicinity of the course either between races or after their racing is over for the day. At other times (and at all times between other yachts) the Government Right of Way Rules apply. For the purpose of penalties, the Rules of Sec. IV apply from yacht's preparatory signal until she has finished and cleared the finish line.



Rules That Apply At All Times

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



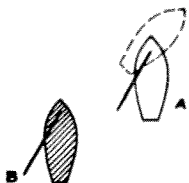
"A," on starboard tack, has right of way

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



"A," leeward yacht, has right of way

"A," clear ahead, has right of way



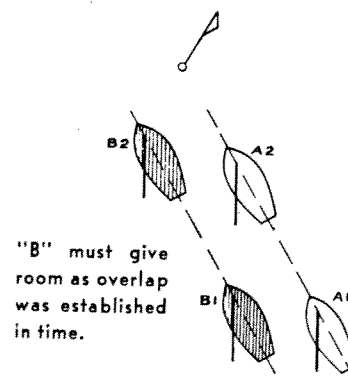
"B" has overtaken "A," established overlap and has right of way, but must allow "A" room to keep clear and room to luff.

Note: "B" must allow for swing of "A's" stern.

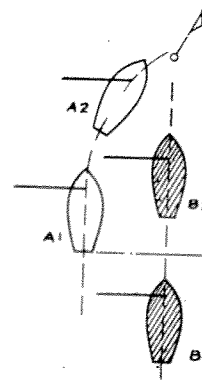
3. ON SAME OR OPPOSITE TACKS, PASSING MARKS AND OBSTRUCTIONS—When yachts on the same tack that are not subject to the Anti-Barging Rule are about to pass on the same side of a Mark or Obstruction, or when yachts on opposite tacks are about to pass on the required side of a Mark terminating a down wind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

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

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

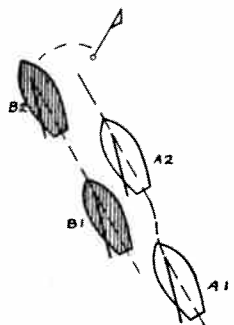


"B" must give room as overlap was established in time.

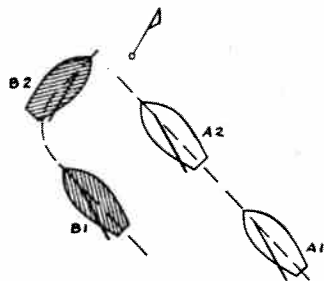


At position 1, "A" is Clear Ahead. "B2" overlaps "A2" after "A" has altered course to round mark. "B" gets no room.

Since "B" does not have overlap at pos. 1. "A" does not give room. "B" gets overlap at pos. 2, but "A" is unable to give room and "B" must keep clear.



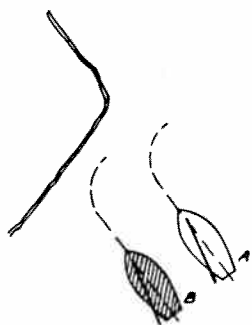
"B" cannot tack around mark if she interferes with "A" while so doing.



"B" cannot tack for mark as "A" has right of way due to her starboard tack.

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

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

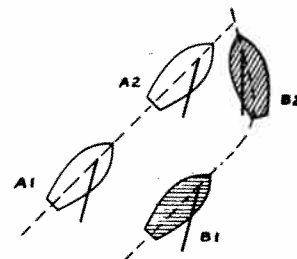


"B" may hail for "A" to come about and "A" must respond immediately.

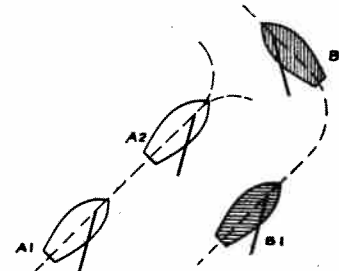
5. ON SAME OF OPPOSITE TACKS, ALTERING COURSE—A right of way yacht shall never alter course when the other yacht is unable to respond owing to her position, or in such manner as to balk or mislead her when she is in the act of keeping clear.

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

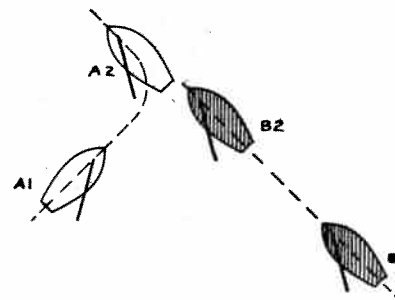
If two yachts are Tacking or Jibing at the same time, the one on the other's port side shall keep clear.



"B2," who is tacking must keep clear of "A2," who is on a tack.



"B2" must be far enough ahead so that when she fills on new tack, "A2" will have time to keep clear by tacking or bearing off.

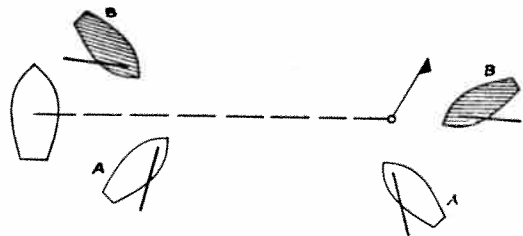


"B2" must have time to keep clear after "A2" fills away on new tack.

Rules That Apply Only At the Start

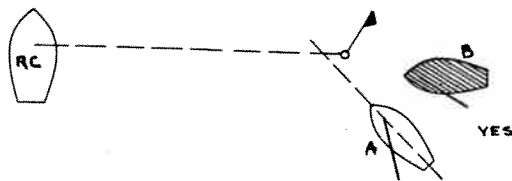
7. ON SAME TACK, ALTERING COURSE—Before Starting, a yacht Clear Ahead or a Leeward Yacht, when altering her course affects another yacht, may alter course but only slowly, and a Leeward Yacht may Luff only whenever the helmsman of the Windward Yacht (sighting abeam from his normal station) is aft of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

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



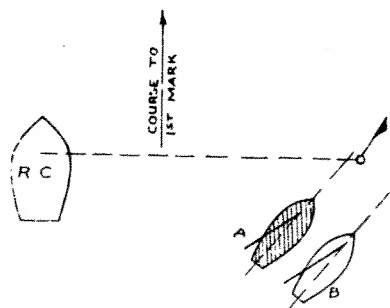
"B" is on wrong side of line at starting signal and must keep clear of "A" who is on the right side of the line or its extension, regardless of any other right of way rules.

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

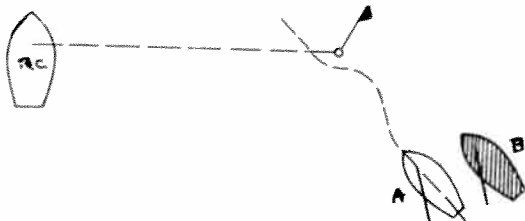


After the start: "A" can maintain her course but cannot sail above the first mark or luff above close hauled.

"A" cannot head above course to first mark to force "B" outside of starting mark.



No, if original course was close hauled.

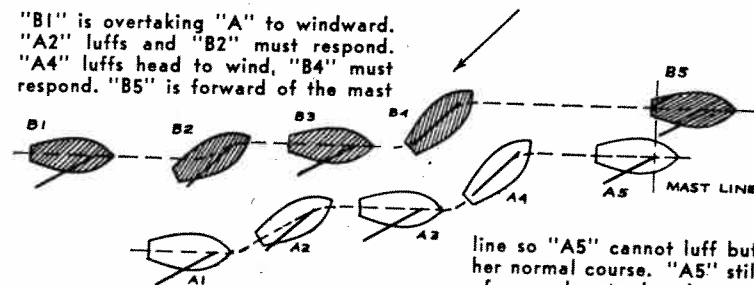


Altering Course After Starting

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

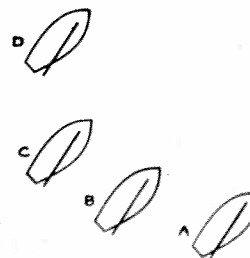
For the purpose of this rule: An Overlap does not begin or continue to exist unless the yachts are clearly within two overall lengths of the longer yacht; and an Overlap that exists between two yachts when they Start, or when one or both of them completes a tack or jibe shall be regarded as beginning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

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



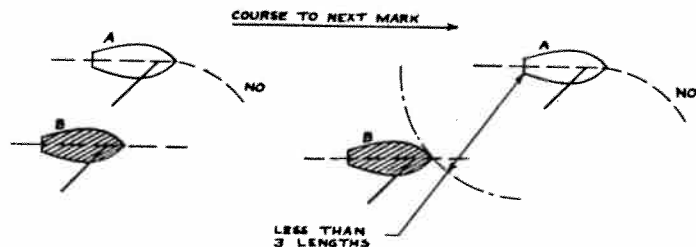
"B1" is overtaking "A" to windward. "A2" luffs and "B2" must respond. "A4" luffs head to wind, "B4" must respond. "B5" is forward of the mast

line so "A5" cannot luff but must sail her normal course. "A5" still has right of way due to her leeward position and "B5" must keep clear.



"A" has luffing rights over "B," "C" and "D" since they are all overtaking her to windward. "B," "C" and "D" must all respond to "A's" luff in spite of the fact that "C" has no luffing rights over "D" who is forward of the mast line.

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



"A" cannot sail below her normal course since "B" has overlapped.

"A" cannot sail below her normal course if "B" is attempting to pass and is within 3 lengths of "A."

V. Award of Prizes

1. Prizes shall be awarded on the basis of the total number of points earned for the series minus any penalties imposed by the Race Committee for infractions of rules.

VI. Penguin Scoring

1. A boat shall earn points for each race in accordance with the following:

- One point for finishing.
- One point for each boat defeated; boats making a proper start and not finishing are considered as boats defeated.
- A bonus of seven-tenths of a point for finishing first.
- A bonus of three-tenths of a point for finishing second.
- A bonus of one-tenth of a point for finishing third.

2. Only boats making a proper start in at least two-thirds of the races shall be considered as racing insofar as points score is concerned.

3. In cases of ties, the boat which defeats the other the greatest number of times shall be declared the winner. If the tie still exists the boat with the lowest elapsed time for the races in which both boats finish, shall be declared the winner.

VII. Infraction of Rules

1. A contestant desiring to call attention to infractions of the rules must notify the Race Committee of such infraction immediately upon finishing the race, unless unusual circumstances prevent such action. In such case the Race Committee shall be notified as soon as possible.

VIII. Penalty for Infraction of Rules

1. No penalty shall be assessed until a hearing is held and the contestants involved in the infraction of the rules shall be notified and shall have the right to be present at such hearing.

2. The Race Committee shall assess penalties for infraction of rules. The penalties shall consist of points to be deducted from the total points earned by a boat. The penalty shall be not less than that given below for the class of rule infraction involved, and if in the judgment of the Committee the best

interest of the sport would be served, the penalty may be increased by an amount up to the total number of points earned by a boat in any one race.

3. Class I violation of the rules consists of violations of the rules in which a boat, while violating a rule does not interfere with or put at a disadvantage any other contestant. If a boat is deemed guilty of a Class I infraction, not less than two points, or twenty per cent of the points of first place not including bonus points, whichever is the greater, shall be assessed.

4. Class II violation of the rules consists of violations wherein boat touch or rights are not granted or interferences occur but in which the advantage to the other boat is negligible or in which the boat having the rights does not change in position in the race at that point and due to that infraction of the rules. If a boat is deemed guilty of a Class II infraction, not less than two points, or forty per cent of the points of first place not including bonus points, whichever is the greater, shall be assessed.

5. Class III violations of the rules consist of violations wherein collision occurs, rights are not granted or interferences occur which result in a major disadvantage to the boat holding rights or in which the boat holding rights loses position in the race at that time due to that infraction. If a boat is deemed guilty of a Class III infraction, not less than four points, or eighty per cent of the points of first place not including bonus points, whichever is the greater shall be assessed.

6. A boat found guilty of the infraction of any rule shall forfeit bonus points of first, second or third places.

7. In cases of collision which disables a boat so that it becomes necessary to abandon the race, the boat responsible of violating a rule shall receive a penalty of all points earned in that race.

† †

Instead of a bailing tin can use a paper milk carton as it does not scratch the varnish.

† †

General Notes

The subject of Racing Rules is one that all racing skippers should master, for it is a major part of the sport of yacht racing. Only too often a first class helmsman, who knows the last word in racing tactics, is penalized for lack of knowledge of a racing rule. It is suggested that every Fleet hold a "Skipper's Meeting" to discuss the changes in the rules at the start of the season, and later as questions of interpretations of the rules arise.

It is suggested that all skippers obtain copies of the N.A.Y.R.U. Racing Rules for reference purposes. Copies may be obtained from the Corresponding Secretary, 37 West 44th Street, New York 18, N. Y., for 50 cents a copy. Appendix I contains "The Proprieties of Yacht Racing" which are obligations to be observed by all racing skippers and Appendix II contains the "Govern-

ment Right of Way Rules" which are observed when not racing and at all times between other yachts. Other parts are applicable when participating in regattas sailed under N.A.Y.R.U. Rules.

As heretofore under the Penguin Rule, an infringement of the rules does not cause disqualification. A penalty of loss of points is assessed for each infringement, the number determined by the class of violation. It is therefore imperative for each skipper who knowingly violates a rule to report his action to the Race Committee at the conclusion of the race, rather than to withdraw. It also follows that protests should not result from known rule violations but only from questions of interpretation of the rules. In lieu of flying the protest flag, the protesting boat must notify the boat protested.

It is the duty of both crews involved in a protest to present clear statements of the situation in question to the Race Committee. It is only when this is done that the Race Committee is able to intelligently interpret the rules and decide whether the protest is to be upheld or disallowed.

The fact that a boat is not among the leaders in a race does not obviate the requirement that a violation be reported or protest filed, as has been mistakenly assumed by some skippers. Each boat is racing against each of the others and each skipper is entitled to both his rights and his obligations whether he be finishing first or last. It is likewise an obligation of the Race Committee to settle every protest equitably and promptly.

With reference to deduction of points assessed for Class I, II, or III violations, penalties are assessed only against points earned in the race in question. A minimum penalty is based on a percentage of the points of first place not including bonus points; a penalty may include all the points earned in the race (disqualification) but no points earned in another race may be deducted.

Fleet Charters

The Executive Vice President issues new Fleet Charters in accordance with Article VII, Section 2, of the Constitution, and other considerations set forth herein. The first prerequisite is a fleet organization. The minimum requirement calls for three Active Members of the P.C.D.A.—that is, paid-up members owning measured boats. However, a fleet of three boats is only a start—fleets do not develop successfully unless there are more potential members, boats under construction or other plans for progressive expansion. Another quite vital element is the sponsorship or backing of a yacht club or other responsible organization—not an absolute necessity, but it is a big help to have a home port and a race committee to call upon.

When presenting a request for a Fleet Charter, it is necessary to include: proposed fleet name, home port, names of fleet officers and roster of boats and members. The latter should include: name of member, address of member, number of boat and name of boat. If there are Associate Members of the P.C.D.A. in the fleet, their names and addresses should be included on a separate list. Forwarding this information in duplicate will enable the Executive Vice President to send one copy to the Secretary for his records.

The name of the Fleet should be of purely local significance, omitting the words "Yacht Club". In most cases, the name of the body of water on which the fleet sails or its home port should be used.

FLEET REPORTS—PENALTIES

We quote from Article VII, Section 3, of the Constitution:

"Each fleet shall be required to file an annual report of its activities and a complete roster of fleet officers and members with the Secretary of the Association, during the month of January of each year, in order to renew its rights and privileges under its charter. Charters may be suspended at any time by the Executive Committee at its discretion, but can only be revoked at the annual meeting for failure to maintain in good standing the minimum of three boats necessary for a new fleet, or for adequate reasons."

The terrific job of compiling the material and arranging for early publication of the Year Book should not be further complicated by difficulties in receiving all fleet reports promptly. Most fleet officers have done a good job—but some have had to be coaxed. It should not be necessary to write numerous letters and send telegrams to get these reports together.

In the future, the above shall be strictly enforced. We urge you to do all you can to keep your fleet active in the organization by electing officers who are on the job—interested in fleet and association activities—and who will report promptly all fleet news, whether there is much or little activity.

Procedure for Chartering School, College, or Other Organization Fleets

A—Dinghys Owned by Sailing Club

1. Dinghys shall be registered in the name of the Club. Dues for one Active Membership shall be paid by the Club.
2. Properly qualified Racing Skippers of the Club shall pay dues and be listed as Active Members (co-owners) by virtue of their membership in the Club. Skippers in sanctioned events shall be Active Members.
3. Members of the Club who do not qualify as Racing Skippers, who crew in sanctioned events, shall pay dues and be listed as Associate Members.
4. Dues shall be optional for other members of the Club, who may be Associate Members if desired.
5. Fleet Charter shall be issued to the (name of school, college or organization) Penguin Fleet upon the registration of three or more dinghys and Active Members. Fleet Officers shall normally be elected from among the Active Members of the Fleet. Membership shall be restricted to members of the Club who are Active or Associate Members of the International Penguin Class Dinghy Association.

B—Dinghys Owned by Individuals of a Sailing Club

1. Dinghys shall be registered in the name of the individual owner or co-owners, who shall pay dues as regular Active Members. Skippers in sanctioned events shall be Active Members.
2. (Same as A-3, see above, substitute "Active Member" for "Racing Skippers.")
3. (Same as A-4, see above.)
4. (Same as A-5, see above.)

Notes: 1—Fleets organized as outlined above and having Active and Associate Members for Skippers and Crews in sanctioned events will thereby fulfill all the pertinent requirements of the Constitution and By-Laws of the Penguin Class Dinghy Association.

2—Fleets of the Club owned dinghys (Type A organization) are particularly desirable. Where dinghys are owned by individuals (Type B), unless these are permanent residents of the school or college, the Fleet will not have the permanent character of the former type.

Measurement Regulations

1. Measurements shall be made by the owner, builder, or a measurer of a Yacht Club.

2. This measurement sheet shall be forwarded in duplicate to the Chairman, International Measurement Committee, who shall approve or reject the boat as a class member accordingly if boat is within or beyond the building tolerances established by the ruling committee.

The registration of your boat is not complete until your Measurement Certificate has been approved by the International Measurement Committee. Only measured boats are permitted to race in the sanctioned events.

3. Boats shall be subject to re-measurement as to dimensions and data on the measurement sheet upon protest. The person protesting shall post a bond of \$2.00 as evidence of good faith, which shall be used to pay the measurer if the measurements are in accordance with those on the boat's measurement sheet. If dimensions fail to check with those submitted on the measurement sheet, the bond shall be returned and owner shall pay re-measurement fee, which shall not exceed \$2.00. Re-measurement shall be made by the measurer appointed by the Race Committee having control of the races.

† †

Procedure for Measuring Penguin Dinghy

1. With the boat right side up, measure its length from stem head to after side of transom (see measurement sheet).

2. Divide this measured length by 4.

3. Measure from the stern and mark with chalk, the $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ length of the boat. (Sections A, B, C, D, on sketch).

4. Measure the beam of the boat (dimension Q) at sections A, B, C, D.

5. Turn the boat upside down and stretch tightly a chalk line (hard cotton string) located over the center of the boat and six inches above the stem and transom (see measurement sheet). This is most easily accomplished by setting a light post up forward and aft, and adjusting the string to the height and centerline specified above.

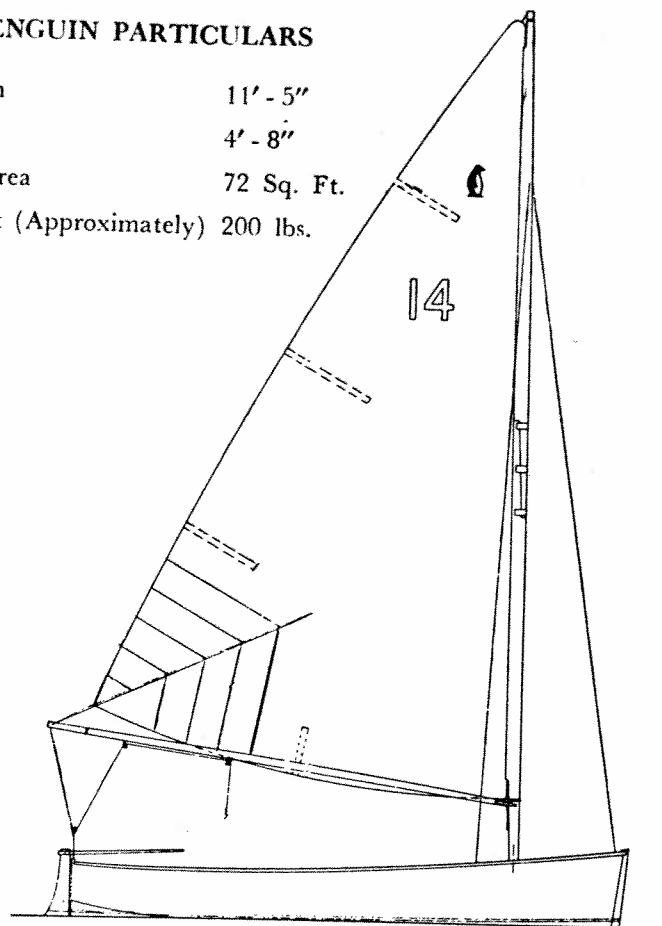
6. Mark sections A, B, and C on the boat by using a flexible batten and chalk or by snapping a chalk line. (This is done by running a hard cotton line through chalk, stretching it tightly over the section to be marked, raising the center line and letting it snap back onto the section.)

7. Make the measurements described on the measurement sheet in duplicate.

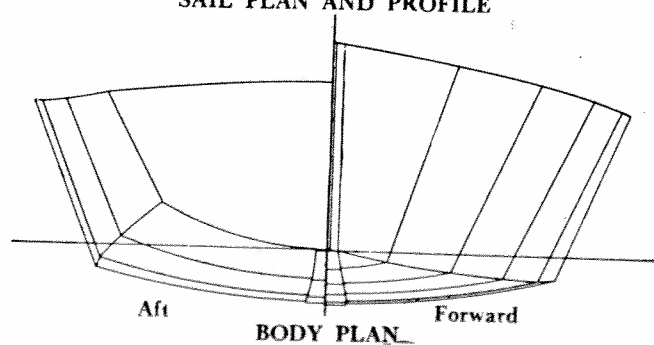
8. Upon completion send to the class measurer, Monte Clare, 2191 Mesa Drive, Santa Ana, Calif.

PENGUIN PARTICULARS

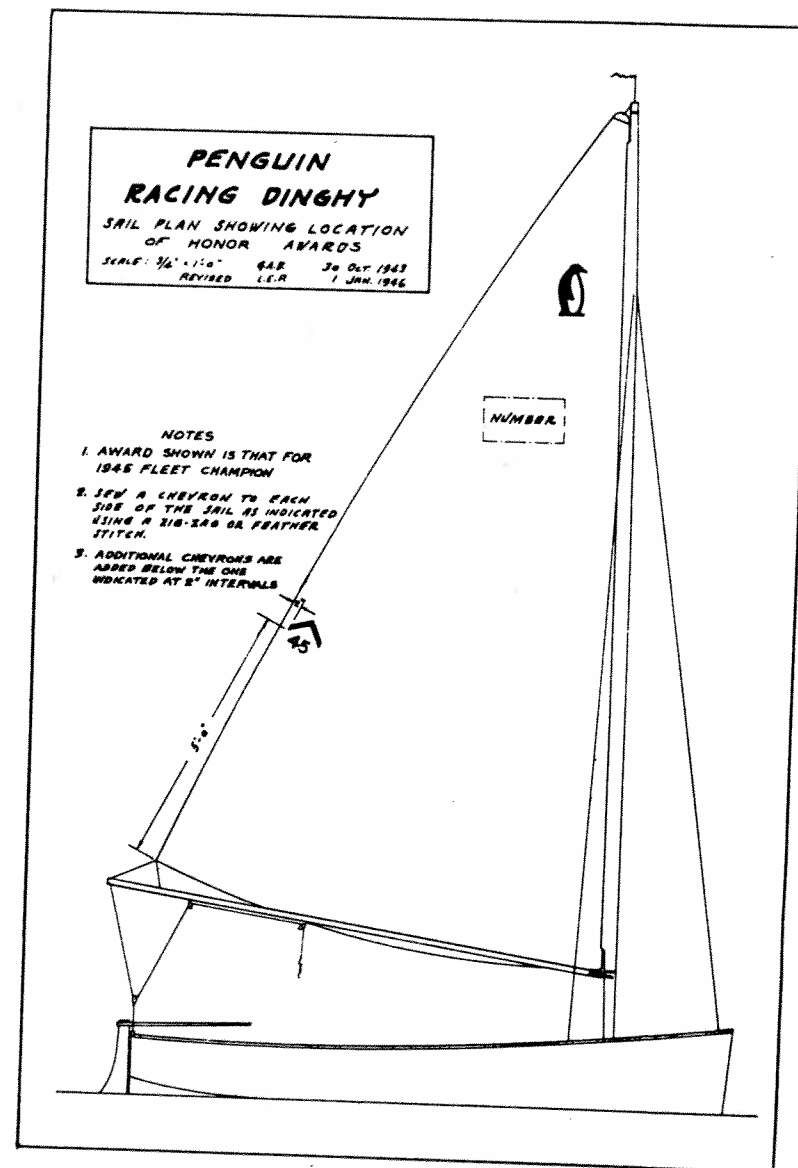
Length 11' - 5"
 Beam 4' - 8"
 Sail Area 72 Sq. Ft.
 Weight (Approximately) 200 lbs.



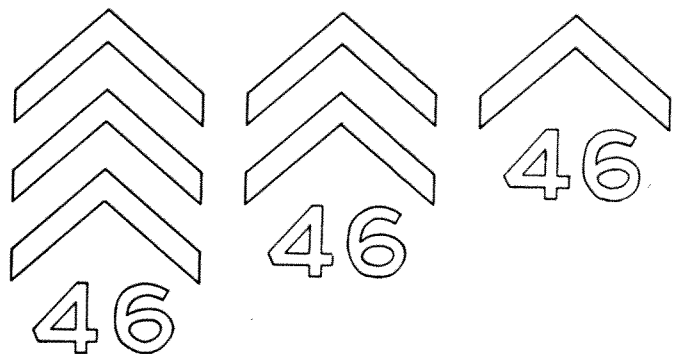
SAIL PLAN AND PROFILE



BODY PLAN



HONOR AWARDS



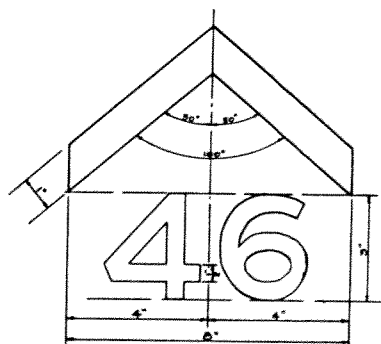
FIRST PLACE

SECOND PLACE

THIRD PLACE

CHEVRONS AND YEAR IN GOLD FOR CLASS A EVENT SUCH AS NATIONAL CHAMPIONSHIP
 " " " " BLUE " " B " " " " INTER REGIONAL CHAMPIONSHIP
 " " " " RED " " C " " " " REGIONAL CHAMPIONSHIP
 CHEVRON AND YEAR IN BLACK " " D " " " " FLEET CHAMPIONSHIP

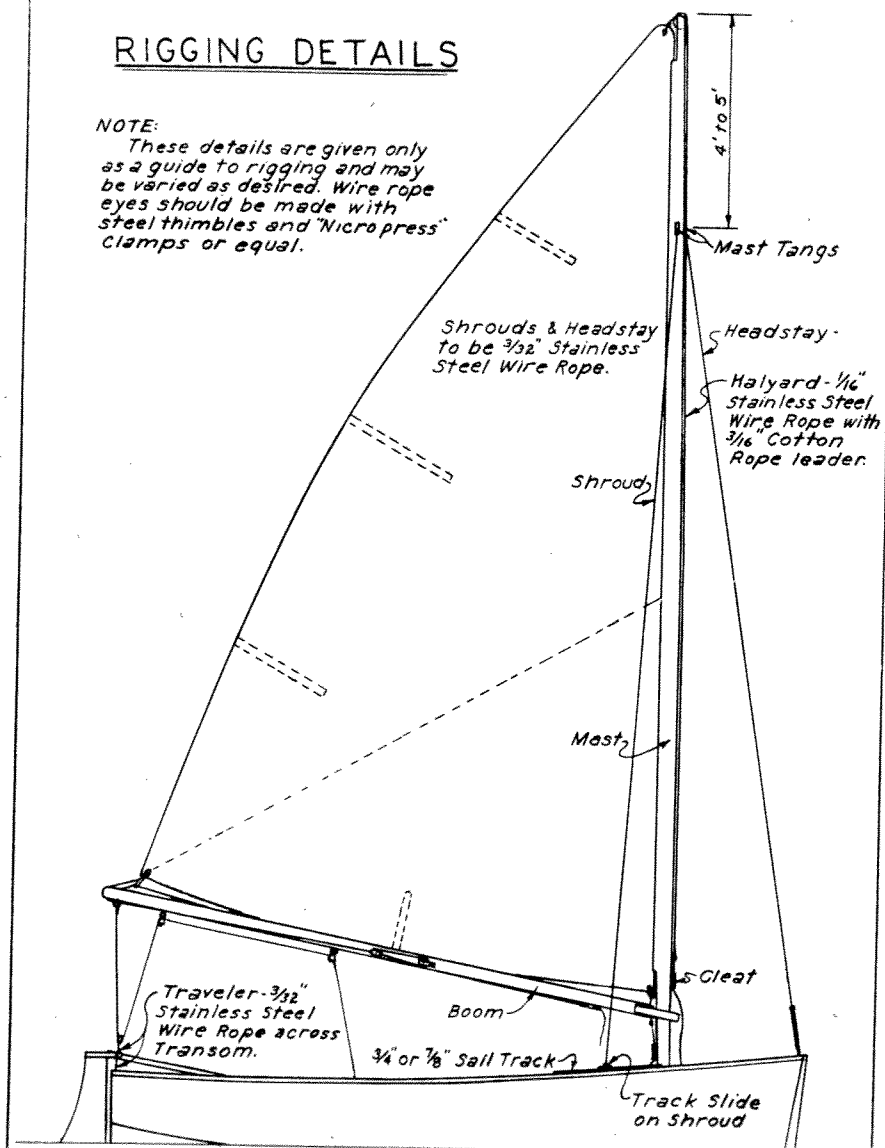
DETAIL OF CHEVRON AND NUMBER

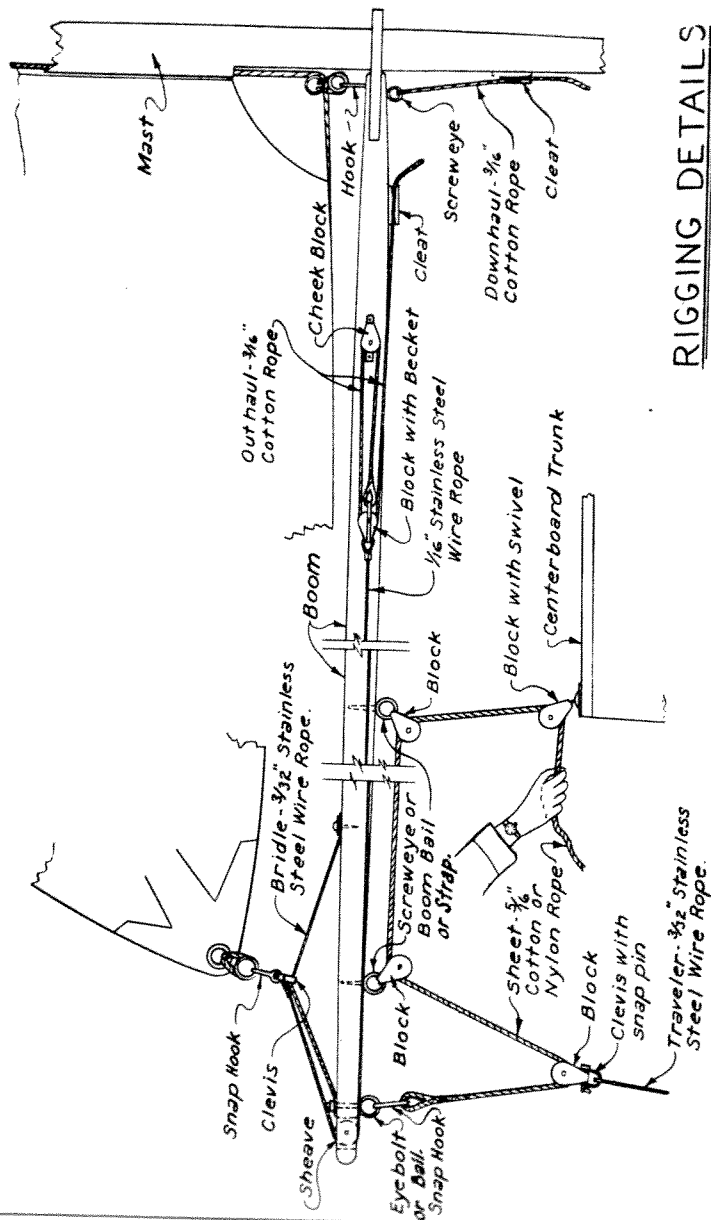


RIGGING DETAILS

NOTE:

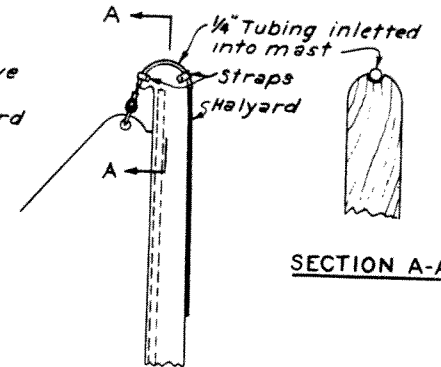
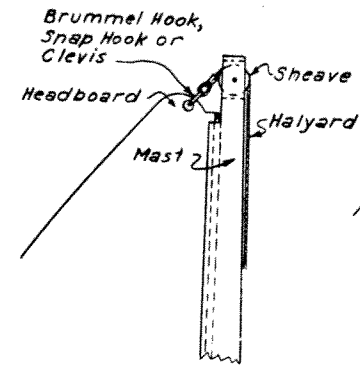
These details are given only as a guide to rigging and may be varied as desired. Wire rope eyes should be made with steel thimbles and "Micropress" clamps or equal.



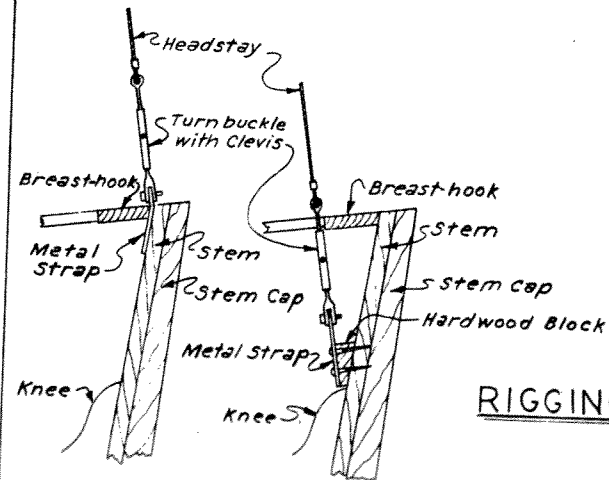
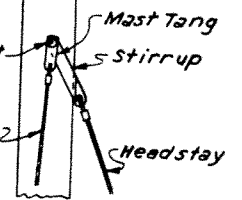
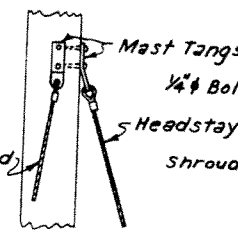
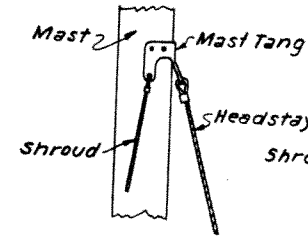


RIGGING DETAILS

SHEET 2 OF 3



SECTION A-A



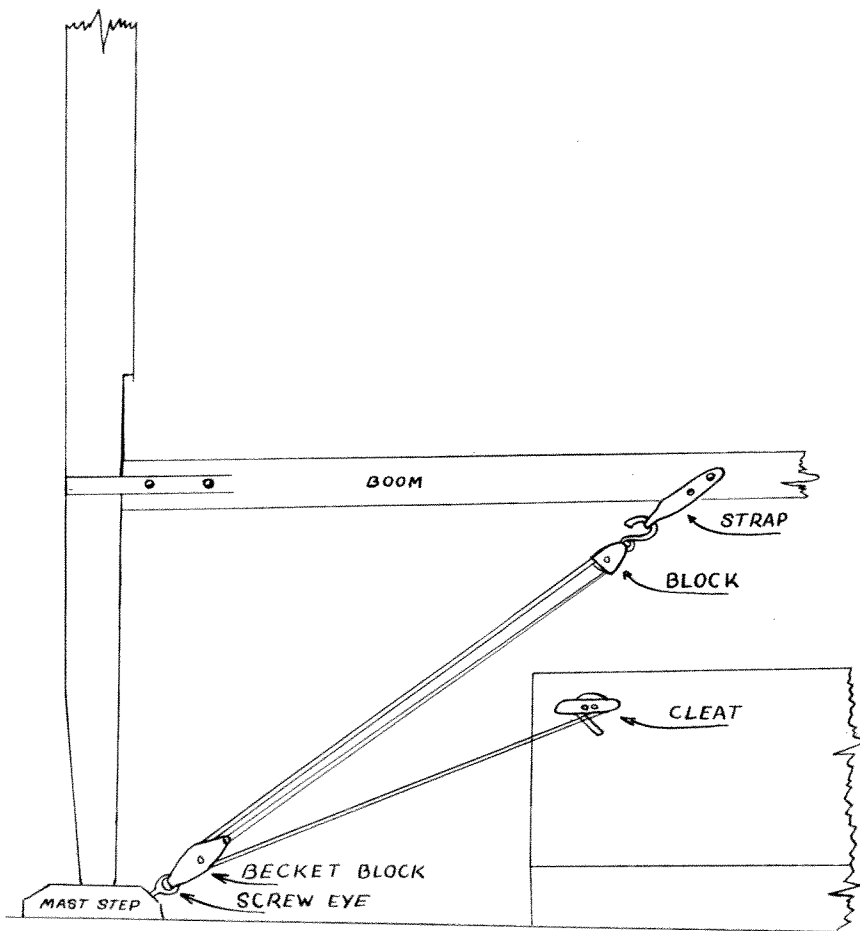
RIGGING DETAILS

SHEET 3 OF 3

"CONSTRUCTION TIPS"

Read Specifications Very Thoroughly

1. It is recommended that your boat be kept as light as possible without sacrificing strength; however, a minimum weight limit on completed hull with centerboard, ready-to-go of 130 lbs. is a Class requirement.
2. The inwale may be deleted; this will necessitate some revision to the shape of the breasthook and quarter-knees (these still must be 6" on each leg).
3. Spruce or a good grade of cedar may be safely used for structural members in place of mahogany or oak.
4. Use extra care in fitting the centerboard trunk to the keel; poor fit results in leaks.
5. You should protect the raw edges of plywood; use a 1/4" mahogany chine batten or cover with fiber glass.
6. It is easier to bevel the chines for good drainage before the plywood skin is laid on.
7. Monel or copper-bronze boat nails can be used instead of brass screws for laying on the plywood skin.
8. African mahogany is cheaper than Honduras or Philippine mahogany and generally will make a good rudder and centerboard. Don't use plywood for these.
9. Sand all structural members before assembly; it's hard to do afterwards.
10. Treat the plywood with some good sealer such as "Firzite" or "Val-Oil" before painting or varnishing.
11. "Famowood" makes a good cover over screw or nail heads.
12. Bend a piece of copper or stainless steel tubing for use at the mast-head and the end of the boom in place of a sheave.
13. Mast tangs—should be placed somewhere between 4' and 5' below top of mast.
14. Suggestion for Halliard—Wire halliard should be of 1/16" s.s. cable; provide a rope tail; provide cable end with thimble and nicropress clamp; place a 1 1/4" brass screw about #10 in the mast at a point where the halliard end raises the sail properly; allow the screw end to protrude about 3/16"—this provides a secure halliard hitch.
15. Limber Holes—Be sure to provide adequate limber holes through the bottom ribs at the keel; some also have limber holes at the chines but this may weaken the structure.
16. Centerboard Trunk—If centerboard trunk has tendency to warp inward, use outside stiffeners between the head ledges as well as an interior stiffener at top of trunk.
17. Stem Cap—should be made of mahogany or oak. Be sure to get a good tight fit as leaks often originate here.



TYPICAL BOOM VANG

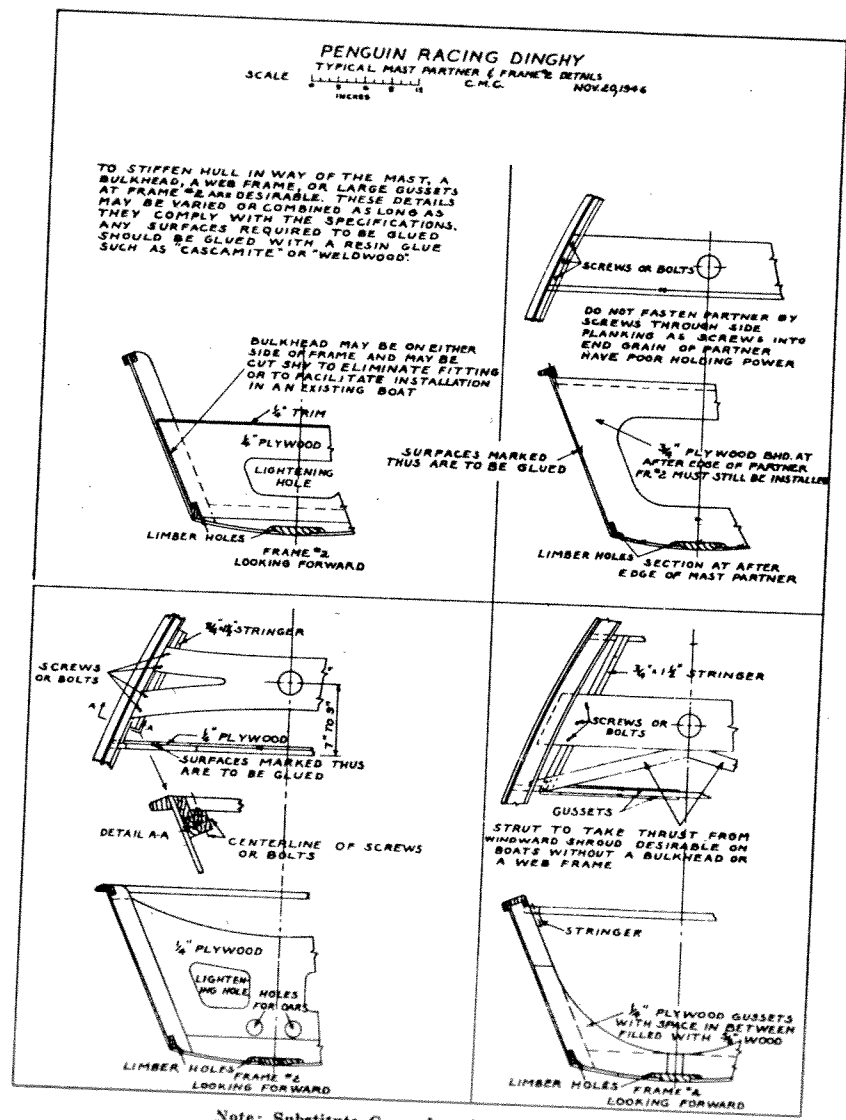
18. Mast-Partner—many boats have adjustable mast-partners and mast-steps so that the boat may be more finely trimmed.

19. Floorboards—if plywood floorboards are used, also use a stiffener along outer edge. It may crack otherwise.

20. Streamlining—check the specs and plans very carefully for allowable streamlining of stem, skeg, rudder, and centerboard.

21. Track-rail—many boats have been provided with a track-rail at the sheer line between frames No. 1 and No. 3. These rails are about 2" to 3" wide at the widest point and, of course, are curved to fit the gunwale. The tops of side frame No. 2 may be cut off to fit the track-rail. Rail should be dowelled, screwed, and glued into gunwale. This track-rail allows for full adjustment of the shrouds and allows the lee shroud to be fully slacked for down-wind course.

CONSTRUCTION AND RIGGING DETAILS



Note: Substitute Cascophen for Cascamite



PENGUIN SAIL MEASUREMENTS

CHECK AT SANCTIONED REGATTAS

- ROACH ON LEACH NOW LIMITED
MEASUREMENT
3RD-HOLD
TAUT AT MID
AND MEASURE
MATERIAL WITH
FLEXIBLE RULE
TAPE
2 1/4"
BATTEN

MID-GIRTH MEASUREMENT

2 ND -FOLD	1 ST -FOLD
HEAD TO	HEAD TO
W FOR	TACK FOR
INT	MID-POINT
H	OF LUFF

3RD - HOLD FOLDED SAIL
TAUT AT MID-POINTS
AND MEASURE ARC OF
MATERIAL WITH
FLEXIBLE RULE OR
TAPE

LEACH AND FOOT
MEASUREMENTS ARE
TAKEN PARALLEL TO
CHORD OF ROACH

44

EFFECTIVE 1 JANUARY 1950

NOTE: THE OUTLINE OF THIS RUDDER IS OFFICIAL AND MUST BE STRICTLY FOLLOWED. THE THICKNESS OF THE RUDDER MUST BE AS SPECIFIED ALONG LINE "A-A" AND ABOVE THE LINE SHOWN FOR THE LOWER EDGE OF THE RUDDER.

THE SPECIFICATION FOR THICKNESS IS AS FOLLOWS: THE RUDDER SHALL BE 1/4" THICK IF FITTED WITH ADEQUATE CHEEK PIECES, OTHERWISE IT SHALL BE NOT LESS THAN 1/8" THICK.

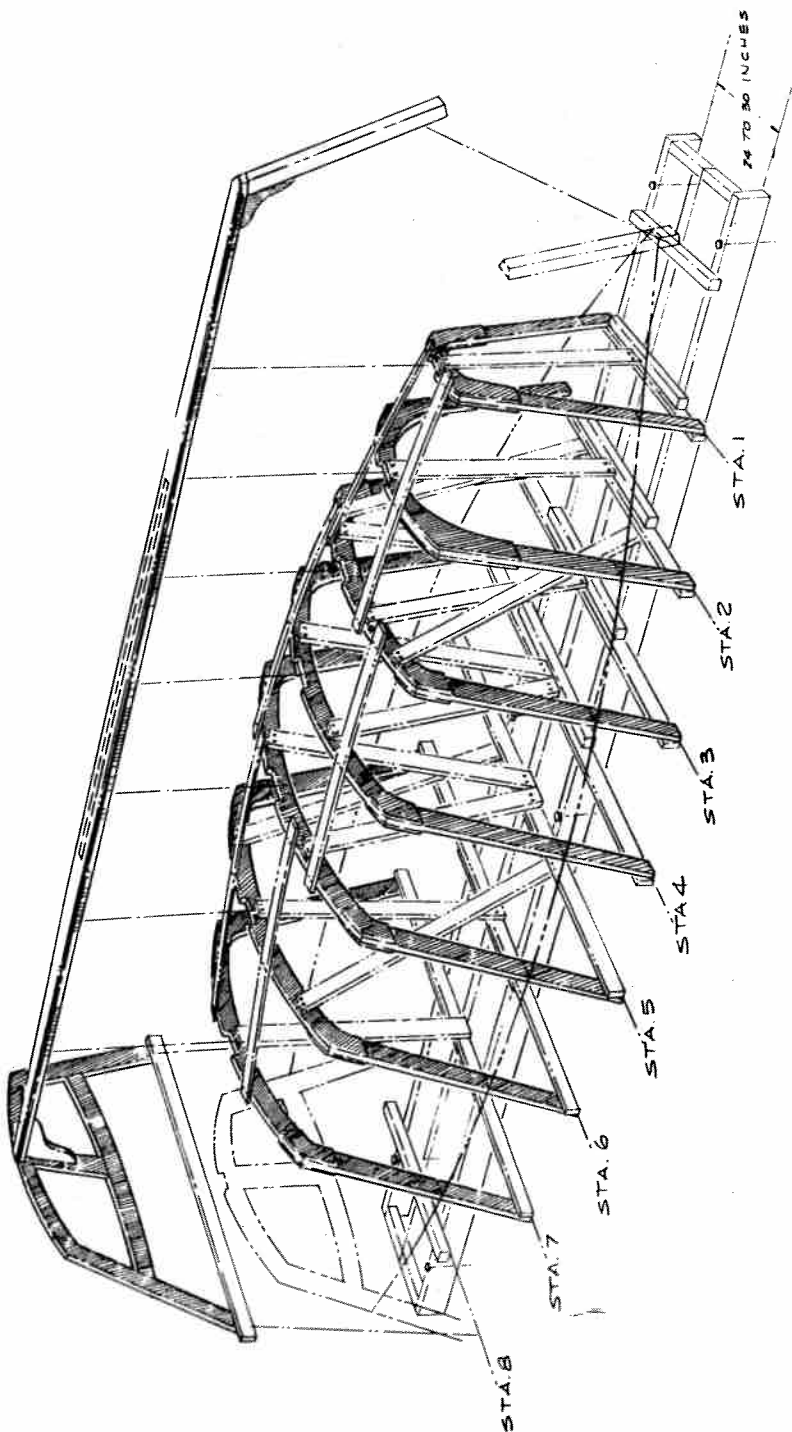
THE CHEEK PIECES SHOWN ON THIS PLAN ARE THE MINIMUM IN THICKNESS AND EXTENT THAT SHALL BE DEEMED ADEQUATE. IF THE RUDDER HEAD IS MORTISED FOR THE TILLER, THE CHEEK PIECES SHALL BE NOT LESS THAN $\frac{5}{8}$ " THICK.

HEAD OF RUDDER & TILLER
ATTACHMENT TO BE OPTIONAL
(SEE NOTE)

DESIGNED BY PHILIP L. RHODES, N.A.

1949
APPROVED BY EXECUTIVE COMMITTEE
PENGUIN CLASS DINGHY ASSOCIATION
31 DECEMBER 1949

45



History of the Penguin Class Dinghy Association

In 1938-39, a small group of Potomac and Chesapeake Bay sailors, near Alexandria, Virginia, wrote to the leading naval architects for plans of a dinghy which could easily be built by an amateur. Philip Rhodes came up with the 11½' dinghy, which could be built of water-proof plywood.

By the end of 1939, twelve boats, from these plans, were being sailed on the Potomac River. Herbert L. Stone, Editor of YACHTING, printed an article in May 1940, showing plans and specifications of the Penguin, and requests for these plans nearly swamped the office. This resulted in the organization of the National Class. At a fall meeting in Alexandria, the By-Laws were adopted and officers elected: President—W. W. Heintz, Executive Vice President—Paul Tomalin, and Secretary-Treasurer—Ralph A. Youngs.

Fleets began to pop up in all sections of the country. In 1941, Seattle had one of the largest fleets, and for the first time there, races were held in the winter season. Manhasset Bay, on Long Island Sound, soon boasted of a large fleet. The first open regatta was held at the Old Dominion Boat Club, at Alexandria, and there were present Penguins from three states and the District of Columbia. Plans for holding a National Regatta were being made.

With the start of World War II, Penguins became more popular than ever, as they were inexpensive to build, could be sailed within small harbors and were easily transported. Fleets were chartered at Tacoma, Washington, Los Angeles and San Diego, California, and at Vancouver, British Columbia. The latter was the first fleet chartered outside the United States.

In September 1941, the first National Penguin Class Dinghy Association Regatta was held at Annapolis, Maryland, with 35 Penguins from 10 Fleets taking part. Walter Lawson, of the Potomac River Fleet, won with No. 8, "Potlatch"; Leonard Penso, in "Gadget," No. 96, was second; and Charles Runyon, in "Murgaes," No. 20, was third. Paul Morris, in "Mike Fright," No. 132, the only contender from the West Coast, took sixth place.

Because the racing fleet was too large to sail as one group, it was necessary to have a preliminary series of three races to divide the contenders into two divisions. The first division competed for the National Championship Trophy (Perpetual) donated by the Annapolis Yacht Club. The second division trophy, donated by Class President William Heintz, was won by Junerose Markusson, in "June," No. 304, of Staten Island, N. Y.

At the Annual Meeting, William Heintz was elected President again, Charles Runyon became Executive Vice President, and Ralph Youngs remained Secretary-Treasurer.

With World War II in full force, yachtsmen were allowed to continue sailing under certain conditions. Everyone who sailed had to have Coast Guard Identification cards. Power boats had so little gas they had to stay tied to the docks. And Penguins became more popular than ever. The U. S. Naval Training Center at San Diego bought a large fleet of Penguins. Captain H. C. Gearing, head of the Training Center, donated a handsome silver trophy, to be raced for as often as possible, between the sailors at the Station and the San Diego Yacht Club.

No National Regattas were held in 1942-43-44, war years, but in 1945, in spite of restriction on travel and gas rationing, it was decided to have a National meet once more. Local boats, from the Potomac River and Hampton Fleets, were loaned for the occasion. The races were sponsored by the Old Dominion Boat Club at Alexandria, Virginia. Again there were so many skippers that they were divided into two groups of 15 each. Eliminations were run off with the first 10 of each group the lucky ones.

Again Walter Lawson took first place with J. L. Stevens of Hampton second, and Len Penso, third. Len Penso was elected President of the Class; J. Nelson Daniel, Executive Vice President; Walter Lawson, Secretary; and Robert Browning, Treasurer.

In order to keep the National Championship Regattas from becoming top-heavy, it was decided to hold elimination races in each fleet to select the top one, two, or three skippers as contenders.

Only eleven contestants from five fleets sailed in the 1946 National races held at Port Washington Yacht Club, Manhasset Bay, Long Island, N. Y. Walter Lawson in "Pink Lady," No. 617, again came out on top. C. M. Cox, of Hampton, in "Cat's Paw," No. 14, was second, and Wirt Gill, Potomac River Fleet, in "Skeptic," No. 7, third. The National Officers elected for 1947 were Leonard Penso, President; George C. Jessop, Executive Vice President; Wirt Gill, Secretary; and Robert C. Browning, Treasurer.

The 1947 Regatta was held at the Hampton Yacht Club, Hampton, Virginia. There was no doubt about the new National Champion, when Runyon Colie, Jr., in "Outsider," No. 1377, from the Downer Fleet of Mantoloking, N. J., won four firsts and one second, out of a field of ten contestants from six fleets. Joe Krafft, of the Potomac Fleet, in "Pluto," No. 900, took second place; and R. D. Israel, in "Chilly," No. 571, of the San Diego Bay Fleet was third. Bert and Faith Israel drove all the way from San Diego, California, with the Penguin on top of their car, to compete in the Nationals.

Election of officers was held and Edward B. Rowe, Jr. was made President of the Association; R. D. Israel, Executive Vice President; Alvin E. Cox, Treasurer; and Charles V. Boykin, Secretary. Headquarters was moved to Hampton from Washington, D. C., early in January 1948, with San Diego, California, becoming the Branch Office location.

In 1948 the National Regatta was held at Mantoloking, the home waters of the winner, Runyon Colie.

Ex-champ Walter Lawson sailed in a boat built in a little over a week, a car having crashed into his boat, stowed in Lawson's yard, wrecking it. The same contestants were on hand: Lawson, Len Penso, Wirt Gill, Ed Rowe, Jack Reckord, Joe Krafft, Burton E. Morris, Charles Boykin and Ray Hooker. Many penalties were suffered by the contestants, for barging, collisions, touching markers and other fouls.

Marshall Morehouse won the first challenge trophy, for the high-point man of the fleets competing for the first time. Runyon Colie again won first place with crew Betsy Allen, 8.2 points ahead of Len and Dorothy Penso, with Jack and Janet Record, third. Walter Lawson was fourth. Mantoloking Yacht Club furnished free lunches and beverages between races.

With one "West Indian disturbance" skittering along the Atlantic seaboard and another busily tearing across Florida and points northward, the 1949 Penguin Class Dinghy Association's National Championship series was sailed in the mouth of the Severn River under sponsorship of the Annapolis Yacht Club. Twenty-seven boats gathered from far places, including California and the Gulf States; sailed five races in assorted winds, with Runyon Colie, Jr., of the Downer fleet at Mantoloking, N. J., for the third straight year establishing himself as class champion of champions. With Miss Mary Elizabeth Pilling as crew, Colie left no doubts as to his right to the title.

Successive years' winners are tabulated in your Yearbook and the narrative of each Championship can be found in the next annual following the races.

From a modest beginning of only twelve boats in 1939 the Class has grown to be one of the world's leaders. At the present writing, early in 1956, registrations have exceeded 4500. For each of the past two years, registrations have been in excess of 400, and what is more important, a much higher percentage of boats are being built. Commercial boat builders from coast to coast have increased production many fold and new builders are entering the Penguin field.

New fleets are being chartered at the rate of a dozen a year and now total nearly one hundred. Canada, Hawaii, and Brazil were the latest fleets in the International field and Penguins may be found in all European and some Asiatic countries.

The precepts upon which the Class was founded have been closely followed with amendments only those which strengthened the Class. Strict adherence to Class rules will assure the future success of this true One-Design Class, the International Penguin Class Dinghy Association.

SOME TIPS ON PENGUIN SAILING

I have been asked to try to put down some "tips" on Penguin sailing for the new Class Book.

Much of what I have to say may seem elementary to the expert, but I do feel that it can be of some help to the novice. I have expounded on many of the following views often enough to know that some of them will not receive universal agreement, but where in question, they are my thoughts.

Probably my first tip would be that the novice skipper (and also the expert) devote some time to the study of the really voluminous literature presently available on yacht racing. Of the many books on racing which I have read, three which come to my mind as possibly the most valuable are "Yacht Racing, Aerodynamics of Sails and Racing Tactics," by Manfred Curry, Scribner's; "Race Your Boat Right," by Arthur Knapp, Norton; and a little English book called "Racing Dinghy Maintenance," by Ian Proctor, also published by Scribner's. Curry's book has long been considered the Bible of Sailing and, although it does contain some controversial ideas, many of the developments in racing in the past twenty-five years can be directly attributed to it. Its influence on sailing has been revolutionary. The real meat of this book is in the second section, Racing Tactics, and I would suggest that any but the most scientifically minded read the book in reverse, Racing Tactics first and the Aerodynamics of Sails, which contains little of value to the Penguin skipper, last.

"Race Your Boat Right," written by unquestionably one of America's top racing helmsmen, is an amazingly practical book going into a degree of detail which, as far as I know, is not available elsewhere. I cannot too highly urge the study of this book for all, novice and expert alike.

"Racing Dinghy Maintenance" is just what its name implies—a practical book on how to keep your racing dinghy in top notch shape. Although written with the International 14's and other sloop rigged dinghies in mind, there is much in this book that is applicable to the Penguin.

One further book, which should be studied by all, but which is often overlooked, is the Rule Book. A general knowledge of the rules is necessary for any kind of racing, if not for your own benefit, then at least in fairness to your competitors who know and are trying to abide by them. A more complete knowledge of the rules and their application makes your racing

not only more enjoyable, but also more successful. It permits you to go with confidence into situations from which otherwise you might be "bluffed" out. A membership in the North American Yacht Racing Union, at \$5.00 a year, is a real bargain for the serious racing skipper. Any and all Penguiners are eligible for membership. I find that the Decisions on Appeals to N.A.Y.R.U., which are published and sent to all members free of charge, are well worth the annual dues. It is only from the interpretations of the Rules contained in these Decisions that we get the precedents that will decide otherwise controversial questions in the future.

In the actual sailing of a Penguin, one of the most important single factors is to learn to sail the boat with a minimum of rudder. If you will bear in mind at all times that any motion of the rudder, or any position of the rudder other than fore and aft, is exerting a braking influence on the forward motion of the boat, and will sail to keep this drag at all times to minimum, you should gradually find your boat going through the water faster. There are a number of ways to keep this rudder drag down, but the key one is to have the boat as nearly balanced as possible at all times. As the normal tendency of a Penguin is to have a weather helm, I try to balance this by sailing the boat as flat as possible when going to windward and heeling slightly to windward when going down wind. You will find that, other things being equal, a boat has a tendency to head away from the direction toward which she is being tipped. By the proper distribution of your weight laterally in the boat you should be able to almost completely eliminate the helm under most conditions—and the key is to sail the boat flat or even tipping to windward. Just try letting your boat heel to leeward and see how much force you have to exert on the tiller to keep her on course—and this force is transmitted through your rudder as drag. This, what might be called "light touch on the helm," should also be used when tacking. Don't slam your helm hard over and in so doing put the rudder athwartship, almost like a board held down from the transom. If you do, you will appreciably slow the boat each time you tack and she will have to start almost from a standstill on the new tack—rather, gently sail her about. You will have to practice this to find the proper amount of helm, and degree of speed to apply it, to get your Penguin about and onto the new tack as quickly as possible, but still with a maximum of way on.

These last thoughts bring me to two "exercises" I have which I find quite helpful. The first may be tried before any regatta, or even between races. It is to tack the boat as often and as quickly as possible a number of times. The object is to make the tacks as short as possible—even as short as a boat length or two. This exercise will quickly let you know whether you are tacking the boat properly, which to me means getting her going with good speed on the new tack as soon as possible. If you are not tacking the boat well you will either very soon find yourself in stays because of not having enough headway to tack back after the second or third tack, or you will find

yourself taking unnecessarily long hitches. I can assure you that the intelligent practice of these short tacks will help your tacking, for it magnifies faults which you may overlook when taking long hitches.

My other personal exercise will not bring as rapid results, but still is one you might find interesting to try sometime—but not when there are other boats around or just before a race. This is to sail without a rudder. I usually do this when sailing alone, for it is difficult to find a crew patient enough to put up with going around in circles or getting into stays—which usually happens when you are without rudder. But this will, more rapidly than any other way I know, teach you what you can do by just change in trim and heel. The first time you try this it might pay you to leave the rudder in for emergencies, but not touch the tiller. A word of warning—to make her bear off you will have to heel her much farther to windward than you expect, even to where you fear she may upset to windward, for she will be hard to pull off. Conversely, tip her to leeward gingerly, for once she starts to head up, she will come up faster than you want her to.

I feel that, particularly as the wind blows up, the position of the crew in the boat is quite important. An unwritten rule in my Penguin is to stay out of the ends—both bow and stern. Until we can be shown that we are wrong, we will continue to try to keep our boat on more or less an even fore and aft trim. We accomplish this by sitting as near the middle of the boat as possible. I used slightly longer than usual tiller, about 3'6", and with this sit right up against the thwart and have the crew slide back against it from forward. This accomplishes the three fold purpose of getting our weight at the widest part of the boat where it naturally does the most good, keeping the combined windage, which is significant, down by presenting one body rather than two separated bodies to wind, and last, it minimizes the change in trim with change in crews, for we are both as nearly over center of gravity as possible. This discussion of location of skipper and crew applies, of course, only to conditions where there is enough wind to be sitting out or almost enough where both helmsman and crew are just inside the hull on their haunches ready to slide out. As you can gather from the earlier discussion of helm, I want both skipper and crew hanging out as far as is necessary to counteract the naturally weather helm, even though the boat may not be tipping at all. A good long hiking stick of about 22" is indispensable for really getting your weight out when going to windward. Incidentally, a point of sailing where hanging way out pays big dividends is on a reach in heavy air. Here you have the greatest tendency toward a weather helm and consequently the greatest opportunity to counteract rudder drag. The next time you see one boat reach through a fleet on a windy day check and see whether the crew of that boat are not out farther than their opponents and whether they are not playing the sheet to keep the boat flat and on her feet—i.e., easing the sheet whenever the wind is so great that in spite of their hanging out, the boat tips and rudder has to be applied. The ability to ease the sheet

quickly as puffs hit and get it back in rapidly without requiring the use of much rudder can have sensational results not only on a heavy weather reach but also when going to windward in a knockdown breeze.

Another important point to keep in mind, comparable in some ways with using a minimum of rudder, is for skipper and crew to keep as still in the boat as possible. This is, of course, second nature for the more experienced helmsman, but every time you move in the slightest you shake the boat and this in turn shakes some wind out of the sail. The lighter the air, the more important this is. In a drifter, when sailing in close proximity to another boat, changing your position in the boat may be fatal to your chances in that race. It seems to me that the skipper, particularly when tacking, may not be aware of how much he shakes the boat when moving from side to side. My wife (and my regular crew) is my most severe task master in this matter. She will often criticize me for moving unnecessarily in the boat while tacking. I am never aware that my motion is anything but as light as can be, but for some reason the criticism always seems to coincide with times when our boat is not going well.

Another "tip" which is self-evident to the more experienced skipper, is to keep the boat as dry as possible. Not only does water make the boat heavier and therefore, in my opinion, slower, and does give it a free surface which makes the boat less stable, but also water breeds water. By this, I mean that as you take in water, you lower your freeboard and an increasing amount of each successive wave will find its way into your bilge. This is the reason that light crews often beat much heavier crews in strong winds and good seas, when you might at first think the heavier crew would have an advantage. I have often seen the heavy crew start out very well under these conditions and then gradually be overtaken and passed by their lighter opponents. While the heavier crew was driving through waves and consequently taking water, the lighter crew was riding over the seas and staying relatively dry. Jack Wright, himself no lightweight, has often said that he feels at the greater disadvantage the heavier the wind, whereas he competes on equal terms with his lighter opponents in very light airs. Besides the use of a spray shield when the conditions so indicate, I have only two suggestions to make to keep the water out. First, if you are sailing in a series of a number of short races, get your boat completely dry at the end of each race no matter how cold and uncomfortable a job this may be. Unless you have an actual equipment breakdown, this getting the water out of the boat should take precedence over everything else in the short interval you have between races. My other suggestion is to have some kind of a bailer on the end of a relatively long stick so that the crew can bail while hanging out to windward. A plastic refrigerator container makes a good bailer, as it will not scratch your finish. Incidentally, if you are sailing a long race, such as is often the case in the summer, and start making water, it may pay to temporarily sacrifice your place in the race and sail easily until you get the water out of the boat and start sailing

again. The prizes are few and far between for the boat that, although possibly still in first place, sails herself right under and then naturally turns over—and the few prizes they do give for this are generally of such a nature that the recipient would rather forget about them.

The tips I have tried to give above have, with the exception of study of available literature, all been directed toward making the boat go as fast as possible, without regard to other boats. Tactics is naturally a most important field but is too inclusive for a short article such as this.

Of interest to other Penguiners might be the comments of two well known skippers to whom I have shown this article. Both of them more or less agreed with what I have to say, but felt that the article is incomplete in that it ignores too many factors involved in the speed of a Penguin. Jack Wright, a builder, felt that some emphasis should be put on the importance of having the boat as light as possible, with smooth bottom and stiff, light rig. Jim Merrill, a sailmaker, felt that an additional tip to many helmsmen would be to take more care in the setting of the sail—the only actual driving power a Penguin has. Jim feels that most Penguins usually have the foot of the sail too loose. His rule of thumb (varied with the wind) is that the foot of the sail at its farthest point should not be more distant from the boom than the width of ones outspread hand.

Possibly the views of these two will bring to your mind some other factors I have omitted.

RUNYON COLIE, JR.

Taking the Hull and Skipper as a constant and the sail as a variable, I believe proper adjustment of the sail will increase the speed of a dinghy more than any other factor.

Having sailed other class and style of boats the skipper often does not realize the theory and balance of a loose foot cut rig.

The proper shape is controlled by two major factors: 1st, the sailmaker's skill and 2nd, the tension and direction of tension upon the sides and corners of the sail.

We can spoil the sailmaker's skill by not applying the proper tension and direction to the right place.

I realize I am on a subject which is hard to explain on paper and most of us have learned through experience and experimentation. I only hope to make you conscious of these facts so you will work them out for yourself.

Luff: Most sails are cut with a slight outward curve along the luff. Extreme tension will show one or more folds running up and down the mast in a slack sail. I prefer just tension enough to make one fold just barely visible. As bolt ropes are sewed on with variable tension, the proper tension varies. My present sail sets best with just the weight of the boom for tension—others require as much as a 30 lb. pull.

Draft: Is controlled by clew outhaul and cut. To properly adjust the outhaul, the distance from the clew to boom should remain the same. Playing with this adjustment while racing will teach you more than any other sail adjustment.

A few simple rules: Reaching and light air, more draft. Beating and heavy air, less draft.

I do not believe any Penguin goes best with outhaul pulled as tight as possible or with a large bag in it.

Leach and Foot: The shape of these edges may be varied by adjusting the height of the clew from the boom the same as moving jib fairleaders fore and aft. Also, the position of the traveler block and the tension of the vang will effect the leach to a small extent.

Miscellaneous: I prefer a 3 or 4 to one outhaul adjustment within reach of the crew—an adjustable clew downhaul rigged like a traveler.

To notice the change in your sail due to adjustment rig your boat dry, in a light air, belay your sheet lightly on the wind, pivot your boat so she sails correctly and change the tensions and directions and notice the change in your sail.

If proper luff tension leaves too many wrinkles running aft from the mast, resew the bolt rope.

DR. WALTER LAWSON.

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*Additional copies of this book are available at \$1.00
per copy upon application to the Business Secretary.*

By Executive Committee Action

1. Article X, par. 23 (page 17 of Handbook). Revise to "Sail material shall be limited for a two year period ending evening of the Annual Meeting in 1958 --".
2. Article X, par. 8 (page 14 of Handbook). Add the following:
"Side-frames no. 1 may be curved along the outer edge a maximum of $\frac{3}{8}$ inch; point of maximum curvature to be mid way between chine and gunwale."
3. Article X, par. 21 (page 16 of Handbook). Add the following:
"In order to take the slack out of the head-stay when running fair wind, shock cord only, no greater than $\frac{1}{4}$ inch in diameter may be utilized as a stop or halter. No adjusting mechanism is allowed; no cables or lines may be used as head-stay bridle."

(Paste in your Handbook)