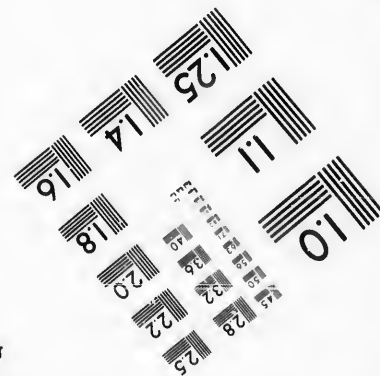
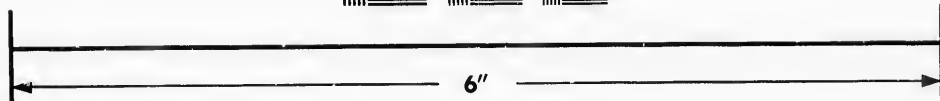
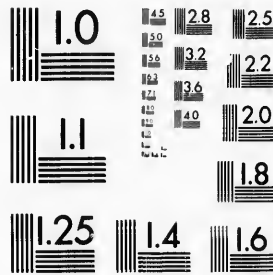


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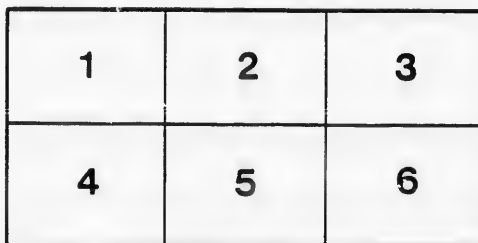
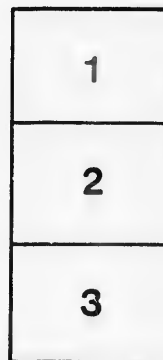
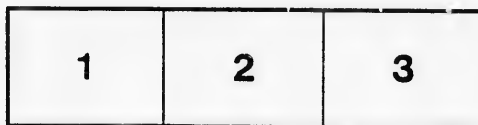
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15641.  
J.H. Kimball.

# CONSTITUTION

AND

## BY-LAWS

OF THE

# ST. JOHN YACHT CLUB,

WITH

SAILING REGULATIONS, SIGNAL CODE

AND

OFFICERS FOR 1896.

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ST. JOHN, N. B.:  
BARNES & Co., PRINTERS, 84 PRINCE WM. STREET  
1896.

# OFFICERS FOR 1896.

---

## Commodore.

HENRY GILBERT, JR.

## Vice-Commodore.

EDGAR H. FAIRWEATHER.

## Rear-Commodore.

HOWARD HOLDER.

## Secretary.

FRANK WHELPY.

## Treasurer.

FRED. S. HEANS.

## Management Committee.

FLAG OFFICERS and  
H. C. LEMON, F. BUSTIN, P. SINCLAIR.  
F. HEANS, C. McCLUSKEY.

## Sailing Committee.

E. H. TURNBULL, JUDGE RITCHIE,  
F. BUSTIN, C. McCLUSKEY.

## Measurers.

GEO. E. HOLDER, T. H. MYLES.

## Trustees.

H. GILBERT, E. H. FAIRWEATHER, JUDGE RITCHIE.

## Audit Committee.

PETER SINCLAIR, GEORGE HEANS, JOHN SWEENEY.

# CONSTITUTION.

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## ARTICLE I.

### *Name.*

This Association shall be known as the "ST. JOHN YACHT CLUB."

## ARTICLE II.

### *Objects.*

The objects of this Club shall be to promote yacht building and sailing, and to encourage its members in becoming proficient in navigation, and to establish and enforce uniform rules for the government of all races and to provide the necessary Club accommodation.

## ARTICLE III.

### *Meetings.*

There shall be four regular meetings in each year, to be held as follows: The first (annual) to be held first Tuesday in March, the second on the first Tuesday in June, the third on the first Tuesday in September, the fourth on the first Tuesday in December. Special meetings may be called at any time by the Commodore, or on the request of at least ten members in writing.



## ARTICLE IV.

*Voting.*

The officers of the Club shall be elected by ballot and shall hold office for one year, or until their successors shall be elected, a majority of the votes cast shall be necessary for an election.

In the election of the Sailing Committee and upon a proposal to alter the time allowance, rule of measurement, or classification of yachts, the vote shall be taken by yachts only, that is, one vote for each yacht. The Secretary shall call the names of each yacht enrolled in the Club and the votes taken *viva voce*, or by ballot if ordered. On all other questions all members, except honorary members, are entitled to vote.

## ARTICLE V.

*Officers.*

The Flag Officers of the Club shall consist of a Commodore, Vice-Commodore and Rear-Commodore.

The other officers of the Club shall consist of a Secretary and Treasurer and two Measurers.

## ARTICLE VI.

*Flags.*

The Club Burgee shall have a red ground with a wide longitudinal blue bar, on which is a white St. Andrews Cross.

The Officer's Flags shall be square. For Commodore, blue cross on red ground; for Vice-Commodore, white cross on red ground; for Rear-Commodore, white cross on blue ground.

## ARTICLE VII.

*Committees.*

1. MANAGEMENT.—There shall be a Committee of Management, composed of the Flag Officers, Secretary and Treasurer, *ex-officio*, and five elective members.

2. SAILING.—There shall be a Sailing Committee, composed of the Rear-Commodore and four elective members, of whom at least three shall be yacht owners.

## ARTICLE VIII.

*Elections and Vacancies.*

1. The officers named in Article V shall be elected by nomination and ballot, at the first annual meeting in each year, each election to be by separate ballot.

2. The Committee of Management shall be elected by ballot at the first annual meeting.

3. The Sailing Committee shall be elected by vote of yachts only, at the first annual meeting.

4. Vacancies occurring among the officers or committees may be filled up at the next special or regular meeting of the Club.

## ARTICLE IX.

*Members and their Election.*

1. The name, occupation and address of any gentleman wishing to become a member of the Club, shall be sent to the Secretary, and by him submitted to the next Club meeting for election.

2. Each applicant for membership shall be proposed and seconded in writing, the applicant must be known to the members proposing him. The initiation fee must accompany all propositions, which fee will be refunded in case the applicant be not elected. Three black balls shall be necessary to reject a candidate.

No candidate once rejected shall be again proposed within three months of such rejection.

#### ARTICLE X.

##### *Honorary Members.*

Honorary Members may be elected at any regular meeting by unanimous vote, they shall be exempt from payment of dues and may enjoy all the privileges of the Club, except voting, holding office, or having an interest in the property of the Club.

#### ARTICLE XI.

##### *Discipline.*

A member may be expelled or suspended for conduct injurious to the character or welfare of the Club, by a two-thirds vote of the members present at the meeting before which the subject is brought. A notice of such motion must be sent to the member in question and to members of the Club, at least one week previous to the meeting.

## ARTICLE XII.

*Change of Constitution.*

This Constitution may be amended by a two-thirds vote of the members present at the annual meeting, provided always that the proposed amendment shall have been submitted in writing at the regular meeting of the Club next preceding that at which it shall be voted upon, and that a copy of the amendment shall have been sent along with the notice calling the meeting, to each member. The amendment, if voted, shall come into effect at once.

## BY-LAWS.

### I.

1. Meetings may be called at any time by the Commodore, as provided for in the Constitution.
2. Seven members shall constitute a quorum for transaction of business.

### II.

The Secretary shall, as far as possible, notify each member of the Club of every special, regular and adjourned meeting of the Club, by mailing to each member a written notice, at least twenty-four hours prior thereto, but the omission of such notice or any defect in connection therewith, shall in no way affect the validity of any such meeting.

### III.—ORDER OF BUSINESS.

1. The Commodore, or in his absence, the officer of the highest rank present, shall take the chair and call the meeting to order.
2. The members being seated, the Secretary shall call the roll. A quorum being present, the order of business shall be as follows:
  1. Reading minutes of last session.
  2. Propositions for membership.

3. Balloting for candidates.
4. Reading of communications.
5. Report of Committees.
6. Report of Officers.
7. Election of Officers.
8. General Business.
9. Adjournment.

#### IV. - DUES.

1. An annual fee of \_\_\_\_\_ dollars shall be paid by each member elect.

2. No member in arrears shall be eligible to any office or vote at any election or upon any question.

3. If any member shall be in arrears to the Club and more than one month past due, the Secretary shall make report thereof to the Managing Committee, and also notify such delinquent member in writing that unless the same shall be paid within thirty days, his name may be posted in the Club rooms, and if within ten days thereafter the sum in arrears is not paid, his name may be erased from the roll of membership at the option of the Managing Committee.

#### V. - RESIGNATIONS.

A written resignation, addressed to the Secretary, shall be required from any member wishing to sever his connection with the Club, but the resignation of no member shall be accepted whose account with the Club is in arrears.

## VI.—THE DUTIES OF OFFICERS.

1. *Commodore*.—It shall be the duty of the Commodore to take command of the squadron, to preside at all meetings, to rigidly enforce the rules and to appoint all committees, unless otherwise provided for by the Club.

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

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

He shall also be Chairman of the Sailing Committee, and be responsible for all preparations necessary for any races sailed by the Club.

4. *Secretary*.—It shall be the duty of the Secretary to keep a record of all the proceedings at all the meetings of the Club, in a book provided for that purpose, to keep a list of all members, their addresses, date of election and time and manner of leaving the Club, to keep a correct list, as far as possible, of the names, dimensions, builders and ownership of all yachts enrolled in the Club. He shall file all documents, reports and communications connected with the business of the Club. He shall notify all members elect of their election, and, as far as possible, notify each member of the time and place of each meeting, he shall keep a correct list of all dues and fines and collect the same and all moneys due the Club, and deliver all moneys collected to the Treasurer.

In case of inability to attend any meeting, he shall cause the necessary books and papers to be conveyed to the place of meeting.

At the expiration of his term of office he shall turn over to his successor all property and papers in his possession belonging to the Club. He shall be allowed the sum of ——— dollars per annum for his services.

5. *Treasurer* — It shall be the duty of the Treasurer to receive from the Secretary all moneys collected and to keep a correct list of the same, and deposit the same in such bank or banks as may from time to time be approved by the Managing Committee or Club.

He shall pay all bills approved by the Auditing Committee, and no other, and shall render a full report of the financial condition of the Club every three months, and a report of the funds on hand at each regular meeting.

At the expiration of his term of office he shall turn over to his successor all moneys, effects and papers in his possession, belonging to the Club.

6. *Measurers*. — It shall be the duty of the Measurers to measure all yachts enrolled in the Club, and all yachts sailing in its regattas, and calculate their measurements as provided in the sailing regulations, to make and put in the Club house a correct list of names, rigs, measurements, ownership and builders, as far as possible, of all yachts enrolled in the squadron and forward a copy of the same to the Secretary. They each shall be allowed the sum of ——— dollars for their services.

7. *Auditing Committee*. — The Auditing Committee shall consist of three members, who shall be elected at



the first annual meeting in each year. It shall be their duty to examine all books and accounts of the Club, to examine all bills against the Club, and if correct approve the same.

1. Each boat with its sails, spars and appointments, owned wholly and in good faith, by a member or members of the Club, may be enrolled in the squadron, by the owner's filing with the Secretary a description thereof, containing the name, ownership, rig, measurement and name and address of builder, if known.

2. From the time of such enrollment such boat shall be entitled to the privileges and be subject to the regulations of the Club.

## SAILING REGULATIONS.

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### I.—MANAGEMENT OF RACES,

All races and all yachts sailing therein shall be under the direction of a sailing committee. All matters shall be subject to their approval and control, and all doubts, questions and disputes which may arise shall be subject to their decision. Their decisions shall be based upon these rules so far as they will apply; but, as no rules can be devised capable of meeting every incident and accident of sailing, the sailing committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing and superior speed and skill. The decisions of the sailing committee shall be final. No member of the sailing committee shall take part in the decision upon any disputed question in which he is directly interested. The sailing committee or any officer appointed to take charge of a race, shall make a written report of the result thereof; and the prizes shall be awarded in accordance therewith. If any yacht be disqualified the next in order shall be awarded the prize.

### II.—MEASUREMENTS.

The measurement of yachts shall be of length and sail area according to the following formula:

Load water-line, plus square root of sail area, divided by two.

The load water-line length shall be the distance in a straight line between the points furthest forward and furthest aft, where the hull, exclusive of the rudder-stock, is intersected by the surface of the water. The measurer at the time of taking his measurements, shall affix a distinctive mark at each point.

The sail area shall be ascertained by taking a perpendicular along the after side of mainmast from the under side of gaff top-sail block or sheave on top-mast, to the upper side of boom when resting on the saddle or on the lowest point of goose-neck, the distance of which point from the main deck or house deck, shall be recorded by the measurer, together with the other points in measurement. In no case shall the height be recorded at less than the sum of the lower mast from the upper side of boom when at rest on the saddle, to the hounds, with the length of gaff added thereto, except jib and mainsail or jib-stay-sail and mainsail yachts.

Cabin yachts, not carrying any form of sail between the gaff and mast, shall have the sail area calculated as follows:

Base to be taken from points of contact of tack of jib with bowsprit when set, to end of boom, plus one quarter of the length of gaff altitude, from upper side of boom when at rest on saddle, to point of contact of throat-halyard block to mast, plus one half the length of gaff. The forward point of measurement of the base line shall be midway between the intersection of the bowsprit and jib and jib-topsail stays to the after-point, the end of the main boom, with one quarter of the length of main gaff added thereto.

The area of these figures is ascertained by multiplying the corrected base by the perpendicular and dividing

by two. The rating of every yacht to be found by multiplying the sail area by the length on the load water-line, and dividing the product by 6,000.

### III.—ENTRIES.

Entries shall be made with the Secretary of the Club the day before the day appointed for starting each race. In case of a Sunday intervening, twenty-four hours shall be added. An extension of time may be granted by the Sailing Committee in the event of delay being shown to their satisfaction to have been unavoidable.

### IV.—FORM OF ENTRY.

Form of entry for yachts and boats to be signed by owner or his representative, previous to entry: Please to enter———for the———race at———on the———. Her distinguishing flag is———her rig is———and her corrected length, in accordance with Rule II, is———feet. I undertake that while sailing under this entry, all her ballast shall be properly stowed under the platform or in lockers, and shall not be trimmed or shifted in any way whatever; and that I will be bound by the sailing rules of the St. John Yacht Club. Signed.

The foregoing form of entry is binding upon yachts of all classes sailing in races of this Club.

Should any yacht duly enter for a race, not start, or having started, should she give up or be disabled during the race, such yacht shall, in the event of the race being re-sailed, be entitled to start; but no new entries shall be received under any circumstances whatever for a postponed race. •

## V.—POSTPONEMENT OF RACES.

The Sailing Committee, or officer in charge of the day, shall have power to postpone or stop any race, should unfavorable weather render such a course desirable.

## VI.—CONDITIONS OF RACES.

1. There must not be less than two entries, or no race. The Sailing Committee shall have power to combine the classes.

2. When a prize has been offered for competition, any yacht duly entered may claim to sail over the course when the number of entries required have been made, and shall be entitled to the prize, subject, however, to Rule V.

## VII.—DISTINGUISHING FLAGS.

Each yacht must carry a distinguishing flag of a suitable size, to be carried on leach of mainsail one foot below the gaff, which must not be hauled down unless she gives up the race.

## VIII.—INSTRUCTIONS.

Every yacht entered for a race shall, at the time of entry, or as soon as possible, be supplied with written or printed instructions as to the conditions of the race, the course to be sailed, marks, etc. Nothing shall be considered as a mark in the course unless specially named as such in these instructions, or in the chart of the course, should one be furnished.

## IX.—SAILS.

There shall be no restriction as to sails or the manner of setting or working them.

## X.—RUNNING AGROUND.

Any yacht or boat running on shore or foul of a buoy, vessel or other obstruction, may use her own anchors, boats, warps, etc., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat or warp used must be taken on board again before she continues the race.

## XI.—FOULING YACHTS, MARKS, ETC.

Each yacht must go fairly round the course, and must not touch any buoy, boat or vessel used to mark it out, but shall not be disqualified if wrongfully compelled to do so by another yacht. Any boat causing a mark vessel to in any way shift her position, to avoid being fouled by such boat, shall be disqualified. If a boat, in consequence of her neglect of any of these rules, shall foul another yacht, or compel other boats to foul, she shall forfeit all claim to the prize and shall pay all damages.

## XII.—STARTING.

Whenever possible, the start shall be a flying start. Before the time of starting a flag shall be hoisted as a signal for the boats of each successive race to approach the starting point. Five minutes before the start a preparative gun shall be fired, and all the boats are then amenable to the racing rules of the Club. At the

expiration of five minutes exactly, the flag shall be hauled down, and a second gun fired as a signal to start. In a flying start, if any yacht or any part of her hull or spars be on or across the line before the signal to start is made, she must return and recross the line. A yacht so returning, or one working into position from the wrong side of the line after the signal to start has been made, must keep clear of all competing yachts. Should the gun miss fire, the lowering of the flag shall be the signal to start. After the signal to start is given, five minutes time shall be allowed in which to cross the line, the time of each yacht to be taken as she crossed the line, until the five minutes have expired. No yacht shall be ruled out of any race on account of failure to cross the line at the start within the stipulated time, but the time of such yacht shall be taken from the expiration of the five minutes allowed for crossing the line.

### XIII.—BALLAST.

No shifting of ballast or planking out shall be permitted during any race. Yachts must carry the ballast they start with throughout the race, under their floors, platforms or lockers. No more than the usual anchors and chains shall be carried during a race and these must not be used as shifting ballast or for altering the trim of a yacht, nor shall any of the spars, sails, rigging or boat's furnishings be shifted for ballasting purposes. The crew carried must be limited to one man for every four feet of corrected length, according to Rule II, and every fraction thereof over fifty per cent. of four feet corrected length.

## XIV.—LIFE PRESERVERS.

Each yacht starting in a race must carry at least one government standard life belt, or equivalent life-saving apparatus, for each man. Any yacht not complying with this regulation may be disqualified by the sailing committee.

## XV.—PROFESSIONAL SAILORS.

In all Club races, yachts and boats competing must be sailed by *bona-fide* members of the Club, and no professional sailor shall be allowed on board any competing yacht or boat.

## XVI.—MEANS OF PROPULSION.

No towing, sweeping, poling or pushing, or any mode of propulsion, except sails, shall be allowed.

## XVII.—ANCHORING.

Yachts may anchor during a race, but must weigh their anchor again, and not slip. No yacht shall, during a race, make fast to any buoy, stage or pier, or send an anchor out in a boat, except as provided by Rule XI

## XVIII.—SOUNDING.

No other means of sounding than the lead and line allowed.

## XIX.—MAN OVERBOARD.

In case of a man falling overboard from a competing yacht, all other boats in a position to do so shall use



their utmost endeavors to render assistance; and if it should appear that any yacht was prevented thereby from winning the race, the committee shall have power to order it to be re-sailed between any yachts so prevented and the actual winner.

#### XX.—PROTESTS.

Should the owner of any yacht, or the person acting as his representative, consider that he has a fair ground of complaint against another for foul sailing, or any violation of these rules, he must, if it arise during the race, signify the same by conspicuously displaying a flag in the rigging till the conclusion of the race. The protest shall be made in writing, and under such regulations (if any) as the Sailing Committee may have determined, within two hours of the arrival of the protesting yacht, and shall be heard by the Sailing Committee, and decided, after such enquiries as they may consider necessary. They shall also, without a protest, disqualify any yacht should it come to their knowledge that she has committed a breach of the rules.

#### XXI.—REMOVAL OF FLAG BOAT.

Should any flag, vessel, boat or buoy be removed from its proper position, either by accident or design, the race shall be sailed over again or not, at the option of the Sailing Committee.

## XXII.—RIGHT OF WAY.

1. When one yacht is approaching another yacht so as to involve risk of fouling, one of them shall keep clear of the other as follows:

2. A yacht free shall keep clear of one close-hauled.

3. When both yachts are close-hauled, or both free, or both have the wind aft, and have the wind on opposite sides, the yacht with the wind on the port side shall keep clear.

4. When both yachts are free, or both have the wind aft, and have the wind on the same side, the yacht to windward shall keep clear.

5. A yacht with the wind aft is deemed to have the wind on the opposite side to that on which she is carrying her main-boom. A yacht with the wind aft shall keep clear of a yacht on any other point of sailing.

6. An overtaking yacht shall in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken.

7. An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht, by luffing, or the weather yacht, by bearing away, is in danger of fouling.

8. When of two yachts one is obliged to keep clear, the other shall not so alter her course as to involve risk of fouling.

9. A yacht may luff as she pleases in order to prevent another from passing her to windward, providing she begins to luff before an overlap has been established.

10. A yacht shall not bear away out of her course so as to hinder another in passing to leeward.
11. A yacht shall not become entitled to her rights on a new course until she has filled away.
12. When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht holding a better wind, and neither claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.
13. If an overlap exists between two yachts when both of them without tacking are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between another yacht and the mark after the latter has altered her helm for the purpose of rounding.
14. A mark is any vessel, boat, buoy or other object used to indicate the course, and does not in the preceding section involve any question of sea-room.
15. When a yacht is in danger of running aground or of touching a pier, rock or other obstruction, and cannot go clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away, in order to give room, the other shall also tack or bear away, as the case may be, at as near the same time as is possible without danger of fouling.

## XXIII.—PENALTY FOR DISOBEYING RULES.

Any yacht disobeying or infringing any of these rules, which shall apply to all yachts, whether sailing in the same or different races, shall be disqualified from receiving any prize she would otherwise have won, and her owner shall be liable for all damages arising therefrom.

Should a flagrant breach or infringement of any of these rules be proved against the owner of any yacht, he may be disqualified by the committee for such time as the committee may think fit, from sailing his yacht in any race held by the St. John Yacht Club; and should a flagrant breach of these rules be proved against any sailing master, he may be disqualified by the committee, for such time as the committee may think fit, from sailing in any race held by the St. John Yacht Club.

## XXIV.—TIME LIMIT.

The Sailing Committee shall limit the time of finishing each race, and in the event of a race not being completed within the time prescribed by the Sailing Committee, it shall be considered no race, and may be re-sailed.

If any yacht finish within the time limit, all succeeding yachts shall be entitled to be timed and the prize awarded.

## XXV.—CLASSIFICATION.

The classification of yachts shall be as follows:

5th class,	not exceeding	$1\frac{1}{2}$	rating.				
4th	“	exceeding $1\frac{1}{2}$	rating and not exceeding 3	rating.			
3rd	“	“	3	“	“	“	5
2nd	“	“	5	“	“	“	10
1st	“	“	10	“	“	“	“

Time shall be allowed on arrival for difference in rating, or tenths of rating according to the annexed scale, increased or decreased in proportion to the length of different courses. In yachts under ten rating, the sail areas and total sail areas shall be computed by ratings and tenths of ratings.

#### XXVI.—CARRYING SIGNALS.

Each yacht is required to display the Club Burgee when sailing in regattas.

XXVII.—SCALE OF ALLOWANCES FOR DIFFERENCES  
OF RATING.

Rating.	Allowance in Seconds per Knot.	Rating.	Allowance in Seconds per Knot.
1	00·00	26	172·45
2	46·79	27	173·85
3	71·06	28	175·18
4	87·29	29	176·45
5	99·00	30	177·87
6	108·34	31	178·85
7	116·00	32	180·00
8	122·54	33	181·11
9	128·05	34	182·18
10	132·90	35	183·21
11	137·23	36	184·21
12	141·12	37	185·17
13	144·62	38	186·10
14	147·78	39	187·00
15	150·65	40	187·87
16	153·28	41	188·71
17	155·72	42	189·53
18	158·02	43	190·33
19	160·19	44	191·11
20	162·24	45	191·87
21	164·18	46	192·61
22	166·02	47	193·33
23	167·76	48	194·03
24	169·51	49	194·72
25	170·97	50	195·40

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XXVIII.—TIME SCALE FOR DIFFERENCES OF RATING  
ADVANCING BY TENTHS.

Rating by Tenths.	Time in Seconds per Knot.	Rating by Tenths.	Time in Seconds per Knot.
1·1	6·71	3·5	79·94
1·2	12·85	3·6	81·53
1·3	18·40	3·7	83·06
1·4	23·47	3·8	84·53
1·5	28·13	3·9	85·94
1·6	32·44	4·0	87·29
1·7	36·44	4·1	88·61
1·8	40·18	4·2	89·89
1·9	43·59	4·3	91·11
2·0	46·79	5·4	92·29
2·1	49·78	4·5	93·44
2·2	52·62	4·6	94·57
2·3	55·31	4·7	95·69
2·4	57·87	4·8	96·80
2·5	60·31	4·9	97·91
2·6	62·64	5·0	99·00
2·7	64·87	5·1	100·05
2·8	67·01	5·2	101·07
2·9	69·07	5·3	102·06
3·0	71·06	5·4	103·02
3·1	72·98	5·5	103·95
3·2	74·83	5·6	104·85
3·3	76·61	5·7	105·73
3·4	78·30	5·8	106·69

## TIME SCALE—(Continued.)

Rating by Tenths.	Time in Seconds per Knot.	Rating by Tenths.	Time in Seconds per Knot.
5.9	107.53	8.0	122.54
6.0	108.34	8.1	123.14
6.1	109.14	8.2	123.70
6.2	109.93	8.3	124.27
6.3	110.71	8.4	124.84
6.4	111.49	8.5	125.40
6.5	112.26	8.6	125.96
6.6	113.03	8.7	126.50
6.7	113.80	8.8	127.05
6.8	114.59	8.9	127.57
6.9	115.36	9.0	128.05
7.0	116.08	9.1	128.54
7.1	116.78	9.2	129.02
7.2	117.45	9.3	129.52
7.3	118.11	9.4	130.00
7.4	118.76	9.5	130.50
7.5	119.40	9.6	131.00
7.6	120.03	9.7	131.48
7.7	120.66	9.8	131.96
7.8	121.30	9.9	132.43
7.9	121.93	10.0	132.80



## HOUSE RULES.

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1. The Club dinghies may be used in going to and returning from yachts, and must not be detained by any one longer than necessary for that purpose.

2. Everything left on the Club premises will be at the owner's risk, and as lockers are to be had on application to the Secretary, articles left lying about will if the committee think fit be removed and stowed elsewhere at the expense of the owner.

3. The use of lockers can be had on application to the Secretary and holders of the same will be responsible for their good condition.

4. Berths in the Boat house for boats and canoes will be assigned to members as far as space will permit, applying to the Secretary, no Berth will be allotted to any member where dues is unpaid.

5. Boats or canoes must not be left on the trollies or stages. Members doing so will be censured for the first offence and the privileges of the boat house suspended ——— days for the second offence.

6. Any person damaging boats or other property of the Club will be responsible for cost of said damages.

7. No intoxicating drinks of any kind will be allowed on the Club grounds or in the boat house.

8. The Club boats must not be taken away for more than one hour, in case other members should need, or likely to need them.

ST. J

The  
the si  
Yac  
signal

In  
above

H—  
J—  
S—  
W—  
B—  
P—

B H  
B J  
B W  
H E  
H E  
H S  
H W

## ST. JOHN YACHT CLUB SIGNAL CODE.

The answering pennant must be hoisted as soon as the signal is seen and understood.

Yachts will commence to execute an order when the signal ordering it is hauled down.

### SECTION ONE.

In using this section the *Club Signal* must be hoisted above the *Code Signal*.

### PREPARATORY.

- H—Repair on board, all hands.
- J—Boats recall.
- S—Prepare to get under way.
- W—Get under way.
- B—Yes.
- P—No.

### SQUADRON EVOLUTIONS AND SAILING ORDERS.

- B H—Anchor without regard to order of sailing.
- B J—Anchor as near the flag-ship as possible.
- B W—Commodore will lead, other vessels follow.
- H B—Follow in succession in wake of leading vessel.
- H P—Tack in succession in wake of leading vessel.
- H S—Tack altogether.
- H W—Wear altogether.

- J B—Wear in succession in wake of leading vessel.  
 J H—Haul by the wind on starboard tack.  
 J P—Haul by the wind on port tack.  
 J S—Leading vessel shorten sail.  
 J W—Leading vessel lay to.  
 P B—Close more the order of sailing.  
 P H—Fleet shorten sail.  
 P J—Fleet lay to——.  
 P S—Disregard all particular order of sailing.  
 P W—Sail direct for——.  
 S B—Make nearest harbor.  
 S H—Prepare to get under way at ——.  
 S J—Sail on course to be designated.  
 S P—All captains (owners) come aboard.  
 S W—All hands come aboard.  
 W B—Put about.  
 W H—Dress Ship.  
 W J—Fire a gun.  
 W P—Squadron will pass in review to leeward of flag-  
           ship.  
 W S—When ready to sail, report by flying signal—  
           “ We are ready.”

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### CONVERSATIONAL.

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#### ABOARD.

- B H J—Will you come aboard ?  
 B H P—Do you wish me to come aboard ?

#### ACCIDENT.

- B H S—Have you met with an accident ?  
 B H W—We have met with an accident.

B J  
B J

B J  
B P  
B P  
B P  
B P  
B S

B S  
B S

B S  
B W  
D W  
B W  
B W

H B  
H B

H B  
H B

H J

B J H—We are aground.  
 B J S—The accident is not serious.

## ANCHOR.

B J W—Where shall we anchor.  
 B P H—Do you wish to anchor before dark?  
 B P J—We wish to anchor before dark.  
 B P S—Anchor near us.  
 B P W—Is the anchorage good?  
 B S H—The anchorage is bad; do not come.

## SHORE.

B S J—Keep near the shore.  
 B S P—Keep clear of the shore.

## ASHORE.

B S W—Are you going ashore?  
 B W H—We are going ashore.  
 D W J—Will you go ashore in our boat?  
 B W P—There are letters for you ashore.  
 B W S—There are some friends of yours ashore.

## ASSISTANCE.

H B J—Are you in need of assistance?  
 H B P—We are in need of assistance.

## BUOY—BEACON.

H B S—Leave the buoy (or beacon) to starboard.  
 H B W—Leave the buoy (or beacon) to port.

## COMMUNICATION.

H J B—Come nearer; we have important communication.

## COURSE.

- H J P—Are we on a safe course?  
 H J S—What is the proper course?  
 H J W—Keep your present course.  
 H P B—North.  
 H P J—North-east.  
 H P S—East.  
 H P W—South-east.  
 H S B—South.  
 H S J—South-west.  
 H S P—West.  
 H S W—North-west.

## READINESS.

- H W B—Are you ready?  
 H W J—We are ready.

## DANGER.

- H W P—You are standing into danger.  
 H W S—You are in a dangerous position.

## ENSIGN.

- J B H—Show your ensign.

## HARBOR.

- J B P—What harbor are you from?  
 J B S—To what harbor are you bound?  
 J B W—What harbor will you make to-night?  
 J B H—What is the nearest good harbor?

## DISTRESS.

- J H P—We saw (or see) a yacht (boat) in distress at  
 or near ---.

J H S

J H V

J P

J P

S P S

J P W

J S E

J S E

S S

J S V

J W

J W

J W

P B

P B

P B

P B

P H

P H

P H

P H

## REPORT.

J H S—All hands report at Club House.

## WEATHER.

J H W—Will we have good weather?  
 J P B—We look for bad weather.  
 J P H—We expect fair weather.  
 S P S—Light winds or a calm.  
 J P W—Storm coming; better make harbor.  
 J S B—What weather to night?

## SALUTATIONS.

J S H—We welcome you.  
 S S P—Bon voyage.  
 J S W—Congratulations extended.  
 J W H—We cannot salute you with a gun; out of powder.

J W P—BOARD.

J W S—ASHORE.

P B H—Shall we put about?

P B J—Shall we fire a gun?

P B S—Shall we dress ship?

## BOAT.

P B W—We will send a boat for you (or them).

P H B—Shall we send you a boat?

P H J—We have no boat.

P H S—Can you send us a boat?

P H W—Will you let your boat set us ashore?

## DEPTH OF WATER.

- P J B—What depth of water at——?  
 P J H—What depth of water have you?  
 P J S—Not enough water for your draught.  
 P J W—Not enough water for our draught.  
 P S B—Keep your lead going.  
 P S H—Look out for shoals (or bar).  
 P S J—Plenty of water for all.

## SAILING.

- P S W—When do you sail?  
 P W B—Where will you sail for?  
 P W H—We will sail at —— and for ——.  
 P W J—Will you meet us at ——?  
 P W S—What yachts will accompany us to ——?  
 S B H—Will you accompany us to ——?  
 S B J—We will accompany you.  
 S B J W—Keep well to windward.

## STEAM.

- S B P—We want a steamer.  
 S B W—We want a tug or tow.  
 S H B—Shall we give you a tow?

## SOCIAL.

- S H J—Bring your company aboard.  
 S H P—We have company.  
 S H W—We expect company.  
 S J B—May we visit you?  
 S J H—Will you dine with us?  
 S J P—We have dined.  
 S J W—Will you meet us at (or aboard the)——?

S P B—  
 S P H—  
 S P J—  
 S P W—  
 S W B—

S W F—  
 S W J—

S W L—  
 W B F—  
 W B—  
 W B—  
 W B—  
 W B—  
 W H—  
 W H—  
 W H—  
 W J—  
 W J—  
 W J—  
 W—  
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 W—

## REGATTAS.

- S P B—Will you sail in regatta?  
 S P H—Will you sail over the course?  
 S P J—We will go in the race.  
 S P W—We will not go in the race.  
 S W B—What yacht ahead in class — — ?

## LANDING.

- S W H—Will you land at — — ?  
 S W J—We shall land at — — ?

## IN GENERAL.

- S W P—We cannot sail to-day.  
 W B H—Throw them (it) overboard.  
 W B J—Excuse us. Cleaning ship.  
 W B P—Will you go on our yacht?  
 W B S—We have news for you.  
 W B H—Have you late papers or mail.  
 W H J—Where will you meet us?  
 W H P—We (I) will meet you at — — .  
 W H S—Have you seen or heard from — — ?  
 W J B—Come close; we must speak to you.  
 W J H—Where is he? (Where are they?)  
 W J P—When will he (they) return?  
 W J S—Report us home.  
 W P B—Report us home by telegraph.  
 W H P—It is time.  
 W P J—Shall we stand or make harbor?  
 W P S—Stand on.  
 W S B—Make harbor.  
 W S H—When will the race come off?



- W S J—Excuse us ; will explain later.  
 W S P—Do not know.  
 W S B J—What yacht is that ?  
 W S H J—Come closer we want to photograph you.

## SECTION TWO.

In using this section, CLUB SIGNAL must be hoisted  
 BETWEEN THE TWO UPPER CODE SIGNALS.

FOR YACHT CALL LETTERS, *See Squadron List.*

## SECTION THREE.

This Section is to be used WITHOUT the CLUB SIGNAL :

## OFFICERS' CALL.

- B H—Commodore.  
 B J—V. Commodore.  
 B P—Rear Commodore.  
 B S—Secretary-Treasurer.  
 B W—Hon. Commodore.  
 H B—Measurers.  
 H P—Fleet Surgeon.  
 H S—Captain (owner).  
 H W—Sailing Master.  
 H J—Steward Wanted.  
 J B—The Regatta Committee wanted.  
 J H—The Judges wanted.  
 J P—Company.  
 J S—Ladies.

## DESCRIPTIVE.

- J W—Good.  
 P B—Bad.  
 P H—A success (I won).  
 P J—A failure (I lost).

P S—  
 P W—  
 S B—  
 S H—  
 S J—

S P—  
 S W—  
 W B—  
 W H—  
 W J—

W I—  
 W

P  
 P  
 P  
 P  
 P  
 P  
 P

## HEALTH.

- P S—All well.  
 P W—We hope you are all well.  
 S B—Sea-sickness prevalent.  
 S H—Man sick.  
 S J—Surgeon wanted.

## SPORT.

- S P—Fishing.  
 S W—Shooting.  
 W B—Is fishing good?  
 W H—Is shooting good?  
 W J—Can you loan us fishing tackle, etc.?

## ABSENCE.

- W P—Most of our crew absent.  
 W S— ——— absent.

## IN GENERAL.

- P J B—My anchor is foul.  
 P J H—I want a pilot.  
 P J S—We will send for him (it).  
 P J W—In what direction?  
 P S B—Are there dangerous reefs in this vicinity?  
 P S H—Shall we have rain?  
 P S J—It will rain.  
 P S W—Can you loan us men?  
 P W B—Can you loan us something to read?

## SIGNALS.

- P W H—Signals do not blow out clear.  
 P W J—Repeat your signals. Not understood.  
 P W S—An error in signals. We will repeat.

## DATES. NUMBERS, ETC.

- S H B—Sunday.  
 S B J—Monday.  
 S B P—Tuesday.  
 S B W—Wednesday.  
 S H B—Thursday.  
 S H J—Friday.  
 S H P—Saturday.  
 S H W—A. M.  
 S J B—Noon.  
 S J H—P. M.  
 S J P—Evening.  
 S J W—Midnight.  
 S P B—To-night.  
 S P H—Yesterday.  
 S P J—To-morrow.  
 S P W—Days.  
 S W B—Weeks.  
 S W H—Now.  
 S W J—Never.  
 S W P—1.  
 W B H—2.  
 W B H—3.  
 W B P—4.  
 W B S—5.  
 W H B—6.

WHJ—7.  
WHP—8.  
WHS—9.  
W J B—0.  
W J H—00.  
W J P—Miles.  
W J S—Fathoms.  
W P H—Hours.  
W P J—Nowhere.  
W P S—When?  
W S B—How far to ——?  
W S H—Where?  
W S J—Who? (which?)  
W S P—Soon.

## PLACES.

Yachts when leaving the Club anchorage, or on breaking company with the Flag Ship will be expected to announce place of destination (or intention) by flying one of the following signals:—

B P S	St. John
B H P	Indiantown
B H S	Club House
B H W	Drury's Cove
B J H	Rothesay
B P W	Gondola Point
B S H	Chapel Grove
B S J	Bayswater
B S P	Brandy Point
B S W	Sand Point (main river)
B W H	Westfield
B H S P	Woodman's Point
B W J	Day's Landing
B S H P	Watters' Landing
B W S	Cedars
H B S	Belleisle
H B J	J. O. Vanwart's
H B W	Hampstead
H J B	Gagetown
H J P	Fredericton

ge, or on  
e expected  
) by flying

