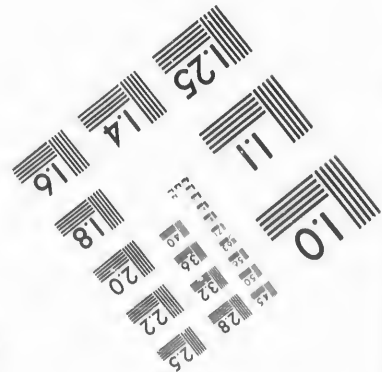
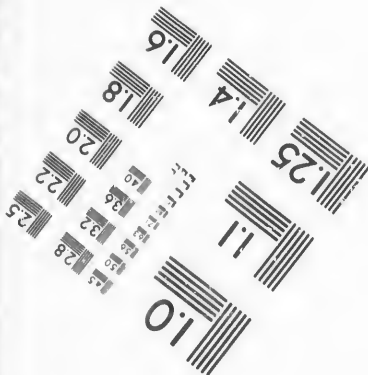
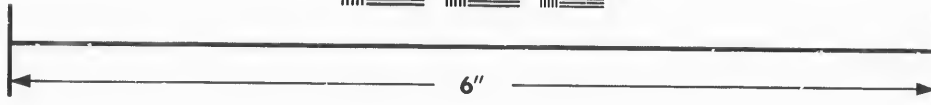
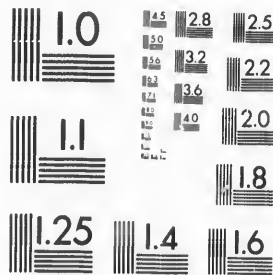


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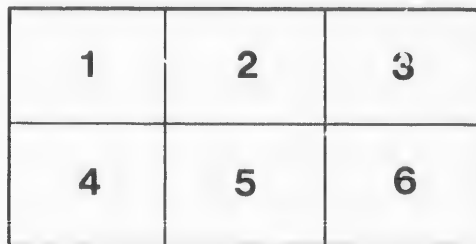
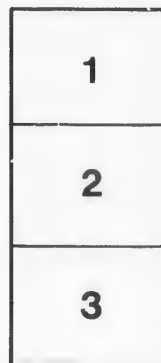
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NOVA SCOTIA

YACHT SQUADRON.

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CONSTITUTION,

BY-LAWS, SAILING REGULATIONS,

&c., &c., &c.

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HALIFAX, N. S.

Printed by William Macnab, No. 12 Prince Street,  
1879.



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## CONSTITUTION.

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### I.

This Association shall be known as the NOVA SCOTIA YACHT SQUADRON, and its objects shall be to promote Yacht building and sailing in this Province, and to encourage its members in becoming proficient in navigation, in the personal management, control and handling of their Yachts, and in all other matters pertaining to seamanship.

### II.

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

It shall be the duty of the Commodore to preside at all meetings, to take command of the Squadron, and to call Special Meetings whenever he may think necessary, or at the request in writing of at least *ten* members.

In the absence of the Commodore the Vice-Commodore shall discharge his duties, and in the absence of both the Commodore and Vice, the duty shall fall on the Rear-Commodore.

It shall be the duty of the Secretary to keep a true record of all proceedings of the Squadron; a correct roll of members together with the date of their election; a register of the Yachts belonging to the Squadron; to notify each member elect of his election; to notify each member of every meeting; to conduct all the correspondence of the Squadron, and to take charge of the books, records and papers.

It shall be the Treasurer's duty to collect all dues and assessments, pay all bills contracted by the Squadron and passed by the Committee of Management, keeping a correct

account of the same in a book to be provided for that purpose. He shall deposit all the Funds of the Squadron as received, subject to Art. XI., in a bank to be approved by a meeting of the Squadron, and all cheques drawn shall be countersigned by one of the Flag-Officers, and he shall be liable to account for the same whenever so required by the Committee of Management.

## III.

There shall be a Committee of Management composed of the Flag-Officers, Secretary and Treasurer, *ex officio*, and five members, of whom at least three shall be yacht owners, who shall be elected by ballot at the Annual Meeting. It shall be their duty to audit all accounts and to approve all debts of the Squadron before these are paid; to examine all proposals for membership and report on approved names, and to make an Annual Report concerning the condition and finances of the Squadron and such other matters as they may think proper, at the Annual Meeting.

## IV.

The officers named in Art. II, (except the Commodore) shall be elected by ballot at the Annual Meeting, each election to be by a separate ballot.

## V.

The name, address and profession of any gentleman who wishes to become a member of the Squadron, together with the names of his proposer and seconder—who must be members—must be sent in writing to the Secretary at least ten days previous to a meeting—whether special or regular—of the Squadron, and be by him submitted to the Committee of Management for approval, and when so approved, inscribed in a book in regular order as received. At least one week previous to said meeting, a list of candidates containing all the particulars above mentioned, shall be sent by the Secretary to each member, and a vote by ballot taken at the meeting, when *one* black ball in *seven* shall exclude. Any candidate who has been *twice* black-balled shall not be again eligible for proposal.

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## VI.

The Lieutenant-Governor of the Province, the Admiral Commanding on the Station, the General Commanding the Imperial Forces, the Mayor of the City of Halifax, the Minister of Marine and Fisheries, and the Flag-Officers and Secretary of all Royal, Recognized and Foreign Yacht Clubs, extending the same courtesies towards the Flag-Officers and Secretary of this Squadron, shall be, together with any gentlemen balloted for (in accordance with Art. V.,) as such, Honorary Members of the Squadron and entitled to all privileges except voting at meetings or balloting for members.

## VII.

Officers of H. M. Army and Navy and of all Royal, Recognized and Foreign Yacht Clubs, extending the same courtesy to members of this Squadron, shall be admitted on payment of the Annual Subscription, after having passed the ballot, and any such gentlemen owning yachts shall become entitled to vote on all questions when a vote by yachts, as hereinafter provided for, is called for.

## VIII.

There shall be Four Regular Meetings of the Squadron in each year, to be held as follows:—The first to be held on *the third Thursday of January*; the second on *the third Thursday of April*; the third on *the third Thursday of July*; and the fourth on *the third Thursday of October*.

## IX.

At meetings of the Squadron seven members shall constitute a quorum, and at Committee Meetings three members shall constitute a quorum.

## X.

Upon a proposal to alter the time allowance, rule of measurement, classification of yachts, or any other question exclusively affecting yachts, the vote shall be taken only by yachts, that is, the owner or owners shall be entitled to one vote for each yacht. Owners may vote by proxy, but such proxy must be in writing and shall be valid only for the

meeting for which it is given. Whenever a vote by yachts is called for, the Secretary shall call the name of each yacht enrolled in the Squadron, and its vote shall be called *via voce*, or by ballot, if ordered.

## XI.

The Squadron shall incur no debt that cannot be met by funds in the hands of the Treasurer.

The Treasurer shall deposit ten per cent of all moneys paid in to him in a bank to be approved by a meeting of the Squadron, to the credit of the Squadron, and all such deposits shall constitute a Reserve Fund. No part of this fund shall be appropriated, unless by vote of a majority of the members present at the meeting, and at least ten per cent of the amount of the fund at the time such appropriation is voted, must remain in the bank to the credit of the Squadron. Such appropriation shall not be drawn save by a cheque signed by the Treasurer and counter-signed by one of the Flag-Officers. The account of this fund shall be kept separate from the general account of the Squadron.

## XII.

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

## BY-LAWS.

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### I.

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

The Burgee shall be blue, with a red cross edged white, and the Arms of Nova Scotia in the upper corner.

The Commodore's flag shall be a red swallow-tail burgee, with the arms of the Province in the centre. The Vice-Commodore's flag shall be a white swallow-tail burgee, with the arms of the Province in the centre. The Rear-Commodore's flag shall be a blue swallow-tail burgee, with the arms of the Province in the centre.

All yachts are required, when cruising or accompanying a race, to fly the Squadron Burgee and Ensign. All yachts must have on board the three flags required to make their number in the Squadron List, and the Answering Pendant. Flag-Officers must have on board a complete set of signals (Commercial code).

### II.

After providing for the Reserve Fund and the necessary current expenses, the funds of the Squadron shall be annually appropriated to Prizes to be sailed for by Yachts belonging to members.

### III.

The Annual Subscription, payable by each member, shall be \$5 and \_\_\_\_\_ entrance fee.

The entrance fee and annual subscription of every candidate for membership, approved of by the Committee of Management, must be lodged with the Secretary (who shall at once

pay it over to the Treasurer) when the proposal for election is approved (or the name will not be included in the ballot list.) Should the candidate not be elected, the amount shall be returned to his proposer. A member elected at the regular meeting in *October*, shall not be liable to pay another subscription till the second *January* following. The proposer shall, however, be in all cases responsible to the Squadron for first year's dues of a member introduced by him.

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

The Treasurer shall notify all members whose dues are unpaid on the first day of April, and should such members fail to pay their dues by the next regular meeting of the Squadron their names shall be read out at such meeting, and, unless the dues are then paid, erased from the list of members and not restored unless before the regular October meeting, the subscription, together with a fine of \$1, be paid, and such reason given for the delay as shall satisfy the Committee of Management. Any member, however, leaving the Province, may, by giving notice to the Secretary, be relieved from the payment of his subscription during any year of his absence, provided such exemption is claimed before the regular April meeting in any year.

#### IV.

Any member whose dues for the current year are all paid, may withdraw from the Squadron on his written application to that effect being sent in to the Secretary. Squadron Certificates, Admiralty Warrants and Cups or Prizes, the property of the Squadron which may be in a member's possession, must be returned to the Secretary before the resignation can take effect.

#### V.

In the event of the absence of all the Flag-Officers from any meeting of the Squadron, the member who may be elected by those present shall take the chair, and on all questions where there is an equality of votes, the Chairman shall have only a casting vote.

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## VI.

At the regular April meeting in each year the Committee of Management shall produce a list of all subscriptions paid in for the current year, together with a statement of all funds in the Treasurer's hands and an estimate of what portion of the same will be available for Prizes to be sailed for during the season; and present a report recommending the amount, number and class of said prizes and the days on which they are to be sailed for.

## VII.

At the Annual Meeting in each year a Sailing Committee, composed of five members, shall be elected by a vote of the Yachts. Three members shall form a quorum, and the Committee shall have the management of all matches, with power to decide all disputes and protests.

## VIII.

Yachts shall be measured in the following manner:—The length shall be taken on deck, between the fore part of the stem and the after part of the stern post, and on the keel on the line of the garboard strake—the mean of these two dimensions shall be taken as the just length for tonnage; the breadth shall be taken from the outside of the outside plank at the broadest part, whether above or below the main-wales, and the depth amid-ships from the upper side of the covering board to the under side of the garboard strake. These three dimensions shall be multiplied together and the product—divided by 100—shall be deemed the true tonnage. Any decimal of half or more than half a ton shall count as a ton, and any less shall be disregarded.

## IX.

At the Annual Meeting in each year, two Measurers shall be appointed by ballot. It shall be their duty to measure all yachts belonging to the Squadron in the manner provided for by the Rule of Measurement, and to file with the Secretary a certificate of such measurement.



Every Yacht owner shall furnish to the Secretary the name and rig of his yacht, and a description of his distinguishing flag, and the name of the port at which his vessel is owned, and no yacht shall be allowed to start for any prize given out of the Squadron Funds, unless a certificate of her measurement by the official measurers shall have been filed with the Secretary.

## x.

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

## xi.

A Yacht may enter at any tonnage exceeding her registered tonnage, but must, in such cases, conform to all the sailing regulations applicable to said increased tonnage, and give and receive time allowance in proportion thereto.

## xii.

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

## xiii.

Any member entering a Yacht for a Squadron Match shall deposit with the Secretary an entrance fee of \$1, which shall be returned to Yachts making a *bona fide* start to the satisfaction of the Sailing Committee.

## xiv.

Each Yacht owner shall assume a distinguishing flag, different from that of any other member, to be described in the Squadron list, and shall sail all matches under the same. Notice of any alteration in a member's flag to be sent to the Secretary before the lists for the year are printed.

## XV.

If any prize offered by the Squadron be not awarded, on account of any breach of the Sailing Regulations of the Squadron, for want of entries, or other cause (save a postponement on account of the weather, or an unfinished race under Sailing Regulation 2), the Sailing Committee shall report the same to a meeting of the Squadron, when the amount of such prize shall either be carried to the credit of the Squadron Fund or offered again for competition amongst some or all of the vessels of the Squadron under such conditions as may seem fit, subject however to the General Rules and Sailing Regulations.

## XVI.

The Sailing Regulations of the Yacht Racing Association as adopted by the Squadron, at the time being, shall govern all matches for prizes given by the Squadron, unless altered in any respect by the special conditions under which any prize is offered.

## XVII.

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

## XVIII.

Private Matches.—Yacht owners, members of the Squadron, sailing private matches, are entitled to have the race started and timed by the Sailing Committee of the Squadron; the expenses being borne by the Squadron, and the result of the match recorded in the Squadron books.

## XIX.

Vacancies in either the Committee of Management or the Sailing Committee shall be filled up at the next ensuing Special or Regular Meeting of the Squadron.

## xx.

The Secretary shall publish each year and forward to every member of the Squadron, a list of the members with the date of their election, a list of the officers and committees, and a list of the Yachts registered, showing the rig, tonnage, port of ownership, official number, owner's name, distinguishing flag, and whenever possible, builder's name.

## xxi.

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

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## YACHT RACING ASSOCIATION SAILING RULES.

ADOPTED BY THE SQUADRON.

1. All Races, and all Yachts sailing therein, shall be under the direction of the Flag Officers or Sailing Committee of the Club under whose auspices the Races are being sailed. All matters shall be subject to their approval and control; and all doubts, questions and disputes which may arise shall be subject to their decision. Their decisions shall be based upon these Rules so far as they will apply, but as no rules can be devised capable of meeting every incident and accident of sailing, the Sailing Committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a Race by other means than fair sailing and superior speed and skill. The decisions of the Sailing Committee shall be final, unless they think fit, on the application of the parties interested, or otherwise, to refer the questions at issue for the decision of the Council of the Yacht Racing Association. No member of the Sailing Committee or Council shall take part in the decision upon any disputed question in which he is directly interested. The Sailing Committee, or any Officer appointed to take charge for the day, shall award the prizes, subject to rule 30. If any Yacht be disqualified, the next in order shall be awarded the prize.

2. The Sailing Committee, or Officer in charge for the day, shall have power to postpone any Race, should unfavourable weather render such a course desirable.

3. The tonnage of every Yacht entered to sail in a Race shall be ascertained in the manner following: The length shall be taken on deck, between the fore part of the stem and the after part of the stern post, and on the keel on the line of the garboard strake—the mean of these two dimensions shall be

taken as the just length for tonnage; the breadth shall be taken from the outside of the outside plank at the broadest part, whether above or below the main-wales, and the depth amidships from the upper side of the covering board to the under side of the garboard strake. These three dimensions shall be multiplied together and the product—divided by 100—shall be deemed the true tonnage. Any decimal of half or more than half a ton shall count as a ton, and any less shall be disregarded.

4. Time shall be allowed on arrival for difference in tonnage, according to the annexed scale, increased or decreased in proportion to the length of different courses.

If it is necessary during a Race to shorten the course, the signal flag denoting the race hoisted under the White Peter, or in case of fog or darkness two guns fired shall show that the Race is to finish with the round about to be completed, and the time allowance shall be reduced in proportion.

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

Form of Entry to be signed by the owner, or his representative, previous to the Race:

Please to enter the \_\_\_\_\_ Yacht for the  
Race at \_\_\_\_\_ on the \_\_\_\_\_  
Her distinguishing Flag is \_\_\_\_\_; her rig is  
\_\_\_\_\_ ; and her tonnage, in accordance  
with Rule 3, is \_\_\_\_\_ tons. I undertake that while  
sailing under this entry all her ballast shall be properly  
stowed, and shall not be *shifted or trimmed in any way what-*  
*ever*; and that I will obey and be bound by the Sailing Rules  
of the Yacht Racing Association.

Signed this \_\_\_\_\_ day of \_\_\_\_\_

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Should any Yacht duly entered for a Race be disabled during the Race, such Yacht shall, in the event of the Race being re-sailed, be entitled to start; but no new entries shall be received under any circumstances whatever for a postponed Race.

6. Each Yacht entered for a Race, must be the *bond fide* property of the person or persons in whose name or names she is entered, who must be a member or members of a Recognized Yacht Club.

7. No owner shall be allowed to enter more than one Yacht in a Race, except in cases in which a Prize is given for each rig, when one Yacht of each rig may be entered, nor shall he be entitled to enter the same Yacht under different rigs for any Race.

8. When a Prize has been offered for competition, any Yacht, duly entered, may claim to sail over the course and shall be entitled to the prize; subject, however, to Rule 2.

9.

10. Every Yacht sailing in a Race shall have on board a Member of a Recognized Yacht Club, who, before the Prize is awarded, shall sign a declaration, that the Yacht under his charge has strictly conformed to all the sailing regulations, as follows:—

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

(Signed) \_\_\_\_\_

Date \_\_\_\_\_

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

12. Every Yacht entered for a Race shall, at the time of entry, or as soon after as possible, be supplied with written or printed instructions as to the conditions of the Race, the course to be sailed, marks, &c. Nothing shall be considered as a mark in the course unless specially named as such in these instructions.

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

14. There shall be no limit as to the number of paid hands, and no restrictions as to the number of friends, or to their working. No hand shall join or leave a Yacht after the signal to start.

15. No more than the usual anchors and chains shall be carried during a Race, and these must not be used as shifting b. last, 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.

16. Each Yacht shall carry at least one life buoy on board ready for use.

17. The Yachts shall start from moorings, anchors, or under way, as directed by the Sailing Committee. Half-an-hour before the time of starting one of the following Flags of the Commercial Code shall be hoisted as a preparative Flag for the Yachts of each successive Race; in case of a start from anchors or moorings to take up their stations for the start with headsails 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, viz:—

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

C	_____	2nd “
D	_____	3rd “
F	_____	4th “

and so on.

Five minutes before the start the preparative flag shall be lowered, a Blue Peter hoisted, and a gun fired; after which the Yachts in the Race shall be amenable to the Rules. At the expiration of five minutes *exactly* the Blue Peter shall be hauled down and a second gun fired as a signal to start. If the start is to be made from anchors or moorings, lots shall be drawn for stations, and springs shall be allowed on the same bridle or anchor chain or warp as the bow-fasts, but are not to be carried to a buoy, pier, other vessel, or fixed object. If any Yacht lets go or parts her bridle before the signal to start, or if she drags any moorings or anchor to which she is made fast for the purpose of starting, she shall be liable to be disqualified, unless such parting or dragging be explained to the satisfaction of the Committee, or unless she has returned, after the signal to start, within the line of starting buoys, so as not to obtain any advantage by the accident. In a flying start if any Yacht, or any part of her hull or spars be on, or across the line before the signal to start is made, she must return and recross the line; a Yacht so returning, or one working into position from the wrong side of the line after the signal to start has been made, must keep clear of all competing Yachts. Should the gun miss fire, the lowering of the Blue Peter shall be the signal to start.

18. If two Yachts are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

19. When two Yachts are crossing so as to involve risk of collision, then if they have the wind on different sides, the Yacht with the wind on the port side shall keep out of the way of the Yacht with the wind on the starboard side, except in the case in which the Yacht with the wind on the port side is close hauled and the other Yacht free, in which case the latter Yacht shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, then the Yacht which is to windward shall keep out of the way of the Yacht which is to leeward.

20. A Yacht overtaking another Yacht shall keep out of the way of the last-mentioned Yacht, but when rounding any buoy or vessel used to mark out the course, if two



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

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

22. A Yacht may luff as she pleases to prevent another Yacht passing to windward, but must never bear away out of her course to hinder the other passing to leeward—the lee side to be considered that on which the leading Yacht of the two carries her main boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the Yacht she has overtaken.

23. If two Yachts are standing towards a shore or shoal, or towards any buoy, boat, or vessel, and the Yacht to leeward is likely to run aground, or foul of such buoy, boat, or vessel (a mark vessel excepted), and is not able to tack without coming into collision with the Yacht to windward, the latter shall at once tack, on being hailed to do so by the owner of the leeward Yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

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

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

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

27. A Yacht may anchor during a race, but must weigh her anchor again, and not slip. No Yacht shall during a Race make fast to any buoy, stage, or pier, or send an anchor out in a boat, except for the purpose of Rule 24.

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

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

30. Should the owner of any Yacht, or the person acting as his representative, consider that he has a fair ground of complaint against another for foul sailing, or any violation of these Rules, he must, if it arise during the Race, signify the same on first passing the Committee vessel, by showing an Ensign conspicuously in the main rigging. The protest shall be made in writing, and under such regulations (if any) as the Sailing Committee may have determined, within twelve hours of the arrival of the protesting Yacht, 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 Yacht, should it come to their knowledge that she has committed a breach of the Rules.

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

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

Should a flagrant breach of these Rules be proved against any Yacht, her Sailing Master may be disqualified by the Council for one season from sailing in any Race held under the Rules of the Yacht Racing Association.

33. As mixed Races are no satisfactory test of the relative speed of Yachts, the different rigs should whenever practicable, be kept separate; but when mixed Races are unavoidable, the following Rule shall be observed:—

The tonnage of Schooners and Yawls to be reckoned for time allowance as follows, viz., Schooners at three fifths, and Yawl's at four-fifths of their actual tonnage; provided that in case of a Yawl, her main boom when in its place and parallel to the deck, does not extend more than two-fifths her extreme beam abaft the stern end of her load water line. [During the season of 1879, a yawl built and sparred prior to 1879, whose main boom extends more than two-fifths her extreme beam abaft the stern end of her load water line shall be allowed to compete as a yawl, by adding the extension of main boom beyond the two-fifths of extreme beam limit to her length for tonnage, and her tonnage shall be calculated accordingly.] In calculating the deduction for difference of rig, the tonnage by certificate to the exact fraction to be used. The time allowances to be calculated from each vessel's reduced tonnage. Schooners and Yawls shall not be allowed to enter in classes of forty tons and under at the reduced tonnage.

34. Flying Starts shall be adopted when practicable, five minutes being allowed after the starting gun for Yachts to cross the line.

35. There shall be no limit to the time for concluding a Race.

36. The classification of Yachts shall be as follows:—

Not exceeding . . . . .	5 Tons.
Above 5 tons and not exceeding	10 "
" 10 " " " " "	15 "
" 15 " " " " "	20 "
" 20 " " " " "	40 "
" 40 " " " " "	80 "
" 80 "	

37. As distance is an important element in the calculation of time allowance, the marks and flag boats should be placed so as to mark as accurately as possible the length of the course for which time is allowed.

38. In heavy weather it should be arranged, if practicable, for Yachts to stay instead of gybe round marks.

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

## TABLES OF TIME ALLOWANCE. 1879.

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The principles assumed in computing these tables are the same as those adopted in the calculation of the Time Table of the Royal Yacht Squadron (1866), namely, that the allowance of time given by a larger to a small vessel should be *directly* proportional to the distance sailed, and *inversely* proportional to the size of the vessels; that is to say,

If a larger can allow a smaller vessel one minute on a particular length of course she can allow her two minutes on a course of twice the length.

And with respect to the element of size, the assumption is that if a vessel, of say 50 tons, can allow a smaller one any given time per ton of difference, a vessel of twice the size, or 100 tons, can only allow half the time or the same for 2 tons that the vessel of 50 tons allows for one ton.

The allowance of time for each ton will consequently be obtained from the relation

$$t = \frac{kl}{T}$$

where  $t$  is the allowance of time per ton in seconds,  $k$  a number, whose value in the Table is taken as 30, on the supposition that a vessel of 30 tons can allow one of 20 tons one second per mile,  $l$  the length of the course in miles, and  $T$  the tonnage of the vessel.

For a course of 50 miles the formula therefore is.

$$t = \frac{30 \times 50}{T}$$

The time scales have been computed for courses of 50, 10, and 8 nautical miles. These scales have been adopted, because

from them the time allowance for almost any length of course can easily be calculated. For example, the time allowance for a course of 16 miles will be double the 8-mile scale; the time allowance for a course of 30 miles will be three times the 10-mile scale; the time allowance for a course of 25 miles will be half the 50-mile scale; and in like manner the time allowance for any other length of course may be readily ascertained.

In the 50-mile scale any number involving a fractional part of a second is represented in the tables by the nearest whole number, that is—

At 40 tons the true No. is 49m. 52·81s.; it is set down as 49m. 53s. At 41 tons the true No. is 50m. 29·39s.; it is set down as 50m. 29s. This of necessity involves an error, which, however, cannot exceed a second as between any two Yachts.

But in the 10 and 8-mile scales it has been necessary, for the sake of accuracy, to give fractional parts of a second.

In the time allowances worked out from the tables, for any given length of course, fractions exceeding half a second should be counted as seconds, but fractions of half a second and under should be disregarded.

#### RULE FOR USING THE TABLES.

Take the times placed opposite to the tonnages of any two vessels: the difference between these times will be the time the larger vessel is to allow the smaller one over the length of course specified at the head of the column from which the times are taken.

TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
	<i>Min.</i>	<i>Sec.</i>	<i>Min.</i>	<i>Sec.</i>	<i>Min.</i>	<i>Sec.</i>
5	0	0	0	0	0	0
6	4	10	0	50·0	0	40·0
7	7	44	1	32·8	1	14·3
8	10	52	2	10·4	1	44·3
9	13	38	2	43·6	2	11·0
10	16	8	3	13·6	2	35·0
11	18	25	3	41·0	2	56·8
12	20	30	4	6·0	3	16·8
13	22	25	4	29·0	3	35·2
14	24	12	4	50·4	3	52·3
15	25	52	5	10·4	4	8·3
16	27	26	5	29·2	4	23·3
17	28	54	5	46·8	4	37·5
18	30	18	6	3·6	4	50·8
19	31	37	6	13·4	5	3·5
20	32	52	6	34·4	5	15·5
21	34	3	6	48·6	5	26·8
22	35	11	7	2·2	5	37·8
23	36	16	7	15·2	5	48·2
24	37	19	7	27·8	5	58·2
25	38	19	7	39·8	6	7·8
26	39	17	7	51·4	6	17·0
27	40	12	8	2·4	6	26·0
28	41	6	8	13·2	6	34·5
29	41	57	8	23·4	6	42·8
30	42	47	8	33·4	6	50·8
31	43	36	8	43·2	6	58·5
32	44	23	8	52·6	7	6·0
33	45	8	9	1·6	7	13·3
34	45	52	9	10·4	7	20·3
35	46	35	9	19·0	7	27·2
36	47	17	9	27·4	7	33·8
37	47	57	9	35·4	7	40·3
38	48	37	9	43·4	7	46·7
39	49	15	9	51·0	7	52·8
40	49	53	9	58·6	7	58·8
41	50	29	10	5·8	8	4·7

Course of tical Miles.	TONNAGE.	TIME.					
		For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 8 Nautical Miles.	
<i>Sec.</i>		<i>Min.</i>	<i>Sec.</i>	<i>Min.</i>	<i>Sec.</i>	<i>Min.</i>	<i>Sec.</i>
0	42	51	5	10	13·0	8	10·3
40·0	43	51	40	10	20·0	8	16·0
14·3	44	52	14	10	26·8	8	21·5
44·3	45	52	47	10	33·4	8	26·8
11·0	46	53	20	10	40·0	8	32·0
35·0	47	53	52	10	46·4	8	37·2
56·8	48	54	23	10	52·6	8	42·2
16·8	49	54	54	10	58·8	8	47·0
35·2	50	55	24	11	4·8	8	51·8
52·3	51	55	53	11	10·6	8	56·5
8·3	52	56	22	11	16·4	9	1·2
23·3	53	56	50	11	22·0	9	5·7
37·5	54	57	18	11	27·6	9	10·2
50·8	55	57	45	11	33·0	9	14·5
3·5	56	58	12	11	38·4	9	18·7
15·5	57	58	38	11	43·6	9	23·0
26·8	58	59	4	11	48·8	9	27·2
37·8	59	59	30	11	54·0	9	31·2
48·2	60	59	55	11	59·0	9	35·2
58·2	61	60	19	12	3·8	9	39·2
7·8	62	60	43	12	8·6	9	43·0
17·0	63	61	7	12	13·4	9	46·8
26·0	64	61	31	12	18·2	9	50·5
34·5	65	61	5	12	22·8	9	54·2
42·8	66	62	17	12	27·4	9	57·8
50·8	67	62	39	12	31·8	10	1·5
58·5	68	63	1	12	36·2	10	5·0
6·0	69	63	23	12	40·6	10	8·5
13·3	70	63	44	12	44·8	10	11·8
20·3	71	64	5	12	49·0	10	15·2
27·2	72	64	26	12	53·2	10	18·5
33·8	73	64	47	12	57·4	10	21·8
40·3	74	65	7	13	1·4	10	25·2
46·7	75	65	27	13	5·4	10	28·3
52·8	76	65	47	13	9·4	10	31·5
58·8	77	66	6	13	13·2	10	34·5
4·7	78	66	25	13	17·0	10	37·7



TONNAGE.	TIME.					
	For a Course of 50 Nautical Miles.		For a Course of 10 Nautical Miles.		For a Course of 5 Nautical Miles.	
	<i>Min.</i>	<i>Sec.</i>	<i>Min.</i>	<i>Sec.</i>	<i>Min.</i>	<i>Sec.</i>
79	66	44	13	20·8	10	40·7
80	67	3	13	24·6	10	43·7
81	67	22	13	28·4	10	46·7
82	67	40	13	32·0	10	49·5
83	67	58	13	35·6	10	52·5
84	68	16	13	39·2	10	55·3
85	68	34	13	42·8	10	58·2
86	68	51	13	46·2	11	1·0
87	69	8	13	49·6	11	3·7
88	69	25	13	53·0	11	6·5
89	69	42	13	56·4	11	9·2
90	69	59	13	59·8	11	11·8
91	70	15	14	3·0	11	14·5
92	70	32	14	6·4	11	17·0
93	70	48	14	9·6	11	19·7
94	71	4	14	12·8	11	22·2
95	71	19	14	15·8	11	24·7
96	71	35	14	19·0	11	27·2
97	71	51	14	22·2	11	29·7
98	72	6	14	25·2	11	32·2
99	72	21	14	28·2	11	34·5
100	72	36	14	31·2	11	37·0

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## PROGRAMME FOR 1879.

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|---|----------|
| 1. Opening Cruise and Saluting Flags.....   | June 14. |
| 2. Opening Races for Yachts of 5 tons and under, 10<br>tons and over 5, and over 10 tons..... | June 21. |
| 3. Harbour Cruise under orders of Flag-Officer.....   | " 28.    |
| 4. Race—open to all classes and rigs..  | July 12. |
| 5. Harbor Cruise.....   | " 19.    |
| 6. " " .....  | Aug. 2.  |
| 7. Races.....   | " 23.    |
| 8. Harbor Cruise.....   | " 30.    |
| 9. Races.....   | Sept. 6. |
| 10. Closing Cruise.....   | " 13.    |

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## OFFICERS FOR 1879.

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### Commodore.

His Excellency the MARQUIS OF LORNE, K. T., G. C. M. G.,  
&c., &c., Governor-General of Canada.

### Vice-Commodore.

E. R. HUSSEY, Esq., Lt. R. E.

### Rear-Commodore.

J. W. STAIRS, Esq.

### Honorary Secretary.

F. C. SUMICHRAST, Esq.

Course of  
al Miles.

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46·7

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32·2

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37·0

# LIST OF YACHTS.

Club Number.	Signal Letters.	Yacht.	Rig.	Ton.	Owner.	Port.	Builder.
3	P B C	Albatross.	Sch.	17	D. Cronan.	Halifax.	Hudson.
14	P B D	Bertha	Cut.	5	F. M. Passow.	Halifax.	Currie.
36	P B F	Blanche.				"	Luke.
33	P C V	Carrie.	Stmr.	20	G. H. Luke.	"	
13							
23	P C W	Countess of Dufferin.	Sch.	200	Lt. Col. C. Gifford.	Cobourg.	Cuthbert.
11							
9	P C T	Daphne (late Xipinias)	Slp.	6	A. E. Jones.	Halifax.	Butler.
25	P B J	Dauntless.	Cut.	28	Earl of Dufferin.		
27	P B L	Dauntless.	Slp.	24	D. B. Robertson.	Belleville.	Dobell.
20	P B H	Edith.	Slp.	5	W. Atkinson.	Halifax.	

21	P B G	Fiona.	Slp.	7	J. Fraser et al.	Halifax.	
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20	P B H	Edith.	Slp.	5	W. Atkinson.	Halifax.
21	P B G	Fiona.	Slp.	7	J. Fraser et al.	Halifax.
24	P C M	Gorilla.	Slp.	35	Lt. Col. C. Gifford.	Cobourg.
15	P B K	Hebe.	Slp.	8	J. E. Butler.	Halifax.
29	P B Q	Isabel.	Slp.	4	Capt. Welch.	Halifax.
12 16	P B M P D B	Kate. Kestrel.	Slp. Ywl.	8 15	W. B. McSweeney. S. A. White.	Halifax. "
30	P C Q	Lily.	Slp.	5	W. H. Weeks, M.D.	Halifax.
10 28	P C R P C D	Marie (late Wavelet) Mousse.	Slp. Cat.	3	W. F. Mitchell. Genl. Sir P. L. MacDougall.	Halifax. "
19	F C J	Muta.	Slp.	5	Lt. E. R. Hussey.	" Butler.

Club Number.	Signal Letters.	Yacht.	Rig.	Ton.	Owner.	Port.	Builder.
1	P B R	Mystery.	Slp.	14	F. C. Sumichrast.	Halifax.	H. Moseley. E. Moseley.
35	P C R	Naiad.	Slp.	13	J. W. Stirling.	Halifax.	
5	P B S	Nymphæa.	Ywl.		C. E. Brown.		
31	P B T	Osprey.	Sch.	8	Capt. Cautley, 97th	Halifax.	
7	P B V	Petrel.	Slp.	20	A. C. Edwards.	Halifax.	Hinch.
4	P B W	Phantom.	"	7	W. H. Troop.	"	H. Moseley.
8	P C F	Psyche.	"	7	W. H. Brookfield.	"	Butler.
18	P C G	Seafoam.	Sch.	26	E. R. Hussey, et al.	Halifax.	Yorston.
22	P D C	Slip.	Slp.	10	J. Yorston.	Pictou.	E. Moseley.
2	P C K	Spray.	"	12	H. St. G. Twining.	Halifax.	Langille.
17	P C L	Squirrel.	Ywl.	45	E. Moseley.	"	
32	P B N	Sylph.	Slp.	3	E. C. Baines, 97th	"	
34	P C H	Vixen.	Slp.	3	R. T. O'Donoghue.	Halifax.	Schaffer.

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# YACHTS' SIGNAL LETTERS.

## ALPHABETICALLY ARRANGED.

PBC	Albatross.	PCL	Squirrel. <i>Squirrel</i>
PBD	Bertha. <i>Bertha</i>	PCM	Gorilla. <i>Gorilla</i>
PBF	Bianche. <i>Bianche</i>	PCN	
PBG	Fiona. <i>Fiona</i>	PCQ	Lily.
PBH	Edith. <i>Edith</i>	PCR	Naiad.
PBJ	Dauntless (cut.)	PCS	
PBK	Hebe.	PCT	Daphne.
PBL	Dauntless (slp.)	PCV	Carrie.
PBM	Kate. <i>Kate</i>	PCW	Countess of Dufferin.
PBN	Sylph. <i>Sylph</i>	PDB	Kestrel.
PBQ	Isabel.	PDC	Slip.
PBR	Mystery. <i>Mystery</i>	PDF	
PBS	Nymphcea.	PDG	
PBT	Ceprey. <i>Ceprey</i>	PDH	
PBV	Petrel.	PDJ	
PBW	Phantom.	PDK	<i>Eemi</i>
PCB		PDL	
PCD	Mousse. <i>Mousse</i>	PDM	
PCF	Psyche.	PDN	
PCG	Seafoam. <i>Seafoam</i>	PDT	
PCH	Vixen. <i>Vixen</i>	PDV	
PCJ	Muta. <i>Muta</i>	PDW	
PCK	Spray. <i>Spray</i>		

## ENSIGNS, BURGEES, SIGNALS, etc.

Ensigns and Burgees may be procured from S. W. WOLFF, High Street, Southampton, England; Flag-maker to the Squadron. Also from Messrs. W. STAIRS, SON & MORROW, Bedford Row, or Messrs. PICKFORD & BLACK, Water Street, Halifax.

Complete sets of the Commercial Code Signal Flags, in pocket-bag, may be procured from S. W. WOLFF.

CLUB BUTTONS, in black horn or gilt, may be had from the Hon. Secretary.

SIGNAL BOOKS are supplied gratis to yacht-owners on application to the Hon. Secretary.

## USEFUL INFORMATION.

(From Dixon Kemp's "Manual of Yachting.")

ADMIRALTY WARRANTS.—Warrants granted to Clubs, and the Members thereof, granting permission to fly the White Ensign, or the Blue Ensign, or the Red Ensign with device on it. An Admiralty Warrant also enables the owner to ship excisable goods, such as wines, spirits, tobacco, tea, &c., direct from bond without payment of duty; and to enter ports without paying harbour 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 H. M. 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 great civility to yachts carrying an Admiralty Warrant, securely berthing them, and frequently foregoing harbour dues (not dock charges). *When a Yacht changes hands her Warrant must be returned through the Club Secretary to the Admiralty.*

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**ENSIGN.**—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 in 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 flagstuffs 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.

**ENSIGN, HOISTING OF.**—Ensigns and Burgees are hoisted every morning at eight o'clock (9 a. m., from September 30 to March 31,) and hauled down at sunset. It is a slovenly habit to hoist or haul down colors at irregular hours. At sea it is only usual to hoist colors when passing another vessel.

**DIPPING THE ENSIGN.**—The Ensign is lowered or dipped as a means of saluting a Commodore, &c., or Member of a Club. The junior Member should be the first to dip. Sometimes, if no Ensign is flying, the Burgee is dipped. It is usual to "dip" in passing a Man-of-war or Royal Yacht. A Royal Yacht never answers the salute by dipping her Ensign.

**BURGEE, ETIQUETTE OF.**—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 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 the 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. (See "Royal Clubs.")

**SALUTES.**—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 salute, but a royal personage does not do so. 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.

**ROYAL YACHT CLUB.**—A Club that has obtained permission from the Home Office 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.

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