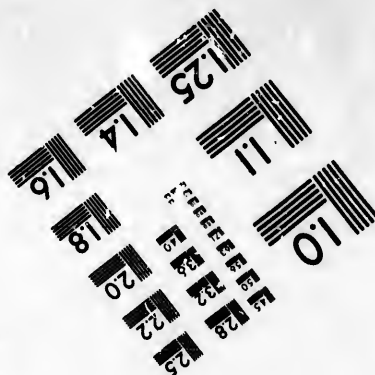
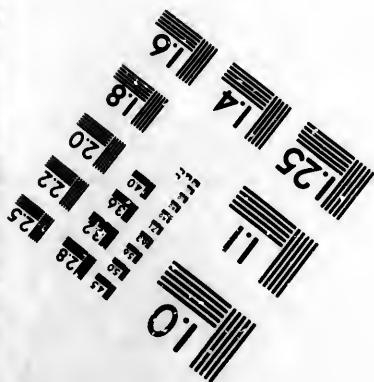
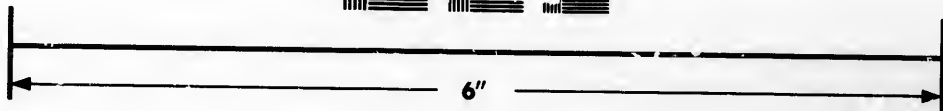
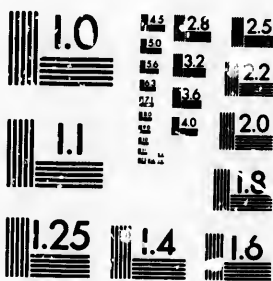


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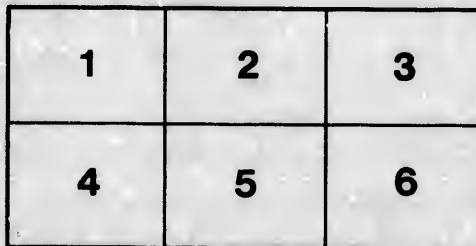
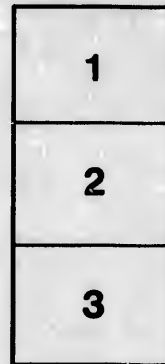
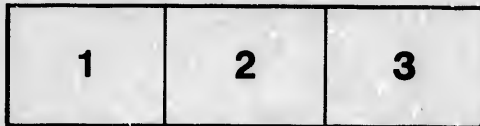
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ROYAL NOVA SCOTIA YACHT SQUADRON.

STATION : HALIFAX.

ESTABLISHED 1875.

DATE OF ADMIRALTY WARRANT; 9th NOVEMBER, 1880.
AND 15th MAY, 1894.

INCORPORATED 1888.

Constitution, By-Laws, Sailing Regulations,
House Rules, &c., &c.

HALIFAX PRINTING Co., 161 HOLLIS ST.
1896.

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1896

OFFICERS FOR 1896.

Commodore :

JAMES W. STAIRS.

Vice-Commodore :

COL. LEACH, R. E., V. C.

Rear-Commodore :

JOHN E. BUTLER.

Hon. Treasurer :

A. E. JONES.

Secretary :

H. M. WYLDE.

P. O. Box 520, Halifax, N. S.

Committee of Management :

F. H. BELL.

R. R. KENNEDY.

J. E. G. BOULTON.

W. H. TROOP.

F. S. WEST.

Sailing Committee :

REAR COMMODORE, *Chairman.*

CAPT. H. V. KENT, R. E.

G. C. HART.

J. T. LITHGOW.

A. F. BUCKLEY.

W. G. JONES.

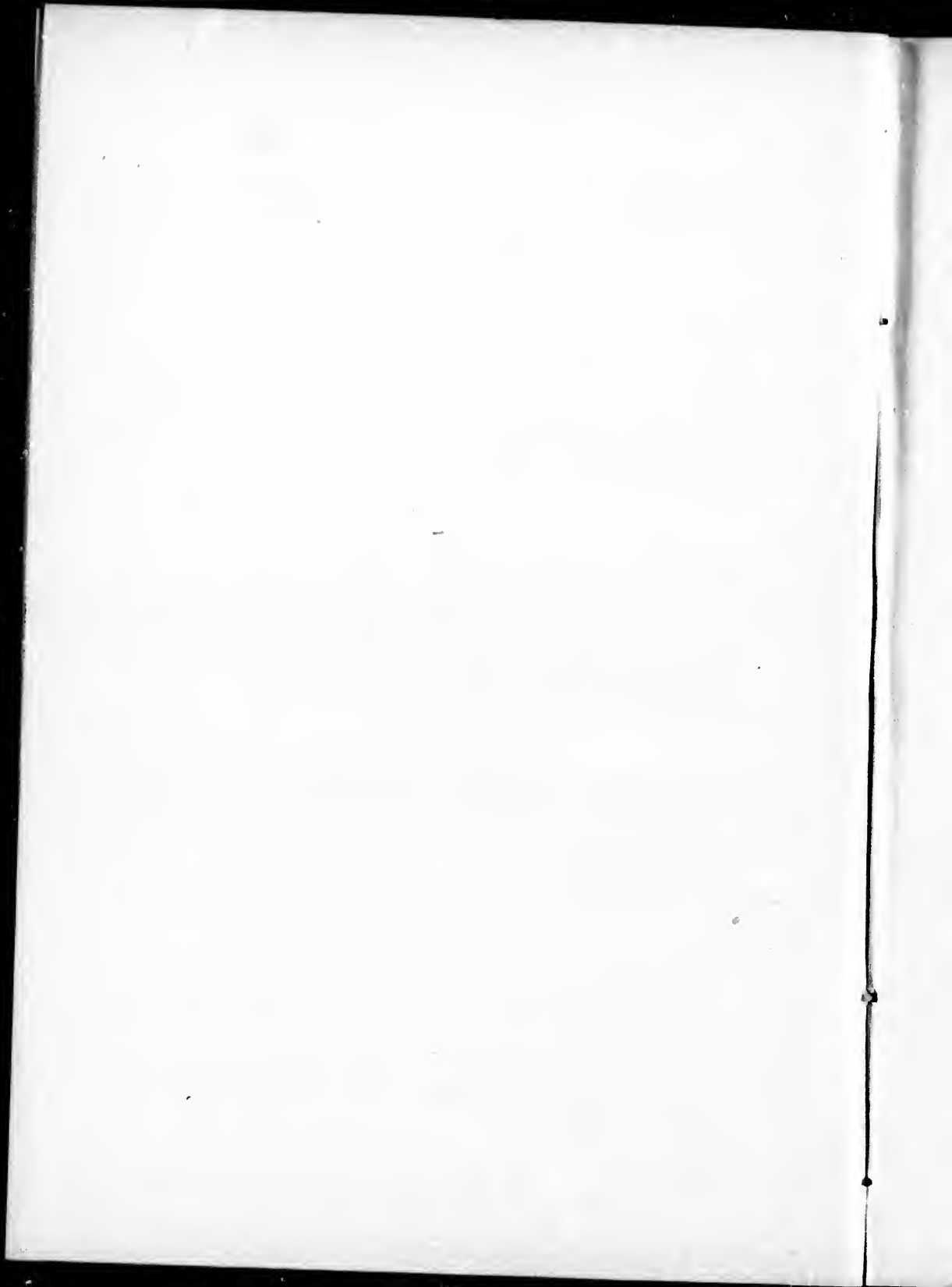
H. MELLISH.

Measurers :

Halifax, - - - - -	}	F. H. BELL.
		H. FLOWERS.
Charlottetown, - - - - -		F. W. HINDMAN.
Lunenburg, - - - - -		J. RUDOLF.

Honorary Agent :

New York, - - - - - THOS. MANNING.



An Act to Incorporate the Royal Nova Scotia Yacht Squadron.

(Cap. 107, Acts of 1888.)

Passed the 16th day of April, A. D. 1888.

Be it enacted by the Governor, Council, and Assembly, as follows :

1. Alfred C. Edwards, W. Henry Troop, James W. Stairs, John E. Butler, Alfred E. Jones, and the other members and associates of the association hereby incorporated, and all who shall hereafter become members thereof, are hereby constituted a body corporate under the name of the "Royal Nova Scotia Yacht Squadron."

2. The objects of the corporation hereby created shall be to promote yacht building and sailing in the Province of Nova Scotia, and to encourage its members in becoming proficient in navigation, in the personal management, control, and handling of their yachts, and in all other matters pertaining to seamanship.

3. The constitution and by-laws of the association by this Act incorporated are hereby declared to be the constitution and by-laws of the said corporation, and the said corporation may from time to time alter, add to and repeal the same, and may make, alter and repeal by-laws to carry into effect the objects of the corporation. Such constitution and by-laws, and all alterations thereof,

shall be invalid until approved by the Governor-in-Council, and upon any action, matter or proceeding before any court or arbitration or person or persons having power to hear evidence, a copy of such constitution and of any by-laws purporting to be certified under the hand of the Provincial Secretary or Deputy Provincial Secretary as having been approved by the Governor-in-Council, shall be presumptive evidence of such constitution and by-laws and of the approval thereof.

4. Said corporation shall have power to make contracts for the purposes of the club, to sue and be sued in the corporate name, and to hold real and personal property by ownership, lease or otherwise, of the actual value of five thousand dollars, and shall be governed and conducted in accordance with the said constitution and by-laws.

5. Upon the passing of this act all the property, real and personal, now belonging to or held in trust for the association hereby incorporated, shall vest in and belong to the said corporation, and the said corporation shall be accountable for all the debts, engagements and liabilities of the Royal Nova Scotia Yacht Squadron.

6. No member of the corporation shall be liable in his person or separate estate for the debts of the corporation, unless he shall have made himself personally responsible therefor.

The Earl of Kimberley to the Marquis of Lorne.

(Extract.)

CANADA.

No. 127 DOWNING ST.,
14th August, 1880.*My Lord,*

I take this opportunity of informing you that Her Majesty has been graciously pleased to approve of the Nova Scotia Yacht Squadron being permitted to use the prefix of "Royal."

(Signed.) KIMBERLEY.

**By the Commissioners for Executing the Office of
Lord High Admiral of the United Kingdom
of Great Britain and Ireland, &c.**

Whereas we deem it expedient that the members of the Royal Nova Scotia Yacht Squadron, being natural born or naturalized British subjects, shall be permitted to wear on board their respective vessels the Blue Ensign of Her Majesty's Fleet on the following conditions :

We do therefore, by virtue of the power and authority vested in us under the provisions of the 105th section of the Merchant Shipping Act 1854, hereby warrant and authorize the Blue Ensign of Her Majesty's Fleet to be worn on board the respective vessels belonging to the Royal Nova

Scotia Yacht Squadron, and to members of such Yacht Club being natural born or naturalized British subjects accordingly, subject to the following conditions :

1. Every vessel belonging to the Royal Nova Scotia Yacht Squadron in order to be eligible to wear the ensign authorized by this warrant, shall have been registered as a British vessel in accordance with the Merchant Shipping Act 1854.

2. The ensign shall not, without our authority in writing, be worn on board any vessel belonging to the Royal Nova Scotia Yacht Squadron which vessel is lent or hired or otherwise, to any person not being a member of the club, or who, being a member of the club, is not a natural born or naturalized British subject.

Given under Our Hands and the Seal of this Office of Admiralty this fifteenth day of May, 1894.

(Sgd.) WALTER T. KERR,
G. H. NOEL.

By command of their Lordships,
EVAN MACGREGOR.

**Extract from Admiralty Circular Letter LMM, 1st
August, 1878.**

In all applications for warrants for vessels required by the Act to be registered, it is essential that the following particulars be stated :

Name of Vessel.

Rig.

Length, per Register.

Breadth, do.

Tonnage, do. (to decimals.)

Port of Registry.

Name of Owner.

Warrants are granted to the Secretaries of Clubs, and My Lords consider the Clubs responsible for the return of the Warrants. They would therefore suggest that a rule should exist in the Club, requiring the return of the Warrant whenever it becomes obsolete.

Whenever a Warrant ceases to be in operation, either by the sale of the vessel or from any other cause whatsoever, it is the duty of the Secretary of the Club to return it to this Office, as soon as possible, in order that it may be cancelled, and each Warrant should be accompanied by a statement of the reason for its return.

In the event of a Warrant being lost, the Secretary must acquaint the Secretary of the Admiralty

of the same, and the letter should be accompanied by a statement from the owner, of the circumstances under which the Warrant has been lost.

Until Warrants are returned, or a satisfactory explanation of their non-return is afforded, fresh Warrants will not be issued.

It is requested that copies of the list of vessels of the Club may be sent to the Admiralty once a year.

Extract from Admiralty Circular Letter, LMM, 1st July, 1879.

My Lords are therefore pleased to direct that in future, Warrants are only to be issued to vessels which are registered, and in all applications from Secretaries of Yacht Clubs for Warrants to fly special colors, the exact Register, Tonnage, and Port of Registry of the vessel must be stated.

N. B. Yacht owners are required to carry their warrants on board their yachts.

CONSTITUTION.

I.

Name and Composition.

This Association shall be known as the ROYAL NOVA SCOTIA YACHT SQUADRON, and shall be composed of Yacht and Boat owners, and gentlemen desirous of encouraging amateur yacht and boat sailing.

II.

Objects.

The objects of this Squadron shall be to promote yacht building and sailing in this Province, and to encourage its members in becoming proficient in navigation, in the personal management, control and handling of their yachts, and in all other matters pertaining to seamanship.

III.

Officers.

The Officers of the Squadron shall consist of a Commodore, Vice-Commodore, Rear-Commodore, Secretary and Treasurer.

IV.

Flags.

The Ensign of the Squadron shall be the Blue Ensign of Her Majesty's Fleet.

The Burgee shall be blue, with a red cross of St. George, edged white, and the arms of Nova Scotia in the first quarter.

The Commodore's Flag shall be the Squadron Burgee, swallow-tailed; the Vice-Commodore's, a similar Burgee, with one white ball in the third quarter; the Rear-Commodore's, a similar Burgee, with two white balls in the third quarter.

V.

Committees.*A. Management.*

There shall be a Committee of Management, composed of the Officers and five other Members, of whom at least three shall be yacht-owners.

B. Sailing.

There shall be a Sailing Committee, composed of the Rear-Commodore (Chairman) and six members.

VI

Election of Officers and Committees.

The Officers named in Art. III, (with the exception of the Secretary), the Committee of Management, and the Sailing Committee, shall be nominated by ballot and elected by ballot at the annual meeting. A candidate to be elected shall secure a majority of the votes cast. In the case of two or more ballots being necessary, the candidate's name receiving the lowest number of votes shall be dropped at each succeeding ballot.

Vacancies occurring among the Officers of the Squadron or in the Committee of Management, or the Sailing Committee, may be filled up at the next ensuing special or regular meeting of the Squadron.

The Secretary shall be elected from among the members of the Squadron by the Management Committee, at their first meeting, but shall have no vote on the Committee.

VII.

Election of Members.*A. Ordinary Members.*

Gentlemen desirous of becoming members must be proposed and seconded by two members, must sign the proposal form, and be ballotted for by the

Committee—one black ball in five to exclude. No one shall be eligible for election unless his name, address, profession or business, together with the names of the proposer and seconder, shall have been posted in the Club Room for at least five days prior to the Committee Meeting. The Committee may, nevertheless, in cases of emergency, elect candidates without such notice.

No person shall be entitled to the privileges of the Squadron until his subscription is paid.

No one who has been twice black-balled shall again be eligible for membership.

Officers of Her Majesty's Army and Navy, and members of all Royal, Recognized and Foreign Yacht Clubs, extending the same courtesy to members of this Squadron, shall be admitted as ordinary members on payment of the annual subscription, after having passed the ballot.

B. Honorary Members.

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

The Governor-General of the Dominion, the Lieutenant-Governor of the Province, the Admiral Commanding on the Station, the General Commanding the Imperial Forces, the Mayor of

Halifax, the Minister of Marine and Fisheries, *ex officio*; and the Flag Officers and Secretaries of all Royal, Recognized and Foreign Yacht Clubs, extending the same courtesy to officers of this Squadron, shall be Honorary Members of this Squadron.

Any person may become an Honorary Member who shall have been approved by the Committee of Management, and have been elected by a two-thirds majority of a general meeting of the Squadron.

VIII.

Resignation.

Any member whose dues for the current year are paid, may withdraw from the Squadron on his written application to that effect being sent to the Secretary. Squadron Certificates, Admiralty Warrants, and cups or prizes, the property of the Squadron, which may be in a member's possession, must be returned to the Secretary before the resignation can take effect. The member so resigning shall forfeit any claim which he may have to any cup or prize of the Squadron, which he has not finally won.

IX.

Meetings.

There shall be four regular general meetings of the Squadron in each year, to be held as follows: The first—annual—to be held on the third Thursday of January, the second on the third Thursday of April, the third on the third Thursday of July, and the fourth on the third Thursday of October.

A special general meeting shall be called by the Commodore whenever he may think it necessary, or at the request in writing of at least ten members.

X

Quorum and Voting.

A quorum at each general meeting shall consist of fifteen members.

Upon a proposal to alter the time allowance, rule of measurement, or classification of yachts, only yacht owners shall vote. Each yacht shall be entitled to one vote only—to be cast by an owner in person; but no member, by reason of owning more than one yacht, shall be entitled to more than one vote. On all other questions all qualified members are entitled to vote.

XI.

Discipline.

A member may be expelled or suspended for conduct injurious to the character or welfare of the Squadron, by a two-thirds vote of the members present at the meeting before which the subject is brought.

Notice of any such motion must be served on the member in question, and sent to members of the Squadron, at least one week previous to the meeting.

XII.

Amendments to Constitution.

This Constitution may be amended by a two-thirds vote of the members present at the annual meeting, providing always that the proposed amendment shall have been submitted in writing at the regular meeting of the Squadron 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 alteration if voted shall come into force at the next regular meeting.

BY-LAWS.

I.

Subscriptions.

The Annual Subscription to the Squadron for each member shall be \$10.00, except in the case of members not residing within fifteen miles of the Club House, and not keeping a yacht in Halifax Harbor, when it shall be \$5.00.

A member elected during October, November, or December, shall not be liable to pay another subscription till the second January following.

The Annual Subscription shall become due on the 1st of January in each year, and no member whose dues are unpaid by the April Quarterly Meeting shall be allowed to vote.

Members whose subscriptions are unpaid on the 1st of July in each year shall be requested by the Secretary to send in their dues to him before August 1st, when the names of all members in arrears will be posted in the Club Room.

Members whose subscriptions are not paid by September 1st shall cease to be members of the

Squadron, unless they can assign to the Committee of Management reasons which may be deemed satisfactory for their failure of payment. Any member, however, leaving the Province, may, by giving notice to the Secretary, be relieved from the payment of his subscription during any year of his absence, provided such exemption is claimed before the regular April Meeting in any year.

II.

Motions.

When a motion has been defeated twice within one year, no motion to the same effect shall be brought up within that year.

No motion shall be reconsidered more than once.

III.

Duties of Officers.

The Commodore shall preside at all meetings, and take command of the Squadron. In the absence of the Commodore the Vice-Commodore shall discharge his duties ; and in the absence of both the Commodore and Vice-Commodore, the duty shall fall on the Rear-Commodore. In the event of the absence of all the Flag-Officers from any Squadron or Committee Meeting, the member

who may be elected by those present shall take the chair.

The Chairman shall have no vote, except in the event of a tie.

The Rear-Commodore shall be responsible for all preparations for races.

The Secretary shall keep a record of all proceedings of the Squadron, a correct roll of members with dates of election, and a register of the yachts belonging to the Squadron. He shall notify each member elected of his election, collect all dues and assessments and hand the same to the Treasurer, notify each member of every meeting, and conduct all correspondence, take charge of the books, records, and papers, and generally discharge such other duties as may be assigned to him by the Management Committee.

The Treasurer shall receive all monies from the Secretary, and deposit same in a bank approved by the Committee of Management, and all cheques drawn shall be signed by him, and countersigned by one of the Flag Officers. He shall pay all bills contracted by the Squadron and passed by the Committee of Management, keeping a correct account of the same. He shall be liable to account for the funds of the Squadron whenever so required by the Management Committee.

IV.

Measurers.

There shall be two measurers for the port of Halifax, who shall be elected at the Annual Meeting.

They shall measure all yachts belonging to the Squadron, in the manner provided for by the rules of measurement, and file with the Secretary a certificate of such measurement. Every owner requiring a measurer's certificate, shall apply for the same to the Secretary, and lodge with him a fee of \$5.00, which shall, on filing of the certificate, be paid to the measurer. If the yacht prove to be under 10 rating, \$3.00 only of the fee shall be paid to the measurer, and the balance, \$2.00, returned to the owner of the yacht.

The Committee of Management shall have power to appoint Deputy Measurers at any port in the Province where yachts of the Squadron may be stationed.

V.

Duties of Committees.*A. Management.*

A quorum shall consist of three members.

It shall be the duty of the Committee of Management to approve all expenditures, to elect members,

to make an annual report concerning the condition and finances of the Squadron, and such other matters as they may think proper at the Annual Meeting, and to transact all the business of the Squadron not otherwise especially provided for. At the regular April Meeting in each year, this Committee shall produce a statement of estimated receipts and expenditures for the ensuing year, and present, for the approval of the Squadron, a report recommending the amount, number, and class of prizes, and the days on which they shall be sailed for, and such report as adopted shall constitute the fixtures and prizes for the season. But as no provision can be made to anticipate all contingencies, the Management Committee shall have power to postpone any fixture or alter any prize whenever they shall deem it necessary in the interests of the Squadron so to do.

Notice of any alteration in the fixtures, prizes, or courses for the season shall be at once sent by the Secretary to every member of the Squadron.

B. Sailing.

A quorum shall consist of three members.

All races and all yachts sailing therein shall be under the direction of the Sailing Committee—all entries shall be subject to their approval. They shall appoint the courses, time-limit, officers of

the day, etc., for each race, and shall submit a report of the same to the Squadron at the regular April Meeting. All matters connected with the races shall be subject to their approval and control, and all doubts, questions, and disputes which may arise, shall be subject to their decision. Their decision shall be based upon the Sailing Rules and Regulations adopted by the Squadron so far as they may 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 unless they think fit, on the application of the parties interested or otherwise, to refer the questions at issue to the decision of the Council of the Yacht Racing Association of Great Britain. No member of the Sailing Committee shall take part in the discussion or decision of any disputed question in which he is directly interested.

They shall award the prizes after receiving the report of the race from the officers of the day; and in the event of any cup or prize not being awarded from any cause, they shall have power to decide when such cup or prize shall be competed for, and if advisable, to change the course therefor, or

decide whether such prize shall revert to the Squadron.

Yacht owners, members of the Squadron, sailing private races, are entitled to have the races started and timed by the Sailing Committee of the Squadron, the expenses being borne by the Squadron, and the result of the races recorded in the Squadron books.

VI.

Officers of the Day.

The Officers appointed by the Sailing Committee to take charge for the day shall start and time the races, and shall report in writing the result of the same to the Sailing Committee as soon as possible after the limit of time for receiving protests shall have expired.

The Officers of the day, duly appointed to serve, shall have sole charge and control of the race, and are responsible only to the Sailing Committee duly assembled, and shall not be interfered with by any individual member thereof. Either of the Officers of the day may appoint as a relief any member of the Squadron.

The Sailing Committee or Officers in charge for the day shall have power to postpone or shorten any race, should unfavorable weather render such a course desirable. No postponement on account

of unfavorable weather shall, however, be decided upon previous to the hour appointed for the start

VII.

Duties of Yacht Owners.

Every Yacht owner shall furnish to the Secretary the name and rig of his yacht, and a description of his distinguishing flag, and the name of the port at which his vessel is owned, and shall make immediate application for an Admiralty warrant to fly the Blue Ensign. In the event of a yacht being sold or hired the warrant must be immediately returned to the Secretary. No yacht shall be registered in the Squadron unless decked at least one-third of water line length and six inches at each side.

Every Yacht owner shall bring his Yacht to a place as convenient as possible for one of the Measurers of the Squadron and have his Yacht measured by him, giving at least twenty-four hours' notice through the Secretary.

Any member buying or selling a yacht shall give notice thereof to the Secretary within seven days after the completion of the purchase or sale, and no Yacht not duly entered on the register shall be entitled to representation at a Squadron meeting.

VIII.

Governing Racing.

Entries shall be made with the Secretary at least forty-eight hours previous to noon of the day appointed for each race. In case of a Sunday intervening, twenty-four hours shall be added. Entries may be made by telegram, and it shall be deemed sufficient that the same shall have been despatched before noon of the day on which the entries close, subject to the provisions as to Sundays.

Form of Entry to be signed by the owner or owners or his or their representative, previous to the race.

Please to enter the _____ Yacht for the
 Race at _____ on the
 her distinguishing flag is _____ ; her
 rig is _____ ; and her rating, in accordance
 with By-Law IX. is _____ ; and I declare
 that no increase has been made in her rating length
 or in her length of spars, or in her sail area since
 she was measured by the official measurer, and her
 certificate issued ; and I undertake that while
 sailing under this entry all her ballast shall be
 properly stowed, and shall not be shifted or trimmed
 in any way whatever, and that I will obey and be
 bound by the rules of the Royal Nova Scotia
 Yacht Squadron.
 Signed this _____ day of _____

A yacht may enter at any rating exceeding her own rating, but must in such case conform to all the sailing regulations applicable to said increased rating, and give and receive time allowance in proportion thereto.

Each yacht entered for a race, shall be supplied with written or printed instructions as to the conditions of the race, the course to be sailed, marks, etc.

Each yacht sailing for any prize given by or to the Squadron, must be the property of a member or members, and her owner or owners must have paid up all their dues for the current year, under the penalty of the yacht being disqualified.

No yacht shall be allowed to start for any Squadron prize until the certificate of her measurement shall have been filed with the Secretary, unless the Sailing Committee give special permission in writing before the start that the yacht may compete without it.

IX.

Measurement.

The rating of every Yacht entered to sail in a race shall be ascertained by multiplying the sail area in square feet—as found in the manner hereafter enjoined—by the rating length in feet and dividing the product by 6,000, the quotient shall

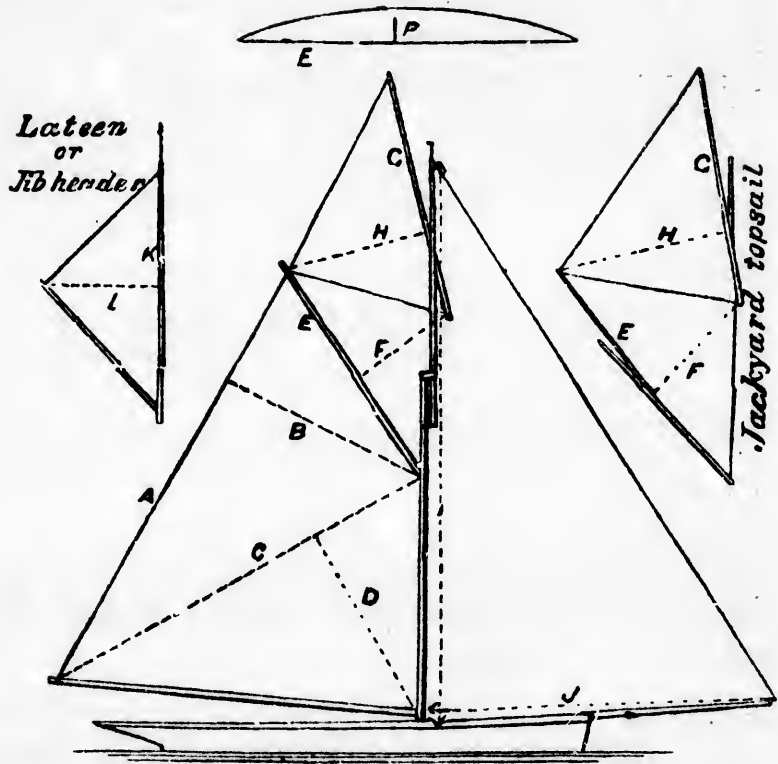
be the rating. The rating shall be given to one place of decimals, if the second place of decimals be a 5 or over one shall be added to the first place, if less it shall be disregarded.

Rating Length.

Rating length shall be taken in a straight line from the fore end to the after end of the load water-line, provided always that if any part of the stem or stern post, or other part of the vessel below the water-line, except the rudder, project beyond the length taken as mentioned, such projection or projections shall for the purposes of the rule, be added to the length taken as mentioned, and pieces of any form cut out of the stem, stern-post or fair-line of the ridge of the counter, with the intention of shortening the load water line, shall not be allowed for in measurement of length, if at or immediately below the load-line, nor above, if within six inches of the water level.

Rating length shall be taken only when the Yacht is lying in smooth water with the usual number of her racing crew on board at and about mid overall length. Owners shall mark the extremities of the Rating length so taken on the stem and stern-post of their Yachts under the direction of the Measurer.

The Sail area shall be taken as follows :—



Mainsail.

A.—Measured from over the pin of sheave or bee hole for outhaul or clew lacing in boom to the gaff under the peak lacing hole.

B.—Perpendicular to A. Measured to underside of gaff, close in to the mast.

C.—Measured from top of boom over the pin of the sheave or bee hole for out-haul or clew lacing to underside of gaff close in to the mast.

D.—Perpendicular to C, measured in to the mast in a line with the top of the boom or to tack cringle of mainsail, if below top of boom.

Yard Topsail.

E.—Measured from upper side of gaff close in to the mast to pin of sheave for topsail sheet, or to lacing hole in jackyard.

F.—Perpendicular to E, measured to lacing hole in yard.

G.—From lacing hole to lacing hole in yard.

H.—Perpendicular to G, measured to pin of sheave for topsail sheet in gaff, or to lacing hole in jackyard.

Jib Header.

K.—Measured from top of gaff close in to mast, to pin of halyard sheave in topmast.

L.—Perpendicular to K, measured to pin of sheave for topsail sheet in gaff, or to lacing hole in jackyard.

Head Sails.

I.—The perpendicular I, to be measured from the deck at the foreside of the mast to where the

line of the luff of the foremost head-sail when extended cuts such perpendicular; in case a schooner has no foretopmast, but a main topmast and main spinnaker, the perpendicular for the fore-triangle shall be measured from the deck to where the line of luff of such spinnaker, when extended, cuts the main-topmast.

J.—To be measured from the foreside of the mast to where the line of the luff of the foremost head sail, when extended, cuts the bowsprit, other spar, hull, etc., as the case may be.

In all cases if the distance from the centre fore and aft line of the mast to the outer end of spinnaker boom—when shipped in its place and square to the keel—exceeds the distance from the foreside of the mast to the bowsprit end—where cut by the line of the luff of the foremost head sail—the excess shall be added to the base of the triangle formed by the headsail and the area of the head sails be computed accordingly.

In the case of a yacht having no head sail, but carrying a spinnaker, the area for head sail shall be computed from the length of spinnaker boom and the height from deck to where the line of the luff of the spinnaker when extended cuts the mast.

The length of head-stick or head-yard to spinnaker shall not exceed one-twentieth the length of

spinnaker boom. Foot yards not allowed to spin-
nakers.

In the case of a yacht carrying a square sail, or square top sail, or raffee—together or separately—the actual areas of the same shall be computed, and if such area exceed the area of the fore triangle the excess shall be used in the total area for determining the rating.

Area of Mainsail.

To find the area of Mainsail—multiply A by B and C by D, and add the two products together and divide by two.

Area of Yard Topsail.

To find the area of the Yard Topsail—multiply E by F and G by H, and add the two products together and divide by two.

Area of Jib Header.

To find the area of Jib Header—multiply K by L and divide the product by two.

Area of Head Sail.

To find the area of head sails, jib-topsail or spinnaker, multiply I by J and divide by two.

Area of Yawls' Sails.

The area of a yawl's sails shall similarly be found ; in the case of a yawl having a lug mizzen, the lacing-holes in the yard would be taken as the upper boundaries.

Area of Schooners' Sails.

In schooner-rigged yachts, the foresail and main topmast staysail shall be measured in the following manner :

Height of after staysail halyard-block measured from foreside of main-boom gooseneck, added to height of fore-staysail halyard-block, measured from fore-boom gooseneck. Multiply the sum of these two measurements by the distance between the two masts, and divide the product by two.

The length of head-stick or head-yard on staysail shall not exceed one-tenth the distance between the two masts.

Fore-Gaff Topsail.

In the case of a schooner carrying a fore-gaff topsail in addition to main-topmast staysail, only one-half of area of such topsail shall be computed in measurement.

Areas of Lug Sails and Head Sails.

In the case of a lug sail, standing lug sail, or balance lug sail being carried, the actual area of the same shall be computed ; and if head sail be also carried, the measurements for computing the area of the same shall be taken from fore-side of mast, etc., in accordance with the method provided in the rule for head sails.

Areas Bound by Curved Edges of Sails.

The area bounded by the round in the foot, head, luff or leach of a sail, if at any time extended by battens or otherwise beyond the line between the points for measurements, shall be computed as follows :—

Multiply the base E by two-thirds of the perpendicular P.

In cases of disputed measurement, or if the necessary measurements cannot be obtained from the sailmaker, the sails can be measured in the following manner :—

Disputed Measurements.

Take the length of boom from mast to pin of sheave or bee hole for outhaul or clew lacing, and length of gaff from mast to pin of top-sail sheet sheave or lacing-hole, as the case may require, then hoist the sail with the tack fast and set the peak

and luff up taut, and let go the topping lifts so that the weight of the boom comes on the leach of the sail. With a line and tape measure the leach and luff and the diagonal C. For the head sail measure the height, I, and the distance, J, as provided for in the Section dealing with head sail. For topsail the sail may be hoisted and marked in a line with the gaff, then lowered and the other dimensions taken. From the measurements so taken a sail plan may be made and the areas calculated as described.

Certificate of Rating.

As soon as a Yacht has been measured by the official measurer a certificate of rating shall be granted to her owner, unless from any peculiarity in the construction of the yacht, or other cause, the measurer shall be of opinion that the rule will not rate the yacht fairly, in which case he shall report the circumstances to the Sailing Committee, who, after due enquiry, shall award such certificate of rating as they may consider equitable.

A certificate of rating shall be valid as the yachts rating for racing, only so long as no increase is made in her rating length, or in her spars or sail area. If any alterations be made in the rating length, the length of spars, or in the sail area of a yacht, her certificate of rating ceases to be valid, and must be immediately returned to the

Secretary, with notice in writing of the alterations, in order that the yacht, or her spars or sails may, if necessary, be re-measured, and a new certificate issued.

X.

Challenging a Yacht's Measurement.

A Yacht's Measurement may be challenged within the limit of the time of protest, by the Sailing Committee or any member of the Squadron, and her owner, if so ordered by the Sailing Committee, shall have her re-measured. The Measurer's fee must be posted with the Secretary, by the party challenging the Yacht's measurement, and shall be paid to the Measurers, if the measurement be found to be correct; if not correct, it shall be returned to the challenger. In the latter case the owner shall pay the Measurer's fee.

XI.

Challenge Cups.

In the case of any cup or prize, requiring to be won more than once, being won by a Yacht owned by more than one member, no one of the co-owners shall be held to have won the cup or prize individually. Such co-owners shall be considered as one person, and must remain the same, except in the

event of the death of one or more of them, and the remaining owner or owners assuming his or their share or shares.

XII.

Alterations in By-Laws, Sailing Rules, and House Rules.

Any alteration in the By-Laws, Sailing Rules, and House Rules, must be proposed in writing by a member at a Regular Meeting of the Squadron, and a vote taken on it at the next, due notice of the proposed alteration having been given to each member. A two-thirds vote of members present shall alter the rule, and the alteration shall come into force immediately.

SAILING RULES AND REGULATIONS.

1. *Start.*

The Start in all races unless otherwise provided, shall be made flying. A quarter of an hour before the time of starting, one of the following flags of the Commercial Code shall be hoisted as a preparative flag for the yachts of each successive race :

B of Commercial Code for the Yachts of 1st race.

C " " " " " " " " 2nd "

D " " " " " " " " 3rd "

F " " " " " " " " 4th "

and so on.

Five minutes before the start the preparative flag shall be lowered, a Blue Peter hoisted, and a gun fired, after which the Yachts in the race shall be amenable to the rules. At the expiration of five minutes *exactly*, the Blue Peter shall be hauled down and a second gun fired as a signal to start.

Should the gun miss fire, the lowering of the Blue Peter shall be the signal to start.

In a flying start, if any yacht, or any part of her hull or spars or equipment be on, or across the line before the signal to start is made, she must return and re-cross 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.

2. Recall Numbers.

Each sailing Yacht entered on the Squadron list shall, at the beginning of the season, be allotted a recall number, which shall serve as a distinguishing number. In starting a race, should any yacht cross the line before the signal for the start has been made, her distinguishing number shall be exhibited as soon as possible, as a recall, and kept displayed until the said yacht shall either have returned and recrossed the line to the satisfaction of the officers in charge, or have given up the race. The numbers to be in white on a black ground, and the figures not less than 2 ft. 6 in. in height.

3. Entries for Races Re-Sailed.

Should any yacht duly entered 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.

4. *Distinguishing Flags and Numbers.*

Each yacht must carry at her main topmast head a distinguishing flag of a suitable size, which must not be hauled down unless she gives up the race. If the topmast be lowered on deck or carried away, the flag must be re-hoisted in a conspicuous place as soon as possible.

Each yacht must display her distinguishing number on both sides of the mainsail above the reef points. Such numbers to be in black, and not less than two feet in height.

5. *Sail Over.*

When a prize has been offered for competition, any yacht, duly entered, may claim to sail over the course, and shall be entitled to the prize ; subject, however, to By-law VI.

6. *Centreboard Yachts.*

Yachts fitted with centreboards shall not be allowed to raise their centreboards during a race for the purpose of crossing a shoal.

7. *Declaration of Winner.*

Every yacht sailing in a race shall have on board a member of a Recognized Yacht Club, who, before the prize is awarded, shall sign a declaration that

the yacht under his charge has strictly conformed to all the Sailing Regulations, as follows :

I hereby declare that the Yacht,
whilst sailing in the Race this day,
has strictly observed the Sailing Rules and
Regulations.

(Signed.)

Date.

8. *Hands.*

In yachts of 10 rating and under, the total number of persons on board during a match shall not exceed the number set forth in the following table :

Not exceeding 0.5 rating	2	persons.
Exceed'g 0.5 and not exceed'g 1 rating	3	"
" 1.0 " " " 2.5	5	"
" 2.5 " " " 5.	7	"
" 5 " " " 10	9	"

If an owner of a yacht elect to have such yacht measured for rating length with a smaller number of persons on board than set forth in the foregoing table, said number shall be stated on the Certificate of Rating, and shall not be exceeded in any race sailed under the certificate.

Any hand may join or leave a yacht before she has crossed the starting line, but not afterwards,

except in case of accident or injury to any person on board.

9. *Anchors and Chains.*

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 the yacht, and all ballast shall be properly stowed, and shall not be shifted or trimmed in any way whatever during a race.

10. *Life Buoys.*

Each yacht shall carry at least two life buoys ready for use. Open yachts with more than four hands on board shall carry in addition one life buoy for each extra two hands, or a life belt for each extra hand.

11. *Yachts Meeting.*

When two yachts are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz :—

A yacht which is running free shall keep out of the way of a yacht which is close-hauled.

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

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

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

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

12. Rounding Marks, &c.

When rounding any buoy or vessel used to mark out the course, if two yachts are not clear of each other at the time the leading yacht is close to, and actually rounding the mark, the outside yacht must give the other room to pass clear of it, whether it be the lee or weather yacht which is in danger of fouling the mark. No yacht shall be considered clear of another yacht, unless so much ahead as to give a free choice to the other on which side she will pass. An overtaking yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between the leading yacht and the mark after the latter yacht has altered her helm for the purpose of rounding.

13. Obstructions to Sea Room.

When passing a pier, shoal, rock, vessel, or other obstruction to sea room, should yachts not be clear of each other, the outside yacht or yachts must give room to the yacht in danger of fouling such obstruction, whether she be the weather or the leeward yacht; provided always that an overlap has been established before an obstruction is actually reached.

14. Luffing and Bearing Away.

A yacht overtaking any other shall keep out of the way of the overtaken yacht, and a yacht may luff as she pleases to prevent another yacht passing to windward; provided she commences so to luff before any part of the bowsprit or hull of the overtaking yacht comes abreast of her mainmast, but must never bear away out of her course to hinder the other passing to leeward—the lee side to be considered that on which the leading yacht of the two carries her main boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the yacht she has overtaken.

15. Approaching Shore.

If two yachts are standing towards a shore or shoal, or towards any buoy, boat, or vessel, and the yacht to leeward is likely to run aground, or

foul of such buoy, or boat, or vessel (a mark vessel excepted), and is not able to tack without coming into collision with the yacht to windward, the latter shall at once tack, on being hailed to do so by the owner of the leeward yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

16. *Running Aground, &c.*

Any yacht running on shore, or foul of a buoy, vessel, or other obstruction, may use her own anchors, boats, warps, &c., 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.

17. *Fouling Yachts, Marks, &c.*

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 yacht causing a mark vessel to in any way shift her position to avoid being fouled by such yacht, shall be disqualified. If a yacht in consequence of her neglect of any of these rules, shall foul another yacht or compel other yachts to foul, she shall forfeit all claim to the prize, and shall pay all damages.

18. *Means of Propulsion.*

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

19. *Anchoring.*

A yacht may anchor during a race, but must weigh her anchor again and not slip. No yacht having crossed the starting line, shall, during a race, make fast to any buoy, stage or pier, or send an anchor out in a boat except for the purpose of Rule 16.

20. *Sounding.*

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

21. *Man Overboard.*

In case of a man falling overboard from, or in case of any dangerous accident to, a competing yacht, all other yachts in a position to do so, shall use their utmost endeavors to render assistance; and if it should appear that any yacht was thereby prevented winning the race, the Committee shall have power to order it to be re-sailed.

22. *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 on first passing the finishing point, by showing an Ensign conspicuously in the main rigging. The protest shall be made in writing, and under such regulations (if any) as the Sailing Committee may have determined, within twenty-four hours (not including Sunday,) 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.

23. Removal of Mark.

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

24. Disqualification of Yacht

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.

In the event of any yacht being disqualified, the next in order shall be awarded the prize.

25. Disqualification of Owner.

Should a flagrant breach of these Rules be proven against any yacht, her owner, or sailing master, or both, may be disqualified by the Sailing Committee for any time they may think fit from sailing in any race held under the Rules of the Squadron.

26. Limit of Time.

The Sailing Committee shall, at the beginning of each season limit the time of finishing each race and insert the same in the fixtures of the year.

In the event of a race not being completed within the time prescribed by the Sailing Committee, it shall be considered as "no race," and may be re-sailed, subject to By-law V., B.

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

27. 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 Class, exceeding 3 rating and not exceeding 5 rating.

2nd Class, exceeding 5 rating and not exceeding 10 rating.

1st Class, exceeding 10 rating.

28. Shortening Course.

If it be necessary during a race to shorten the course, the signal flag denoting the race hoisted under the White Peter, or in case of fog or darkness two guns fired, shall show that the race is to finish with the round about to be completed, or at such mark as the Sailing Committee or Officers of the day may appoint, and the time allowance shall be reduced in proportion.

29. Postponing a Race.

If it be necessary to postpone a race, letter N. of the Commercial code hoisted over the flag denoting the race, shall be a signal that the race has been postponed.

30. Place of Marks.

As distance is an important element in the calculation of time allowance, the marks and flag boats should be placed so as to mark as accurately

as possible the length of the course for which time is allowed.

31. Sea Room.

The Sailing Committee should be particularly careful to provide ample room between the points marking the starting line.

32. Rig Allowance.

The rating of schooners and yawls shall be reckoned for time allowance as follows, viz : schooners at 75 per cent. and yawls at 85 per cent. of their actual rating ; provided that, in case of a yawl, her mainsail does not exceed 37 of her total sail area, and that her mizzen is not less than .06 of her total sail area. In the case of a pole-masted yawl, her mainsail shall not exceed 46 of her total sail area, and her mizzen shall not be less than .075 of her total sail area. In schooners the foreside of the mainmast shall at the deck be not farther forward than the middle of length of the load water line. In calculating the deduction for difference of rig, the rating by certificate to the exact fraction is to be used. The time allowances are to be calculated from each vessel's reduced rating, but schooners and yawls shall not be allowed to enter at their reduced rating.

33. *Time Allowance.*

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 10 rating the sail areas and total sail areas shall be computed by ratings and tenths of ratings.

[AS ADOPTED BY THE YACHT RACING ASSOCIATION.]

**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	99·09	30	177·67
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	169·41	49	194·72
25	170·97	50	195·40

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

Rating by Tenths.	Time in Seconds per Knot.	Rating by Tenths.	Time in Seconds per Knot.
5·3	102·06	7·7	120·66
5·4	103·02	7·8	121·30
5·5	103·95	7·9	121·93
5·6	104·85	8·0	122·54
5·7	105·73	8·1	123·14
5·8	106·69	8·2	123·70
5·9	107·53	8·3	124·27
6·0	108·34	8·4	124·84
6·1	109·14	8·5	125·40
6·2	109·93	8·6	125·96
6·3	110·71	8·7	126·50
6·4	111·49	8·8	127·05
6·5	112·26	8·9	127·57
6·6	113·03	9·0	128·05
6·7	113·80	9·1	128·54
6·8	114·59	9·2	129·02
6·9	115·36	9·3	129·52
7·0	116·08	9·4	130·00
7·1	116·78	9·5	130·50
7·2	117·45	9·6	131·00
7·3	118·11	9·7	131·48
7·4	118·76	9·8	131·96
7·5	119·40	9·9	132·43
7·6	120·03	10·0	132·90

HOUSE RULES.

I. The Committee of Management shall have power to appoint sub-committees and to delegate to them such branches of its duties as it may deem expedient. Members of the Squadron, who are not members of the Committee, may be appointed to serve on such sub-committees. The Chairman of each sub-committee must be a member of the Management Committee.

Such sub-committees shall have no power to expend any money without the sanction of the Management Committee.

II. The Caretaker will be in attendance till 11.30 p. m., at which hour the Club and Boat Houses will be closed, and all lights except the signal light put out. Members unavoidably compelled to use the Boat House after that hour will be expected to store their own boats and close the house securely. The Management Committee shall have power on occasion to extend the hour of closing.

III. The club dinghies 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.

IV. Club books and papers must not be taken from the club room or off the fyles provided for them.

V. Any member proved to have taken or used anything belonging to the Squadron or to another member, without permission, shall be liable for any loss or damage that may result therefrom, as well as to be suspended under Article XI of the constitution.

VI. Everything left on the club premises shall be solely at the owners' 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 stored at the expense of the owner; and if they are not claimed and the charges paid within three months, they may be sold to defray the same, and any balance that may remain will be handed to the owner.

VII. Lockers can be rented on application to the Secretary on payment of the sum of \$1.00 a year. A member not notifying the Secretary of intention to relinquish a locker by 1st June will

be held liable for the dues for the current year. Holders of lockers will be held responsible for their good condition.

VIII. Each member keeping a yacht and wishing the services of the Squadron servants shall pay a monthly fee therefor, the amount of which shall be regulated by the Committee according to the time required to be expended on each yacht.

The services to be rendered by the Squadron servants for such fee shall be :

1. To wash decks and clean up and pump yachts daily.
2. To hoist, dry, and furl sails when necessary.
3. To hoist and furl sails when required to do so by owner.
4. To attend to safety of yacht in bad weather.

IX. Berths in the Boat House for boats and canoes will be allotted to Members in order of application, so far as space will permit. Application must be made in writing upon the forms provided for that purpose. In the event of simultaneous applications being made by two or more members, the senior member shall take precedence. The positions of berths shall be at the discretion of the Committee, and they shall have power to change any member's berth should they consider it expedient to do so.

X. Boats or canoes must not be left on the trolleys or stages. Owners doing so will be censured for first offence and the privileges of the boat house suspended for further ignoring the notification of the Committee.

No yachts or boats shall be allowed to remain alongside the landing stages for any time longer than sufficient to land or embark passengers or crews.

Squadron moorings shall be for the exclusive use of yachts requiring temporary moorings, and shall not be appropriated for a longer time than 48 hours.

XI. 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 owner's expense, and the berth re-allotted by the Committee. If the boat or canoe be not claimed, and the charges paid within three months, it may be sold to defray the same, and any balance that may remain handed to the owner.

XII. Gambling and games of chance will not be allowed on the Club premises. Members shall have the privilege of playing Whist at 5c. points in the Club Room. No more than ten points shall be scored on a rubber. No side bets permitted.

XIII. Dogs will not be allowed in the Club House.

XIV. The Club premises shall be for the use of members only, but members shall have the privilege of introducing ladies on the following occasions, viz :—

At all times the facilities of the Wharf and Boat House only are extended to ladies for the purpose of embarking in or landing from yachts or boats.

After 8 o'clock p. m., the Club premises other than the Club House are open to ladies accompanied by Members.

On race days, and on such occasions as appointed by the Committee of Management, the Club premises shall be open to ladies.

The family of a Member keeping a boat may be permitted to use the boat on application to the Committee of Management. A boat can be removed from the Club premises by persons other than the owner or his family only on written order to the caretaker.

XV. Bathers shall wear bathing costume approved by the Management Committee.

XVI. A Member may personally introduce non-residents of the City of Halifax, or within ten

miles thereof, to the Club premises for one day, recording their names and his own in the visitors' book.

Any member wishing to introduce a friend temporarily visiting Halifax, and not residing therein nor within 15 miles thereof, as a privileged member of the Club, must send in a written application to the Secretary, for permission to do so, who shall notify the person named therein, that he has been admitted to the Club for fourteen days, and this privilege may be extended with the consent of the Committee for the further period of one month on payment of five dollars ; but it shall not be extended to more than one friend of each member at one time. 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.

The name of every privileged member, with that of his proposer, will be entered in a book provided for that purpose on the day of his admission ; but the period for which the privileges of the Club have been granted him will be reckoned from his first entry to the Club premises to partake of them. If, however, any Privileged Member shall fail to avail himself of the permission within the fourteen days it will then be cancelled. No

person shall be eligible to be proposed as a Privileged Member more than twice in any one year.

Officers of H. M. Army and Navy, on coming to this station, shall have the privileges of the Club extended to them for one month.

The Committee of Management shall have the power to extend the privileges of the Club House and Grounds on Race Days and such other occasions as they shall appoint to officers of H. M. Navy on this station.

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

CLUB UNIFORMS.

FOR MEMBERS.

CAP. Of navy-blue cloth, three inches in height, quarters to be two inches in height, with narrow welt at bottom only, and with band of heavy black mohair braid, one and three-quarter inches in width, top to be flattened down, and to project one-quarter inch all round beyond band, crescent-shaped visor of blue cloth, two inches wide, set at an angle of twenty-five degrees with the horizontal, with small black Squadron button on each side, the strap in front to be of black mohair cord with a knot on each side.

COAT. Double-breasted sack coat of blue cloth, serge or flannel, with five large black Squadron buttons, on each side equally spaced, two small black Squadron buttons under each cuff.

WAISTCOAT. Of same material as coat, with six small black Squadron buttons.

TROUSERS. Of same material as coat or of white drill or flannel.

The same dress may be worn in white drill or flannel, substituting gilt for the black buttons.

STRAW HATS may be worn in place of the cap of the following pattern: Body not to be more than four and one-half nor less than four inches in height, and the rim not more than three and one-half nor less than three inches in width, with a band of plain black ribbon.

NECKERCHIEF. Of black silk.

CAP ORNAMENTS.

Commodore. The Squadron Burgee, $1\frac{1}{2}$ inch by 1 inch, embroidered in gold and colored silks; above which a gold crown of one-half inch in widest part; the whole to be placed on the band, the lower edge touching the cap cord.

On the edge of the top in front, to be placed three black mohair crowns, which shall be one-half inch in the widest part.

Vice-Commodore. Same device as for Commodore, omitting one crown.

Rear-Commodore. Same device as for Commodore, omitting two crowns.

Members. Same device as for Commodore, omitting the three crowns.

BUTTONS. To be black or gilt, of two sizes, large and small, as per pattern, viz. : The same device as ornament for cap, surrounded with the letters R. N. S. Y. S., the whole to be surrounded with a rope edge.

FOR SAILING MASTERS.

COAT. Round jackets or sack coats, of navy-blue cloth, serge or flannel, with same number of buttons as for members, with a fouled anchor embroidered in white silk placed upon the right sleeve in front above the elbow. Buttons to be gilt and of small size on jackets, and large size on coat.

TROUSERS. Of same material as coat, or of white drill or flannel.

WAISTCOAT. Of same material as coat.

NECKERCHIEFS. Of black silk.

CAP. Same as for members without ornament, and with glazed visor instead of cloth.

STRAW HAT. Same as for members.

FOR MATES.

Same as for masters except that fouled anchor is to be placed on the left sleeve, substituting white mother-of-pearl buttons for the gilt.

TROUSERS. Same as for masters.

NECKERCHIEF. Same as for masters.

CAP. Of blue cloth, navy pattern, or straw hat with black ribbon, having name of yacht thereon in gilt letters.

FOR SEAMEN.

JERSEY. Blue woollen jersey with name of yacht in white or red letters on the breast; white duck or flannel trousers, and racing cap of owner's colors.

SHIRT. Of blue flannel, navy pattern, with name of yacht in white or red letters on the breast.

TROUSERS. Of blue cloth or serge, navy pattern.

CAP. Of blue cloth, navy pattern, with black ribbon, having name of yacht thereon in gilt letters.

Squadron buttons can be obtained from Messrs. J. Silver & Co., 176 and 178 Granville Street.

Squadron Caps and Cap Ornaments can be obtained from Wm. Ross, 112 Granville Street.

RACING RECORD, 1892 TO 1895.

For Record of Previous Years See Squadron Books 1890 and 1892.

Where not otherwise stated the Prizes were presented by the Squadron.

1892.

June 11.	1. Etienne.	Sloop,	J. E. Butler, "Lansdowne Cup."
	2. Youla,	Cutter,	H. M. Wylde.
	3. Minnehaha,	Sloop,	F. K. Warren.
June 25.	1. Youla,	Cutter,	H. M. Wylde, "United Banks' Cup."
	2. Lenore,	"	F. H. Murray.
	3. Psyche,	"	F. H. Bell and T. C. James.
July 9.	1. Etienne,	Sloop,	J. E. Butler.
3 raters.	2. Minnehaha,	"	F. K. Warren.
July 9.	1. Lenore,	Cutter,	F. H. Murray.
Match Race.	2. Youla,	"	H. M. Wylde.

July 16.	1. Youla,	Cutter,	H. M. Wyld.
Match Race.	2. Lenore,	"	F. H. Murray.
	3. Hebe,	"	G. E. Francklyn, Jr.
July 30.	1. Youla,	"	H. M. Wyld, "Wenonah Cup."
	2. Wym,	"	Wm. Young.
	3. Lenore,	"	F. H. Murray.
Aug. 6.	1. Wym,	"	Wm. Young, } Ladies' Prizes.
	2. Lenore,	"	F. H. Murray, }
Aug. 20.	1. Wym,	"	Wm. Young, "Ruth Cup."
	2. Lenore,	"	F. H. Murray.
	3. Youla,	"	H. M. Wyld.
Sept. 13.	1. Wym,	"	Wm. Young, "Lord Alex.
	2. Youla,	"	H. M. Wyld. [Russell's Cup."
	3. Lenore,	"	F. H. Murray.
Aug. 31.	1. Youla,	"	H. M. Wyld. "Chauncy Cup."
	2. Lenore,	"	F. H. Murray. [Final Win.
Sept. 3.	1. Youla,	"	H. M. Wyld.
Handicap.	2. Etienne,	Sloop,	J. E. Butler.
	3. Lenore,	Cutter,	F. H. Murray.

Sept. 10.	1. Youla,	Cutter,	H. M. Wylde.	Capt. L. G. Russell's
	2. Wym,	"	Wm. Young.	[Cup.]
	3. Mentor,	"	R. R. Kennedy.	"Class Prize."
Sept. 14.	1. Wym,	"	Wm. Young.	
Match Race.	2. Lenore,	"	F. H. Murray.	
1893.				
June 10.		Prizes not awarded.		
June 17.	1. Youla,	Cutter,	H. M. Wylde.	Lord Alex. Russell's
	2. Wym,	"	Wm. Young.	[Cup. Final Win.
	3. Lenore,	"	A. F. Buckley.	
Aug. 19.	1. Youla,	"	H. M. Wylde.	"Ruth Cup." Final
	2. Lenore,	"	A. F. Buckley.	[Win.
	3. Valkyrie,	Schr.	Lt. H. E. Marsh, et al.	
July 1.	1. Youla,	Cutter,	H. M. Wylde.	"Wenonah Cup."
	2. Valkyrie,	Schr.	Lt. H. E. Marsh, et al.	
July 8.	1. Valkyrie,	"	Lt. H. E. Marsh, et al.	"L. J. Hess-
	2. Mentor,	Cutter,	R. R. Kennedy.	[lein's Cup.
	3. Hebe,	"	G. E. Francklyn, Jr.	
July 15.	1. Youla,	Cutter,	H. M. Wylde.	"United Banks' Cup.
				[Final Win.

July 29.	2. Lenore,	Cutter,	A. F. Buckley.
	3. Etienne,	Sloop,	Rear Com. J. E. Butler.
	1. Valkyrie,	Schr.	Lt. H. E. Marsh, et al.
	2. Thetis,	Cutter,	A. A. McKay, et al.
Sept. 9.	1. Lenore,	"	A. F. Buckley. "Lansdowne Cup."
	2. Ycula,	"	H. M. Wylde.
	3. Valkyrie,	Schr.	Lt. H. E. Marsh, et al.
Aug. 26.	1. Wym,	Cutter,	Wm. Young. } Ladies'
	2. Youla,	"	H. M. Wylde. } Prizes.
	3. Valkyrie,	Schr.	Lt. H. E. Marsh, et al.
Sept. 2.	1. Lenore,	Cutter,	A. F. Buckley.
	2. Valkyrie,	Schr.	Lt. H. E. Marsh, et al.
	3. Youla,	Cutter,	H. M. Wylde.
Sept. 27.	1. Mentor,	"	R. R. Kennedy. "Edwards Cup."
	2. Irene,	Schr.	Cpts. Elliot and Hartley.
	3. Etienne,	Sloop,	Rear Com. J. E. Butler.
1894.			
June 9.	1. Youla,	Cutter,	H. M. Wylde. "Lansdowne Cup."
	2. Wym,	"	Wm. Young. [Final Win.
	3. Valkyrie,	Schr.	Lt. H. E. Marsh, R. A., et al.

July 2.	1. Wym,	Cutter,	Wm. Young.	" Wenonah Cup."
July 6.	2. Youla,	"	H. M. Wylde.	
	1. Wym,	"	Wm. Young.	
July 7.	2. Youla	"	H. M. Wylde.	
	3. Valkyrie,	Schr.	Lt. H. E. Marsh, R. A., et al.	
	1. Wym,	Cutter,	Wm. Young.	" Capt. L. G. Russell's [Cup.
July 21.	2. Youla,	"	H. M. Wylde.	
	3. Valkyrie,	Schr.	Lt. H. E. Marsh, R. A., et al.	
	1. Youla,	Cutter,	H. M. Wylde.	
Aug. 11.	2. Wym,	"	Wm. Young.	
	3. Lenore,	"	A. F. Buckley.	
	1. Lenore	"	A. F. Buckley.	" L. J. Hesslein's [Cup."
Aug. 15.	2. Wym,	"	R. R. Kennedy.	
	3. Valkyrie,	Schr.	Lt. H. E. Marsh, R. A., et al.	
	1. Youla,	Cutter,	H. M. Wylde.	Chester Regatta.
Aug. 25.	2. Wym,	"	R. R. Kennedy.	
	1. Vigilant,	Schr.	Col. Leach, R. E., et al.	" Edward's [Cup."
	2. Mentor,	Cutter,	R. R. Kennedy.	
Sept. 3.	3. Hildred,	Sloop,	H. T. Jones.	
	1. Irene,	Schr.	Capt. Hartley, et al.	" Ladies' Cup."

Sept. 8.	2. Alba, 3. Vigilant, 1. Vigilant, 2. Wym, 3. Valkyrie,	Cutter, Schr. Schr. Cutter, Schr.	Jas. Fraser. Col. Leach, R. E., et al. Col. Leach, R. E., et al. R. R. Kennedy. Lt. H. E. Marsh, R. A., et al.
Sept. 15.	1. Wym, 2. Youla, 3. Lenore,	Cutter, " "	R. R. Kennedy. H. M. Wylde. A. F. Buckley.
1895.			
June 8.	1. Wym, 2. Lenore, 3. Etienne,	" " Sloop,	R. R. Kennedy. A. F. Buckley. J. E. Butler, Rear Com.
June 22.	1. Lenore, 2. Vigilant, 3. Wym,	Cutter, Schr. Cutter,	A. F. Buckley. "Capt. Russell's Col. Leach, R. E., Vice Com. [Cup. R. R. Kennedy.
July 1.	1. Wym, 2. Youla,	" "	R. R. Kennedy. "Wenonah Cup." H. M. Wylde.
July 1.	1. Ænone,	Skiff,	Crofton Cady.
Skiff Race.	2. Trilby,	"	W. Stairs.
July 6.	1. Youla,	Cutter,	H. M. Wylde.

July 20.	2. Wym,	Cutter,	R. R. Kennedy.
	3. Lenore	"	A. F. Buckley.
	1. Hathor,	"	H. T. Jones.
	2. Vigilant,	Schr.	Col. Leach, R. E., Vice Com.
	3. Lutetia,	Cutter,	E. C. Bethune.
July 20.	1. Trilby,	Skiff,	Wm. Stairs.
Handicap.	2. I. C. U.	"	C. D. Cory, et al.
	3. Ænone,	"	Crofton Cady.
Aug. 10.	1. Youla,	Cutter,	H. M. Wylde.
Handicap.	2. Hathor,	"	H. T. Jones.
	3. May Fly,	Sloop,	Col. Isaacson, R. A.
Aug. 24.	1. Hathor,	Cutter,	H. T. Jones.
Handicap.	2. May Fly,	Sloop,	Col. Isaacson, R. A.
	3. Mentor,	Cutter,	A. Gilpin.
Sept. 7.	1. May Fly,	Sloop,	Col. Isaacson, R. A.
Handicap.	2. Lenore,	Cutter,	A. F. Buckley.
	3. Hebe,	"	J. E. G. Boulton.
Sept. 14.	1. Youla,	"	H. M. Wylde.
	2. Wym,	"	R. R. Kennedy.
	3. Hathor,	"	H. T. Jones.
			" Ladies' Cup."
			" Edward's Cup."
			" Hesslein [Cup]."

CUPS.

CUPS NOW HELD BY THE SQUADRON FOR COMPETITION.

“CAPT. LEONARD RUSSELL’S CUP.” Presented to the Squadron by
Capt. Leonard Russell, A. D. C., 22nd April, 1887.

Conditions:—A cup, for annual competition, to become the property of a member winning it twice, not necessarily in consecutive years nor in same yacht; winnings in first four years not to count.

Winners—

1887—Aug. 27	Wenonah,	Schr.,	James Fraser. A. E. Jones. James W. Stairs. W. H. Troop. F. S. West. W. G. Jones. H. C. McLeod.
1888—Aug. 18	Hildred,	Sloop,	
1889—June 29	Lenore,	“	

1890—	July 5	Uvira,	Cutter,	Vice-Com. Jas. Fraser
1891—	Aug. 29	Lenore	"	H. C. McLeod.
1892—	Sept. 10	Youla,	"	H. M. Wylde.
1893—	June 10	Not awarded.		
1894—	July 14	Wym,	Cutter,	Wm. Young.
1895—	June 22	Lenore	"	A. F. Buckley.

“WENONAH CUP.” Presented to the Squadron by distinguished gentlemen of the United States, for competition by yachts of the R. N. S. Y. S. Won by Schr.-Yacht Wenonah—owners, Messrs. Jas. Fraser, A. E. Jones, Jas. Stairs, W. H. Troop, F. S. West, on 19th August, 1887, (Jubilee Regatta) and by them presented to the Squadron 16th January, 1890, under the following conditions, viz :

Conditions :—A cup to be competed for annually over a course not less than twenty nautical miles, between 1st July and 1st October. Open to yachts duly enrolled in any recognized Yacht Club. The winner to hold this cup for eleven months, giving a bond to the trustees to the amount of \$100.00, after which the cup to be returned to the trustees.

Winners—

1890—July 24.....	Race not finished on account of fog.
1891—July 23.....	Youla, H. M. Wylde. Cutter,
1892—July 30.....	Youla, H. M. Wylde. “
1893—July 1.....	Youla, H. M. Wylde. “
1894—July 2.....	Wym, Wm. Young. “
1895—July 1.....	Wym, R. R. Kennedy. “

“EDWARDS CUP.”—Presented to the Squadron by Commodore A. C. Edwards, December, 1892.

Conditions.—That it be competed for annually in handicap matches by yachts not exceeding 3 rating, and not having any outside lead ballast. The following yachts now on the Squadron list to be exempt from the latter clause, viz.—Hildred, Nautilus, and Psyche.

In the first five competitions the winner shall hold the cup for that year. After five years the cup shall become the property of any member winning it twice, not necessarily in consecutive years nor in same yacht, previous winnings in first five years not to count.

Winners—

1893—Sept. 23.....	Mentor,	Cutter,	R. R. Kennedy.
1894—Aug. 25	Vigilant,	Schr.,	Col. Leach, Vice Com.
1885—Aug. 24.....	Hathor,	Cutter,	H. T. Jones.

“HESLEIN CUP.” Presented to the Squadron by Mr. L. J. Hesslein,
20th October, 1892.

Conditions :—A cup for annual handicap competition, to become the property of a member winning it twice, not necessarily in consecutive years nor in same yacht.

Winners—

1893—July 8.....	Valkyrie,	Schr.,	Lt. H. E. Marsh, R.A., et al.
1894—Aug 11.....	Lenore,	Cutter,	A. F. Buckley.
1895—Sept. 7.....	May Fly,	Sloop,	Col. Isaacson, R. A.

“LADIES’ CUP.” Presented to the Squadron by a number of Ladies,
22nd August, 1894.

Conditions :—That it be competed for annually in handicap matches.
In the first three competitions the winner shall hold it for that year.

After three years the cup shall become the property of any member winning it twice, not necessarily in consecutive years nor in same yacht, previous winnings in first three years not to count.

Winners—

1894—Sept. 3 Irene,
1895—Aug. 10 Youla,

Schr.,
Cutter,

Capt. Hartley, et al.
H. M. Wylde.

MEMBERS OF THE SQUADRON.

Members who have held or hold Flag Rank are distinguished by a †.

HONORARY MEMBERS.

No.	Date of Admission.	NAME.	RESIDENCE.
0- 1	1876 Jan. 6	The Lt.-Governor of N. S.	Government House, Hfx.
0- 2	1876— " 6	The Admiral Commanding	Admiralty House.
0- 3	1876— " 6	The General Commanding	Bellevue, Hfx.
0- 4	1876— " 6	The Mayor of Halifax	Halifax
0- 5	1876— " 6	The Minister of Marine	Ottawa
0- 6	1878— March 19	Gifford, Chas. Lt.-Col.	Coburg, Ont.
0- 7†	1878- Nov. 6	Dufferin, Marquis of	Clandeboye, Co. Down, I.
0- 8	1878— Nov. 9	Inglefield, Sir E. A.	London
0- 9†	1878— Dec. 26	Lorne, Marquis of	Great Britain
0-10†	1879— June 4	Hussey, E. R., Capt. R. E.	Chatham, G.B.
0-11	1881— Jan. 21	Vermilye, W. R.	Englewood, New Jersey
0-12	1882 - Jan. 19	Tobin, Stephen.	Montreal
0-13†	1883— Oct. 18	Lansdowne, Marquis of	Great Britain
0-14†	Orig'nal member	Passow, F. M.	"
0-15	1887— Aug. 12	Warren, Geo.	"
0-16	1890— July 17	Marquand, Henry	New York.

And the Flag Officers and Secretary of all Royal, Recognized and Foreign Yacht Clubs, extending the same courtesy to the Flag Officers and Secretary of this Squadron.

MEMBERS.

No.	Date of Election.	NAME.	RESIDENCE.
67	1889—June 26	Abbott, Mather	Halifax
128	1832—July 16	Adams, James A.	"
9	1880—July 10	Allison, Augustus	"
180	1895—Feb. 19	Almon, E. P.	"
.....	1884—April 17	Almon, J. C. C.	Montreal
197	1895—July 22	Almon, M. B.	Halifax
29	1887—March 4	Angrove, Capt.	"
216	1896—May 2	Annesley, Lieut. W.. R. E.	"
156	1894—April 14	Anstruther, Lt.-Col. R. A.	"
198	1895—July 25	Baine, A. B.	Halifax
192	1895—June 18	Barnes, H. W.	"
91	1890—Aug. 15	Batterbury, F. R.	Montreal
63	1889—June 26	Bauld, A. M.	Halifax
83	1890—July 17	Bauld, John G.	"
206	1896—March 28	Bauld, Robert	"
190	1895—May 24	Bauld, Sydney	"
123	1892—June 23	Bauld, Wm. C.	"
16	1884—March 20	Bell, F. H.	"
.....	1879—Jan. 15	Bell, R.	Ontario
202	1896—March 28	Bent, F. P.	Halifax
182	1895—April 28	Bethune, E. C.	"
.....†	Original member	Black, Geo. A.	Chicago
83	1890—June 6	Black, J. F., M.D.	Halifax
212	1885—April 23	Black, W. M.	"
189	1895—May 24	Blackwood, L.	"
147	1893—July 7	Boak, A. B.	"
65	1889—June 26	Bolton, J. E. G.	"
108	1891—June 26	Bonner, G. W. G.	"
60	1889—June 26	Borden, R. L.	"
4†	Original member	Brookfield, W. H.	"
205	1895—March 28	Brown, R. C.	"
124	1892—June 4	Buckley, Avery F.	"
131	1892—Aug. 7	Burgoyne, John	"
96	1890—Aug. 19	Burns, Adam	"
2†	Original member	Butler, John E., Rear Com.	"
84	1890—June 9	Cabot, R., Jr.	Halifax
159	1894—April 14	Cady, Crofton	"

MEMBERS. (CONTINUED.)

No.	Date of Election.	NAME.	RESIDENCE.
38	1887—Aug. 12	Cahan, C. H.	Halifax
164	1894—May 25	Cameron, J. Fraser	"
103	1891—April 16	Cantley, Thos.	New Glasgow
..... †	1887—Oct. 18	Capel Cure, C. E.	Abroad
.....	1894—Aug. 25	Carroll, J. H.	Baltimore
787	1895—May 18	Cayley, Lieut., R.A.	Halifax
217	1896—May 2	Chase, Capt. R. G.	"
..... †	1881—April 21	Chauncey, Capt. W. A.	1st York Regt.
61	1889—June 26	Chipman, H. L.	Halifax
.....	1891—April 16	Chipman, J. D.	St. John, N.B.
82	1891—June 6	Chisholm, J. S.	Halifax
69	1889—Nov. 16	Clarke, H. B.	"
163	1894—April 30	Clark, Jos. A.	"
6	Original member	Clerke, H. W., Lieut.-Col.	"
23	1885—April 23	Cogswell, A. W., M. D.,	"
148	1883—July 14	Colborne, Capt., Hon.	"
207	1896—April 14	Coombs, F. S.	"
77	1890—April 17	Corbett, F. D.	"
74	1890—April 17	Cory, C. D.	"
151	1893—Aug. 6	Costley, Alfred	"
41	1883—Jan. 19	Cotton, Frank M.	"
165	1894—April 30	Covert, W. H.	"
178	1894—July 3	Creagh, Col.	"
78	1890—April 17	Creighton, W. H.	"
185	1895—May 9	Crickton, Lieut., R. A.	"
20	1884—April 17	Crofton, F. Blake	"
51	1889—June 26	Crowell, I. H.	"
36	1887—July 21	Curren, A. E.	"
213	1891—April 22	Darwell, F.	Halifax
.....	1893—July 20	Dathan, J. Ellis, R.N.	"
87	1890—July 17	Dimock, C. H.	Windsor, N.S.
181	1895—April 28	DeMille, F.	Halifax
99	1891—Jan. 8	Doull, A. M. K.	"
175	1894—June 23	Duffus, Allan	"
68	1889—June 26	Duffus, John	"
35	1887—July 21	Duffus, J. Norwood	"
70	1890—Jan. 16	Duffus, W. Stairs	"

MEMBERS. (CONTINUED.)

No.	Date of Election.	NAME.	RESIDENCE.
.....	1890--April 17	Edwards, D. C.	Montreal
105	1891--May 4	Elliot, Lieut. H. M., R. A.	Halifax
.....	1889--June 26	Exshaw, W.	Abroad
.....	1893--June 8	Farrell, E. D.	Halifax
122	1892--June 16	Ferrie, W. B.	"
85	1890--July 4	Fielding, Hon. W. S.	"
104	1891--May 4	Fitzgerald, M. J.	"
210	1896--April 17	Fitz-Herbert, Capt.	"
193	1895--June 18	Forbes, A., Lieut., R. A.	"
13	1883--Jan 19	Forbes, M., M.P.	"
204	1896--March 28	Forhan, Thos.	"
108	1891--June 13	Francklyn, G. E.	"
214	1890--April 17	Francklyn, G. E., Jr.	"
.....†	1876--June 21	Fraser, James	Boston
179	1894--July 15	Fraser, Graham	New Glasgow
.....	1892--Jan. 25	Fraser, R. H.	Toronto
.....	1889--June 21	Fuller, L. J.	New York.
34	1887--June 21	Fsyhe, Thos.	Halifax
.....	1889--June 26	Gardner, H. J.	Montreal
134	1893--April 1	Gastonguay, A. O.	Halifax
183	1895--April 28	Geldert, J. M., Jr.	"
.....	1895--July 1	Gilpin, Arthur	"
139	1893--May 6	Grant, J. W. G.	"
201	1896--Feb. 16	Granthum, Chas. T.	Yarmouth
111	1891--June 26	Grierson, F.	Halifax
27	1886--June 23	Gue, T. R.	"
137	1893--April 24	Halls, F. E.	Halifax
.....	1882--April 20	Hamilton, F. A.	Chicago
195	1895--June 22	Hamilton, J. T.	Halifax
.....	1881--April 21	Handcock, Capt., G. C. S.	Abroad
.....	1890--July 17	Hardman, J. E.	Montreal
.....	1891--June 26	Harley, A. H.	"
149	1893--July 17	Harris, R. E.	Halifax
196	1895--July 6	Harvey, R. N., Lieut. R. E.	"
173	1894--June 15	Harvey, W. C.	"

MEMBERS. (CONTINUED.)

No.	Date of Election.	NAME.	RESIDENCE.
32	1887—July 21	Hart, Guy C.	Halifax
121	1892—June 16	Hatfield, G. D.	"
43	1888—July 19	Hayward, A. A.	"
169	1894—June 1	Heenan, M.	"
172	1894—June 15	Henderson, J. R.	"
44	1889—June 26	Henry, Hon. Judge	"
112	1891—Aug. 8	Henry, W. A.	"
25	1885—April 23	Hensley, George	"
14	1884—Feb. 2	Hesslein, L. J.	"
185	1893—April 15	Hetherington, J.	"
188	1895—May 24	Horton, C.	"
.....	1887—July 21	Hunt, W. P.	Bermuda
142	1893—June 9	Hutchins, Wm.	Halifax
152	1893—Aug. 14	Ingraham, Hon. D. H.	Halifax
155	1894—April 14	Isaacson, Col., R. A.	"
23	1886—June 23	James, Thos. C.	Halifax
113	1892—Jan. 25	Johnstone, H. W. Jr.	"
126	1892—July 7	Johnstone, Hugh	"
7	1879—April 17	Jones, A. E., Hon. Treas.	"
100	1891—Jan. 15	Jones, Hon. A. G.	"
40	1883—Jan. 19	Jones, Harry T.	"
31†	1887—March 22	Jones, W. G.	"
93	1890—Aug. 15	Keith, Donald	"
127	1892—July 8	Kennedy, R. R.	"
89	1890—July 17	Kenny, J. F.	"
63	1889—June 26	Kenny, T. E., M. P.	"
194	1890—Jan. 16	Kent, Capt. H. V., R. E.	"
143	1893—June 23	King, Andrew	"
102	1891—April 16	Kirkpatrick, E. A., M. D.	"
55	1889—June 26	Knight, J. T. P.	"
154	1893—Dec. 10	Langenburg, Capt.	"
45	1889—June 26	Lawson, Wm.	"
174	1894—June 19	Leach, Col. R. E., Vice-Com.	"
59	1889—June 26	Levis, W.	"
26	1886—April 15	Lithgow, John T.	"

MEMBERS. (CONTINUED.)

No.	Date of Election.	NAME.	RESIDENCE.
97	1890—Oct. 21	Lithgow, Wm.	Halifax
21	1884—April 13	Longard, E. J., Jr.	"
92	1890—Aug. 15	Longley, Hon. J. W.	"
132	1893—Feb. 6	Manning, Thos.	New York
120	1892—June 13	Marr, F. A.	Halifax
....	1889—March 21	Marsh, H. E., Capt. R. A.	England, G.B.
203	1896—March 28	Marvin, Capt.	Halifax
141	1893—June 5	Mathers, R. E.	"
219	1896—May 7	Maurice, Lieut.	"
144	1893—June 26	May, Dr. Wm.	Washington.
164	1894—April 30	Mellish, H.	Halifax
209	1896—April 17	Mitchell, A. S.	"
176	1894—June 25	Mitchell, G. McG.	"
79	1889—April 17	Mitchell, James	"
208	1896—April 17	Mitchell, Thos.	"
90	1890—Aug. 15	Mitchell, Walter	"
169	1894—April 14	Moir, Surg. Capt.	"
56	1889—June 26	Morrow, James	"
118	1892—May 2	Morrow, M. R.	"
71	1890—Jan. 22	Mosher, S.	"
....	1891—June 13	Murray, F. H.	"
52	1889—June 26	Musgrave, George	"
12	1883—April 19	MacDonald, E. I.	"
1	Original Member	MacDonald, Roderick	"
58	1889—June 26	MacKay, A. A.	"
.....	1884—Feb. 2	Mackintosh, J. C.	"
.....	1886—July 12	McLeod, H. C.	Chicago
(4)	1893—June 27	North Col.	Halifax
50	1889—June 26	O'Mullin, P.	"
.....	1878—Oct. 18	Ord, H. St. G., R. E.	Abroad
33	1887—July 21	Parker, F. W.	Halifax
157	1894—April 14	Payne, Arthur	"
133	1893—April 24	Payzant, F. A.	"
24	1883—April 23	Peters, John	"
191	1895—May 24	Philips, C. S.	"

MEMBERS. (CONTINUED.)

No.	Date of Election.	NAME.	RESIDENCE.
146	1893—June 29	Priest, C.	Halifax
150	1893—July 31	Pyke, G. A.	"
81	1890—June 5	Ritchie, James D.	Halifax
98	1890—Oct. 21	Ritchie, Thos.	"
62	1889—June 26	Ritchie, W. B. A.	"
47	1889—June 26	Roberts, Frank	"
57	1889—June 26	Ross, John T.	"
54	1889—June 26	Ross, W. B.	"
76	1890—April 17	Ross, Wm.	"
153	1893—Dec. 10	Roy, J. E.	"
10	1881—April 21	Rudolph, Joseph J.	Lanenburg
.....	1888—April 30	Russell, Lord Alex., Gen.	England
.....	1884—April 17	Russell, Capt. L. G.	"
140	1893—May 12	Salter, Frank	Halifax
162	1894—April 27	Sawyer, H.	"
73	1890—Jan. 22	Sheraton, A. B.	"
17	1884—March 20	Shortt, Alfred	"
95	1890—August 15	Silver, Alfred E.	"
200	1896—Feb. 16	Silver, H. R.	"
186	1895—May 18	Slyater, James	"
109	1896—Feb. 16	Slyater, W. B., M. D.	"
80	1890—April 17	Smith, Geo. DeB.	"
114	1892—May 2	Smith, J. Elliot	"
86	1890—July 4	Smith, John M.	"
94	1890—Aug. 15	Smith, Wiley	"
133	1893—April 7	Stairs, George	"
.....	1893—April 15	Stairs, James C.	"
49	1889—June 26	Stairs, J. F., M. P.	"
2†	Original Member	Stairs, James W., Com.	"
129	1892—July 26	Stairs, Wm.	"
48	1889—June 26	Stairs, Hon. Wm. J.	"
115	1892—May 2	Stephen, Alex.	"
64	1889—June 26	Stikeman, A. T.	Montreal
103	1891—May 24	Stimpson, F. C.	Halifax
218	1896—May 2	Striedinger, Lieut. A.	"
42	1889—June 26	Symons, R. M.	"
158	1894—April 14	Symons, W. T.	"

MEMBERS. (CONTINUED.)

No.	Date of Election.	NAME.	RESIDENCE.
116	1892—May 2	Thomson, G. A.	Halifax
30	1889—March 4	Thomson, W. J. G.	"
72	1890—Jan. 22	Tobin, Wm., M. D.	"
46	1889—June 29	Torrance, W. B.	"
161	1894—April 27	Townshend, Hon. Judge.	"
166	1894—April 30	Tracey, George	"
119	1892—May 10	Tremaine, A. DeB.	"
170	1894—June 1	Tremaine, F. J.	"
15	1884—Feb 2	Troop, G. J.	"
22	1885—Jan. 22	Troop, Gilbert S.	"
5†	Original Member	Troop, W. H.	"
101	1891—April 16	Trotman, Major	"
125	1892—July 4	Twining, J. T.	"
75	1890—April 17	Twining, Wm.	"
107	1891—June 13	Uniacke, R.	Halifax
53	1889—June 26	Wallace, H. N.	Halifax
117	1892—May 2	Warren, F. K.	"
177	1894—July 2	Watson, Jas. S.	New York
8†	1879—July 23	West, F. S.	Halifax
211	1896—April 21	Weston, B. A.	"
...	1888—April 19	Weston, Surg.-Major G. E.	England
167	1894—May 14	White, Alonzo J.	Halifax
18	1884—March 20	Whitman, Alfred	"
37	1887—Aug. 12	Wickwire, W. N., M. D.	"
.....	1895—May 24	Wickwire, W. K.	"
184	1895—May 9	Wilkinson, Lieut. R. A.	"
39	1887—Aug. 12	Willis, C. E.	"
171	1894—June 7	Willis, J. W.	"
136	1893—April 15	Wood, Geo.	"
215	1896—May 2	Wright, G. W.	"
110	1891—June 26	Wylde, A. S.	"
19	1884—April 17	Wylde, C. J.	"
11	1882—July 31	Wylde, H. M., Secretary.	"
136	1892—July 27	Young, Wm.	Kentville

LIST OF

Nos. Official.	NAME.	RIG.	DIMENSIONS.			Reg. Ton'ge.	Sq'dr'n R'tg. App'xim'te.			
			L'gth. L. W. L.	Beam.	Depth.					
			ft.	in.	ft.	in.				
..... 14	Alba	Cutter. C. B.	26	0	9	3	4	9	5.34	3-2
.....	Algonquin	Sew. sch.	75	0	17	4	9	0	95.5	....
74,088	Arrow	Steam.	42	5	9	4	.....	.....	10.2	....
83,115 20	Daphne	Sloop.	26	0	7	8	4	3	4.22	2 4
80,860 19	Esme	Sloop.	26	0	8	4	4	4	5.42	4.1
96,788 11	Etienne	Sloop.	25	7	8	9	4	9	3.85	2.8
100,257 4	Hathor	Cutter.	25	6	8	8	5	3	6.30	2.9
..... 26	Hebe	Cutter.	25	0	10	0	.....	.....	.....	3.5
82,563 24	Hildred	Sloop.	23	4	8	0	4	0	3.45	2.3
..... 9	Humbug	Sloop.	18	0	6	6	4	0	.....	0.9

YACHTS.

OWNER.	Distinguishing Flag.	Port.
Wright, G. W.....	Blue and white swallow-tailed burgee, white uppermost	Halifax.
Watson, Jas. S.	Red swallow-tailed burgee, with black fleur-de-lis.	New York.
MacDonald, Roderick...	Blue burgee, edged with white, red propellor in centre.....	Halifax.
James, T. C.....	.....	Halifax.
Rudolph, J. J.....	White square, blue star	Lunenburg.
Butler, J. E., Rear Com.	Red and white burgee.....	Halifax.
Jones, H. T.....	White square edged with red, red ball in centre	Halifax.
Boulton, J. E. G.	Red, white, red, white (perpendicular).....	Halifax.
Bent, F. P.....	Red swallow-tailed burgee, white crescent.....	Halifax.
Hesslein, L. J., and Ritchie, J. D.....	White and blue (diagonal) square.....	Halifax.

LIST OF

Nos. Official.	NAME.	RIG.	DIMENSIONS.			Reg. Ton'ge	Sq'd'n R'tg. App'ximate.
			L'gth. L. W. L.	Beam.	Depth.		
..... 16	Iris.....	Cutter.	ft. in. 23 0	ft. in. 8 0	ft. in. 6 0	.....	3 5
90,729 3	Lenore.....	Cutter.	27 0	7 11	4 1	4.58	3 6
..... 6	Lis.....	Sloop.	18 0	6 6	4 0	.....	0.9
..... 22	Lita.....	Cat.	21 1	8 8	2 3	.....	.....
.....	Lurline.....	Launch.	20 0	5 4	2 3	.....	.....
100,250 13	Lutetia.....	Cutter.	25 0	7 8	5 1	3.67	2.4
..... 12	Martha.....	Schr.	27 0	9 0	4 9	.....	4
..... 10	May Fly.....	Sloop.	18 0	6 6	4 0	.....	0.9
..... 18	Meda.....	Sloop.	23 5	.....	.....	.....	2.7
85,839 23	Mentor.....	Cutter.	20 9	6 10½	3 4	2.6	2.25
..... 1	Midge.....	Sloop.	18 0	6 0	4 0	.....	0.9

YACHTS. (CONTINUED.)

OWNER.	Distinguishing Flag.	Port.
Slayter, James.....	White swallow-tailed burgee edged with blue.....	Halifax.
Buckley, A. F.....	Red square.....	Halifax.
Bell, F. H., & Mellish, H.	Black swallow-tailed burgee, red Maltese cross.....	Halifax.
Forbes, A., R. A., and Wilkinson, A. C., R.A.	.....	Halifax.
Corbett, F. D.....	White Square, red border, blue square in centre.	Halifax.
Bethune, E. C.....	Blue square.....	Halifax.
Horton, Chas.....	Whit., black, white (horizontal).....	Halifax.
Isaacson, Col., R.A.....	Blue square, red zig-zag (perpendicular).....	Halifax.
May, Wm., M. D.....	.....	Halifax.
Annesley, W. R. E., and Striedinger, O.....	Blue square, white star and crescent.....	Halifax.
Stairs, Wm.....	Black square, yellow St. Andrew's Cross.....	Halifax.

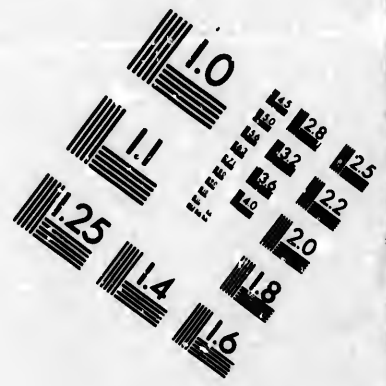
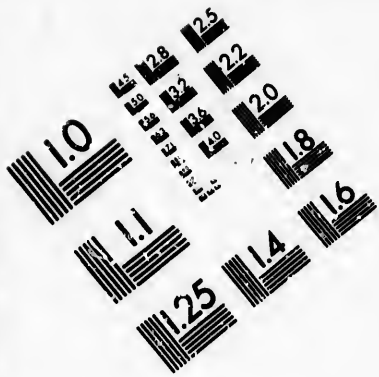
LIST OF

Nos. Official.	NAME.	RIC.	DIMENSIONS.			Reg. Ton'ge.	Sqr'n R'g. App'ximate.
			L'gth. L. W. L.	Beam.	Depth.		
Racing.			ft. in.	ft. in.	ft. in.		
..... 15	Minnetonka....	Sloop.	.....	.....	.....
110,478 17	Ruth	Schr. C. B.	98 4	23 3	8 7	89.63	.....
.....	Ruth	Steam.	25 5	5 0	.....	.....	.....
..... 25	Savitar	Sloop.	22 0	10 0	3. 45	3.45	.....
92,577 21	Thetis.....	Cutter.	21 7	6 8	5 6	3.77	2.34
..... 2	Tiree	Cutter.	18 0	.....	.....	.....	1.0
96,097	Ulala	Steam.	49 4	9 0	5 2	13.70	.....
..... 7	Vigilant.....	Schr. C. B.	28 9	9 0	3 6	.....	2.8
.....	Volunda	Sew. schr.	73 4	9 4	.....	29.8	.....
..... 5	Wym	Cutter.	26 0	7 4	6 0	5.75	3.6
96,808 8	Youla	Cutter.	26 0	7 4	6 0	5.75	3.4

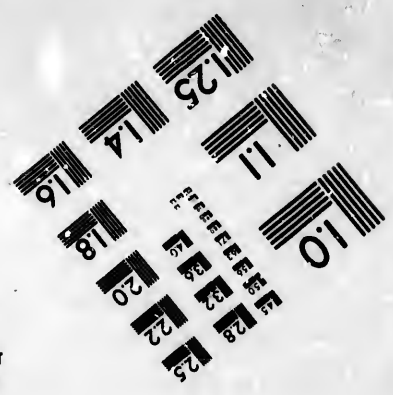
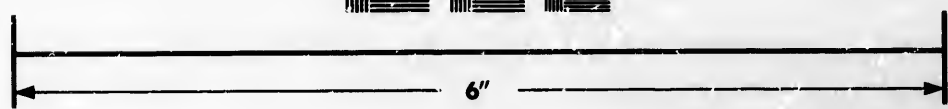
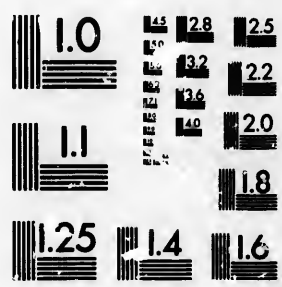
YACHTS. (CONTINUED.)

OWNER.	Distinguishing Flag.	Port.
Fitz-Herbert, Capt.	Green, red, green, (perpendicular)	Halifax.
Marquand, Henry.....	White burgee, edged with red, red device in centre.	New York.
Stikeman, A. T. ....	.....	Montreal.
Grantham, Chas. T.	Red square, white ball.....	Yarmouth.
Cameron, J. Fraser.....	White swallow-tailed burgee, blue square in centre.....	Halifax.
Isaacson, Col. R.A., et al	Blue square, red zig-zag (horizontal)	Halifax.
Stairs, Hon. W. J., and Stairs, J. F.	Red and yellow swallow-tailed burgee.....	Halifax.
Leach, Col., R. E., Vice-Com.	.....	Halifax.
Fraser, Graham, and Cantley, Thos. ....	.....	New Glasgow
Kennedy, R. R.	White square, blue ball.....	Halifax.
Wylde, H. M.	Blue square, white ball.....	Halifax.





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N. Y. 14580
(716) 872-1503

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FIXTURES.

RACE.	DATE.	FIXTURES.	PRIZES.
No. 1.	2 June.	Open to all Yachts of the Squadron.	Squadron Prizes..... \$15 " " 10
No. 2.	20 "	Open to Yachts of the Squadron of special 1 rating class.	Squadron Prizes..... \$ 7 " " 3
No. 3.	20 "	Open to all Yachts of the Squadron.	Capt. L. J. Russell's Cup & Squadron Prizes \$10 " " 5
	22 "	Short cruise.	
No. 4.	4 July. H'dicap	Open to all Yachts of the Squadron.	Hesslein Cup and \$10 Squadron Prizes..... 10 " " 5
No. 5.	18 "	Open to all Yachts of the Squadron.	Squadron Prizes..... \$15 " " 10 " " 5
No. 6.	18 "	Open to Yachts of the Squadron of special 1 rating class.	Squadron Prizes..... \$ 7 " " 3
No. 7.	25 "	Open to Yachts of the Squadron of special 1 rating class.	Squadron Prizes..... \$ 7 " " 3
No. 8.	25 "	Open to all Yachts of the Squadron not exceeding 3 rating.	Squadron Prizes..... \$12 " " 8 " " 5
No. 9.	1 Aug.	Open to all Yachts of recognized Yacht Clubs.	" Wenonah " Cup and \$10 Squadron Prizes..... \$10
No. 10.	1 "	Open to Yachts of the Squadron of special 1 rating class.	Squadron Prizes..... \$ 7 " " 3
	1 "	Squadron cruise.	
No. 11.	15 " H'dicap	Open to all Yachts of the Squadron.	" Ladies' " Cup and \$10 Squadron Prizes..... 10 " " 5
No. 12.	29 Aug. H'dicap	Open to Yachts of the Squadron of special 3 rating class.	" Edwards " Cup and \$10 Squadron Prizes..... 10 " " 5
No. 13.	12 Sept.	Open to all Yachts of the Squadron.	Squadron Prizes..... \$15 " " 10 " " 5
No. 14.	12 "	Open to Yachts of the Squadron of special 1 rating class.	Squadron Prizes..... \$ 7 " " 3

93
1896.

START.	COURSE.	TIME LIMIT.	OFFICERS OF THE DAY.
2.30.	4	4 hrs.	Commodore and Col. Isaacson, R. A.
2.15.	4	5 hrs.	} Vice-Commodore and W. H. Troop.
2.30.	3	4 hrs.	
2.30.	3	4 hrs.	L. J. Hesslein and A. E. Jones.
1.30.	2	5½ hrs.	} Rear-Commodore and Lt.-Colonel Anstruther, R. A.
2.15.	4	5 hrs.	
2.15.	4	5 hrs.	} F. S. West and F. K. Warren.
2.30.	3	4 hrs.	
11 a. m.	To be arrang'd	To be arr'ng'd.	} Capt. Kent R.E., and J. T. Lithgow.
2.15.	4	5 hrs.	
2.30.	4	4 hrs.	C. J. Wylde and Hon. J. W. Longley.
2.30.	3	4 hrs.	Commodore and Capt. Fitz-Herbert.
1.30.	2	5½ hrs.	} Vice-Commodore and J. D. Ritchie.
2.15.	4	5 hrs.	

COURSES.

Signal K. Comc. Code, COURSE 1, A. Starting off Squadron Wharf, to inner Automatic Buoy, (red) leaving it on port hand, thence to Mark Boat anchored E. $\frac{3}{4}$ N., distance 6 miles, thence to outer Automatic Buoy, (black) thence to inner Automatic Buoy, leaving these marks on starboard hand and finish off Squadron Wharf. 32 miles.

Signal W. Comc. Code, COURSE 1, B. Starting off Squadron Wharf to inner Automatic Buoy, (red) thence to outer Automatic Buoy, (black) thence to Mark Boat anchored N. by E. $\frac{3}{4}$ E., distance 6 miles, leaving these marks on port hand, thence to inner Automatic Buoy, leaving it on Starboard hand, and finish off Squadron Wharf. 32 miles.

COURSE No. 2. Starting off Squadron Wharf to Litchfield Buoy, thence to inner Automatic Buoy, (red) thence to Thrump Cap

Buoy, leaving these marks on port hand, thence to Litchfield Buoy, leaving it on starboard hand, and finish off Squadron Wharf. 15 4-10 miles.

COURSE No. 3. Starting off Squadron Wharf to Flag Buoy in Dartmouth Cove, leaving it on starboard hand, thence to Flag Buoy, off Squadron Wharf, leaving it on port hand, thence to Ives Knoll Buoy, leaving it on starboard hand, thence to Point Pleasant Buoy, leaving it on port hand, thence to Light House Shoal Buoy, thence to Mars Rock Buoy, leaving these marks on starboard hand, and finish off Squadron Wharf, $11 \frac{2}{10}$ miles.

COURSE No. 4. Starting off Squadron Wharf to Flag Buoy in Dartmouth Cove, leaving it on starboard hand, thence passing to westward of George's Island to Point Pleasant Buoy, thence to Flag Buoy off Woodside Refinery, thence to Flag Buoy off Squadron Wharf, leaving these marks on port hand, thence to Flag Buoy off Woodside Refinery, thence to Point Pleasant Buoy, leaving these marks on starboard hand, and finish off Squadron Wharf. 10 9-10 miles.

COURSE No. 5. Starting off Squadron Wharf to Flag Buoy in Dartmouth Cove, thence to Point Pleasant Buoy, thence to Ives Knoll Buoy, leaving these marks on port hand and finish off Squadron Wharf. 5 8-10 miles.

COURSE No. 6. Starting off Squadron Wharf to Flag Buoy in Dartmouth Cove, leaving it on starboard hand, thence to Litchfield Buoy, thence to inner Automatic Buoy, thence to Thrump Cap Buoy, leaving these marks on port hand, thence to Litchfield Buoy, leaving it on starboard hand, thence to Flag Buoy off Squadron Wharf, leaving it on port hand, thence to Point Pleasant Buoy, leaving it on starboard hand, and finish off Squadron Wharf. 20 8-10 miles.

STARTING AND FINISHING LINE.

Passing between the Flag Buoy off the Squadron Wharf, and the Wharf, the two Flagstuffs on the wharf (the inner one is used for making starting signals and hoisting Ensign, and the outer one has Squadron Burgee hoisted on it) in one, mark the line.

The Flag Buoys off Squadron Wharf and Woodside Refinery Wharf and in Dartmouth Cove carry a Flag striped red, white, red, white, red. horizontally.

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