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PROVINCIAL  
VICTORIA  
REFERENCE



CONSTITUTION, BY-LAWS  
RULES, REGULATIONS  
AND  
LIST OF MEMBERS  
OF  
ROYAL VICTORIA  
YACHT CLUB

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VICTORIA  
BRITISH COLUMBIA

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# Royal Victoria Yacht Club

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## OFFICERS 1913

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Commodore.....J. Musgrave  
Vice-Commodore.....G. P. Ashe  
Rear-Commodore.....W. S. Chambers  
Secretary-Treasurer.....D'O. Rochfort  
Measurer.....B. B. Temple  
Fleet Surgeon.....Dr. H. R. Nelson

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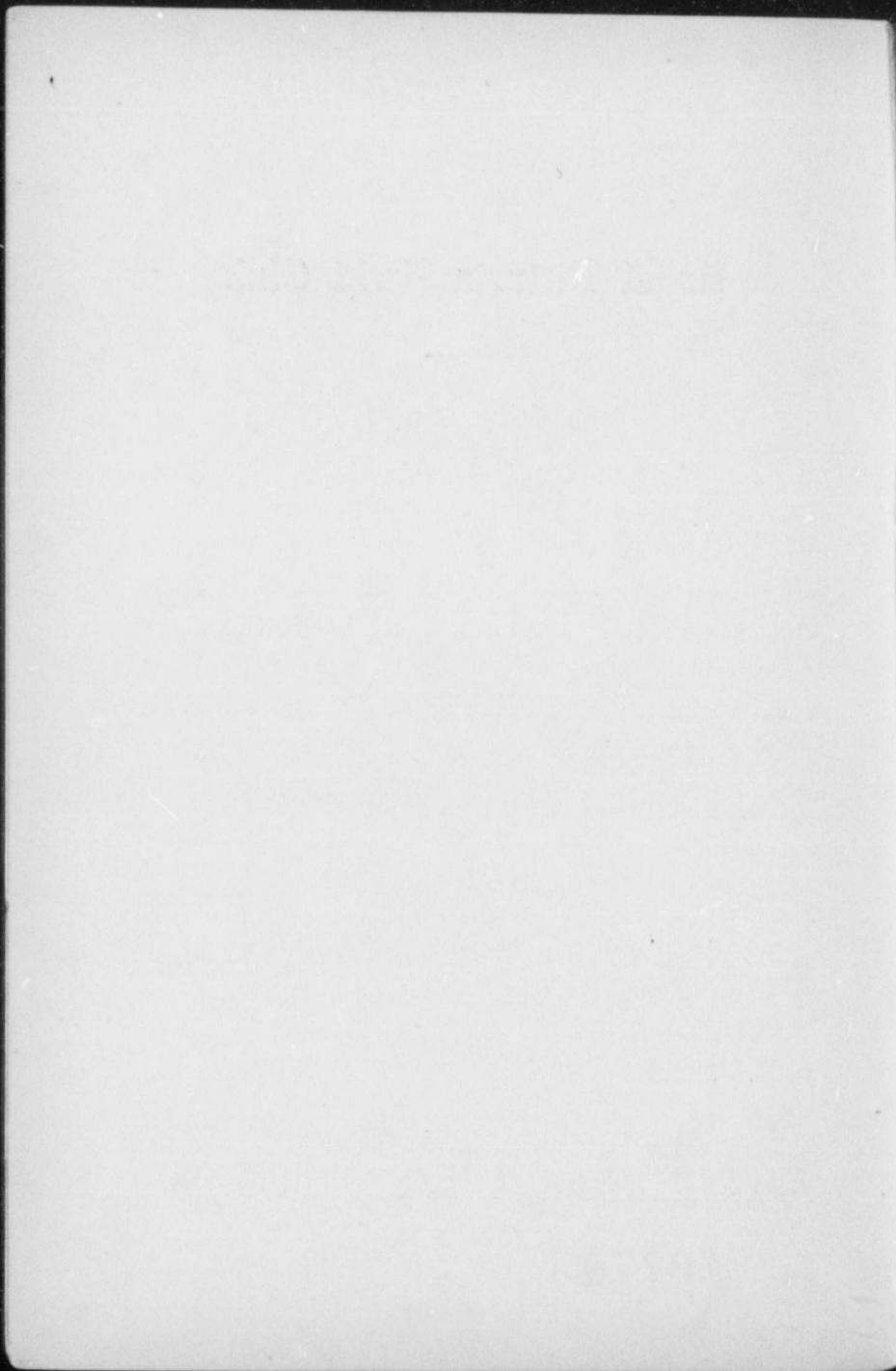
## COMMITTEE

W. E. Adams	H. J. Muskett
J. McL. McIntosh	W. F. Burton
H. O. Mock	G. Temple
H. T. Barnes	F. J. O'Reilly

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Auditor ..... C. T. Cross

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# Royal Victoria Yacht Club

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## CONSTITUTION

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### ARTICLE I.

#### Name and Object.

The name of this Club shall be the "Royal Victoria Yacht Club." The object of this Club being the encouragement of yacht building and sailing in British Columbia waters, the funds of this Club (after paying expenses) may be appropriated to the purchase of prizes, of cups or money, to be sailed for by yachts the property of members, or yachts of other Clubs invited by the Managing Committee to take part in the races under the sailing regulations of the Club.

The Club shall be composed of yacht and boat owners and gentlemen desirous of encouraging amateur yacht and boat sailing, and no person shall be a member of the Club who receives remuneration for services rendered in handling or serving on board any yacht.

### ARTICLE Ia.

#### Property.

The legal title and ownership of all the property, effects and assets of the Club shall be vested in three Trustees, subject thereto in trust for the benefit and enjoyment of the members, so long as they shall be members.

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Debentures may be issued not exceeding 1500, of ten dollars each, bearing interest at not exceeding 7 per cent. per annum. All monies received as entrance fees shall be placed to a special account, and shall be used only to pay for permanent improvements to the Club Building and Premises. Any money not so expended shall, at the end of each financial year, be transferred to a special fund to be used to pay off debentures. The Club's financial year shall close on the 31st day of January in each year.

Every Trustee shall hold office until he dies or resigns, or becomes bankrupt, or insolvent, or ceases to reside in Victoria.

Every vacancy amongst the Trustees shall be forthwith filled by a new Trustee, to be elected at a general meeting of the Club.

The first Trustees shall be W. S. Chambers, David Doig and Francis J. O'Reilly, who were elected at a general meeting assembled at the Pioneer Hall, Monday, June 8th, 1908.

## ARTICLE II.

### Officers and Management Committee.

Section 1.—The Officers of the Club shall consist of a Commodore, Vice-Commodore, Rear-Commodore, Secretary-Treasurer, Measurer, Fleet Surgeon and Fleet Chaplain, who, with eight members, four of whom are to be yacht owners, shall form the Managing Committee of the Club. The Managing Committee shall report to the members on the business of the year at the annual general meeting in March in each year.

### **Election of Officers and Committeemen.**

Section 2.—All Officers and Members of the Managing Committee shall be elected by nomination and ballot at the annual general meeting held in March in each year, and a majority of all votes cast shall be necessary for election.

### **Term of Office.**

Section 3.—The Managing Committee shall serve for one year from the adjournment of the meeting at which they are elected until the adjournment of the meeting at which their successors are elected.

## **ARTICLE III.**

### **Meetings.**

Section 1.—There shall be an annual general meeting of the members in March of each year, of which each and every member of the Club shall be notified in writing by the Secretary at least seven days prior to the date set therefor. At this meeting shall be submitted the report for the year of the Managing Committee, which shall embody the report (if any) of the Sailing Committee, Motor Committee, or any other Special or Sub-Committee, the report of the Secretary-Treasurer, the Financial Statement and Balance Sheet of the affairs of the Club, and the report of the Auditor.

Section 2.—Special general meetings may be called by the Commodore or other Chief Executive Officer of the Club for the time being, by resolution of the Managing Committee, or by requisition addressed to the Secretary, signed by at least twelve members of the Club. The Secretary shall, within seven days, notify all members in writing of any special meeting as authorized above, giving such notice as may be directed by the authority calling

such meeting. The business of any special meeting shall be strictly confined to the purpose for which it is called. The majority necessary to carry a resolution at any special meeting shall be at least two to one. Any resolution so carried is absolute and shall at once become law, and it shall continue in force until repealed by another special general meeting, convened for that purpose.

#### **Quorum at Meetings.**

Section 3.—The quorum for an annual general meeting and for a special general meeting shall be fifteen members. The quorum for Managing Committee meetings shall be five.

#### **Powers of Management Committee.**

Section 4.—The Committee shall have sole management of the affairs of the Club in accordance with the Constitution and By-laws, and shall be empowered to make house rules and elect members. The decision of the Committee in all disputes and matters referred to them shall be final.

### **ARTICLE IV.**

#### **Expulsion of a Member.**

In case of any occurrence injurious to the welfare of the Club any members or member implicated therein may be expelled from the Club by a resolution of a special general meeting called for that purpose. Any member so expelled shall not be eligible for re-election and shall forfeit all right or claim to upon, or in the Club property or funds.

**ARTICLE V.****Vacancies.**

In case of any vacancy in the Managing Committee, the same shall be filled by a member of the Club appointed by the remaining members of the Committee.

**ARTICLE VI.****Amendments to Constitution or By-laws.**

Any motion to amend the Constitution or By-laws of this Club must be posted over the signature of two members in the Club House for at least fourteen days, and to become law must be approved by a two-third vote of the members present at the next annual or special general meeting.

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We hereby certify that the above Articles of the Constitution of the Royal Victoria Yacht Club were duly passed by the members thereof at a special meeting assembled at 1021 Government Street, Victoria, and thereupon became law.

J. MUSGRAVE,  
Commodore.

D'O. ROCHFORD,  
Secretary-Treasurer.

Victoria, B. C., May 16, 1913.

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# Royal Victoria Yacht Club

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## BY-LAWS

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### ARTICLE I.

#### Election of Members.

The election of new members shall vest in the Managing Committee. The name, address, profession or occupation of any candidate for election as a member of the Club, and the name of his proposer and seconder, both of whom shall be members, must be forwarded to the Secretary in writing, who shall post the same in the Club Room for at least seven days. The name of the candidate thus posted shall be inserted in the notice convening the next Committee meeting; at the meeting he may be put up for election by ballot, one black ball in five to exclude. The candidate shall sign an application for membership agreeing to abide by the rules of the Club.

### ARTICLE II.

#### Sailing and Motor Boat Committees.

There shall be appointed by the Managing Committee a committee, consisting of five members, to be called the Sailing Committee three to form a quorum. This Committee shall have power in everything connected with the Club matches, both as to starting and deciding the same; they shall decide all

disputes or protests, their decision shall be final; and in case the Committee from any cause shall not be able to form a quorum, they shall have power to add to their number.

There shall be appointed by the Managing Committee a committee, consisting of five members, to be called a Motor Boat Committee, three to form a quorum. This Committee shall have power in everything connected with Club matches for motor boats. The Officers of the Club shall be ex-officio members to both these Committees.

### ARTICLE III.

#### Vacancies.

The Committee of Management, at a special meeting of that body to be called for that purpose, of which meeting at least three clear days' notice shall be given, are empowered to fill up any vacancies that may occur among the Officers of the Club.

### ARTICLE IV.

#### Absence from Meetings.

Should any member of the Committee of Management be absent from all meetings held in any two consecutive months without a satisfactory excuse to the members, he shall cease to hold office, and his place shall be filled according to Article V. of the Constitution.

### ARTICLE V.

#### Duties of the Commodore.

It shall be the duty of the Commodore to take command of the fleet or squadron, preside at all meetings, call a special general meeting of the Club whenever he shall deem it necessary, and act as ex-officio member of all committees.

**ARTICLE VI.****Duties of the Vice-Commodore.**

It shall be the duty of the Vice-Commodore to assist the Commodore in the discharge of his duties, and in the absence of the Commodore to officiate in his stead.

**ARTICLE VII.****Duties of the Rear-Commodore.**

It shall be the duty of the Rear-Commodore to assist the Commodore and Vice-Commodore in the discharge of their duties and officiate in their absence.

**ARTICLE VIII.****Duties of the Secretary-Treasurer.**

It shall be the duty of the Secretary-Treasurer to keep a true record of the proceedings of all meetings of the Club in the minute-book; to keep a correct roll of all members; to keep a correct list of the names, dimensions, rig and owners of each yacht enrolled in the Club; to notify each member of his election; to have books of By-laws and Sailing Regulations printed by direction of the Club; to receive all monies due to the Club; pay all bills contracted, subject to the approval of the Management Committee, and keep proper vouchers and accounts of the same; generally to attend to all duties in connection with his office laid down in these By-laws. In case of inability to attend meetings, he shall cause the necessary books and papers to be conveyed to the place of meeting. He shall receive such remuneration as may from time to time be decided upon by the Management Committee.

**ARTICLE IX.****Duty of Measurer.**

It shall be the duty of the Measurer to make a correct list of the name, rig, measurement and ownership of each yacht enrolled in the Club, and deliver the same to the Secretary, and in consideration of his services he shall be exempted from the payment of all Club dues.

**ARTICLE X.****Duty of Fleet Surgeon.**

It shall be the duty of the Fleet Surgeon to be present at all regattas and cruises of the Club; to have full charge of the sanitary condition of the Fleet and Club House, and to perform such duties as the Commodore may require.

**ARTICLE XI.****Auditor.**

The Auditor shall be appointed by the Committee, and shall examine and audit the Club accounts and report thereon to the Committee of Management annually, or at such time as may be deemed necessary by the Committee.

**ARTICLE XII.****The Ballot.**

No one who has been twice black-balled shall again be eligible for membership, until after the next annual general meeting.

**ARTICLE XIII.****Honcrary Members.**

The Committee of Management shall have power to elect for the current year as honorary members such officers or representative members of other Clubs of special distinction as may seem to them desirable.

**ARTICLE XIV.**

Honorary members shall be entitled to all privileges, except voting and being eligible for office. They shall not, however, have any property rights in the assets of the Club.

**ARTICLE XV.**

The Lieutenant-Governor of B. C., the Premier of B. C., the Commander of His Majesty's ships while on this station, the Commanders of His Majesty's R. N. R. ships while on this station, the Minister of Marine (Ottawa), the Commanding Officers of the Dominion Government ships while on this station, the Deputy Minister of Marine, the Mayor of Victoria, the Reeve of Oak Bay, shall be honorary members of this Club.

**ARTICLE XVI.**

Any person may become an honorary member who shall have been approved by the Committee of Management.

**ARTICLE XVII.****Honcrary Life Members.**

An honorary life member shall be one to whom the freedom of the Club has been presented for im-

portant services rendered the Club or its representatives. He shall be exempt from the payment of any fees or assessments, and shall be entitled for life to all the privileges of the Club.

#### **ARTICLE XVIII.**

##### **Election of Honorary Life Members.**

Honorary life members may only be elected at a general meeting of the Club by a unanimous vote of the members present.

#### **ARTICLE XIX.**

##### **Election of Members.**

On the election of each new member the Secretary-Treasurer shall notify him of such election, and furnish him with a printed copy of the rules and regulations and request him to remit the amount of his entrance fee and subscription, and until the same be paid he shall not be entitled to the privileges of the Club, and if the same shall remain unpaid for one month after such notification, his election shall be null and void, unless such default shall be explained to the satisfaction of the Committee of Management.

#### **ARTICLE XX.**

##### **Withdrawal.**

Any member wishing to withdraw from the Club shall give notice in writing to that effect to the Secretary not later than the 31st day of March in each year, and shall be allowed to withdraw on payment of all arrears for subscriptions, assessments, rents and unpaid accounts.

**ARTICLE XXI.****Infringement of Rules.**

Any member wilfully infringing any rule or regulation of the Club, or being guilty of ungentlemanly conduct, shall be liable to suspension or expulsion by the vote of two-thirds of the members present at any meeting specially held for that purpose, seven days' notice having previously been given to each member.

**ARTICLE XXII.****Forfeiture of Membership.**

Any member who shall resign, withdraw or be expelled, shall forfeit all right or claim in or to the Club property or funds, and any member who shall be expelled shall forever thereafter be ineligible to be re-admitted a member, and no person who has been expelled or struck off as a defaulter, and not restored shall be admitted to the Club or any of its entertainments.

**ARTICLE XXIII.****Privileged Members.**

All members of Royal Yacht Clubs outside the Province of British Columbia, and of recognized Yacht Clubs of Foreign Nations at peace with Great Britain, shall be admissable as privileged members during a period not exceeding one month, on being introduced by a member, and any such member so introduced, being an owner of a yacht, shall be entitled to take part with his yacht in any race of the Club, excepting those for the Club Cups, provided that the Club to which such member belongs extends the same privilege to the yacht-owning members of this Club.

**ARTICLE XXIV.**

Any ordinary member may have the privilege of introducing a friend resident at a distance of 20 miles or more from Victoria, for a period not exceeding two weeks, provided the name of such person be submitted to and approved of by the Secretary and one member of the Committee of Management, and his name be entered on the Visitors' Book. The person so admitted shall thereafter be a privileged member of the Club for two weeks, but no person shall be so admitted more than **once** in the year on the introduction of the same member, **and not more than three times in the same year under any circumstances.**

**ARTICLE XXV.**

No privileged or visiting member shall, at any time introduce a friend to the Club, or attend the meetings, or give his vote on any matter connected with the Club, or in any way interfere with the management of the same: he shall otherwise be entitled to all the privileges of an ordinary member, so far as regards the use of the Club premises and property during the period for which he is introduced. The member introducing a friend as a privileged member shall be answerable for any debt he may incur to the Steward during said period, and for any damage done by him to any of the Club property.

**ARTICLE XXVI.**

Visitors may be admitted to the Club House and premises when accompanied by a member, on the member entering the visitor's name in a book provided for that purpose. The member so admitting visitors shall be responsible for their conduct. No visitor may incur any indebtedness to the Club.

**ARTICLE XXVII.**

The entrance fee shall be \$15.00. The annual subscription for resident members (which shall be held to include persons residing in the City of Victoria, and within 20 miles thereof), \$12.00. For non-resident members (which shall be held to include persons residing 20 miles or more, from the City of Victoria, but in the Province of British Columbia) the entrance fee shall be \$15.00 and the annual subscription \$5.00. For non-resident members residing outside of the Province and not keeping a boat at the Club's anchorage at Cadboro Bay, the entrance fee shall be \$15.00 and the annual subscription \$2.50. All entrance fees and annual subscriptions shall be payable on the first day of April in each year to the Secretary-Treasurer. Any member, on giving notice to the Secretary in writing that he intends to be absent from the Province, may retain his membership to the Club during his absence by paying an annual subscription of \$2.50; immediately upon his return to reside permanently in the Province he shall pay the balance of the usual member's subscription for that year.

**ARTICLE XXVIII.****Arrears.**

Should any member's subscription remain unpaid for two months, that fact shall be notified in writing to such member by the Secretary, and should the amount due remain unpaid for one month after the date of such notice, the Committee may strike his name off the books, when his membership shall cease, unless in consequence of his being abroad, or for any other sufficient reason the Committee may, if they think proper, extend the time allowed for payment or remit the whole or any portion of the

sum due. The Committee may post the names of defaulters in the Club Room at their discretion. All members three months in arrears shall be considered in default and shall be debarred from privileges of the Club and from sailing any Club yachts or take part in any Club race.

### ARTICLE XXIX.

#### Motions.

All motions and resolutions must, upon request of the Chairman, be reduced to writing and signed by the mover and seconder. After a motion has been duly passed upon and lost, the same matter, although in a different form, shall not be allowed to come up again at the same meeting.

### ARTICLE XXX.

#### Order of Business.

##### General Meetings.

The order of business at general meetings shall be:

1. Reading minutes of last meeting.
2. Correspondence.
3. Reports of Officers.
4. Reports of Committees.
5. Amendments.
6. Miscellaneous business.
7. Election of Officers.

##### Committee Meetings.

The order of business at the meetings of the Committee of Management shall be:

1. Reading minutes of last meeting.
2. Correspondence.
3. Reports of Officers.

4. Reports of Standing Committees.
5. Proposals for membership.
6. Election of candidates.
7. Reports of Special Committees.
8. Unfinished business.
9. New business.

## ARTICLE XXXI.

### Club Flags

#### Ensign.

The Blue Ensign of His Majesty's Fleet, as and when authorized by the Admiralty Warrant.

#### Club Burgee.

The Club Burgee shall be a White Triangular Flag, blue diamond centre, red border, with a King's crown on the diamond centre.

#### Commodore's Flag.

The Commodore's Flag shall be a White Burgee with swallow tails, bearing cross of navy blue, with a King's crown in centre.

#### Vice-Commodore's Flag.

The Vice-Commodore's Flag to be of same shape and dimension, navy blue with white cross, with King's crown in centre.

#### Rear-Commodore.

The Rear-Commodore's Flag to be the same, red with white cross, with King's crown in centre.

We hereby certify that the above By-laws of the Royal Victoria Yacht Club were duly passed by the members thereof in special meeting assembled on the 16th day of May, 1913, at Victoria, B. C., and thereupon became law.

J. MUSGRAVE,  
Commodore.

D'O. ROCHFORT,  
Secretary-Treasurer.

N.L.—13093.

ADMIRALTY, S.W.,

25th July, 1913.

Sir,

My Lords Commissioners of the Admiralty have had under their consideration a recent case where a complaint was made through diplomatic channels of discourteous treatment of the British Consul at an Italian Port by the Captain of a Yacht authorized to wear the Blue Ensign of His Majesty's Fleet.

2. In view of the importance of avoiding all occasion for international friction, I am commanded by their Lordships to request that the Committee of the Royal Yacht Club of British Columbia will draw the attention of their members to the following points:

(a). It is the undoubted right of the authorities at Foreign Ports to verify the authority by which Yachts fly any particular Ensign, and therefore it is incumbent on the Owners and Masters of Yachts to comply with official requests for verification, whether coming from the Port Authorities or the British Consul, with celerity and courtesy.

(b). The ensign should not be worn on the Yacht when the owner to whom the Individual Yacht Warrant has been issued has parted with the control of the Yacht, whether by loan, on hire, or otherwise, to any person who is not a Member of the Club to which the Yacht belongs. Further, if the control of such a Yacht has been handed over to a person who, though a member of the same Club, is not a natural born or naturalized British subject, the Ensign must on no account be worn.

(c). During a period of hostilities or strained relations between any States, owners of Yachts should be especially careful to avoid all action which might be open to the suspicion of espionage or of departure from strict neutrality. In such circumstances great circumspection should be observed in the use of Yachts in the waters affected, and in the attitude of Owners and Captains, etc., to all Officers and Officials of Foreign States.

3. It will be obvious to the Committee of the Club that if international difficulties arise from the manner in which ensigns of H.M. Fleet and the defaced Red Ensign are employed by Private Yachts, the whole question of the permission given will necessitate reconsideration.

I am,

Sir,

Your obedient Servant,

W. GRAHAM GREEVE.

The Secretary,  
The Royal Yacht Club  
of British Columbia.

## FLAGS AND SIGNAL RULES

### Conditions of Wearing Ensign.

1. Yacht owners desirous to wear the Club Ensign must be provided with Admiralty Warrants. These will be obtained by the Secretary on production of certificate of registration by the owner.

### Duration of Admiralty Warrants.

2. Admiralty Warrants are in force only during the time the yacht remains the property of the member in whose name the warrant is issued, or whilst he remains a member of the Club, and any member parting with or letting his yacht, or resigning membership, must return the obsolete Admiralty Warrant to the Secretary at once. Yacht owners are earnestly requested to observe the Admiralty regulations on this subject.

### Restriction as to Use of Club Flags.

3. When a yacht is let or lent, she is not entitled to hoist the Blue Ensign or Club Burgee unless the person to whom she is let or lent shall be a member of the R. V. Y. C. (See regulations as to Admiralty Warrants, Clause 105, Merchant Shipping Act.)

### Notes re Ensigns and Burgee from "Royal Clubs."

### Penalty for Wearing Flags without Warrant.

4. **Ensign.**—If an Ensign other than the Red be flown by any vessel without a warrant from the Admiralty, a penalty of £500 Stg. may be inflicted.

and any Custom House or Consular Officer or other Officer in H.M. Service on full pay may board the vessel and seize the flag. Although the Red Ensign has been assigned to the mercantile marine, no device can be put in it other than the Jack without the permission of the Admiralty. The jurisdiction of the Admiralty only extends to flags flown afloat, and any Ensign can be hoisted on flagstaff or shore. When a warrant is granted to a Club to fly the White, Blue or Red Ensign with a device, this warrant does not of itself entitle a member of the Club to fly either Ensign on board his yacht; before he can legally do so, he must also obtain a warrant from the Admiralty through the Hon. Secretary. As many warrants must be obtained as he belongs to Clubs if he desires to fly the flag of each Club. When the yacht is disposed of, the warrants must be returned through the Hon. Secretary to the Admiralty, and if the owner obtains a new yacht, he must get fresh warrants.

#### **Visiting Yachts to Hoist Foreign Club's Burgee.**

5. **Etiquette of Burgee.**—It is considered etiquette if a yacht is on a station where there is a Club established and her owner is a member of the Club, that the flag of that particular Club should be hoisted as the yacht arrives on the station, although the owner may be the Commodore, or Vice or Rear-Commodore of another Club. If his yacht is a schooner, he can fly his pennant at the main and the Club Burgee at the fore.

#### **Seniority of Officers and Clubs.**

6. If several yachts are lying at an anchorage where there is no Club, the yachts will fly the Burgee of the senior officer present, but if there be two officers of equal rank present, then the flag of the one whose Club is senior by virtue of the date of

its Admiralty Warrant will be flown. The senior officer means the one of highest rank, and where the rank is equal, the seniority depends upon the date of the Admiralty Warrant of the Club which conferred the rank, and not upon the length of service of the officer; but a Vice-Commodore of a senior Club does not take precedence of a Commodore of a junior Club. By the same rule, when several yachts are present belonging to Clubs that have no Admiralty Warrants, the date of the establishment of the several Clubs would decide the seniority of officers of equal rank, but Clubs with Admiralty Warrants always rank above those without.

#### **Club Signals.**

7. The International Code of Signals has been adopted by the Club, as well as their private code.

#### **Time of Hoisting Colors.**

8. Colors should be hoisted at 8 a.m. from March 1st to October 31st, inclusive, and at 9 a.m. from November 1st to February 28th, inclusive.

#### **Exceptions.**

9. Absence Flags and Meal Pennants shall not be considered colors.

#### **Club Flags—Where Carried.**

##### **Burgees, or Mast-head Flags Not Dipped.**

10. Mast-head Flags, except when a Royal Yacht is passing, are never to be dipped under any circumstances whatever.

##### **Foreign Ensigns—Where Carried.**

11. On special occasions, such as dressing ship in a foreign port, the national ensign of that country

should always be hoisted at the fore; single-mast vessels may hoist to the fore-stay.

#### **Flags at Half-Mast.**

12. In the event of colors being carried at half-mast the Ensign only, and not the Burgee, will be lowered, except in the event of the death of a yacht owner, when both Ensign and Burgee will be half-masted until sundown of that day, when they will be lowered for good.

#### **Saluting at Half-Mast.**

13. Saluting with the Ensign at half-mast should be done by mast-heading at first; this rule applies to yachts both at anchor and under way.

#### **General Signal.**

14. Should one of the flag officers make any general signal, owners of yachts should pay immediate attention, hoist their answering pennants the moment the signal is understood, and keep them flying until the signal is lowered. The same rules apply to any signal made to the Club House.

#### **Absence Flags and Meal Pennants.**

15. Yachts, when the owner is not on board, may fly at the main starboard spreader, during daylight, a blue flag, rectangular in shape; a white flag of similar shape may be hoisted at the main starboard spreader during the meal hours of the owner, and a red pennant at the main port spreader during the meal hours of the crew. These flags should never be carried when under way.

#### **Winning Flag.**

16. The racing flag, which is hoisted immediately after a race to denote that a yacht has won a prize, is hoisted immediately below on the same halyard

as the Burgee. When the yacht has sailed her last match, she hoists as many flags as she has won races during the season. If a yacht has won more races than she has prize flags, it is usual to make up the deficiency with code signal flags or Burgees.

#### **Boat Flags.**

17. In addition to the Club Ensign, Flag Officers, when in their boats, may fly on a jack staff their official flag, and owners their private signal, or the Club Burgee.

#### **Rules for Flag Measurements.**

18. A general rule for the measurement of flags is as follows: Owner's private signals or racing flags to be half-an-inch in length, Burgees and code signal flags three-quarters of an inch, and Ensigns one inch in length for every foot in height of mast, from deck to truck. The hoist of flags in each case to be two-thirds of the length.

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## **SALUTES**

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1. All salutes should be returned in kind.
2. The following rules do not apply to yachts leaving for or returning from a day's sail.

#### **Ordinary Salutes.**

3. Yachts passing one another may exchange salutes by dipping the Ensign once, or by firing a gun followed by dipping the Ensign; steam whistles should not be used in making salutes.

### Saluting War Ships and Flag Officers.

4. When passing Royal Yachts, Men-of-war, and yachts of Flag Officers, Ensigns (only) should be dipped once, juniors and small yachts saluting first (see Rule 5, Flag Rules). The Blue Ensign should dip to the White, and the Red to the Blue and White. A Royal Yacht never answers a salute by dipping the Ensign.

### Mast-head Ensigns and Flags.

5. Mast-head flags to be dipped only, as a Royal Yacht passes respective yachts.

### Yacht Entering Port.

6. The salute from yachts on entering port should be made by dipping the Ensign once, or by firing a gun on letting go anchor.

### Salute to Foreign Club.

7. An official salute by a foreign club should be made by firing a gun, with the Club Flag or National Ensign of the foreign club at the fore on schooners and steamers, and at the main on single-masted vessels; or in the absence of such flag by half-masting the Ensign and firing a gun. When the salute has been returned or reasonable time for its return allowed, the flag should be hauled down and the Club Flag hoisted again.

### Meaning of the Term "Foreign."

8. The term "foreign" should be understood as applying to all Clubs not situate in Cadboro Bay harbor.

### Salute of Yachts Entering Port.

9. The salute of yachts entering port, entitled to a salute, should be made from the Club House by

hoisting the Club Flag or National Ensign of the Club to which the visiting yacht belongs at the signal gaff and firing a gun when they let go anchor or by dipping the Ensign once. The yacht entering port should be the first to salute.

#### **Salutes after Sunset.**

10. The salute from or to yachts arriving after sunset or on Sunday should be made immediately after hoisting colors on the following morning.

#### **Salutes with Squadron.**

11. When under way with the squadron, firing guns should be avoided, except when joining or parting company.

#### **Squadrons Passing.**

12. When squadrons of different Clubs meet on a cruise, salutes should be exchanged only by the commanding officers.

#### **Salutes from Single Vessels.**

13. Salutes from single vessels when cruising should only be answered by the flag ship.

#### **Salutes from Battery.**

14. When salutes are fired from a R. V. Y. C. battery, Ensigns should be dipped and kept lowered during the firing of the salute.

#### **Judge's Boat.**

15. A yacht acting as judge's boat should not be saluted during a race.

#### **Personal Salute to Flag Officer.**

16. When a Flag Officer makes an official visit, a gun should be fired, with his flag on the fore on schooners and steamers, and at the main on single-masted vessels while he remains on board.

**Number of Guns Entitled To.**

17. The salute of the Flag Officer should be as follows: Commodore, 11 guns; Vice-Commodore, 9 guns; Rear-Commodore, 7 guns. The Flag Officer saluted shall return the salute with the number of guns he is entitled to.

**Time Between Guns.**

18. The time between guns in saluting shall be ten seconds.

**Boat's Etiquette.**

19. If a person in charge of a yacht's boat desires to salute a passing boat, he directs the crew to lie on their oars as the boat passes and to raise their hats or caps.

**Starboard Gangway.**

20. The starboard gangway of a yacht shall be used exclusively for the owner and his guests, the owner being the first to step on board and the last to leave. In order of precedence, juniors enter a boat first and leave last.

**Saluting Flag Officers on First Hoisting Flag.**

21. It is usual to salute a Club Flag Officer on his first hoisting his flag on a club station at the beginning of a season, and when he hauls it down at the close of a season; by eleven guns for a Commodore, nine guns for a Vice-Commodore, and seven guns for a Rear-Commodore, respectively. It is etiquette for a Flag Officer of a Club to return a club salute, or a salute by a squadron, with one salute of the number of guns he is entitled to. He returns a Vice or Rear-Commodore's salute with the guns each is entitled to, unless he receives a salute from both; then he returns with the number of

guns he himself is entitled to; strictly, however, the Rear should not salute the Commodore in the presence of the Vice, unless he obtains permission from the Vice to do so. A Royal personage does not return a salute. The practice used to be for a yacht to "salute the flag" on arriving at a station; this practice is still in vogue in America, a junior always saluting first.

#### Regulation Naval Salutes.

Royal, 21 guns.	Vice-Admiral, 13 guns.
Fleet Admiral, 17 guns.	Rear-Admiral, 11 guns.
Admiral, 15 guns.	Commodore, 9 guns.

A captain's or other officer's salute is returned with seven guns.

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### YACHT ETIQUETTE

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In view of the large increase in Club membership, the following short code of rules have been issued by the Club, and it is requested that these be followed, as far as possible, by every member of the Club. Many ceremonials observed by sea-going yachts have been omitted as unnecessary, and the few here given will go far to maintain the dignity of the Club, especially when cruising.

## FLAG RULES

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Every yacht should carry a private flag of such design as to be easily distinguished when flown, so that each yacht may be identified when cruising.

Colors should be hoisted at 8.00 a.m., and hauled down at sunset, taking time from the senior officer present. At the Club Anchorage, in Cadboro Bay, time will be taken from R. V. Y. C. Club House, and in other ports from the senior officer's yacht (should any such be lying there), whether such officer is on board at the time or not. (Absent flags and meal pennants should not be considered colors.

About five minutes before hoisting colors the flag halyards should be manned in readiness for the Flag Officer's signal, and colors should be hoisted immediately after signal is given. About ten minutes before the sunset gun, have all lights ready, and boats either hoisted or dropped astern. Immediately the sunset gun is fired, haul down the colors and send aloft such night lights as are customary to the class of yachts concerned.

No gun should be fired for colors, except by the yacht giving the time, nor from colors at sunset until colors the next morning, nor on Sunday.

Yachts, when the owner is not aboard, may fly at the main starboard spreader, during daylight, a blue flag, rectangular in shape, and a white flag of similar shape during the meal hours of the owner. These flags, called absent flag and meal flag, respectively, should never be carried when under way.

Yachts visiting home waters of another Club should take their time for colors and sunset from the yacht of the senior officer of such Club present.

The salutes from yachts on entering port should be made by dipping the Ensign once, or by firing a gun on letting go anchor.

When a yacht enters port in the morning before colors are made, or in the evening after sunset, the Ensign, Club Burgee and private signal should be displayed and kept flying until the yacht comes to anchor, when they should be hauled down (provided there is sufficient light for their colors to be recognized).

Single-masted vessels should not fly the private signal on the same halyard as the Club Burgee, but on leach of mainsail, immediately under Club Ensign.

Yacht Ensigns are generally displayed as follows by the various styles of yachts:

Cat-rigged yachts, at main peak.

Yawl-rigged yachts, at mizzen peak, or at jigger mast-head.

Sloop-rigged yachts, at main peak.

Cutter-rigged yachts, at main peak.

Schooner-rigged yachts, at main peak.

Steam yachts, at taffrail flag-staff.

Launches, at stern flag-staff.

Gig, at stern flag-staff.

Every yacht when at anchor displays the Ensign at the taffrail flag-staff.

The Club Burgee represents the Club of which the yacht's owner is a member. It is usually triangular in shape; the hoist being two-thirds of the

fly. Club Burgees are displayed as follows by the various styles of yachts:

- Cat-rigged yachts, at mast-head.
- Yawl-rigged yachts, at main mast-head.
- Sloop-rigged yachts, at mast-head.
- Cutter-rigged yachts, at mast-head.
- Schooner-rigged yachts, at fore mast-head.
- Steam yachts, at fore mast-head.
- Launches without masts, at bowstaff.
- Launches with masts, at mast-head.
- Gig, at bowstaff.

Private signals designate who is owner of the yacht. It may be swallowtail, rectangular or triangular in shape, but is usually swallowtail; the hoist being two-thirds of the fly, and the width of the swallowtail is two-thirds of the fly. Each owner's private signal should be of a different design, and it is advisable that it should be registered with the Hon. Secretary of the Club, so as to avoid complications that might arise in its use by more than one yacht owner. Private signals are displayed as follows by the various styles yachts:

- Cat-rigged yachts, at mast-head or on forestay.
- Yawl-rigged yachts, at mizzen mast-head or mizzen peak.
- Sloop-rigged yachts, at mast-head when cruising in squadron.
- Cutter-rigged yachts, at mast-head when cruising in squadron.
- Schooner-rigged yachts, at main mast-head.
- Steam yachts, at main mast-head.
- Steam yachts, at main mast-head.
- Launches, at bowstaff under Club Burgee if carried on bowstaff.
- Gig, at bowstaff.

## LIGHTS

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Between sunset and colors, when in harbor, the Commodore shows two white lights in globular lanterns, suspended perpendicularly at the after gaff end or on the flag-pole at the stern. The Vice-Commodore shows two blue lights, and the Rear-Commodore two red lights.

Between sunset and sunrise the following lights shall be carried by a steamship when under way:

At the foremast head a bright white light, visible on a clear night at a distance of five miles, showing the light ten points on either side of the ship from right ahead to two points abaft the beam.

On the starboard side a green light showing from right ahead to two points abate the beam, visible at a distance of two miles.

On the port side a red light similar in all respects, except color, to the green light.

To prevent these green and red lights from being seen across the bow they must be fitted with in-board screens projecting at least three feet forward from the light.

Steamships towing other vessels shall carry two white mast-head lights in addition to their side lights.

Sailing vessels when under way or being towed shall carry only the green and red lights as provided for steamships under way.

Small vessels that cannot carry fixed side lights in bad weather must have them on deck on their respective sides ready for instant exhibition on the approach of another vessel.

All vessels at anchor shall show where it can best be seen, at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, visible all round the horizon at a distance of at least a mile.

Open boats are not required to carry fixed side-lights, but must, in default of such, be provided with a lantern, having a green slide on one side and a red slide on the other, which must be properly shown in time to prevent collision, taking care that the green light shall not be seen on the port side nor the red light on the starboard side.

Fishing and open boats, when at anchor or riding to their nets and stationary, shall exhibit a bright white light, and may in addition, use a flare-up light if deemed expedient.

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### FOG SIGNALS

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In fog, mist, or falling snow, whether by day or night, a steamship under way shall blow a prolonged blast of her steam whistle every **two minutes**, or oftener. A sailing vessel under way shall blow her foghorn (which must be sounded by a bellows or other mechanical device and not by mouth power) at intervals or not less than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

Vessels not under way shall ring the bell at intervals of not less than two minutes.

## STEERING AND SAILING RULES FOR SAILING VESSELS

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A ship running free shall keep out of the way of a ship close-hauled.

A ship close-hauled on the port tack shall keep out of the way of a ship close-hauled on the starboard tack.

When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

When both are running free with the wind on the same side, the ship which is to windward shall keep out of the way of the ship to leeward.

A ship which has the wind aft shall keep out of the way of the other ship.

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## FOR STEAM VESSELS

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If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to **starboard** so that each may pass on the port side of the other.

If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Steamships must, in cases where there is risk of collision, keep out of the way of sailing vessels.

A vessel, whether sail or steam, when overtaking another, must keep out of the way of the overtaken ship.

Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

A steam or power vessel approaching another vessel should indicate the course intended to be followed in the following manner:

**One Short Blast**—"I am directing my course to starboard."

**Two Short Blasts**—"I am directing my course to port."

**Three Short Blasts**—"Out of control," or "my engines are going full speed astern."

The following rhymes should be committed to memory:

When both side-lights you see ahead,  
Port your helm and show your red.  
**Green to green or red to red,**  
Perfect safety—go ahead.

If on the port tack you steer,  
It is your duty to keep clear  
Of every close-hauled ship ahead,  
No matter whether green or red.

But when upon your port is seen  
a stranger's starboard light of green,  
There's not so much for you to do,  
For green to port keeps clear of you.

## BUOYS AND BEACONS

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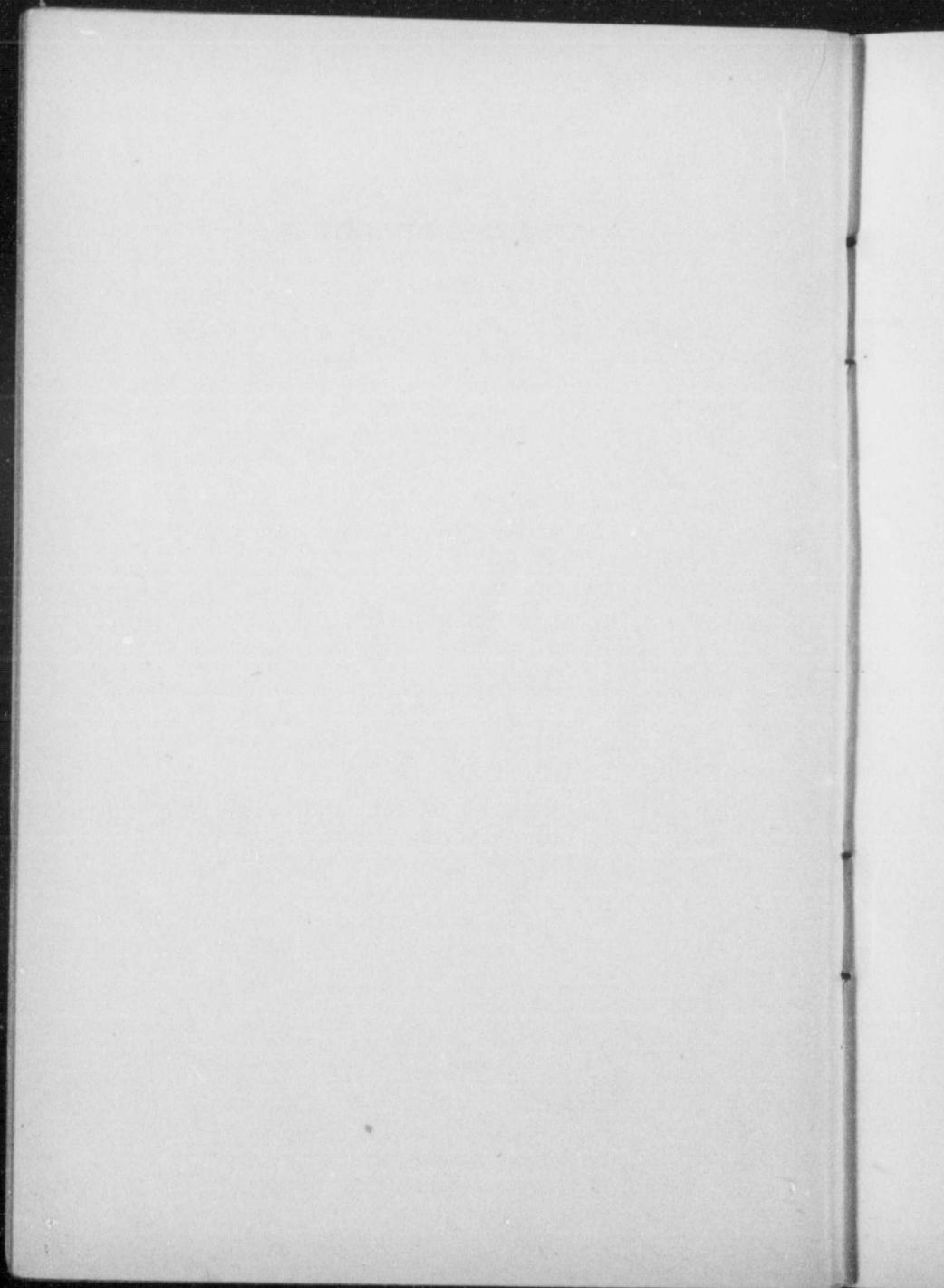
In approaching channels from seaward, red buoys marked with even numbers will be found on the starboard side of the channel and must be left on the starboard hand in passing in. Black buoys with odd numbers will be found on the port side of the channel and must be left on the port hand in passing in.

Buoys with red and black horizontal stripes will be found on obstructions with channel ways on either side of them, and may be left on either hand.

Buoys painted with black and white perpendicular stripes will be found in mid-channel, and must be passed close aboard to avoid danger.

All other marks to buoys will be in addition to the foregoing and may be employed to mark particular spots, a description of which will be found in the printed Government lists.

Perches, with balls, cages, etc., will, when placed on buoys, be at turning points, the color and number indicating on what side they shall be passed.



## LIST OF MEMBERS

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- |                       |                     |
|-----------------------|---------------------|
| Arbuthnot, J.         | Baker, E. C. P.     |
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