INTERNATIONAL PENGUIN CLASS DINGHY ASSOCIATION

CONSTITUTION AND BY-LAWS

REVISED March, 2014

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Honorary Member

Designer of the Penguin Class Dinghy

CONSTITUTION

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--*Objective*

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 he 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 he restricted to those who own, sail, or are interested in Penguin Class dinghies. The members shall join by submitting an application and dues to the Class Treasurer. Membership shall run from January 1st to December 31st of each year. Members also have the option to join the class by paying Class dues directly to their fleet and the fleet submitting pooled dues directly to the Class Treasurer. The Executive Committee will have the authority by majority vote to set the dues amount.

SECTION 2. There will be six membership types.

A. **Active Members** will be those who own 100% interest in a measured and approved Penguin Class Dinghy and will have voting rights.

B. **Active Family Members** will be those where there is an Active Member in the family and the Active Member wants the family included in membership. Only one vote per family will be allowed.

C. **Associate Members** will be those who do not own a Penguin, but want to support and promote the Class.

E. **Associate Family Members** will be those where there is an Associate member in the family and the Associate Member wants the family included in membership.

F. **Junior Members** will be those who are under 19 years old.

G.**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. Honorary Members will not pay dues.

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. 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.

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 hand vote and the candidate receiving a majority of the votes cast for the office to which they are nominated will be elected. Officers will serve for a term of one year. They will serve from November 1 to Oct 31st.. All officers will be elected every year at the Annual Meeting. The annual meeting will take place in conjunction with the Class Championship regatta at a time set by the President.

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. The president shall appoint Regional Vice Presidents, the Chief Measurer, Members at large, and special committee members. The President shall authorize the payment of all bills and may request the Executive Committee to allocate funds for special purposes. In the matter of the appointment of Regional Vice Presidents, the President shall be guided by the nominations from each Region.

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. This person shall be responsible for the minutes of the meetings, records, general information, and correspondence. The Secretary shall be custodian of the Association's records and documents.

TREASURER-The Treasurer shall be in charge of the funds of the Association. The Treasurer shall pay bills, collect dues, and keep an accurate membership roster. In addition, the Treasurer will submit an annual financial report for the previous calendar year to the Class at the annual meeting.

ARTICLE *IX-Standing and Appointed Committees*

SECTION 1. STANDING COMMITTEE — The following Standing Committees shall serve from November 1st until October 31st.

(a) Executive Committee -The Executive Committee shall consist of the Officers, and two Members-at-Large. They will by, Majority vote, decide all questions if not otherwise stipulated, interpret Constitution and By-Laws, conduct all business, and determine policy of the Association, and 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 Class 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 the chairman shall appoint. The Nominating Committee shall make its selections for the Office of President, Executive Vice President, Secretary, Treasurer, and two Members-at- Large and nominate them at the annual meeting.

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 .

(a) International Race Committee will consist of all of the Class officers plus the Chief Measurer. The I.R.C. shall supervise and conduct the International Championship Regatta in accordance with the Rules Governing the International Championship, 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 the President and the Chief Measurer. The Chief Measurer will 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. The Chief Measurer shall forward to the boat owner the duplicate copy of the certificate. The Chief Measurer shall answer all correspondence relative to measurements, building materials, new or peculiar methods of construction, etc.

ARTICLE *X-Meetings*

SECTION 1. The annual meeting shall be held during the period of and in the vicinity of the International Championship Series. 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 President.

SECTION 2. Notice must be sent to the members in time to permit action, and if a Special Meeting is to 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*

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*

Ten Active Members present in person or by proxy will constitute a quorum.

ARTICLE XIIl--*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 or E-mail to the entire membership and a majority of the votes received shall determine the adoption or rejection of the proposed amendment.

BY-LAWS

ARTICLE I-*Dues*

1. Active and Active Family yearly dues will be $25. Associate and Associate Family yearly dues will be $15. Junior yearly dues will be $15.

2. Fleet dues are optional, and if any, are to be kept by the fleet.

3. In order to participate in any Penguin race, regardless of by whom held, a member's current annual dues must be paid. A skipper who has not paid his dues shall be subject to protest as not conforming to Class Rules and the responsible race committee shall have no other recourse but to uphold the protest.

ARTICLE II-*Eligible Boats*

A boat is eligible and considered in the Penguin Class, only if it conforms to the measurement rules as certified by a class measurement certificate.

ARTICLE III- *Boat's Number and Name*

1. Official number, allotted to new boats, and on application to the Chief Measurer, shall be permanent and affixed to sail and cut or printed into the side of the centerboard log, or keel.

ARTICLE IV-*Plans*

1. The application for a number must be accompanied by a check for twenty five ($25) dollars to cover the number tax and this amount includes Active Membership for the balance of the year.

2. Plans may be purchased from the Class and the purchase price includes Associate Membership in the Class for the balance of the year.

ARTICLE V- *Measurements and Certificates*

1. No boat shall be eligible to enter any sanctioned race for the Penguin Class until a 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 Chief Measurer who shall approve or reject the boat based on the tolerances determined by the Executive Committee.

4. Boats shall he subject to re ·measurement as to dimensions and data on the measurement sheet, upon protest. The person protesting shall post a bond of $100 as evidence of good faith which shall he used to pay the 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 he returned and the owner shall pay the re-measurement fee, which shall not exceed $100. Re-measurement shall be performed by The International Measurement Committee.

ARTICLE *VI-Regulations*

1. **Required Equipment**

a. USCG approved type III or better life jacket for each person on the boat.
b. Painter shall be not less than 25 feet in length and not less than 3/16 inches in diameter.
c. Adequate means of bailing (scoop or can).
d. One serviceable paddle.

2. **Crew** – The Penguin may be sailed single-handed or with crew.

3. **Hull Weight**- The completely finished hull including centerboard and all permanently attached equipment (not including mast, boom, rudder, sheet, sail or loose gear) shall weigh at least 140 pounds (63.5 kg.). Any corrector weights shall be added ahead of station 2 and/or behind station 5. Boats weighing more than 140 pounds may deduct the excess weight from any extra ballast required to meet the minimum crew weight.

4. **Crew Weight**-

a. **Classic Boats** These are boats which do not have the Burtis, Innovator, or Freedom hull shape. The minimum weight for skipper and crew is 290 pounds.

b. **Modern Boats** These are boats which have the Burtis, Innovator, or Freedom hull shape. The minimum weight for skipper and crew is 310 pounds. If there is a question about which category a boat should be in, the decision will be made by the chief measurer with approval of the executive committee.

5. **Ballast**- To reach the 430 (classic) or 450 (modern) pound combined gross weight for the hull and the crew, ballast may be added with the following provisions. Up to 40 pounds of non-floatable ballast may be added. Additional ballast shall be floatable. All non-floatable ballast shall be placed in the boat such that it is able to fall free from the boat in the event of a capsize.

6**. Sails**--A boat is entitled to not more than two sails for racing purposes commencing at the time the boat is acquired. No more than one replacement sail may be acquired in any calendar year. There shall be no borrowing of sails at sanctioned events without prior approval of the International Race Committee. At any event, sails must have numbers that match the hull number unless there is prior approval of the race committee. Sail number dimensions are given in the Penguin plans but shall be not less than 10 inches high with a thickness of at least 1 inch.

ARTICLE *VII-Sanctions*

1. Sanctions for National and International Championship Regattas shall he granted by the Executive Committee.
2. Sanctions for Inter-regional Championship Regattas shall he 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 …Rules Governing the International Championship

1. **Purpose** To determine annually the IPCDA champion.

2. **Trophies** - perpetual and other 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 IPCDA as shall be determined by the Executive Committee.

3**. Entries** in the International Championship Regatta Only Active Members sailing their own measured and approved Penguin Class Dinghy may sail in the International Championship Regatta.

4. **Exceptions to the Active Member rule** Section VIII -3

(a) Any Junior member may race using a borrowed measured and approved Penguin Class Dinghy including sail.

(b) To promote the Penguin Dinghy, the Class encourages sailors not currently owning a Penguin to borrow a measured and approved Penguin Class dinghy including sail and race in the International Championship. They must be Associate Members. The Class will allow sailors to borrow a boat up to two times to sail in the International Championship.

5**. Conditions Governing Race**

(a) The International Championship shall consist of a series of seven (7) completed races. This number may be changed by the organizing authority prior to the event and specified in the Notice of Race. In the event of very extreme weather conditions the number may be reduced to not less than three (3) completed races by the International Race Committee. If six (6) or more races are completed a competitor's worst score shall be dropped.

(b) Held in open water so as to minimize the advantage of local knowledge relative to headlands, shoals, obstructions, etc.

(c) Courses: Course selection shall be determined by the principal race officer, however the recommended course is a triangular or windward leeward course totaling approximately 3 nautical miles and alternated if practical. The Committee Boat should be located in the middle of the windward leg. In winds less than 6 knots, a triangle course, if practical, is recommended. In breezes above 6 knots, a windward leeward course or a triangle course may be sailed, at the discretion of the principal race official.

(e) Procedure: Race management to be in accordance with ISAF Racing Rules of Sailing.

(f) Time Limit: Two (2) hours. If one boat finishes within the time limit other dinghies must finish with in thirty minutes of the winning boat or scored Time Limit Expired (TLE) and be scored two more points than the last boat that finished, or one more than the number registered, whichever is lower. If the first boat fails to reach the windward mark within thirty (30) minutes, that race shall be abandoned and re-sailed if possible.

(g) Racing Rules: The International Sailing Federation (ISAF) Racing Rules of Sailing with US Sailing prescriptions except as modified herein shall apply.

6. **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.

Article IX - Specifications

1. General - These specifications describe several construction methods for the Penguin Class Dinghy and must be adhered to. The official plans show an approved method of construction in wood as to details and sizes; however, these specifications give the minimum sizes which are allowed. The materials of construction and the sizes of members are optional except as specified.
WHERE ANY POINT OF DIFFERENCE EXISTS, THE SPECIFICATIONS AS WRITTEN IN
THE HANDBOOK SHALL BE FINAL, AND NOT THE PICTURED DESCRIPTION AS SHOWN
IN THE PLANS. Any construction differing from the plans, such as hulls of fibre-glass or hulls with built-in self rescue flotation compartments, must be approved by the Executive Committee.
(See 7)
2.1 Hull Shape - The outer hull shape shall be in accordance with the official plans with building tolerances as listed below.

2.2 Table of Limitations - Hull

Dimension location on measured form	Inches	(mm)
Lengths LWL, LOA, C.B. Pivot	+/-1"	26 mm
Stem Height	+/- 1"	26mm
C.B. Pivot Height	+/- 5/16"	8mm
M Keel & Chine Height	+/- 5/16"	8mm
L Side Height	+/- 1/2"	13mm
N Bottom Width	+/- 1/2"	13mm

Q Deck Width	+/- 1"	26mm

Chine height, side height, and bottom width are to be taken to points defined at the intersections d fair extensions of the limiting surfaces when the chine is rounded.

2.3 Nominal Measurement Form Dimensions Inches (mm)

Length Water Line---------	135	(3429)
C'Board Pivot from Transom--	88 5/8 .	(2251)
Stem----------	20	(508)

Keel to Base Line

D	C	B	A	Stem
6 (153)	1 9/16(40)	1 1/8 (29)	2 25/32 (71)	

Length Overall--------- 137 (3480)

Section	L	M	N	Q
A	20 (508)	1 5/16 (33)	23 3/4(603)	39 3/4(1010)
B	18 3/16 (462)	2 5/16 (59)	40 1/2(1029)	55 1/4(1403)
C	16 1/16 (408)	3 1/2 (79)	43 5/8 (1108)	55 1/8 (1400)
D	11 13/16(300)	4 1/32 (102)	33 (838)	42 5/8(1083)

2.4 Re-measurement (Reference also Article XIIl of By-Laws Measurement Regulation Para. 3).

Upon Re-Measurement, the Hull Shape Must either

1. Conform completely to the measurements shown on its approved measurement form or

2. Conform completely to the tolerances listed above.

2. HULL SHAPE - The outer hull shape shape be in accordance with the official plans with building as established by the executive committee and administered by the Measurer.

3. HULL SHAPE - The hull shell may be made of wood, G. R.P. (glass reinforced thermosetting or thermoplastic resin), or combinations of these materials and shall be of approximately even thickness and density longitudinally.

4. HULL WEIGHT - The completely finished hull including centerboard and all permanently attached equipment (not including mast, boom, rudder, sheet, sail or loose gear) shall weigh at least 140 pounds (63.5 kg.). Any corrector weights shall be added ahead of station 2 and/or behind station 5. Boats weighing more than 140 pounds may deduct the excess weight from any extra ballast required to meet the minimum crew weight.

5. SELF RESCUE - Additional flotation to permit self rescue in the event of a capsize is recommended in the form of attached air bags, closed cell foam plastic, or built-in air compartments. Each compartment shall have at least one inspection port or hand hole and one drain plug, both watertight At least eight cu. ft. (0.227 cu. m.) of flotation distributed equally on either side of the keel is recommended. In no case shall the self rescue flotation act as decking.

6. FLOOR - At least 16 sq. ft. (1.49 sq. m.) of the bottom
must be reinforced to support the crew weight. (see 8.16 for conventional construction.)

7. CONSTRUCTION - Hulk of g.r.p., wood, or combinations of these materials that do not meet the scantlings as described in the plans and in Paragraph 8 of this article may be built only by fabricators, approved by the Executive Committee. Builders may apply for approval by writing to the Chairman of Technical Committee and including a drawingand description illustrating the variations desired. Approved plans for a self rescue wood hull may be purchased from the class.

8.1 Wood Boats. Keel - Keel may be made of one piece or two pieces, which shall have a total molded dimension of not less than 7/8" and a total sided dimension of not less than 5 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 7/8".

(Example:Width of the keel on the inside of the boat at station 6 equals 2(1 11/16+7/8)=5 1/8).

However, the keel may be 5/8" thick if it is completely covered by the plywood. The width of the keel at the bow shall be not less than shown for the width of the stem piece.

8.2 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 1/4" radius.

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

8.4 Knees - The stem and transom shall adequately secured to the keel by means of knees. The knees shall be sided not less than 3/4" and shall be of the outline shown on the full size plans.

8.5 Chines - The boat shall be fitted with two chines. The chines may be in one piece of rabbetted construction, two pieces as indicated on the plans, or a single piece entirely inside the planking. The chines shall be not less than 3/4" x 1 1/2" inside the planking. The exterior radius of the chine shall not exceed 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.

8.6 Frames - Frames shall be fitted in number and location as indicated in the official plans. All frames shall be sided not less than 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 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 1" radius. Bottom frames shall be moved not less than 2" over the top of the keel, tapered to not less than 1 1/2" at the chines.

Side frames and bottom chines shall be connected by plywood gussets not less than 4" on each leg and material not less than 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 pint. The inboard edge

of the gussets may be rounded from end to end to smooth curve. Distance from inside top corner of chine to nearest point on radius of gusset shall be not less than 1 1/2". Side frames no. 1 may be curved along the outer edge of maximum of 3/8"; point of maximum curvature to be midway between chine and gunwale.

8.7 Gunwale - A gunwale shall be fitted and shall be not less than 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 1/2" measured perpendicular to the planking. Reinforcing or track rail between frames

1 and 3 is not considered part of the gunwale.

8.8 Fender - A fender of not less than 1/2" x 1 " shall be fitted. The maximum width dimension shall be determined by the allowing rule; the maximum total width of the fender, plus the thickness of the plywood skin, plus the gunwale, shall not exceed 4" forward of frame number 2; from this point aft, the width shall be reduced to a maximum of 3" at the transom.

8.9 Thwart - A thwart of not less than 3/4" x 5 3/4" Or equivalent ross-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. 8.10

Mast Partner - A mast partner not less than 3/4" x 5 3/4" Or cross sectional area) shall be fitted.

This cross-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. The mast must pass through the mast partner, which may be open either forward or aft such that the mast is enclosed on three sides.

8.11 Breasthook and Knees - The gunwale shall be attached to the stem by means of a breasthook and to the transom by means of knees ail being not less than 3/4" thick and not less than 6" on each leg.

8.12 Planking - Side and bottom planking shall be phenolic resin bonded hot pressed waterproof plywood.

8.13 Centerboard Logs - Centerboard logs shall be sided not less than 3/4" and shall be molded not less than shown on the full size plan.

8.14 Centerboard Trunk - Centerboard trunk sides shall be not less than 1/4" plywood and shall extend vertically a sufficient height to completely house the centerboard.

8.15 Skeg - The skeg shall be fitted as shown on the plans; sided dimensions not less than 3/4", 4" deep at the end of the keel, 1" deep at station 7, terminating 3 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 7/8". The skeg may be tapered aft from a point 3" forward of the after end.

8.16 Floorboards - having a total area of 16 sq. ft. (excluding slots between boards), capable of supporting a 150 lb. person standing midway between frames, shall be fitted. Solid 1/4" plywood floorboards having an area equal to 16 sq. ft. may be used if desired.

8.17 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 1/4" battens may be used for the spray hood. The spray hood shall be raised no higher than 6" above the sheer line at the mast.

9. Centerboard - The centerboard may be made of wood and/or glass reinforced plastic. Loading may be added to overcome flotation, in which case the negative buoyancy may not exceed two pounds. The outline shall be that shown on the official plans. Maximum width of centerboard is 12 inches. The length and width shown on the construction plan are maximum permitted, the tolerance is plus 0" and minus 1/4". The thickness shall not be less than 3/4" nor more than 1". Streamlining is permitted except for that portion of the centerboard and handle which remains above the bottom of the keel when the board is down 90 degrees. The centerboard may be controlled by an external actuating mechanism or a handle integral with the board, as long as the axis about which it pivots is fixed at the points shown on the plans. When a handle is used it may be straight (as shown on the plans) or curved. The size and shape of the handle shall be optional. However, no portion of the handle extending along the trailing edge shall not exceed 6" measured perpendicular to the trailing edge. 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.

10. Rudder - The rudder may be made of wood and/or glass reinforced plastic. The outline shall be in accordance with that shown on the official plans. The dimensions shown are the maximums, the tolerance is plus 0" and minus 1/4". 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 shown on the plan. The thickness of the rudder must be as specified along

"A-A" of the plan and above the line shown for the lower edge of the cheek pieces. The specification for thickness is as follows: the rudder may be 3/4" thick if fitted with adequate cheek pieces made of wood, otherwise it shall be not less than 7/8" thick nor more than 1" thick. The wood cheek pieces shown on the 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 3/8" thick. Metal cheek pieces not less than 1/16" in thickness may be substituted for wood. The rudder may be streamlined below the lower edge of the cheek pieces but must have a minimum radius of 1/8" along the leading edge and a minimum radius of 3/32" along the trailing edge. The rudder with tiller attached shall float.

11. Spars - General:

11.1 Spars shall be solid wood (for exceptions see 11.3 and 11.5.) in their normal state, they must be straight, no steam bending of either the mast or boom is allowed. The mast may be joined or in one piece.

11.2 Mast Dimensions:

11.2.1 The top of the mast, including halyard attachment, shall not extend beyond a height of 19' above the keel (19'-0 7/8" form the bottom of the hull where the mast is stepped.

11.2.2 The maximum fore and aft dimension of the mast, including the luff rope tunnel, shall not exceed 3 1/2".

11.2.3 The minimum thickness from a point 8' below the top of the mast (lower limit on attaching stays) shall not be less than 1 3/4" except that it may be tapered, starting 17" above the butt end, to a minimum of 1" in diameter at the butt end.

11.2.4 A luff rope tunnel of not more than 1/2" diameter for the luff of the sail may be incorporated in the mast.

11.2.5 The mast shall be plainly marked with contrasting bands 1/2" wide and the sail, when fully hoisted, shall not extend beyond the inner edges of these bands. The distance between the inner edges shall be not more than 16'.

11.3 The mast may be constructed of aluminum alloy extrusion. It must conform to the mast dimensions in 11.2 with the exception of the luff rope tunnel which is unspecified in aluminum. An internal halyard may be used providing the lock is placed within 4' of the mast butt.

11.4 The mast may be rotated about its longitudinal axis while sailing but devices for otherwise moving or bending It while not be permitted. Only a single thickness of shock cord (not more than 1/4" in diameter) may be used to remove the slack in the headstay when running before the wind. Once attached, the shock cord must be left in place throughout the balance of the race.

11.5 The boom may be constructed of solid wood or of an aluminum alloy extrusion, in which case no internal rigging or controls are allowed. The boom shall be so constructed that without rigging, jaws or hardware, it can pass through a 2" square hole. The boom shall be plainly marked with a contrasting band 1/2" wide. The inner edge of the band shall be not more than 8'8" from either the center of the mast tunnel or the face of the sail track. The sail, when set, shall not extend beyond the inner edge of the band.

11.6 When supported at the butt and horizontal, the head of the mast shall weigh not less than 6 pounds. All rigging to be pulled tight along the axis of the mast and included in the weight. Other permanently mounted fittings such as mast rotators to be included in the weight.

12. Rigging - Standing rigging shall consist of two shrouds and a headstay which shall not be less than 3/32" in diameter. The point of attachment of these stays and their tangs shall not be lower than 8' from the top of the mast. A boom vang to hold the boom down is permitted provided a stop is placed on the mast so that the tack of the sail cannot be pulled past the limit band. Avang must be rigged so that It does not prevent a gybe without re-rigging. Halyard shall not be led so as to support the mast. No jumper stays, spreaders or rod rigging are allowed.

13. to 22. For future additions.

23. Sails

23.1 Effective Dates - This specification is effective for all sails made after June 1, 1963.

23.2 Honor Awards - 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.

23.3 General - The penguin dinghy shall carry a loose-footed sail which, when set, must not encroach upon the limit marks on the spars (section 11) and which conforms with the limiting dimensions of this specification. All dimensions given in this specification are maximum dimensions. The headboard is to be included in all appropriate dimensions.

23.4 Dimensions The maximum dimensions of the sail are:

Luff 16'0", foot 8'8", leech 16'6", roach on foot 6", upper quarter girth 36", midgirth 64", and lower quarter girth 86.5". Girth measurements are to include the boltrope or other device used to run in the mast tunnel.

23.5 Measuring the Sail

23.5.1 Midgirth - Fold head to clew and mark the leech midpoint; measure midgirth from leech mid point to the nearest luff point , boltrope included.

23.5.2 Upper Quarter Girth - Fold head to leech midpoint, and mark the upper quarter point of the leech; measure the upper quarter girth from leech upper quarter point to the nearest luff point, boltrope included.

23.5.3 Lower Quarter Girth - Fold clew to leech midpoint and mark the lower quarter point on the leech; measure the lower quarter girth from leech lower quarter point to the nearest luff point, boltrope included.

23.5.4 Rounded Clews - Where a sailmaker has rounded the cow so as to make it difficult to establish leech midpoint and lower quarter point by normal means the owner of the sail may be directed by the measurer to provide a template, attached to the sail for the measurers convenience, which continues the curve of the leech and that of the foot to their point of intersection on the template.

23.5.5 Conditions of Measurement - The foot measurement and leech measurement shall be measured hand taught, which in cases of doubt means 2 1/2 lbs. of tension. Puckering strings, if any shall be fully eased during measurement. Girth measurements are to be made with the sail laid out flat and the sail, between the two reference points, shall be smoothed out against the

floor to eliminate the wrinkles. Sails shall not be preheated or cooled before measurement.

23.6 Battens - The sail shall be provided with 3 battens spaced evenly along the leech, and one batten in the foot.

Maximum length of the battens shall be as follows: upper 18", center 24, lower 21", and foot 12". Maximum width of battens shall be 1 1/2ö. No part of the outboard end of any leech batten shall lie more than 2 3/4" above its reference point on the leech; or 2 3/4" below; these reference points are the leech upper quarter point, leech midpoint, and leech lower quarter point described in 23.5 above. The foot batten shall be within 6" of the midpoint of the foot.

23.7 Stiffening Material

23.7.1 The Class holds that stiffening material should contribute to the life of the sail, contribute to the set of the sail or reduce the gradual development of stress wrinkles at tack and clew or at batten tips. Stiffening material may be so used, and should not be employed in such a way that unmeasured or unmeasurable sail are is added to the sail.

23.72 An abrupt change or artificial "jump" in the line of the leech near clew or headboard or in the line of the foot near tack or clew will be considered illegal.

23.7.3 Cringles, rings or grommets in tack or clew shall not exceed 1 3/4" outside diameter.

23.8.1 Headboard - The sail may be fitted with a triangular headboard not over 4 1/2" wide measured perpendicular to the luff and not over 5 1/2" in height measured parallel to the luff.

Any or all of its corners may be rounded. The measurement from the after edge of the luff rope to the aftermost point of the headboard shall not exceed 5 1/2".

23.8.2 The headboard shall not be gaff-headed, i.e., its upper edge shall not be at an angle higher than at right angles to the luff. The upper edge is defined as that edge of the headboard which lies aft of the point of attachment of the halyard.

23.9 Boltrope or Tape - The luff may be taped, roped or held in its tunnel by rod-like slides. The luff of the sail shall, however, be attached to the boltrope (or tape) or encase it for its entire length. Devices substituting for boltrope are to be measured when a measurement is to include the boltrope.

23.10 Foot Tension - Adjustment for foot tension shall be made from the clew only.

23.11 Windows - Mylar or other plastic windows are permitted provided that the area of such windows shall not exceed 216 square inches (1.5 sq. ft.). The windows shall not be closer than 4" to any edge of the sail.

23.12 Venturi Tubes, Etc. - Venturi tubes, vents or other openings in the sail are not permitted.

23.13 Sail Material - Sails shall be made of white material with black insignia and numbers of any color; these shall be as indicated on the sail plan. Sail material shall be limited to cotton, nylon, orlon (acrylic fiber), dacron (polyester fiber) with the latter two recommended.

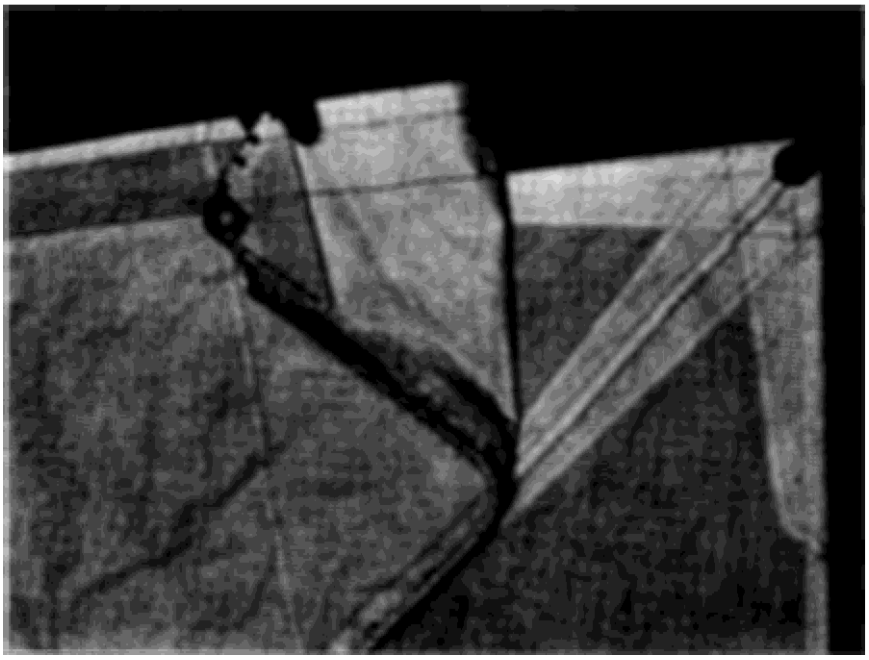
23.14 Date of Purchase - The sailmakers are required to mark indelibly the date of purchase on each sail, preferably at the tack. Any sail not dated shall be in violation of this article and subject to protest.

23.15 Sailmakers Patch - The sailmakers label shall be placed in accordance with the International Sailing Federation (ISAF) Sail Measurement Instructions.

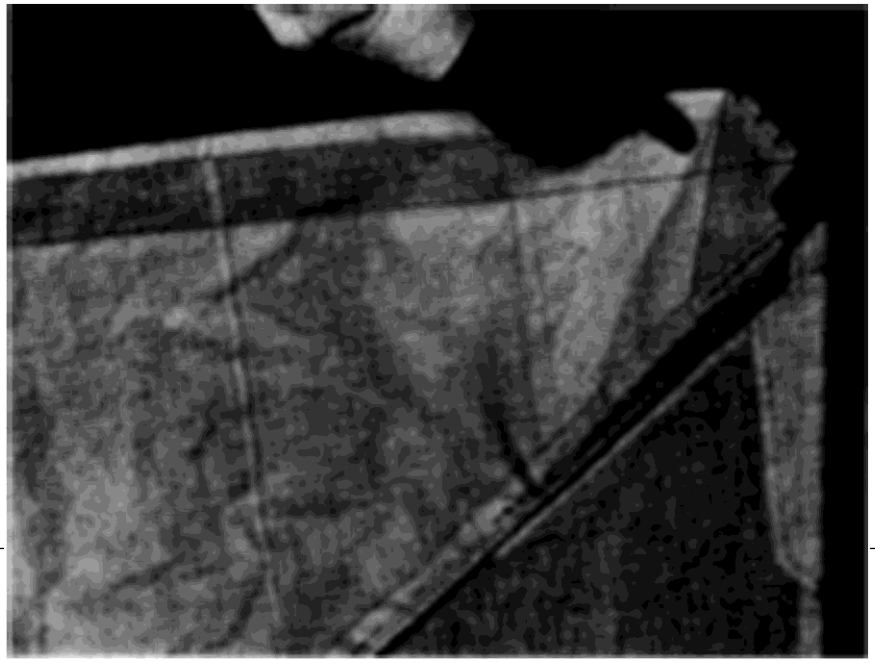
24. The Official Plans shall form a part of these specifications. Alterations of these plans may be made by the Executive Committee, as provided in Article XlIl of these By-Laws.

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 1956, provided they also comply by 1 January 1960 with the limits as set forth in sections 2, 9, 11, 12, and 22, as published herein.

HOW TO FIND LEACH
MIDPOINT (23.5.1)

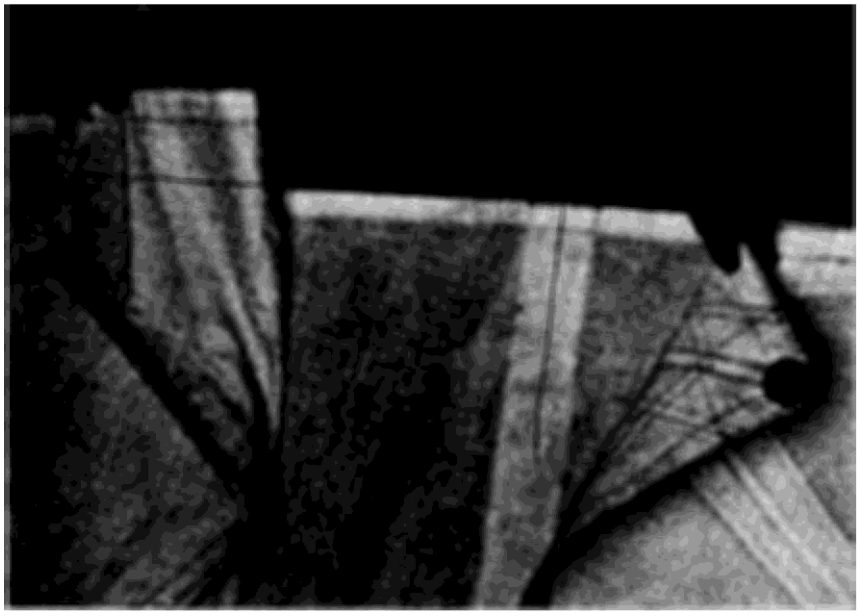


Be/ore M atching Head to Clew

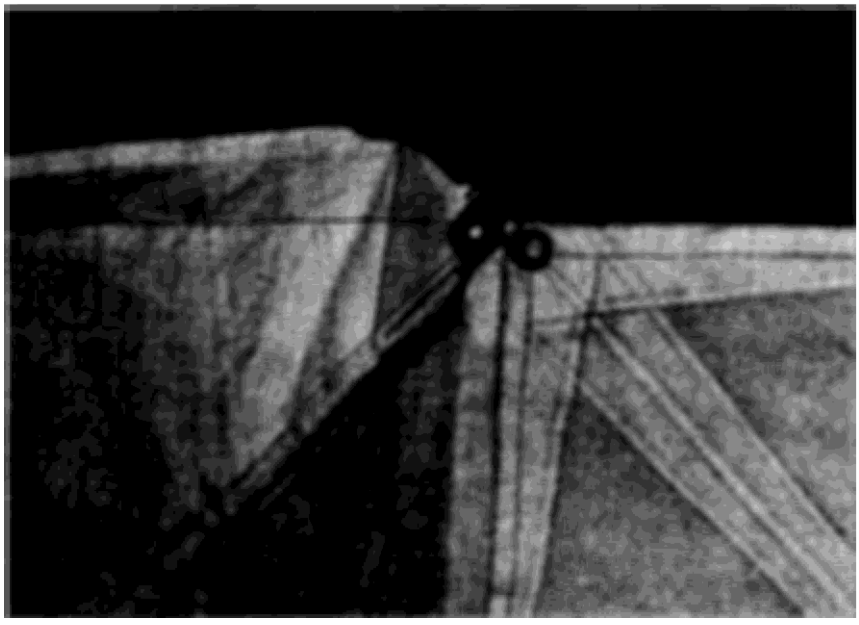


Head and Clew M atched

HOW TO FIND LEACH QUARTER POINTS (23.5.2 and 23.5.3)



Before Matching Head and Clew to the Midpoint of the Leach



Head and Clew Matched to the Midpoint of the Leach

ARTICLE XI-Racing Rules

I. All Penguin Class events will be governed by the rules as defined in The Racing Rules of Sailing as published by the International Sailing Federation (ISAF) with prescriptions of US Sailing except as modified by the Penguin Class constitution and by-laws.

ARTICLE XII

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 in 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.

General Notes

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 Business Secretary of the Association. The fee for plans is

$15.00 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 number tax has not been paid or which was not built from a recorded set of Penguin plans. A number tax of $10 must be paid by a builder to the Association on each 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 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.

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 $100.00 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 $100.00. 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 1/4, 1/2 and 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 centerline 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,

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 I.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 I.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.

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: I-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.

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."

'"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 140 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 he 6" on each leg) .

3. Spruce or a good grade of cedar may be safely used for structu ral 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 %" mahogany chine batten or cover with fiberglass.

6. It is easier to bevel the chines for good drainage before the ply wood 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. Suggestions for Halyard-Wire halyard should he 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 halyard end raises the sail properly ; allow the screw end to protrude about 3/16"—this provides a secure halyard 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.

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

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.

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 11.5 ft. dinghy, which could be built of waterproof 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 count ry. 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 11, 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 Run yon, 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, hut 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.

Marshal 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 sea- board 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 (summer 1963) Class registrations are at the 7400 mark. Commercial boat builders from coast to coast have increased production, and new builders are entering the Penguin field.

The approval of restricted fiberglass fabrication in the fall of 1959 has produced results. A number of fabricators have been approved and more than 300 fiberglass boats are in service.

New fleets are being chartered at the average rate of a dozen a year and now total over 150. Brazilian growth, guided by Sr. R. R. Bekman, has been rapid and firm and appears to be leading towards adoption of the Penguin by key clubs in the sister-countries of Argentina and Uruguay.

Participation by Brazilians in U. S. regattas and by U. S. Juniors in the First International Junior Regatta at Rio in 1962 opens an avenue, particularly for Juniors, to some fine opportunities for competition abroad.

The precepts upon which the Class was founded have been closely

followed. Amendments to Class By-Laws have been few over the years and have aimed at closing off minor loopholes.