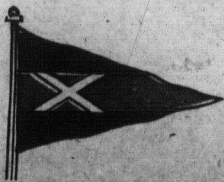


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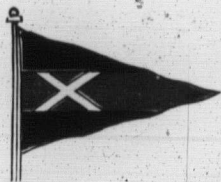
St. Lawrence
Yacht Club's
Year Book
1892.

Amateur

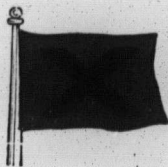




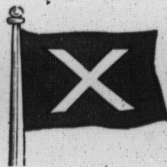
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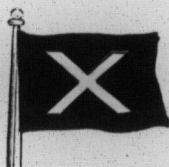
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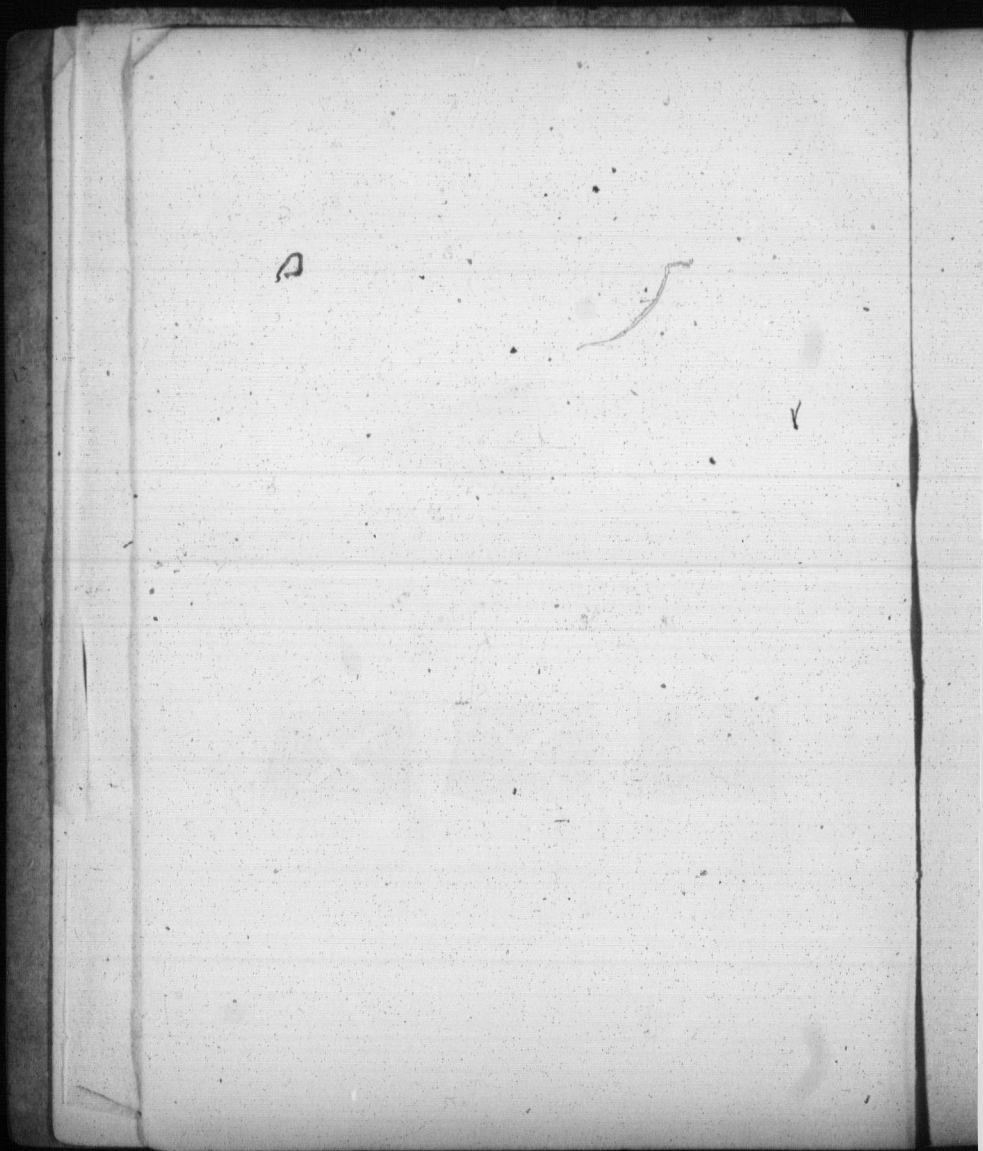
COMMODORE.



VICE-COMMODORE.



REAR COMMODORE.



THE ST. LAWRENCE YACHT
CLUB'S YEAR BOOK for 1892,
containing the constitution, by-
laws, sailing regulations,
membership roll, and squad-
ron list thereof.

The St. Lawrence Yacht Club is incorporated, in the City of Montreal and in the Parish of Lachine, under Chapter V. of the Revised Statutes of the Province of Quebec.

CONSTITUTION.

Article I.

The Club is to be known as the "St. Lawrence Yacht Club," with its headquarters at Montreal from the 1st October to 30th April, and in the Parish of Lachine from the 1st May to 30th September. The object of the Club shall be to encourage yacht building, yacht racing and sailing, to establish and enforce uniform rules for the government of all races, and to provide the necessary Club accommodation.

Article II.

(1) There shall be a general or annual meeting of the Club in Montreal, on the first Saturday in April in each year, for the election of officers and the transaction of such other business as may come before it. At all such annual or general meetings nine members shall constitute a quorum.

(2) The officers of this 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 to an election.

(3) The officers shall be and rank*as follows :—Honorary Commodore, Commodore, Vice-Commodore, Rear-Commodore, Secretary, Treasurer, Measurers, Committee.

(4) The offices of Honorary Commodore, Commodore, Vice-Commodore, and Rear-Commodore, shall be filled by members who shall, at the time of election, be owners or part owners of different yachts or sailing boats in the squadron.

(5) Vacancies may be filled by the committee at any monthly meeting.

Article III.—Office and Duties of Commodore.

It shall be the duty of the Commodore to take command of the squadron and preside at the meetings of the Club, and to enforce all the laws and regulations of the Club. He may call special meetings of the Club whenever he shall deem it necessary, and he shall do so at the written request of nine members.

Article IV.—Office and Duties of Vice-Commodore.

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

Article V.—Office and Duties of 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 in their absence to officiate in their stead.

Article VI.—Office and Duties of Secretary.

(1) It shall be the duty of the Secretary to keep a true record of the proceedings of all meetings of the Club, with the names of the members present thereat, in a book provided for that purpose.

(2) To keep a correct roll of all members.

(3) To notify every member elect of his election, and upon his becoming a member to furnish him with a copy of the constitution and by-laws of the Club.

(4) To notify each member of every special, general and adjourned meeting, and such notification shall be sufficiently given, by posting a notice to that effect, stating the object of such meeting, at the Club's headquarters for the meeting, at least four days prior thereto.

(5) To file all documents, records, reports, and communications connected with the business of the Club.

(6) To pay over all moneys collected by him to the Treasurer, and take his receipt therefor.

(7) To keep a correct list of the name, measurement, ownership, rig, and builder of each yacht enrolled in the squadron, and also a record of the races.

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

(9) He shall be ex-officio secretary to the committee.

Article VII.—Office and Duties of Treasurer.

(1) It shall be the duty of the Treasurer to collect all dues and assessments, receive all moneys collected by

the Secretary, giving him a receipt for the same, and to pay all bills which shall have been passed by the Club for payment, after being audited by the chairman of committee.

(2) He shall make a report to the Club of the amount of money in his hands at any time when requested by the Commodore so to do, and at the annual meeting in April he shall furnish a statement of all his receipts and disbursements, and file the same with the Secretary.

(3) He shall make a report of the members who have paid their fees, for the current year, to the Secretary, at such times as to make it possible for that officer to keep a correct roll of the members in good standing.

Article VIII.—Office and Duties of Measurers.

(1) It shall be the duty of the Measurers to make a correct list of the name, size, rig and measurement of each yacht on her enrolment in the squadron, and deliver the same to the Secretary.

(2) To make a similar return of each yacht entered for any regatta to the Secretary.

Article IX.—Office and Duties of the Committee.

(1) The Committee shall consist of eight members and the office-bearers ex-officio, five members to constitute a quorum.

(2) They shall keep a record of their proceedings, and make a report thereof, in writing, to the Club, at annual meeting.

(3) The Chairman of the committee shall audit all bills which shall have been presented to the Club for payment, and audit the annual accounts of the Treasurer.

Article X.—Members and their Election.

(1) The name and address of any gentleman who wishes to become a member of the Club, together with the names of the proposer and seconder, who must be members of the Club, shall be sent to the Secretary, and be by him submitted to the committee for election.

(2) No person elected may become a member of this Club until he shall have accepted his election by signing the constitution and roll, and paying the entrance fee provided for by the by-laws. Unless he shall do the same within thirty days after notice of such election, his election shall be declared void, and notice thereof given to the Club by the Secretary.

(3) Any member found guilty of breaking the rules and regulations of the Club, disobeying the Commodore when sailing in squadron, or of conduct unbecoming a gentleman, may, after a fair trial, of which he shall have at least ten days' notice, and in which he may be heard in his own defence, be admonished, fined, suspended, expelled from the Club, or deprived of any privileges of the Club for a given time, by a vote of two-thirds of the members present at a special meeting of the Club called for the purpose.

Article XI.—Amendment of this Constitution.

(1) No amendment, or alteration of, or additions to, this constitution, by-laws, or sailing regulations, may be made except by a vote of two-thirds of the members present at any regular or special meeting of this Club called for the purpose.

(2) No change whatsoever shall be made in the sailing regulations relating to measurement, time allowance or classification, between the first of January and the first of October in each year.

(3) No amendment, or alteration of, or addition to, this constitution, by-laws, or sailing regulations, can be made until due notice has been given, either by giving notice at a general meeting, that at a succeeding general meeting such amendment, or alteration of, or addition to, will be moved, or by sending the text of the amendment, alterations of, or addition to, which it is proposed to bring forward, to the Secretary, at least eleven days previous to the general meeting to which it is to be submitted, and such communication, or a copy thereof, shall be posted by the Secretary in some conspicuous place in the Club House for at least the seven days next preceding such meeting.

Article XII.—Club Device.

The device of the Club shall be an oval shield, delineated by two lines, upon which is displayed a St. Andrew's Cross, with the letters St. in the upper, L. in right, Y. in left, and C. in lower quarters.

BY-LAWS.

Meetings.

(1) Meetings may be called by the Commodore, as provided for in the Constitution.

(2) Nine members shall constitute a quorum for transaction of business.

(3) The Secretary shall, as far as possible, notify each member of the Club of each special, general, and adjourned meeting of the Club, by mailing to each member, respectively, a written notice, at least forty-eight hours prior thereto, but the omission of such notices, or any defect in connection therewith, shall in no way affect the validity of any such meeting.

Order of Business.

The Commodore, or, in his absence, the officer of the highest rank present, shall take the chair and call the meeting to order.

The members being seated, the Secretary shall call the roll.

A quorum being present, the order of business shall be as follows :—

(1) Reading of minutes of last meeting, which shall stand approved if not corrected.

- (2) Reading of communications.
- (3) Collection of dues.
- (4) Report of Treasurer.
- (5) Reports of Committees.
- (6) Election of Officers and Members.
- (7) Miscellaneous business.
- (8) Adjournment.

Dues, etc.

(1) An entrance fee of \$5 shall be paid by each member elect.

(2) The annual subscription shall be \$5, payable in April.

(3) No member in arrears shall be eligible to any office, or vote at any election, or upon any question.

(4) If any member shall be in arrears to the Club, and more than one month past due, the Treasurer shall make report thereof to the 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 Room, and if within ten days thereafter the sum in arrears is not paid, his membership shall cease and his name be erased from the roll of members. A copy of this section shall be sent to him with such a notice.

A member thus leaving the Club shall not again be eligible till he shall have paid the amount due from him, and the dues which would have accrued meanwhile.

(5) Any member, by paying at any time the sum of \$50, may become a life member.

Yacht Squadron.

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

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

(3) The Club flag shall be blue ground, with red bar, on which is white St. Andrew's cross. For officers :—Commodore, blue cross on red ground; Vice-Commodore, white cross on red ground; Rear-Commodore, white cross on blue ground.

Nominations and Elections.

The Officers of the Club and the Committee shall be elected as follows :—Within three weeks of, and at any time thereafter up to one week of the general meeting in April, or any special general meeting called for that purpose, any member may, in writing, communicated to the Secretary, with the consent of the nominee, nominate one person for each office, including eight members for the Committee of Management, and the Secretary shall from day to day, as received, post up in the Club's headquarters the names of all persons so nominated, and the elections shall take place at the general meeting by ballot.

Uniform.

The Club shall have a uniform which shall be as follows :—Club crest—To be a white St. Andrew's cross, with the following letters worked in gold bullion in these positions : St. above, L. to the left, Y. to the right, and C. beneath cross. All these to be surrounded by a gold bullion cord, forming an oval, the ends to be joined by a reef knot at the bottom; the ground to be the color of the article on which it is worked—blue, black or white.

Club cap—To be of navy blue cloth, three inches deep, with black mohair 1 1-2 inch band, 3-4 inch non-projecting loose crown, slightly drooping, 1 1-2 inch peak, trimmed with 3-4 inch black mohair braid; black vulcanite 1-2 inch club button on each side, 1 1-2 inch club crest in front, on band; black silk cord, doubled and knotted on each side of crest from button to button. If of white drill, cap to be the same, with gilt club button and gold bullion cord.

Club hat—To be white straw, sailor, two inches club ribbon for band.

Club ribbon—To be of dark blue, with a central red stripe one-third the ribbon's width.

Full dress—Coat to be customary evening dress, blue or black cloth, large gilt club buttons in usual place, same button on bottom of the fold of each skirt. Waistcoat to be of same material or of white drill, with four half inch club buttons. Trousers to be of same material as coat. Tie to be white or black.

Service dress—Coat to be double-breasted sack of navy blue cloth with five 7-8 inch black vulcanite club buttons, equi-distant on each side. To be worn with four lowest buttons buttoned. Waistcoat to be of the same material with six one-half inch black vulcanite club buttons equi-distant, or of white drill or flannel with gilt buttons. Trousers to be of same material as coat or of white duck or flannel. Scarf to be black silk.

Working dress—Jersey to be of navy blue wool, private signal worked on breast (three and a half inches long by two inches.) Club crest in red worsted on left shoulder. Trousers to be same as service dress.

Distinguishing rank—On club crest gilt Gothic initial letter of wearer's rank, to be worked in centre of white cross as follows : C. for Commodore, V. for Vice-Commodore, R. for Rear-Commodore, S. for Secretary, T. for Treasurer, M. for Measurers.

SAILING REGULATIONS.

I.—Management of Races.

All races and all yachts sailing therein shall be under the direction of a sailing committee to be appointed by the general 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 or council 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 for the day shall award the prizes. If any yacht be disqualified the next in order shall be awarded the prize.

II.—Measurement.

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

J

water line plus square root of sail area) divided by 2, equal to racing length." Length to be measured from the forward side of stem at the load water line to the load water line at stern, whenever found exclusive of any part of the rudder. This measurement to be taken when the yacht is afloat and in her ordinary trim, and without the crew on board. The Measurer, at the time of taking his measurements, to affix a distinctive mark at each point. The sail area is to be ascertained by taking a perpendicular along the after side of the mainmast, from the upper side of the upper halyard block or sheave on topmast to the upper side of boom when resting on the saddle, or on the lowest part of goose neck; the length of which line is to be recorded by the Measurer, together with the other points used in measurement. But the measurement to be recorded as the height of the perpendicular shall in no case be taken as less than the distance from the upper side of main boom to the under side of the cross-trees, or, if the yacht have no cross-trees, to the under side of the main rigging (in the case of cat boats and those having no jib, perpendicular to be taken from the upper side of the throat halyard sheave), with four-fifths of the length of the gaff added thereto. On schooners, cutters and sloops, a base line is to be taken from a point half way between the bee hole, or point of contact of the jib-stay on bowsprit, or flying jib-stay on jib-boom, and the point of contact of the topmost stay on bowsprit, to the end of the main boom, with one quarter of the length of the main gaff measured from after side of mast to end, added thereto.

Any extension of either gaff or boom to be considered part of the gaff or boom.

Any excess of the spinnaker boom, over the distance from the foreside of mast to the forward point of base line, or if the height of the perpendicular from upper side of main boom to the under side of cross-trees or main rigging, (in the case of boats having no rigging, this perpendicular to be taken to upper side of throat halyard sheave,) shall be added to the base line.

On yawls a base line is to be taken to the end of mizzen-boom without any addition. On cat boats the base line to be the length of the boom, with quarter the length of gaff added. When the jib is set flying the measurement will be taken from the pin of the outhaul sheave.

The area from these figures is to be obtained by multiplying the base by the perpendicular and dividing by two. To the square root of the area, as ascertained, add the length, as ascertained, and divide by two; the result is the corrected length for time allowance.

Any change in these measurements to be reported to the Secretary. Time shall be allowed on arrival for difference in corrected length according to the annexed scale, increased or decreased in proportion to the length of different courses.

The time allowance for Steam Yacht Races will be as follows, viz.: For yachts under fifty feet water line, having cylinders of an equal size, the allowance will be one second per extra foot of water line per mile; but where cylinders are of an unequal size, in addition to the above,

the allowance will be one quarter of a minute per mile per extra inch of cylinder diameter.

Should any difference arise in the interpretation of the above time allowance, it must be decided by the chairman of the sub-committee on steam yachts, whose decision shall be final.

III.—Classification.

The squadrons of the Club shall be divided for racing into the following classes :—

Class A—All yachts of over 29 feet corrected length, as found by Rule II.

29 feet Class—All yachts of over $24\frac{1}{2}$ and not over 29 feet corrected length.

24 feet Class—All yachts of over 21 and not over 24 feet corrected length.

21 feet Class—All yachts of over 18 and not over 21 feet corrected length.

18 feet Class—All yachts of 18 feet corrected length and under.

Boat Class—All boats not included under the following definition of a yacht of which the beam is at least one-fourth the load water line length.

No vessel may be enrolled as a yacht in any of these classes of which the beam is not at least one-third of the load water line length; or, in lieu thereof, does not carry thirty pounds of stationary ballast for each foot of load water line length.

A yacht may sail only in the class which includes her measurement at the time of racing, unless as provided for under Rule VII.

IV.—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, 24 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.

V.—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. Lawrence 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.

VI.—Postponement of Races.

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

VII.—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 VI.

VIII.—Distinguishing Flags.

Each yacht must carry a distinguishing flag of a suitable size, which must not be hauled down unless she gives up the race.

IX.—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 con-

sidered 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.

X.—Sails.

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

XI.—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.

XII.—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.

XIII.—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 crosses 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.

XIV.—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. The crew carried must be limited to

one man for every five feet of corrected length, according to Rule II., and every fraction thereof over fifty per cent of five feet corrected length, excepting in the eighteen foot class, which shall not carry more than two men.

XV.—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, allowed by sailing regulation number XIV. Any yacht not complying with this regulation may be disqualified by the sailing committee.

XVI.—Professional Sailors.

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

XVII.—Means of Propulsion.

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

XVIII.—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, excepting under the provisions of rule XI.

XIX.—Sounding.

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

XX.—Side Lights.

All yachts sailing in a race at night shall observe the statutory rule as to the carrying of side lights.

XXI.—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 winning the race, the committee shall have power to order it to be re-sailed between any yachts so prevented and the actual winner.

XXII.—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 the Club ensign 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.

XXIII.—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.

XXIV.—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 side opposite 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, provided 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.

XXVI.—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. L. Y. C., 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. L. Y. Club.

ST. LAWRENCE YACHT CLUB HOUSE RULES.

1.—The Steward will be in attendance till 10.30 P.M., at which hour the Club and Boat Houses will be closed. The House Committee shall have power on occasion to extend the hour of closing.

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

3.—Club books and papers must not be taken from the Club rooms or off the files provided for them.

4.—The use of Lockers can be had on application to the Secretary on payment of \$1.00 a year. Holders of Lockers will be held responsible for their good condition.

5.—Berths in the Boat House for boats and canoes will be assigned to members applying to the Secretary. No berth will be allotted to any applicant whose subscription is unpaid. The boat or canoe of any member whose current subscription is unpaid, shall, if the Committee think fit, be removed and stored elsewhere at the owners expense, and the berth re-allotted by the House Committee.

6.—Boats or canoes must not on any account be left on the wharves or stages.

7.—The Club premises shall be for the use of members only, and a boat can be removed from the Club premises, by persons other than the owner, only on written order to the Steward.

8.—Any member at his own expense, may introduce a friend to the Club House at any meal, entering his guest's name and his own in the visitor's book.

9.—Any member wishing to introduce a friend temporarily visiting Montreal and not residing therein, nor within 16 miles thereof, as a privileged member of the Club, must send in a written application for permission to do so. The application thus signed must be handed to the Secretary, who shall notify the person named therein that he has been admitted to the Club for 14 days, and this privilege may be extended with the consent of the Committee, but no person shall be eligible to be proposed as a privileged member more than once during the season. Every member to whom this permission may be accorded, will be held responsible for the eligibility of his nominee, as well as for his observance of all the rules of the Club.

10.—Members must pay their bills for every expense they incur in the Club Rooms, before leaving.

11.—Any complaints concerning the management of the affairs of the Club premises, must be made in writing to the Secretary.

TABLE OF TIME ALLOWANCE.

The allowances in this Table are based upon the rule accepted by naval architects, that within economic limits, opportunities for speed, vary in different vessels, as the square roots of their respective lengths. As strong winds are required, however, to give to larger vessels the full extent of their advantage in size, and as such a scale of allowance is not adapted to ordinary summer racing, 40 per cent. only of the allowance due to the rule is given in the table, and may be stated thus:—

Time equals $.4; \left\{ \frac{3600}{\sqrt{I}} - \frac{3600}{\sqrt{L}} \right\}$ 3,600 representing the number of seconds in an hour, I the small yacht and L the larger one. Practically the formula is $\frac{1440}{\sqrt{I}} - \frac{1440}{\sqrt{L}}$ 4-10ths of 3,600 being 1,440.

RULE FOR USING THE TABLE.

The figures which appear in the Table are calculated for one nautical mile, and the time which any yacht has to allow for this distance is shown opposite to the figure which denotes her measurement. Take the time of the larger vessel and deduct the amount of it from that of the smaller vessel; this will give the allowance for one nautical mile; multiply this by the length of course, and the resulting amount is what the smaller vessel will receive expressed in seconds and decimal parts of a second.

EXAMPLE.

What time will a yacht of 30 feet have to allow to one of 25 feet on a course of 20 nautical miles?

The time opposite 25 feet is.....	161.71
“ “ 30 “	136.62
	25.09
	20
	501.80

Or 8 minutes, 22 seconds.

For part of a foot use the nearest fraction that can be expressed in tenths, and take its proportion of the difference shown in the table between the time stated opposite to the figure to which the fraction is attached and the next higher number.

What time will a yacht of 30 feet have to allow one of 25.8 feet on a course of 30 nautical miles?

Time for 25.8 feet for one nautical mile.....	157.23
“ 30 “ “	136.62
Yacht 30 feet allows yacht 25.8 feet for 1 mile.....	20.61
“ “ “ “	30
	618.30

Or ten minutes, 18 seconds.

TABLE
OF TIME ALLOWANCE FOR ONE NAUTICAL MILE, IN
SECONDS AND DECIMALS.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
45.0	88.38	42.5	94.61	40.0	101.40
.9	88.62	.4	94.87	.9	101.69
.8	88.86	.3	95.13	.8	101.98
.7	89.10	.2	95.39	.7	102.27
.6	89.34	.1	95.65	.6	102.56
.5	89.59	42.0	95.91	.5	102.85
.4	89.83	.9	96.17	.4	103.14
.3	90.07	.8	96.44	.3	103.43
.2	90.31	.7	96.71	.2	103.72
.1	90.55	.6	96.98	.1	104.01
44.0	90.80	.5	97.25	39.0	104.30
.9	91.05	.4	97.52	.9	104.60
.8	91.30	.3	97.79	.8	104.90
.7	91.55	.2	98.06	.7	105.20
.6	91.80	.1	98.33	.6	105.50
.5	92.05	41.0	98.60	.5	105.80
.4	92.30	.9	98.88	.4	106.10
.3	92.55	.8	99.16	.3	106.40
.2	92.80	.7	99.44	.2	106.70
.1	93.05	.6	99.72	.1	107.00
43.0	93.31	.5	100.00	38.0	107.31
.9	93.57	.4	100.28	.9	107.62
.8	93.83	.3	100.56	.8	107.93
.7	94.09	.2	100.84	.7	108.25
.6	94.35	.1	101.12	.6	108.56

TABLE OF TIME ALLOWANCE.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
37·5	108·88	34·8	117·83	32·1	127·88
·4	109·19	·7	118·18	32·0	128·27
·3	109·50	·6	118·54	·9	128·67
·2	109·82	5	118·89	·8	129·08
·1	110·13	·4	119·25	·7	129·49
37·0	110·45	·3	119·60	·6	129·90
·9	110·77	·2	119·96	·5	130·31
·8	111·10	·1	120·31	·4	130·71
·7	111·42	34·0	120·67	·3	131·12
·6	111·75	·9	121·04	·2	131·53
·5	112·08	·8	121·41	·1	131·94
·4	112·40	·7	121·78	31·0	132·35
·3	112·73	·6	122·15	·9	132·78
·2	113·05	·5	122·52	·8	133·22
·1	113·38	·4	122·90	·7	133·66
36·0	113·71	·3	123·27	·6	134·09
·9	114·03	·2	123·64	·5	134·53
·8	114·30	·1	124·01	·4	134·97
·7	114·73	33·0	124·39	·3	135·30
·6	115·07	·9	124·77	·2	135·74
·5	115·41	·8	125·16	·1	136·18
·4	115·75	·7	125·55	30·0	136·62
·3	116·09	·6	125·94	·9	137·06
·2	116·43	·5	126·33	8	137·51
·1	116·77	·4	126·71	·7	137·96
35·0	117·12	·3	127·10	·6	138·41
·9	117·47	·2	127·49	·5	138·86

TABLE OF TIME ALLOWANCE.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
29·4	139·31	26·7	152·52	24·0	167·65
·3	139·76	·6	153·05	·9	168·28
·2	140·21	·5	153·48	·8	168·91
·1	140·66	·4	154·00	·7	169·54
29·0	141·11	·3	154·53	·6	170·17
·9	141·58	·2	155·06	·5	170·81
·8	142·05	·1	155·59	·4	171·44
·7	142·52	26·0	156·12	·3	172·07
·6	143·00	·9	156·67	·2	172·70
·5	143·47	8	157·23	·1	173·33
·4	143·94	·7	157·79	23·0	173·97
·3	144·42	·6	158·35	·9	174·64
·2	144·89	·5	158·91	·8	175·32
·1	145·36	·4	159·47	·7	175·99
28·0	145·84	3	160·03	·6	176·67
·9	146·34	·2	160·59	·5	177·34
·8	146·84	·1	161·15	·4	178·02
·7	147·34	25·0	161·71	·3	178·69
·6	147·84	·9	162·30	·2	179·37
·5	148·34	·8	162·89	·1	180·04
·4	148·84	·7	163·49	22·0	180·72
·3	149·34	·6	164·08	·9	181·44
·2	149·84	·5	164·68	·8	182·16
·1	150·34	·4	165·27	·7	182·88
27·0	150·84	·3	165·86	·6	183·60
·9	151·36	·2	166·46	·5	184·33
·8	151·99	·1	167·05	·4	185·05

TABLE OF TIME ALLOWANCE.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
21·3	185·77	19·5	199·85	17·7	216·07
·2	186·49	·4	200·68	·6	217·06
·1	187·21	·3	201·51	·5	218·05
21·0	187·94	·2	202·34	·4	219·04
·9	188·71	·1	203·17	·3	220·03
·8	189·49	19·0	204·00	·2	221·02
·7	190·26	·9	204·91	·1	222·01
·6	191·04	·8	205·82	17·0	223·00
·5	191·82	·7	206·73	·9	224·07
·4	192·59	·6	207·64	·8	225·14
·3	193·37	·5	208·55	·7	226·21
·2	194·14	·4	209·46	·6	227·28
·1	194·92	·3	210·37	·5	228·35
20·0	195·70	·2	211·28	·4	229·42
·9	196·53	·1	212·19	·3	230·49
·8	197·36	18·0	213·10	·2	231·56
·7	198·19	·9	214·09	·1	232·63
·6	199·02	·8	215·08	16·0	233·70

FORMER OFFICERS.

Commodores.

1888—S. GREENSHIELDS.	1889—G. H. DUGGAN.
1890—G. H. DUGGAN.	1891—A. W. MORRIS.

Vice-Commodores.

1888—G. H. DUGGAN.	1889—C. H. LEVIN.
1890—A. IRVING.	1891—C. H. LEVIN.

Rear-Commodores.

1888—C. H. LEVIN.	1889—T. L. PATON.
1890—H. J. BEAMAN.	1891—H. J. BEAMAN.

Secretaries.

1888—J. SIMMONS.	1889—W. J. WALLACE.
1890—DAVID A. POE.	1891—DAVID A. POE.

Treasurers.

1888—T. L. PATON.	1889—J. AIRD.
1890—A. G. WALSH.	1891—W. A. C. HAMILTON.

Measurers.

1888—{ J. F. GIBSONE. F. SCOTT.	1889—{ J. F. GIBSONE. F. SCOTT.
1890—{ J. F. GIBSONE. W. J. WALLACE.	1891—{ F. P. SHEARWOOD. WALTER KAVANAGH.

THE SEASON OF 1891.

The summer station of the Club was at its house at Dorval, and the racing course as delineated in the Chart published herewith.

The season was opened on 23rd and 24th May, with the usual squadron cruise to Beauharnois, in which the "Dream," "Black Eagle," "Valda," "Frolic" and "Breeze" took part.

MAY 25TH.—A sweepstakes race from the Club House, round the Chatauguay Lights to Pointe Claire, about eight miles, was sailed, in a fresh wholesail breeze, and resulted as follows:—

	Start.	Finish.	Elapsed.	Corrected.
Dream.....	32'45	3 40'45	5 38'45	1 58'00
Valda.....	24'01	3 42'45	5 49'30	2 06'45
Frolic.....	28'45	3 42'00	6 15'45	2 33'43
Black Eagle.	37'07	3 43'00	Did not finish.	

JUNE 13TH.—The first series race for the 29 and 24 foot classes was sailed in a moderate breeze, 4 of the 29 footers starting.

	Start.	Finish.	Elapsed.	Corrected.
Valda.....	24'01	4 06'05	6 12'05	2 06'00
Chaperon....	30'02	4 06'10	6 12'55	2 06'45
Frolic.....	28'45	4 06'50	6 16'10	2 09'20
Mollie Bawn.	25.92	4 05'25	6 21'20	2 15'45

The "Valda" winning a first prize pennant and 1 leg for the Vice-Commodore's cup, by 45 seconds elapsed and 6.24 corrected time, the "Chaperon" winning a second prize pennant.

JUNE 20TH.—Wind light from the east for the 1st series race for the "A" and 21 foot classes. There were 4 entries for Class "A," and 3 for the 21 foot Class, resulting as follows:—

A CLASS.

		Start.	Finish.	Elapsed.	Corrected.
Lulu.....	29'02	4'10'05	6'27'50	2'17'45	2'14'51
Dream.....	32'52	4'10'05	6'28'29	2'18'24	2'18'24
White Squall..	31'01	4'10'05	6'34'42	2'24'37	2'23'20

The "Lulu" thus wins a prize flag and 1 leg for the Commodore's Cup by 39 seconds elapsed and 3'13 corrected time the "Dream" a second prize flag.

21 FOOT CLASS.

		Start.	Finish.	Elapsed.	Corrected.
Thora.....	19'05	4'06'25	7'06'23	3'00'08	2'58'07
Elida.....	21'00	4'10'05	7'12'38	3'02'33	3'02'33
Vesper.....	18'74	4'06'51	7'20'10	3'14'19	3'10'53

The "Thora" therefore wins a prize pennant and 1 leg for her Class Trophy.

JUNE 27TH.—The 2nd series races for all classes, was sailed in a strong, puffy breeze, most of the yachts starting with a reef in the mainsail.

A CLASS.

		Start.	Finish.	Elapsed.	Corrected.
Dream.....	32'06	4'4'0	5'56'15	1'52'15	1'49'01
Lulu.....	29'02	4'5'0	6'00'10	1'55'10	1'49'19
White Squall..	31'01	4'6'0	6'17'25	2'11'25	2'07'23
Black Eagle....	37'07	4'2'0	6'12'15	2'10'25	2'10'25

The "Dream" notified the Sailing Committee that they had fouled the Chatauguay Buoy, but the other yachts refusing to accept the advantage which the disqualification

of the "Dream" would confer, the Committee ordered the race to be sailed over on 18th July.

29 FOOT CLASS.

	Start.	Finish.	Elapsed.	Corrected.
Valda.....	24'01	4'2'30	6'03'45	2'1'15
Frolic.....	28'	4'3'20	6'05'50	2'2'30
Chaperon.....	29'06	4'3'05	6'04'30	2'1'25
Mollie Bawn...	25'09	4'3'20	6'12'20	2'9'00
				2'05'40

The "Valda" winning a 1st prize pennant and 1 leg for the Vice-Commodore's Cup, the "Frolic" a 2nd prize pennant.

21 FOOT CLASS.

	Start.	Finish.	Elapsed.	Corrected.
Thora.....	19'5	4'3'	6'03'03	2'00'03
Tesper	19'4	4'2'50	6'18'30	2'16'40
Elida.....	21'0	4'2'	6'22'05	2'20'05
Comet.....		4'6'	Withdrew.	

The "Thora" winning a 1st prize pennant and 1 leg for her class trophy, and making the best corrected time over the course, 4'06 better than the "Dream." "Vesper" a 2nd prize pennant.

JULY 1ST.—The 3rd series races for all classes resulted as follows:—

A CLASS.

	Start.	Finish.	Elapsed.	Corrected.
Dream.....	32'6	11	12'49'42	1'49'42
Lulu.....	29'2	11	12'54'24	1'54'24
White Squall.....	31'1	11	1'05'33	2'05'35
Black Eagle.....	37'7	11	1'05'32	2'05'34
				2'05'32

The "Dream" winning by 2'05 and scoring 1 leg for Commodore's Cup, "Lulu" winning a second prize flag.

29 FOOT CLASS.

	Start.	Finish.	Elapsed.	Corrected.
Valda .....24·1	10·56·32	12·51·52	1·55·20	1·50·05
Mollie Bawn. 25·9	11	1·02·30	2·02·30	1·59·10
Chaperon.....29·6	10·59·30	12·59·30	1·59·44	2·00·14
Frolic.....28	10·59·15	1·04·35	2·05·20	2·03·19
Breeze.....25	11	1·17	2·17	2·13·44

The "Valda" thus securing the Vice-Commodore's Cup by winning the 3rd time, making the best corrected time of the fleet, 1·59 over the "Dream." The "Mollie Bawn" won a 2nd prize flag.

The "Vesper" sailed over the course, thus scoring one leg for the 21 foot class trophy.

In the evening, Commodore and Mrs. Morris gave a very enjoyable "At Home" in the Club House.

JULY 11th.—A and 29 foot classes.

"A"

	Start.	Finish.	Elapsed.	Corrected.
Lulu.....29 2	3·57·15	6·01·51	2·04·36	2·02·00
Dream.....32·6	3·57·11	6·02·40	2·05·29	2·05·29
Black Eagle.. 37·7	3·58	Did not finish.		

29 FOOT.

Chaperon.....29·6	3·57·41	6·01·36	2·03·57	2·03·57
Valda .....24·1	3·57·50	6·14·23	2·16·33	2·11·18
Mollie Bawn. 25·9	3·56·54	6·13·46	2·16·52	2·13·22

The "Chaperon" made the best corrected time of the fleet by 20 seconds over the "Lulu."

JULY 18th.—The race of June 27th for the "A" Class was resailed in a strong, squally, east wind, all the yachts under close reefed mainsail and jib.

	Start.	Finish.	Elapsed.	Corrected.
Lulu.....	29'2 4'30'14	6'29'30	1'59'16	1'53'25
Dream	32'6 4'30	6'29'14	1'59'14	1'56
Black Eagle..	37'7 4'28'03	6'31'16	2'03'13	2'03'13
White Squall.	31'1 4'30'47	Did not finish.		

The "Lulu" thus winning the third time and securing the Commodore's Cup. The "Dream" getting a second prize pennant.

JULY 25th.—In response to an invitation from the Quebec Yacht Club, the "Dream," "Black Eagle" and "Frolic," with the S. S. "Dama" visited Quebec, and their crews with a number of members of the Club were most hospitably entertained by that Club. On 25th July, the "Dream," "Frolic" and "Black Eagle" took part in a race given by the Quebec Yacht Club, in which the "Frolic" came in first, "Bernadette," Q.Y.C., second, "Dream" third. By a ruling of the Sailing Committee of the Quebec Yacht Club, the "Frolic" was disqualified and the first prize awarded to the "Bernadette," second prize to the "Dream." This is the first time in the history of the Club that any of its yachts have competed with those of a sister club.

The result of the series racing of the year was as follows:

A CLASS.

Yacht.	Starts.	First.	Seconds.	Prize.
Lulu.....	5	3	2	Commodore's Cup.
Dream	5	2	3	
White Squall.....	4	0	0	
Black Eagle.	4	0	0	

29 FOOT CLASS.

Valda.....	4		3		1	{ Vice-Commo- dore's Cup.
Chaperon	4	.....	1	.....	1	
Frolic	3	.....	0	.....	1	
Mollie Bawn.....	4	.....	0	.....	1	

21 FOOT CLASS.

Thora.....	2		2		0	{ 21 Foot Class Trophy.
Vesper.....	3	.....	1	.....	1	
Elida.....	2	.....	0	.....	1	
Comet.....	1	.....	0	.....	0	

OFFICERS AND COMMITTEES FOR 1892.

Commodore.

A. W. MORRIS, M.L.A.

Vice-Commodore.

C. H. LEVIN.

Rear-Commodore.

LIONEL J. SMITH.

Secretary.

A. F. MITCHELL.

Treasurer.

W. A. C. HAMILTON.

Measurers.

F. P. SHEARWOOD.

GEO. R. MARLER.

Committee.

G. H. DUGGAN,
H. M. MOLSON,
E. KIRK GREENE,
J. SIMMONS,

J. DUDGEON,
D. A. POE,
D. A. STARR,
J. D. MILLER.

Sailing Committee.

A. W. MORRIS,
JUDGE C. P. DAVIDSON,
G. H. DUGGAN,
D. A. POE,

A. F. MITCHELL,
E. KIRK GREENE,
GEO. R. MARLER,
J. D. MILLER,

F. P. SHEARWOOD.

Steam Yacht Committee.

A. L. KENT,
H. J. BEAMAN,

J. B. TRESSIDER,
GEO. W. EADIE,

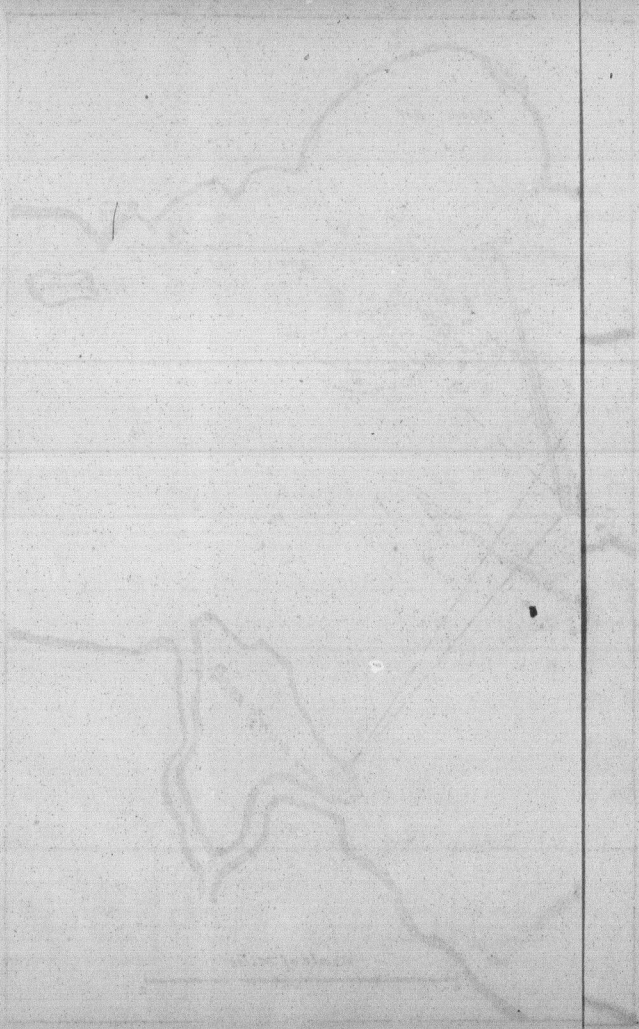
W. LAFLAMME.

Board of Trustees.

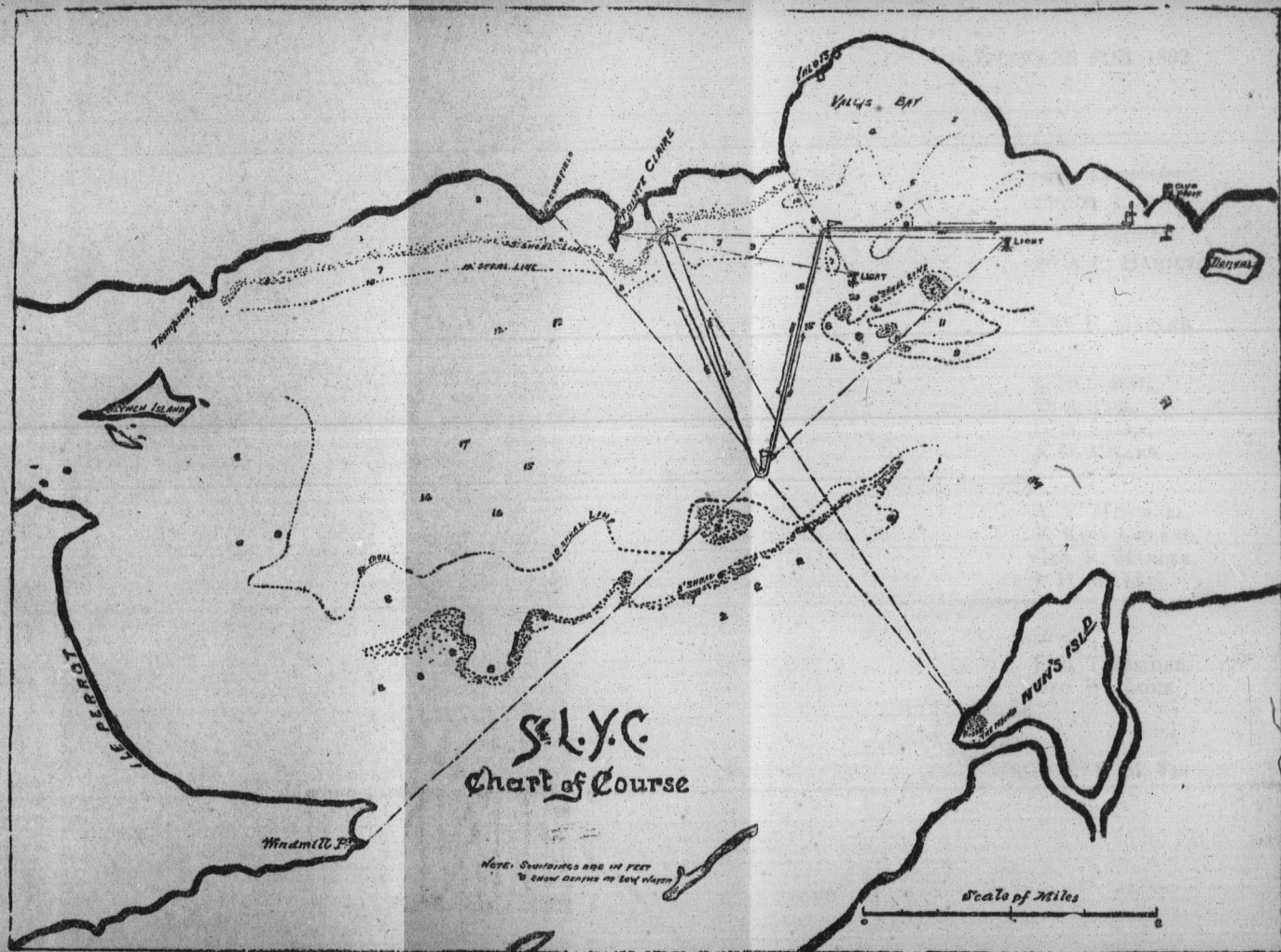
A. W. MORRIS, M.L.A., E. S. CLOUSTON, E. M. FULTON.

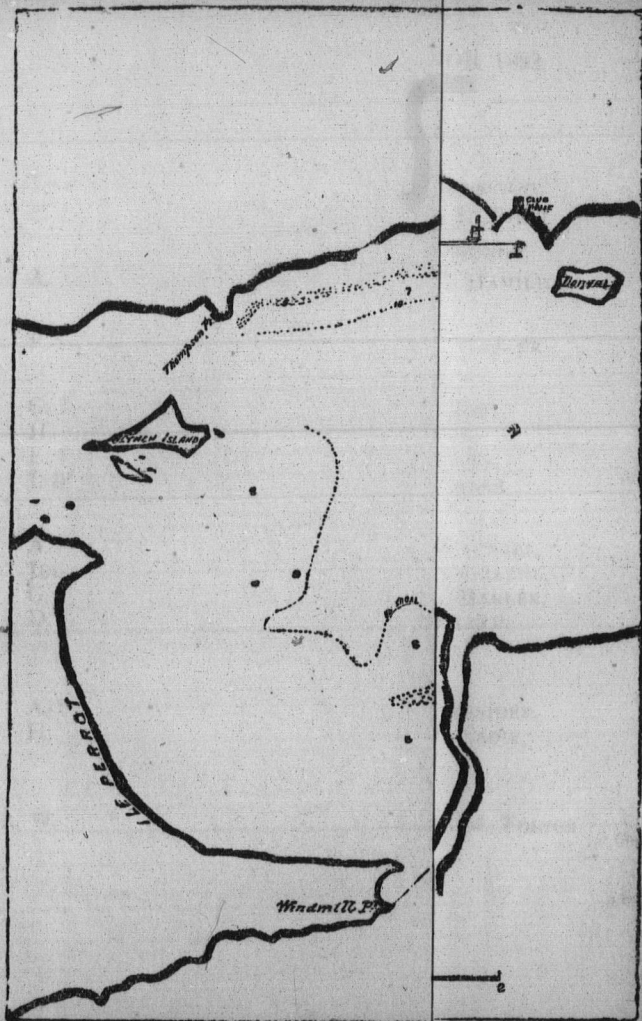
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THE FIXTURES FOR 1892.

The station of the Club will be at its House at Dorval, and the course for racing will be that delineated in the chart published herewith.

There shall be races for each class as shown on the following schedule.

DATE.	A CLASS.	FEET.	FEET.	FEET.	FEET.	SKIFF.
June 11	A	29	24	21		S
18	A				18	
25		29	24	21		S
9 A.M. July 1*	A	29	24			
3.30 P.M. 1	A	29	24	21	18	
2	Cruise to Cascade Rapids.					
9		29	24	21		S
16†	A	29	24	21		
23					18	
Aug. 20					18	

* Sir D. A. Smith Challenge Cup.

† Baylis Cup.

SKIFF CLASSES.—1st Class, over 17 feet and not over 21 feet L. W. L.

2nd Class, under 17 feet L. W. L.

No entrance fee will be charged for any Club sailing race. The entrance fee for the steam yacht race will be three dollars for each entry.

The Cup given by the Commodore shall be sailed for by "A" Class.

The Cup given by the Vice-Commodore shall be sailed for by 29 foot Class.

The Cup given by the Rear-Commodore shall be sailed for by 24 and 21 foot Classes.

The Cup given by Mr. H. M. Molson, shall be sailed for by 18 foot Class.

The Cups given by the Club shall be sailed for by Skiff Classes.

Cups will be given by the Club for second place, and prize pennants to the first, second and third boat in each class series race. The first prize pennant will have the Club's device in black on a yellow field, the second prize pennants the Club's device in blue on a red field, and the third prize pennants the Club's device in red on a blue field. Money prizes will be given to the first, second and third boat in the steam yacht race.

There must be at least 2 entries in a class or there will be no race. In the "A" and 29 foot classes no second prize shall be given unless 3 or more yachts have started, or in the 24, 21 and 18 foot classes, 4 or more yachts have started. In all series races, the preliminary gun will be fired at 3.25 P.M. and the start will be made sharp at 3.30. Unless the first boat is in by eight o'clock, the race will be declared off.

No entry for a series race will be accepted unless the yacht so entered has been officially measured this season, and owners must place their yachts in a position convenient for, and acceptable to, the Measurers, that this work may be done at least three days before a race.

Should a re-measurement be required after the inauguration of the racing season, a fee of two dollars will be charged for each re-measurement; and at least two days before a race due notice must be given through the Secretary that such a re-measurement is required, and that the yacht to be so measured is in a place convenient for, and acceptable to, the Measurers, that the work may be done.

SIR DONALD A. SMITH CHALLENGE CUP RACING RULES.

1.—The Cup shall be a perpetual Challenge Cup to be sailed for annually on Dominion Day, under the Rules of the St. Lawrence Yacht Club.

2.—The Cup may be held by the yacht winning it until the first day of June following—a satisfactory bond being given to the Committee for its safe return. A commemorative medal shall be given by the Club to the yacht, when the Cup is returned to the Club.

3.—The races for the Cup to be open to yachts of the St. Lawrence Yacht Club of the "A," 29 and 24 foot classes. Sailing length as defined by Rule III.

4.—The course for the Cup races to be over the St. Lawrence Yacht Club course as decided each year.

5.—All disputes shall be decided by the Sailing Committee of the Club—for this purpose not less than five members being a quorum.

All boats sailing in the Club's races where rig does not come within the scope of the present measurement rules shall have their sail area measured for rating as follows: To the actual area of their sails, exclusive of headsail and spinnaker, shall be added the area of forward triangle, which shall be computed by measuring a base-line from

the end of bowsprit or spinnaker boom (whichever be the greater) to the foremast, and a perpendicular by measuring from the deck to the highest block used for setting the spinnaker, and dividing the multiple of these measurements by two.

Private distinguishing signals must be carried in all races, as provided for in Rule VIII.

The Committee deem it desirable to encourage a junior and non-resident membership, and have provided that:—

Youths of 18 and under may become members of the Club and enjoy all its privileges excepting the right to take part in elections, by paying an entrance fee of three dollars and an annual subscription of two dollars.

Gentlemen residing not less than twenty miles from the Club's House may become members of the Club, enjoying all its privileges, by paying an annual subscription of two dollars, without entrance fee.

Club burgees, Club charts, caps, buttons and crests may be obtained from the Treasurer.

Secretary's address: 22 St. John Street; P.O. Box 1174.

Treasurer's address: 519 St. Paul Street; P.O. Box 1993.

ROLL OF MEMBERS.

Andres, S. J.
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 Aird, A.
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 Angus, A. F.
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 Archbald, C.
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 Auldjo, G.
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 Allan, J. S.
 Allan, A. A.
 Aslie, F. W.

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 Barlow, F. W.
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 Buchanan, R. C.
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 Brossoit, T.
 Bond, E. L.
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 Brown, T. T.

Benyon, W. H.
 Benson, G. F.
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 Brennan, F.
 Blackader, W.
 Buchanan, Alex.

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 Church, T. C.
 Clouston, E. S.
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 Coursol, Captain C.
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 Carroll, John
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 Clark, C. O.
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 Campbell, C. C.
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 Christie, W. E.
 Came, F. L.
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 Caverhill, G.
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 Campbell, S.
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 Campbell, F.
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Davidson, Thos.
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Drummond, Hon. G. A.
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Donnelly, T.
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Davidson, R.
Davis, M. B.
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Davidson, P.

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Eadie, Harold

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Finley, W. C.

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Harcourt, H. L.
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Hosmer, C. B.

ROLL OF MEMBERS.

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 Routh, C. H.
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 Ryan, J.
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 Ryde, W. O.
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 Stroud, W.
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 Stevenson, B. B.
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 St. Mars, H.
 Saunderson, C. A.
 Small, E. A.
 Stevenson, R. R.
 Steel, W.

ROLL OF MEMBERS.

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 Smith, R. W. H.
 Shorey, C. L.
 Stewart, J. H.
 Scott, R. W.
 Shearer, J. J.
 Sexton, D. M.
 Starr, D. A.
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 Schlater, C. P.
 Sims, A. H.
 Silverman, S.
 Stevenson, S. W. (J.)
 Stevenson, H. R. (J.)

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 Thomas, A. C.
 Thomas H. W.
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 Torrance, W. F.
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 Woodbury, Sidney H.
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 Williams, W.
 Whitehead, E. A.
 Wright, H. K.

Young, H. B.
 York, J.
 Yates, H. B.

SQUADRON LIST.

SQUADRON LIST.

SAIL.

<i>Rig.</i>	<i>Yacht.</i>	<i>Owner.</i>	<i>Designer.</i>	<i>Builder.</i>	<i>L.O.A.L.W.L. Em. Area. C.L.</i>	<i>Sail</i>
Cutter	Eagle.....	{ C. H. Levin..... Geo. Gabler..... }	Builder.....	R. Roy.....	39.03. 35.03. 10.00.	1,450. 36.02
"	Viking.....	{ L. J. Smith..... W. Morris..... }	G. H. Duggan.....	J. McIntyre.....	41.00. 30.00. 12.00.	35.00
Cutter	Dream.....	{ H. M. Wilson..... W. Morris..... }	Builder.....	E. S. Matthews.....	31.07. 28.09½. 11.06.	1,307. 32.52
Cutter	White Squall.....	J. H. Gieseler.....		W. C. White.....	29.07. 27.01. 11.00.	1,298. 31.01
Sloop	Lulu.....	R. A. Elliott.....			26.04. 10.04.	914. 23.02
Sloop	Countess.....	S. H. Woodbury, et al.....			26.04. 10.04.	914. 23.02
Cutter	Chaperon.....	E. S. Clouston.....	A. F. Jarvis.....	A. M. Robertson.....	38.00. 25.10½. 10.00.	1,167. 30.02
Sloop	Frolic.....	{ E. K. Greene..... W. A. C. Hamilton..... }	Builder.....	A. F. Munn.....	26.08. 23.07½. 10.06.	1,102. 28.45
"	Ishkoodah.....	{ R. R. Stevenson..... J. Perrault..... }	"	P. Douillet.....	23.00. 24.06. 10.06.	1,089. 28.07
"	Sans Saucill.....	{ J. H. E. Clare..... Arthur Hamilton..... }	"	G. St. Or.....		
Cutter	Coquette.....	Arthur Hamilton.....		Leboeuf.....	35.00. 25.00. 9.10.	1,100. 28.00
"	Belle.....	F. L. Barlow.....			27.06. 8.06.	
Sloop	Puzzier.....	Jas. Paton.....	Builder.....	A. Cuthbert.....	24.06. 9.04.	27.10
"	Irex.....	R. A. Elliott.....			27.00. 25.03. 8.04.	27.02
Cat	Minnie A.....	W. A. Smith et al.....	E. Burgess.....	Lawley & Sons.....	23.00. 23.07. 8.06.	789. 26.08
"	Molly Bawn.....	W. A. Smith et al.....			20.00. 8.00.	
Cutter	Breeze.....	{ J. D. Paterson..... P. Macintosh..... }	Builder.....	A. Cuthbert.....	25.00. 23.00. 9.00.	733. 25.00
Sloop	Pearl.....	{ B. B. Stevenson..... C. Routh..... }	"	Mitchell.....	22.06. 20.04½. 9.00.	780. 24.17
"	Madge.....	{ T. C. Davidson..... J. Donnelly..... }	"	Edwards.....	29.00. 21.01½.	824. 24.09
"	Valda.....	G. H. Duggan.....	Owner.....	St. Onge.....	26.00. 20.09. 8.00.	660. 24.01

SQUADRON LIST.

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<i>Rig.</i>	<i>Yacht.</i>	<i>Owner.</i>	<i>Designer.</i>	<i>Builder.</i>	<i>L.O.A.L.W.L. Em. Area. C.L.</i>	<i>Sail</i>
Cutter	Griffin	W. H. Benyon.			26.00. 21.00. 7.09.	
"	\$St. George	J. A. Benyon.			25.06. 20.00. 7.06.	696. 24.00
Sloop	Itzacchuad	Valois Syndicate.			25.00. 23.11.	
Cutter	Spray	{ J. Dudkeon.	{ Builder.	Weir.	26.00. 21.00.	
"	"	{ F. Scott.	"	"		
Sloop	Mabel	J. Lyall.		Ramsay	22.06. 20.10. 8.00.	710. 23.09
Cutter	Rampa	Jas. MacDougall.	A. E. Jarvis.	A. M. Robertson.	13.05.	23.00
Sloop	Banshee	Dr. W. Johnston.		Hodgson.	19.05.	22.00
Cat.	Indra	C. C. Campbell.			26.00. 21.00.	
"	"	C. G. Fry.			19.03. 10.10.	22.00
Sloop	Elida	{ A. D. Reford.	{ Builder.	Hodgson.	23.03. 19.10. 7.00.	491. 21.00
"	"	{ H. Simms.	"	"		
Yawl	Thora	H. Simms.	Builder.	Ramsay	20.00.	6.00. 19.05
"	Inez	G. F. Benson.		N. Gilbert.	20.00.	6.00.
Cat.	Bessie	Dr. Andres.		Rushon.	13.00.	5.06.
Sloop	Cockroach	A. W. Sherwood.	F. P. Sherwood.	J. McIntyre.	20.00. 16.04. 5.06.	341. 17.04
"	Microbe.	R. B. Kenrick.		"	20.00. 15.11. 5.11.	370. 17.05
Cat.	Wideawake	H. M. Molson.	G. H. Duggan.		16.03. 16.03. 6.00.	333. 17.01
"	Bhanaven.	H. R. Drummond.	Builder.	J. H. Rushton.	17.06. 16.00. 5.00.	175.
"	Fly	J. C. C. Almon.			17.06.	20.00.
"	Bebe.	J. R. Hutchins.			20.00.	
"	Bug	G. H. Duggan.	Owner.		16.06.	
Cutter	Elsie.	R. C. Nelles.	Builder.	R. A. Winsor.	20.06. 17.10. 6.10.	
Sloop	Papoose.	Arthur Hamilton.		G. St. Onge	19.07.	7.03.
"	Comet.	C. O. Clark.			21.03. 22.00.	13.74
"	Carce.	Judge C. F. Davidson.			25.00. 22.00.	9.00.
"	Chips.	C. L. Shorey.			19.07.	
"	Osprey.	W. de M. Marler.			21.00. 19.00. 6.09.	
"	Wanda.	A. F. Riddel.	G. H. Duggan.	Hodgson.	13.00. 13.00. 6.06.	
"	Zoe.	E. L. Bond.			20.06.	6.03.
"	Wasp.	W. H. Hutton.	Owner.		20.06.	6.03.
Cutter	Andux	E. C. Campbell.				
"	Hirondelle	Kennet Blackwell.				

STEAMERS.

<i>Rig.</i>	<i>Yacht.</i>	<i>Owner.</i>	<i>Designer.</i>	<i>Builder.</i>	<i>Length.</i>	<i>Engine.</i>	<i>Cylinder.</i>
Scho.	Nema.	R. B. Angus.	J. Beaver Webb.	P. Lamote.	68.	C.	
"	Gadabout.	E. M. Fulton.			92.		
"	Dama.	G. E. Levey.			90.	C.	12x18x10.
"	Alexandria.	A. McDonald.			90.	C.	12x18x10.
Cabin.	Vivid.	A. W. Morris.	Builders.	Polson Iron Works.	90.	HP.	10x12.
"	Windemere.	A. Daves.	"	Cantin Building Co.	80.	TE.	5x12.
"	Adonis.	J. B. Tressider.	"	Robertson.	60.	CO.	5x 9x 7.
"	Ingomar.	C. C. Newton.			60.	CO.	5x 9x 7.
"	Chipmunk.	G. W. Eadie.	Builder.	J. McIntyre.	50.	HP.	5x 9.
"	Nereid.	H. J. Beaman.	"	St. Onge.	40.	HP.	5x 9.
"	Evelina.	J. G. Lavollette M.D.			41.	HP.	6x 6.
"	Stella.	M. Perrault.	Builder.	{ Gas Engine and Power Co.	30.	Nap.	
Launch	Our Club.	E. A. Small.			45.	CO.	8x 8.
"	Ivy.	J. R. Duquette.			45.	"	8x 8.
"	Eugenie.	J. Brossot.	Builder.	Robinson.	40.	HP.	
"	Nemo 1st.	N. Charbonneau.			40.	C.	
"	Undine.	C. E. Levey.			33.	HP.	5x 8x 8.
"	Myra.	A. L. Kent.	Builder.	Robinson.	32.	HP.	4x 4.
"	Iris.	J. H. Garth.	"	P. Lamote	31.	"	6x 6.
"	Lotta.	A. McDonald.			30.	"	6x 6.
"	Zela.	J. Higginson.	Owner.		30.	"	5x 5.
"	Naida.	John A. Greene.	Owner.		30.	CO.	5x 5.
"	Louise.	Geo. A. D'Amme.			30.	CO.	
"	Ma.	W. A. Murray.			30.	CO.	
"	Beaver.	H. E. Murray.			30.	"	6x 6.
"	Pearl.	{ J. Costigan	Builder.	Robinson.	25.	HP.	4x 4.
"		{ Wm. Reid.			25.	"	2 1/2 x 3.
"	Insect.	W. A. Murray.			24.	"	4x 4.
"	Magpie.	J. Galbraith.	Builder.	Gilbert Bros.	24.	"	3x 3.
"	Will-o'-the-Wisp.	M. L. Williams.	Owner.	Lachapelle.	23.	CO.	
"	La Mouche.	L. Huot.	Builder.	J. Gillies & Co.	23.	CO.	
"	Lancet.	F. W. Campbell M.D.	"	"	21.	"	
"	Nemo 2nd.	{ A. Cherrier.			21.	HP.	4x 4.
"	Fly.	{ H. St. Mars.			17.	CO.	
"		{ J. E. Arnold.					
"	Gertrude.	H. Graham.					

“Fly.....J. K. Arnold.
“Gertrude.....H. Graham....

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