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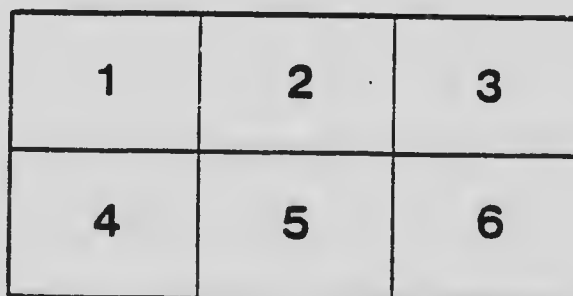
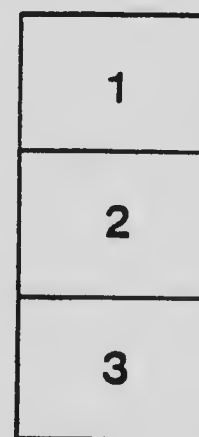
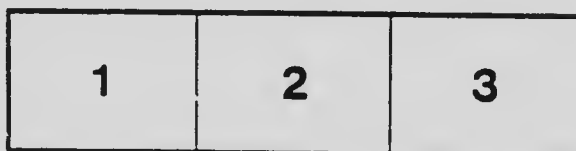
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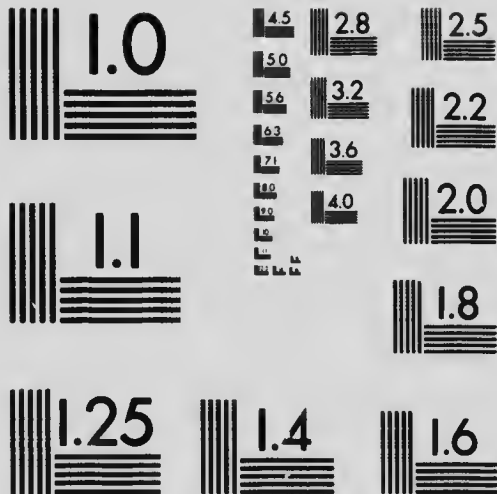
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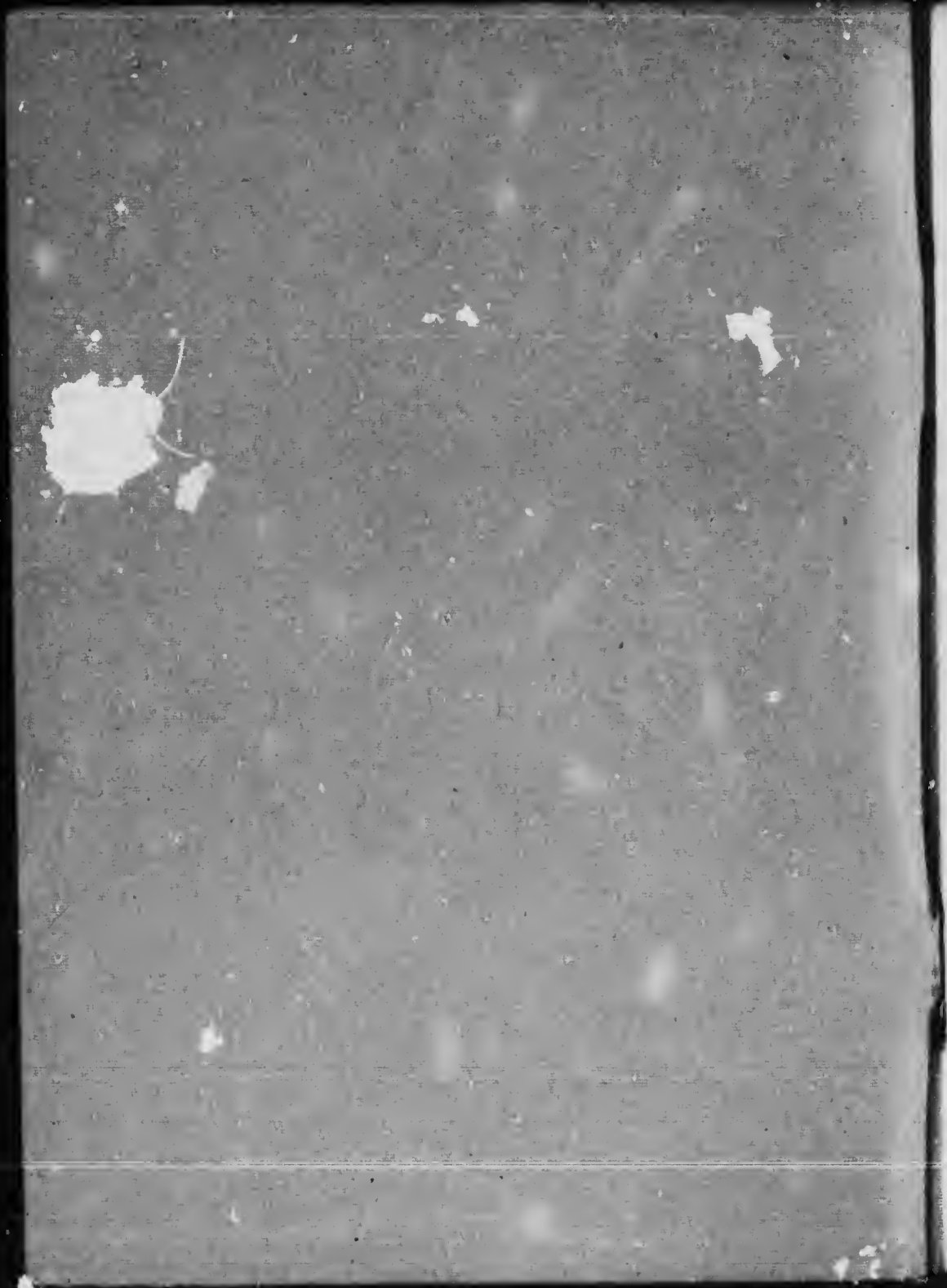
Pamph
1903
no. 64

LAKE
SAILING SKIFF
ASSOCIATION.

Constitution and . . .
Sailing Regulations.

1903.

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CONSTITUTION

AND

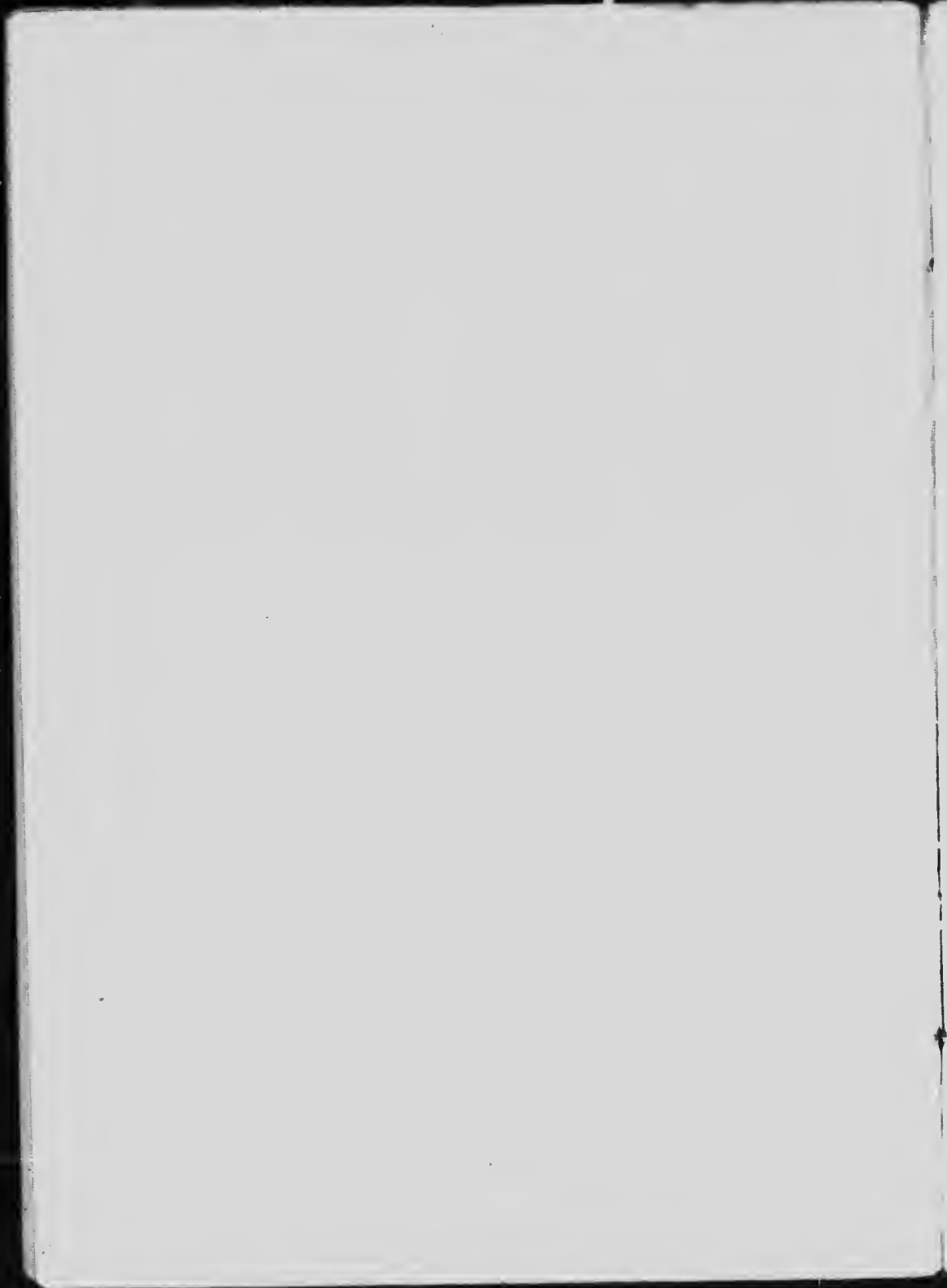
SAILING REGULATIONS

OF THE

Lake Sailing Skiff
Association

AND

Descriptive Plan for
Measurements.



Lake Sailing Skiff Association.

OFFICERS FOR 1903.

PRESIDENT.

G. F. BIRELY,
of Royal Hamilton Yacht Club.

VICE-PRESIDENT.

RICHARD SLEE,
of Queen City Yacht Club.

SECRETARY-TREASURER.

HENRY F. DARRELL,
of Royal Canadian Yacht Club.

EXECUTIVE COMMITTEE,

Members and

R. T. MACKEL	R. C. Y. Club.
JOHN MORRIS.	R. H. Y. Club.
F. WEIR, - - -	V. Y. Club.
H. SWEETLOVE	Q. C. Y. Club.
T. A. E. WORLI	R. T. S. S. Club.
G. N. PARRING	N. Y. & S. Club.

SECRETARY'S ADDRESS,

74 COLBORNE STREET,

TORONTO.

Lake Sailing Skiff Association.

Pamph
1903
no 64



1903.

COMPOSED OF

- | | | |
|-----------------------------------|-------|-----------|
| Royal Canadian Yacht Club, | . . . | Toronto. |
| Royal Hamilton Yacht Club, | . . . | Hamilton. |
| Victoria Yacht Club, | . . . | Hamilton. |
| Queen City Yacht Club, | . . . | Toronto. |
| Royal Toronto Sailing Skiff Club, | . . . | Toronto. |
| National Yacht and Skiff Club, | . . . | Toronto. |
| Parkdale Sailing Club, | . . . | Parkdale. |

CONSTITUTION.

ARTICLE I.

NAME.

The Association shall be known as THE LAKE SAILING SKIFF ASSOCIATION.

ARTICLE II.

OBJECTS.

The objects of the Association shall be to encourage Sailing Skiff and Small Yacht Building and Racing, and to establish and enforce uniform Rules for the government of all Races in which the Sailing Skiffs and small Yachts of two or more Clubs compete.

ARTICLE III.

MEMBERSHIP.

SEC. 1. Any Sailing Skiff or Yacht Club on the Lakes in good standing, having 15 members and five Skiffs of fourteen feet load water line and upwards, shall be eligible for membership.

SEC. 2. Application for membership must be made in writing to the Honorary Secretary-Treasurer of the Association, must be signed by the Commodore or Vice-Commodore and by the Secretary of the Club applying, and must contain a correct list of the Sailing Skiffs and their owners, of such Clubs. The Executive Committee of the Association shall decide upon such application, and their decision shall be final.

ARTICLE IV.

EXECUTIVE COMMITTEE.

The officers of the Association shall be a President, Vice-President and Honorary Secretary-Treasurer, who with a committee of one from each Club, exclusive of President and Hon. Secretary-Treasurer, who have been chosen, shall constitute the Executive Committee of the Association. The Executive Committee for each year shall be elected at the Annual General Meeting by ballot, and they shall have power to fill any vacancies which may occur in their number between two annual meetings.

ARTICLE V.

DUTIES OF EXECUTIVE COMMITTEE.

SEC. 1 *President*—The President shall preside at all meetings and enforce all the regulations of the Association.

SEC. 2. *Vice-President*—The Vice-President shall assist the President in the discharge of his duties, and in his absence officiate in his stead.

SEC. 3. *Honorary Secretary-Treasurer*—The Honorary Secretary-Treasurer shall keep a true record of the proceedings of all meetings of the Association and of the Executive Committee in a book provided for that purpose; shall keep a correct roll of all the Clubs and delegates; shall keep the Sailing Skiff and small Yacht Register provided for by Article XI, Section 2; shall keep a full record, including names of starters, and times of start and finish, with corrected times and names of winners of each Race held under the auspices of the Association in a book pro-

vided for that purpose : shall notify the Secretary of each Club of its election to membership, and of every General Meeting of the Association, and of the purposes for which it is called, and shall notify the members of the Executive Committee of each meeting of that Body. He shall conduct all correspondence, collect all assessments and other moneys due the Association, and pay all bills contracted by it, keeping a correct account of the same in a book provided for the purpose. He shall make a detailed report at each Annual General Meeting, of all the receipts and expenditures of the Association, and of the amount of money remaining in his hands.

SEC. 4. *Executive Committee*—The Executive Committee shall act as a Membership Committee, shall establish and enforce penalties for the infringement of this Constitution and of the Sailing Regulations of the Association, and shall settle any dispute which may be referred to them, and shall hold office until their successors have been elected.

ARTICLE VI.

REPRESENTATION.

SEC. 1 Clubs belonging to the Association, or any Club joining the Association under Article III, shall be represented at any General Meeting by two delegates exclusive of President and Secretary, and shall as far as practicable, be chosen from active Skiff Sailors or Yachtsmen.

SEC. 2. Delegates may be represented and vote by proxy duly authorized in writing.

ARTICLE VII.

MEETINGS.

SEC. 1. The Annual General Meeting shall be held on the Third Saturday in October, at such place as may have been decided upon at the last General Meeting of the Association.

SEC. 2. All Annual General Meetings of the Association shall be called by notice in writing sent to the Secretaries of all Clubs belonging to the Association, at least four weeks beforehand, and containing a summary of the business to come before the meeting.

SEC. 3. A Special General Meeting may be held at any time upon the Requisition of any two Clubs of the Association, signed by the Commodore, Vice-Commodore and Secretaries of such Clubs, and stating the object of such meeting. Such requisition shall be sent to the Honorary Secretary-Treasurer of the Association, who shall call such meeting for a date within one month of the time he receives it. Three weeks notice must be given, and only the business for which the meeting is called shall be transacted.

SEC. 4. The business of the Executive Committee shall be carried on as far as possible by correspondence but they shall meet at the call of the President, at such place as he may direct, as often as may be considered necessary. Notice in writing of every such meeting shall be sent to each member of the Executive Committee at least one week beforehand, and three shall be the quorum necessary for the transaction of business.

ARTICLE VIII.

SUBSCRIPTION.

Funds for defraying the current expenses of the Association shall be raised by an annual subscription from each Club of five dollars, which shall be due and payable in advance, and the financial year shall begin at the date of the Annual Meeting. No assessment other than that mentioned in Rule I of the Sailing Regulations shall be levied, except by a two-thirds vote of all the members of the Executive Committee present at a meeting called for that purpose.

ARTICLE IX.

RESIGNATIONS AND EXPULSIONS.

The membership of any Club in the Association shall be forfeited by voluntary withdrawal, by disbandment, or by an unanimous vote of all the other Clubs of the Association at an Annual or a General Meeting specially called for the purpose, of which due notice must be given in writing, at which such Club shall have an opportunity of being heard in its own defence.

ARTICLE X.

CONSTITUTION AND SAILING REGULATIONS.

Each Club shall be furnished with a copy of this Constitution, and of the Sailing Regulations, and shall be bound thereby, and in case of infringement thereof by any Club, such Club shall be liable to expulsion from the Association, in the manner provided by article IX.

ARTICLE XI.

SAILING SKIFFS.

SEC. 1. No skiff or small Yacht shall be allowed to enter in any Race given under the auspices of the Association unless she is qualified in Club, to which her owner or part-owner or owners belong.

SEC. 2. A correct register of all Sailing Skiffs so owned shall be kept by the Honorary Secretary-Treasurer which register shall contain the name, class, rig, ownership, and so far as possible, complete measurements of all such Sailing Skiffs and small Yachts : and each Sailing Skiff and small Yacht shall be allotted a number under which she shall be registered and which shall be her distinguishing number in all Races held under the auspices of the Association.

ARTICLE XII.

AMENDMENTS.

The Constitution or the Sailing Regulations may be amended by a two-thirds vote of those delegates present in person or by proxy at any Annual General Meeting of the Association ; provided, however, that notice of any such proposed amendments be given to the Honorary Secretary-Treasurer in writing at least five weeks before hand, and that the notice of such meeting shall have contained any such proposed amendments in full.

ARTICLE XIII.

SEC. 1. No Club which is in arrears for any assessment shall be entitled to be represented at any meet-

ing of the Association, nor shall any of its Fleet be allowed to compete in any Race held under the auspices of the Association.

SEC. 2. No Sailing Skiff or small Yacht, the owner or representative of which is not in good standing in the Club to which he is supposed to belong, shall be entitled to compete in any Race held under the auspices of the Association.

CORINTHIANISM.

Corinthianism in yachting is that attribute which represents participation for sport as distinct from gain, and which also involves the acquirement of nautical experience through the love of sport rather than through necessity or hope of gain, in this respect the following general definition is given:—"No person who follows the sea as a means of livelihood, or who has accepted remuneration for services rendered in handling or serving on a yacht or skiff, or who is a professional boat-builder, shall be considered a Corinthian yachtsman, or shall be eligible to steer a boat in any races held under the auspices of this Association."

SAILING REGULATIONS.

ARTICLE 1.

MANAGEMENT OF RACES.

SEC. 1. The arrangement for and management of all Races held under the auspices of the Association shall be in the hands of the Club holding the same.

SEC. 2. The Executive Committee may, however, at least one month prior to the first Race of the Annual Circuit, appoint an officer, at such remuneration as they may think fit, whose duty it shall be to attend all Regattas held under the auspices of the Association, and (under the direction of the officers of the Club giving the Regatta) superintend the laying and logging of courses and laying of buoys, calculate the time allowance in the different classes, see that the guns are fired at the proper times, and with the assistance of two properly qualified officers, who shall be appointed by the Club giving the Regatta, take the times of the competing skiffs at the finish, correct the same, and generally do such

work in connection with the management of the Regattas as may reasonably be required of him. He shall also keep a record of the names and times of the starters in each Race, and after the close of each Circuit shall send such record to the Honorary Secretary-Treasurer of the Association. He shall also, on orders of Executive, measure any boats competing.

SEC. 3. The Executive Committee shall have power to levy an assessment on each Club of the Association, sufficient in the whole to pay the expenses incurred by the employment of such officer.

SEC. 4. "Any dispute or protest which may arise among skiffs taking part in any such race shall be decided by the Sailing Committee of the club holding it. Should the member protesting or protested think such decision unfair he shall have the right of appeal to the Executive of the Association by giving notice of appeal in writing to the Hon. Secretary-Treasurer within one week after the decision appealed from. The decision of the Executive shall be final on any question that may be brought before them. The member appealing shall at the time of making his appeal deposit five dollars with the Hon. Secretary-Treasurer of the Association, which amount, if the appeal be unsuccessful, shall be forfeited to the Association."

SEC. 5. No member of any Sailing Committee, nor of the Executive Committee, shall take part in the decision upon any dispute or protest in which he is directly interested.

ARTICLE II.

DEFINITION OF A SKIFF OR SMALL YACHT.

SEC. 1. A Sailing Skiff or Small Yacht shall not be more than 18 feet corrected length, and shall carry no "hiking board" or ballast except centre board, which shall not weigh more than 150 pounds for the first class, or 100 pounds for the second and third classes.

The First Class not to exceed 25 feet over all, with a minimum beam of six feet.

Second Class not to exceed 24 feet over all, with a minimum beam of 5 feet 2 inches, and sail area not to exceed 330 square feet.

*The placing of rudder in above classes will be optional.

Third class not to exceed 17 feet over all, with a minimum beam of 4 feet. Rudders in this class to be hung "OUT BOARD" and sail area not to exceed 250 square feet.

SEC. 2. No skiff shall be allowed to compete unless she is sufficiently buoyant in case of capsizing to float boat centreboard, crew and ballast.

SEC. 3. A Skiff or Boat having once sailed as a Yacht, except as hereinafter provided, shall not be permitted to sail as a skiff.

ARTICLE III.

MEASUREMENT.

SEC. 1. The measurement of Skiffs shall be of load water line and sail area according to the following formula :

$$\frac{L. W. L. + \sqrt{\text{Sail Area}}}{2} \text{ Racing Length.}$$

"Length to be measured from the forward side of stem at the load water line to the load water line at stern, wherever found, exclusive of any part of the rudder. Boat to have full canvas and centreboard and 300 pounds dead weight placed midway between the fore and aft ends of the light water line when measured. Boat to stand on an even keel, and properly trimmed as far as possible, when measured."

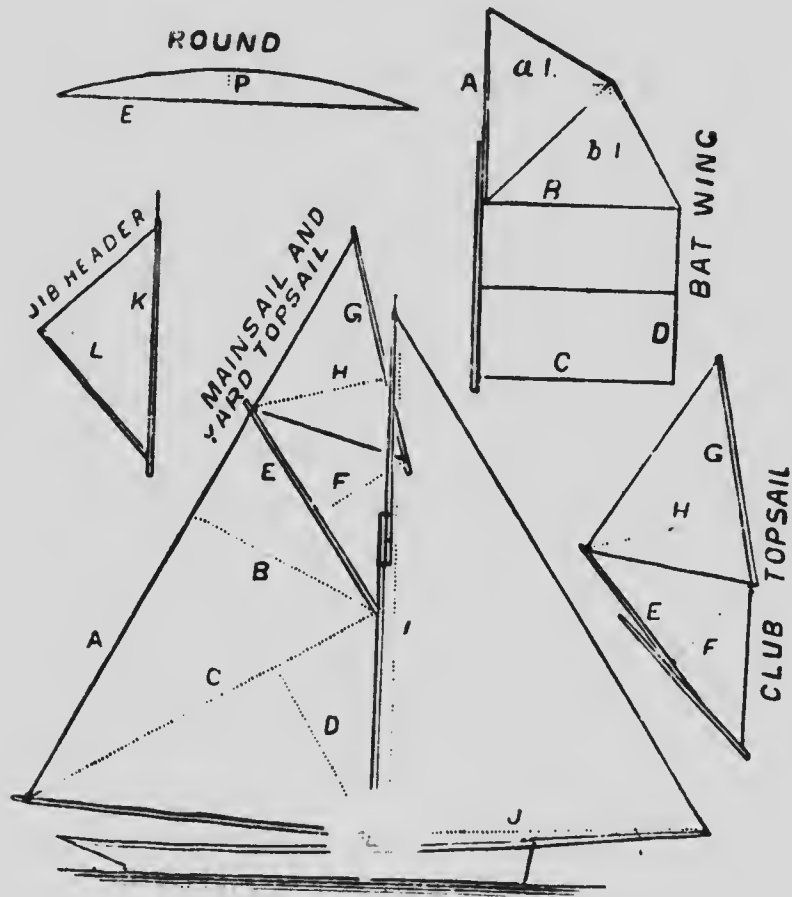
NOTE.—Boats built prior to October 19th, 1901, are to be measured according to old measurement rule.

The winning boat in each Association race to be measured as soon as possible after the race.

The President has power to appoint two measurers from the Executive Committee whenever necessary.

SEC. 2. There shall be no time allowance allowed in any of the different classes sailing under these rules, except as hereinafter provided.

The sail area to be ascertained as follows :



MAINSAIL.

A—Measured from the top of the boom at end to the under side of the gaff at end; any extension of gaff or boom to be considered part of the gaff or boom and to be extended when measured to its full limit.

B—Perpendicular measurement to under side of gaff close in to the mast.

C—Measured from top of boom at end, or any extension thereof, when extended to its full limit to under side of gaff close in to the mast.

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

HEAD SAILS.

I—Measured from the main boom goose-neck to the shoulder of topmast, in cases where no sails are attached to the topmast stay or pole stay, the measurement to be taken from the main boom goose-neck to the pin of the highest sheave in or on the topmast or pole, or to the pin of the sheave of any block secured to the topmast or pole, and used in either case for head sail or spinnaker. In case of a schooner which has no fore-topmast, but has a main spinnaker, the perpendicular for the fore-triangle shall be measured from the main boom goose-neck to the shoulder of main topmast or pin of highest sheave or block used for spinnaker.

J—Measured from the fore side of mast to top of cranse iron or bowsprit end, or where bowsprit is cut by line of topmast stay or pole stay; or, in cases where no sail or sails are attached to the stay, the measurement to be taken from the fore side of the mast to the pin of the sheave for jib outhaul, but the inboard end of spinnaker boom must not be carried forward of place where measured.

In all cases if the distance from the centre fore and aft line of the mast to the outer end of spinnaker boom (when shipped in its place and square to the keel), exceeds the distance from the fore side of the mast to the cranse iron on the bowsprit end (where cut by the line of top-mast stay), or pin of sheave for jib onthaul as the case may be, the excess shall be added to the base of the triangle formed by the head sails, and the area of the head sail to be computed accordingly.

In the case of a skiff having no head sail, but carrying a spinnaker, the area for head sail shall be computed from the length of spinnaker boom and the height from main boom goose-neck to shoulder of topmast, or highest pin in sheave of polemast, as provided for in this rule.

The length of head-stick or head-yard to spinnaker shall not exceed one-twentieth the length of spinnaker boom. Foot yards not allowed on spinnakers.

FORESAIL OF SCHOONERS.

A—Measured from fore side of mainmast (in a line with main boom goose-neck), to under side of gaff at end; any extension of gaff to be considered part of gaff, and to be extended when measured to its full limit.

B—Perpendicular to *A*, measured to under side of gaff close in to the mast.

C—Measured from fore side of mainmast (in a line with main boom goose-neck, to gaff, close in to the mast.

D-- Perpendicular to *C*, measured in to the mast in a line with the top of the fore boom or tack cringle.

AREA OF MAINSAIL.

To find the area of a mainsail :-Multiply *A* by *B* and *C* by *D*, and add the two products together and divide by two.

AREA OF HEAD SAILS.

To find the area of head sails, jib topsail or spinnaker--Multiply *I* by *J* and divide by 2.

AREA OF BAT WING SAILS.

To find the area of bat wing sails :-Multiply *A* by *a*1 and *B* by *b*1, and add the two products together and divide by 2, and multiply *C* by *D*, and add the product to the others. In case the battons *C* are not horizontal or the luff and leech *D* perpendicular, the sections must be divided into triangles and the actual area found therefrom.

Area of Schooner's and Yawl's Sails.

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

Area of Lug Sails and Head Sails.

In the case of a rag-sail, standing lug-sail, or balance lug-sail being carried, the actual area of the same shall be computed ; and if head-sail be also carried, the measurements for computing the area of the same shall be taken from the foreside mast, etc., in

accordance with the method provided in the rule for head sails.

To compute the area bound by the round in the head of a lug-sail, or the foot of a loose-footed main-sail when extending below the boom, (or leach, luff, etc., if extended by battens) multiply the base E by two-thirds of the perpendicular P. (See diagram.)

In cases of disputed measurements, or if the necessary measurements cannot be obtained from the sailmaker, the sails can be measured in the manner following:—Take the length of boom from mast to end, and length of gaff from mast to end (any extension of gaff or boom to be considered part of gaff or boom and to be extended when measured to its full limit), then hoist the sail with the tack fast and set the peak and luff up taut, and let go the topping lifts so that the weight of the boom comes on the leach of the sail. With a line and tape measure the leach and luff and the diagonal *C*. For the head sail measure the height, *I*, and the distance, *J*, as provided for in the section dealing with head sail. For topsail the sail would be hoisted and marked in a line with the gaff; then lowered and the other dimensions taken. From the measurements so taken a sail plan would be made and the areas calculated as described, or areas of triangles calculated by following formula area— $\sqrt{\frac{1}{4}(s-a)(s-b)(s-c)}$ where *a*, *b* and *c* are the sides of triangle, and $s = \frac{1}{2}(a + b + c)$.

SAILS OF UNUSUAL FORM.

If the various methods of measuring sails herein shown do not in the opinion of a measurer, cover the

case, he is to divide the sails into such triangles or figures as will get at accurate results, and a sail plan showing the manner in which the skiff has been measured, giving the different measurements and the points from which they have been taken, shall be furnished by the Club measurer to the owner of every skiff measured by him.

To the square root of the area, as ascertained, add the length as ascertained, and divide by two: the result is the measurement for time allowance.

SEC. 3. That in case skiffs of different classes should be competing for a challenge cup or trophy together, that the maximum racing length in each class be allowed for such an event.

SEC. 4. Each skiff shall be entitled to sail in her own class and no other.

SEC. 5. All boats in Association shall have their garboard streaks and keel the lowest point in the boat, and there shall be but one keel.

PLANKING, ETC.

SEC. 6. Planking, Ribbing, and Freeboard for different classes to be as follows:

18 ft. or First Class, minimum of planking $\frac{1}{2}$ "
16 ft. or Second Class, minimum of planking $\frac{3}{4}$ "
14 ft. or Dinghy, minimum of planking $\frac{3}{4}$ "

MINIMUM OF RIBBING.

First Class, 1 16" square to foot.
Second Class 1" square to foot.
Dinghy, $\frac{3}{4}$ " square to foot.

FREE BOARD.

First Class, no restriction.

Second Class, 12" minimum.

Dinghy, 9" minimum.

ARTICLE IV.

CLASSIFICATION.

Skiffs or Small Yachts shall be classified according to their corrected racing lengths as follows :--

1st Class of not less than 16 ft. up to and including 18 ft.

Existing boats up to and including 20 feet, which have previously sailed in Association Races, will be permitted to sail in this class.

2nd Class 16 feet and under.

3rd Class, Dinghy 14 feet.

SPECIAL BALLASTED CLASS.

Boats in this Class must conform to the following regulations :--

They must carry at least 600 pounds of ballast, either in the form of a fixed keel, loaded centre board interior ballast or any combination.

Weights of metal centre board or steel fin to be included in this weight. Centre boards weighing more than 200 lbs. must not at any point draw more than 4 ft.

They shall be measured with this amount of ballast and 300 pounds for weight of crew aboard, and must not exceed 4 feet draught, except in the case of centre board boats which shall be allowed to draw 6 feet, provided the centre board does not weigh more than 200 pounds.

DIMENSIONS.

Length overall not to exceed	25 ft. 6 inches.
Length on waterline not to exceed	16 ft.
Minimum beam	6 ft.
Minimum freeboard	15 inches.
Sail area not to exceed.	330 sq. ft.
Crew	3 Men

Planking not less than $\frac{1}{2}$ inch thick.

Ribs $1\frac{1}{4}$ inches square to the foot over at least two-thirds the overall length of boat, with a reduction of 20% allowed in size of ribbing at the ends.

ARTICLE V.

CREWS.

Sailing Skiffs and small Yachts.

1st Class shall be allowed to carry 4 men.

2nd Class shall be allowed to carry 3 men.

Dinghy must carry 2 men.

ARTICLE VI.

ENTRIES.

SEC. 1. Entries shall be made with the Secretary of the Club twelve hours at least before the time appointed for starting each Race. Sundays shall not be computed.

SEC. 2. Twenty-four hours at least prior to the first Race in which a skiff may compete in any circuit, its owner or representative shall deposit with the Association Secretary a Certificate in the form following, or to like effect :—

We hereby certify that the owner of the..... rigged skiff (or sail boat if in Special Class)..... is at present a member of the..... Club in good standing, and that the measurements of said in accordance with Articles II and III, are as follows :

Sail Area.....square feet
 Square root of the sail area.....feet
 Centreboard.....lbs
 Beam at widest part..... feet
 Minimum Freeboard..... feet
 Load Water Linefeet
 Racing length.....feet

.....
 Measurer. Secretary.

.....19...

SEC. 3. A Skiff must sail with the same canvass and Centreboard with which she is measured, except with the following proviso:—

Should any change be made in the rig or measurement of a Sailing Skiff during a Circuit, a new certificate shall be deposited with such officer before such boat shall be allowed to compete in any subsequent Race, and should such change be made to enable such Skiff to sail in another class than that in which she has previously sailed in the same circuit, such new certificate and a declaration by the owner that the change is a permanent one for the remainder of the Circuit shall be deposited with such Officer, at least forty-eight hours before such Skiffs shall compete in any subsequent Race.

ARTICLE VII.

FORM OF ENTRY.

SEC. 1. Form of Entry for Sailing Skiffs to be signed by the owner, or his representative, previous to the Race :—

Please to enter the Sailing Skiff.
for the..... Race at..... on the
Her Association Number is..... her rig is
her class is ... class, her racing length, in accordance
with Article III, is... ft. she will carry..... lbs.
centreboard. I will undertake that while sailing
under this entry she will carry only the canvass and
centreboard with which she was measured ; and that
I will obey and be bound by the Sailing Rules of the
Lake Sailing Skiff Association.

Signed this day of..... 19..

Signed.....

SEC. 2.—The foregoing form of entry is binding upon boats of all classes sailing in Races under the auspices of this Association.

SEC. 3.—Should any boat duly entered for a Race not start, or, having started, should she give up or be disabled during the Race, such skiff shall, in the event of the Race being re-sailed, except as according to Article XX, be entitled to start ; but no new entries shall be received under any circumstances whatever for a postponed Race.

ARTICLE VIII.

POSTPONEMENT OF RACES.

The officials of any Club in charge for the day shall

have power with the consent of the Association Officer mentioned in Article I, to postpone any Race or alter any course, or declare it a Race after the first round has been completed, should such a course appear to them desirable. No Race, however, shall be postponed in which one Sailing Skiff shall have sailed once around the course.

ARTICLE IX.

PRIZES.

When a prize has been offered for competition any boat duly entered may claim to sail over the course, and shall be entitled to the prize, subject, however, to Article VI.

ARTICLE X.

DECLARATION THAT THE RULES HAVE BEEN STRICTLY OBSERVED.

Should the Officer in charge of the Race have any reason for thinking that the rules have not been strictly observed by any of the competing Skiffs, he shall have the owner of said Skiff or Skiffs, or his representative, sign a declaration that the Skiffs under his charge has strictly conformed to all the Sailing Regulations, as follows :—

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

Signed.....

Date 19..

ARTICLE XI.

DISTINGUISHING NUMBERS.

Each boat must display her distinguishing number in a conspicuous manner on both sides of the peak of the mainsail, and any mistake arising by any boat not so displaying her number shall be at her own risk. Each number shall be at least eighteen inches in height. Toronto Clubs numbers to be black numbers on white ground. Hamilton Clubs numbers to be red numbers on white ground.

ARTICLE XII.

INSTRUCTIONS.

Every boat entered for a Race, shall at the time of entry, or as soon after as possible, be supplied with written or printed instructions, or said instructions shall be posted in Club giving the Race and a Copy sent to each Club in the Association at least three days before each Race, as to the conditions of the Race, the course to be sailed, marks, etc. Nothing shall be considered as a mark in the course unless specially named as such in these instructions, or in the chart of the course, should one be furnished.

ARTICLE XIII.

SAILS.

There shall be no restrictions as to Sails, or the manner of setting or working them.

ARTICLE XIV.

RUNNING AGROUND.

Any boat running on shore, or foul of a buoy, vessel or other obstruction, may use her anchor to get off.

but may not receive any assistance except from the crew of the vessel fouled. Any anchor so used must be taken on board again before she continues the Race.

ARTICLE XV.

FOULING SKIFFS, MARKS, ETC.

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

ARTICLE XVI.

STARTING.

SEC. 1. The Skiffs shall start from moorings, anchors or under way, as directed by the Sailing Committee. Half an hour before the time of starting a gun shall be fired and a flag hoisted as a signal for the boats of each successive race, in case of a start from anchor or moorings, to take up their stations for the start with head sails down or all sails down, as the Sailing Committee may direct, or, in case the start be a flying one, to approach the starting line.

SEC. 2. Ten minutes before the start, a preparative gun shall be fired, from which moment all competing boats shall be amenable to the Rules of this Association. At the expiration of ten minutes exactly the flag shall be hauled down and a third gun

fired as a signal to start. In the event of different classes starting in succession, not more than ten minutes apart, the starting gun in each class shall be the preparative gun for the next class to start. No time shall be allowed to cross the line.

SEC. 3. In a flying start, if any boat or any part of her hull or spars, be on or across the line before the signal to start is given, she must return and cross the line; a boat so returning, or one working into position from the wrong side of the line after the signal to start has been given, must keep clear of all competing skiffs. Should the gun miss fire, the lowering of the flag shall be the signal to start.

SEC. 4. A Skiff shall be considered as having started or finished a Race when any part of her hull or spars shall have crossed the line.

ARTICLE XVII.

MEANS OF PROPULSION.

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

ARTICLE XVIII.

ANCHORING.

Boats may anchor during a race, but must weigh their anchors again and not slip. No boat shall, during a race, make fast to any buoy, stage or pier, or send an anchor out in a boat, except for the purpose of Article XIV.

ARTICLE XIX.

SOUNDINGS.

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

ARTICLE XX.

CAPSIZE OR MAN OVERBOARD.

In case of a capsize or a man overboard from a competing boat, all other boats in a position to do so shall use their utmost endeavors to render assistance; and if it should appear that any boat was prevented thereby winning the Race, the Committee shall have power to order it to be re-sailed between all boats so prevented and the actual winners.

ARTICLE XXI.

PROTESTS.

Should the owner of any boat, or the person acting as his representative, consider that he has fair grounds for complaint against another for foul sailing, or any violation of these Rules, he must, if it arises during the Race, signify the same in writing and under such regulations (if any) as the Sailing Committee may have determined, within one hour of the arrival of the protesting boat, and shall be heard by the Sailing Committee and decided, after such inquiries as they may consider necessary. They shall also, without a protest, disqualify any boat, should it come to their knowledge that she has committed a breach of these Rules. This article is however subject to Article I, Section 4.

ARTICLE XXII.

REMOVAL OF FLAG BOAT.

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

ARTICLE XXIII.

RIGHT OF WAY.

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

1. On different points of sailing.

A yacht free shall keep clear of one close hauled.

2. On the same point of sailing with the wind on opposite sides.

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

3. On the same point of sailing with the wind on the same side.

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

4. Wind aft.

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

5. *Overtaking.*

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

6. *Definition of overlap.*

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

7. *Altering course.*

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

8. *Luffing.*

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.

9. *Bearing away.*

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

10. *Rights on new courses.*

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

11. *Converging close-hauled.*

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 leeward shall keep clear.

12. Passing and rounding marks.

If an overlap exists between two yachts when both of them without tacking are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between another yacht and the mark, after the latter has altered her helm for the purpose of rounding.

13. Obstruction to sea room.

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 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.

ARTICLE XXIV.

PENALTY FOR DISOBEYING RULES.

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

Should a flagrant breach or infringement of any of these Rules be proved against the owner or the repre-

representative of any skiff, he may be disqualified by the Executive Committee, for such time as they may think fit, from sailing his Skiff in any Race held under the Rules of the Lake Sailing Skiff Association; and should a flagrant breach of these Rules be proved against any Sailing Master he may be disqualified by the Executive Committee, for such time as they may think fit, from sailing in any Race held under the Rules of the Lake Sailing Skiff Association.

ARTICLE XXV.

MEASUREMENT PROTESTS.

The measurement of any Sailing Skiff made by and certified to as being correct by the Measurer, Measuring Committee, or any other authorized person or persons in any Club belonging to the Association, shall be accepted at any Regatta held under the Rules of the Lake Sailing Skiff Association as correct, but subject to protest as hereinafter provided.

The owner of any Sailing Skiff, or his representative, shall, by a letter addressed to the owner of the Sailing Skiff whose measurement he desires to protest, give notice of such desire, at the same time depositing with the Association Officer mentioned in Article I, the sum of \$2.50. The Sailing Skiff protested shall then be measured in the presence of the owner (if he desires it) by the said Officer, and if the measurement appealed from is found to be correct within three-tenths of a foot, the protester shall forfeit his deposit to the Association; and if incorrect or affects the result of the Race, the owner of the Sailing Skiff protested shall forfeit the sum of \$2.50.

CONDITIONS

Under which the Cup presented to the "Lake Sailing Skiff Association" by

FRANK E. WALKER, PRESIDENT,
shall be sailed for.

- 1st. The Cup shall be known as THE FRANK E. WALKER CUP.
- 2nd. The Cup shall be offered as a perpetual Challenge Cup for competition once in each yachting season, on a day to be fixed by the Lake Sailing Skiff Association.
- 3rd. The Cup is for competition for skiffs of 16 foot racing length and under. No boat shall be eligible to sail for this Cup which is under 5 foot 2 inches beam. Owners of boats must present a certificate of measurement from the Club from which the boat is entered, such measurement to be made during the season in which the race is sailed. No time is allowed in competing for this Cup.
- 4th. No person who has followed sailing or boat-building as a profession or trade for a period of three months shall be eligible to sail on any skiff competing for this Cup.
- 5th. The course, when this Cup is sailed for at Hamilton shall be the regular skiff course of the Victoria Yacht Club, when won by a skiff belonging to a Club outside of Hamilton the course shall be designated by the officers of the Lake Sailing Skiff Association at their Annual Meeting.
- 6th. The sailing rules, rules of measurement and other conditions under which the Cup shall be sailed for shall be those in force from time to time in the Lake Sailing Skiff Association so far as they are not antagonistic to the rules and conditions of this gift.
- 7th. No skiff shall be entitled to compete for this Cup unless its owner has been a member of a Club belonging to the Lake Sailing Skiff Association, and in good standing therein for at least one week prior to the race, and in case a skiff has more than one owner then unless all her owners are and have been members in good standing of a Club belonging to the Lake Sailing Skiff Association for at least one week prior to a race.
- 8th. The owner of a skiff winning the Cup, upon giving to the President of the Lake Sailing Skiff Association a bond that is satisfactory to him in the sum of one hundred dollars, for the safe return of the Cup in good condition to the Association at such time as the President requests, shall, have the Cup handed over to him.
- 9th. The donor will have engraved at his own expense upon the Cup, the name, etc., of the winning skiff each year.
- 10th. In the event of the Lake Sailing Skiff Association ceasing to exist or having less than two Clubs in good standing the Cup is to revert back to the original donor.

CONDITIONS

Under which the Cup presented to the "Lake Sailing Skiff Association" by

E. K. M. WEDD, PRESIDENT,

shall be sailed for.

- 1st. The Cup shall be known as "The Cakewalk Cup."
- 2nd. The Cup shall be offered as a perpetual Challenge Cup for competition once in each yachting season, on a day to be fixed by the Lake Sailing Skiff Association.
- 3rd. The Cup is for competition for skiffs of 16 foot racing length under. No boat shall be eligible to sail for this Cup which is under 5 foot 2 inches beam. Owners of boats must present a certificate of measurement from the Club from which the boat is entered, such measurement to be made during the season in which the race is sailed. No time is allowed in competing for this Cup.
- 4th. No person who has followed sailing or boat-building as a profession or trade for a period of three months shall be eligible to sail on any skiff competing for this Cup.
- 5th. The course shall be designated by the Officers of the Lake Sailing Skiff Association at their Annual Meeting.
- 6th. The sailing rules, rules of measurement and other conditions under which the Cup shall be sailed for shall be those in force from time to time in the Lake Sailing Skiff Association so far as they are not antagonistic to the rules and conditions of this gift.
- 7th. No skiff shall be entitled to compete for this Cup unless its owner has been a member of a Club belonging to the Lake Sailing Skiff Association, and in good standing therein for at least one week prior to the race, and in case a skiff has more than one owner then unless all her owners are and have been members in good standing of a Club belonging to the Lake Sailing Skiff Association for at least one week prior to a race.
- 8th. The owner of a skiff winning the Cup, upon giving to the President of the Lake Sailing Skiff Association a bond that is satisfactory to him in the sum of one hundred dollars, for the safe return of the Cup in good condition to the Association at such time as the President requests, shall, have the Cup handed over to him.
- 9th. The donor will have engraved at his own expense upon the Cup, the name, etc., of the winning skiff each year, and will also present a silk flag to the winner.
- 10th. In the event of the Lake Sailing Skiff Association ceasing to exist or having less than two Clubs in good standing the Cup is to revert back to the original donor.

CONDITIONS

Under which the Cup presented to the "Lake Sailing Skiff Association" by

G. F. BIRELY, PRESIDENT,

shall be sailed for.

1st. The Cup shall be known as the "G. F. BIRELY CUP."

2nd. The Cup shall be offered as a perpetual Challenge Cup for competition once in each yachting season on a day to be fixed by the Lake Sailing Skiff Association.

3rd. The Cup is for competition for Dinghys of 14 foot racing length. Should there be any change in the Association measurements introduced in the Association, the Cup shall remain in the class nearest to the present 14 foot Dinghy measurement.

4th. The sailing rules and regulations under which the Cup shall be sailed for shall be those in force from time to time in the Lake Sailing Skiff Association.

5th. The owner of the Dinghy winning the Cup shall have it handed over to him on satisfactory bond given to the Officers of the Lake Sailing Skiff Association, as a guarantee to the safe return of the Cup in good condition to the Association at such time or times as the President may request.

6th. In the event of the Lake Sailing Skiff Association ceasing to exist or having less than two clubs in good standing, the Cup is to revert back to the original donor.

Lake Sailing Skiff Association.

PAST OFFICERS 1893.

PRESIDENT.

GEO. H. GOODERHAM,
of the Toronto Sailing Skiff Club.

VICE-PRESIDENT.

CHAS. F. BUNBURY,
of the West End Club.

HONORARY MEASURER.

JOHN HENDRY,
of the Neptune Club, (Toronto).

HON. SECRETARY-TREASURER.

W. J. WITHROW,
of the Toronto Sailing Skiff Club.

Lake Sailing Skiff Association.

PAST OFFICERS 1894.

PRESIDENT.

GEO. H. GOODERHAM,

of the Toronto Sailing Skiff Club.

VICE-PRESIDENT.

E. H. AMBROSE,

of the Royal Hamilton Yacht Club.

HON. SECRETARY TREASURER.

W. J. WITHROW,

of the Toronto Sailing Skiff Club.

ON COMMITTEE.

ÆMELIUS JARVIS,

of the Royal Canadian Yacht Club.

Lake Sailing Skiff Association.

PAST OFFICERS 1895.

PRESIDENT.

E. H. AMBROSE,
of Royal Hamilton Yacht Club.

VICE PRESIDENT.

T. A. E. WORLD,
of Royal Toronto Sailing Skiff Club.

HON. SECRETARY TREASURER.

W. J. WITHROW,
of Royal Toronto Sailing Skiff Club.

EXECUTIVE COMMITTEE

Composed of the Officers and

F. J. CAMPBELL,	- - - - -	R. C. Y. C.
J. E. TAYLOR,	- - - - -	V. Y. C.
W. J. WALLACE,	- - - - -	Picton Boating Club.

Lake Sailing Skiff Association.

PAST OFFICERS 1896.

PRESIDENT.

T. A. E. WORLD,
of Royal Toronto Sailing Skiff Club.

VICE PRESIDENT.

REV. C. E. WHITCOMBE,
of Victoria Yacht Club, Hamilton.

HON. SECRETARY-TREASURER.

LAWRENCE J. LEVY,
of Royal Toronto Sailing Skiff Club
and National Yacht and Skiff Club.

EXECUTIVE COMMITTEE.

Composed of the Officers and

J. WILTON MORSE,	- - -	R. C. Y. C.
GUY JUDD,	- - -	R. H. Y. C.
W. J. WALLACE,	- -	Picton Boating Club.
D. G. DAVIS,	-	The National Y. and S. Club.

Lake Sailing Skiff Association.

PAST OFFICERS 1897.

PRESIDENT.

T. A. E. WORLD.

of Royal Toronto Sailing Skiff Club.

VICE-PRESIDENT.

REV. C. E. WHITCOMBE,

of Victoria Yacht Club.

HON. SECRETARY-TREASURER.

LAWRENCE J. LEVY,

of Royal Toronto Sailing Skiff Club
and National Yacht and Skiff Club.

EXECUTIVE COMMITTEE.

Composed of the Officers and

GUY JUDD,	- - - - -	R. H. Y. C.
W. J. WALLACE,	- - - - -	Picton Boating Club.
W. W. HODGSON,	- - - - -	The National Y. and S. Club.
F. J. CAMPBELL,	- - - - -	R. T. S. S. C.

Lake Sailing Skiff Association.

PAST OFFICERS 1898.

PRESIDENT.

F. E. WALKER,
of Victoria Yacht Club.

VICE-PRESIDENT.

G. R. JUDD,
of Royal Hamilton Yacht Club.

HON. SECRETARY-TREASURER.

LAWRENCE J. LEVY,
of Royal Toronto Sailing Skiff Club
and National Yacht and Skiff Club.

EXECUTIVE COMMITTEE.

Composed of the Officers and

G. F. BIRELY, - - - Victoria Yacht Club.
R. T. CUFF, - Royal Toronto Sailing Skiff Club.
T. A. RILEY, - National Yacht and Skiff Club.
W. A. WATTS, - - - Parkdale Sailing Club.

Secretary's Address,

Care of CHAS. BOECKH & SON,

80 York Street.

Phone 107.

Lake Sailing Skiff Association.

PAST OFFICERS 1899.

PRESIDENT.

FRANK E. WALKER, Hamilton.

VICE PRESIDENT.

HIRAM KITELEY, Toronto.

HON. SECRETARY-TREASURER.

LAWRENCE J. LEVY,

Care of Boeckh Bros. & Company, Toronto.

EXECUTIVE COMMITTEE.

Composed of Officers and one delegate from each Club.

R. C. Y. C.,	- - - - -	E. K. M. WEDD.
R. H. Y. C.,	- - - - -	G. F. BIRELY.
V. Y. C.,	- - - - -	J. MORRIS.
Q. C. Y. C.,	- - - - -	G. H. DAY.
R. T. S. S. C.,	- - - - -	R. T. CUFF.
N. Y. & S. C.,	- - - - -	J. M. GODFREY.
P. S. C.,	- - - - -	W. A. WATTS.

Lake Sailing Skiff Association.

PAST OFFICERS 1900.

PRESIDENT.

F. E. WALKER,
of Victoria Yacht Club.

VICE PRESIDENT.

R. THOS. CUFF,
of Royal Toronto Sailing Skiff Club.

HON. SECRETARY TREASURER.

GUY R. JUDD,
of Royal Hamilton Yacht Club.

EXECUTIVE COMMITTEE.

Composed of the Officers and

T. RILEY,	- - - - -	N. Y. & S. Club.
F. BIRELY,	- - - - -	R. H. Y. Club.
G. F. CRAWFORD,	- - - - -	V. Y. Club.
E. K. M. WEDD,	- - - - -	R. C. Y. Club.
R. SLEE,	- - - - -	Q. C. Y. Club.
T. A. E. WORLD,	- - - - -	R. T. S. S. Club.
W. A. WATTS,	- - - - -	P. S. Club.

Lake Sailing Skiff Association.

PAST OFFICERS 1901.

PRESIDENT.

E. K. M. WEDD,
of Royal Canadian Yacht Club.

VICE-PRESIDENT.

G. F. BIRELY,
of Royal Hamilton Yacht Club.

HON. SECRETARY-TREASURER.

RICHARD SLEE,
of Queen City Yacht Club.

EXECUTIVE COMMITTEE.

Composed of the Officers and

Q. C. Y. C.,	- - - - -	A. J. PHILLIPS.
R. C. Y. C.,	- - - - -	F. J. CAMPBELL.
R. T. S. S. C.,	- - - - -	R. T. CUFF.
V. Y. C.,	- - - - -	JOHN MORRIS-
N. Y. & S. C.,	- - - - -	G. S. ELLIS.
P. S. C.,	- - - - -	W. A. WATTS.
R. H. Y. C.,	- - - - -	GUY JUDD.

Lake Sailing Skiff Association.

PAST OFFICERS 1902.

PRESIDENT.

E. K. M. WEDD.
of Royal Canadian Yacht Club.

VICE-PRESIDENT.

G. F. BIRELY,
of Royal Hamilton Yacht Club.

HON. SECRETARY-TREASURER.

RICHARD SLEE.
of Queen City Yacht Club.

EXECUTIVE COMMITTEE.

Composed of the Officers and

GEO. E. GOODERHAM,	- - - -	R. C. Y. C.
W. M. CLENDENING,	- - - -	R. H. Y. C.
H. SWEETLOVE,	- - - -	Q. C. Y. C.
R. T. CUFF,	- - - -	R. T. S. S. C.
J. W. COMMERFORD,	- - - -	N. Y. & S. C.
JOS. HUMPHREY, JR.,	- - - -	V. Y. C.
WALTER PATTERSON,	- - - -	P. S. C.

Secretary's Address,
505 Adelaide St. West, Toronto.

Time Allowance for One Nautical Mile.

IN SECONDS AND DECIMALS.

Measure- ment.	Allowance	Difference for 1-100th.	Measure- ment.	Allowance	Difference for 1-100th.	Measure- ment.	Allowance	Difference for 1-100th.
10.0	411.25	.282	14.0	323.21	.171	18.0	266.34	.117
.1	408.43	.278	.1	321.50	.169	.1	265.17	.116
.2	405.65	.274	.2	319.81	.167	.2	264.01	.115
.3	402.91	.270	.3	318.14	.166	.3	262.86	.114
.4	400.21	.266	.4	316.48	.164	.4	261.72	.113
.5	297.55	.262	.5	314.84	.162	.5	260.59	.112
.6	394.93	.258	.6	313.22	.160	.6	259.47	.112
.7	392.35	.254	.7	311.62	.159	.7	258.35	.111
.8	389.81	.251	.8	310.03	.157	.8	257.24	.110
.9	387.30	.248	.9	308.46	.156	.9	256.14	.109
11.0	384.82	.244	15.0	306.90	.154	19.0	255.05	.108
.1	382.38	.241	.1	305.36	.153	.1	253.97	.107
.2	379.97	.238	.2	303.83	.151	.2	252.90	.106
.3	377.59	.235	.3	302.32	.150	.3	251.84	.106
.4	375.24	.233	.4	300.82	.148	.4	250.78	.105
.5	372.92	.229	.5	299.34	.147	.5	249.73	.104
.6	370.63	.226	.6	297.87	.145	.6	248.69	.103
.7	368.37	.223	.7	296.42	.144	.7	247.66	.102
.8	366.14	.220	.8	294.98	.143	.8	246.64	.101
.9	363.94	.218	.9	293.55	.141	.9	245.63	.101
12.0	361.76	.215	16.0	292.14	.140	20.0	244.62	.100
.1	359.61	.213	.1	290.74	.138	.1	243.63	.099
.2	357.48	.210	.2	289.36	.137	.2	242.63	.099
.3	355.38	.207	.3	287.99	.136	.3	241.64	.098
.4	353.31	.205	.4	286.63	.135	.4	240.66	.097
.5	351.26	.203	.5	285.28	.134	.5	239.69	.098
.6	349.23	.200	.6	283.94	.133	.6	238.72	.096
.7	347.23	.198	.7	282.61	.132	.7	237.76	.095
.8	345.25	.195	.8	281.29	.131	.8	236.81	.095
.9	343.30	.193	.9	279.98	.130	.9	235.86	.094
13.0	341.37	.191	17.0	278.68	.129	21.0	234.92	
.1	339.46	.189	.1	277.39	.128			
.2	337.57	.186	.2	276.11	.127			
.3	335.71	.184	.3	274.84	.125			
.4	333.87	.183	.4	273.59	.124			
.5	332.04	.181	.5	272.35	.123			
.6	330.23	.178	.6	271.12	.121			
.7	328.45	.176	.7	269.91	.120			
.8	326.69	.175	.8	268.71	.119			
.9	324.94	.173	.9	267.52	.118			

