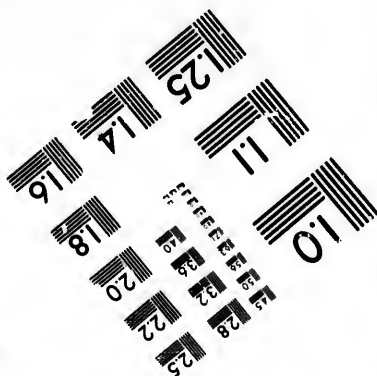
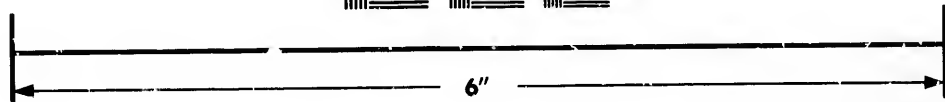
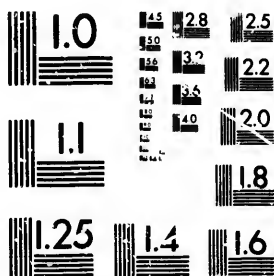


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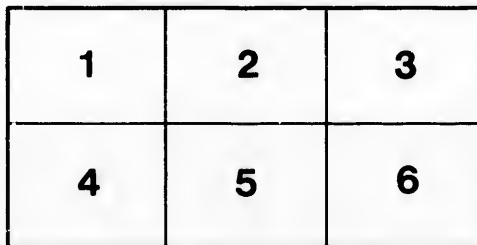
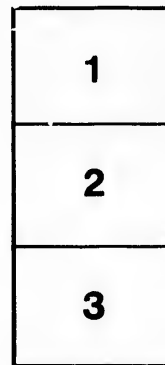
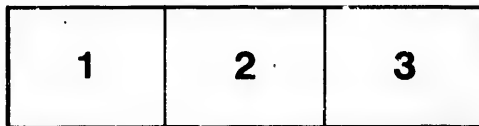
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CONSTITUTION, BY-LAWS,
SAILING REGULATIONS,
YACHT ROUTINE,
LIST OF MEMBERS,
LIST OF YACHTS,
SIGNAL CODE, ETC.

~~A~~
~~797~~
~~881~~

OF THE

ROYAL KENNEBECASIS
YACHT CLUB.

STATION: ST. JOHN, N. B.

1899.

ST. JOHN, N. B.:
BARNES & Co., 84 PRINCE WILLIAM STREET.
1899.

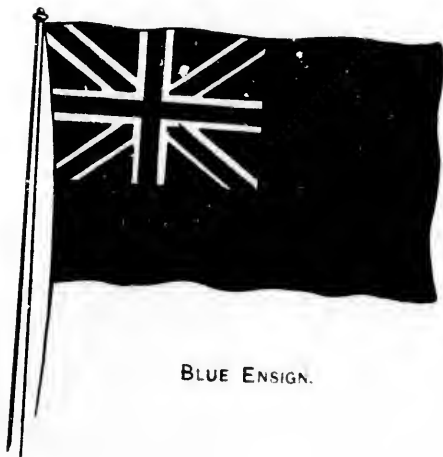
ESTABLISHED 1894
ROYAL WARRANT 1898
ADMIRALTY WARRANT 1899
INCORPORATED 1899

A
GV823
. R64

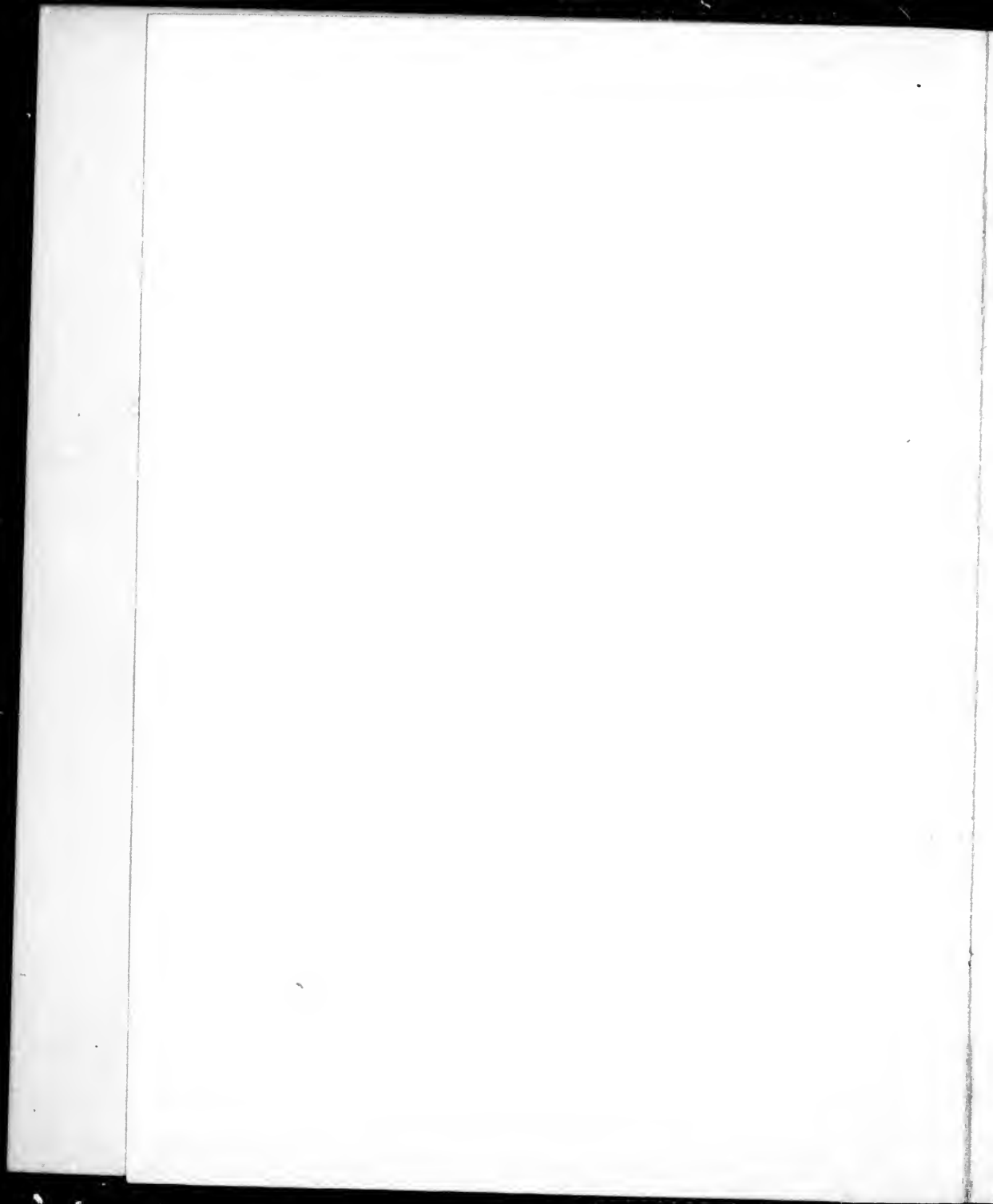
Flags
OF THE
Royal Kennebecasis Yacht Club.

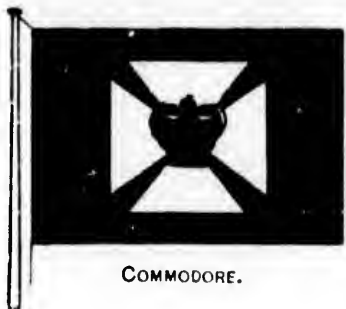


BURGEE.

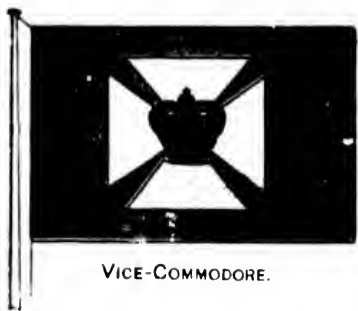


BLUE ENSIGN.

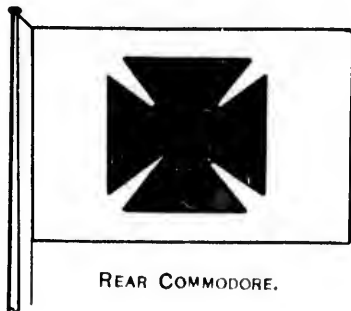




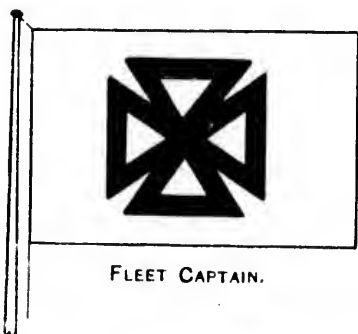
COMMODORE.



VICE-COMMODORE.



REAR COMMODORE.



FLEET CAPTAIN.



ACTING COMMODORE.



NIGHT SIGNAL AND CLUB RIBBON.



PRIVATE SIGNALS - SAILING YACHTS



ARIEL
ROBT. MATTHEW.



BLUENOSE
GEO. E. HOLDER.



ETHEL M.
WM. McAVITY.



ARMOREL
LINDSAY PARKER.



CANADA
F. S. HEANS.



GRAYLING
ROBT. THOMSON.



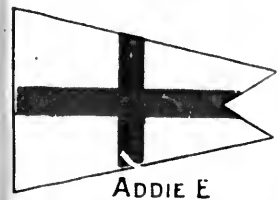
ASTHORE
WM. B. GANONG.



CLYTIE
HY. GILBERT JR.



GLADYS
A. H. MERRILL.



ADDIE E
C. H. McCLASKEY.



EULALIE
HOUSE BOAT
HORACE KING.



GRACIE M.
CHAS. E. ELWELL.



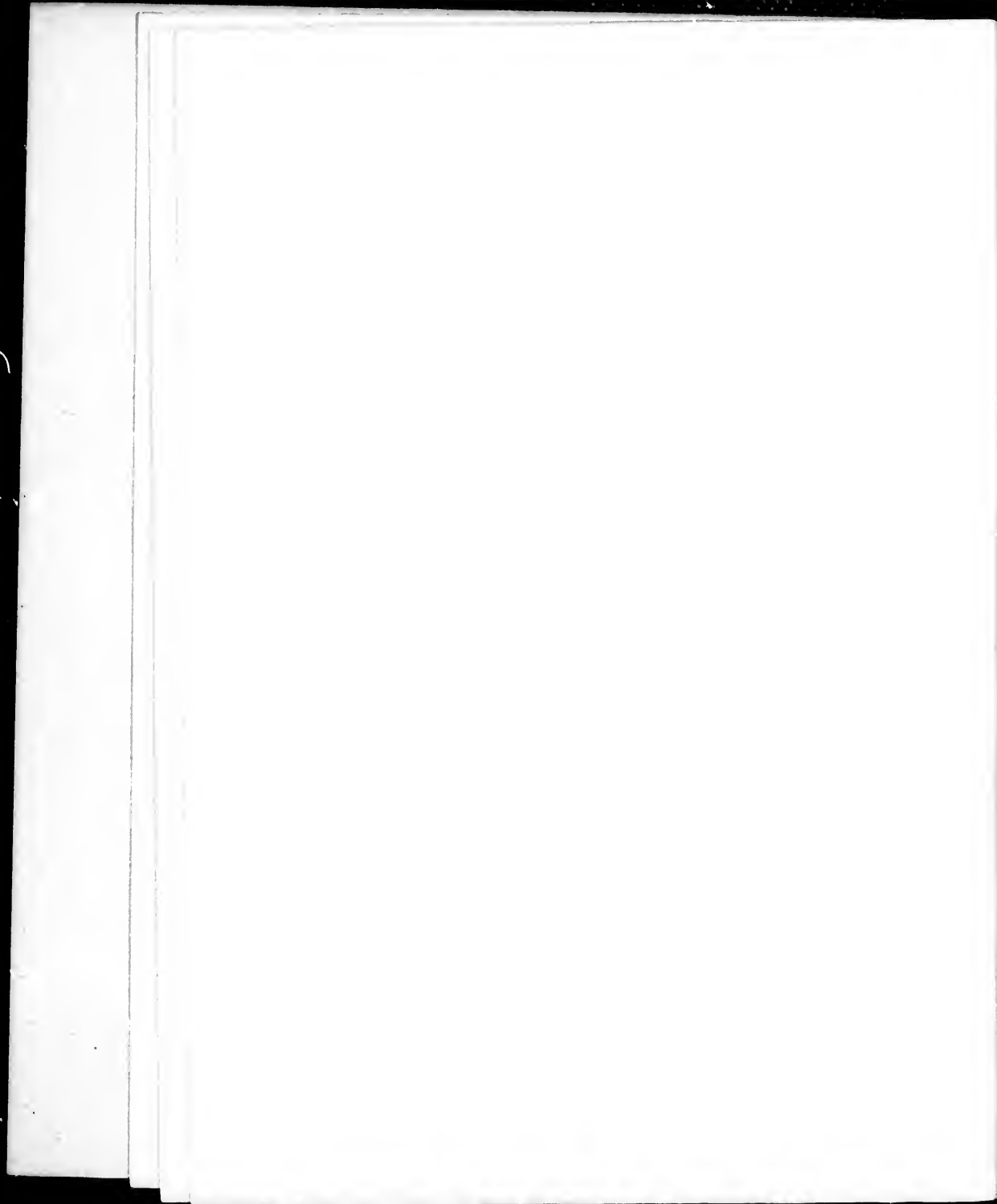
BRITISH QUEEN
W. C. HAZEN.



EDNA
RICHARD CREALOCK.



GRACIE G.
J. C. McCLUSKEY.



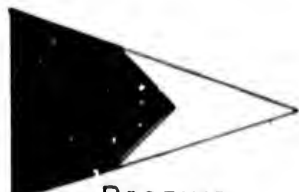
PRIVATE SIGNALS - SAILING YACHTS



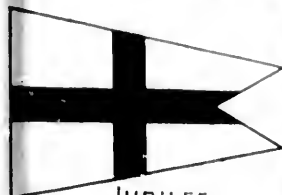
HAPPY THOUGHT
HOUSE BOAT
J FRASER GREGORY



LAKESIDE
J.A.McAVITY



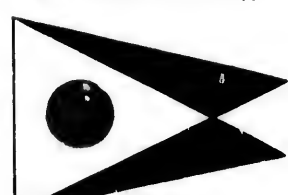
PASTIME
E.HARRINGTON



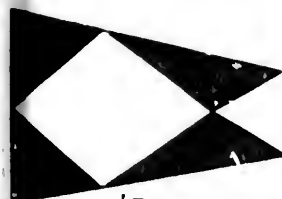
JUBILEE
PETER SINCLAIR



MARJORIE
J.B.GILCHRIST.



PERT
J C M^c CLUSKEY



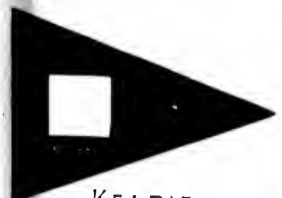
IREX
R.M.FOWLER



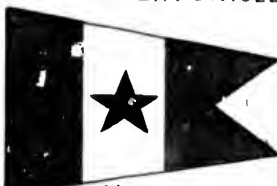
MOWGLI
F HERBERT J. RUEL



ROBIN HOOD
F S MURDOCK



KELPIE
W A MAGLAUGHLAN.



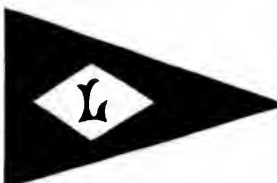
MARGUERITE
W^m B.GANONG.



ROSE
E.M^c GUIGGAN



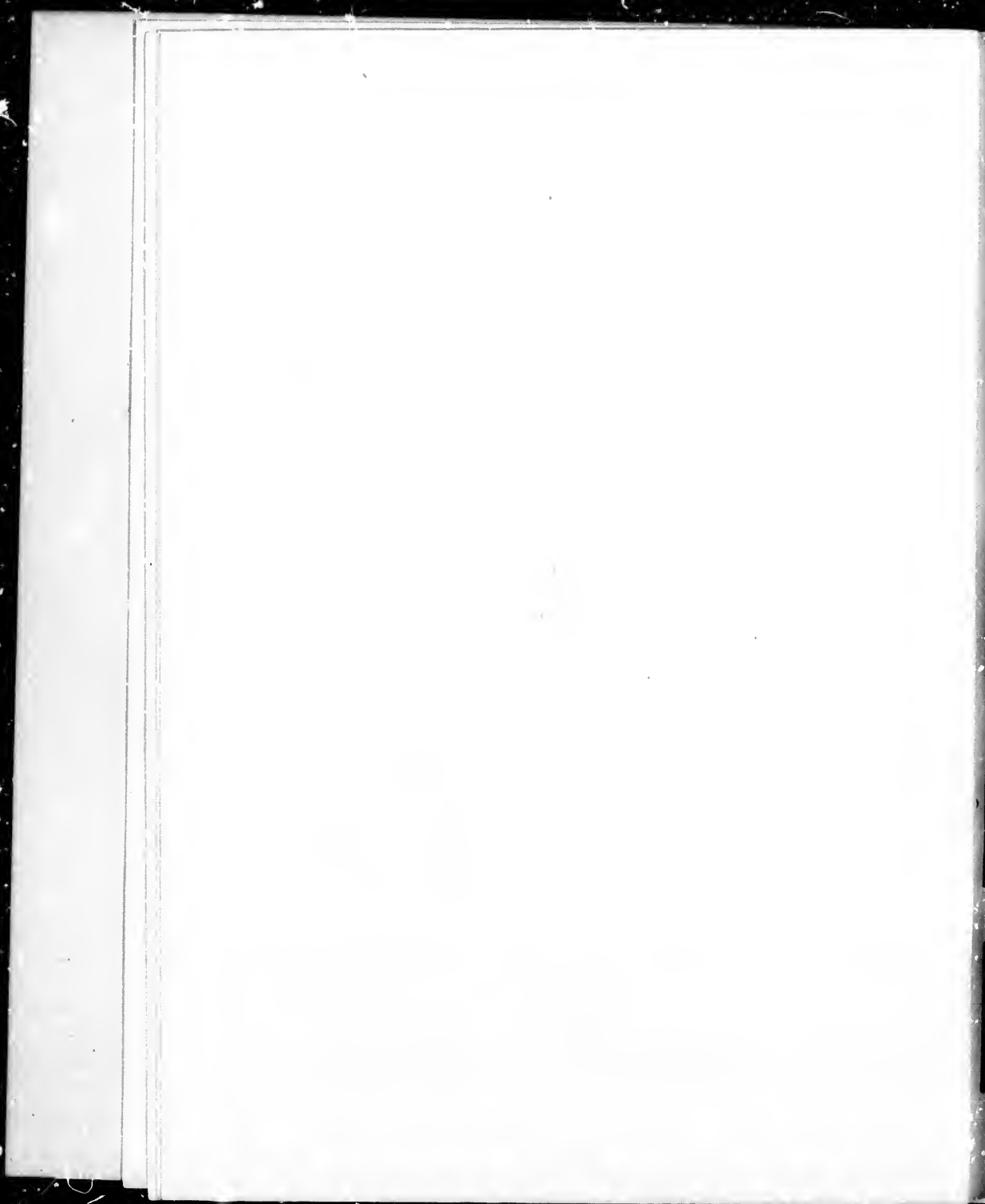
KATHLEEN
A.M^c ARTHUR



MYRTLE
A.H.LIKELY



SUNOL
W.G.STRATTON



PRIVATE SIGNALS—SAILING YACHTS



SYLPH
ROBT. MATTHEW.



TYRO
J.A. LIKELY.



WAHBEWAWA
HY. GILBERT JR.



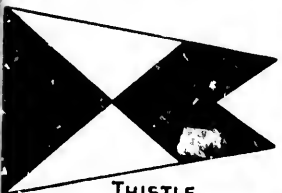
SUMMER GIRL
CHAS. F. BEARD.



VENUS
K. PEDERSEN.



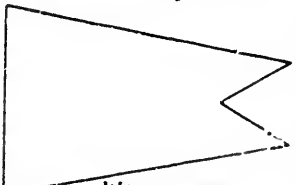
WINGENE
E.H. FAIRWEATHER.



THISTLE
GABRIEL DE'VEBER.



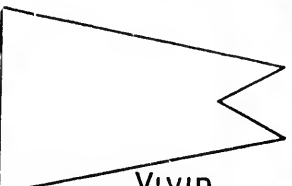
VICTORIA
W.H. TURNER.



WANDERER
C.H. McGLASKEY.



TANIWA
ROBERT SEELY.



VIVID
P. EGAN.



XYLIPH
ARCH. COOK.



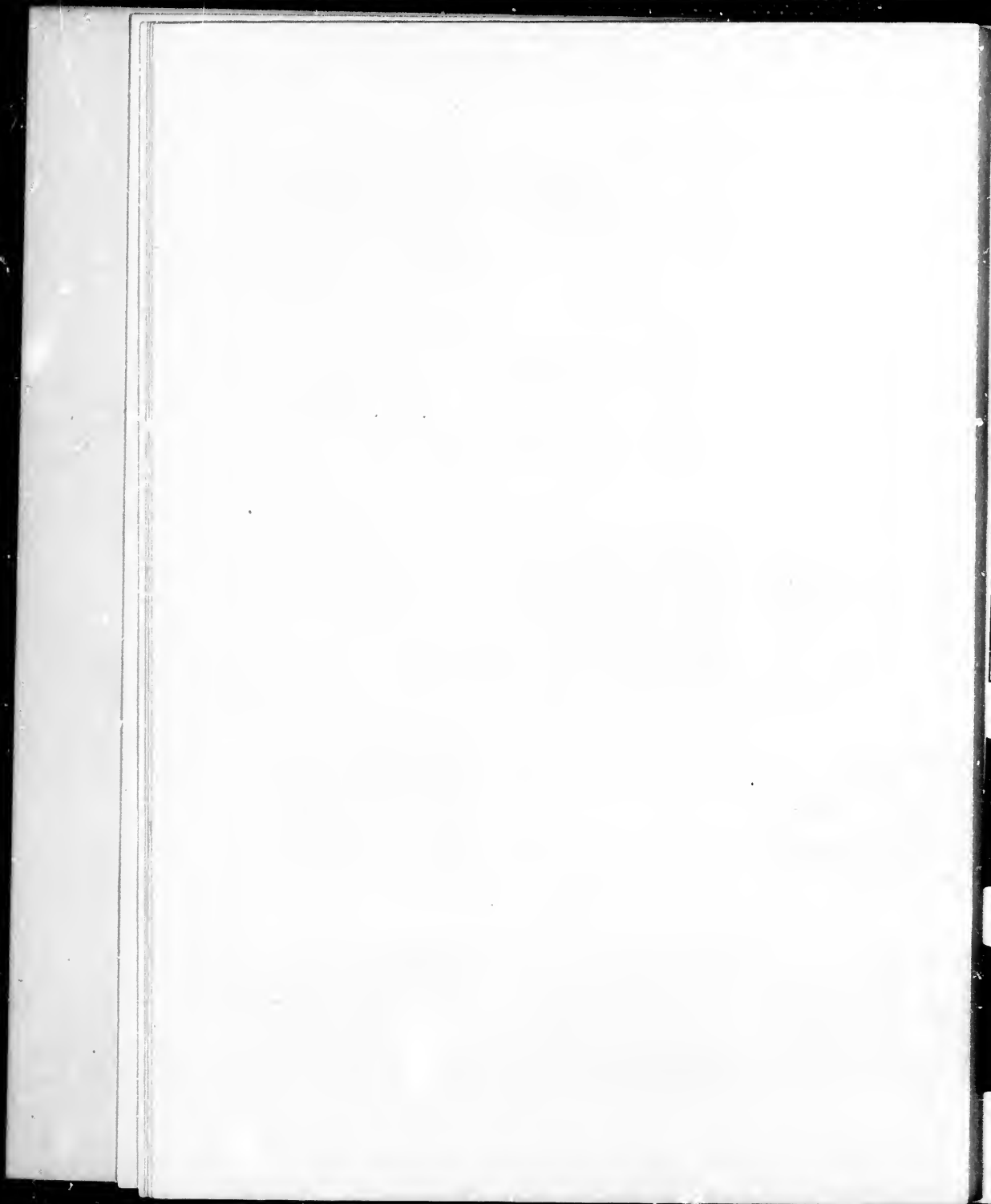
THETIS
H.R. McLELLAN.



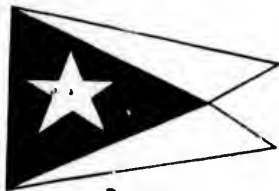
WINDWARD
SYDNEY L. KERR.



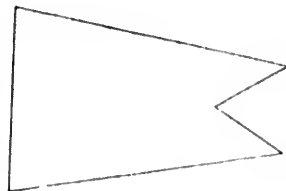
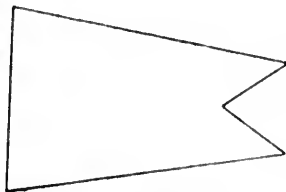
IDA
WILLIAM BRITAIN



PRIVATE SIGNALS--STEAM YACHTS



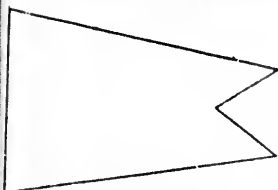
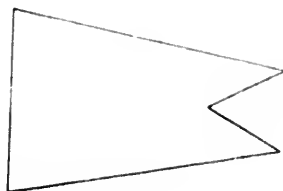
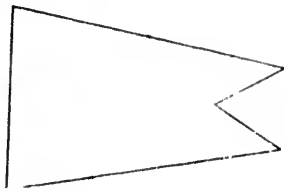
DREAM
W.H. THORNE.



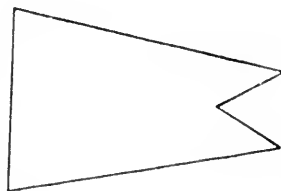
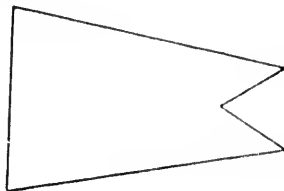
POLYMORPHIAN.



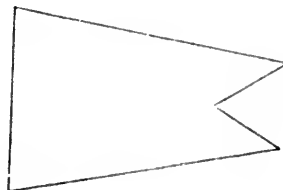
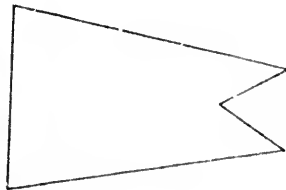
LOTUS
FRANK L. PETERS.



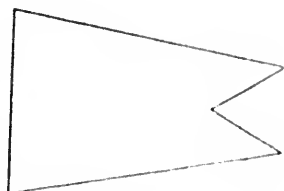
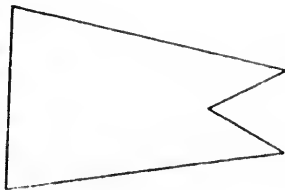
NAUTILUS
CHAS. W. YOUNG.



PHANTOM
J. FRASER GREGORY



SIESTA
H.R. McLELLAN.



OFFICERS FOR 1899.

Commodore.

EDGAR H. FAIRWEATHER.

Vice-Commodore.

FREDERICK S. HEANS.

Rear Commodore.

HOWARD HOLDER.

Secretary.

F. HERBERT J. RUEL.

Treasurer.

ROBERT JARDINE.

Measurers.

C. FREDERICK LANGAN, WILLIAM HOLDER.

Executive Committee.

FLAG OFFICERS, SECRETARY and TREASURER (ex-officio) and
GEORGE B. HEGAN, JOHN N. SUTHERLAND,
ARTHUR KIRKPATRICK, GEORGE E. HOLDER,
ADAM P. MACINTYRE.

Sailing Committee.

REAR-COMMODORE, Chairman.
THE SECRETARY and MEASURERS (ex-officio) and
W. G. STRATTON, SYDNEY L. KERR,
PETER SINCLAIR, LOUIS MUNRO,
A. MCARTHUR, E. HARRINGTON.

Fleet Captain.

W. J. WETMORE.

Fleet Surgeon.

T. DYSON WALKER, M. D.

FORMER OFFICERS.

Commodores.

- 1894—J. W. DANIEL, M. D. 1896—HENRY GILBERT, JR.
1895—HENRY GILBERT, JR. 1897—A. O. SKINNER.
1898—EDGAR H. FAIRWEATHER.

Vice-Commodores.

- 1894—HENRY GILBERT, JR. 1896—EDGAR H. FAIRWEATHER.
1895—EDGAR H. FAIRWEATHER. 1897—FRED. BUSTIN.
1898—FREDERICK S. HEANS.

Rear-Commodores.

- 1894—ELIJAH ROSS. 1896—HOWARD HOLDER.
1895—T. P. MOTT. 1897—HOWARD HOLDER.
1898—THOMAS E. POWERS.

Secretaries.

- 1894—FRANK WHELPLEY. 1896—FRANK WHELPLEY.
1895—FRANK WHELPLEY. 1897—PETER SINCLAIR.
1898—F. HERBERT J. RUEL.

Treasurers.

- 1894—A. MCARTHUR. 1896—FRED. S. HEANS.
1895—FRED. S. HEANS. 1897—FRED. S. HEANS.
1898—ROBERT JARDINE.

Measurers.

- 1894—F. S. HEANS — R. C. HOLDER.
1895—GEO. E. HOLDER — WM. HOLDER.
1896—GEO. E. HOLDER — T. H. MILES.
1897—GEO. E. HOLDER — DANIEL DIAS.
1898—C. F. LANGAN — HOWARD HOLDER.

Act of Incorporation.

An Act to Incorporate the "Royal Kennebecasis Yacht Club."

Passed the 28th of April, 1899.

WHEREAS, the persons hereinafter named, together with a large number of others resident at the City of Saint John, have formed a Club for the purpose of encouraging, promoting and increasing the interest in yacht building and yacht sailing, and for the establishment and enforcement of uniform rules governing all races held under the auspices of the Club, and for the providing for the purposes of the Club of such premises, club houses, boat houses, wharves, piers, floats and anchorages as may be necessary or expedient, and have prayed that they may be incorporated under the name of the "ROYAL KENNEBECASIS YACHT CLUB."

And whereas, The use of the prefix "ROYAL" has been expressly sanctioned by Her Most Gracious Majesty :

Be it therefore enacted by the Lieutenant Governor and Legislative Assembly, as follows :

1. Edgar H. Fairweather, Frederick S. Heans, Thomas E. Powers, F. Herbert J. Ruel, and Robert Jardine, and all other persons who now are, or hereafter shall, become members of the Club, are hereby constituted a body corporate for the purposes aforesaid, and by and under the name of the "ROYAL KENNEBECASIS YACHT CLUB."

2. The Club shall have all the powers, rights and privileges incident to a corporation under the laws of the Province of New Brunswick, may have a common seal, may acquire, hold and enjoy lands, leases, licenses, interests, options, easements,

or privileges of and over real estate within the said Province, and may improve, develop, lease, mortgage, sell, or otherwise deal with the same, or any part thereof, may prosecute, maintain, or defend, any form of action, suit, or other proceeding, whether between the Club and any member thereof, or otherwise; may make and execute any form of contract or agreement which for the purposes aforesaid the Club may lawfully enter into; may build, erect and maintain all manner of buildings, wharves, piers, floats, roads and ways necessary for the purposes aforesaid, and may do and exercise all such further acts, matters and things, rights and powers, as may be incident to or necessary for the proper and effective accomplishment of the purposes of the Club as hereinbefore set forth.

3. The Club shall have full power and authority to adopt, make or pass, or, subject to any limitations on suspension, revision or repeal contained in such Constitution, to vary, amend or repeal, a Constitution and By-Laws, Rules and Regulations, including provisions establishing fees, dues or assessments payable by the members of the Club, and the times and manner of the payment thereof, as may for any or all of the purposes of the Club be deemed expedient, and may in or by any such Constitution, By-Laws, Rules or Regulations provide for the imposition of penalties by way of suspension or forfeiture of membership, for the breach or non-observance thereof.

A copy of the Constitution, or of any By-Law, Rule or Regulation certified by the Secretary of the Club, under his hand and the seal of the Club, shall be *prima facie* evidence in all courts of the adoption and passage thereof by the Club and of the validity of such Constitution, By-Law, Rule or Regulation.

4. (1) Each member of the Club who shall be in arrears to the Club for any fees or dues, shall be individually liable to any creditor of the Club to an amount equal to such arrears, but not in excess thereof; provided, however, that such liability shall not attach until an execution against the Club at the suit of the same creditor shall have been duly returned unsatisfied, in whole or in part, and the amount due on such execution shall, to the extent of the limit above stated, and subject to the provisions of the next section, be the amount recoverable with costs against such member; and any member making payment to a creditor under the provisions of this section shall be credited by the Club with the amount of such payment on account of his arrears as aforementioned.

(2) Any member may plead by way of defence, in whole or in part, any set-off which he could set up against the Club.

5. The members of the Club shall not, as such, be held responsible for any act, default, or liability of the Club, beyond the amount of such fees, dues, assessments, rents, penalties, or damages, as may be or become payable by virtue of the Constitution, By-Laws or Regulations of the Club, or any amendment thereof.

6. It shall be lawful for the Club to issue stock to any extent, not exceeding in the aggregate five thousand dollars, in shares of ten dollars each, such shares to be subscribed in a book to be opened by the Executive Committee for that purpose, and to be paid up in such manner and within such time as may be determined by the said Committee; the funds arising from such stock shall be applied exclusively towards the purchase of lands or buildings, or towards the erection, maintenance

or furnishing of such Club houses, boat houses, wharves, piers, floats, anchorages, roads or ways, and incidental improvements, as may be necessary for the purposes of the Club.

7. The holder of such stock shall be exempt from all liability by reason thereof in excess of the difference in value between his actual payments thereon and the face value thereof.

8. The Club may pay off from time to time so much or such shares of the said stock as to the said Committee may seem desirable.

9. The Club shall be domiciled at the City of Saint John, and shall have its headquarters or principal place of business therein.

10. The word "Club" wherever used in this Act shall be taken to mean the "ROYAL KENNEBECCASIS YACHT CLUB."

Royal Warrant.

DEPARTMENT OF MARINE AND FISHERIES,
Ottawa, 29th June, 1898.

SIR,—

Referring to the application made by the KENNEBECCASIS YACHT CLUB for permission to have the prefix "Royal" added to their name, I have to inform you that a despatch has been received from the Secretary of State for the Colonies, stating that the petition had been laid before the Queen, and Her Majesty has been graciously pleased to accede to the request of the Club to use the title "Royal."

I am, Sir,

Your obedient servant,

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

F. HERBERT J. RUEL, ESQ.,
Secretary Kennebecasis Yacht Club,
St. John, N. B.

Admiralty Warrant.

DEPARTMENT OF MARINE AND FISHERIES,
Ottawa, 12th February, 1899.

SIR,—

Referring to your letter of the 15th November last, forwarding the lists of registered yachts of the ROYAL KENNEBECASIS YACHT CLUB, I have now to inform you that a warrant has been issued by the Lords' Commissioners of the Admiralty (copy herewith enclosed) enabling yachts belonging to the ROYAL KENNEBECASIS YACHT CLUB to fly the Blue Ensign of Her Majesty's fleet.

The Lords Commissioners of the Admiralty have informed the Secretary of State for the Colonies that the necessary personal warrants for yacht owners belonging to the Club will be issued on application being made by the Secretary of the Club direct to the Admiralty. Such application should state the following particulars in each case :

Owner's name.
Name of yacht.
Rig.
Registered net tonnage (to decimals).
Length.
Breadth.
Port of registry.

I am, Sir,
Your obedient servant,

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

F. HERBERT J. RUEL, Esq.,
Secretary Royal Kennebecasis Yacht Club,
St. John, N. B.

Admiralty Warrant.

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

WHEREAS, We deem it expedient that the members of the ROYAL KENNEBECASIS YACHT CLUB, being natural or naturalized British subjects, should 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 73rd section of the Merchant Shipping Act, 1894, hereby warrant and authorize the Blue Ensign of Her Majesty's Fleet to be worn on board the respective vessels belonging to the ROYAL KENNEBECASIS YACHT CLUB, 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 KENNEBECASIS YACHT CLUB, 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, 1894.

2. The Ensign shall not, without our authority in writing, be worn on board any vessel belonging to the ROYAL KENNEBECASIS YACHT CLUB while such vessel is lent, on hire 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 the office of Admiralty, this 19th day of January, 1899.

By command of their lordships,
EVAN MACGREGOR.

FRED. G. D. BEDFORD,
A. W. MOORE.

NOTES ON ROYAL AND ADMIRALTY WARRANTS.

BY DIXON KEMP.

Mr. Dixon Kemp, in his "Manual of Yac̄ting," states the law and custom regarding the wearing of the Ensign and the nature of the Admiralty Warrant, as follows :

"Admiralty Warrants are warrants granted to clubs and members thereof, granting permission to fly the White Ensign, or the Blue Ensign, or the Red Ensign, with device on it. The Admiralty Warrant will only be granted to yachts which are registered according to the provisions of the Merchant Shipping Act.

"The privilege bestowed by this document (the Warrant) is clearly set forth, and is nothing more or less than a permission to fly one of the Ensigns used by Her Majesty's fleet. The Red Ensign, it can be stated, may, under the Merchant Shipping Act of 1854, be flown on board of any vessel without permission of the Admiralty, unless a device be put on it; in the latter case, a Warrant must be obtained from the Admiralty for permission to use the device.

"An Admiralty Warrant also enables the owner to ship exisable goods, such as wines, spirits, tobacco, tea, etc., direct from bond without payment of duty ; and to enter ports without paying harbor dues (this does not include dock charges) and to make fast to mooring buoys laid down by the Admiralty, if such buoys be not required by ships of Her Majesty's fleet. An Admiralty Warrant is also useful in foreign ports, as it at

once establishes the nationality of a yacht; and the port authorities usually show greater civility to yachts carrying an Admiralty Warrant, securely berthing them, and frequently foregoing harbor dues (not dock charges).

“When a yacht changes hands her Warrant must be returned, through the club secretary, to the Admiralty; and if an owner let a yacht on hire, he must return the Warrant.

“The Admiralty Warrant is never granted to a person hiring yachts, and they can only legally fly the National or Red Ensign—that is, the Warrant is only granted to owners actually holding a yacht’s register.

“The Admiralty Warrant is not granted to foreigners, who may be members of British yacht clubs, unless they have been naturalized, and can thus legally hold a British register. A foreigner obtaining a British register by making a false representation, is liable to have the vessel made forfeit to the Crown.

“Royal Yacht Club is a club that has obtained permission from Her Majesty to use the prefix “Royal.” An Admiralty Warrant obtained from the Admiralty does not confer the title, but a Royal Yacht Club that has not also the Admiralty Warrant can only fly the Red Ensign, and this can have no device. A club with an Admiralty Warrant takes precedence of a club that has only a Royal Warrant.”

Constitution.

ARTICLE I.

Name. This Association shall be known as the "ROYAL KENNEBECASIS YACHT CLUB."

ARTICLE II.

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

ARTICLE III.

Meetings. There shall be four regular meetings in each year, to be held as follows: The first, annual, on the first Tuesday in February, the second on the first Tuesday in May, the third on the first Tuesday in August, and the fourth on the first Tuesday in November; should any such date be a legal holiday, the meeting shall be held on the day following. Special meetings may be called at any time by the Commodore, and shall be called by him on written request of at least ten members.

ARTICLE IV.

Elections. 1. The officers of the Club shall be elected by ballot at the annual general meeting in each year, and shall hold office for one year, or until their successors shall be elected. A majority of the vote cast shall be necessary for an election.

2. The Executive Committee shall be elected at the same meeting. Vacancies in this committee or among the officers may be filled at any regular or special general meeting of the Club.

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

ARTICLE V.

On the election of the Sailing Committee; 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, but no member, by reason of owning more than one yacht, shall be entitled to more than one vote. On all other questions all members in good standing are entitled to vote.

Voting.

ARTICLE VI.

1. The officers shall be and rank as follows: Commodore, Vice-Commodore, Rear-Commodore, Secretary, Treasurer, and members of the Executive and Sailing Committees.

Officers.

2. The offices of Commodore, Vice-Commodore and Rear-Commodore shall be filled by members who shall, at the time of election, be owners or part owners of any one or more yachts in the Club squadron.

3. The Executive Committee shall be composed of the Flag Officers; the Secretary and the Treasurer (*ex-officio*), and five elective members.

**Executive
Committee.**

Sailing
Committee.

4. The Sailing Committee shall be composed of the Rear-Commodore (Chairman *ex-officio*), the Secretary and Measurers (*ex-officio*), and six elective members, of whom at least four shall be yacht owners.

DUTIES OF OFFICERS AND COMMITTEES.

ARTICLE VII.

Commodore.

It shall be the duty of the Commodore to take command of the squadron, to preside at the meetings of the Club and of the Executive Committee, and to enforce all the laws and regulations of the Club.

He may call special meetings of the Club whenever he shall deem it necessary, and he shall do so on the written request of ten members.

ARTICLE VIII.

Vice-
Commodore.

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

ARTICLE IX.

Rear-
Commodore.

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

2. He shall be *ex-officio* Chairman of the Sailing Committee, and shall be responsible for any races sailed by the Club.

ARTICLE X.

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

2. To keep a correct roll of all members.

3. To notify every applicant-elect of his election, and, upon his becoming a member, to furnish him with a copy of the Constitution and By-Laws of the Club.

4. To notify each member of every special, general and adjourned meeting; and such notification shall be sufficiently given by posting up at the headquarters of the Club a notice to that effect, stating the object of such meeting, or by publishing such notice in one Saint John newspaper for at least one insertion in the seven days next prior to such meeting.

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

6. To keep a correct list of the name, measurement, ownership, rig, builder and designer of all yachts enrolled in the Squadron, and also a record of the races sailed during the season.

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

8. To collect all dues, assessments, and other moneys payable to the Club, and to transmit the same to the Treasurer.

9. He shall be *ex-officio* Secretary of the Executive and Sailing Committees.

10. He shall be exempt from all dues and assessments.

ARTICLE XI.

Treasurer.

1. It shall be the duty of the Treasurer to receive all moneys from the Secretary, and to pay all bills contracted by the Club and certified to by the Secretary as passed by the Executive Committee, keeping a correct account of the same in a book to be provided for that purpose.

2. He shall deposit in a Bank to be approved by the Executive Committee, and in the name of the "ROYAL KENNEBECASIS YACHT CLUB," all the funds of the Club as received; and all cheques drawn shall be countersigned by one of the Flag Officers.

3. He shall make a report to the Club of the amount of money in his hands at any time when requested by the Commodore or the Executive Committee to do so, and at the annual meeting in February he shall furnish a statement of all his receipts and disbursements.

ARTICLE XII.

1. It shall be the duty of the **Measurers** to make a correct return of the name, measurement, ownership, rig and builder of each yacht on her enrolment in the Squadron, and to deliver the same to the Secretary.
2. To make a similar return to the Secretary of each yacht entered for a regatta.
3. They shall be *ex-officio* members of the Sailing Committee.
4. They shall be exempt from all dues and assessments.

ARTICLE XIII.

1. The Executive Committee shall consist of the Flag Officers, the Secretary and the Treasurer, *ex-officio*, and five elective members. Five members to constitute a quorum. **Executive Committee.**
2. The Commodore and Secretary of the Club shall be, *ex-officio*, the Chairman and Secretary, respectively, of the Executive Committee.
3. It shall be the duty of the Executive Committee to supervise, control and conduct all the business affairs of the Club other than those hereinafter expressly provided to be in the jurisdiction of the Sailing Committee.
4. To elect all new members of the Club, save as provided for in Article XV, Section 2, and under the provision of the By-Laws relating to

“ Dues,” to attend to the posting or removal from the membership list of the names of all members in arrears.

5. To approve, before the payment thereof, all accounts and bills rendered against the Club, and such approval certified thereon by the Secretary shall be the warrant of the Treasurer for the payment thereof.

Auditors.

6. At least fifteen days before each annual meeting to appoint Auditors, whose duties shall be to examine the books of the Secretary and the Treasurer, and to submit in writing at the next annual meeting a full report of such examination. On such report being accepted, the Auditors shall be considered discharged.

7. To keep a record of all its proceedings, and to submit a written report thereof at the quarterly and annual meetings.

8. To produce, at the regular May meeting in each year, a statement of all estimated available funds, and an estimate of what portion of the same will be available for prizes to be sailed for during the season; and present for the approval of the Club a report, recommending the amount, number and class of such 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.

9. The Executive Committee shall have power to postpone any fixture or alter any prize when-

ever they shall deem it necessary in the interest of the Club so to do.

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

11. The Executive Committee shall meet at the call of the Chair. No proxies shall be allowed.

ARTICLE XIV.

1. The Sailing Committee shall consist of the Rear-Commodore, the Secretary and the Measurers, *ex-officio*, and six elective members, of whom at least four shall be yacht owners. Five members to constitute a quorum.

Sailing
Committee.

2. The Rear-Commodore and Secretary of the Club shall be, *ex-officio*, the Chairman and Secretary, respectively, of the Sailing Committee. Should the Club Secretary feel unable to serve on this Committee, the Committee shall have power, on receiving his resignation in writing, to elect a Secretary from among themselves.

3. Vacancies in the membership of the Committee shall be filled by the Committee, due regard being always had to the provisions of Section 4 of Article VI.

4. It shall be the duty of the Sailing Committee, subject to the Sailing Regulations adopted by the Club, to supervise, manage and control all races held under the auspices of the Club.

5. To approve all entries for such races, with power to accept the same from members of the Club whose nationality prevents their obtaining an Admiralty warrant.

6. To decide all questions, controversies and disputes relating to the facts of any race or races, or incidental thereto ; or relating to the construction of interpretation of any of the Sailing Regulations, or the applicability of any of the said regulations to any existing state of facts. The committee shall discourage and endeavor to prevent all attempts to win a race by means other than fair sailing and superior speed or skill.

7. The decisions or findings of the Sailing Committee upon questions of fact shall be absolutely final—on questions of construction, interpretation, or applicability, such decisions shall also be final, but the Committee may, upon appeal, should they see fit to do so, refer the questions at issue to the Council of the Yacht Racing Association of Great Britian, and, in case of adverse ruling therefrom, reverse, alter or vary its previous ruling.

8. No member of the Sailing Committee shall take part in the discussion on, or decision of, any disputed question in which he is directly interested.

9. The Sailing Committee shall appoint the courses, time of start, time limit, and officers of the day, for each race, as fixed by the Executive

Committee, and shall submit a report of the same to the Club at the regular May meeting; and such programme, as adopted, shall be printed and a copy given to each member.

10. The Sailing Committee shall award the prizes, after receiving the report of the race from the officers of the day.

11. In the event of any cup or prize from any cause not being awarded, the Sailing Committee shall have power to decide when such cup or prize shall be competed for, and, if advisable, to change the sailing course therefor, or whether such prize shall revert to the Club.

12. The Sailing Committee shall meet at the call of the Chair. No proxies shall be allowed.

MEMBERS AND VISITORS.

ARTICLE XV.

1. The name, occupation and address of any gentleman wishing to become a member of the Club shall be sent to the Secretary, in form provided in the next Section, and shall by him be submitted to the next Executive Committee meeting for election, one black ball in seven to exclude.

2. Every such applicant shall fill out and sign an application form obtainable from the Secretary, giving the particulars aforementioned, and such application shall also be signed by two members in good standing, who shall be respectively the proposer and seconder thereof; but no one shall

**Election of
Members.**

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 town Club rooms, and, from June 1st to November 1st, in the Millidgeville Club House as well, for at least five days prior to the Committee meeting. Any member may demand a ballot by notifying the Secretary that such is his wish, when the Secretary shall at once inform the candidate's proposer and seconder of the fact, withholding name, and if the name be not withdrawn, shall propose it at the next regular or special meeting of the Club, when all members may vote on it, one black ball in seven to exclude.

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

**Privileged
Members.**

4. All members of Royal Yacht Clubs outside the Province of New Brunswick, and of recognized yacht clubs of foreign nations at peace with Great Britain, shall be admissable as privileged members during a period not exceeding one month, on being introduced by a member, and any such member so introduced being an owner of a yacht, shall be entitled to take part with his yacht in any race of the Club, excepting those for the Club cups or trophies, provided that the Club to which such member belongs extends the same privileges to the yacht-owning members of this Club.

5. Friends of members may be admitted to the Club premises on application to the Secretary, for such time and under such restrictions and limitations as may be from time to time specified in the House Rules ; but no such visitor shall be entitled to introduce a yacht in the Club races except as specified in the preceding Section.

Visitors.

6. All officers of the Army and Navy and officers of the permanent forces of the Dominion of Canada, on actual service, and members of Royal Yacht Clubs beyond the Province of New Brunswick, and gentlemen not permanently residing in the Dominion of Canada, may be elected members for a period of six months, or less, on payment of one dollar a month, but they shall have no vote nor voice in the management of the affairs of the Club.

**Non-Resident
Members.**

7. No person shall become, or be considered, a regularly constituted member of the Club unless all provisions of Sections one and two of this article shall have been fully complied with, nor until his entrance fee and first annual subscription shall have been paid. Should such entrance fee or such first annual subscription be in arrears for fifteen days after written notice of election shall have been given by the Secretary to the applicant elect, the Secretary shall report the same to the Executive Committee, who shall act in accordance with the By-law relating to "Dues."

8. Any member found guilty of breaking the rules and regulations of the Club, disobeying the

Commanding Officer, when sailing in Squadron, or of conduct unbecoming a gentleman, may, after a fair trial, of which he shall have at least ten days' notice, and at which he may be heard in his own defence, be admonished, fined, suspended or expelled from the Club, or deprived of any privileges of the Club for a given time, by a vote of two-thirds of the members present at a special meeting of the Club called for that purpose.

ARTICLE XVI.

Honorary Members.

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

The Flag Officers and Secretaries of all Royal, recognized and foreign yacht clubs, extending the same courtesy to officers of this Club, shall be Honorary members of this Club.

ARTICLE XVII.

Amendments.

1. No amendment, alteration or addition of or to this Constitution, or to the By-Laws or Sailing Regulations, may be made except by a vote of two-thirds of the members present at any regular or special general meeting of the Club called for the purpose.

2. No change whatsoever shall be made in the Sailing Regulations relating to measurement,

time allowance, or classification, between the first day of June and the first day of November in each year.

3. No amendment, alteration, or addition of or to the Constitution, By-Laws or Sailing Regulations of the Club shall be made until due notice thereof has been given in one or other of the following methods:

(a) By written notice of motion containing the text of such addition, alteration or amendment handed to the Secretary, and by him read to the meeting, at the general meeting of the Club next preceding the meeting at which such notice shall be brought forward; or

(b) By sending such notice of motion, in writing as above stated, to the Secretary at least thirty-three days before the general meeting at which such motion shall be brought forward; upon receipt thereof the Secretary shall forthwith, or at least thirty days before such meeting, post up such notice in the Club rooms.

By-Laws.

CHAPTER I.

Meetings.

1. Meetings may be called at any time by the Commodore, as provided for in the Constitution.

2. Twelve members shall constitute a quorum for the transaction of business.

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

CHAPTER II.

Order of Business.

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

2. The members being seated, the Secretary shall call the roll. A quorum being present the order of business shall be as follows :

1. Reading of the Minutes of last meeting which shall stand approved of if not objected to.
2. Election of Members.
3. Reading of Communications.
4. Collection of Dues.

5. Report of Secretary.
6. Report of Treasurer.
7. Reports of Committees.
8. Election of Officers.
9. Miscellaneous Business.
10. Adjournment.

CHAPTER III.

1. An entrance fee of two dollars shall be paid **Dues.**
by each member elect.

2. The annual subscription shall be five dollars, except for members residing more than twenty-five miles from St. John, when it shall be three dollars. The subscription shall be payable on the first day of February in each year.

3. No member in arrears shall be eligible to any office, nor may his vote be accepted upon any election or question.

4. If any member shall be in arrears to the Club for more than thirty days, the Secretary shall make report thereof to the Executive Committee, and shall also notify such delinquent member in writing, that unless the amount of such arrears shall be paid within thirty days, his name will be posted in the Club Rooms. If within ten days from such posting such arrears are not paid the name may at the option of the Executive Committee be erased from the roll of membership.

**Dues in
Arrears.**

5. A member thus leaving the Club shall not again be eligible until he shall have paid the amount due from him and also the dues which would have accrued meanwhile, and no person who has been expelled from the Club or struck off the roll as above provided shall be accorded any of the privileges of the Club or admitted to the Club premises or entertainments.

**Life
Members.**

6. A member by paying at any time the sum of one hundred dollars, may, on the recommendation of the Executive Committee, be elected, at any general meeting, a life member of the Club. A life member shall be entitled to the same privileges as an ordinary member and shall be subject to all the provisions of the Constitution, By-Laws and Regulations of the Club save those relating to annual subscriptions or annual fees.

CHAPTER IV.

Resignations.

A written resignation, addressed to the Secretary, shall be required from any member wishing to sever his connection with the Club, and may be accepted by the Executive Committee; but the Executive Committee shall not have power to accept the resignation of any member in any manner indebted to the Club.

CHAPTER V.

**Duties of
Yacht
Owners.**

1. Any yacht not less than sixteen feet load water length if owned wholly by a member or members of the Club, may be enrolled in the

Squadron upon filing with the Secretary an enrollment signed by the owner or owners. Such enrollment shall contain a full description of the yacht, including the name, rig, length on water line, and extreme length over all, extreme breadth, draft, whether centre-board or keel, when, where, and by whom built (if known), her racing measurement according to the rules of the Club, and a copy or description of the private signal of the yacht or its owner.

The said measurement may at the option of the Sailing Committee be subject to the verification of the Measurers, and in such event their certificate shall also be filed with the Secretary. The name of each yacht must be legible upon its stern.

2. Any yacht which may be let or hired, unless to a member, shall be debarred all rights and privileges of the Club during such letting or hiring.

3. Each yacht owner shall make immediate application to the Secretary for an Admiralty Warrant to fly the Blue Ensign. In the event of a yacht being sold, let, or hired, the warrant must be immediately returned to the Secretary.

4. A yacht in charter of a member or members of the Club for at least three sailing months may be enrolled in the Squadron in accordance with the preceding sections of this Chapter.

Chartered
Yachts.

5. 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 enrolled upon the register of the Squadron shall be entitled to representation at the meetings of the Club.

CHAPTER VI.

Flags. Each yacht is required to have a Club Burgee, an Ensign, a Private Signal, and a set of such signals as may be adopted by the Club.

CHAPTER VII.

Proxies. Any member who shall file with the Secretary a written authority from another member or from the owner of a yacht to represent him or the same, may, save as excepted in Article XIII, Section 11, and Article XIV, Section 12, vote in his or its name if the owner be not present. Such authority must be given for a specified meeting, and shall be valid only for that meeting.

CHAPTER VIII.

Uniform. A uniform and dress shall be adopted by the Club which may be worn by the members of the Club and crews of the yachts enrolled in the Squadron.

CHAPTER IX.

Excursions. 1. The 24th of May in each year shall be the beginning of the season, and there shall on that day be an excursion of the fleet. The season shall end on the last day of October.

2. There shall be other excursions of the fleet during the yachting season whenever ordered by the Commodore.

3. The Commodore shall appoint the hour, starting point, and the cruising grounds of all excursions.

CHAPTER X.

There may be an annual cruise of the fleet ; the time and cruising ground shall be selected at the annual meeting in February.

Annual
Cruise.

CHAPTER XI.

The Commodore may appoint a Fleet Captain to communicate in his behalf with the officers and members of the fleet, or, as a subordinate, to represent him at any time during a cruise or excursion, or whenever there may be an assemblage of the fleet under the command of the Commodore. Such officer may, at the request of the Sailing Committee, and with the approval of the Commodore, represent the Club, under direction of the Sailing Committee, at any Regatta.

Fleet
Captain

CHAPTER XII.

The Commodore may also appoint a Fleet Surgeon, who shall accompany the fleet on its cruise and perform such duties pertaining to his profession as the Commodore shall direct. Each of these appointees shall hold office only during the pleasure of the Commodore.

Fleet
Surgeon.

CHAPTER XIII.

**Nominations
and
Elections.**

1. The Officers, Executive Committee, and Sailing Committee shall be elected at the annual general meeting held on the first Tuesday in February.

2. The Secretary shall act as a returning officer, shall, as such, receive all nominations, check the figures of scrutineers, declare the result of the elections, and be responsible for the proper carrying out of this By-law.

3. Any member may in writing nominate one person for each office, two for Measurers, five for the Executive Committee, and, if a yacht owner, six for the Sailing Committee; but this nomination in writing, over the member's signature, must be delivered to the Secretary not later than nine o'clock, p. m., on the last Tuesday before the annual general meeting, nor earlier than one fortnight prior to such last Tuesday. The Secretary shall publish or post up the names of those nominated at the Club's headquarters, and shall, also, as soon as possible, in writing, inform such persons that they have been so nominated. By informing the Secretary in writing of his desire to decline nomination any person so nominated may have his name removed from the list, but this communication must be placed in the Secretary's hands before nine o'clock, p. m., on the Thursday before the annual general meeting. The Executive Committee shall have up to

twelve o'clock, p. m., of the following day, the power by formal resolution to fill any vacancies which may occur in the list of nominations, and this resolution with the names of those thus officially nominated shall be posted in the Club's headquarters. The Secretary shall in no way make known the names of the nominators, but shall satisfy himself that they are members in good standing in the Club and not in arrears.

4. The election shall take place by ballot at the annual general meeting, and no person shall be elected to any office who has not been nominated and elected, as herein provided, saving and excepting as provided for in Article XIV, Section 4, of the Constitution.

5. Vacancies among the officers, or in the Executive Committee, may be filled at any regular or special general meeting of the Club. Notice of vacancies to be posted in the Club rooms by the Secretary at least fifteen days prior to such meeting, and nominations in writing, as provided in Section 3 of this Chapter, must be delivered to the Secretary not earlier than fourteen, nor later than seven days, prior to the same. In case of any failure to nominate within the time specified, nominations shall be made by formal resolution of the Executive Committee. Vacancies.

Sailing Regulations.

I

Classification. All yachts shall be classed according to their racing length.

Class A. All over 30 feet, racing length.

Class B. Not over 30 and over 25 feet, racing length.

Class C. Not over 25 and over 20 feet, racing length.

Class D. Not over 20 feet, racing length.

Class E. Skiff class.

II.

**Allowance
for Rig.**

In mixed rig races, schooners shall be rated at eighty-five per cent. of their racing length, and yawls at ninety three per cent of their racing length, as hereinafter defined, for time allowance only.

III.

Measurement. Yachts shall be measured and rated for time allowance and classification according to the following method: To the square root of the sail area, add the load water line length and divide the sum by two.

$$\frac{\sqrt{SA} + LWL}{2} = RL$$

The result is the measurement for time allowance, and shall be known as racing length.

The measurement shall be obtained as follows :

A base line shall be taken from a point midway between the jib topsail stay and the jib stay on the bowsprit, or between the flying jib stay and jib topsail stay on the jib boom, in a straight line to the end of the main boom. To this measure shall be added that length of main gaff which shall remain after eighty per cent of the topmast has been subtracted from it. The gaff, for this purpose, shall be measured from the after side of mast to the end, and the topmast from hounds to the lower side of sheave in the topsail halyard block. The length of the base line as above defined, shall be modified in any case where the spinnaker boom measures more than the distance from the foreside of the foremast in a schooner, or the mainmast in a single masted vessel, to the forward point of base line as previously defined. One-third of the excess in the length of spinnaker boom beyond this point shall be added to the base line. The length to be measured for the spinnaker boom shall be the extreme distance, when in use, of its outer end from the centre of the fore side of the mast on which it is carried.

For yawls the base line shall be taken from the same point forward as in vessels of other rig, to the after end of the mizzen boom.

A perpendicular line to be taken along the after side of the mainmast from the under side of the sheave of the highest halyard block or sheave on the topmast, to the upper side of the boom when

resting on the saddle, or on the lowest part of the gooseneck, the distance of which point from main deck or deck house shall be recorded by the Measurers, together with other points used in the measurement.

To obtain the estimated area from these figures, multiply the base by the perpendicular and divide the product by two.

Length is the length on the L. W. L., exclusive of any portion of the rudder or rudder stock, and is to be ascertained when the yacht is afloat and in her ordinary trim, and with the crew, if aboard, stationed amidships. The Measurers at the time of making this measurement shall affix a distinctive mark at each point.

In boats which carry no head sail the forward point of measurement for the base line shall be the after side of the mast, or of the foremast if there be more than one mast.

On vessels which carry no topmasts the upper point of measurement for the perpendicular shall be the lower side of the sheave of the upper block of the peak halyard. In such vessels the distance between the under side of the sheave of the highest block used for the peak halyard, and the under side of the sheave of the throat halyard block, shall be used in the same way as is the length of the topmast where one is carried.

If by alteration of trim or immersion by dead weight the water line of any yacht shall be increased, or if in any way her spar or sail measure-

ment, as officially taken, shall be increased, a re-measurement must be made.

IV.

1. The owner of a yacht to be measured shall notify the Measurers, in writing, specifying when and where the yacht may be measured ; the time so specified shall be not less than twenty-four hours after the delivery of the notice, and the place to be the Club anchorage, or some convenient part of Saint John harbour.

**Rules and
Fees for
Measurement.**

2. No fee shall be charged for the first measurement, but should any alteration be made in the L. W. L., the length of spars, or in the sail area of the yacht, her certificate of measurement forthwith 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, and sails may, if necessary, be re-measured, and a new certificate issued, in which case a fee of one dollar will be charged, to be paid through the Secretary.

Fees.

3. The Measurers shall make out a certificate in duplicate, and deliver both copies thereof to the Secretary of the Club, who shall retain one copy and send the other to the owner of the yacht measured.

Certificate.

4. In the case of yachts entering from another Club, the Sailing Committee may accept a certificate of measurement signed by the Official

**Foreign
Yachts.**

Measurer of the Club from which such yacht may be entered, reserving the right, however, in all cases, with or without protest, to require such yacht to be re-measured by the Measurers of the Royal Kennebecasis Yacht Club.

Penalties.

5. Any yacht whose owner shall refuse to submit to such re-measurement, or shall refuse or neglect to pay the established fee therefor, shall thereafter be debarred from participating in the races and regattas of the Club, unless such disqualification shall be removed by the Sailing Committee.

Protests.

6. If a protest shall be made relative to the measurement of any yacht which has been measured by the Measurers of this Club, such yacht shall be re-measured by them under the direction of the Sailing Committee, and the result as reported by the Measurers shall be final.

A fee of five dollars must be posted with the Secretary by the party challenging the yacht's measurement, and shall be paid to the Measurers if the original measurement be found correct ; if not correct the fee shall be returned to the challenger. In such case, also, the original certificate of measurement shall on being found inaccurate forthwith become invalid, and the yacht owner must, subject to the fees and penalties above provided, obtain from the Measurers a new certificate of measurement.

V.

1. Time allowance shall be calculated upon the racing length according to the table of allowances of the Club, which are calculated at sixty per cent. of the theoretical allowances based upon the principle that opportunities for speed vary as do the square roots of the lengths of vessels of different sizes, and yachts shall be rated for difference of measurement accordingly.

Time
Allowance.

2. Any yacht which has her measurement increased for the purpose of sailing in a class above that in which she belongs shall assume and be entered as of the lowest racing length specified for the class in which she so enters.

VI.

The owner of every winning yacht shall, within twenty-four hours after the finish of the race and before the awarding of the prize, file with the Sailing Committee a certificate that all the members of his crew are amateurs, and shall also sign a declaration that all the Sailing Regulations have been complied with.

Filing
Certificates.

VII.

All special races sailed under the auspices of the Club shall be under the control and direction of the Sailing Committee, and shall be governed by these rules and regulations. The Sailing Committee may, however, by vote duly taken and recorded, and for the purposes of any of such

Special.
Races.

special races, but not otherwise, temporarily suspend, vary, or alter, any rule or regulation to meet the exigencies of any special case. But any change herein for such purpose shall be clearly set forth in the circular furnished in accordance with Regulation XIV.

VIII.

Entries.

1. All entries shall be made in writing and signed by the owner or his representative, giving name of yacht, rig, number, draft, and racing length calculated according to the foregoing rule for measurement, which shall be verified by the Measurers of the Club before any prize shall be awarded to such yacht; and all such entries must be lodged with the Secretary not later than six o'clock, p. m., of the day preceding the race, exclusive of Sundays, unless otherwise ordered by the Sailing Committee in any special case.

2. The racing measurement of a yacht must be filed with the Secretary before ten o'clock on the morning of the race, otherwise her time will not be allowed nor the yacht be considered qualified to take part in the race; but this regulation will not be enforced if a statement from the Club Measurers relieving the owner from neglect is filed with the Secretary within twenty-four hours after the finish of the race.

3. At all regattas the Flag Officers and Sailing Committee may invite entries from other yacht clubs.

4. Should any yacht duly entered for a race not start, or having started, abandon, or be disabled, during the race, such yacht shall be entitled again to start in the event of the race being resailed ; but no new entries shall be received under any circumstances whatever for a postponed or re-sailed race.

Resailed
Races.

IX.

1. 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 time limit for receiving protests shall have expired.

Officers of
the day.

2. The Officers of the day, duly appointed to serve, shall have sole charge and control of the races, and are responsible only to the Sailing Committee duly assembled, and shall not be interfered with by any individual member of such Committee. Either of the Officers of the day may appoint as a substitute any member of the Club, but no such sub-appointment shall relieve such Officer from the responsibility for the due performance of the duties assigned to him.

3. 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 more than two hours previous to the hour appointed for the start.

Postpone-
ments

X.

The Start.

1. The start in all races shall be what is known as a one-gun or flying start. A quarter of an hour before the time of starting, one of the following flags of the Club Signal Code shall be hoisted as a preparatory flag for the yachts of each successive race.

S. of Code for the yachts of the first race.

T. of Code for the yachts of the second race.

W. of Code for the yachts of the third race.

2. Five minutes before the start the preparatory 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.

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

4. Each yacht shall be timed from the starting signal.

5. In a flying start if the point marked by the foremast in schooners, and the mainmast in single masted vessels and yawls has crossed the line before the signal to start is made, she must return and recross the line. A yacht so returning, or one working into position from the wrong side of the line after the signal to start has been made, must keep clear of and give way to all competing yachts.

6. Each sailing yacht entered upon the Club list shall, at the beginning of the season, be allotted by the Sailing Committee a recall number, which shall also serve as a distinguishing number. In starting a race, should any yacht cross the line before the signal for the start has been given, her distinguishing number shall be hoisted on the Signal Staff as soon as possible, as a recall, and shall be displayed until the said yacht shall either have returned and re-crossed the line to the satisfaction of the Officers in charge, or have given up the race. Such recall numbers shall be in white on black ground, with figures not less than two feet six inches in length. The yacht's signal letters may also be used as a recall in lieu of the number.

**Recall
Numbers.**

The Sailing Committee may at any time, on notice, withdraw a yacht's number, or substitute another number for that already allotted.

XI.

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

**Distinguish-
ing Flags.**

2. Each yacht must display her distinguishing number on both sides of the mainsail, the centre of the figure or figures to be placed over a

**Distinguish-
ing Numbers.**

point within the peak at the juncture of the extremities of two lines of two feet six inches in length, drawn at right angles from the gaff and leach. Such numbers to be in black, and not less than two feet in height.

XII.

Crews. The number of men permitted on a yacht during a race shall not exceed one man to every five feet of racing length, and every fraction thereof over fifty per cent of five feet racing length.

XIII.

Time Limit. 1. 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.

2. 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 Article XIV, Section 11.

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

XIV.

Instructions. 1. The owner of each yacht entered for a race shall be furnished at the time of the entry, or as soon thereafter as possible, with written or printed

instructions as to the conditions of the race and the courses to be sailed.

2. The Sailing Committee may change the courses, or buoys marking the courses, or amend the instructions, provided notice of such change is given to each yacht, before the preparatory signal is given.

Changing
Course.

XV.

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

Professionals.

XVI.

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

Sails.

XVII.

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.

Anchors and
Chains.

XVIII.

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.

Life Buoys.

XIX.

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

XX.

Anchoring. A yacht may anchor, but must weigh anchor again and not slip. A yacht shall not warp or kedge, or make fast to any buoy, pier, vessel, or other object, except for purposes specified in the following rule.

XXI.

Running Aground and Fouling. A yacht running aground or fouling a buoy, pier, vessel, or other object, may use her anchors warps, boats, etc., to get clear, but may not receive any assistance, except from the vessel fouled. Any anchor, warp, or boat so used must be taken on board again before continuing the race.

XXII.

Accidents. Every yacht shall render all possible assistance to any vessel or person in peril, and if in the judgment of the Sailing Committee she shall thereby have impaired her chance of winning, they may order the race to be resailed between such yacht or yachts and the winner in the class.

XXIII.

No other means of sounding than the hand lead and line shall be employed. Sounding.

XXIV.

1. All yachts shall observe the Government regulations as to the carrying of side lights at night, and regarding fog signals. Lights and
Fog Signals.

XXV.

1. 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, namely : Right of
Way.

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

(b) 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.

(c) 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.

(d) 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.

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

**Definition of
Wind.**

2. A yacht shall be deemed to have the wind on the side opposite to that on which she is carrying her main boom. For instance, with the boom on her port side (as in case of a yacht close-hauled on the starboard tack) she has the wind on the starboard side.

Overtaking.

3. An overtaking yacht shall, as long as an overlap exists, keep clear of the yacht which is being overtaken.

**Passing and
Rounding
Marks.**

4. Should, however, an overlap exist between two yachts when both of them without tacking are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark.

A yacht shall not, however, be justified in attempting to establish an overlap and thus force a passage between another yacht and the mark, after the latter has altered her helm for the purpose of rounding.

**Definition of
Overlap.**

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

**Altering
Course.**

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

Luffing.

7. A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap is established.

8. A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

**Bearing
Away.**

9. A yacht shall not be entitled to her rights on a new course until she has filled away.

**Rights on
New Course.**

10. When two yachts both close-hauled on the same tack are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to windward shall keep clear.

**Converging
Close-Hauled.**

11. When a yacht is approaching a shore, shoal, rock, vessel, or other dangerous obstruction, and cannot go clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away in order to give room, the other shall also tack or bear away, as the case may be, at as nearly the same time as is possible without danger of fouling; but should such obstruction be a designated mark of the course, a yacht shall not force another to tack under the provisions of this rule.

**Obstruction
to Sea Room.**

XXVI.

If it be necessary during a race to shorten the course, the letters "B H J" of the Club Signal Code, hoisted over the flag denoting the race, 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

**Shortening
Course.**

Sailing Committee or Officers of the day may appoint, and the time allowance shall be reduced in proportion.

XXVII.

**Postponing a
Race.**

If it be necessary to postpone a race the letters "B H M" of the Club Signal Code hoisted over the flag denoting the race, shall be a signal that the race has been postponed.

XXVIII.

Protests.

1. The owner of a yacht having cause, during a race, to protest against any other yacht for violation of these rules, shall display letter "B" of the Club Signal Code, which shall be known as the Protest Flag, and keep such flag flying until the answering pennant is flown from the Judges' boat or the Club signal staff. A protest must be supplemented by a written statement of the facts, which must be sent to the Secretary of the Sailing Committee before six p. m., of the day following the race, Sundays not included.

2. The Sailing Committee shall, in accordance with the provisions of Article XIV, have absolute power to decide the question, after such enquiries as they may consider necessary.

XXIX.

**Disqualifica-
tion.**

1. Every 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 dis-

qualified if wrongfully compelled to do so by another yacht.

2. If a yacht in consequence of her neglect of these rules shall foul another yacht, or compel another yacht to foul any yacht, mark, or obstruction, or to run aground, she shall be disqualified and her owner shall pay all damages.

3. The Sailing Committee shall, with or without protest, disqualify any yacht, should it come to their knowledge that she has committed a breach of these rules.

XXX.

1. 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. Penalties.

2. Should a flagrant breach or infringement of any of these rules be proved against the owner of any yacht, he may be disqualified by the Sailing Committee, for such time as they may think fit, from entering or sailing his yacht in any race held by the Club. Owner's Penalties.

3. Should a flagrant breach or infringement of any of these rules be proved against any sailing master, he may be disqualified by the Sailing Committee, for such time as they may think fit, from sailing in any race held by the Club. Sailing Master's Penalties.

XXXI.

Cruising
Races.

1. Time allowance to be computed upon length of course decided by the Sailing Committee, the assumed length, as well as time allowance, to be announced to each yacht before the start.

2. Yachts over twenty feet racing length to tow dinghy or small tender capable of containing at least two people.

4. Each yacht racing must carry sufficient dunnage and provisions to accommodate crew during cruise.

4. Prizes will be awarded as in regular races.

COURSES.

XXXII.

Harbour
Courses.

“ A ”—Starting off Reed’s Point wharf, through Western channel southwest to Mahogany island, rounding the island and leaving it on the port hand; returning over same course and finishing off Reed’s Point wharf. 12 miles.

“ B ”—Starting off Reed’s Point wharf, thence southeast by south to a buoy in Anthony’s Cove, leaving it on the starboard hand, thence northwest to the Bell buoy, leaving it on starboard hand, thence to starting buoy, turning it to starboard, thence south to Bell buoy, thence southeast to Anthony’s cove, leaving both buoys on port hand, and finishing off Reed’s Point Wharf. 12 miles.

“C”—Starting off Club Wharf, thence through Millidgeville Courses. the northeast channel to a buoy in front of Bluff Rock, Brandy Point, two hundred feet from shore, almost in direct line from Brown’s house, thence southeast to a buoy off mill, centre of Clarke’s cove, South bay, leaving these marks on port hand and Indian island on starboard hand, and finishing off Club wharf. 10 miles.

“D”—Starting off Club Wharf, thence through the northeast channel to a buoy in centre of the river off Sand Point, leaving this buoy on port hand, thence southwest to a buoy in centre of the river off Boar’s Head, leaving it on port hand, and thence up river northeast by east to a buoy close outside upper Indian island nearly opposite the Club house. This buoy to be left on the port hand, and the course to be retraced back to the start, on this round leaving the three remaining buoys on the starboard hand, finishing off Club wharf. 10 miles.

“E.”—Starting off Rothesay wharf, thence Rothesay Courses. southwest by west, to a buoy near White Rock, Kennebecasis island, leaving it on port hand, and thence to a buoy off Torryburn cove, leaving it on port hand, and back to starting point, thence over the same course a second time, turning buoys the same way, and finishing off Rothesay wharf. 10 miles.

“F”— Starting off Rothesay wharf, thence north to a buoy off Mather’s island, thence southwest to a buoy off Torryburn Cove, leaving both on port hand and finishing off Rothesay wharf.

10 miles.

XXXIII.

MILLIDGEVILLE STATION, STARTING AND FINISHING LINE.

Starting
Line.

The start and finish must be made between the Flag buoy (anchored off the Club House Wharf) and the wharf, the line being an imaginary prolongation across Millidgeville Bay of the line between the Inner and Outer Range Flag Staffs, on the Club House and on the end of the Club House platform, respectively.

The starting signals will be displayed on the Inner Range Flag Staff, on the Club House, or upon a spar or gaff attached thereto. On the Outer Range Flag Staff, namely, on the outer end of Club House platform, the Club Burgee will be flown.

XXXIV.

Amendments. No amendments, alterations, additions, or suspensions of these Regulations shall be made, save as provided for in Article XVII and Regulation VII.

Table of Time Allowance.

The allowances in this table are based upon the rule accepted by naval architects, that within economic limits, opportunities for speed vary in different vessels as the square roots of their respective lengths. As strong winds are required, however, to give to larger vessels the full extent of their advantage in size, and as such a scale of allowance is not adapted to ordinary summer racing, 60 per cent only of the allowance due to the rule is given in the table, and may be stated thus :

Time equals $.6 \left\{ \frac{3600}{\sqrt{1}} - \frac{3600}{\sqrt{L}} \right\}$; 3600 representing the number of seconds in an hour, 1 the length of the smaller yacht, and L the length of the larger.

Practically the formula is $\frac{2160}{\sqrt{1}} - \frac{2160}{\sqrt{L}}$; six-tenths of 3600 being 2160.

RULE FOR USING THE TABLE.

The figures to be found in the table show in seconds and hundredths of a second what a yacht of the measurement opposite to these figures would be allowed by one of 130 feet in sailing one nautical mile.

To find what a yacht of any measurement should receive from a larger one, take the figures to be found opposite to the

smaller measurement ; from these subtract the figures opposite to the measurement of the larger yacht, and the difference multiplied by the number of nautical miles in the course will give the amount of the allowance due to the smaller vessel, in seconds and hundredths of a second.

EXAMPLE.

What time will a yacht of 35 feet racing length have to allow to one of 30 feet racing length, in a course of 10 nautical miles?

The time opposite 30 feet is	204.92
“ “ 35 “	175.68
	<hr/>
Difference	29.24
Number of nautical miles	10
	<hr/>
Allowance	292.40
Or 4 minutes 52 $\frac{2}{5}$ seconds.	

For fractions of a foot in the measurement use the nearest tenth to be found in the table.

**TIME ALLOWANCE FOR ONE NAUTICAL MILE IN
SECONDS AND DECIMALS.**

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
13.	409.64	16.	350.56	19.	306.10	22.	271.07
.1	407.35	.1	348.88	.1	304.80	.1	270.02
.2	405.08	.2	347.22	.2	303.51	.2	268.99
.3	402.84	.3	345.57	.3	302.23	.3	267.96
.4	400.63	.4	343.93	.4	300.96	.4	266.94
.5	398.44	.5	342.31	.5	299.70	.5	265.92
.6	396.27	.6	340.71	.6	298.45	.6	264.91
.7	394.13	.7	339.12	.7	297.21	.7	263.92
.8	392.01	.8	337.55	.8	295.98	.8	262.92
.9	389.92	.9	335.99	.9	294.76	.9	261.94
14.	387.84	17.	334.44	20.	293.54	23.	260.95
.1	385.79	.1	332.90	.1	292.34	.1	259.98
.2	383.76	.2	331.38	.2	291.16	.2	259.01
.3	381.76	.3	329.87	.3	289.97	.3	258.05
.4	379.77	.4	328.38	.4	288.79	.4	257.09
.5	377.80	.5	326.90	.5	287.63	.5	256.14
.6	375.86	.6	325.43	.6	286.46	.6	255.19
.7	373.93	.7	323.97	.7	285.31	.7	254.26
.8	372.03	.8	322.53	.8	284.17	.8	253.32
.9	370.14	.9	321.10	.9	283.03	.9	252.40
15.	368.27	18.	319.68	21.	281.90	24.	251.47
.1	366.42	.1	318.27	.1	280.79	.1	250.56
.2	364.59	.2	316.87	.2	279.68	.2	249.65
.3	362.78	.3	315.49	.3	278.57	.3	248.74
.4	360.98	.4	314.11	.4	277.48	.4	247.84
.5	359.20	.5	312.75	.5	276.40	.5	246.95
.6	357.44	.6	311.40	.6	275.32	.6	246.06
.7	355.70	.7	310.06	.7	274.25	.7	245.18
.8	353.97	.8	308.73	.8	273.18	.8	244.31
.9	352.26	.9	307.41	.9	272.12	.9	243.43

**TIME ALLOWANCE FOR ONE NAUTICAL MILE IN
SECONDS AND DECIMALS.**

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
25.	242.57	28.	218.76	31.	198.53	34.	181.01
.1	241.70	.1	218.03	.1	197.90	.1	180.46
.2	240.84	.2	217.31	.2	197.28	.2	179.92
.3	239.99	.3	216.59	.3	196.66	.3	179.38
.4	239.15	.4	215.87	.4	196.03	.4	178.84
.5	238.31	.5	215.16	.5	195.42	.5	178.30
.6	237.47	.6	214.45	.6	194.81	.6	177.77
.7	236.64	.7	213.74	.7	194.20	.7	177.24
.8	235.81	.8	213.05	.8	193.60	.8	176.71
.9	235.	.9	212.35	.9	193.00	.9	176.20
26.	234.18	29.	211.66	32.	192.41	35.	175.68
.1	233.36	.1	210.97	.1	191.81	.1	175.15
.2	232.55	.2	210.29	.2	191.21	.2	174.64
.3	231.74	.3	209.60	.3	190.62	.3	174.12
.4	230.94	.4	208.92	.4	190.03	.4	173.60
.5	230.15	.5	208.25	.5	189.44	.5	173.09
.6	229.37	.6	207.58	.6	188.86	.6	172.57
.7	228.58	.7	206.91	.7	188.28	.7	172.07
.8	227.80	.8	206.24	.8	187.72	.8	171.56
.9	227.02	.9	205.58	.9	187.15	.8	171.06
27.	226.25	30.	204.92	33.	186.59	36.	170.57
.1	225.48	.1	204.26	.1	186.01	.1	170.06
.2	224.71	.2	203.62	.2	185.44	.2	169.56
.3	223.96	.3	202.97	.3	184.87	.3	169.07
.4	223.20	.4	202.32	.4	184.31	.4	168.58
.5	222.44	.5	201.67	.5	183.74	.5	168.08
.6	221.70	.6	201.04	.6	183.19	.6	167.59
.7	220.96	.7	200.40	.7	182.64	.7	167.11
.8	220.22	.8	199.78	.8	182.09	.8	166.63
.9	219.49	.9	199.15	.9	181.55	.9	166.15

**TIME ALLOWANCE FOR ONE NAUTICAL MILE IN
SECONDS AND DECIMALS.**

Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	
31.01	37.	165.67	40.	152.10	43.	139.97	46.	129.05
30.46	.1	165.19	.1	151.67	.1	139.58	.1	128.70
29.92	.2	164.71	.2	151.24	.2	139.20	.2	128.35
29.38	.3	164.23	.3	150.80	.3	138.82	.3	128.00
28.84	.4	163.75	.4	150.38	.4	138.43	.4	127.66
28.30	.5	163.28	.5	149.96	.5	138.05	.5	127.31
27.77	.6	162.82	.6	149.54	.6	137.68	.6	126.96
27.24	.7	162.35	.7	149.14	.7	137.30	.7	126.62
26.71	.8	161.88	.8	148.72	.8	136.93	.8	126.29
26.20	.9	161.42	.9	148.31	.9	136.57	.9	125.96
25.68	38.	160.97	41.	147.90	44.	136.20	47.	125.64
25.15	.1	160.50	.1	147.48	.1	135.83	.1	125.30
24.64	.2	160.04	.2	147.07	.2	135.46	.2	124.97
24.12	.3	159.59	.3	146.66	.3	135.08	.3	124.63
23.60	.4	159.13	.4	146.26	.4	134.72	.4	124.30
23.09	.5	158.68	.5	145.85	.5	134.35	.5	123.97
22.57	.6	158.22	.6	145.44	.6	133.99	.6	123.65
22.07	.7	157.76	.7	145.04	.7	133.63	.7	123.32
21.56	.8	157.32	.8	144.65	.8	133.27	.8	122.99
21.06	.9	156.88	.9	144.25	.9	132.91	.9	122.66
20.57	39.	156.44	42.	143.87	45.	132.56	48.	122.34
20.06	.1	156.00	.1	143.46	.1	132.20	.1	122.00
19.56	.2	155.56	.2	143.06	.2	131.84	.2	121.68
19.07	.3	155.11	.3	142.63	.3	131.48	.3	121.36
18.58	.4	154.67	.4	142.27	.4	131.12	.4	121.03
18.08	.5	154.26	.5	141.88	.5	130.76	.5	120.71
17.59	.6	153.80	.6	141.49	.6	130.42	.6	120.38
17.11	.7	153.37	.7	141.11	.7	130.07	.7	120.07
16.63	.8	152.94	.8	140.72	.8	129.72	.8	119.77
16.15	.9	152.52	.9	140.34	.9	129.38	.9	119.46

**TIME ALLOWANCE FOR ONE NAUTICAL MILE IN
SECONDS AND DECIMALS.**

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
49.	119.15	52.	110.11	55.	101.82	58.	94.20
.1	118.82	.1	109.81	.1	101.56	.1	93.95
.2	118.50	.2	109.52	.2	101.29	.2	93.70
.3	118.19	.3	109.24	.3	101.03	.3	93.44
.4	117.88	.4	108.95	.4	100.75	.4	93.20
.5	117.56	.5	108.66	.5	100.50	.5	92.96
.6	117.25	.6	108.37	.6	100.24	.6	92.72
.7	116.95	.7	108.10	.7	99.97	.7	92.48
.8	116.64	.8	107.82	.8	99.71	.8	92.24
.9	116.34	.9	107.54	.9	99.46	.9	92.02
50.	116.04	53.	107.27	56.	99.20	59.	91.79
.1	115.73	.1	106.98	.1	98.94	.1	91.54
.2	115.42	.2	106.69	.2	98.68	.2	91.30
.3	115.12	.3	106.42	.3	98.42	.3	91.06
.4	114.82	.4	106.14	.4	98.17	.4	90.82
.5	114.50	.5	105.86	.5	97.91	.5	90.58
.6	114.20	.6	105.59	.6	97.66	.6	90.34
.7	113.60	.7	105.31	.7	97.40	.7	90.10
.8	113.90	.8	105.04	.8	97.15	.8	89.88
.9	113.32	.9	104.77	.9	96.91	.9	89.65
51.	113.03	54.	104.51	57.	96.67	60.	89.42
.1	112.73	.1	104.23	.1	96.41	.1	89.18
.2	112.43	.2	103.96	.2	96.16	.2	88.94
.3	112.13	.3	103.68	.3	95.90	.3	88.72
.4	111.84	.4	103.42	.4	95.65	.4	88.49
.5	111.54	.5	103.14	.5	95.40	.5	88.26
.6	111.25	.6	102.88	.6	95.16	.6	88.03
.7	110.96	.7	102.61	.7	94.92	.7	87.80
.8	110.80	.8	102.35	.8	94.68	.8	87.58
.9	110.51	.9	102.08	.9	94.44	.9	87.35

Boat House Rules.

1. The Steward shall be in attendance till 10 P. M., at which hour the Boat House will be closed, and all lights put out. Members unavoidably compelled to use the Boat House after that hour must stow their own boats and close the house securely, otherwise they will be responsible for any loss or damage to Club property.

Hours for
Club to re-
main open.

The Executive Committee shall have power, on occasion, to extend the hour of closing.

2. The Club Dinghies may be used in going to and returning from yachts, but must not be detained any longer than is absolutely necessary for that purpose, except when used for the purpose specified in No. 3 of these rules.

Dinghies.

3. The Club boats shall not be taken or used by any member without the permission of the Steward, who shall enter in a book provided for that purpose, the name of such member with the number of the boat and the hour at which the same is taken. The Steward shall endeavour to accord to the members of the Club equal privileges in regard to such boats, and may therefore exercise discretion in granting or refusing the use of the boats.

No member shall at any time use or keep a boat out for a longer period than three hours.

Any member infringing Rules 2 or 3 may be suspended by the Executive Committee for any period from the use of the Club boats.

- Liabilities.** 4. Any member proved to the satisfaction of the Executive Committee to have taken or used any article belonging to the Club, or to another member, without permission, shall be liable for the value thereof, or for any loss or damage that may result from such use or removal, and may also be suspended under Article XIV, Section 7.
- Carelessness.** 5. Everything left on the Club premises shall be solely at the owner's risk, and as lockers are to be had on application to the Secretary, articles left lying about will, if the Committee think fit, be removed and stored at the expense of the owner. Should such articles be not claimed and the charges thereon paid within three months, they may be sold to defray the same, the balance only being subject to the demand of the owner.
- Lockers.** 6. Lockers can be rented on application to the Secretary on payment of the sum of \$1.00 per year—a member not notifying the Secretary of intention to relinquish a locker by 1st June will be held liable for the locker dues for the current year. Holders of lockers will be held responsible for their good condition.
- Berths.** 7. 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, and in the event of simultaneous applications being made by two or more members, the senior member shall take precedence. The position 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.

8. Boats or canoes must not be left on the trolleys or stages. Owners doing so may be censured for first offence, and on repetition may be summarily suspended by the Committee from the privilege of the Boat House. **Trolleys.**

Except on special permission of the Committee no yachts or boats shall be allowed to remain alongside the pier or 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 mooring, and shall not be appropriated for a longer time than forty-eight hours.

9. The boat or canoe of any member whose current dues are unpaid may, at the option of the Committee, 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 thereon paid within three months, it may be sold to defray the same, the balance only being subject to the demand of the owner. **Unpaid Dues.**

10. Dogs will not be allowed in the Club House. **Dogs.**

11. The Club premises shall be for the use of members only, but members shall have the privilege of Club Premises. **Club Premises.**

lege of introducing ladies on the following occasions, namely :

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

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

A boat can be removed from the Club premises by persons other than the owner only on written order to the Steward.

Privilege to
Visitors.

12. A member may personally introduce non-residents of the City of St. John, 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 St. John, and not residing therein, nor within twenty-five miles thereof, must send in a written application to the Secretary, who may 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 two dollars ; but it shall not be extended to more than one friend of each member at one time. A visitor so admitted shall have the entree of the Club premises and of the fleet upon invitation of the various owners, but may not bring a yacht into the fleet or otherwise act as a privileged member. 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 Secretary shall forthwith enter the name of every privileged member, or visitor, with that of his proposer, in a book provided for that purpose. No person shall be eligible to be proposed as a privileged member, or visitor, more than twice in any one year.

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

Complaints.

14. (a) The Steward shall be on duty and in attendance at the Millidgeville Club House from 8 A. M. to 10 P. M.

**Rules for
Steward.**

(b) He shall keep the Club grounds and house in neat and proper order, and shall be responsible to the Executive Committee for the condition and safety of all general property of the Club. He shall store at owner's risk until reclaimed or disposed of by the Executive Committee all property of members which may have been left unprotected upon the Club premises.

(c) It shall be his duty also to hoist, dry and furl sails when necessary, and also to wash decks and pump yachts.

(d) To hoist and furl sails when required to do so by owner of a yacht.

(e) To attend to safety of yachts in bad weather.

(f) To report at once by telephone to the Commodore or Secretary any accident or mishap occurring to property under his care.

(g) To see that no boat or yacht is made use of by any one save the owner, except by written order.

(h) To allow none but members, or their guests, in the Club House ; he may at any time request a member to show his certificate of membership, and deny the privileges of the Club House to any member not in good standing.

(i) To see that every guest visiting the Club House, whether or not in company of a member, registers in a book to be provided for that purpose.

(k) To remain within hail of Club House at all times during the hours on which he is on duty.

(l) He shall not take orders for any services not included in his regular duties from anyone other than members of the Executive Committee.

(m) He shall at all times be subject to the orders of the Executive Committee, and shall perform all such other duties as may by them be reasonably required.

Anchorage Rules.

1. The Club anchorages and all anchorages in Millidgeville Bay laid down by or on behalf of any member of the Club shall be under the control of the Executive Committee.

Club
Anchorage.

2. The Committee shall have absolute jurisdiction over all matters relating to such anchorage; may at any time alter or vary any location or locations; may prescribe the sizes of chain connection, the weight and nature of the anchor or anchorage materials; the nature, size, shape or color of surface buoys, or floats, and the nature, dimensions and length of any mooring lines. Should any member of the Club disregard or neglect the regulations or instructions of the Committee in any of these particulars, the Committee may cause such repairs or alterations to be made as it may consider necessary, and the entire cost thereof shall be paid by the member or members owning or using such anchorage.

Powers of
Committee.

3. Any member of the Club requiring an anchorage shall apply therefor to the Secretary, and the Executive Committee shall thereupon allot an anchorage or a location for an anchorage; and all material intended by any such member to be used in connection with any such anchorage and the means and nature of fastenings connected therewith shall, before being submerged,

New
Anchorages.

be submitted to the Executive Committee, or to such officer or officers of the Club to whom the Committee may assign such duty, for inspection and approval. Any member placing any anchorage without first obtaining such approval, shall be liable to suspension, and also to all costs or charges connected with the raising of such anchor or anchorage material for inspection, and the proper equipment thereof should the same be found defective.

Sizes of Chain,
etc., allowed.

4. No permanent mooring anchor, or stone, or other permanent anchorage material shall be placed in Millidgeville Bay of a weight less than five hundred pounds. No mooring chain shall be of a dimension less than three-eighths inch iron, iron, nor shall any such chain be roped or wired to any such permanent anchor or anchorage material, but shall be fastened securely thereto by means of rings or ring bolts of not less than three-quarter inch iron running through such anchor stone or firmly imbedded therein.

Surface
Buoys.

5. Surface buoys or floats may be either of the nature of log buoys or barrel buoys. The fastenings connecting the mooring chain thereto shall be of the same substantial nature as is provided in the preceding section. No such surface float or buoy shall be fastened to an anchor or anchorage except by chain of dimension described in Section 4. No such connecting chain between

the anchor and floating buoy shall be longer than fifty feet in excess of the depth of average low water in summer at the place of such anchorage.

6. Until otherwise provided, surface floats or buoys may be painted any desired color. **Colour of Buoys.**

7. No mooring lines from any surface float or buoy to any yacht shall exceed twenty feet in length from buoy to riding chocks, nor be of rope less than one inch in diameter. **Length of Mooring Line.**

Club Uniforms.

Service
Dress.

A double-breasted ship-jacket of navy blue material with falling collar; five large black Club buttons on each side in front, four on each side to show and one to be under the collar; lining black. It may also be made of white duck, substituting gilt Club buttons for black.

Waistcoat of navy blue material, single breasted with six small black Club buttons in front, or of white duck with gilt buttons.

Trousers of navy blue material or white duck.

Cap of navy blue cloth 2 inches deep, with black mohair band $1\frac{3}{4}$ inches wide, $1\frac{1}{2}$ inch non-projecting loose crown, slightly drooping 2 inch peak trimmed with $\frac{3}{4}$ inch black mohair braid, black $\frac{1}{2}$ inch Club button on each side and Club badge in front on band; black silk cord, doubled and knotted on each side of badge from button to button. If of white drill, cap to be the same but with white braid and gilt Club buttons and gold bullion cord.

Necktie to be a sailor's knot of black silk.

The belt to be of black leather, two inches in width, with clasp in gilt and of same device as Club button.

Full Dress.

A navy blue cloth coat with tails, double breasted, falling collar, pointed lapels faced with white silk; nine button holes on each side and six gilt Club buttons, centres two inches

apart to show in each row; lining white; pointed flaps of navy blue cloth on skirt and three Club buttons half under points of same; a loop of $\frac{3}{8}$ inch gold lace, $2\frac{1}{2}$ inches in length, from seam to within $\frac{1}{4}$ of an inch of point over each button; sleeve ornaments as specified below.

Waistcoat to be white, small gilt Club buttons in front,

Trousers of navy blue cloth.

Necktie, a bow of black silk.

A navy blue cloth, double breasted Eton Mess Jacket. jacket; length about $2\frac{1}{2}$ inches below natural waist; bottom turned up and slightly curved at centre of back, not peaked; no seam in centre of back; lapels faced with white silk, and lining white; two pockets with welts at sides and inside breast pocket; edges to be held together by link of Club buttons at second button hole from bottom; sleeve ornaments as for full dress.

Officers shall wear on full dress coat and mess jacket a badge on each shoulder as follows: A shoulder knot five inches in length composed of gold cord in three twists, three braids in each with crowfoot; a small Club button to be in centre of upper twist. In addition to above the Commodore to have a crown and anchor embroidered in silver on crowfoot; the Vice-Commodore a crown on ditto, and the Rear-Commodore an anchor.

Officers'
Distinction
Badges.

Sleeve
Ornaments.

Commodore : Five stripes of $\frac{3}{8}$ inch gold navy distinction lace round sleeves ; the first below and joining the cuff seam, the others above and a quarter of an inch apart, the upper stripe ending in a described trefoil on the outer side of the sleeve.

Vice-Commodore to have four stripes similarly arranged, the Rear-Commodore three stripes, the Secretary, Treasurer and Measurers two stripes. Members to have one stripe ending in a described trefoil.

Undress sleeve ornaments shall be the same as for full dress, only substituting heavy black silk tubular braid for gold lace.

Cap
Ornaments.

Commodore : Club Badge and three gold crowns half of an inch in height.

Vice-Commodore the same as Commodore, omitting centre crown.

Rear-Commodore the same as Commodore, omitting the two outside crowns.

Secretary the same as Rear-Commodore, omitting crowns and substituting letter **S** in old English, half of an inch in height.

Treasurer the same as Secretary, substituting letter **T** for **S**.

Fleet Chaplain, the same as Secretary, substituting letter **C** for **S**.

Fleet Captain the same as Secretary, substituting letters **F C** for **S**.

Fleet Surgeon the same as Secretary, substituting letters **F S** for **S**.

Members, the Club Badge.

THE CLUB BADGE shall be a Royal Crown, **Club Badge.** embroidered in gold and silver, with red velvet cap, above the initials **R. K. Y. C.** in block letters ; below which shall be the Club Burgee, embroidered in coloured silks ; the whole surrounded by a circle, one inch and three-quarters in diameter, formed of narrow gold cord, ends meeting at lower side and finishing in a reef knot.

THE CLUB BUTTON shall be of raised gilt or **Club Button.** black, with a corded rim, and within the letters **R. K. Y. C.** in old English over the Club Burgee, and surmounted by a Royal crown.

The buttons used on coat to be seven-eighths of an inch in size, and on waistcoat half of an inch.

THE CLUB COLORS shall be navy blue and **Club Colours** scarlet.

THE CLUB RIBBON to be of corded silk, two **Club Ribbon.** inches in width. *Pattern:* Central horizontal stripe of navy blue, one-third the width of the ribbon, on a scarlet ground.

Information as to where Club Uniforms, Badges, Ribbon, etc., may be obtained, will be furnished on application to the Secretary.

Club Flags.

- +
Burgee. Club yachts, when authorized by Admiralty Warrants, may wear the following flags: The Club Flag (Burgee) to be a pennant with three horizontal stripes of equal width, colors red, blue and red, each tapering to a point. In the upper canton of the hoist a Royal crown, yellow, with red cap, and on the blue stripe a white St. Andrew's cross; the hoist to be one-half of the length. The Burgee shall be carried at the mast-head.
- Ensign.** The Ensign shall be the Blue Ensign of Her Majesty's fleet.
- +
Commodore. The Commodore's flag shall be a navy blue square, on which a white Maltese cross, bearing in its centre a Royal crown, gold, with scarlet cap, shall be displayed. The hoist to be two-thirds the length.
- Vice-Commodore.** The Vice-Commodore's flag shall be a scarlet square, of the same shape and dimensions, upon which the same device shall be displayed.
- Rear-Commodore.** The Rear-Commodore's flag shall be a white square, of the same shape and dimensions, upon which the same device, but with the cross scarlet, shall be displayed.
- Acting Commodore.** The Acting Commodore's flag shall be of the same shape, colour and dimensions as that of the Commodore, but without any device whatever displayed thereon.

The Fleet Captain's flag shall be of the same shape, colour and dimensions as that of the Rear-Commodore, upon which a Maltese cross only shall be outlined in scarlet, width of outline one inch and a quarter. **Fleet Captain.**

The flags adopted by the Club to denote the prizes won by a yacht are : **Prize Flags.**

First prize.—Blue square, with Royal crown and figures denoting the year.

Second prize.—Red square with same device.

Third prize.—White square with same device in red.

Flag and Signal Rules.

**Condition of
Wearing
Ensign.**

1. Yacht owners desirous of wearing the Club Ensign must be provided with Admiralty Warrants. These will be obtained by the Secretary on the following information being furnished :— Name of Yacht; Name of Owner; Rig; Net Registered tonnage; Length (extreme); Breadth (extreme); Port of Registry. Certificates of holding the Admiralty Warrants will be furnished on application.

**Direction of
Admiralty
Warrant.**

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

**Restriction
as to use of
Club Flags.**

3. When a yacht is let or *lent* she is *not* under any circumstances entitled to hoist the Blue Ensign; but should the person to whom she is let or lent be a member of the R. K. Y. C., she may hoist the Club Burgee. (See regulations as to Admiralty Warrants, Clause 105, Merchant Shipping Act, page 11.)

NOTES RE ENSIGN AND BURGEE FROM
"ROYAL CLUBS."

Penalty for
Wearing
Flags
Without
Warrant.

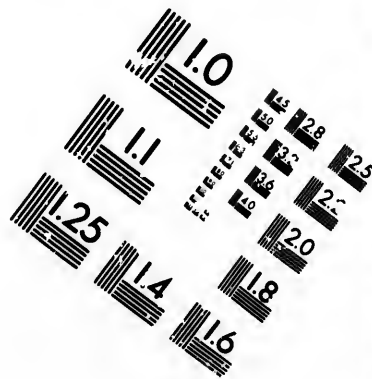
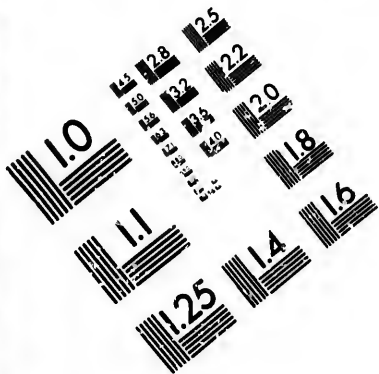
4. If an Ensign other than the Red be flown by any vessel without a Warrant from the Admiralty, a penalty of £500 stg. may be inflicted, and any Custom House or Consular Officer or other officer in H. M. Service on full pay may board the vessel and seize the flag. Although the Red Ensign has been assigned to the mercantile marine, no device can be put on it other than the Jack without the permission of the Admiralty. The jurisdiction of the Admiralty only extends to flags flown afloat, and any ensign can be hoisted on flagstaffs on shore. When a Warrant is granted to a Club to fly the White, Blue, or the Red Ensign with a device, this Warrant does not of itself entitle a member of the Club to fly either Ensign on board his yacht; before he can legally do so he must also obtain a Warrant from the Admiralty through the Club Secretary. As many Warrants must be obtained as he belongs to Clubs if he desires to fly the flag of each Club. When the yacht is disposed of, the Warrants must be returned through the Club Secretary to the Admiralty, and if the owner obtains a new yacht he must get fresh Warrants.

Separate
Warrants
Necessary.

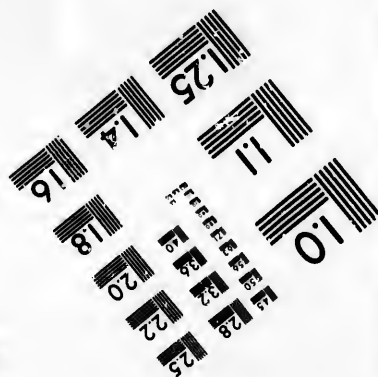
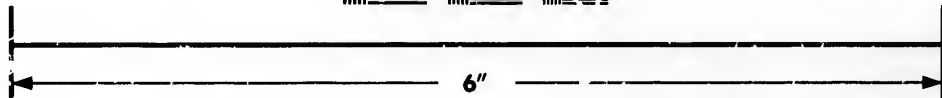
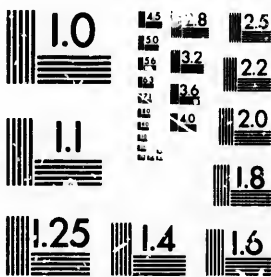
5. It is considered etiquette if a yacht is on a station where there is a Club established and her owner is a member of the Club, that the flag of that particular Club should be hoisted as the yacht arrives on the station, although the owner

Visiting
Yachts to
hoist Foreign
Club's Burgee
on arrival in
port.





**IMAGE EVALUATION
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**Seniority of
Officers and
Clubs.**

may be the Commodore, or Vice or Rear-Commodore of another Club. If his yacht is a schooner he can fly his pennant at the main and the Club Burgee at the fore. If several yachts are lying at an anchorage where there is no Club, the yachts will fly the Burgee of the senior officer present, but if there be two officers of equal rank present then the flag of the one whose Club is senior by virtue of the date of its Admiralty Warrant will be flown. The senior officer means the one of highest rank, and where the rank is equal, the seniority depends upon the date of the Admiralty Warrant of the Club which conferred the rank and not upon the length of service of the officer ; but a Vice-Commodore of a senior Club does not take precedence of a Commodore of a junior Club. By the same rule when several yachts are present belonging to Clubs that have no Admiralty Warrants, the date of the establishment of the several Clubs would decide the seniority of officers of equal rank, but Clubs with Admiralty Warrants always rank before those without.

**Time of hoisting and
Striking
Colours.**

6. Colours to be hoisted at 8 o'clock A. M., from April 1st to September 30th inclusive, and at 9 o'clock A. M., from October 1st to March 31st, inclusive, and to be hauled down at sunset. The time to be taken from the R. K. Y. C. Club House ; but when in company with a vessel of H. M. Navy, or at anchor off a British naval station, the senior officer should give the time for "colours" with such vessel or station.

7. Absence Flags and Meal Pennants shall not be considered colours. **Exceptions:**

8. The Club Burgee shall be carried at the main truck on schooners and steamers, or on the bow pole of a launch or dinghy, and at the mast-head or truck on single stickers. **Club Flag—where carried.**

9. Mast-head flags, except when a Royal yacht is passing, are never to be dipped under any circumstances whatever. **Burgees, or Mast-head Flags, not Dipped.**

10. While racing, or cruising with the Squadron, the owners' private signal in single-stickers is flown at the mast-head, on coming to anchor it is lowered and the Club Burgee hoisted. On schooners or steamers the private signal is carried at the fore truck, and on a launch or dinghy on a bow pole. **Private Signal—when and where carried.**

11. The Ensign is the only flag to be flown at the peak of the mainsail. On a steamer, launch, or dinghy, it should be flown from a jack-staff at stern, under way or at anchor. **Ensign—where carried.**

12. In sailing yachts when at anchor, with sails lowered, the Ensign may be flown on a jack staff, placed at stern. **Ensign when Anchored.**

13. In making signals the flags are hoisted to cross-trees; if none carried, to mast-head. **Signals—where hoisted.**

14. On special occasions, such as dressing ship in a foreign port, the National Ensign of that country should always be hoisted at the fore; single masted vessels may hoist to the fore-stay. **Foreign Ensigns—where carried.**

**Flags at
Half-Mast.**

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

**Saluting at
Half-mast.**

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

**General
Signals.**

17. Should one of the Flag Officers make any general signals, owners of yachts should pay immediate attention, hoist their answering pennants to cross-trees or mast-head the moment the signal is understood, and keep them flying until the signal is lowered. The same rule applies to any signal made from the Club House.

**Absence Flags
and Meal
Pennants.**

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

**Winning
Flag.**

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

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

20. In addition to the Club Ensign, Flag Officers, when in their boats, may fly on a bow jack staff their official flag, and owners their private Signal or the Club Burgee. **Boat Flags.**

21. The Ensign displayed upside down at any point on a vessel indicates distress and want of assistance. **Distress Signals.**

22. A general rule for the measurement of flags is as follows: Owners' private signals or racing flags to be half an inch in length, Burgees and Code Signal flags, three quarters of an inch, and Ensigns one inch in length for every foot in height of mast from deck to truck. The hoist of the Ensign and Club Burgee to be one-half of the length, and of all other flags, two-thirds of the length. No flag to be less than twenty-four inches in length. **Rules for Flag Measurements.**

Yacht Routine.

I.—COLOURS.

- Officers' Pennants. 1. Flag Officers should always fly their pennants when in commission.
- Rank. 2. In making "colours," salutes, etc., the yacht always represents the rank of the owner, whether he is aboard or not.
- Time for Making Colours. 3. Yachts in commission should hoist their colours at 8 o'clock A. M., and haul them down at sunset, taking time from the senior officer present, or as detailed under "Flags," Section 6.
- Entering Port before or after Colours. 4. When entering port before colours in the morning or after colours at sunset, the Ensign and distinguishing flags should be shown, and should be hauled down immediately on coming to anchor.
- Night Pennant. 5. At all other times yachts should fly a night pennant from colours at sunset to colours the next morning.
- Single-masted Vessels. 6. Single-masted vessels should fly the private signal of the owner when entering a home port of this Club, or when approaching other yachts at sea; at other times the Club flag, except when with the squadron, when Section IV, Rule 6, should apply.

II.—LIGHTS.

1. From colours at sunset until sunrise, the Commodore, when on board, should display two blue lights perpendicularly at the stern ; when absent, one blue light should be shown.

Commodore.

2. The Vice-Commodore should show lights as provided for the Commodore, substituting red lights in place of blue.

Vice-Commodore.

3. The Rear-Commodore should show lights as provided for the Commodore, substituting white lights in place of blue.

Rear-Commodore.

4. Captains (owners) when on board, should show a white light under the main boom, over the quarter-deck or cock-pit ; when absent, the same light at the starboard quarter rail.

Captains.

III.—SALUTES.

1. All salutes should be returned in kind.

2. The following rules do not apply to yachts leaving for or returning from a day's sail.

Exceptions.

3. Yachts passing one another may exchange salutes by dipping the Ensign once, or by firing a gun, followed by dipping the Ensign. Steam whistles should not be used to make salutes.

Ordering Salutes.

4. When passing vessels of H. M. Navy, or the yachts of Flag Officers, the Ensign should be dipped once, juniors and small yachts saluting first (See Rule 5, Flag Rules). The Blue Ensign

Passing Royal Navy Vessels or Flag Yachts.

should dip to the White, and the Red to both the Blue and the White.

Passing
Royal
Yachts.

5. Mast head flags to be dipped *only* as a Royal Yacht passes respective yachts. A Royal Yacht never answers a salute by dipping the Ensign.

From Yachts
Entering
port.

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

Official
Salutes to
Foreign
Clubs.

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

Meaning of
term
"Foreign "

8. The term "foreign" should be understood as applying to all Clubs outside of the waters of Saint John and Millidgeville harbours.

Salute to yachts
entering
port.

9. The salute to yachts entering port, entitled to a salute, should be made from the Club house by hoisting the Club flag or National Ensign of the Club to which the visiting yacht belongs at the signal gaff and firing a gun when they let go anchor, or by dipping the Ensign once. The yacht entering port should be the first to salute.

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

Salutes after
Sunset, etc.

11. When salutes are fired from an R. K. Y. C. battery, Ensigns should be dipped and kept lowered during the firing of the salute.

Salutes from
Battery.

12. A yacht acting as Judge's boat should not be saluted during a race.

Judge's Boat.

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

Personal
Salute to
Flag
Officers.

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

Number of
Guns en-
titled to.

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

Time
between
Guns.

16. It is usual to salute a Club Flag Officer on his first hoisting his flag on a Club station at the beginning of a season, and when he hauls it down at the close of a season, by eleven guns for a Commodore, nine guns for a Vice-Commodore, and seven guns for a Rear-Commodore, respectively. It is etiquette for a Flag Officer of a Club to return a Club salute, or a salute by a squadron, with one salute of the number of guns he is

Saluting Flag
Officers on
first hoist-
ing Flag.

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

Regulation
Naval
Salutes.

Salutes :

Royal	21 guns.
Admiral of the fleet....	17 "
Admiral.....	15 "
Vice-Admiral	13 "
Rear-Admiral.....	11 "
Commodore	9 "

A captain or other officer's salute is returned with 7 guns.

IV.—WITH THE SQUADRON.

Joining or
parting,
with the
Squadron.

1. Owners of yachts should signal their intentions to the officer in command. If too distant to signal, and they proceed with the Squadron into port, they should report to him on anchoring; if they part company as above, they should notify

him on reaching whatever port they make, of the entry they have made and of their immediate plans.

2. If they join the Squadron at anchor, they should report to the commanding officer, and should obtain his permission before leaving it.

Joining at
Anchor.

3. When under sail with the Squadron, firing guns and signaling should be avoided, except when joining or parting company, or when repeating for information signals made from the flag-ship.

Guns and
Signals
to be
Avoided.

4. The Commodore, when hoisting a signal to get under way, or perform any other nautical manœuvre, may call attention to it by firing a gun, when the yachts, in order to show that the signal has been observed, must immediately hoist the answering pennant.

Commodore
Signals.

5. Yachts will commence to execute an order immediately on the signal ordering it being hauled down.

When to
execute
Orders.

6. When Squadrons of different Clubs meet at sea, salutes should be exchanged only by the commanding officers.

Squadron
passing
at sea.

7. Salutes from single yachts at sea should only be answered from the flag-ship.

Salutes from
Single
Yachts.

8. Single-masted vessels should display their private signals when under sail with the Squadron, when at anchor the Club Burgee.

Single-
Masted
Vessels.

V.—VISITING A FOREIGN PORT.

Salutes and
visits on
entering
port

1. Yachts should salute on entering port in the home waters of a foreign Club (see Section III, Rule 9), where any of its fleet are lying. After the tender of civilities has been made, owners of the entering yachts should visit the officer in command of the anchorage.

Rank.

2. All other visits should be made according to rank, visits to their equals in rank being made by the owners of the entering yachts.

Both
Squadrons
in port.

3. If the Squadron of this Club be at anchor also, the salute should be made to its commanding officer, unless it be a senior flag officer entering, when he should be saluted by the Squadron, and should in his turn salute the foreign fleet.

Colours.

4. Colours in the home waters of a foreign Club should be made with its senior flag officer.

VI.—FOREIGN YACHTS.

Civilities.

When a foreign yacht arrives, the senior officer present should send on board, without regard to rank, a tender of the civilities of the Club.

VII.—BOAT SERVICE.

Precedence.

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

2. Flag Officers should display their pennants, and captains their private signals, when in their boats; members, the Club Flag. **Boat Flags.**
3. Salutes should only be made to boats displaying flags as above. **Salutes—to whom made.**
4. Junior Flag Officers, Captains, and member in charge of boats, should lie on their oars to the Commodore's boat and raise the cap. **To Flag Officers.**
5. Passing one another they should salute, according to rank, by raising the cap. **To Others.**
6. Sailing-masters, under officers, and crew should lie on their oars to all boats displaying flags as above, and raise the cap. **From Sailing Masters.**
7. The salutes from boats under sail, laden or in tow, should be made by raising the cap. **Under sail, etc.**
8. All boats approaching a yacht at night should be hailed. **Answers to Boat hails**

The answer for the Commodore, when intending to board, should be "Commodore;" for Junior Flag Officers, "Flag;" for Captains and Members, "Aye, Aye;" for Captains returning on board, the name of their yacht; for Visitors, "Visitor," for Sailing Masters, etc., "No, No," using the port side; for passing Boats, "Passing."

List of Members, 1899.

Patrons.

HIS EXCELLENCY

THE RIGHT HON. SIR GILBERT J. E. MURRAY-KYNNYMOND,
Earl of Minto, Governor General of Canada.

THE RIGHT HON. JOHN HAMILTON GORDON,
Earl of Aberdeen.

Honorary Members.

THE RIGHT HON. SIR WILFRID LAURIER,
Prime Minister of Canada.

HIS HONOR THE HON. ABNER K. McCLELLAN,
Lieutenant-Governor of New Brunswick.

THE HON. SIR LOUIS H. DAVIES,
Minister of Marine.

THE HON. ANDREW G. BLAIR,
Minister of Railways.

JAMES R. RUEL, ESQUIRE,
Collector of Customs, Saint John.

A. GEO. BLAIR, JR., ARCHIBALD TAPLEY,

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 Club.

Honorary Chaplain.

REVEREND LINDSAY PARKER, PH. D.,
Brooklyn.

Life Members.

ERNEST H. TURNBULL.

WILLIAM MURDOCH.

Active Members.

Members who hold or have held Flag Rank are marked †

No.	Name.	Date of Election.
16	Armstrong, Chris. J.....	July 13....1894
116	Anderson, H. J.	Jan. 23....1899
131	Armstrong, R. J.....	" 23....1899
136	Allbutt, P. T.....	Feb. 7....1899
162	Adams, A. W.....	April 10....1899
7	†Bustin, Fred.....	July 13....1894
11	Best, Arthur.....	" 13....1894
34	Barnes, W. S.....	May 11....1896
68	Bradley, T. F.....	March 1....1898
89	Bradley, Charles.....	June 7....1898
106	Buck, W. Edgar.....	Aug. 18....1898
46	Brittain, Wm.....	March 19....1897
145	Beard, Chas. F., Boston.....	" 24....1899
157	Baird, Frank A.....	" 24....1899
165	Blair, Gordon M.....	April 26....1899
169	Brown, James T.....	" 26....1899
37	Crealock, R.....	May 11....1896
38	Cooper, S. A.....	Nov. 18....1896
69	Corbett, F. B.....	March 1....1898
45	Camp, Howard.....	" 5....1897

NMOND,

gnized
esy to

No.	Name.	Date of Election.
92	Clinch, D. C.....	June 7....1898
93	Clinch, Peter.....	" 7....1898
117	Clarke, P. A.....	Jan. 23... 1899
154	Carson, Wm. R., St. Stephen.....	March 24....1899
164	Cook, Arch. S.....	April 26....1899
6	†Daniel, J. W., M. D.....	July 13....1894
31	Dias, Daniel.....	Aug. 13....1895
52	DeVeber, Gabriel, Gagetown.....	June 2... 1897
59	Doherty, Wm.....	Aug. 27....1897
159	deBury, Lucien V.....	April 10....1899
17	Elwell, Chas. E.....	July 13....1894
25	Egan, P.....	June 18....1895
107	Emery, A. F., M.D.....	Aug. 18....1898
130	Ellis, F. B.....	Jan. 23....1899
170	Ebbett, Arthur W., Gagetown.....	May 10....1899
171	Ellis, Thos. W. R.....	" 10....1899
12	†Fairweather, Edgar H.....	July 13....1894
63	Fowler, R. M., Gondola Point.....	Sept. 10....1897
66	Fowler, Ralph.....	March 1....1898
123	Fairweather, Stewart L.....	Jan. 23....1899
143	Fairweather, H. H.....	March 6....1899
131	Flood, Thos. J.....	Feb. 7....1899
29	Gilchrist, J. B., M.D., Long Reach..	Aug. 20....1895
2	†Gilbert, Henry, jr., Rothesay.....	Charter Member.

lection.	No.	Name.	Date of Election.
... 1898	24	Ganong, W. B., St. Stephen.....	June 18.... 1895
... 1898	73	Giggey, H. T.....	March 1.... 1898
.. 1899	112	Gregory, J. Fraser....	Jan. 23.... 1899
... 1899	144	Gerow, Stephen P	March 6.... 1899
... 1899	1	†Holder, Howard.....	Charter Member.
... 1894	13	Holder, Geo. E	July 13.... 1894
... 1895	15	Holder, Wm.....	" 13.... 1894
.. 1897	4	†Heans, Fred. S.....	Charter Member.
... 1897	10	Heans, Geo ..	July 13.... 1894
... 1899	35	Heans, Alfred.....	May 11.... 1896
... 1894	41	Hughson, Wm.....	March 18.... 1896
... 1895	36	Hatheway, W. F.....	May 11.... 1896
... 1898	44	Harrington, Ed....	March 5.... 1897
... 1899	97	Hazen, Ward C.....	June 7.... 1898
... 1899	102	Hegan, George B.....	Aug. 2.... 1898
... 1899	126	Holman, Percy B.....	Jan. 23.... 1899
... 1894	133	Hay, Thos U.....	" 23.... 1899
... 1897	139	Harrison, W. F. T.....	March 6.... 1899
... 1898	140	Hartt, Fred. H.....	" 6.... 1899
.. 1899	163	Holbrook, Rev. Wm. A. Boston.....	April 26.... 1899
.. 1899	173	Hilyard, Frank.....	May 30.... 1899
.. 1899	57	Johnston, J. C.....	July 27.. .1897
.. 1895	65	Jardine, Robert.....	March 1.... 1898
ember.	128	Jones, George West.....	Jan. 23.... 1899
	129	Johnston, John....	" 23.... 1899

No.	Name.	Date of Election.
141.	Jones, Simeon A.	March 6....1899
142	Jones, F. Caverhill.....	“ 6....1899
18	Kelly, James... ..	April 8....1895
19	Kerr, Wm.....	“ 8....1895
62	Kirkpatrick, Arthur.....	Aug. 27....1897
85	Kirkpatrick, F. Arthur.....	May 3....1898
75	Keast, J. W.....	March 1....1898
99	King, Horace.....	June 7....1898
122	Keator, J. Gillis	Jan. 23....1899
132	Kerr, Sydney L.....	“ 23....1899
148	Kennedy, W. H.....	March 20....1899
50	Langan. C. Fred	June 2....1897
67	Lloyd, J. C.....	March 1....1898
98	Lantalum, T. T.....	June 7....1898
124	Likely, J. A.....	Jan. 23 ...1899
156	Likely, A. H	March 24....1899
9	Munro, Louis.....	July 13....1894
42	Morgan, James.....	Dec. 1....1896
58	Millidge, Thos.....	July 27....1897
61	Matthew, Robt.....	Aug. 27....1897
76	Murdoch, Frank S.....	April 5....1898
77	Murdoch, Gilbert G.....	“ 5....1898
79	Mahony, Peter.....	“ 5....1898
113	Meek, F. W	Jan. 23....1899

lection.	No.	Name.	Date of Election.
... 1899	121	Magee, J. M., D. D. S.	" 23... 1899
... 1899	155	Merrill, A. H., D. D. S.	March 24... 1899
... 1895	160	Mullin, Eldon, Fredericton.	April 10... 1899
... 1895	167	Munro, William A.	" 26... 1899
... 1897	20	Maclauchlan, W. A.	July 13... 1894
... 1898	39	Macintyre, A. P.	Nov. 18... 1896
... 1898	3	McArthur, Albert.	Charter Member.
... 1898	30	McArthur, Walter.	Aug. 13... 1895
... 1898	32	McCluskey, J. C.	Oct. 1... 1895
... 1899	40	McLaughlin, Wm.	March 3... 1896
... 1899	28	McGuiggan, E.	July 17... 1895
... 1899	43	McIntyre, Henry.	March 5... 1897
... 1897	74	McLellan, H. R.	" 1... 1898
... 1898	80	McGoldrick, John	April 5... 1898
... 1898	88	McAvity, John A.	June 7... 1898
... 1899	100	McClasky, C. H.	July 5... 1898
... 1899	109	McMurray, J. A. L.	Jan. 23... 1899
... 1894	138	McFarlane, Wm. C.	Feb. 7... 1899
... 1896	151	McFarlane, John R.	March 24... 1899
... 1897	152	McIntyre, A. S.	" 24... 1899
... 1897	158	McAvity, Wm	April 10... 1899
... 1898	51	Notman, Alex. H	June 2... 1897
... 1898	172	Noble, George W	May 10... 1899
... 1898	21	Purdy, Walter O.	July 13... 1894
... 1899	47	†Powers, Thos. E.	March 19... 1897

No.	Name.	Date of Election.
53	Pedersen, W., Columbia, B. C.	June 2 1897
54	Pedersen, K.	" 2 1897
108	Pullen, Jas. H.	Aug. 17 1898
118	Puddington, H. F	Jan. 23 1899
119	Peters, Frank L.	" 23 1899
149	Preston, E. A., M. D.	March 24 1899
22	Ritchie, Hon. R. J.	April 8 1895
55	Ruel, F. Herbert J.	July 27 1897
64	Ruel, Gerard G.	March 1 1898
78	Rodgers, Richard.	April 5 1898
91	Raymond, W. E.	June 7 1898
94	Rivers, W. M.	" 7 1898
103	Robinson, J. Morris.	Aug. 2 1898
104	Robertson, James F.	" 18 1898
125	Ritchie, R. S.	Jan. 23 1899
8	Sinclair, Peter.	June 23 1894
14	Sweeny, John.	July 13 1894
23	Stratton, Wm. G.	April 22 1895
26	Stratton, D. J.	July 17 1895
33	†Skinner, A. O.	April 23 1896
48	Sutherland, John N.	June 2 1897
49	Sutherland, Douglas.	" 2 1897
72	Starr, Francis P.	March 1 1898
81	Stears, Edward.	May 3 1898
101	Sturdee, H. Russell.	July 5 1898

ction.	No.	Name.	Date of Election.
..1897	111	Spragg, Ernest R	Jan. 23....1899
..1897	114	Seely, Robert.....	" 23....1899
..1898	135	Spinney, E. G	Feb. 7....1899
..1899	161	Sayre, Fred. E...	April 10....1899
..1899	60	Troop, C. McL.....	Aug. 27....1897
..1899	105	Troop, Howard D.....	" 28....1898
..1899	71	Thorne, W. H.....	March 1. .1898
..1895	82	Thomson, Robert	May 3....1898
..1897	86	Thompson, A. W.....	" 19....1898
..1898	96	Tippet, Fred. H	June 7....1898
..1898	115	Tufts, Fred. L	Jan. 23....1899
..1898	127	Turner, Wm. H	" 23....1899
..1898	146	Thompson, Alex.	March 24....1899
..1898	5	Whelpley, Frank.....	Charter Member.
..1898	27	Whelpley, Ernest.....	July 17....1895
..1898	46	Williams, W. L.....	" 27....1897
..1899	70	Wetmore, W. J.	March 1. .1898
..1894	83	Wright, John.....	May 3....1898
..1894	84	Watson, J. Fred....	" 3. .1898
..1895	87	Waterbury, Geo. H.....	June 7....1898
..1895	99	Willis, E. LeRoi.	" 7....1898
..1895	95	Walsh, John.....	June 7....1898
..1896	110	Wallace, Wm. B.....	Jan. 23....1899
..1897	134	White, Leslie.....	" 23....1899
..1897	147	Walker, T. Dyson, M. D.....	March 24....1899
..1898	150	White, William.....	" 24....1899
..1898	166	Williams, Ernest R.....	April 26....1899
..1898	168	Watson, James.....	" 26....1899
..1898	153	Young, Chas. W., St. Stephen.....	March 24....1899

Squadron

SAILING

CLASS A.—ALL OVER

Club Signal Letters.	Numbers.		Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Beam	D'pt
	Racing.	Registered.				Act.	Reg.				
W. M. N.	19	107078	Ariel,	Cutter,	C. B.	34.0	27.0	29.0	31.6	10.	4.4
W. N. B.	23		Armored,	Cutter,	C. B.	36.6	.....	24.8	30.5	11.	.....
W. H. J.	1	107531	Canada,	Sloop,	C. B.	42.0	36.2	31.3	36.5	11.	3.0
W. M. T.	22	90746	Grayling,	Schooner, .	K.	50.4	41.6	40.2	42.7	16.	4.9
W. M. J.	18		Marjorie,	Sloop,	C. B.	37.9	.....	27.1	31.9	11.0	.....
W. P. B.	31		Windward,	Schooner ..	C. B.	56.0	.....	49.4	43.4	16.	5.0

Squadron

RACING

OVER

List.

YACHTS.

30 FEET RACING LENGTH.

WL	RL	Beam	D'pth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry
29.0	31.6	10.	4.4	6.83	1140	Robert Matthew,	Jas. T. Logan,	Jas. T. Logan,	St. John.
24.8	30.5	11.	.....	.....	1316	Lindsay Parker,	Gielow, Brooklyn,	Jas. T. Logan,	do.
31.3	36.5	11.	3.0	8.45	1753	Fred S. Heans, Howard Holder, Howard Camp,	Robt. Macintyre, Boston,	Wm. Heans, Sr.,	do.
30.2	42.7	16.	4.9	21.3	2018	Robert Thomson, J. Morris Robinson, Jas. F. Robertson,	Jas. T. Logan,	Jas. T. Logan,	do.
27.1	31.9	11.	.....	.....	1352	J. B. Gilchrist,	Samuel Hutton,	Samuel Hutton,	do.
29.4	43.4	16.	5.0	.....	2546	Sydney L. Kerr, R. S. Ritchie, T. U. Hay, Wm. White, <i>et al</i>	Ed. Burgess,	Ed. Burgess,	do.

SAILING YACHTS.—

CLASS B.—NOT OVER 30 FEET

Club Signal Letters.	Numbers.		Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Beam.	D
	Racing.	Registered.				Act.	Reg.				
W. N. H.	24	107079	British Queen, ..	Sloop, ...	C. B.	30.0	27.0	25.10	27.5	8.7	
W. J. H.	7		Gracie M.,	Sloop,	K.	31.7	28.6	24.1	27.8	10.1	
W. M. P.	20		Irex,	Sloop,	C. B.	26.3	.....	22.0	25.8	9.4	
W. H. P.	4	107532	Jubilee,	Sloop,	K.	31.5	25.2	25.5	28.0	10.0	3
W. N. T.	15	107538	Mowgli,	Sloop,	K.	29.3	24.4	22.5	25.4	9.1	3
W. N. M.	26		Pert,	Sloop,	C. B.	.....	25.2	25.8	26.2	8.0	3
W. J. N.	10	107536	Rose,	Sloop,	K.	28.0	25.0	23.6	26.8	10.0	3
W. N. J.	25	107544	Robin Hood, ...	Sloop,	C. B.	29.6	23.7	21.1	25.1	9.0	3
W. J. M.	9	107076	Sunol,	Sloop, . . .	K.	31.0	27.0	25.4	29.5	10.5	3
W. N. P.	29	107541	Taniwha,	Sloop,	K.	36.9	33.3	27.0	27.4	9.9	4
W. J. B.	14	107074	Thistle,	Sloop,	K.	36.0	31.0	26.3	29.0	11.2	4

CONTINUED.

ACHTS.—

30 FEET

AND OVER 25 FEET RACING LENGTH.

WL	RL	Bear.	D'pth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
5.10	27.5	8.7	2.8	4.29	800	Ward C. Hazen, John Wright,	Elijah Ross,	Elijah Ross,	St. John.
5.1	27.8	10.1	3.4	6.46	994	Chas. E. Elwell,	Geo. Washburn,	Geo. Washburn,	do.
5.0	25.8	9.4	4.0	3.34	882	R. M. Fowler,	E. Burgess,	Jas. T. Logan,	do.
5.5	28.0	10.0	3.1	4.84	932	Peter Sinclair, Geo. Heans, A. Best,	Jas. T. Logan,	Jas. T. Logan,	do.
5.5	25.4	9.1	3.8	4.5	809	F. Herbert J. Ruel,	W. E. Waterhouse, Boston.	W. H. Butler, Yarmouth.	do.
5.8	26.2	8.0	3.1	4.2	791	J. C. McCluskey,	J. C. McCluskey,	J. C. McCluskey,	do.
5.6	26.8	10.0	3.0	4.91	862	E. McGuiggan, W. McLaughlin,	E. McGuiggan,	E. McGuiggan,	do.
5.1	25.1	9.0	3.2	4.54	846	Frank S. Murdoch, F. W. Meek,	H. F. Weddleton, Yarmouth.	W. H. Butler, Yarmouth.	do.
5.4	29.5	10.5	3.9	5.92	1146	W. G. Stratton, W. J. Wetmore,	David Lynch,	C. McL. Troop,	do.
5.0	27.4	9.9	4.2	6.4	782	Robert Seely,	John N. Sutherland	A. N. Harned,	do.
5.3	29.0	11.3	4.0	8.39	1028	Gabriel DeVeber, Adam P. Macintyre,	Geo. Washburn.	Geo. Washburn,	do.

CHTS.—

CLASS B., CONTINUED.

Beam	RL	Beam	D'pth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
1	29.3	10.0	3.2	5.31	197	H. R. McLellan,	Joseph Carle,	James Odell,	St. John.
10	27.0	10.5	4.0	....	799	W. Pedersen, K. Pedersen,	Jas. T. Logan,	Jas. T. Logan.	do.
6	25.9	8.10	.....	.....	680	W. H. Turner, Jas T. Brown,	N. Logan, Jr.,	N. Logan, Jr.,	do.
3	29.2	12.6	.....	.....	1080	H. Gilbert, Jr., P. Egan, E. H. Turnbull,	H. Gilbert, Jr.,	Jas. T. Logan,	do.
9	28.5	10.0	3.2	6.83	974	E. H. Fairweather, Gerard G. Ruel.	Wm. Brittain,	Wm. Brittain,	do.

5 FEET

AND OVER 20 FEET RACING LENGTH.

Beam	RL	Beam	D'pth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
	21.2	7.8	3.6	.....	450	C. H. McClaskey, A. S. McIntyre,	T. H. Miles,	T. H. Miles,	St. John.
	22.3	8.0	2.3	2.40	490	Geo. E. Holder,	D. McLaughlin,	D. McLaughlin,	do.
	23.0	7.9	2.3	2.81	476	Richard Crealock,	Richard Crealock,	Richard Crealock,	do.

SAILING YACHTS.—

Club Signal Letters.	Number.		Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Beam
	Racing.	Registered.				Act.	Reg.			
	W. S. M.	43					Ethel M., .....				Sloop, .....	K.	27.0	.....	18.6	20.6	9.9
W. S. T.	42		Freak,	Sloop,	K.	30.6	.....	29.0	22.0	3.0
W. P. S.	36		Gladys,	Sloop,	C. B.	24.0	.....	20.0	21.6	8.0
W. J. P.	11	107534	Gracie C.,	Sloop,	K.	28.3	24.3	21.5	24.7	7.7
W. T. B.	43		Ida,	Sloop,	C. B.	26.0	.....	22.0	24.3	10.0
W. H. N.	3	107543	Kathleen,	Sloop,	C. B.	26.6	23.2	22.8	24.8	9.0
W. H. B.	8	107077	Kelpie,	Sloop,	K.	28.0	24.1	23.0	24.7	10.0
W. S. B.	41		Lakeside,	Sloop,	C. B.	22.0	.....	20.3	21.9	6.6
W. S. H.	38		Myrtle,	Sloop,	K.	30.0	26.5	23.0	24.1	8.4
W. J. T.	13	107533	Pastime,	Sloop,	K.	28.6	24.3	24.0	22.7	8.6
W. S. N.	27		Sylph,	Cat,	C. B.	20.0	.....	20.0	21.6	8.0

YACHTS.—

CLASS C., CONTINUED.

WL	RL	Beam	D'pth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
18.6	26.6	9.9	.....	.....	510	Wm. McAvity,	Wm. McAvity,	W. J. McShane,	St. John.
20.0	22.0	3.0	.....	.....	220	Henry Gilbert, Jr.,	Henry Gilbert, Jr.,	Henry Gilbert, Jr.,	do.]
20.0	21.6	8.0	.....	.....	464	A. H. Merrill,	N. Logan, Jr.,	N. Logan, Jr.,	do.
25	24.7	7.7	2.3	3.17	779	J. C. McCluskey,	J. C. McCluskey,	J. C. McCluskey,	do.
20	24.3	10.0	4.0	.....	710	Wm. Brittain,	.....	Wm. Brittain,	do.
23	24.8	9.0	3.6	3.50	731	Albert McArthur, John Sweeney,	E. Burgess,	Jas. T. Logan,	do.
20	24.7	10.0	2.3	4.83	696	W. A. MacLauchlan	G. L. Watson,	R. D. Butler, Yarmouth.	do.
21.9	6.6	.....	.....	.....	480	J. A. McAvity.	James Odell,	Jas. Odell,	do.
24.1	8.4	3.0	4.62	644	A. H. Likely,	John George,	John George,	do.	
22.7	8.6	2.7	3.1	456	E. Harrington,	N. Logan, Jr.,	G. W. Harrington,	do.	
21.6	8.0	2.0	.....	450	Robert Matthew,	H. Smedley, Brooklyn.	H. Smedley,	do.	

SAILING YACHTS.—

Club Signal Letters.	Numbers.		Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Beam
	Racing.	Registered.				Act.	Reg.			
W. S. J.	39		Tyro.....	Sloop,	C. B.	25.0	18.9	16.0	21.0	8.
W. S. P.	28		Vivid,.....	Sloop,	C. B.	.....	.....	22.11	23.6	.....
W. P. N.	35		Wanderer,.....	Sloop,	C. B.	28.3	.....	25.0	24.4	.....

CLASS D.—NOT OVER

Club Signal Letters.	Numbers.		Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Beam
	Racing.	Registered.				Act.	Reg.			
W. P. T.	37		Asthore,	Sloop,	C. B.	17.0	.....	14.0	13.9	6.0
W. P. H.	32		Clytic,.....	Sloop,	C. B.	25.0	.....	19.8	19.9	6.2
W. T. J.	45		Lark,	Cat,	C. B.	16.0	.. ..	13.6	13.5	6.0
W. T. M.	46		Lyndon,.....	Sloop,	K.	18.10	.....	17.8	17.9	5.6

CLASS C., CONTINUED.

DIMENSIONS.—			Depth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
L	RL	Beam							
0	21.0	8.	2.0	2.10	550	Joseph A. Likely,	.....	.....	St. John.
11	23.6	.....	.....	.....	586	P. Egan,	A. Lawson,	A. Lawson,	do.
0	24.4	.....	.....	.....	574	C. H. McClaskey,	John Woodley,	John Woodley,	do.

20 FEET RACING LENGTH.

DIMENSIONS OVER			Depth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
L	RL	Beam							
0	13.9	6.0	.....	.....	185	Wm. B. Ganong,	Robert Davidson, Calais,	Robert Davidson,	St And'ws
	19.9	6.2	2.4	.....	406	Henry Gilbert, Jr.,	H. Gilbert, Jr.,	Henry Gilbert, Jr.,	St. John.
	13.5	6.0	.....	.....	180	Wm. F. Carson,	G. C. Davis,	.....	St And'ws
	17.9	5.6	2.8	.. ..	330	T. W. R. Ellis,	.....	J. C. McCluskey,	.....

SAILING YACHTS.—

Club Signal Letters.	Numbers.	Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Beam
	Racing.				Act.	Reg.			
	Registered.								
W. M. B.	16	Marguerite., ...	Sloop,	C. B.	20.0	.....	18.6	16.9	8.0
W. P. J.	33	Summer Girl,....	Cat,	C. B.	17.0	.....	14.0	13.9	6.0
W. T. H.	44	Xyliph, ..	Sloop	C. B.	22.6	.....	21.6	19.8	7.6

CLASS E.—

Club Signal Letters.	Numbers.	Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Beam
	Racing.				Act.	Reg.			
	Registered.								
T. W. B.	Daisie,.....	.....	C. B.	19.0	.....	19.0	.....	5.0
T. W. H.	Nemo, .....	.....	C. B.	21.6	.....	21.6	.....	8.0
T. W. J.	Nona,.....	.....	C. B.	22.9	.....	22.9	.....	6.0
T. W. M.	Winna, .....	.....	C. B.	23.0	.....	23.0	.....	6.2

ACIITS.—

CLASS D., CONTINUED.

WL	RL	Beam	D'pth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
8.6	16.9	8.0	.....	.....	225	Wm. B. Ganong,	Wm. Logan, Rothsay.	Wm. Logen,	St And'ws
4.0	13.9	6.0	.....	.....	185	Chas. F. Beard,	H. A. Davidson, Calais.	H A. Davidson,	Boston.
1.6	19.8	7.6	.....	.....	324	Archibald Cook.	.....	.....	St. John.

CLASS E.—

SKIFF CLASS.

WL	RL	Beam	D'pth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
0	5.0	.....	.....	200	Edward Sears,	.....	.....	St. John.
3	8.0	.....	.....	250	Francis P. Starr,	.....	.....	do.
0	6.0	.....	.....	320	Ernest H. Turnbull	.....	.....	do.
0	6.2	.....	.....	310	A. Kirkpatrick,	John Harned,	John Harned,	do.

HOUSE

Club Signal Letters.	Numbers.	Name.	Rig.	K. or C. B.	Length over all.		LWL	RL	Ber
	Racing. Registered.				Act.	Reg.			
T. S. B.	Eulalie, .....	.....	.....	79.0	.....	.....	.....	19.
T. S. H	Happy Thought, .....	.....	.....	37.0	.....	.....	.....	10.

STEAM

Club Signal Letters.	Registered Number.	Name.	Length over all.		L W L	Beam	Depth.	Reg. net Ton.
			Act.	Reg.				
T. B. H.	92356	Dream,	72.6	63.9	.....	14.1	5.0	30.2
T. B. J.	107540	Lotus,	38.3	34.0	.....	7.0	3.5	2.8
T. B. M.	103999	Nautilus,	64.7	56.0	.....	14.0	4.2	18.0
T. B. N.	.....	Phantom,	35.0	.....	.....	6.6	.....	.....
T. B. S.	.....	Polymorphian, .	32.0	.....	.....	6.5	2.9	.....
T. B. P.	197068	Siesta,	108.9	98.6	.....	17.0	9.0	67.1

HOUSE

BOATS.

LWL	RL	Beam	Depth	Reg. net Ton.	Sail Area.	Owner.	Designer.	Builder.	Port of Registry.
.....	19.	.....	.....	.....	Horace King,	.....	.....	St. John.
.....	10.	.....	.....	.....	J Fraser Gregory.	.....	.....	do.

STEAM

YACHTS.

Beam	Depth.	Reg net Ton.	Engine.	H. P.	Owner.	Designer.	Builder.	Port of Registry.
1	5.0	30.2	Comp. End	12	W. H. Thorne, H. D. Troop,	.....	.....	St. John.
0	3.5	2.8	.....	.....	Frank L. Peters,	A. N. Harned,	A. N. Harned,	do.
0	4.2	18.0	Comp. End	10½	Charles W. Young,	.....	Jullus Johnston, New York.	S. Andw's
6	.....	.....	.....	.....	J. Fraser Gregory,	.....	.....	St. John.
5	2.9	.....	.....	.....	C. J. Armstrong,	.....	.....	do.
0	9.0	67.1	.....	.....	H. R. McLellan,	.....	.....	do.

Cups and Trophies

Held by the Club for Competition.

Pugsley Cup. "PUGSLEY CUP," presented to the Club by Mr. D. A. Pugsley, 4th March, 1898.

Conditions: A cup for annual competition, on a date to be fixed by the Executive Committee, to become the property of the member winning it three times, not necessarily in consecutive years, nor in the same yacht.

Winners :

1898, Aug. 6, Canada--Cutter { Fred. S. Heans.
Howard Holder.
Howard Camp.

Willis Cup. "WILLIS CUP," presented to the Club by Mr. E. LeRoi Willis, 4th March, 1898.

Conditions: A cup for annual competition, on a date to be fixed by the Executive Committee, to become the property of the member winning it three times, not necessarily in consecutive years, nor in the same yacht.

Winners :

1898, Oct. 3, Thetis—Cutter : H. R. McLellan.

“RUEL SHIELD,” presented to the Club by Mr. Ruel Shield.
James R. Ruel, 9th August, 1898.

Conditions: A silver shield, mounted on ebony and surrounded by eleven miniature shields, upon one of which the name of the winning yacht each year shall be engraved. On its having been won eleven times it shall become the property of the member whose yacht or yachts appear a majority of times upon the miniature shields. On its return to the Club each year, a miniature souvenir shield will be presented by the Club to the member returning it.

To be sailed for on Labor Day in each year.

Winners :

1898, Sept. 5, Canada—Cutter { Fred. S. Heans.
Howard Holder.
Howard Camp.

“MCLELLAN CUP,” presented to the Club by McLellan
Mr. H. R. McLellan, 7th February, 1899. Cup.

Conditions: A cup for annual competition in Class B, on a date to be fixed by the Executive Committee, to become the property of the member winning it three times, not necessarily in consecutive years, nor in the same yacht.

The Season of 1898.

The season of 1898 proved the most successful in the history of the Club, eleven yachts being added to the Club Squadron, and the racing events being held oftener and being more keenly contested than ever before.

A silver shield was in this season presented to the Club by Mr. James R. Ruel, to be sailed for during eleven seasons; cups by Mr. D. A. Pugsley and Mr. E. Le Roi Willis, to be won on three different years before being finally held; and a cup to be won outright, by Messrs. McAvity.

The season was begun on 21st of May, by a race for the Willis Cup, in which, though so early in the season, there were six starters. The day proved a beautiful one, with topsail breeze from the southwest. The course was "C"—around Grand Bay.

The result was as follows:

	Strt.	Fin.	Elpsd.	Cor.
Thetis.....	2.26. 8	4.19. 0	1.52.52	1.47.16
Canada.....	2.26.40	4.16.17	1.49.37	1.49.37
Gracie M.....	2.27.42	4.23.55	1.56.13	1.50.13
Kathleen.....	2.26. 9	4.27.23	2. 1.14	1.51.14
British Queen.....	2.27. 0	4.29.28	2. 2.28	1.55.28
Pert.....	2.37. 9	4.33.28	2. 6.19	1.56.12

On Saturday, June 4th, the annual race for the Club pennant was sailed over Course "B," 10 miles. Wind fresh northeast. Thetis broke her gaff near end of first round and was compelled to retire.

The result was as follows.

	Strt.	Fin.	Elpsd.	Cor.
Canada.....	2.30.38	4.43.34	2.12.56	2.12.56
Kathleen.....	2.33.24	4.59. 0	2.25.36	2.14.39
Gracie M.....	2.31.24	5. 0.10	2.28.46	2.20.46
Beatrice	2.31.24	5. 6.12	2.34.36	2.26.36
British Queen	2.31. 7	5. 7.17	2.36.10	2.27.19
Thetis.....	2.30.20	Broke gaff.		

On Saturday, June 11th, the first of a series of three match races for a trophy was sailed by the Canada and Thetis over Course "C"—12½ miles. Wind southwest, strong.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Canada.....	11.51.59	1.16.33	1.24.34	1.24.34
Thetis....	11.52.14	1.23.24	1.31.10	1.25.34

On Monday, June 13th, the second and deciding race of this series was sailed from the harbour around Mahogany Island, 13½ miles. The wind was again strong, with quite a heavy sea. The Thetis was distanced.

The result :

	Start.	Finish.
Canada.....	2.0.30	4.32.13
Thetis.....	2.0.55	Time not taken.

On Saturday, June 18th, the second Willis Cup race was sailed over Course "B," 10 miles. Wind southwest, very strong, all yachts reefed. The Canada was unable to carry her sail and lost by being obliged to luff continually. The Gracie M., though nearly out of it through breaking her gaff just before the start, managed to get it repaired and cross the line a winner.

The result was as follows :

	Strt.	Fin.	Elpsd.	Cor.
Gracie M.	2.51.18	3.47.28	1.51.47	1.43.38
Canada	2.50.30	3.44. 0	1.44.24	1.44.24
Kathleen	2.51.22	3.49.56	1.56.43	1.44.50
Thetis	2.50.50	3.46.12	1.50.31	1.46.36
British Queen	2.50. 0	3.52.43	2. 3.45	1.55.22
Beatrice	2.51.40	3.55.12	2. 4 29	1.56.20

On Friday, July 1st, Dominion Day, the first race for the Pugsley Cup was sailed at Rothesay. The course was a ten mile triangle starting from Rothesay wharf. Wind very light, and after rounding the second buoy the race degenerated into a drifting match.

The result was as follows :

	Strt.	Fin.	Elpsd.	Cor.
Canada	2. 5.54	4.25.36	2.19.42	2.19.42
Clytie	2. 6.32	4.46.32	2.40. 0	2.20.27
Thetis	2. 6.18	4.39. 2	2.32.44	2.25.23
British Queen	2. 3.30	4.47.16	2.43.46	2.35.10
Gracie M.	2. 5.53	Did not finish.		
Kathleen	2. 6.23	Did not cross line.		
Beatrice	2. 7.45	Ran aground.		

On Saturday, July 16th, the third race in the Willis Cup series was sailed over Course "B." Wind northwest, very strong, and the Beatrice, which had just been converted from a schooner to a sloop, marked the change by winning the race.

The result was as follows :

	Strt.	Fin.	Elpsd.	Cor.
Beatrice	2.54.47	4.33. 1	1.38.14	1.29.38
Canada	2.53.19	4.25.34	1.32.15	1.32.15
Gracie M.	2.52.30	4.34.41	1.42.11	1.33.33
Thetis	2.53. 0	4.35. 2	1.42. 2	1.34. 1
Kathleen	2.53.33	4.39.38	1.46. 5	1.34.15
British Queen	2.52.13	4.44. 7	1.51.54	1.42.48

On Monday, July 18th, the second annual Club cruise was begun, and proved even more successful than that of the previous year, no less than twenty boats starting from Millidgeville on the first day, twenty-four in all joining in part of the cruise, and the average number at anchor each night being seventeen. Those starting the first day were the British Queen, carrying the Commodore's flag; the Canada, with the Vice-Commodore, and the Thistle, with the Rear-Commodore. Also the Chaplain's yacht Armorer, the press yacht Sunol, the Thetis, Kelpie, Ariel, Sylph, Wanderer, Clytie, Venus, Jubilee, Bluenose, Victoria, Dream, Irex, Edna, and Pert. Lastly, there was the visiting yacht Dewey, whose crew furnished great entertainment and added a novelty to the cruise. The yachts which joined the fleet later and participated in a part of the cruise were the Grayling, Marjorie and Beatrice. Ten days, which passed only too quickly, were occupied on the cruise, and a royal welcome was given the fleet at Fredericton, the turning point of the cruise, where President Barker and members of the Fredericton Bicycle and Boating Club spared no effort to make the visit to Fredericton an enjoyable one for every yachtsman. Anchorages were also made at Evandale, Gagetown, (where on Sunday the Club had the privilege of attending divine service held in the open air by Dr. Parker, their chaplain), at Little Musquash Island, at the Narrows, in Washademoak Lake, at McDonald's Point and at Oak Point. The cruise ended at Millidgeville, on Wednesday, July 27th.

On Saturday, August 6th, the second and deciding Pugsley Cup race was sailed off Rothesay, course round Kennebecasis Island, 11 miles. Wind southwest, nearly a gale. Only two boats started, the British Queen having met with an accident to her centre-board, and the weather being too heavy for the Clytie.

Cor.

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Cor.

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1.34.1
1.34.15
1.42.48

The result :

	Strt.	Fin.	Elpsd.	Cor.
Canada.....	2.18.28	4. 9.35	1.51. 7	1.51. 7
Beatrice.....	2.19.55	4.30.49	2.10.54	2. 1.26

On Saturday, August 13th, the fourth Willis Cup race was sailed over Course "B," 10 miles, topsail wind from the southwest. The Canada, which was leading on the first round, was disqualified for turning the third buoy to starboard.

The result was as follows :

	Strt.	Fin.	Elpsd.	Cor.
Gracie M.....	2.49. 7	4.41.16	1.52. 9	1.44.11
Canada.....	2.46.33	4.32.48	Disqualified.	
Thetis.....	2.48.25	4.42.24	1.53.59	1.46.37
Beatrice.....	2.49.13	4.46.31	1.57.18	1.49.12
Kathleen.....	2.45.40	4.51.10	2. 5.30	1.54.11
Sunol.....	2.46.58	5. 4.12	2.17.14	2.10.14

On Monday, September 5th, Labor Day, a very successful regatta was carried through by the Club, a good entry list being made, and a majority of the yachts in the fleet being present under sail. Through damage to buoys in a storm the night before, the first races were an hour late getting off, the race for the McAvity cup, Class D., being started at 11.8 a. m., once round Course "B," 5 miles. The wind all through the day was light and baffling.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Irex.....	11. 9.45	12.20.30	Disqualified.	
Wanderer.....	11. 9.10	12.25.57	Crossed outside line.	
Edna.....	11.10.15	12.28. 1	1.17.46	1.15.35
Bluenose.....	11.11.43	12.34.20	1.22.37	1.19.59

The Wanderer was disqualified for not crossing the line correctly, and the Irex, being over the racing length allowed in Class D, was not permitted to claim her victory.

The final Willis Cup race was started at 11.20 a. m., but only the Thetis and Canada finished, the other starters being distanced through baffling winds.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Thetis.....	11.25. 0	1.26.37	2. 1.37	1.54.26
Canada	11.22.40	1.23.34	2. 0.54	2. 0.54
Beatrice.....	11.22.43	Did not finish.		
Gracie M.....	11.23. 5	Did not finish.		
Gracie C.....	11.23.22	Did not finish.		

This race made the Thetis and Gracie M. tie in this series, and it was decided that a final race should be sailed by them on October 1st.

At 2.45 in the afternoon, the small yachts were sent off on the second race for the McAvity Cup. The Irex again won easily, but of course without result.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Irex.....	2.46.17	4.10.10	Disqualified.	
Edna.....	2.46.46	4.40. 8	1.53.22	1.51.11
Bluenose.....	2.47. 5	4.50.40	2. 3.35	2. 0.57
Wanderer.....	2.46.12	4.49.42	2. 3.30	2. 1.44

The Edna having won both morning and afternoon, therefore secured the cup, the Bluenose taking second prize.

At three o'clock the race for the Ruel challenge shield was started, and the largest number of starters in any race of the season crossed the line in this event.

The wind, which was blowing quite fresh at the start, died down very much during the race. The Beatrice, which appears to best advantage in a heavy blow, could not make a good showing, and gave up after the first round. The Canada,

being almost the first to cross the line, led over the whole course, and finally distanced all competitors except the Thetis, therefore becoming the first boat to have her name inscribed upon the shield.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Canada.....	3. 2.35	5.55.20	2.52.45	2.52.45
Thetis.....	3. 5.57	6. 7.30	3. 2.30	2.55. 9
Beatrice.....	3. 4. 5	Withdrawn.		
Gracie M.....	3. 3.57	6.17.50	3.13.53	3. 5.55
Gracie C.....	3. 3.17	Time not taken.		
Sunol.....	3. 2.18	Time not taken.		
Kathleen	3. 3.57	6.18.10	3.14.13	3. 2.54

On Tuesday, Sept. 20th, an open regatta was held in the harbour for cash prizes. The "Harry S," a crack yacht of the Schoodie Yacht Club, Calais, was entered, but unfortunately did not reach St. John in time to start. The races were sailed over Course "A," 12 miles. Wind northwest, heavy sea. During the second round, when fortunately the smaller class yachts had finished their race, a terrific squall, accompanied by rain and hail, swept down the harbour. The Canada at once dropped her jib and peak of mainsail, but the Maple Leaf carried on too long and lost very much before getting in her light sails. The Harry S. and Kathleen were towed in by the official tug.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Canada.....	11.26. 4	1.51. 0	2.24.56	2.24.56
Maple Leaf.....	11.26.21	2. 1. 5	2.34.44	2.34. 0
Gracie M.....	11.27.31	2.16. 5	2.48.34	2.39. 1
Thetis	11.26. 3	2.19.50	2.53.47	2.44.58
Kathleen.....	11.26.33	Towed in.		
Beatrice.....	11.25.43	Time not taken.		

The Class D. yachts were started once around the same course, at 11.32, and in this race the Clytie proved an easy winner, not needing the advantage of her time allowance at all.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Clytie.....	11.32.35	12.56.20	1.23.35	1.18.54
Wanderer.....	11.33.36	12.59.48	1.26.12	1.26.12
Vivid.....	11.33.22	1. 3.30	1.30. 8	1.29.24
Gracie C.....	11.35.49	1.12. 8	1.36.19	1.35.35

On Saturday, Oct. 1st, the Thetis and Gracie M. started to sail off the tie for the Willis Cup, but the wind falling shortly after rounding the first buoy, they were unable to finish within the time limit, and had to be towed in.

On Monday, Oct. 3rd, the Willis Cup tie was sailed off, the Thetis winning by two minutes and nineteen seconds, thus bringing an unusually successful racing season to a close. From the number of new boats coming into the Club, it is probable that next season some of the present winners may have to look to their laurels.

The result :

	Strt.	Fin.	Elpsd.	Cor.
Thetis.....	1.50. 0	3.56.40	2. 6.40	2. 6.40
Gracie M.....	1.50. 0	3.59.35	2. 9.35	2. 8.59

The Thetis will therefore hold the Willis Cup until next season.

The Ensign offered by the Secretary to the Skipper in Class "A" making the greatest number of points during the season, was won by Messrs. Holder and Heans of the Canada, whose

handling of their boat was a credit to the Club. The scores were as follows :

	May 21.	June 4.	June 18.	July 1.	July 16.	Aug. 6.	Aug. 13.	Sept. 5.	Sept. 5.	Sept. 20.	Total.
Canada	5	6	5	3	5	2	1	3	4	5	39
British Queen, 2	2	2	2	1	1	..	..	..	..	..	8
Thetis.....	6	1	3	2	3	..	5	4	3	2	29
Pert.....	1	..	..	..	..	..	..	..	..	..	1
Gracie M.....	4	4	6	..	4	..	6	2	2	3	31
Kathleen.....	3	5	4	..	2	..	3	..	1	..	18
Beatrice.....	3	1	..	..	6	1	4	..	..	1	16
Sunol.....	..	..	..	..	..	..	2	..	..	..	2
Gracie C.....	..	..	..	..	..	..	..	1	..	..	1
Maple Leaf.....	..	..	..	..	..	..	..	..	..	4	4

The following tables give the performances of the different racing yachts during the season :

CLASS I.

	Start.	1st.	2nd.	3rd.
*Canada	12	7	4	0
Thetis	12	3	4	1
Gracie M	10	2	1	6
Kathleen	1	0	1	1
British Queen.....	5	0	0	0
Gracie C.....	2	0	0	0
Sunol.....	2	0	0	0
Pert.....	1	0	0	0
Maple Leaf.....	1	0	1	0
Clytie.....	1	0	1	1

* Disqualified in one race, otherwise would have had five seconds.

the scores

Sept. 20.
 5 39
 8
 2 29
 1
 3 31
 18
 1 16
 2
 1
 4 4

Total.

CLASS II.

	Start.	1st.	2nd.	3rd.
Wanderer	3	0	1	1
*Irex	2	0	0	0
Edna	2	2	0	0
Bluenose	2	0	2	0
Gracie C	1	0	0	0
Vivid	1	0	0	1
Clytie	1	1	0	0

* Won twice, but disqualified as being out of her class.

different

3rd.
 0
 1
 6
 1
 0
 0
 0
 0
 0
 1

d five

Fixtures

Race.	Date.	Class.	Prizes.
	May 24	Squadron Cruise	Willis Cup
1	June 3	Open to Classes A & B	Club 2nd Prize... .. Club 3rd Prize.....
2	17	Open to Class A.	Club annual Blue Pennant
3	17	Open to Class B	Club annual Red Pennant.
4	17	Open to Class C.... ..	Club annual White Penn't.
5	24	Open to Class A.....	Commodore's prize, Set of Signal Flags
6	24	Open to Class B	Secretary's prize, Set of Signal Flags
	July 1	Squadron Cruise.....	.....
7	8	Open to Class B	McLellan Cup
	17—24	Annual Cruise.....	.....
8	Aug. 5	Open to Class D	Club 1st Prize.. .. Club 2nd Prize.....
9	19	Open to all yachts in the squadron.....	Pugsley Cup..... Club 2nd Prize..... Club 3rd Prize.....
10	Sept. 4	Open to Class C	Club 1st and 2nd Prizes.... Ruel Shield.. ..
11	4	Open to Classes A & B	Club 2nd Prize..... Club 3rd Prize.....
12	16	Open to Class A	Sweepstakes.....
13	16	Open to Class B	Sweepstakes.....
14	16	Open to Class C	Sweepstakes

Rules for Foretelling the Weather.

Adapted for use with Aneroid Barometers.

- Rising
Barometer.** A rapid rise indicates unsettled weather.
A gradual rise indicates settled weather.
A rise with dry air and cold increasing in summer indicates wind from the northward ; and if rain has fallen, better weather may be expected.
A rise with moist air and a low temperature indicates wind and rain from the northward.
A rise with southerly winds indicates fine weather.
- Steady
Barometer.** A steady barometer with dry air and seasonable temperature, indicates a continuance of very fine weather.
- Falling
Barometer.** A rapid fall indicates stormy weather.
A rapid fall with westerly winds indicates stormy weather from the northward.
A fall with northerly wind indicates storms, with rain and hail in summer and snow in winter.
A fall with increased moisture in the air, and the heat increasing, indicates wind and rain from the southward.

A fall with dry air and cold increasing in winter, indicates snow.

A fall after very calm and warm weather indicates rain with squally weather.

The barometer rises for northerly winds, including from northwest by north to the eastward, for dry, or less wet weather, for less wind, or for more than one of these changes, except on a few occasions, when rain, hail, or snow comes from the northward with strong wind.

The barometer falls for southerly winds, including from southeast by south to westward, for wet weather, for stronger wind, or for more than one of these changes, except on a few occasions, when moderate wind, with rain or snow, comes from the northward.

General
Barometer
Indications.

Tide Table.

TIMES OF MORNING HIGH TIDE IN SAINT JOHN HARBOR.

(From McMillan's Almanac, 1899.)

Day of Month.	May.	June.	July.	Aug.	Sept.	Oct.
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
1	2 58	4 52	5 34	7 19	8 51	8 57
2	3 57	5 58	6 39	8 22	9 41	9 39
3	5 4	7 3	7 44	9 20	10 24	10 18
4	6 16	8 5	8 45	10 10	11 1	10 54
5	7 20	9 3	9 41	10 52	11 34	11 29
6	8 19	9 55	10 30	11 27	.. ..	.. ..
7	9 15	10 42	11 12	.. ..	0 17	0 19
8	10 8	11 26	11 50	0 10	0 49	0 57
9	10 58	.. ..	.. ..	0 45	1 23	1 38
10	11 43	0 17	0 34	1 18	1 59	2 23
11	.. ..	0 57	1 9	1 52	2 39	3 14
12	0 39	1 36	1 45	2 29	3 28	4 31
13	1 21	2 17	2 22	3 10	4 27	5 16
14	2 4	3 0	3 2	3 57	5 33	6 27
15	2 49	3 46	3 47	4 53	6 42	7 34
16	3 36	4 36	4 36	5 54	7 52	8 35
17	4 26	5 29	5 31	7 1	8 55	9 30
18	5 20	6 23	6 32	8 8	9 52	10 21
19	6 16	7 16	7 35	9 12	10 43	11 10
20	7 12	8 8	8 35	10 11	11 32	11 57
21	8 4	8 59	9 32	11 3	.. ..	0 26
22	8 51	9 50	10 27	11 52	0 45	1 12
23	9 35	10 40	11 20	0 14	1 33	1 59
24	10 18	11 31	.. ..	1 3	2 22	2 48
25	11 2	.. ..	0 29	1 53	3 13	3 39
26	11 48	0 45	1 22	2 45	4 8	4 33
27	0 7	1 39	2 15	3 41	5 7	5 30
28	0 57	2 34	3 9	4 38	6 10	6 27
29	1 50	3 31	4 6	5 39	7 12	7 21
30	2 46	4 31	5 8	6 45	8 8	8 10
31	3 47	.. ..	6 13	7 51	.. ..	8 56

Time of High Water

At Various Points on the St. John and Kennebecasis Rivers.

Calculated from time of High Water in St. John Harbor.

Oct. h. m.	Distance from Indiantown.	Name of Place.	H. W. later than H. W. in St. John Harbor.		Intermed'te Points.
			h.	m.	
	0	Indiantown	2	4	} To column 3 add 3 minutes per mile.
	6	Millidgeville	2	30	
	14	Rothsay ..	2	57	
	20	Gondola Point	3	15	
	10	Westfield	2	29	
	17	Pitt's Landing (Devil's Back)	2	50	} To column 3 add 5 minutes per mile.
	25	Oak Point.....	3	15	
	29	Mouth of Bellisle (Palmer's Point).....	3	40	
	33	Hampstead	4	6	
	37	Mouth of Washademoak....	4	31	
	42	Slipp's Wharf.....	5	3	
	48	Gagetown.....	5	40	
	50	Jemseg, mouth of Grand Lake.....	5	52	
	56	Charles Gunter's.....	6	25	
	60	Upper Gagetown	6	46	
	64	Sheffield.....	7	10	
	71	Maugerville ..	7	48	
	73	Oromocto.....	7	57	
	83	Fredericton.....	8	45	
	90	Springhill.....	9	20	

Low water in St. John harbor is, on an average, 6 hours 15 minutes after high water ; but from Westfield to Gagetown low water averages 6 hours 39 minutes after high water at those places ; while at Fredericton low water is 7 hours 4 minutes after high water there.

Light Houses.

RIVER ST. JOHN.

GREEN HEAD.—Fixed white light, visible 10 miles; white, square, wood tower.

SAND POINT.—Low shore, east side of river; fixed white light, visible 10 miles; lantern on a mast with white shed at base, all elevated on open framework.

BELYEA'S POINT.—On Nathaniel Belyea's Point, west side of river; fixed white light, visible 11 miles; white, square, wood tower; to guide clear to Purdy's Shoal.

WILLIAMS' LANDING.—Near outer end of public wharf; fixed white light, visible 10 miles; lantern on a mast; to guide through Long Reach.

OAK POINT.—Low land west side of river; fixed white light, visible 10 miles; lantern on mast, with white shed at base, all elevated on open framework.

FLEWELLING'S LANDING.—West side of river, Greenwich; fixed red light, visible 5 miles; lantern on a white mast, shows from northeast round through east to southwest.

BELLEISLE PUBLIC LANDING RANGE.—Front light at landing at head of dredged channel; fixed white, visible 5 miles; lantern on a mast. Back light 160 feet north by east three-quarter east from front; fixed red light, visible two miles; lantern hung on end of Israel Noble's dwelling, which is white square wood. Lights visible between the bearings of northeast through north to southwest; in range show centre of dredged channel north by east three-quarter east; at outer end of channel a black can buoy is moored, and sides are balized.

PALMER'S LANDING.—On the outer end of new government wharf; fixed white light, visible 11 miles; white, square, wood.

GAGETOWN.—West side of river ; fixed white light, visible 8 miles ; white, square, wood tower, lantern red, on cribwork pier ; to guide vessels between Jemseg and Musquash Island, and to show turn in river at Buzzas.

JEMSEG.—On south side lower Jemseg entrance ; fixed red light, visible 3 miles ; mast with white shed, brown roof, at base, on white timber pier ; light shows from southwest round by west to northeast.

BRIDGES POINT.—On east side of river, opposite foot of Mauger Island ; fixed white light, visible 12 miles ; white, square, wood tower, with lantern roof red ; to guide vessels through the channel on east side of Gilbert or Mauger Island.

OROMOCTO.—About 400 yards southeast from head of public wharf ; fixed white light, visible 10 miles ; white, square, wood tower on cribwork pier, lantern red.

WILMOT BLUFF.—West side of river ; fixed white light, visible 10 miles ; lantern on mast, with white shed at base, elevated on open framework.

WASHADEMOK LAKE.

MUSQUASH ISLAND.—Fixed white light, visible 10 miles.

HENDRY FARM.—Fixed white light, visible 10 miles. In coming down, these two lights to be kept in range until opposite northwest end of Hog Island, whence a southerly course to be kept to the foot of Musquash Island. In going up, the two lights to be brought in range opposite northwest end of Hog Island, and kept in range until within half a mile of the light on Hendry Farm.

GRAND LAKE.

Cox's POINT.—Fixed white light, visible 10 miles ; white, square wood tower.

MCMANN'S POINT.—Fixed white light, visible 10 miles ; white, square, wood tower.

ROBERTSON'S POINT.—Fixed white light, visible 10 miles ; white, square, wood tower.

FANJOY'S POINT.—Fixed white light, visible 10 miles ; white, square, wood tower.

ADMIRALTY KNOTS AND STATUTE MILES.

The circumference of the earth is divided into 360 degrees, each degree containing 60 knots or nautical miles, consequently the circumference of the earth—viz. 131,385,456 feet—divided by (360 × 60 =) 21,600 gives the length of a knot, viz. 6,082·66 feet, which is generally considered the standard, except by the Admiralty. The Admiralty knot is = 6,080 feet ; the statute mile being = 5,280 feet.

Knots.	Miles.	Knots.	Miles.	Knots.	Miles.
1	1·1515	10	11·5151	18	20·7272
2	2·3030	11	12·6666	19	21·8787
3	3·4545	12	13·8181	20	23·0303
4	4·6060	13	14·9696	21	24·1818
5	5·7575	14	16·1212	22	25·3333
6	6·9090	15	17·2727	23	26·4848
7	8·0606	16	18·4242	24	27·6363
8	9·2121	17	19·5757	25	28·7878
9	10·3636				

COMPARATIVE WEIGHTS OF LEAD AND IRON.

A cubic foot of Lead weighs 710 pounds.

“ “ Cast Iron weighs 450 pounds.

“ “ Water “ 62 “

A gallon of Water “ 10 “

10 miles ;

les ; white,

ILES.

60 degrees,

les, conse-

,456 feet—

knot, viz.

andard, ex-

,080 feet ;

Miles.

20·7272

21·8787

23·0303

24·1818

25·3333

26·4848

27·6363

28·7878

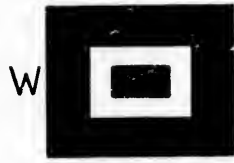
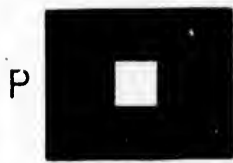
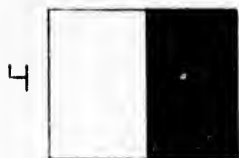
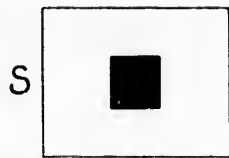
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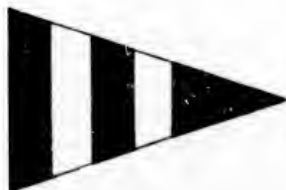
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CODE SIGNALS



ANSWERING
PENNANT



Signal Code

OF THE

Royal Kennebecasis Yacht Club.

For convenience of reference the signals in this code are arranged as follows :

Racing and Squadron signals (one and two letters).

General signals (three letters, H B J to N H W).

Names of places (three letters, all beginning with P).

Squadron Call List—

Sailing Yachts (three letters, all beginning with W).

Steam Yachts (three letters, all beginning with T).

RACING SIGNALS.

All Signals to be made from the Signal Gaff on the Inner Range Flag Staff.

The following Signals shall be used in relation to starting, finishing and change of the races.

H J	Yachts will sail over "D" course.	Course.
H M	Yachts will sail over half "D" course, finishing after passing Indian Island buoy.	

H N Yachts will sail over " C " course.
 H P Yachts will sail over " A " course.
 H S Captains will report to the officers of the day at once to discuss change of programme.

Starting. S Will be hoisted fifteen minutes before start of first race.

W Will be hoisted fifteen minutes before start of second race.

T Will be hoisted fifteen minutes before start of third race.

Each of these signals to be followed ten minutes later by the Blue Peter, as specified in No. X of the Sailing Regulations.

J H The start is postponed half an hour.

J M " " an hour.

J N " " two hours.

B H M The race is postponed until another day.

Recall
Signal.

If any yacht should cross the line before the starting signal is given she shall be recalled by displaying her number or signal letters.

Finishing.

B H J If the officers of the day terminate a race at the expiration of any round, they shall signify the same by displaying the signal B H J before the leading yacht completes same round.

One gun, for each prize, shall be fired for a like number of yachts first crossing the finishing line.

SQUADRON SIGNALS.

For Yacht Call Letters see Squadron List.

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

Yachts will commence to execute an order immediately on the signal ordering it being hauled down.

B	Repair on board, all hands.	Preparatory.
H	Boats recall.	
J	Prepare to get under way.	
M	Get under way.	
N	Yes.	
P	No.	
B H	Commodore.	Officers' Code.
B J	Vice-Commodore.	
B M	Rear-Commodore.	
B N	Secretary.	
B P	Treasurer.	
B S	Measurers.	
B T	Chaplain.	
B W	Fleet Captain.	
M B	Fleet Surgeon.	
M H	Captain (owner).	
M J	Sailing Master.	
M N	Steward Wanted.	
M P	Sailing Committee Wanted.	
M S	Judges Wanted.	
M T	Company.	
M W	Ladies.	

Squadron Evolutions and Sailing Orders.	N B	Anchor without regard to order of sailing.
	N H	Anchor as near the flag ship as possible.
	N J	Commodore will lead, other vessels follow.
	N M	Follow in succession in wake of leading vessel.
	N P	Tack in succession in wake of leading vessel.
	N S	Tack altogether.
	N T	Wear altogether.
	N W	Wear in succession in wake of leading vessel.
	P B	Haul by the wind on starbord tack.
	P H	Haul by the wind on port tack.
	P J	Leading vessel shorten sail.
	P M	Leading vessel lay to.
	P N	Close more the order of sailing.
	P S	Fleet shorten sail.
P T	Fleet lay to.	
P W	Disregard all particular order of sailing.	
S B	Sail direct for——.	
S H	Make nearest harbor.	
S J	Prepare to get under way at——.	
S M	Sail on course to be designated.	
S N	All captains (owners) come aboard.	
S P	All hands come aboard.	
S T	Put about.	
S W	Dress ship.	
T B	Fire a gun.	
T H	Squadron will pass in review to leeward of flagship.	
T J	When ready to sail, report by flying signal—" We are ready."	

T M	All hands report at Club House.	Report.
T N	Are you ready ?	Readiness.
T P	We are ready.	
T S	Signals do not blow out clear.	Signals.
T W	Repeat your signals. Not understood.	
W B	An error in signals. We will repeat.	

GENERAL SIGNALS.

H B J	Will you come aboard ?	Aboard.
H B M	Do you wish me to come aboard ?	
H B N	Have you met with an accident ?	Accident.
H B P	We have met with an accident.	
H B S	We are aground.	
H B T	The accident is not serious.	
H B W	Where shall we anchor ?	Anchor.
H J B	Do you wish to anchor before dark ?	
H J M	We wish to anchor before dark.	
H J N	Anchor near us.	
H J P	Is the anchorage good ?	
H J S	The anchorage is bad ; do not come.	
H J T	Keep near the shore.	Shore.
H J W	Keep clear of the shore.	
H M B	Are you going ashore ?	Ashore.
H M J	We are going ashore.	
H M N	Will you go ashore in our boat ?	
H M P	There are letters for you ashore,	
H M S	There are some friends of yours ashore.	

- Assistance.** H M T Are you in need of assistance?
H M W We are in need of assistance.
- Buoy.** H N B Leave the buoy (or beacon) to starboard.
H N J Leave the buoy (or beacon) to port.
- Communi-
cation.** H N M Come nearer; we have important com-
munication.
- Course.** H N P Are we on a safe course?
H N S What is the proper course?
H N T Keep your present course.
H N W North.
H P B North-east.
H P J East.
H P M South-east.
H P N South.
H P S South-west.
H P T West.
H P W North-west.
- Danger.** H S B You are standing into danger.
H S J You are in a dangerous position.
- Ensign.** H S M Show your ensign.
- Harbour.** H S N What harbour are you from?
H S P To what harbour are you bound?
H S T What harbour will you make to-night?
H S W What is the nearest good harbour?
- Distress.** H T B We saw (or see) a yacht (boat) in dis-
tress at or near——.
- Weather.** H T J Will we have good weather?
H T M We look for bad weather.

H T N We expect fair weather.

H T P Light winds or a calm.

H T S Storm coming ; better make harbor.

H T W What weather to-night ?

H W B We welcome you.

Salutations.

H W J Bon voyage.

H W M Congratulations extended.

H W N We cannot salute you with a gun ; out
of powder.

H W P Board.

H W S Ashore.

H W T Shall we put about ?

J B H Shall we fire a gun ?

J B M Shall we dress ship ?

J B N We will send a boat for you (or them).

Boat.

J B P Shall we send you a boat ?

J B S We have no boat.

J B T Can you send us a boat ?

J B W Will you let your boat set us ashore ?

J H B What depth of water at — — ?

Depth of
Water

J H M What depth of water have you ?

J H N Not enough water for your draught.

J H P Not enough water for our draught.

J H S Keep your lead going.

J H T Look out for shoals (or bar).

J H W Plenty of water for all.

J M B When do you sail ?

Sailing.

J M H Where will you sail for ?

J M N We will sail at ——— and for ———

J M P Will you meet us at ——— ?

- J M S What yachts will accompany us to —— ?
 J M T Will you accompany us to —— ?
 J M W We will accompany you.
 J N B Keep well to windward.
- Steam.** J N H We want a steamer.
 J N M We want a tug or tow.
 J N P Shall we give you a tow !
- Social.** J N S Bring your company aboard.
 J N T We have company.
 J N W We expect company.
 J P B May we visit you ?
 J P H Will you dine with us ?
 J P M We have dined.
 J P N Will you meet us at (or aboard the) —— ?
- Regattas.** J P S Will you sail in regatta ?
 J P T Will you sail over the course ?
 J P W We will go in the race.
 J S B We will not go in the race.
 J S H What yacht ahead in class —— ?
- Landing.** J S M Will you land at —— ?
 J S N We shall land at —— ?
- Descriptive.** J S P Good.
 J S T Bad.
 J S W A success (I won).
 J T B A failure (I lost).
- Health.** J T H All well.
 J T M We hope you are all well.
 J T N Sea-sickness prevalent.
 J T P Man sick.
 J T S Surgeon wanted.

- to — — ?
 — ?
- J T W Fishing. Sport.
 J W B Shooting.
 J W H Is fishing good ?
 J W M Is shooting good.
 J W N Can you loan us fishing tackle, etc ?
- J W P Most of our crew absent. Absence.
 J W S — — — absent.
- J W T We cannot sail to-day. In General.
 M B H Throw them (it) overboard.
 M B J Excuse us. Cleaning ship.
 M B N Will you go on our yacht.
 M B P We have news for you.
 M B S Have you late papers or mail ?
 M B T Where will you meet us ?
 M B W We (I) will meet you at — — —.
 M H B Have you seen or heard from — — ?
 M H J Come close ; we must speak to you.
 M H N Where is he ? (Where are they ?)
 M H P When will he (they) return ?
 M H S Report us home.
 M H T Report us home by telegraph.
 M H W It is time.
 M J B Shall we stand on or make harbour ?
 M J H Stand on.
 M J N Make harbour.
 M J P When will the race come off ?
 M J S Excuse us ; will explain later.
 M J T Do not know.
 M J W What yacht is that ?
 M N B Come closer we want to photograph you.

ne) — — ?

— ?

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

Dates,
 Numbers, etc.

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

M W P 4.
 M W S 5.
 M W T 6.
 N B H 7.
 M B J 8.
 N B M 9.
 N B P 0.
 N B S 00.
 N B T Miles.
 N B W Fathoms.
 N H B Hours.
 N H J Nowhere.
 N H M When ?
 N H P How far to ——— ?
 N H S Where ?
 N H T Who ? (which) ?
 N H W Soon.

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

P B H St. John.
 P B J Indiantown.
 P B M Club House.
 P B N Drury's Cove.
 F B S Rothesay.
 P B T Gondola Point.
 P B W Chapel Grove.
 P H B Bayswater.

- P H J Brandy Point.
 P H M Sand Point (main river).
 P H N Westfield.
 P H S Woodman's Point.
 P H T Day's Landing.
 P H W Watters' Landing.
 P J B Brown's Flats.
 P J H Cedars.
 P J M Oak Point.
 P J N Belleisle.
 P J S Evandale.
 P J T Hampstead.
 P J W Mouth of Washademoak Lake.
 P M B McDonald's Point (Washademoak)
 P M H The Narrows "
 P M J Mouth of the Otnabog.
 P M N Musquash Island.
 P M S Scovils.
 P M T Gagetown.
 P M W Grimross Canal.
 P N B Mouth of Jemseg.
 P N H Douglas Harbor (Grand Lake)
 P N J Cumberland Bay "
 P N M Upper Gagetown.
 P N S Sheffield.
 P N T Oromocto.
 P N W Sewell's Booms.
 P S B Fredericton,

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