

# RACING RULES

GOVERNING

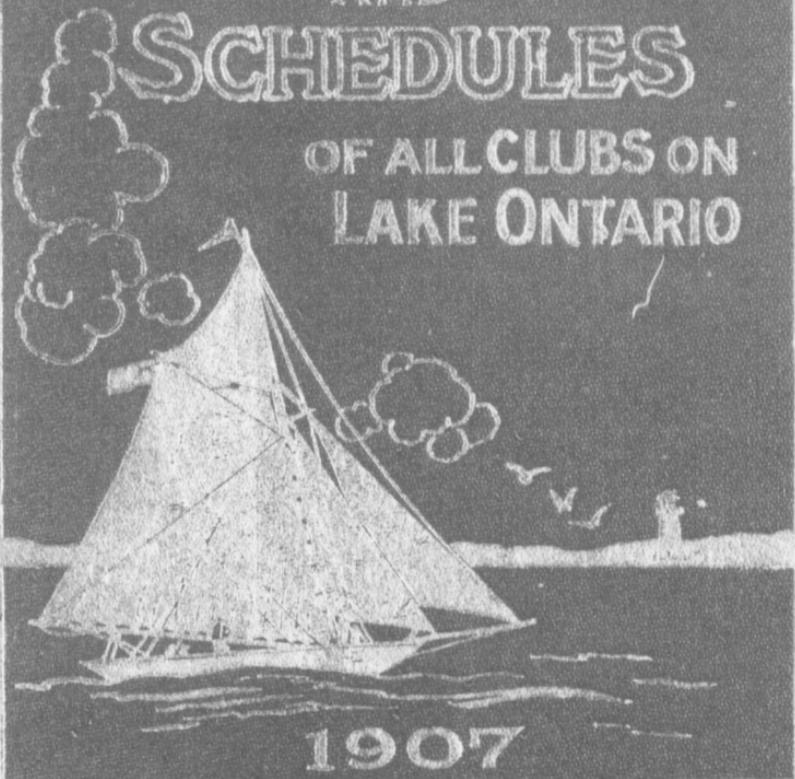
L.Y.R.A.-L.S.S.A.

MOTOR BOATS

AND

SCHEDULES

OF ALL CLUBS ON  
LAKE ONTARIO



1907





No Apology is  
needed if you  
have a

## Souvenir Range

It is the Best

MANUFACTURED BY

**THE GURNEY, TILDEN CO. Ltd.**

**HAMILTON TORONTO MONTREAL**

Send for Illustrated Description

Western Agents--TILDEN, GURNEY & Co. Ltd., Winnipeg, Man.

**OUR LEADING BRANDS**

(IN BOTTLES ONLY)

Phones No. 10

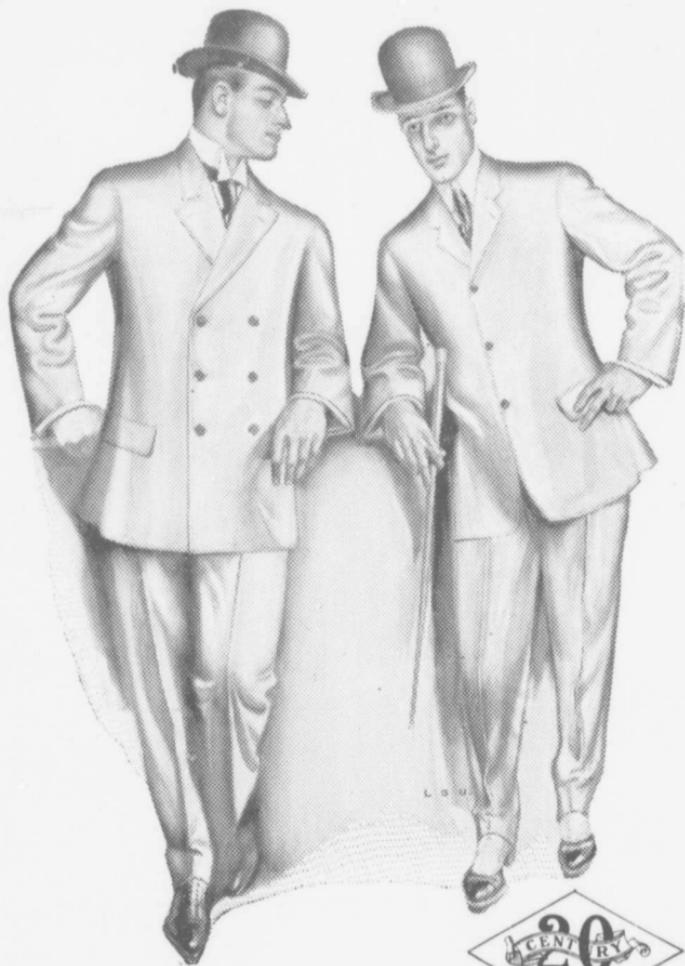
*Rienzi*

**BEER**

*Tam o' Shanter*  
**ALE**

**Bartholomay Brewery Company**

**ROCHESTER, N.Y.**



TAILORED BY  
**The LOWNDES COMPANY, Limited, TORONTO**

# SAILING REGULATIONS

GOVERNING THE

LAKE YACHT RACING ASSOCIATION,  
LAKE SAILING SKIFF ASSOCIATION,  
AND MOTOR BOATS

ALSO

## RACING SCHEDULES

OF ALL THE ASSOCIATED CLUBS ON LAKE ONTARIO

COPYRIGHTED AND PUBLISHED

BY

G. H. LEARNERD,

Q.C.Y.C., TORONTO

Authorised Publisher

1907

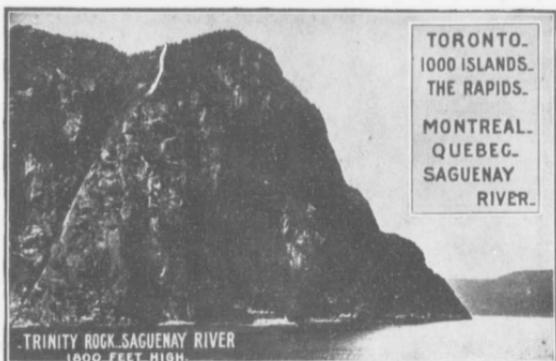
## Index to Advertisers

	Page
The Gurney, Tilden Co., Ltd. .. ..	1
Bartholomay Brewery Company .. ..	1
The Lowndes Company, Limited .. ..	2
R & O Navigation Company .. ..	6
Niagara Navigation Company .. ..	8
John Leckie Limited .. ..	10
Canadian Northern Railway Co. .. ..	10
James Morrison Brass Manufacturing Co., Ltd. .. ..	12
Hamilton Brewing Association .. ..	34
Samuel May & Co. .. ..	66
A. E. Ryde .. ..	66
R. Parker & Co. .. ..	70
Tuckett's Cigar Co. .. ..	70
Thomas Upton Co. .. ..	76
American Brewing Co. .. ..	76
The Traders Bank of Canada .. ..	84
The Royal Shoe Co. .. ..	88
Aikenhead Hardware Co., Ltd. .. ..	88
Buffalo Gasoline Co. .. ..	90
Walker House .. ..	94
Culley, Brey & Miller .. ..	98
The Robert Simpson Co. .. ..	98
Wm. Coulter & Sons .. ..	100
Queen City Oil Co., Ltd. .. ..	102
Standard Fuel Co. of Toronto .. ..	104
T. L. Southam .. ..	104
Nicholls Bros. Ltd. .. ..	106
Standard Silver Co., Ltd. .. ..	108
Hamilton Motor Works Ltd. .. ..	110
Howard H. Baker & Co. .. ..	110
Genesee Brewing Co. .. ..	112
Morris Boat Works .. ..	112
Brownell-Trebert Co. .. ..	114
Ambrose Kent & Sons .. ..	127
Gooderham & Worts .. ..	127
Elliott House .. ..	138
J. W. Hands Firework Co. .. ..	139
The D. Pike Co., Ltd. .. ..	139
C. H. Reding .. ..	139
Canadian Kodak Co., Ltd. .. ..	140
Crawford Bros. .. ..	141
American Fruit Produce Co. .. ..	141
North End Ice Co. .. ..	142
The Brunswick-Balke Collender Co. .. ..	142
Robert Soper .. ..	142
The Sidney B. Roby Co. .. ..	143
Douglas Ford Printing Co. .. ..	143
W. E. Woodbury & Co. .. ..	143

# CONTENTS

---

	Page
Storm Signals .. .. .	7-9
L. Y. R. A. Prize Flags .. .. .	11
Club Burgees .. .. .	13
L. Y. R. A. Officers .. .. .	14
" President .. .. .	15
" List of Clubs .. .. .	16
" Racing Rules .. .. .	17-33
L. S. S. A. Officers .. .. .	35
" List of Clubs .. .. .	36
" Racing Rules .. .. .	37-47
R. C. Y. C. Officers and Schedule .. .. .	48-51
R. Y. C. " " .. .. .	52-55
R. H. Y. C. " " .. .. .	56-59
Q. C. Y. C. " " .. .. .	60-63
K. Y. C. " " .. .. .	64-67
C. Y. C. " " .. .. .	68-71
V. Y. C. " " .. .. .	72-73
S. B. Y. C. " " .. .. .	74-77
D. C. C. " " .. .. .	78-81
N. Y. C. " " .. .. .	82-85
A. Y. C. " " .. .. .	86-89
Buffalo Launch Club Trophies .. .. .	91
B. L. C. Officers and Schedule .. .. .	92-95
Motor Boat Club of America .. .. .	96-97
R. H. Y. C. Motor Boat Schedule .. .. .	99
Q. C. Y. C. " " " .. .. .	101
S. B. Y. C. " " " .. .. .	103
R. Y. C. " " " .. .. .	105
R. C. Y. C. " " " .. .. .	105
Canadian Motor Boat Racing Rules .. .. .	107
American Power Boat Racing Rules .. .. .	109
National Association of Engine and Boat Manufacturers .. .. .	111-113
American Uniform Motor Boat Racing Rules .. .. .	115-126
Definitions and Notice .. .. .	128
Compass Chart .. .. .	129
Speed Table for Handicapping .. .. .	130
Flag Etiquette .. .. .	131-132
Engineers' Signals .. .. .	133
Rules regarding Ships' Lights .. .. .	134
Reviving the Rescued .. .. .	135-136
Rules of the Road at Sea .. .. .	137



# Richelieu and Ontario Navigation Company

" NIAGARA TO THE SEA."

---

WHERE WILL YOU GO  
THIS SUMMER ?

If you desire rest and recreation, why not try  
THE RIVER ST. LAWRENCE TRIP

Folders descriptive of the Thousand Islands, Rapids, Montreal, Quebec, Murray Bay, Tadousac, the far-famed Saguenay River, etc., on application to any Railway or Steamboat Ticket Agent.

For illustrated guide, "Niagara to the Sea," send 6c. in postage stamps to H. Foster Chaffee, Assistant General Pass. Agt., Toronto; or Thos. Henry, Traffic Mgr., Montreal, R. & O. Navigation Co.

## STORM SIGNALS.



N.W. Winds.

The pennant displayed with the flags indicate the direction of the wind: red, easterly (from north-east to south); white, westerly (from south-west to north). The pennant above the flag indicates that the wind is expected to blow from the northerly quadrant; below, from the southerly quadrant.



S.W. Winds



N.E. Winds

AT NIGHT a red light will indicate easterly winds, and a white light above a red light will indicate westerly winds.



S.E. Winds



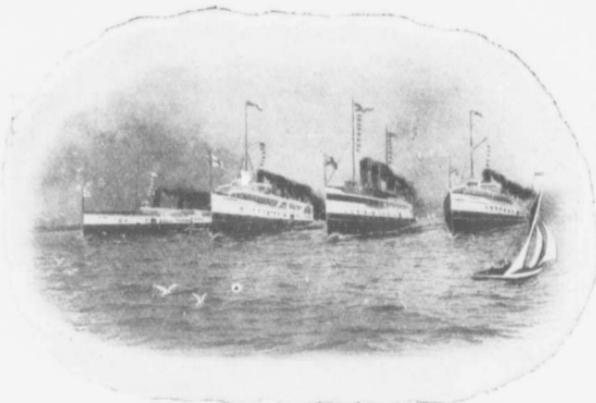
Hurricane  
Signal

The "Information Signal" consists of red pennant of the same dimensions as the red and white pennants (direction signals) and when displayed indicates that the local observer has received information from the central office of a storm covering a limited area, dangerous only to vessels about to sail to certain points. The signal will serve as a notification to shipmasters that the necessary information will be given upon application to the local adviser.



Information  
Signed

**NIAGARA NAVIGATION CO. LIMITED**



**Connecting TORONTO, NIAGARA FALLS, BUFFALO**

6 Trips Daily except Sunday. Write for Illustrated Booklet.

B. W. FOLGER, Manager

TORONTO, Can.



OF  
**LIVERPOOL, ENG.**

Chief Office

for

Canada :

**Toronto**

Ont.

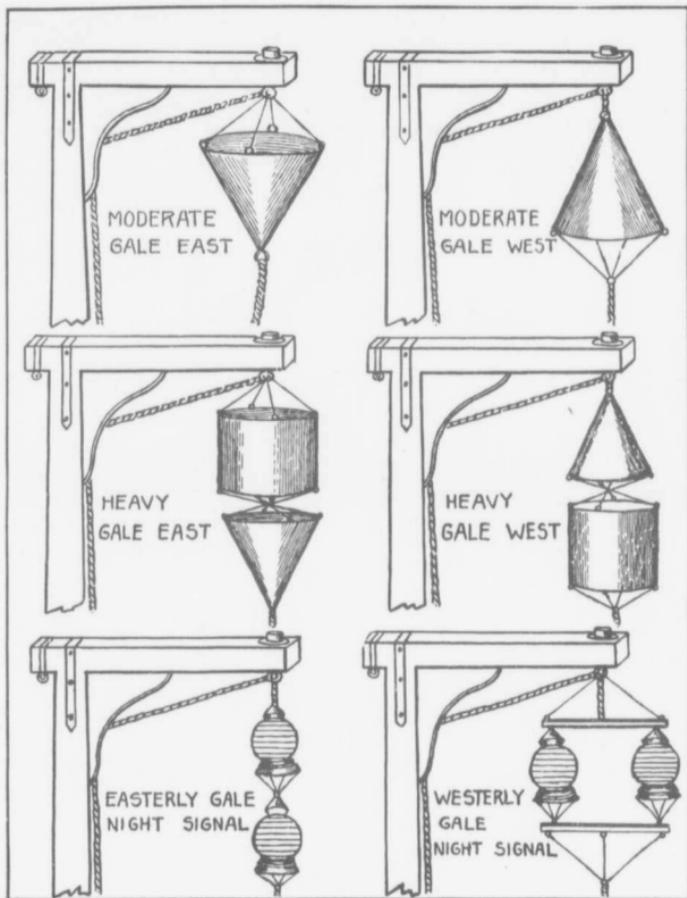


**Alfred Wright**

Manager  
and Chief Agent

# STORM SIGNALS

(Continued)





# Launch Fittings

SAILS, FLAGS  
COMPASSES  
OILED CLOTHING

---

## John Leckie Limited

76 WELLINGTON ST. WEST

TORONTO



# MUSKOKA

SHORT LINE--SAVES TIME

---

TO ALL PARTS OF THE LAKES  
TAKE THE LAKE SHORE EXPRESS

---

*Leaves TORONTO 10.00 a.m.—Dining-Parlor Cars.  
Connection at BALA PARK  
and LAKE JOSEPH with Steamers*

---

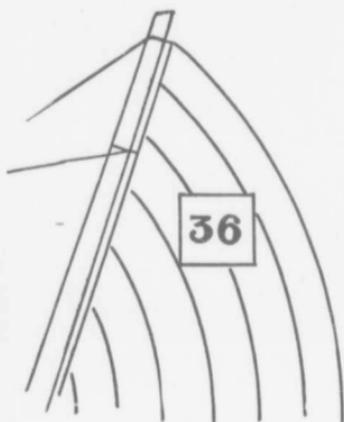
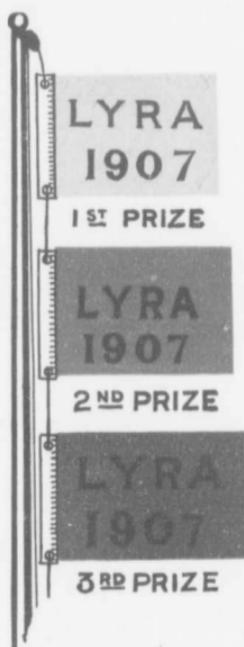
Write for Handsome Illustrated Folder, Passenger Department

**CANADIAN NORTHERN BLDG.**

TORONTO

## L.Y.R.A. PRIZE FLAGS

---



Place for  
RACING NUMBER

These Flags to be obtained  
only of the Secretary of the  
ASSOCIATION.

PRIZE PENNANTS

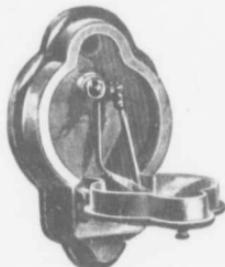
# Marine Brass Work

## Lavatory Fixtures, &c.



Fig. 100. Folding Lavatory

White porcelain oval basin, nickel-plated copper lining, nickel-plated brass pump, etc. Height 20 inches, width 19 inches, depth when open 18 inches.



Folding Urinal

Made of aluminum with nickel-plated copper brass fittings. Flushes when open.



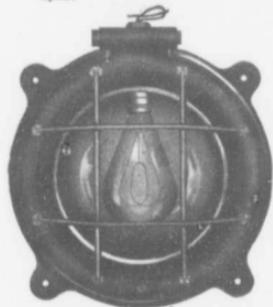
Fig. 79  
Pump Closet

White porcelain bowl with flushing rim, oak or mahogany seat.

Space occupied 20 by 20 inches.

Furnished with either right or left hand handle.

Other styles of these goods supplied.



Electric Deck Lamp with Protector

Manufacturers of . . .

ELECTRIC LIGHT  
FIXTURES

For Marine and other uses.

Complete Electric Wiring Installations.

The JAMES MORRISON BRASS MFG. CO., Limited  
93-97 Adelaide St. West TORONTO

- CLUB BURGEEES -



ROYAL CANADIAN



QUEEN CITY



ROYAL HAMILTON



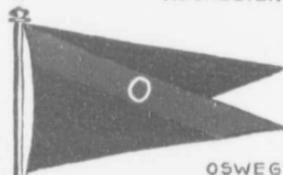
KINGSTON



ROCHESTER



VICTORIA



OSWEGO



BUFFALO

# Lake Yacht Racing Association

## OFFICERS FOR 1907

---

### President

T. A. E. WORLD

### Vice-President

E. C. GILDERSLEEVE

### Secretary

M. ROSS GOODERHAM.

### Council

#### THE OFFICERS AND

J. S. McMURRAY, Royal Canadian Yacht Club

J. B. PRICHARD, Rochester Yacht Club

GUY JUDD, Royal Hamilton Yacht Club

J. T. MOTT, Oswego Yacht Club

M. S. LANSING, Crescent Yacht Club.

E. A. FEARNSIDE, Victoria Yacht Club.

### Secretary's Address

58 Wellington St. East, Toronto.



Commodore T. A. E. WORLD

PRESIDENT

Lake Yacht Racing Association

and

Lake Sailing Skiff Association

LIST OF YACHT CLUBS  
BELONGING TO THE  
Lake Yacht Racing Association  
1907.

---

ROYAL CANADIAN YACHT CLUB	- -	Toronto
ROCHESTER YACHT CLUB	- - - -	Rochester, N.Y.
ROYAL HAMILTON YACHT CLUB	- -	Hamilton
KINGSTON YACHT CLUB	- - - -	Kingston
OSWEGO YACHT CLUB	- - - - -	Oswego, N.Y.
QUEEN CITY YACHT CLUB	- - - -	Toronto
CRESCENT YACHT CLUB	- - - - -	Watertown N.Y.
VICTORIA YACHT CLUB	- - - - -	Hamilton

L.Y.R.A. DELEGATES TO Y.R.U.

Commodore T. B. PRICHARD  
R.Y.C.

ÆMELIUS JARVIS  
R.C.Y.C.

J. S. McMURRAY  
R.C.Y.C.

# Lake Yacht Racing Association

## RACING RULES

---

Amended to June 1st, 1907, per Order Secretary

---

### **RULE I.**

#### **Management of Races.**

All races, and all yachts sailing therein, shall be under the direction of the Regatta Committee of the Association or 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 shall arise shall be subject to their decision. Their decision shall be based upon these rules as far as they apply, but as no rules can be devised capable of meeting every incident and accident of sailing, the Regatta 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 skill and speed. The decision of the Regatta Committee shall be final, unless they think fit, on the application of the parties interested, or for other reasons, to refer the questions at issue for the decision of the Council of this Association, whose decision shall be final. No member of the Regatta Committee or Council shall take part in the discussion or decision upon any disputed question in which he is interested.

#### **Association Officer.**

2. The Council may, in any year, appoint an officer, at such remuneration as they shall think fit, whose duty it shall be to attend all Regattas held under the auspices of the Association, and (under the direction of the Regatta Committee) superintend the laying and logging of courses and laying of buoys, see that the guns are fired at the proper times, and, with such assistance as may be necessary, take the time of the competing yachts at the finish, and generally do such work in connection with the management of the Regattas as may be reasonably required of him. He shall also send a record of the names and times of the starters in each race to the secretary of the Association.

## RULE II.

### Measurements for Classification and Time Allowance.

Yachts shall be rated for classification and time allowance according to the following formula:

$$\text{Rating Measurement} = \frac{L \sqrt{S A}}{5.5 \sqrt[3]{D}}$$

Length multiplied by square root  
of sail area, divided by 5.5 times  
cube root of displacement

The result is the measurement for classification and time allowance.

The measurements shall be obtained as follows:

#### Length.

L, measured on a line parallel with the middle fore-and-aft vertical plane at a distance from it equal to one-quarter of the greatest beam (B) at the load water-line, and one-tenth of this beam (B/10) above the load water-line; and in case there are any notches, jogs, curves, or angles, at or near the plane of measurement, L shall be taken on a fair line bridging such notches, curves, jogs or angles.

#### Sail Area.

The Measurer shall measure the spars and calculate the sail area in the following manner, and the square root of this area shall be the  $\sqrt{S A}$  in the rating formula:—

At the option of the owner the outer points of measurement on the boom and gaff may be black bands, beyond the inner edges of which the sail shall not be extended.

#### Mainsail.

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

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

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

To find the area of the mainsail: Multiply A by B and C by D and add the two products together and divide by 2.

*Yard Topsail or Club Topsail.*

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

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

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

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

To find the area of yard topsail or club topsail: Multiply E by F and G by H and add the two products together and divide by 2.

*Jib Header.*

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

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

To find the area of jib header: Multiply K by L and divide the product by 2.

*Headsails.*

I—A perpendicular taken along the after-side of the mast from the upper side of the sheave of the highest halyard block or sheave on the mast or top-mast to the upper side of the boom when resting on the saddle or on the lowest part of the goose-neck; the distance of which point above the fair line of solid bulwarks shall be recorded by the measurer.

In pole-masted yachts which carry the upper halyard block on a pennant, the upper point of measurement shall be the point at which the pennant is fastened to the mast.

In the case of a schooner I shall be taken along the after side of the foremast from the upper side of the sheave of the highest halyard block or sheave on the top-mast to a point at the same distance above the fair line of solid bulwarks at the foremast, as the lower point of measurement of I is at the mainmast.

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

In yachts of 27 feet rating and over, if the distance from the centre fore-and-aft line of the mast to the outer end of the spinnaker boom, when in position, exceeds the distance from the foreside of the mast to the bowsprit end (where cut by the line of the luff of the foremost headsail), the excess shall be added to the base of the fore-triangle. In the case of a schooner, the base J shall be measured from the foremast, but if the main or longest spinnaker boom exceeds the before-mentioned distance, the excess shall be added to the base J.

In yachts under 27 feet rating, the spinnaker boom may be 40 per cent. of the length of the base line measured from the foremost point of measurement on the bowsprit, other spar or hull, as the case may be, in a straight line to the extreme afterpoint of measurement. Any excess of spinnaker boom over such 40 per cent. shall be added to the base J.

The area of the headsails shall be obtained by multiplying J by I, dividing by 2 and taking 90 per cent. of the result.

$$\text{Formula: } \frac{I \times J}{2} \times 0.90$$

*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 to the mast.

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

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

*Bat Wing Sails.*

To find the area of bat wing sails: Multiply A by a1 and B by b1 and add the two products together and divide by 2, and multiply C by D and add the product to the other.

*Lugsails.*

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

*Round in Sail.*

To compute the area bound by the round in the head of the lugsail or the foot of a loose-footed mainsail, 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).

*Mode of Measuring.*

In cases of disputed measurements, or if the necessary measurements cannot be obtained from the designer or sail-maker, the sail 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 luff and peak 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 headsail measure the height I and the distance J, as provided for in the section dealing with headsail. 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.

All measurements to be taken when the sails are perfectly dry and properly set.

#### *Sails of Unusual Form.*

If the various methods of measuring sails as herein shown do not, in the opinion of the 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 yacht has been measured, giving the different measurements and the points from which they have been taken, shall be furnished by the measurer to the owner of every yacht measured by him.

#### *Total Area.*

In sloops and cutters the total sail area for purposes of measurement shall be the sum of the area of mainsail and topsail and headsails, as calculated by the method previously described; in yawls the sum of the areas of mainsail and topsail, mizzen and topsail and headsails; in schooners, the sum of the areas of mainsail, and topsail foresail and topsail and headsails; in three-masted schooners, the sum of the area as of the mizzen, mainsail, foresail and topsails and headsails.

A spinnaker may have a headstick, or board not longer than one-twentieth the length of the spinnaker boom, but not a foot-yard, or more than one sheet, or any other contrivance for extending the sail to other than a triangular shape.

In case a yacht shall carry a square-sail, or square topsail, or raffe (together or separately) instead of a spinnaker, the actual area of the same shall be computed; and if such area exceed the area of the fore-triangle, the excess shall be used in the total area for determining the rating.

#### **Displacement.**

D—May be obtained by any one of the following methods:

1—By weighing the yacht when fully equipped and in racing trim.

2—By acceptance of figures of designer.

3—At points dividing the length of the load water-line into five equal parts, find areas of immersed cross-sections in square feet (recommended by fitting templates against side of yacht); from the areas in square feet obtained and load water-line length, find approximate displacement in cubic feet, which will be the D in formula.

#### **Limits and Penalties.**

One-half ( $\frac{1}{2}$ ) of any excess of L. W. L. over one hundred and fifteen (115) per cent. of L. shall be added to the rating measurement.

The L. W. L. shall be the distance in a straight line between the points farthest forward and farthest aft, where the hull, exclusive of the rudder post is intersected by the surface of the water when the yacht is afloat in racing trim.

The limit of draught of yachts shall be in feet: 0.15 times the L, plus 2.50, and any excess of draught exclusive of centre-board, as per above formula, shall be multiplied by three and added to the Rating Measurement; this penalty, however, shall not apply to yachts launched prior to November 1st, 1906, provided that such yachts do not increase their draught.

Any excess of the square root of the sail area over 135 per cent. of L shall be added to the Rating Measurement, this penalty, however, shall not apply to yachts launched prior to November 1st, 1906, provided that such yachts do not increase their sail area.

Hollow spars shall not be allowed on any yacht except on those launched prior to November 1st, 1906.

#### **Trim.**

All measurements of hull shall be taken with only such persons on board as shall be required to assist the Measurer.

#### **Certificates of Measurement.**

The Measurer may accept drawings, dimensions, and calculations of any or all specified measurements when certified to by the designer; but previous to the filing of a certificate of measurement with the Regatta Committee, the Measurer shall personally measure the spars and verify the line of flotation, and all dimensions and calculations depending thereon.

Should any designer wilfully issue a false certificate, all future yachts built from his designs after the date of such discovery, will be excluded from racing and future certificates of such Designer shall not be accepted.

If from any peculiarity in the build of a yacht, or other cause, the Measurer shall be of the opinion that the

rule will not rate the yacht fairly, or that in any respect she does not comply with the requirements of these rules, he shall report the circumstances to the Regatta Committee, who, with the Measurer, after due inquiry, shall award such certificate of rating as they may consider equitable, and the measurement shall be deemed incomplete until this has been done.

### **RULE III.**

#### **Classification.**

Yachts shall be classified by Rating Measurement and shall be divided into classes as below:—

#### *Schooners.*

- 64 Foot Class—D Not over 64 feet and over 55 feet rating measurement.
- 55 Foot Class—E Not over 55 feet and over 47 feet rating measurement.
- 47 Foot Class—DD Not over 47 feet and over 40 feet rating measurement.
- 40 Foot Class—EE Not over 40 feet rating measurement.

#### *Sloops and Yaws.*

- 68 Foot Class—J Not over 68 feet and over 57 feet rating measurement.
- 57 Foot Class—K Not over 57 feet and over 48 feet rating measurement.
- 48 Foot Class—L Not over 48 feet and over 40 feet rating measurement.
- 40 Foot Class—M Not over 40 feet and over 33 feet rating measurement.
- 33 Foot Class—N Not over 33 feet and over 27 feet rating measurement.
- 27 Foot Class—P Not over 27 feet and over 22 feet rating measurement.
- 22 Foot Class—Q Not over 22 feet and over 18 feet rating measurement.
- 18 Foot Class—R Not over 18 feet and over 15 feet rating measurement.
- 15 Foot Class—S Not over 15 feet rating measurement.

Every yacht of forty (40) feet rating measurement and under, launched after November 1st, 1906, shall rate at the highest limit of the class.

The Regatta Committee, in the notice of a race, shall specify for what class or classes the race is given; and in such notice, may combine classes, and establish special classes and conditions therefor.

### **RULE IV.**

#### **Mixed Races. Allowance for Rig.**

In races where vessels of different rigs sail together a schooner shall be rated for time allowance at eighty-five

(85) per cent. of her rating measurement; a yawl at ninety-three (93) per cent., and a sloop at her actual rating measurement.

#### RULE V.

##### Time Allowance.

Time allowance shall be calculated according to Rule II., as shown on pages 18-22, inclusive.

#### RULE VI.

##### Restrictions. (Racing Trim.)

1. *Sails.* A Yacht in races may carry the following sails:  
A Sloop, mainsail, gaff or club topsail, forestaysail, jib, flying jib, jib-topsail, and spinnaker.

A Yawl, same as a Sloop, with mizzen, mizzen-top-sail, and mizzen staysail.

A Schooner, mainsail, foresail, forestaysail, jib, flying-jib, jib-topsail, fore and main gaff or club topsail, main-topmast-staysail, and spinnaker.

A Three-Masted Schooner, same as a Schooner, with mizzen, mizzen-topsail, and mizzen-staysail.

A Yacht may set light sails over or in place of working sails, and may carry square sails, square topsails, and raffles (together or separately) in place of a spinnaker. A pole-masted yacht may carry her regular sprit topsails.

2. *Life Buoys.* Each yacht shall carry at least two serviceable life buoys, or belts, one of which shall be kept on deck, ready for use, within easy reach of the man at the helm.

3. *Boats.* Each yacht of any class named below shall carry on deck a serviceable, non-collapsible boat with round bottom, of a length not less than herein specified for her class; such boat to have oars and oar-locks lashed in.

Class D of Schooners and J of Sloops and Yawls, twelve feet in length. Classes E, DD, and EE of Schooners and K and L of Sloops and Yawls, ten feet in length.

4. *Bulkheads, Ballast, etc.* Floors must be left down and bulkheads and doors left standing; water tanks kept in place, and at least one bower anchor and suitable cable kept on board. Each yacht shall keep her galley fixtures and fittings on board and in their proper places. Trimming by dead weight shall not be allowed after the preparatory signal. Ballast shall not be taken in or discharged after 9 p.m. of the day before a race.

A race postponed or railed shall, so far as regards this rule, be considered a new race.

5. *Crew.* The total number of men permitted on a yacht during a race shall not exceed that given by the following table:

*Schooners.*

Classes D, E and DD, one man for every 250 square feet of sail area and fraction thereof.

Class EE, 40 foot Class, 9 men.

*Sloops and Yawls.*

Classes J, K and L, one man for every 250 square feet of sail area and fraction thereof.

Class N, 33 foot class, 6 men.

Class M, 40 foot class, 9 men.

Class P, 27 foot class, 5 men.

Class Q, 22 foot class, 4 men.

Class R, 18 foot class, 3 men.

Class S, 15 foot class, 3 men.

Yachts of 33 foot rating measurement and under must be steered by a Corinthian who must be a member of a club belonging to the association. Corinthianism to be defined as under:

" Corinthianism in yachting is that attribute which represents participation for sport as distinct from gain, and which also involves the acquirement of natural experience through the love of sport rather than through necessity or the hope of gain. It is consistent with the motive higher than mercenary found in the ranks of officers of the navy and naval architects, notwithstanding the remuneration they receive, while it is inconsistent with the trade of the fisherman, even though one following such a trade has never been a paid sailor. 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 who is a professional in any other sport, shall be considered a Corinthian yachtsman."

The total number of professional sailors employed on a yacht during a race of the 33 and 27 foot classes shall not exceed two, and of the 22 foot class and under shall not exceed one.

6. *Boarding and Leaving.* No person shall board or leave a yacht after the preparatory signal for her class has been made, except in case of accident, or injury to a person on board.

7. *Private Signal and Number.* Each yacht shall carry her private signal at the main peak, and display her racing number above the reef points at approximately equal distances from the luff and leach on both sides of the mainsail.

8. *Lights and Fog Signals.* The Government regulations regarding lights and fog signals shall be observed.

9. *Propulsion.* No means of propulsion other than sails shall be employed.

10. *Anchoring, etc.* A yacht may anchor, but must weigh anchor again and not slip. A yacht shall not warp nor kedge, nor make fast to a buoy, pier, vessel or other object, except as provided in Section 12 of this Rule.

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

12. *Running Aground and Fouling.* A yacht running aground or fouling a buoy, pier, vessel, or other object, may use her anchors, warps, boats, etc., to get clear, but may not receive any assistance, except from the crew of the vessel fouled.

13. *Power.* Manual power only shall be used in handling sails.

## RULE VII.

### Restrictions. (Cruising Trim.)

When cruising trim is required a yacht shall conform to the following restrictions:

1. *Fittings.* Cruising deck, cabin, galley, and forecaste fittings and fixtures (davits excepted) shall be kept in place. Davits must be kept on board.

2. *Anchors and Cables.* Cruising equipment of anchors and cables suitable to the size of the yacht shall be carried, and of these one bower anchor with suitable cable bent shall be kept ready for immediate use.

3. *Sails.* A yacht may carry the sails allowed in Racing Trim, except that topsails extending above the truck of the topmast or beyond the end of the gaff shall be barred. A pole-masted yacht may carry her regular sprit-topsails.

4. *Boats.* Each Schooner over 55 feet and each Sloop or Yawl over 57 feet rating measurement shall carry two serviceable non-collapsible boats not less than 12 feet in length; each other Schooner and each Sloop or Yawl under 57 feet and over 40 feet rating shall carry one such boat not less than 10 feet in length; each Sloop or Yawl under 40 feet and over 22 feet rating shall carry or tow one such boat not less than 8 feet in length.

5. A yacht shall conform to all the restrictions of Rule VI. (Racing Trim) which are not replaced or modified by the foregoing sections of this Rule.

## RULE VIII.

### Entries.

1. A yacht cannot be entered for a race unless her ownership, rig, and measurement for time allowance, as com-

puted in accordance with the Rules of the Association, are on record with the Regatta Committee.

2 Entries shall be made as required by the Regatta Committee in the notice of the race.

3. If two or more entries have been received for a class, a yacht starting alone in such class shall be entitled to sail over the course for a "Sail Over" prize; such yacht may, however, enter in any class above at the maximum rating of such class, provided she notify the Regatta Committee and her competitors by hoisting at the starboard main spreader the letter designating the class she so enters. Such letter must be kept flying during the entire race.

4. Two or more yachts owned, wholly or in part, by the same person shall not be entered in the same class.

#### **RULE IX.**

##### **Instructions.**

1. The owner of each yacht entered for a race shall be furnished at the time of the entry, or as soon thereafter as possible, with written or printed instructions as to the conditions of the race and the courses to be sailed.

2. The Regatta Committee may change the courses or amend the instructions, provided notice of such change is given to each yacht before the warning signal is made.

#### **RULE X.**

##### **Amenable to Racing Rules.**

A yacht shall be amenable to the Racing Rules from the time the preparatory signal for her class is made.

From the setting of the warning signal, yachts whose preparatory signal has not been made, must keep clear of other yachts whose preparatory signal has been made. After crossing the finishing line a yacht shall not interfere with any yacht still in the race.

#### **RULE XI.**

##### **Start and Finish.**

1. The starting and finishing lines shall be indicated by a stake-boat or other mark at one end, and a white flag displayed on the Regatta Committee's boat or station at the other end.

2. The Regatta Committee may establish, by means of a buoy or buoys, a restricted area about the starting line, within which no yacht shall enter until the preparatory signal of her class is made.

3. The Committee boat or station at the finish line shall show a red ball, and after sunset shall show two red lights.

A person may be placed on the stake-boat or station, at the finishing line, who shall time the yachts in the absence of the Regatta Committee.

4. If any yacht, 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 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 given, must keep clear of all competing yachts.

5. A yacht shall be considered to have finished a race, when, on completing the course, any part of her hull or spars shall be on or across the line.

## RULE XII.

### Starting Signals.

1. The Starting Signals for all races, to which attention shall be called by gun or whistle, shall be as follows:

*Warning.* The hoisting of a white flag or cone.

*Preparatory.* Five minutes after the warning signal, the lowering of the white flag or cone and the hoisting of the blue peter or blue peter cone.

*Start.* Five minutes after the preparatory signal, the lowering of the blue peter or blue peter cone and the hoisting of a distinctive signal, as provided in instructions.

2. In starting yachts by classes or divisions, the classes or divisions shall be started at five-minute intervals. The starting signal for one class or division shall be the preparatory signal for the next succeeding class or division.

3. The Regatta Committee may alter the time intervals between signals, when so stated in the instructions.

4. All starts shall be flying and shall be one gun starts unless otherwise specified in the instructions for the race.

5. When the time of starting is postponed until later in the day; postponements shall be for even fifteen minute intervals.

## RULE XIII.

### Right of Way.

*Definitions—*

(a) Close-hauled.

A yacht is close-hauled when sailing by the wind as close as she can lay with advantage in working to windward.

(b) 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.

(c) Overlap.

An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and con-

tinues to exist as long as the leeward yacht by luffing, or the weather yacht by bearing away, is in danger of fouling.

(d) *Mark.*

A mark is any vessel, boat, buoy, or other object used to indicate the course, and is not a mark until the starting signal has been made, and does not involve any question of sea-room.

*Right of Way.*

When one yacht is approaching another yacht so as to involve the 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 Same Point of Sailing, with Wind on Opposite Sides.*

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

3. *On Same Point of Sailing, with Wind on Same Side.*

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

4. *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 windward shall keep clear.

5. *Altering Course.*

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

6. *Overtaking, Luffing, and Bearing Away.*

A yacht overtaking another yacht shall keep clear of the overtaken yacht:

(a) *Passing to Windward.*

An overtaken yacht may luff as she pleases to prevent an overtaking yacht passing her to windward, until she is in such a position that her bowsprit end, or stern if she has no bowsprit, would strike the overtaking yacht abaft the main shrouds, when her right to prevent the other having a free passage to windward shall cease.

(b) *Passing to Leeward.*

An overtaken yacht must never bear away to prevent another yacht from passing her to leeward—the lee side to be considered that on which the leading yacht of the two

carries her main boom. The overtaking vessel must not luff until she has drawn clear ahead of the yacht which she has overtaken.

7. *Rights of New Course.*

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

8. *Passing and Rounding Marks.*

If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on a 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 yacht has altered her helm for the purpose of rounding.

9. *Obstruction to Sea-Room.*

When a yacht is approaching a shore, shoal, pier, 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 to bear away in order to give room, the other shall also tack, or bear away as the case may be at as near the same time as is possible without danger of fouling. But should such obstruction be a designated mark of the course, a yacht forcing another to tack under the provisions of this section shall be disqualified. (See Rule XX., Section 2, where this rule is particularly referred to.)

**RULE XIV.**

**Wrecking or Shifting of a Mark.**

Should any mark be missing or moved from its proper position during a race, the Regatta Committee shall, if possible, replace it or substitute the Committee boat, and call attention by gun or whistle. Failing thus to re-establish the mark, the race may be ordered resailed or not, at the option of the Regatta Committee.

**RULE XV.**

**Accidents.**

Each yacht shall render every possible assistance to any vessel or person in peril, and if in the judgment of the Regatta Committee she shall have thereby injured her chances of winning, they shall order the race resailed between such yacht and the winner in her class.

#### **RULE XVI.**

##### **Postponed and Resailed Races.**

1. At any time before the Preparatory Signal the Regatta Committee shall have power to postpone any race should unfavorable weather conditions render such postponement advisable. Should the race be postponed for the day, then such postponed race shall be considered a new race.

2. At any time after the starting signal and before the finish the Regatta Committee shall have power to declare off or order resailed any race, should unfavorable weather conditions render a finish improbable within the time limit. New entries shall not be received for such resailed race, and a yacht disqualified in the original race shall not be eligible to start in the resailed race.

#### **RULE XVII.**

##### **Shortening Course.**

Should it be necessary during a race to shorten the course two blasts of the whistle or two guns fired shall show that the race is to be finished with the round about to be completed or at the mark where the Regatta Committee's boat is stationed when giving the signal, and the time allowance shall be proportionately reduced.

#### **RULE XVIII.**

##### **Time of Race Limited.**

Except when otherwise specified in the instructions, a race in any class in which no yacht has finished at one-half hour after sunset shall be declared off.

#### **RULE XIX.**

##### **Protest.**

A yacht having cause, during a race, to protest against any other yacht for violation of these rules shall at once display a flag in the rigging, which shall be known as the Protest Flag, and keep such flag flying during the entire race. A protest must be supplemented by a written statement of the facts, which must be sent to the Regatta Committee before 6 p.m. or the next (week) day following the race.

2. If through protest the measurement of any yacht be called in question, the Regatta Committee shall direct the Measurer by whom such yacht was measured, or if, in their judgment, such Measurer is not available, then another Measurer, to remeasure the same, disregarding designers' drawings and certificates, and the result, as reported by

him, shall be final. The expenses of such remeasurement shall be borne by the party against whom such protest is decided. A deposit of \$20 shall be made when the protest is filed which shall be returned in case the measurement is found to be correct.

## **RULE XX.**

### **Disqualifications.**

1. Each yacht must go fairly around the course. A yacht touching a mark, unless wrongfully compelled to do so by another yacht, shall at once abandon the race.

2. If a yacht, in consequence of her neglect of any of these rules, shall foul another yacht, or compel another yacht to foul any yacht, mark or obstruction, or to run aground, she shall be disqualified and shall pay all damages; and any yacht which shall wrongfully cause another to luff, bear away, or tack, in order to avoid fouling, or shall without due cause compel another yacht to give room or to tack under Section 9, Rule XIII., or shall herself fail to tack or to bear away, as required in that section, or shall in any other way infringe or fail to comply with any of these Rules or attempt to win a race by other means than fair sailing and superior speed and skill, shall be disqualified.

3. After having been officially measured, a yacht shall not make changes in her trim affecting "L" or "D" nor make alterations in her sail plan, without written notice to the Regatta Committee, specifying the changes that have been made and embodying a request for remeasurement.

4. The Regatta Committee shall without a protest disqualify any yacht, should they know prior to the conclusion of the race that she has committed a breach of these rules. They may disqualify any yacht for a breach of these rules should such breach be brought to their attention in writing, prior to 6 p.m. of the (week) day following the race.

## **RULE XXI.**

### **Award of Prizes.**

1. The owner of a winning yacht, or his representative on the yacht during the race, shall, before the awarding of prizes, file with the Regatta Committee a declaration that all the rules and regulations were complied with.

2. A prize shall be awarded to that yacht in each class which makes the best corrected time over the course.

3. If a winning yacht be disqualified the prize shall be awarded to the yacht making the next best corrected time over the course.

**RULE XXII.**

**Regatta Committee.**

The Regatta Committee in the foregoing rules shall be the committee appointed from time to time by the Council to take charge of a race or regatta.

**The Measurer.**

The Measurer referred to in the foregoing rules shall mean a measurer appointed by the different Clubs of the Association, whose duty it shall be to measure the yachts belonging to the Club for which he is appointed and to report the measurement, with full particulars, to the Secretary of the Association. A certificate signed by the measurer shall be sent to the Secretary of the Association for the use of the Regatta Committee. The certificate shall be to the following effect:—

“I hereby certify that I have measured the yacht  
..... belonging to....., a member  
of the.....Club, and find that the L. is.....  
feet and.....inches. The sail area is..... square feet,  
and the displacement is.....cubic feet, and her rating  
is therefore.....

“And I further certify that all the measurements have  
been taken according to Rule 2 of the Association, and the  
displacement has been found by.....

“Dated at.....this.....day of.....190..

.....  
“Measurer for the.....Club.”

“The yacht referred to in the foregoing certificate is  
the property of....., a member of the.....Club.

“Dated at.....this.....day of.....190..

.....  
“Secretary of the.....Club.”



KUNTZ

*Regal*

LAGER

Is a Special Brew

Is kept constantly on hand at all  
Leading Hotels, Clubs and Cafes

Brewed and Bottled exclusively by

The HAMILTON BREWING ASSOCIATION, Limited

# Lake Sailing Skiff Association

## OFFICERS FOR 1907

---

### PRESIDENT

T. A. E. WORLD, Q.C.Y.C.

### VICE-PRESIDENT

A. WHINTON, N.Y. & S.C.

### SECY.-TREAS.

JAS. W. COMMEFORD, JR., Q.C.Y.C.

### EXECUTIVE COMMITTEE

CHARLES SWEATMAN, R.C.Y.C.

S. VILA, R.H.Y.C.

J. W. JUTTEN, V.Y.C.

W. EWING, Q.C.Y.C.

E. B. COLLETT, N.Y. & S.C.

WM. JOHNSTON, Mimico Boating Club

E. C. TYRRELL, Toronto Canoe Club

G. W. SCHOEFIELD, Lakeside Cove Yacht Club

W. DICKSON, Alexandra Yacht Club

WM. JOHNSTON, Parkdale Canoe Club

### SECRETARY'S ADDRESS

292 COLLEGE STREET, TORONTO

Phone North 2352

# LIST OF YACHT CLUBS

BELONGING TO THE

## Lake Sailing Skiff Association

1907

---

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
TORONTO CANOE CLUB	- - - - -	Toronto
NATIONAL YACHT AND SKIFF CLUB-	- -	Toronto
PARKDALE CANOE CLUB	- - - - -	Parkdale
MIMICO BOATING CLUB	- - - - -	Mimico
LAKESIDE COVE YACHT CLUB	- - - - -	Toronto
ALEXANDRA YACHT CLUB	- - - - -	Toronto
ROYAL ST. LAWRENCE YACHT CLUB	- -	Montreal

# Lake Sailing Skiff Association

## RACING RULES

---

Amended to June 1st, 1907, per Order Secretary

---

### RULE I.

#### 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. All Association Races to be held on Bay courses. The Annual Regatta to take place alternately between Hamilton and Toronto.

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 to 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.

## RULE II.

### Classification.

#### 16 Ft. Knockabout Class.

- A. Maximum Load Water Line, 16 feet.
- B. Maximum Draft, 4 feet.
- C. Maximum Sail Area, 350 square feet. Spinnaker Boom not to exceed one and one-half the length of Fore Triangle.
- D. Minimum Beam L. W. L.  
Keel 5 ft. 7 in.  
Centreboard 6 ft. 2 in.
- E. Minimum Area largest immersed vertical cross section, 6,125 square feet.
- F. Minimum Draft for at least 4 feet length of keel, 2 ft. 3 in.
- G. Minimum Freeboard,  
Keel 18 in.  
Centreboard 17 in.
- H. Cabin Trunk, width not greater than 70% nor less than 50% of greatest beam on deck.
- I. Cabin Trunk, height at least 2½ in. for every foot of greatest beam on deck.
- J. Stem, sided at head, 2¼ inches.
- K. Forward and aft overhang timber, oak, rock elm or fir, 1½ in. thick.
- L. Frames, oak or rock elm, sectional area, 1 sq. in. Spacing, 9 inches.
- M. Floors, oak or rock elm, ¾ in. thick.
- N. Clamp, oak, rock elm, fir, hard pine or spruce, 2¼ sq. inches.
- O. Bilge Stringer oak, rock elm, fir, hard pine or spruce, 2¼ sq. inches.
- P. Deck Beams, oak, section area, main 2½ sq. in., auxiliary 1½ sq. in., half beams 1 sp. in., spacing 9 inches.
- Q. Planking to finish full, 11-16 inches thick.

R. Deck to finish full,  $\frac{5}{8}$  inches thick.

S. House deck to finish full, 7-16 inches thick.

The total area of the sail abaft the mast shall not exceed 75% of the total allowed sail area.

Hollow spars not allowed.

All Centreboards to be of oak, not over 1 $\frac{1}{2}$  in. in thickness and weighted only sufficient to sink.

A yacht using a centreboard to increase her lateral plane, and having a draft exclusive of centreboard of more than 3 feet for at least 3 feet length of keel, shall be considered a keel boat.

Measurements for this class to be taken without the crew or its equivalent weight on board.

Crew to consist of not more than 3 persons.

#### 17 Ft. Ballasted Skiff Class.

L. O. A. 25, Feet Maximum.

L. W. L. 17, Feet Maximum.

Min. Beam, 7 ft. Measured over all, rubbing streak, minimum 1x1 $\frac{1}{2}$  in., maximum 2x1 $\frac{1}{4}$  in.

Minimum Freeboard, 16 inches.

Ballast, 400 inside under floors and to be secured from shifting.

Centreboard, metal, 150 lbs., no loaded boards allowed.

Sail Area, 400 square feet, sloop rig.

Air-Tight tanks, to float, 300 lbs. deadweight.

Minimum Planking to finish full  $\frac{1}{2}$  inch for clinker built and  $\frac{5}{8}$  inch for carvel built boats.

Ribbing, 1 $\frac{1}{4}$  inch to the foot, spacing 6 inches maximum.

Bilgestringer, Oak, Rock Elm, or Georgia Pine, to be one inch square and run full length of boat.

Solid Mast.

Decking,  $\frac{1}{2}$  inch thick.

Decking at sides, 40% of width of beam.

Deck Beams, Sectional area, 2 $\frac{1}{2}$  sq. inches spaced 12 inches.

Half Beam, Sectional area 1 $\frac{1}{4}$  sq. inches spaced 12 inches.

30% reduction allowed for oak.

Crew, 4 men.

Measurement without crew.

No Bilgeboards allowed.

There must be 4 boats built to make a class, 16 foot skiffs built prior to this date will be allowed to compete in this class.

No. 2. The measurement of the maximum beam in all classes in the Association to be taken outside of everything.

Boats when measured to have full canvass and centreboard, to stand on an even keel and properly trimmed as

far as possible. Length of L. W. L. to be measured from the forward side of stem at L. W. L. to L. W. L. at stern, wherever found, exclusive of any part of the rudder.

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

No Skiff shall be allowed to compete unless she is sufficiently buoyant in case of capsized to float boat, centreboard, crew and ballast.

No Skiff shall carry a "hiking" board.

Crew to consist of not more than four persons.

The winning Skiff 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.

#### One Design 16 Foot Dinghy Class.

Sail area maximum, 190 feet.

No jib or spinnaker allowed.

Planking minimum,  $\frac{3}{8}$  inch.

Ribs 1x1 inch spaced 12 inches or its equivalent.

Dinghys to be clinker built and to show lands of not less than half the thickness of planking.

Crew—Two must be carried.

Blue Prints of design may be had from Hon. Secretary of the L. S. S. A.

#### 14 Foot Dinghy Class.

Length over all, 14 feet maximum.

Beam

Maximum, 5 feet 7½ inches.

Minimum, 5 feet.

Depth, minimum, 16 inches.

Area of largest vertical cross section, 875 square inches minimum.

Sail area, maximum, 140 square feet.

Planking, minimum,  $\frac{3}{8}$  inches thick.

Ribs—Minimum, 1x $\frac{3}{4}$  inch, spaced 12 inch centres or its equivalent.

Rubbing Streak, minimum  $\frac{3}{4}$ x $\frac{3}{4}$ . Maximum,  $\frac{3}{4}$ x1 in.

Dinghys to be clinker built, to show lands of not less than one-half the thickness of the planking.

The minimum width of decking to be not less than 8 inches in decked boats, but if built without decking then 3 inches must be added to the depth and 180 square inches to the area of the largest vertical cross section.

Crew—Two men must be carried.

Measurement for Beam in all classes to be taken outside of everything.

### RULE III.

#### Entries.

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.

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:—

#### Measurement Certificates.

Form of Certificate for 16 foot Knockabout Class.

*Lake Sailing Skiff Association.*

I certify that I have measured and examined the Yacht ..... No. .... and her dimensions and construction are in accordance with the restrictions, etc., for the 16 foot Knockabout Class.

..... Measurer.

Dated at ..... 190....

A Skiff must sail with the same canvas 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 at least forty-eight hours before such boat shall be allowed to compete in any subsequent Race.

### RULE IV.

#### 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 canvas 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 ..... 190....

Signed .....

SEC. 2. The foregoing form of entry is binding upon boats of all classes sailing in Races under the auspices of the 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 XVII., be entitled to start; but no new entries shall be received under any circumstances whatever for a postponed Race.

#### **RULE V.**

##### **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.

#### **RULE VI.**

##### **Distinguishing Numbers.**

Each boat must display her distinguishing number in a conspicuous manner on both sides of the peak of the main-sail, 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 Club numbers to be black numbers on white ground. Hamilton Club numbers to be red numbers on white ground.

Each Club in the Association shall register with the Secretary-Treasurer of the Association on or before the 1st day of June in each year, the respective numbers of each boat, otherwise the Association officer will not be responsible for any mistakes that may occur.

#### **RULE VII.**

##### **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.

## **RULE VIII.**

### **Sails.**

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

## **RULE IX.**

### **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.

## **RULE X.**

### **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 not 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.

## **RULE XI.**

### **Starting.**

SEC. 1. The Skiffs shall start from mooring, 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.

#### **RULE XII.**

##### **Means of Propulsion.**

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

#### **RULE XIII.**

##### **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 Rule XI.

#### **RULE XIV.**

##### **Soundings.**

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

#### **RULE XV.**

##### **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 have power to order it to be re-sailed between all boats so prevented and the actual winners.

#### **RULE XVI.**

##### **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 Rule is however subject to Rule 1, Section 4.

## RULE XVII.

### 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.

## RULE XVIII.

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 two yachts are overlapped, the leeward yacht 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 lue 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 windward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to windward 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, a 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.

## RULE XIX.

### 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 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 Skiff 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.

#### **RULE XX.**

##### **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 Rule 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 protestor 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.



# Royal Canadian Yacht Club

TORONTO

## OFFICERS FOR 1907

---

### Patrons

H.M. KING EDWARD VII.  
H.R.H. THE PRINCE OF WALES.  
H.R.H. THE DUKE OF CONNAUGHT.  
THE RIGHT HONORABLE THE EARL OF DERBY.  
HIS EXCELLENCY THE GOVERNOR-GENERAL OF  
CANADA.

### OFFICERS :

#### Commodore

ALBERT A. MACDONALD, M.D.

#### Vice-Commodore

FREDERICK NICHOLLS.

#### Rear Commodore

C. G. MARLATT.

#### Hon. Treasurer

LOUIS S. McMURRAY.

#### Executive Committee

C. A. B. BROWN	J. S. McMURRAY
S. B. BRUSH	W. H. PEARSON, Jr.
STEPHEN HAAS	F. A. ROLPH
Æ. JARVIS	E. L. STANTON
W. E. McMURTRY	E. K. M. WEDD

#### Sailing Committee

M. R. GOODERHAM	J. S. McMURRAY
Æ. JARVIS	J. W. RUTHERFORD
H. LOGAN	E. K. M. WEDD

J. A. YOUNG, Jr.

#### Secretary

E. PORTER.



Commodore Dr. ALBERT A. MACDONALD,  
R.C.Y.C.

# R. C. Y. C.

## SCHEDULE OF RACES

---

- May 24—14 ft. Dinghy Class, open to all L.S.S.A. boats.  
 May 25—Open Race for Motor Boats.  
 June 1—16 ft. Ballasted Class.  
 June 8—Cruising Race, 1st, 2nd and 3rd Divisions,  
 Lorne Cup to winner in 1st Division.  
 June 15—Special Class P and 14 ft. Dinghy Class.  
 June 22—Cruising Race, 1st and 2nd Divisions, and  
 Special Class P.  
 June 29—Special Class P, 3rd Division, and 16 ft. Bal-  
 lasted Class.  
 July 1—Queen's Cup at Toronto, Class P and under;  
 Nicholl's Gold Cup, 1st Division; and L.S.S.A. Regatta at  
 Toronto.  
 July 6—Cruising Race, 1st and 2nd Divisions, and  
 Special Class P.  
 July 13—Special Class P, 3rd Division, and 14 ft.  
 Dinghy Class.  
 July 18—Trial Races, Canada's Cup Boats, commence.  
 July 20—Cruising Race, 1st and 2nd Divisions, Lans-  
 downe Cup to winner in 1st Division.  
 July 27—3rd Division and 16 ft. Ballasted Class.  
 Aug. 3—Start of L.Y.R.A. Cruise.  
 Aug. 10—Canada's Cup Races off Charlotte.  
 Aug. 17—14 ft. Dinghy Class.  
 Aug. 24—16 ft. Ballasted Class.  
 Aug. 31—Cruising Race, 1st, 2nd and 3rd Divisions.  
 Sept. 2—Labor Day. Prince of Wales' Cup, all Classes.  
 Sept. 7—14 ft. Dinghy Class.

### CLASSIFICATION OF YACHTS.

- 1st Division, Classes K, L and M.  
 2nd Division, Class N.  
 3rd Division, Classes P, Q, R and S.  
 Special Class P (Canada's Cup Boats).  
 16 ft. Ballasted Class.  
 14 ft. Dinghy Class.

### PRIZES.

First Division .....	\$40.00	\$30.00	\$20.00	5 races.
Second Division .....	35.00	25.00	15.00	5 races.
Third Division .....	25.00	15.00	10.00	5 races.
16 ft. Ballasted Class .....	20.00	10.00	5.00	4 races.
14 ft. Dinghy Class .....	10.00	7.00	5.00	4 races.

Special Class P, Trophy for best average.

Special Class P, Pellatt Shield to winner of Trial Races.

A Cup and Championship Flag will be awarded to the Yacht making best average for season in her class, flags to first Boat in each race. Races for Queen's, Prince of Wales' and Nicholl's Cups do not score in averages.

### R. C. Y. C. SAILING RULES.

1. All Club Races, except in the 16 ft. Ballasted and 14 ft. Dinghy Class shall be governed by the Sailing Regulations of the L. Y. R. A., and in the 16 ft. Ballasted Class and 14 ft. Dinghy Class by the Sailing Rules of the L. S. S. A., subject to any exception made by these Rules.

2. Upon written notification from the Measurer, each Yacht owner must hold his Yacht in readiness to be measured. Any delay in non-compliance with the foregoing will be at the owner's risk, and no Yacht shall be entered for any Club Race unless so measured. All expenses incurred by the Measurer in connection with the measurement of Yachts shall be defrayed by the owner or owners.

The Measurer shall keep and post in the Club House a record of all measurements taken.

### CLASSIFICATION.

#### Sloops and Yawls.

- 68 Foot Class—J Not over 68 ft. and over 57 ft., rating measurement.
- 57 Foot Class—K Not over 57 ft. and over 48 ft., rating measurement.
- 48 Foot Class—L Not over 48 ft. and over 40 ft., rating measurement.
- 40 Foot Class—M Not over 40 ft. and over 33 ft., rating measurement.
- 33 Foot Class—N Not over 33 ft. and over 27 ft., rating measurement.
- 27 Foot Class—P Not over 27 ft. and over 22 ft., rating measurement.
- 22 Foot Class—Q Not over 22 ft. and over 18 ft., rating measurement.
- 18 Foot Class—R Not over 18 ft. and over 15 ft., rating measurement.
- 15 Foot Class—S Not over 15 ft. rating measurement.

Every yacht of over forty (40) feet rating measurement and under, launched after November 1st, 1906, shall rate at the highest limit of the class.

# Rochester Yacht Club

CHARLOTTE

## OFFICERS FOR 1907

---

### Commodore

THOMAS B. PRITCHARD.

### Vice-Commodore

FRANK E. WOODSWORTH.

### Fleet Captain

FRED. A. MABBETT.

### Secretary

CLUTE E. NOXON, No. 20 Trust Building.

### Treasurer

EDWARD O. GRAHAM, No. 115 Sibley Block.

### Measurer

WILLIAM H. PILLOW, Jr.

### Fleet Surgeon

DR. THOMAS PARSONS.

### Directors

FRANK OCUMPAUGH

FRANK T. CHRISTY

GEORGE V. FLECKENSTEIN

LOUIS M. BEATTIE

LORENZO G. MABBETT

A. R. GORSLINE

### Executive Committee

Commodore, Vice-Commodore, Fleet Captain, Secretary,  
Treasurer and Directors.

### Regatta Committee

FRANK T. CHRISTY, Chairman

LEWIS B. JONES

JOHN A. TAYLOR

JOSEPH W. ROBBINS

RAYMOND W. EVEREST

LORENZO G. MABBETT

WINFIELD P. PEMBROKE

CLUTE E. NOXON



Commodore T. B. PRITCHARD  
R. Y. C.

# R. Y. C.

## SCHEDULE OF RACES

---

Preparatory Gun, 2.20 p.m.; start, 2.30 p.m.; triangular course, six miles, unless otherwise specified.

June 8—Club Race—all classes.

June 13—Music and dancing for members and ladies.

June 15—Club Race—all classes.

June 20—Club night.

June 22—Club Race—all classes.

June 27—Music and dancing for members and ladies.

June 29—Club Race—All classes.

July 3—Grand Squadron Run of the fleet to Oleott Beach. Start will be made from moorings at 10 p.m. Preparatory gun at 9.45 p.m. Handicaps will be taken from the Commodore's flagship at the finish. Special information regarding this race will be issued later. The Nichols' Cup will be awarded the winner and special prizes presented to winners in different classes.

July 11—Club night.

July 13—Club Race—all classes.

July 18—Music and dancing for members and ladies.

July 20—Club race—all classes.

July 25—Club night.

July 27—Club Race—all classes.

Aug. 1—Music and dancing for members and ladies.

Aug. 3—Club race—All classes.

Aug. 8—Club night.

### CANADA'S CUP RACES.

Saturday, August 10.

The first race will be sailed on the above date and the other races on consecutive days thereafter (Sundays excepted) until one of the contestants shall have won the series.

Aug. 22—Music and dancing for members and ladies.

Aug. 24—Club Race—all classes.

Aug. 29—Club night.

Aug. 31—Club cruise of the fleet to Sodus Bay, for the race back to Charlotte Labor Day.

Sept. 2—Annual Labor Day cruising race from Sodus Bay to Charlotte—all classes. Handicaps as follows:

9.00 a.m.—20-Foot Class.

9.30 a.m.—25-Foot Class.

10.00 a.m.—30-Foot Class.

The first yacht to finish will be awarded the Kelpie Cup. Flags and special prizes will be awarded to winners in different classes.

The Madge Cup will be presented to the yacht making the best record during the season.

The Colonel Pond Cup will be awarded the 30-foot yacht making the best record during the season.

Sept. 14—Clambake, 6 p.m.

#### **Notice to Power Boat Owners.**

It is especially urged that power boats of all classes take part in club cruises, and if satisfactory rating and handicaps can be arranged, special prizes will be awarded in different classes.

#### **Notice to Boat Owners.**

The Regatta Committee has decided that all 20-foot and 20-foot special yachts be measured as follows:

$$L. w. l. + \sqrt{\text{Sail Area}} \text{ divided by } 2.$$



# Royal Hamilton Yacht Club

HAMILTON

## OFFICERS FOR 1907

### Commodore

GUY R. JUDD.

### Vice-Commodore

JOHN LENNOX.

### Rear Commodore

G. J. TUCKETT.

### Honorary Secretary

C. A. MURTON.

### Honorary Measurer

SAMUEL VILA.

### Committee of Management

G. O. DEXTER

GEO. R. RAW

R. A. MILNE

JOHN A. TURNER

THOS. UPTON.

### Sailing Committee

G. J. TUCKETT, Chairman

L. S. McKINDSEY

C. H. BRIGGER

STEWART McPHIE

G. O. DEXTER

S. VILA

### House Committee

JOHN LENNOX, Chairman

R. A. MILNE

J. A. TURNER

GEO. W. RAW

THOS. UPTON

### Lawn Committee

THOS. UPTON, Chairman

C. W. GARDNER

R. A. MILNE

### Motor Boat Committee

S. S. BEATTY, Chairman

J. D. MOODIE

W. J. BRIGGER

C. S. TURNER

### Assistant Secretary

W. F. McGIVERIN.

Secretary's Office, 19 King St. West.



Commodore G. R. JUDD  
R.H.Y.C.

# R. H. Y. C.

## SCHEDULE OF RACES

---

### CLASSIFICATION FOR CLUB RACES.

Class A—Yachts over 23 foot class.  
Class B—Yachts of 23 foot class and under.  
Yawl Class.  
16 Foot Dinghy Class.

### PRIZES FOR CLUB RACES EXCEPT CUP RACES.

Class A—1st, \$10.00; 2nd, \$6.00; 3rd, \$4.00.  
Class B—1st, \$10.00; 2nd, \$6.00; 3rd, \$4.00.  
Each Cruising Race—1st, \$10.00; 2nd, \$6.00; 3rd, \$4.00.  
Yawl Class—1st, \$10.00; 2nd, \$6.00; 3rd, \$4.00.  
Each Dinghy Class Race—1st, \$6.00; 2nd, \$4.00; 3rd, \$3.00; 4th, \$2.00.

A Flag will be given with each cup, and also to boat making best average in each class.

The Jarvis Anchor will be awarded to yacht making best average in Class A.

All races except mixed class and cruising races shall count for the average.

Average to be computed 1st, 3; 2nd, 2; 3rd, 1, and 1 for each boat finishing.

### PROGRAMME OF CLUB RACES AND OTHER EVENTS.

May 24—A.M., 16 ft. Short Course Dinghy race; p.m., Seamanship Race.

June 1—16 ft. Dinghy Race.

June 8—Yachts of Class A; Yachts of Class B; Short Course Dinghy Race.

June 12—Bowling Green Club Championship, Singles.

June 15—Seamanship Race; Smoking Concert at Beach Club House.

June 22—Ladies' Day.

June 29—Cruising Race for Yachts of Class A; Cruising Race for Yachts of Class B.

July 1—L. S. S. A. at Toronto; Queen's Cup Race at Toronto.

July 6—White Wings Cup for all Yachts; 16 ft. Dinghy Class; Yawl Class.

July 10—Bowling Green Club Championship, Doubles.  
 July 13—Ladies' Day.  
 July 17—Bowling Alley Club Championship, Singles,  
 Nine Pins.  
 July 18—Trial Races for Canada's Cup Boats commence.  
 July 20—Yachts of Class A; Yachts of Class B; Mar-  
 guerite Cup for Class A; Greening Cup for Class B.  
 July 27—16 ft. Dinghy Class; Yawl Class.  
 July 31—Bowling Alley Club Championship, Singles,  
 Ten Pins.  
 Aug. 1—L. R. Y. A. at Charlotte.  
 Aug. 3—Start of L. R. Y. A. Cruise.  
 Aug. 10—Ladies' Day; Seamanship Race; Short Course  
 Dinghy Race; Canada's Cup Races off Charlotte.  
 Aug. 17—Smoking Concert at Beach Club House.  
 Aug. 21—Bowling Green Club Championship, Fours.  
 Aug. 24—Cruising Race for Yachts of Class A; Cruising  
 Race for Yachts of Class B; to meet Toronto fleet at Oakville.  
 Aug. 31—Malloch Cup for 23 ft. Class; Lucas Cup for  
 27 ft. Class; Monck Cup for 33 ft. Class.  
 Sept. 2—A.M., Short Course Dinghy Race; p.m., Yawl  
 Race; Seamanship Race.



# Queen City Yacht Club

TORONTO

## OFFICERS FOR 1907

---

**Commodore**

T. A. E. WORLD.

**Vice-Commodore**

F. J. PHELAN.

**Rear Commodore**

W. G. H. EWING.

**Honorary Secretary**

S. W. SALMON.

**Honorary Treasurer**

F. S. KNOWLAND.

**Honorary Measurer**

W. J. COMMEFORD, Jr.

**Assistant Measurer**

W. G. SELF.

**Board of Management**

F. CORNISH	B. H. ARCHER
H. W. TURNER	H. HENDERSON
E. J. SMITH	W. H. HEWITT
E. BALL	FRED C. CLARKE
C. W. EMBREE	E. L. MIDDLETON

**Sailing Committee**

R. M. EWING	G. A. PRINGLE
J. THOMSON	GEO. P. BESWICK
W. J. HALES	C. S. ARMSTRONG
G. H. LEARNERD	R. R. DOWNARD



Rear-Commodore W. G. H. EWING  
Q.C.Y.C.

# Q. C. Y. C.

## SCHEDULE OF RACES

---

- May 24—14 ft. Dinghy Class and 16 ft. one design.  
May 25—16 ft. Skiffs; Miscellaneous Class.  
June 1—First Class; Yawls, Mackinaws.  
June 8—Special Class; Dinghy Class; 16 ft. one design.  
June 15—16 ft. Class; Miscellaneous Yawls.  
June 22—First Class; Special Class.  
June 29—Cruising Race—all classes.  
July 1—L.S.S.A. Regatta; R.Y.C.Y Toronto.  
July 6—Specials; 14 Dinghies and 16 One Design, 16 ft. Class.  
July 13—Open.  
July 20—Special Class; Yawls, Mackinaws.  
July 27—First Class; 14 ft. Dinghies and One Design Class, Specials.  
Aug. 3—Cruising Races—all classes.  
Aug. 10—16 ft. Class; Yawls, Mackinaws.  
Aug. 17—Miscellaneous; Special Class, First Class.  
Aug. 24—14 ft. One Design; 16 ft. Class, Yawls.  
Aug. 31—Cruising Race; all classes.  
Sept. 7—First Class; Special Class, Miscellaneous.  
Sept. 14—Club Regatta.

### CUPS AND FLAGS.

Tupper Cup .....	First Class
Frederick Nichols Cup .....	Yawl Class
Dodd Cup .....	Special Class
Smith Cup .....	16 Foot Class
World Cup .....	Miscellaneous Class
Commeford Cup .....	14 Foot Dinghy Class

Prize Flags will be awarded the winners in each race.

The Commodore will present Silk Flag to Dinghy making the highest average during season.

The Rear Commodore will present 3 Silk Flags to be competed for by all classes except Dinghies and Motor Boats for the highest average during season.

## CLASSIFICATION OF YACHTS FOR CLUB RACES.

First Class—Yachts of 20 ft. class and over. Measured according to rules of L.Y.R.A.

Yawl Class—

Mackinaw Class—Boats of Mackinaw rig 24 feet over all and of light draft.

Special Class—To include the 16 ft. Ballast Class.

16 Ft. Class—Skiffs, according to classification of L. S. S. A.

Miscellaneous Class—To include all boats not in any above class.

Dinghy Class—As specified by rules of L. S. S. A.

16 Ft. One Design Dinghy Class—As specified L. S. S. A.

### 14 FT. DINGHY CLASS RESTRICTIONS.

Length overall, 14 feet maximum.

Beam—Maximum, 5 feet 7½ inches; Minimum, 5 feet.

Depth, minimum, 16 inches.

Area of largest vertical cross section, 875 square inches minimum.

Sail Area, maximum, 140 square feet.

Planking, minimum, ¾ inch thick.

Ribs, minimum, 1x¾ inch, spaced 12 inch centres or its equivalent.

Dinghies to be Clinker built, to show lands of not less than one-half the thickness of the planking.

The minimum width of decking to be not less than 8 inches in decked boats, but if built without decking then 3 inches must be added to the depth and 180 square inches to the area of the largest vertical cross section.

Crew—Two men must be carried.



# Kingston Yacht Club

KINGSTON

## OFFICERS FOR 1907

---

**Commodore**

J. M. CAMPBELL.

**Vice-Commodore**

W. B. DALTON, Jr.

**Vice-Rear-Commodore**

IVA E. MARTIN.

**Secretary-Treasurer**

C. S. KIRKPATRICK.

**Measurer**

H. CUNNINGHAM.

**Executive Committee**

Composed of Officers and

C. BERMINGHAM

G. Y. CHOWN

W. C. KENT

F. STRACHAN

E. R. C. DOBBS.

**Regatta Committee**

COL. D. D. YOUNG

COL. F. STRANGE

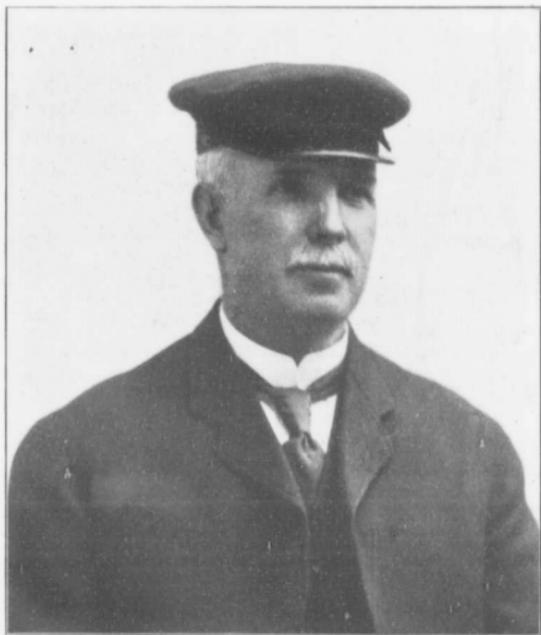
R. H. WADDELL

J. B. CONWAY

H. P. SMITH

J. H. MACNEE

F. D. DUNN.



Commodore J. M. CAMPBELL  
K.Y.C.

# Samuel May & Co.

MANUFACTURERS OF HIGH GRADE

## ENGLISH BILLIARD TABLES

ALSO, AMERICAN BILLIARD AND POOL TABLES  
AND BOWLING ALLEYS

---

---

A Full Line  
of  
Billiard and Pool  
Supplies  
always in Stock



Bowling Alley  
Sundries,  
&c.

---

---

**102 & 104 Adelaide Street W.  
TORONTO, Can.**



## Prismatic . Binoculars



Your Outfit is not complete without a good pair of Binoculars.

The advantages of the Prismatic Binoculars over the ordinary Glasses are their Greater Stereoscopic Effect, Larger and Flatter Field, Brilliant Image, Power, Range and Compactness, making them the Ideal Glass for Racing or Cruising.

**Our Prices of Marine Glasses range from \$4.00 to \$75.00.**

**KODAKS AND SUPPLIES.**—We also carry a Complete Line of EASTMAN KODAKS and SUPPLIES.

Kodak Developing and Printing in One Day.

**A. E. RYDE, Optician**

KING EDWARD HOTEL

49 KING ST. E., TORONTO

Phone Main 2610

# K. Y. C.

## SCHEDULE OF RACES

---

May 24—Sailing and Motor Boat Races in Kingston Harbor.

June 29—Cruising Race to Gananoque.

July 1—Gananoque Races.

July 25—E. Y. R. A. Race at Glen Island.

July 26—Cruising Race to Kingston.

July 27—E. Y. R. A. Race at Kingston.

Aug 10, 17, 24—Bruce Carruthers Trophy Race.

Aug. 31—Labor Day Cruise to Macdonald's Cove.

# Crescent Yacht Club

WATERTOWN, N.Y.

## OFFICERS FOR 1907

---

**Commodore**

GEORGE W. REEVES.

**Vice-Commodore**

HARVEY W. STEELE.

**Senior Fleet Captain**

GEORGE W. WHITE.

**Junior Fleet Captain**

EDWARD H. MURRAY.

**Secretary**

CHARLES E. RICE.

**Treasurer**

LOUIS R. WASHBURN.

The Directors are George W. Reeves and Harvey W. Steele, ex-officio; John Solar, Ralph Peltier, George W. White.



Commodore G. W. REEVES  
C.Y.C.

# CLEANING MEN'S . . . CLOTHING

---

It may be a Business Suit, or a Dress Suit, or not unlikely an Outing Suit. It matters not to us. The work will be done properly.

Our long experience and splendidly-equipped plant is the guarantee.

---

## **R. Parker & Co.**

CANADA'S GREATEST DYERS AND CLEANERS

**TORONTO - - CANADA**

Stores in the leading shopping centres of Toronto and branches and agencies all over Canada.

---

# TUCKETT'S T. & B. CIGARETTES

**EXAMINE THE WORKMANSHIP**

# C. Y. C.

## SCHEDULE OF RACES

---

May 30—Opening of Club House; Butterworth Cup Race, 18 ft. Class.

July 4—A.M., Power Boat Races, all classes; P.M., Murray Cup Race, 25 ft. Class; Toledo Cats for Championship Shield.

July 20-28—Club Cruise to Bay of Quinte, Kingston, etc.; Eastern Yacht Racing Circuit of Lake Ontario.

Aug 10—Gill Cup Cruise from Chaumont to Henderson, for sail yachts—for all classes; Hall Cup Cruise from Chaumont to Henderson, for power yachts—for all classes.

Aug. 17—Chaumont Cup Race, open to all yachts on the Lake under 25 ft. water line; Toledo Cats for Championship Shield.

Sept. 2—A.M., Power Boat Race; P.M., Club Championship, for all classes; Toledo Cats for Championship Shield; Obstacle Race.

# Victoria Yacht Club

HAMILTON

## OFFICERS FOR 1907

---

### Commodore

W. C. HOLLENBACK.

### Vice-Commodore

HARRY CRIEL.

### Rear Commodore

CHAS. SMITH.

### Secretary

E. A. FEARNSIDE.

### Assistant Secretary

JOS. GIMBLETT.

### Treasurer

T. W. JUTTEN.

### Starter

JAS. ECCLESTONE.

### Measurer

JAS. FREEBORN.

### Time-Keeper

JOHN HUSTON.

### Management Committee

T. W. JUTTEN, Chairman

E. A. FEARNSIDE, Secretary

W. H. WOODMAN

JAS. A. COX

O. W. GIBB

E. HARRIS

JAMES FREEBORN

### Sailing Committee

C. SMITH, Chairman

C. W. STEPHENS, Secretary

WM. BUCKINGHAM

J. T. TEGLER

CHAS McKELVEY

### House Committee

C. I. AITCHISON, Chairman

OTTO FELTZ, Secretary

S. MELLON

GEORGE WALLER

### Steward

GEO. KEIRNAN.

# V. Y. C.

## SCHEDULE OF RACES

---

June 22—Class A Yachts, Class B Yachts, 16 ft. Skiff Class, (L.S.S.A. 1906 boats eligible), Yawl Class, 16 Foot Dinghy Class, and Motor Boat Class.

July 1—L. S. S. A. meet at Toronto; Queen's Cup Race at Toronto.

July 13—Class A and B Yachts, and 16 ft. Dinghy Class.

July 18—Canada Cup trial races at Toronto.

July 20—16 ft. Skiff Class, Yawl Class, and Motor Boat Class.

July 27—Copeland Cup for Yachts, Class A; Brigger Cup for Yachts, Class B.

Aug. 1—L. Y. R. A. Races at Charlotte.

Aug. 3—L. Y. R. A., start of Cruise.

Aug. 3—Management Committee Cup for Motor Boat Class; 16 ft. Skiff Class; Yawl Class, and 16 ft. Dinghy Class.

Aug. 10—Canada Cup Races off Charlotte.

Sept. 2—Class A Yachts; Class B Yachts.

### PRIZES.

For each Class A and B Yacht Race—1st, \$6; 2nd, \$4; 3rd, \$2.

For each 16 ft. Class Race—1st, \$3; 2nd, \$2; 3rd, \$1.

For each Yawl Class Race—1st, \$5; 2nd, \$3; 3rd, \$1.

For each Motor Boat Class Race—1st, \$5; 2nd, \$3; 3rd, \$2.

In all probability the club will be able to increase the above amounts.

L. Y. R. A. rules to govern.

Cup races to be sailed in accordance with deed of gift.

Entries must be in the hands of the Secretary 24 hours before the race.

# Sodus Bay Yacht Club

SODUS POINT, N.Y.

## OFFICERS FOR 1907

---

### Commodore

F. L. WILLSON, Sodus Point, N.Y.

### Vice-Commodore

D. G. ROGERS, Sodus, N.Y.

### Fleet Captain

W. H. COOK, Sodus Point, N.Y.

### Secretary and Treasurer

GEO. E. WILLIAMS, Newark, N.Y.

### Measurer

F. J. B. LefEBVRE, Sodus Point, N.Y.

### Fleet Surgeon

DR. F. W. ADRIANCE, Elmira, N.Y.

### Trustees

AVERY L. FOOTE

C. P. H. VARY

\*A. C. BARTLE

G. E. WILLIAMS

T. E. ELLIOTT

\*Deceased.

### Regatta Committee

F. J. B. Le FEBVRE

H. O. BUTTON

CARLOS MORLEY

H. J. BELDEN

F. C. WICKHAM

### Motor Boat Committee

H. A. CROTHERS

PETER KEMPER, Jr.

T. E. ELLIOTT

C. H. STUART

FLETCHER GARLOCK

FRANK HOLMES

### House Committee

W. H. COOK

PETER KEMPER, Jr.

### Committee on Prizes

C. H. STUART

R. A. S. BLOOMER

H. B. ROGERS



Commodore F. L. WILLSON  
S.B.Y.C.



FOR  
**C**AMPING OR  
RUIsing

NOTHING CAN BEAT

---

**UPTON'S JAMS**

---

JELLIES  
AND  
ORANGE  
MARMALADE

---

**LIBERTY BEER**

---

—In Bottles Only—

The Finest Product  
of the Brewers' Art

**American Brewing**  
**Co.**

**ROCHESTER, N.Y.**

# S. B. Y. C.

## SCHEDULE OF RACES

---

June 17—Lark Class.  
July 4—21 ft. Class and over; Lark Class.  
July 15—Lark Class.  
July 27—21 ft. Class and over; Lark Class.  
Aug. 12—21 ft. Class and over; Lark Class.  
Aug. 24—21 ft. Class and over; Lark Class.  
Sept. 2—Labor Day; Bohlen Cup Race for 21 ft. Class and over; Lark Class.

### CRUISES.

A Cruise to Fairhaven and return, starting Saturday and returning Sunday, will be arranged. The details and date will be posted in Club House.

All boats are requested to cruise to Charlotte to attend the Canada's Cup Races.

### PRIZES.

Flags will be given for prizes in all races, except the Bohlen Cup Race.

### SEASON'S PRIZES.

21 ft. Class and over, flags for 1st, 2nd and 3rd prizes.

### LARK CLASS.

Flags for 1st, 2nd and 3rd prizes.

### SOCIAL EVENTS.

On Saturday evening of each week from July 4th to September 2nd, the members of the Club and their guests are asked to gather at the Club House to smoke and talk over past, present and future events.

A Club Dance to be held at the Club House will be arranged for some night in August. Details and date will be posted in Club House.

Clam Bake at the Annual Meeting.

# Toronto Canoe Club

TORONTO

## OFFICERS FOR 1907

### Past Commodore

JAMES G. RAMSEY.

### Commodore

WM. A. McNABB.

### Vice-Commodore

HARRY E. BRASIER.

### Rear Commodore

LOUIS E. THOMAS.

### Honorary Treasurer

AVERN PARDOE, Jr.

### Honorary Secretary

W. H. PLANT

### Executive Committee

HARRY FORD

H. H. MASON

T. D. BAILEY

DR. E. E. KING

G. R. BAKER

### Board of Management

S. A. SYLVESTER

J. A. MUIRHEAD

R. NORMAN BROWN

### Aquatic Committee

H. E. BRASIER, Chairman

C. M. GORRIE

A. E. CUFF, Secretary

D. W. NASMITH

E. C. TYRRELL, Dinghy Captain.

### House Committee

L. E. THOMAS, Chairman

J. J. WICKETT

A. W. GRAHAM, Secretary

GEO. W. JOSE

W. C. GOWLAND

### Auditors

F. N. W. BROWN

J. M. WALLER

### Secretary

W. H. SHERMAN, Manning Arcade.



Commodore W. A. McNABB  
T.C.C.

# T. C. C.

## SCHEDULE OF RACES

---

May 11—Ball Game, Island Park, 3 p.m.

May 18—First Inter-Club Cruise to Humber.

May 24—Annual Ball Game, Island Park, 10 a.m., P. C. C. vs. T. C. C. Everybody is in on this.

May 25—First Heat, Handicap Singles; Club Dinghy Race, 1st Series "A"; Single Blade Novice; Summer Hop, 8 p.m.

June 1—Junior Single Blade; Relay Race; First Heat of the One Senior Man Fours for Diamond Hall Trophy.

June 8—Junior Single Blade Fours; Second Heat, Handicap Single; Second Heat of the One Senior Man Fours for Diamond Hall Trophy; Intermediate Single Blade.

June 15—Final Heat, Handicap Singles; Final Heat of the One Senior Man Fours for Diamond Hall Trophy; Club Dinghy Race, 2nd Heat, Series "A."

### June 22—Annual Regatta.

1. Club Dinghy Race for Commodore's Medal.
2. Water Polo.
3. War Canoe, Open, Half Mile.
4. Crab Race.
5. Senior Single Blade.
6. Tandem Handicap, for Shea Trophy.
7. War Canoe, One Mile, for Wanless Trophy.
8. Tandem Single Blade, Open.
9. Fours Single Blade, Open.
10. Fours Double Blade.
11. Tilting.

Music all day. Dancing, 8 p.m.

July 1—Dominion Day Regatta, Island Course.

July 4—T. C. C. Senior Four will compete for Tacoma Challenge Cup at Detroit.

July 6—Water Baseball from Canoes; Club Dinghy Race, 1st series "B."

July 13—Second Interclub Cruise to the Humber; Open Races.

July 20—Carnival; Entire Club Fleet en fete; Particulars later. Club Dinghy Race, 2nd Series "B."

July 27—**Afternoon of Fancy Aquatics.** Duck Hunt—ask no questions; Crab Race; Tandem Gunwale Race; Tandem Upset Race; Tilting; Dancing, 8 p.m.

Aug 3—**Canadian Henley, St. Catharines.** Canadian Canoe Association Meet—location and date later; American Canoe Association Meet—Sugar Island—date later.

Aug. 17—Dinghy Consolation; Summer Hop, 8 p.m.

Aug. 24—Fish Dinner at Nurse's.

Aug. 31—Canoeist Day at Exhibition; Open Dinghy Race.

Sept. 7—**Fall Regatta Club Championships.**

1. International Double Blade.
  2. Single Blade Championship.
  3. War Canoe Race.
  4. Gunwale Race.
  5. Tandem Single Blade Championship.
  6. Fours Single Blade Championship.
  7. Fours Double Blade.
- Dancing, 8 p.m.



# National Yacht Club

TORONTO

## OFFICERS FOR 1907

---

**Commodore**

E. B. COLLETT.

**Vice-Commodore**

H. JONES.

**Rear Commodore**

A. C. ELLIS.

**Captain**

A. L. WHINTON.

**Treasurer**

E. H. BURNS.

**Measurer**

T. A. RILEY.

**Assistant Measurer**

E. WITCHALL

**Secretary**

O. L. GARDNER, 10 Camden Street.

**Board of Management**

GEO. BENHAM, Chairman, and fifteen members.

**Sailing Committee**

CAPT A. L. WHINTON, Chairman T. A. RILEY

E. WITCHALL

J. TURRALL

E. H. BURNS

G. LENG

T. TURRALL

E. WAGHORNE



Commodore E. B. COLLETT  
N.Y.C.

# The Traders Bank of Canada



Highest Commercial Building under the British Flag

Paid up Capital and Reserve	-	\$6,200,000
Total Assets over	- - -	\$33,000,000

Head Office - Toronto

# N. Y. C.

## SCHEDULE OF RACES

---

- May 24—Opening Day—all classes.
- June 1—17 ft. Class; 14 ft. Dinghy.
- June 8—Macks and Motor Boats.
- June 15—17 ft. Class; 14 ft. Dinghy.
- June 22—Bates Cup around Island.
- June 29—Whinton Shield—cruise to Oakville.
- July 1.—L. S. S. A. Regatta—R. C. Y. C. course.
- July 6—Motor Boats Macks.
- July 13—Hallam Cup—all classes.
- July 20—Club Picnic.
- July 27—17 ft. Class; 14 ft. Dinghy Macks.
- Aug. 3—Cruising Race.
- Aug. 10—Invitation Race.
- Aug. 17—Macks and Motor Boats.
- Aug. 24—14 ft. Dinghy; 17 ft. Class.
- Aug. 31—Cruising Race.

# Alexandra Yacht Club

TORONTO

## OFFICERS FOR 1907

---

**Commodore**

M. CROSBIE.

**Vice-Commodore**

C. LISCUM.

**Rear Commodore**

A. FORSYTH.

**Secretary**

WALT. DICKSON, 238 Queen St. East.

**Financial Secretary-Treasurer**

JAS. RUSSELL.

**Honorary Measurer**

THOS. DEERING.

**Assistant Measurer**

JOHN BANKS.

**Management Committee**

THOS. O. SCOTT, Chairman.	C. BALFOUR
T. McELROY	WALT. DICKSON
W. ROWE	J. SIMINGTON
A. FORSYTH	JAS. RUSSELL
M. CROSBIE	C. LISCUM
A. TREMPÉ	FRANK DELANEY

**Sailing Committee**

FRANK DELANEY, Chairman	GEO. CORNEIL
E. PERRY	BERT SIMINGTON



Commodore M. CROSBIE  
A.Y.C.



## The Royal

*Agents*

“NETTLETON”

(A Gentleman's Shoe)

“SOROSIS”

(Famous Ladies' Shoe)

*350 Styles to Choose From  
Shoes to Suit all Customers*

Shoes for Men and Women in all walks of life. From the ballroom to the golf-course Shoes are a conspicuous detail.

**88 Yonge Street, Toronto**

---

## “In Sight of Port”

A good wind blowing, a rough sea,  
and you need a shave. With a

### **Gillette Safety Razor**

you can have a clean face in a few  
minutes with perfect safety and  
comfort. Price \$5.00

**Pocket Knives**

**Sheath Knives**

**Boat Fittings**

**Ropes, etc.**

---

**AIKENHEAD HARDWARE LIMITED**  
**17-19-21 Temperance St., Toronto**

# A. Y. C.

## SCHEDULE OF RACES

---

May 24—14 ft. Dinghy; 16 ft. Dinghy.

June 8—14 ft. Dinghy; 16 ft. Dinghy; 16 ft. Special Skiff.

June 22—14 ft. Dinghy; 16 ft. Dinghy; 16 ft. Special Skiff.

July 1—L. S. S. A. Regatta, R. C. Y. C., Toronto.

July 13—14 ft. Dinghy; 16 ft. Dinghy.

July 27—14 ft. Dinghy; 16 ft. Dinghy; 16 ft. Special Skiff.

Aug. 10—14 ft. Dinghy; 16 ft. Dinghy.

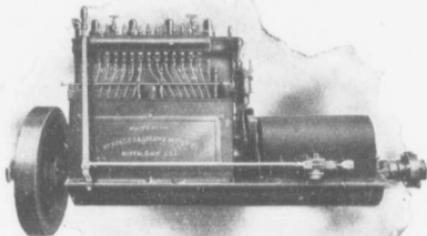
Aug. 24—14 ft. Dinghy; 16 ft. Dinghy.

Sept. 2—Labor Day. All Class.

# A Satisfactory Motor

The motive power in your boat plays a very prominent part in your season's enjoyment.

Ensure a pleasurable season by putting in a "*BUFFALO*," a motor built to give satisfaction, not only to sell.



Cut shows our 20 h.p., 4-cylinder machine. We build from 2 to 40 h.p., 10 h.p. and above, four-cylinder.

WRITE FOR CATALOGUE AND GET POSTED

**Buffalo Gasoline Motor Co.**

1280-1292 NIAGARA STREET

**BUFFALO, N.Y.**



Some of the Trophies won by members of the  
BUFFALO LAUNCH CLUB  
in 1906.

# Buffalo Launch Club

BUFFALO

## OFFICERS FOR 1907

---

**Commodore**

L. A. FISCHER.

**Vice-Commodore**

FRED FENSTER.

**Fleet Captain**

G. B. EGGERT.

**Secretary**

H. H. SIMPSON.

**Treasurer**

F. X. ARGUS.

**Directors**

A. F. Dohn  
Fred Metcalf

J. W. Ashley  
A. E. Hubbard, M.D.



Commodore L. A. FISCHER  
B.L.C.

Adjoining Union Depot  
and near the Bay

Cars to all parts of the City  
pass the Door

*Visiting Yachtsmen will receive courteous treatment  
and prompt attention*

# WALKER HOUSE



GEO. WRIGHT & CO., Props.

T. M. BAYNE, Mangr.

COR. YORK AND FRONT STREETS

TORONTO, Canada

*Terms, American Plan, \$2.00 to \$3.00 per Day*

Send for Illustrated Booklet and Souvenir Bill of Fare

# Buffalo Launch Club

BUFFALO

## SCHEDULE OF RACES

---

June 15—Speed Boats, 10 mile course.

July 4—Speed Boats, 32 mile course.

July 13—Speed Boats, 10 mile course, I. Class.

Cabin Boats and Open Launches, 22 ft. W.L., and over,  
2½ mile course, II. Class.

Open Launches, under 22 ft. W.L., 2½ mile course, III.  
Class.

July 27—Speed Boats, 15 miles, I. Class.

All boats except speed class, 2½ miles, II. Class.

Aug. 2, 3, 4—Cruise to Port Dalhousie to attend Cana-  
dian Henley.

Aug. 10—Speed Boats, 25 miles.

Aug. 24—Speed Boats, 10 mile course, I. Class.

Cabin Boats and Open Launches, 22 ft. W.L. and over,  
2½ mile course, II. Class.

Open Launches, under 22 ft. W.L., 2½ mile course, III.  
Class.

Aug. 31-Sept. 2—Annual Cruise to Port Maitland.  
Cruiser Race from Maitland to Buffalo through Lake Erie.

Sept. 7—Speed Boats below 15 miles speed, I. Class. Speed  
Boats 15 miles speed and over, II. Class.

# Motor Boat Club of America

## OFFICERS FOR 1907

---

Secretary's Address--313 Madison Ave., New York City.

Club Stations: Station "A," 108th Street & Hudson River, New York City; Station "B," Edgemere, Jamaica Bay, L. I., New York.

**Commodore**

E. J. SCHROEDER.

**Vice-Commodore**

JOSEPH H. HOADLEY.

**Rear Commodore**

SEYMOUR OPPENHEIMER, M.P.

**Secretary**

HUGH S. GAMBEL.

**Treasurer**

CHARLES FRANCIS.

**Fleet Captain**

CHARLES H. LARY.

**Fleet Surgeon**

J. LEWENGOOD, M.D.

**Official Measurer**

A. E. LUDERS.

**Chairman Board of Governors**

J. D. ROACH.

**Chairman Regatta Committee**

CHARLES P. TOWER.

### **OBJECTS.**

To arrange for pleasure runs and to encourage contests of all kinds among owners of motor boats and between motor boats of this and foreign clubs; to maintain the rights and privileges of all forms of pleasure or racing motor boats whenever or wherever such rights and privileges are menaced; to advance, foster and support the sport of motor boating, etc.

### **MEMBERSHIP.**

Membership is open to all who are interested in the success and welfare of the sport of motor boating in any part of the United States. The classes of membership are as follows; Resident; non-resident; Army, Navy, Marine Corps and Revenue Cutter (commissioned officers).

The National Motor Boat Carnival, the leading motor boat event held in the United States, will be held under this Club's auspices and will be included in the Club Race Week of September 23rd to 28th. The rules will be the American Uniform Motor Boat Rules, adopted by this Club as well as for events at the Jamestown Exposition.



# IGNITION

Either mars or adds to the pleasure of your trip. WE GUARANTEE PERFECT IGNITION if you use our Coils and Spark Plugs.

We have the best Magnetos, Coils and Spark Plugs on the market, and guarantee every Coil to be perfect. Get our rates for your Battery Requirements. See our full line of Motor Accessories.

SEARCHLIGHTS

ELECTRIC SPARKER AND LIGHTING OUTFITS

REPAIRING A SPECIALTY

## **Culley, Breay & Miller**

Gas and Electrical Contractors

20 McNab Street N., Hamilton

PHONE 1872

## Notice about the Victor



UP to the present time Victor Shoes have sold for the standard price--\$3.50.

Meanwhile leather has increased in cost throughout America. All the details about good shoes have increased. Victor Shoes cost over \$3.00 a pair to produce. Add to this cost of selling, advertising, delivery, etc., etc., and you will see where we stand. We have lately put in an entirely new set of styles. The best of the new American lasts are represented. We beg now to make this announcement.

*On Monday, May 27th, the Victor Price was placed at \$1.00 a Pair. They are worth every cent of it.*

THE  
ROBERT

**SIMPSON**  
TORONTO

COMPANY  
LIMITED

# Royal Hamilton Yacht Club

HAMILTON

## MOTOR BOAT SECTION

### SCHEDULE OF RACES.

---

#### CLASSIFICATION.

Class C—Motor Boats, 10 miles per hour or over.

Class D—Motor Boats, under 10 miles per hour.

#### SCHEDULE.

June 1—Class C Motor Boat Race; Class D Motor Boat Race.

July 1—L. S. S. A. meet at Toronto.

July 6—Class C Motor Boat Race; Class D Motor Boat Race.

July 27—Class C Motor Boat Race; Class D Motor Boat Race.

Aug. 24—Cruise, all classes Motor Boats, to meet Toronto Fleet at Oakville.

#### PRIZES FOR CLUB RACES.

Each Motor Boat Class Race—1st, \$10.00; 2nd, \$6.00; 3rd, \$4.00.

# Wm. Coulter & Sons

---

## BRASS AND COPPER LAUNCH FITTINGS

Flagpole Sockets  
Ship Lights  
Gasolene Deck Connections  
Canopy Blocks  
Ventilator Cows

Steering Wheels	Rails
Auto Steering Wheels	Stanchions
Chocks	Bilge Pumps
Cleats	Fair Leaders
Stuffing Boxes	Letters

*Carried in Stock in every Variety*

Special Fittings and Attachments Made to Order  
on Short Notice.

Copper and Brass Sheets, Tubes and Rods carried  
in Stock and cut as required.

Brass Castings to Order

---

155 George St., Toronto

# Queen City Yacht Club

TORONTO

## MOTOR BOAT SECTION

### SCHEDULE OF RACES.

---

#### CLASSIFICATION.

Class A—All boats 25 feet and over.

Class B—All boats under 25 feet.

#### SCHEDULE.

June 1, Class B; 8, Class A; 15, Class B; 22, Class A;  
29, Cruise.

July 6, Class B; 20, Class A; 27, Class B.

Aug. 17, Class A; 24, Class B; 31, Cruise.

Sept. 7, Class A.

# Use Motor Gasoline and Vacuum Mobiloil

---

---

FOR

Motor Boats  
Launches  
Automobiles  
Gasoline Engines

---

---

ALWAYS UNIFORM  
ALWAYS RELIABLE

---

---

The Queen City Oil Co., Limited  
TORONTO

LONDON

HAMILTON  
OTTAWA

KINGSTON

# Sodus Bay Yacht Club

SODUS POINT, N.Y.

## MOTOR BOAT SECTION

### SCHEDULE OF RACES.

---

#### CLASSIFICATION.

Two Classes, Semi-speed Boats and Pleasure Boats.

Each race will be under handicap rules, same to be made by Motor Boat Committee.

#### SCHEDULE OF RACES.

July 4—Power Boats Race.

July 15—Power Boats Race.

July 27—Power Boats Race.

Aug. 12—Power Boats Race.

Aug. 24—Power Boats Race.

Sept. 2, Labor Day—Power Boats Race.

Semi-Speed Class, Trophy given by Commodore F. L. Willson.

Pleasure Class, Trophy given by Vice-Commodore D. G. Rogers.

## START THE SUMMER RIGHT

By providing

# COAL

For next Winter's needs. Your regular custom is what we want, and we secure it by selling only that grade of Coal which insures satisfaction.

THE

**STANDARD FUEL CO. OF TORONTO**  
LIMITED

Phone M. 4104

## High-Speed Engines

THAT will make a Launch move just a little faster than "the other fellow's" are in great demand. Our Three-Cylinder Engine fills the bill.

Every piece of material thoroughly tested and nothing used but the best.

Prices no higher than for slower Engines. We make all sizes—1 1-2 h.p. to 40 h.p., one to six cylinders—all 4-cycle type

All kinds of Supplies furnished and Repairing quickly and correctly done.

*The Southam Clutch has proved itself to be a winner*

*Write for full information or call.*

**T. L. SOUTHAM**

209 QUEEN ST. E., TORONTO, CAN.

# Rochester Yacht Club

CHARLOTTE

## MOTOR BOAT SECTION

**SCHEDULE.**

---

The Motor Boats are requested to join in all Cruising Races under suitable handicaps.

---

# Royal Canadian Yacht Club

TORONTO

## MOTOR BOAT SECTION

**SCHEDULE.**

---

The Motor Boat Section have no fixed Schedule, watch announcements.



## Motor Boats That Satisfy

---

---

¶ Boating men in general have the idea that a *Nicholls' Motor Boat* costs more than the ordinary factory-made kind, because every *Nicholls'* boat is equipped to order, to satisfy the individual buyer exactly. As a matter of fact, a *Nicholls'* boat costs no more than the "ready-made" kind, though, naturally, it is a better investment any way one looks at it.

¶ We take special pride in carrying out the buyer's own ideas, and we build every type and size of gasoline power craft worth buying.

---

---

NICHOLLS  
BROTHERS

LIMITED

LAKE STREET . . . TORONTO  
FOOT OF YORK STREET

# Canadian Motor Boat Racing Rules

And Classification, as used in Toronto and along  
the North Shore

Amended to July 1, 1907.

---

## CLASSIFICATION OF MOTOR BOATS.

For year 1907 they are divided into two classes:

Class A—All boats 25 feet and over.

Class B—All boats under 25 feet.

Some Clubs classify as follows, either way is correct:

Class C—All boats over 10 miles per hour.

Class D—All boats 10 miles per hour and under.

All Canadian races are handicapped on the start, by actual time of running over 1-mile course; this has proven very satisfactory and makes the racing exciting as a close finish is assured.

If a boat makes 10 seconds or more per mile over the entire course than the time handed in she will be disqualified, same shall be rehandicapped for the next race on time made in last race.

All boats will be given a number to be carried on a flag pole on bow 12 inches above deck.

All boats must be steered by a member of the Club, and carry a crew of two or more.

An over-taking boat must keep to the outside course if within 50 yards of turning buoy.

Registration slips must be filled in and sent to Secretary of Sailing Committee before entering boats for races.

All boats must be inspected by a member of Sailing Committee to certify registration.

American Uniform Motor Boat Rules to govern, subject to any exception made by the Sailing Committee.

Per instructions.

SECRETARY.



WE MAKE TROPHIES

OF EVERY DESCRIPTION  
ATTRACTIVE BOTH IN DESIGN AND PRICE.

---

**Standard Silver Co. Limited**

35 HAYTER STREET, TORONTO

# American Power Boat Association

## RACING RULES

As used along the South Shore. Amended to July 1, 1907

---

### Management.

All races and all boats sailing therein shall be under the control and direction of the Race Committee of the club giving the race. All matters shall be subject to their approval and control, and all questions and disputes which may arise shall be decided by them.

Their decision shall be based upon rules, but as no rules can be devised capable of meeting every incident and accident of sailing, the Race 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 skill and speed. The decision of the Race Committee shall be final unless, upon the application of the parties interested, or for other reasons, they choose to refer the questions at issue for the decision of the Executive Committee of the American Power Boat Association, whose decision shall then be final.

No member of any Race Committee shall take part in the decision of any question in which he is directly interested.

A member of a Race Committee who is the owner of a boat sailing in a race shall not act upon the committee in the management of such race.

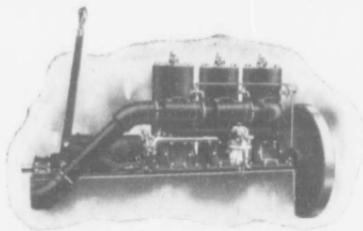
The American Uniform Motor Boat Rules have been found capable of meeting nearly every incident and have been adopted almost universally for all motor boat racing.

Per instructions.

SECRETARY.

## High Grade Engines & Launches

2  
Cycle



4  
Cycle

**Hamilton Motor Works Limited**  
HAMILTON - ONT.

---

## Yacht and Launch Fittings

---

A Full Assortment of Polished Brass and Galvanized Fittings carried in Stock.

Yacht Binnacles and Compasses, Air Whistles, Bilge Pumps, Stockless and Cape Cod Folding Anchors.

Plymouth Yacht Rope.

### Agents for Kirby's Special Yacht Paints

English Yacht White for Hulls.

Anti-Fouling Composite and Racing Composite for Bottoms.

In our Canvas Department we manufacture Yacht Sails, Waterproof Launch Covers, Club Flags, Private Signals and Yacht Flags of every description.

Our 25 Ft. SPECIAL SPEED LAUNCHES, with 12 h.p. Dbl. Cylinder Engines, have a Guaranteed Speed of 16 Miles per Hour.

---

## HOWARD H. BAKER & CO.

18 to 26 TERRACE,

BUFFALO, N.Y.

Mail Orders Promptly Executed.

# National Association of Engine and Boat Manufacturers, Inc.

Amended to July 1, 1907

Offices: 314 Madison Ave., New York City

---

## OFFICERS

### President

JOHN J. ARMORY.

### First Vice-President

HENRY R. SUTPHEN.

### Second Vice-President

W. J. REYNOLDS.

### Third Vice-President

J. M. TRUSCOTT.

### Treasurer

JAMES CRAIG.

### Secretary

HUGH S. GAMBEL.



**O**UR Old-Fashioned  
Old Stratford   
Mellow Ale soon puts  
an end to all old and  
new-fashioned AILS.

Genesee Brewing Co.  
Phone 71, Rochester, N.Y.

**MORRIS** **BOAT** **WORKS**

MANUFACTURERS OF . . .  
SAILING SKIFFS, MOTOR BOATS,  
SAILING DINGHYS, ROWBOATS, ETC.

CANADIAN AGENTS for the well known STERLING ENGINES

**554 Wentworth St. North**

HAMILTON

ONTARIO

# N. A. E. B. M.

## OBJECTS.

To protect, promote, further and advance the interests of the members, as manufacturers and sellers of engines, motors and boats of every kind and description and accessories thereto, and as journalists devoted in all or in part to the interests of engines, motors and boats and allied and kindred industries.

For the purpose of promoting and advancing the interest in motor boats, the Association have offered the following perpetual challenge trophies:

### **International World's Championship.**

For boats of 12 metres. Boat for boat. Any recognized Yacht, Motor Boat or Automobile Club in the United States or any foreign countries have a right to challenge and compete for this trophy.

### **National Championship Trophy.**

For boats length over all 40 feet and above. Any recognized Yacht, Motor Boat or Automobile Club of the United States have a right to challenge and compete for this trophy.

### **Inter-State Championship.**

For boats length over all 33 feet and under. Any recognized Yacht, Motor Boat or Automobile Club of any State comprising the United States have a right to challenge and compete for this trophy.

### **Cabin Launch Championship Trophy.**

For boats above 40 feet and under 60 feet. Any recognized Yacht, Motor Boat or Automobile Club of the United States or any foreign country have a right to challenge and compete for this trophy.

### **Motor Yacht Championship Trophy.**

All cruising boats 60 feet and over. Any recognized Yacht, Motor Boat or Automobile Club of the United States or any foreign country have a right to challenge and compete for this trophy.

The rules governing all contests for the above championships for the year 1907 will be the American Uniform Motor Boat Racing Rules, as adopted by the Motor Boat Club of America.

Per instructions,

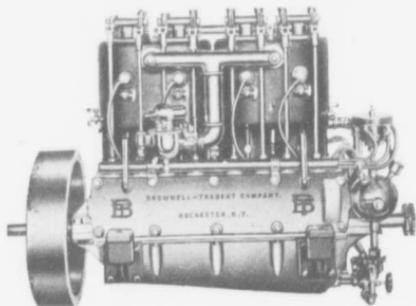
H. S. GAMBEL,  
Secretary.

**Powerful**



**Reliable**

**MOTOR of  
Acknowledged Superiority**



4 Cyl. 30-34 H.P. B-T. Marine Motor

**A GOOD PROPOSITION**

**A MOTOR** substantially and symmetrically proportioned  
--thoroughly cooled--automatically lubricated--  
It's the B-T.

**A MOTOR** quiet in operation--of greatest accessibility  
--high grade workmanship--It's the B-T.

**A MOTOR** for lightest to heaviest service in designs for  
Automobile, Marine, Tractor, Suburban Car, and  
other purposes--It's the B-T.

4, 6 and 8 Cylinders, 20 to 160 H.P.

B-T. Light and Heavy Transmissions, Reverse Gears, Multiple Disc,  
Cone and Ring Clutches

A POSTAL--A CATALOGUE

**BROWNELL-TREBERT CO.**

634-666 Lexington Ave., ROCHESTER, N.Y.

# American Uniform Motor Boat

## RACING RULES

Amended to July 1, 1907

---

American Uniform Motor Boat Racing Rules, adopted by the Motor Boat Club, also by the Jamestown Exposition Motor Boat Committee, and these rules will be used in deciding the various championships for the year of 1907 for the several trophies donated the sport by the National Association; also along the Hudson River and the Great Lakes.

### **RULE I.**

#### **Management.**

The following Racing Rules and Regulations shall govern all motor boat races for the Club and any race sailed under its auspices, unless otherwise specified between the parties making the race; but as no rules can be devised capable of meeting every incident and accident of racing, it shall be the duty of the Regatta Committee to decide any question which may arise, and to discourage all attempts to win a race by other means than fair sailing and superior speed and skill.

A member of the Regatta Committee who is the owner, in whole or in part, of a motor boat in a race, shall not act upon the Committee on any question which concerns the class in which his boat is competing.

### **RULE II.**

#### **Rating for Time Allowance.**

Boats shall be rated for time allowance according to the following formula:

$$V = C \sqrt[3]{\frac{P \times \sqrt{L}}{D}}$$

in which V is the speed in nautical miles per hour; C is a constant which for racers is 11 and for cruisers 9.7; P is

the power determined by the horse-power formula hereafter given; L is the length of the water line in running condition, and D is the displacement in cubic feet.

In order to determine time allowance as between two or more boats, competing in a class, divide 3,600 by the rating (V) of each boat, and multiply the quotient in each case by the length of the course in nautical miles. The result in each case will be the time in seconds that should be required by the boat to go over the course. The boat requiring the shortest time, as thus calculated, will be the allowing boat. The time allowance of any other boat is ascertained by subtracting from her time, as thus calculated, that of the allowing boat.

To arrive at the displacement in the formula, all boats must be weighed in running condition except when, in the opinion of the Regatta Committee, such weighing is impracticable. In case the Regatta Committee decide that it is impracticable to weigh a boat, it shall be measured as follows: the load water line length shall be divided into four equal stations and the area of the immersed section at each station shall be computed, and by means of the area of these sections and the load water line length, the displacement shall be calculated according to Simpson's formula.

The load water line for the purposes of measurement shall be the distance in a straight line between the point farthest forward and farthest aft where the hull, exclusive of the rudder stock, intersects the surface of the water, when the boat is afloat in racing trim, in smooth water, with two persons aboard, or with 300 pounds equivalent weight. If any part of the stem or stern post, or any other part of the boat below the load water line projects beyond the length thus measured, such projection shall be added to the measured length. And should any part of the stem be cut away from a fair line or from the shape of the stern, for the apparent purpose of shortening the load water line length, this distance shall be measured between fair lines. In boats having flat or torpedo sterns projecting beyond the load water line when at rest above the water, the knuckle or aftermost point shall be taken as the after end of the load water line. This load water line shall be marked by the measurer by a horizontal stripe one-half inch in width and three inches in length, the lower edge to be on the water-line. These marks shall be placed at the extreme bow and stern. No boat whose displacement is less than that indicated by the marks at bow and stern, mentioned above, shall be allowed to enter a race.

Horse Power: The horse power for 4-cycle motors having a stroke of six inches or over, shall be determined by the following formula:

$$P = \frac{A \times N}{2}$$

The horse power for 4-cycle motors having less than six inches stroke:

$$P = \frac{A \times N \times S}{12}$$

The horse-power for 2-cycle motors having a stroke of six inches or more, the formula becomes

$$P = \frac{A \times N}{1.65}$$

The horse-power for 2-cycle motors under six inch stroke:

$$P = \frac{A \times N \times S}{10.2}$$

In these formulas (P) equals horse-power; (A) equals the area of one cylinder in square inches; (N) equals the number of cylinders; (S) equals the stroke in inches.

In the above formulas the area of working cylinders only or cylinders in which an explosion takes place, are referred to. In 2-cycle motors having a compression cylinder or cylinders, other than the usual type, for the purpose of precompressing the mixture, the horse-power as given by the formula shall be augmented by the ratio that such cylinder volume bears to the volume of the working or explosive cylinders, such volume being determined by the piston area multiplied by the stroke, in both cases. In 2-cycle motors, where a rotary compressor is used for the purpose of precompressing the mixture, the constant shall be one-half of that used for 4-cycle motors. Such motors shall be rated at 10 per cent. above the power given by the formula. Four cycle motors having any device to facilitate the introduction of the mixture under pressure shall be rated at 10 per cent. above the power given by the 4-cycle formulas. For motors in cruisers the power shall be taken as two-thirds that given by the above formula.

When a boat is officially measured she shall have in her tanks a sufficient quantity of fuel to propel her over a twenty-mile course at full speed. Should a boat, after having been officially measured, discharge or take on any dead weight or ballast, or make any alterations in trim, she shall not be allowed to start in a race without remeasurement, or without notifying the Race Committee, in writing, that such changes have been made, together with a request for remeasurement.

Each boat must be fitted with efficient means of reversing, powerful enough to give her a speed of at least six knots an hour, going astern.

### **RULE III.**

#### **Classification.**

1.—For the purpose of racing all contestants shall be divided into two divisions, racers and cruisers. A racing boat is one whose rating (V) is at least two and one-half times the square root of her load water line length; all other boats shall be classed as cruisers. When a boat by reason of the difference in rating for horse-power between racer and cruiser may rate in either division she shall be classed as a racer.

2.—All boats shall be classified by over all length and shall be divided into classes as follows:

#### **First Division: Racers.**

- Class A. Over 60 feet.
- Class B. Not over 60 feet and over 50 feet.
- Class C. Not over 50 feet and over 40 feet.
- Class D. Not over 40 feet and over 33 feet.
- Class E. Not over 33 feet and over 26.25 feet.
- Class F. Not over 26.25 feet and over 21 feet.
- Class G. Not over 21 feet.

#### **Second Division: Cruisers.**

- Class H. Over 100 feet.
- Class J. Not over 100 feet and over 60 feet.
- Class K. Not over 60 feet and over 40 feet.
- Class L. Not over 40 feet and over 30 feet.
- Class M. Not over 30 feet.

Cabin cruising boats must conform to cruising restrictions.

There shall be no restriction on the number, size or horse-power of the motors in Class D, except that each boat shall contain, and be fitted with such mechanical power as will drive her astern at a rate of speed not less than six knots an hour in still water. No time allowance in this class.

#### **RULE IV.**

##### **Reliability and Endurance Contests.**

Points in reliability and endurance contests shall be scored as follows:

1.—Reliability in Operation, 50 points, with 5 points deduction for every stop of the motor.

2.—Regularity in covering the course or uniformity of speed throughout the test, 50 points, based upon the performance of the boat making the least variation in time.

3.—Fuel Economy, 50 points, based upon fuel consumed per horse-power per hour. Horse-power being figured as per formula. Points being calculated from boat making the best performance in fuel consumption.

4.—Lubricating Economy, 25 points, based upon lubricating oil consumed. Points being calculated from the boat making the least consumption.

5.—Speed, 50 points, each boat to be awarded such percentage of 50 points as her actual speed is of her theoretical speed.

6.—Reversibility, Ease of Control, Starting, 25 points each, to be based upon the boat making the best performance in these qualities. Starting should be from rest with cylinders empty of gases. These tests to be made separate from the six-hour test.

7.—Final Condition. The boats upon completing the reliability test shall be surrendered by the crew to the custody of the Committee for inspection. This inspection will take account of the condition of the hull, motor installation and generally the satisfactory condition of the outfit as a whole, credit for this to be awarded 50 points, or any part of this number of points at the discretion of the Committee.

8.—Every competing boat shall carry, in addition to her usual crew, one disinterested person, who shall act as judge of performance. He shall keep a complete record of the performance of the motor, etc., during the race, the results to be handed by him to the Committee having the contest in charge, immediately upon its completion.

## RULE V.

### Restrictions.

1.—Life Buoys: Each boat must carry at least two serviceable life buoys or belts on deck ready for use.

2.—Fittings, Ballast, etc.: Floors shall be kept down and bulkheads left standing. Doors, galley fixtures and fittings shall be kept on board. One serviceable anchor and cable shall be carried. Trimming by dead weight shall not be allowed and neither water nor ballast shall be taken in nor discharged on the day of the race.

3.—Crews: The total number of persons on board a boat shall not be less than two. Each boat must carry, as one of its crew, a member of some recognized yacht club. No person shall board or leave a boat after the class starting signal has been made, except in case of accident or injury to a person on board.

4.—Racing Numbers: Each boat shall display her racing number on a flagstaff at the bow, at least three feet above the deck.

5.—Lights and Fog Signals: The government regulations concerning lights and fog signals must be observed.

6.—Anchoring: A boat may anchor but must weigh anchor again and not slip. A boat shall not warp or kedge or make fast to any buoy, pier, vessel or other object excepting as follows: A boat running around or fouling a buoy, pier, vessel or other object may use her anchors, warps, etc., to get clear, but may not receive any assistance except from the vessel fouled. Any anchor or warp so used must be taken on board again before continuing the race.

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

## RULE VI.

### Entries.

A boat cannot be entered for a race unless her ownership and measurement for time allowance, as computed in accordance with the foregoing Rules, are on record with the Regatta Committee or are filed with the entry.

2.—Entries shall be made as required by the Regatta Committee in the notice of the race. The Regatta Committee may refuse to accept any entry made after the time of closing. The Regatta Committee may, if they consider it expedient, reject any entry.

3.—The Regatta Committee reserves the right to decline any entry when, in their opinion, the boat entered has any peculiarities which would give said boat an unfair advantage over other boats of her class.

4.—If two or more entries have been received for a class, a boat starting alone in such class shall be entitled to sail over the course for a "Sail Over" prize. Such boat may, however, enter in the class next above, at the minimum rating of such class, provided she notifies the Regatta Committee five minutes before the starting signal of the class she enters is hoisted.

Each boat entered for a race must be the bona fide property of, or under charter to, the person in whose name she is entered, who must be a member of a recognized yacht club.

A person chartering a boat shall be entered as the owner. No boat which has been chartered shall be entered for a race unless she has been chartered in good faith for a period of not less than thirty days.

5.—Two or more boats owned, wholly or in part, by the same person shall not be entered in the same class.

#### **RULE VII.**

##### **Instructions.**

1.—The owner of each boat entered for a race shall be furnished at the time of the entry, or as soon thereafter as possible, with written or printed instructions as to the conditions of the race and the courses to be sailed.

2.—The Regatta Committee may change the courses or amend the instructions provided notice of such change is given to each boat before the preparatory signal is given.

3.—In the absence of the owner, the delivery of instructions to any person on board a boat shall be considered sufficient.

#### **RULE VIII.**

##### **Amenable to Racing Rules.**

A boat shall be amenable to the Racing Rules from the time the preparatory signal for her class is made and shall continue so until her entire hull has passed across the finish line.

From the setting of the warning signal, boats whose preparatory signal has not been made must keep clear of other boats whose preparatory signal has been made. After crossing the finishing line, a boat shall not interfere with any boat still in the race.

## RULE IX.

### Start and Finish.

1.—The starting and finishing lines shall be indicated by a stakeboat or other mark at one end, and a white flag displayed on the Regatta Committee's boat or station at the other end.

2.—The Regatta Committee may establish, by means of a buoy or buoys, a restricted area about the starting line, within which no boat should enter until the preparatory signal of her class is made.

3.—The Committee boat or station at the finish line shall show a red ball, and after sunset shall show two red lights, and at intervals the club's night signal.

4.—The time at the start and finish shall be taken when the stem first crosses the line after the starting signal has been made.

5.—If this point in any boat be across the line when the starting signal is made, she must return and start again.

6.—A boat so returning, or one working into position from the wrong side of the line after the signal for starting has been made, must keep clear of and give way to all competing boats.

## RULE X.

### Starting Signals.

1.—The starting signals for all races, to which attention shall be called by gun or whistle, shall be as follows:  
Warning: The hoisting of a white flag or cone.

Preparatory: Five minutes after the warning signal, the lowering of the white flag or cone and the hoisting of the blue peter or blue peter cone.

Start: Five minutes after the preparatory signal, the lowering of the blue peter or blue peter cone and the hoisting of a distinctive signal, as provided in the Regulations or Instructions.

2.—In starting boats by classes or divisions, the classes or divisions shall be started at five minute intervals by hoisting other distinctive signals for each class or division so started. The starting signal for one class or division shall be the preparatory signal for the next succeeding class or division.

3.—The Regatta Committee may alter the time intervals between signals, when so stated in the instructions.

4.—All starts shall be flying and shall be one-gun starts unless otherwise specified in the instructions for the race.

5.—When the time of starting is postponed until later in the day, the Committee shall hoist code flag "G"; postponements shall be for even fifteen minute intervals.

#### **RULE XI.**

##### **Right of Way.**

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

(a) When two boats are meeting end on each shall alter her course to starboard.

(b) When two boats are crossing, the one which has the other on her own starboard side shall keep out of the way.

(c) Where by any of these rules, one of the two boats is to keep out of the way, the other shall keep her course and speed.

(d) Every boat which is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case admit, avoid crossing ahead of the other.

(e) Every boat which is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, slacken her speed, or stop, or reverse.

(f) Every boat overtaking any other shall keep out of the way of the overtaken vessel.

(g) In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

(h) A boat under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistles or siren, namely:

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going at full speed astern."

2.—Overtaking: An overtaking boat shall, as long as an overlap exists, keep clear of the boat which is being overtaken.

Boats in passing shall allow at least ten feet of clear water between them, and the leading boat shall not alter her course so as to compel an overtaking boat to pass within the ten-foot limit.

3.—Passing and Rounding Marks: Should, however, an overlap exist between two boats when both of them are about to pass a mark on the required side, then the outside boat must give the inside boat room to pass clear of the mark.

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

4.—Definition of Overlap: An overlap is established when an overtaking boat has no longer a free choice of which side she will pass.

5.—Altering Course: When of two boats one is obliged to keep clear, the other shall not alter her course so as to involve risk of fouling.

6.—Bearing Away: A boat shall not bear away out of her course so as to hinder another in passing to starboard.

7.—Obstruction to Sea Room: When a boat is approaching a shore, shoal, rock, vessel or other dangerous obstructions, and cannot go clear by altering her course without fouling another boat, then the latter shall, on being hailed by the former, at once give room.

## **RULE XII.**

### **Marks.**

1.—A mark is any vessel, boat, buoy or other object used to indicate the course.

2.—All marks, except Government buoys, used as marks shall fly a flag or show a ball in the Club's colors.

3.—Should any mark be absent or moved from its proper position during a race, the Regatta Committee shall, if possible, replace it or substitute the Committee boat with Code flag "O" hoisted, and call attention by gun or whistle. Failing thus to re-establish the mark, the race may be ordered resailed or not, at the option of the Regatta Committee.

## **RULE XIII.**

### **Accidents.**

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

#### **RULE XIV.**

##### **Postponement.**

The Regatta Committee may postpone a race, should unfavorable weather or other circumstances make a postponement advisable. The signal for such postponement shall be Code flag "H." A race postponed or resailed shall be considered a new race.

#### **RULE XV.**

##### **Changing Course.**

Should the Regatta Committee deem it desirable on account of the direction of the wind or other cause, to order the course sailed in a reverse direction from that specified in the instructions, flag "B" hoisted fifteen minutes before the white flag or cone (the warning signal) shall be the signal for so doing.

#### **RULE XVI.**

##### **Shortening Course.**

Should it be necessary during a race to shorten the course, Code flag "M" and two blasts of the whistle or two guns fired, shall show that the race is to be finished with the round about to be completed or at the mark where the Regatta Committee's boat is stationed when giving the signal, and the time allowance shall be proportionately reduced.

#### **RULE XVII.**

##### **Time of Race Limited.**

Except when otherwise specified in the instructions, a race in any class in which no boat has finished at one hour after sunset shall be declared off.

#### **RULE XVIII.**

##### **Protests.**

1.—Notice of intention to protest that a boat has violated these rules may be given during a race by displaying flag "B" of the signal code, and keeping such flag flying until answered by the Regatta Committee with the answering pennant.

2.—Protests must be filed in writing with the Regatta Committee within one hour after the race, and must be signed by the owner or his representative.

3.—If through protest the measurement of a boat shall be called into question, the Regatta Committee shall direct the measurer to remeasure such boat, and the result, as

reported by him, shall be final. The expenses of such re-measurement shall be borne by the party against whom the protest is decided.

4.—The owner of a protested boat shall hold his boat subject to the order of the Regatta Committee.

#### **RULE XIX.**

##### **Disqualification.**

1.—Every boat must go fairly around the course, and must not touch any mark, but shall not be disqualified if wrongfully compelled to do so by another.

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

3.—The Regatta Committee shall, with or without a protest, disqualify any boat, should it come to their knowledge before the awarding of prizes that she has committed a breach of these rules.

#### **RULE XX.**

##### **Awarding of Prizes.**

1.—Prizes shall be awarded in all classes in which one or more boats sail the course.

2.—If a winning boat be disqualified, the prizes shall be awarded the next boats in order of standing.

3.—The owner of every winning boat shall, before the awarding of prizes, file with the Regatta Committee, a certificate stating that the rules have been obeyed. Such certificate shall include the names and addresses of the members of the crew.

#### **RULE XXI.**

##### **Suspension of Rules.**

The Regatta Committee shall have power to suspend any of these rules, by stating their suspension in the instructions for the race, or by agreement with the owners of the competing boats.

#### **RULE XXII.**

##### **Amendments.**

Amendments to these rules may be adopted at any meeting of the Club by a two-thirds vote of those present, in person or by proxy, provided due notice has been given in the call for the meeting.

Per instructions.

H. S. GAMBEL,

Secretary.



## PRIZE CUPS

MEDALS - SHIELDS  
TROPHIES, Etc.

---

---

OUR ability to Design and Manufacture original conceptions of these makes us favorites with discriminating purchasers.

Our Factory on the premises insures a decided price advantage.

---

---

**Ambrose Kent & Sons**  
Limited

JEWELLERS

156 YONGE STREET, TORONTO

---

---

TRY

**Gooderham & Worts**  
“Special”

WITH

**York Springs “Soda”**

---

---

## DEFINITIONS.

---

### I. 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 the hope of gain. It is consistent with the motive higher than mercenary found in the ranks of officers of the navy and naval architects, notwithstanding the remuneration they receive, while it is inconsistent with the trade of the fishermen, even though one following such a trade has never been a paid sailor. 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 who is a professional in any sport, shall be considered a Corinthian yachtsman.

### II. A Yacht.

A Yacht shall be defined as a vessel of not less than 15 ft. L. W. L., and must carry not less than 500 pounds of ballast permanently stowed under the platform or in lockers, or have a beam of not less than one-third of her L. W. L. length. She must have standing rigging, or a fixed mast, and must be kept permanently on the water during the season, and must not be engaged in trade.

### III. Signals.

Signals shall be those of the International Code.

---

## NOTICE TO YACHTSMEN.

---

1. It is important that side and head lights shall be used after dark, and at all times some signal given before entering between the piers; if a steam yacht, by blowing the whistle three times, and if a sailing craft, by blowing a fog horn the same number of times. Unless this is attended to there is danger of an accident.

2. The Sailing Committee requests all Yacht and Skiff owners to thoroughly inform themselves as to the Racing Rules and Instructions. Neglect of this will not be taken into consideration by the Sailing Committee.

COMPASS BEARINGS AND DISTANCES FROM LIGHTS  
ON THE SOUTH SHORE TO LIGHTS ON THE  
NORTH SHORE OF LAKE ONTARIO.

---

	Miles.
Stony Point to Point Peter.....W. $\frac{3}{4}$ N.	43
Stony Point to Gibraltar Point.....W.	155 $\frac{1}{2}$
Stony Point to Burlington Bay.....W. $\frac{1}{2}$ S.	178 $\frac{1}{2}$
Oswego to False Ducks.....N. by W. $\frac{1}{2}$ W.	36
Oswego to Point Peter.....N. W. $\frac{1}{4}$ N.	42
Oswego to Port Hope.....N. W. by W. $\frac{5}{8}$ W.	93
Oswego to Gibraltar Point.....W. $\frac{7}{8}$ N.	145
Oswego to Whitby.....W. by N. $\frac{3}{4}$ N.	123 $\frac{1}{2}$
Charlotte to Point Peter.....N. E. by N.	45 $\frac{1}{4}$
Charlotte to Presque Isle.....N. $\frac{1}{4}$ E.	49
Charlotte to Port Hope.....N. N. W. $\frac{3}{4}$ W.	56 $\frac{1}{2}$
Big Sodus Beacon to Point Peter.....N. $\frac{3}{4}$ W.	40
Big Sodus Beacon to Port Hope.....N. W. $\frac{5}{8}$ W.	78 $\frac{1}{2}$
Big Sodus Beacon to Whitby.....N. W. by W. $\frac{5}{8}$ W.	105
Oak Orchard to Point Peter.....N. E. by E. $\frac{3}{4}$ E.	61
Oak Orchard to Port Hope.....N.	38 $\frac{1}{2}$
Oak Orchard to Whitby.....N. W.	48
Oak Orchard to Gibraltar Point.....W. N. W. $\frac{1}{4}$ W.	62 $\frac{1}{2}$
Thirty-mile Point to Gibraltar Pt., N.W. by W. $\frac{7}{8}$ W.	48
Thirty-mile Point to Burlington Bay.....W.	65 $\frac{1}{2}$
Thirty-mile Point to Point Peter.....E. N. E.	73 $\frac{1}{2}$
Thirty-mile Point to Port Hope.....N. by E. $\frac{7}{8}$ E.	39 $\frac{1}{2}$
Thirty-mile Point to Presque Isle.....N. E. $\frac{1}{2}$ E.	58
Oleott to Gibraltar Point.....N. W. by W. $\frac{1}{4}$ W.	38
Oleott to Port Hope.....N. E. by N.	46 $\frac{1}{4}$
Fort Niagara to Whitby.....N. by E. $\frac{1}{4}$ E.	40
Fort Niagara to Port Hope.....N. E.	61 $\frac{1}{2}$
Fort Niagara to Presque Isle.....N. E. by E. $\frac{1}{4}$ E.	85 $\frac{1}{2}$
Fort Niagara to Point Peter.....E. N. E. $\frac{3}{4}$ E.	103
Fort Niagara to Gibraltar Point...N. W. by N. $\frac{1}{4}$ N.	29

### COMPUTATION FOR SPEED.

If the course is S ft. long and the time, T seconds, we may arrive at the value for speed by substituting for these in the following equation:

$$\frac{S}{T} \times .6818 = \text{miles per hour, or}$$

$$\frac{S}{T} \times .5921 = \text{knots or nautical miles per hour.}$$

The table below gives the speed of a boat in miles per hour opposite the time required in travelling a measured mile; or in knots per hour, if the course covered is a measured nautical mile.

Time	Average Speed per Hour	Time	Average Speed per Hour
Min. Sec.		Min. Sec.	
4 0	15.00	8 15	7.27
4 15	14.12	8 30	7.06
1 30	13.33	8 45	6.86
4 45	12.63	9 0	6.61
5 0	12.00	9 15	6.49
5 15	11.43	9 30	6.31
5 30	10.91	9 45	6.15
5 45	10.43	10 0	6.00
6 0	10.00	10 15	5.85
6 15	9.60	10 30	5.71
6 30	9.23	10 45	5.58
6 45	8.89	11 0	5.45
7 0	8.57	11 15	5.33
7 15	8.28	11 30	5.12
7 30	8.00	11 45	5.10
7 45	7.74	12 0	5.00
8 0	7.50		

## FLAG ETIQUETTE.

---

There is a painful lack of knowledge of the etiquette of the flag on Lake Ontario, though year by year yachtsmen who sail the blue lake water show more and more interest in flag rules and exhibit a genuine desire to conform to the unwritten laws for the displays of burgees and bunting and ensigns.

Flag ceremonies are always impressive. Proper observance of flag etiquette is a mark of the pure yachting breed. It is as impressive as sang froid and proper procedure in a drawing-room.

Aside from its ceremonial side of flag usage, these pieces of bunting have their actual use. The language of the flag is the volapuk of the high seas, and on salt water yachtsmen make almost as much use of the flag signal code as do merchants. In strange harbors they signal for directions as to anchorages, or enquire for letters and telegrams, but upon Lake Ontario the signal code is so little understood and therefore so seldom utilized that it would be useless to attempt to detail the code. There, too, is a certain amount of ignorance of the primary rules for the display of flags which is inexcusable.

Yacht ensigns should almost in every case be displayed from the main peak, and not from the mast head. Cat, sloop, cutter and schooner rigged Yachts display the ensign from the main peak. Yawls carry the ensign at the mizzen peak. At anchor the colors should be displayed astern at the taffrail flag staff, or in the lift of the main or mizzen. Dinghys, Launches and Gigs all carry the ensign at the stern, and all Steam Yachts display it at the taffrail flagstaff.

Next to the color come the owner's private signal, and no other flag is more often misplaced. The owner's signal is a swallow-tail rectangle or triangle. It is original design and should never be copied. Sometimes it displays the owner's coat-of-arms or initial upon the field, or again it is merely a piece of bunting of gay colors. Frequently it bears a design illustrating the Yacht's name, if such a thing is possible. It is properly displayed at the mast head of Sloops and Cutters and at the main mast head of Schooners. Upon Yawls it appears at the mizzen mast head. The Steam Yacht wears the private burgee at its main mast head, and upon Launches, Dinghys or Gigs it appears on the bow flag staff.

The Club burgee is usually a triangular piece of bunting, and is sent to the mast heads of Sloops, Cutters and cat-rigged craft. Upon Schooners and Steam Yachts its place is at the foremast head. Launches, Gigs and Dinghys fly it forward. It is not proper to fly both the Club burgee and the owner's private signal from the same mast head, or flagstaff, and therefore, either the burgee or private signal must be dropped when the Yacht is Sloop, Cat or Cutter rigged. Cruising squadron the private signal is flown, but if your craft is doing a lonely "stunt" away from home waters keep the Club burgee aloft.

One of the prettiest sights of the yachting year is when the entire fleet is on full dress parade. To dress ship, work from forward aft. Set your "jack" from the forestay, or the jackstaff, and then send your prize flags and other pieces of bunting aloft over the mast heads, bringing the line down astern over the end of the main boom with a weight on the end of the line to hold the flags below the boom. The largest ensign you possess should be displayed over the stern. Never send your flag halyards over the mast head stays.

When ship is "dressed" the owner's rank flag should be flown whether he is aboard or not. Otherwise a flag officer's burgee should only be sent aloft when he comes aboard.

At anchor in a fleet "color time" should be taken from the vessel of the officer in command. Colors should be made promptly at eight o'clock in the morning and taken in with the Sundown Gun. Punctuality in making and lowering colors is one of the little things which make up the *esprit de corps* which yachtsmen should possess.



## ENGINEERS' SIGNALS.

---

One bell (when engines are at rest), ahead slow.

Jingle bell (when going ahead slow), full speed ahead.

One bell (if under full speed ahead), slow down.

One bell (if going ahead slow), stop.

Two bells (when engines are at rest), astern slow.

Jingle bells (when going astern slow), full speed astern.

One bell (when going astern either at full or half speed), stop.

Four quick bells (when going ahead full speed), astern full speed.

The above are universally used on the salt water.

The following signals are in use on the great lakes:

One bell, go ahead.

One bell, stop.

Two bells, back.

Four bells, strong.

Four bells, all right.

Three bells, check.

Two bells (when engine is working ahead), stop and back strong.

## RULES REGARDING SHIPS' LIGHTS.

---

Lights must be carried on all vessels from sunset to sunrise.

White Lights must be placed forward visible over ten points of the compass on each side.

Red Light placed on left or port side, visible from right ahead to two points abaft the beam.

Green Light placed on right or starboard side, visible from right ahead to two points abaft the beam.

Combination Lights, including the above, may be carried on open launches and sailing craft.

A White Light shall be on board a row boat to be used in time to prevent collision.

Upon being overtaken by another vessel, a white light must be shown astern, visible over 12 points of the compass aft.

Rules regarding side lights are to be complied with when vessel is under way and not otherwise.

A White Light is to be shown, while at anchor, which is visible all around the horizon.

A whistle, siren, fog horn or something of similar nature is to be used as a fog signal. A "prolonged blast" is from four to six seconds duration.

One prolonged blast at one minute intervals or less must be given when the boat has way upon her.

In sailing vessels one blast at one minute intervals or less must be given when on starboard tack; two blasts at one minute intervals when on port tack; with wind abaft the beam, three blasts at similar intervals.

## REVIVING THE RESCUED.

---

### Rules for Reviving Persons Rescued from the Water.

1. Loosen the clothing; place the face downward, with the forehead resting on one of the wrists, and the face turned to one side. Open the mouth; seize the tongue between the fingers, covered with a piece of cloth, and draw it forward between the teeth; clear the mouth and throat from mucus by passing the forefinger, covered with a handkerchief or piece of cloth, far back into the mouth, thus opening a free passage to the windpipe.

2. Turn the body face upward, shoulders resting on a folded coat or pillow; keep the tongue drawn forward; raise the arms backward and upward to the sides of the head (this expands the chest and allows the air to enter the lungs), then slowly move them downward, bending them so that the elbows will come to the sides and the hands cross on the pit of the stomach, and press them gently but strongly against the sides and chest (this forces the air out of the lungs). Continue these two movements (which produce artificial breathing), very deliberately about ten or twelve times in a minute, and without ceasing, until the patient breathes naturally, or until satisfied that life is extinct.

3. While this is being done a little friction on the chest may be produced by rubbing gently with a warm flannel, and the body may be stripped and wrapped in dry blankets.

After natural breathing begins, continue very gently, for a few minutes, the two movements which produced artificial breathing.

After natural breathing is fully restored, give the patient a teaspoonful of brandy, hot sling or tea, two or three times a minute, until the beating of the pulse can be felt at the wrist.

Rub the arms and legs upward, and the feet and hands with a warm or dry flannel.

Apply hot cloths to the body, legs and arms, and bottles of hot water to the feet.

**Caution.**

1. Do not be discouraged if animation does not return in a few minutes. The patient sometimes recovers after hours of labor.
2. Do not allow the tongue to fall back and close the windpipe while the arms are being worked.
3. Do not rub the legs and arms until natural breathing is restored.
4. Do not put any liquid in the mouth until natural breathing is fully restored.
5. Do not roll the body or handle it roughly.
6. Do not allow the head to hang down.



## RULES OF THE ROAD AT SEA.

Aid to Memory, in Four Verses, by Thomas Gray.

1. **Two steam-ships meeting—**  
When both side-lights you see ahead,  
Port your helm, and show your **RED**.
2. **Two steam-ships passing—**  
**GREEN to GREEN, or RED to RED—**  
Perfect safety—Go ahead!
3. **Two steam-ships crossing—**

**Note.**—This is the position of greatest danger; there is nothing for it but good lookout, caution, and judgment, with prompt action.

If to your starboard **RED** appear  
It is your duty to keep clear;  
To act as judgment says is proper:—  
To Port—or Starboard—Back—or Stop her!

But, when upon your port is seen  
A steamer's starboard light of **GREEN**,  
There's not so much for you to do,  
For **GREEN** to port keeps clear of you.

4. **All ships must keep a good lookout, and steam-ships must stop and go astern if necessary—**  
Both in danger and in doubt  
Always keep a good lookout;  
In danger, with no room to turn,  
Ease her!—Stop her!—Go astern!

### DIRECTIONS FOR PASSING BUOYS.

1. In approaching the channel, etc., from seaward, Red Buoys, with Even Numbers, will be found on the Starboard side of the channel, and must be left on the Starboard hand in passing in.
2. In approaching the channel, etc., from seaward, Black Buoys, with Odd Numbers, will be found on the Port side of the channel, and must be left on the Port hand in passing in.
3. Buoys painted with Red and Black Horizontal Stripes will be found on Obstructions, with channel-ways on either side of them, and may be left on either hand in passing in.
4. Buoys painted with White and Black Perpendicular Stripes will be found in Mid-channel, and must be passed close-to to avoid danger.

# Elliott House



**Cor. Church and Shuter Sts.  
TORONTO - CANADA**

It is as essential for the travelling public to secure good hotel accommodation as it is to secure good transportation to make their trip agreeably pleasant. Visitors to Toronto, Canada, will find that the **Elliott** classes with the best, and assures prospective patrons of courteous treatment and a desire that their visit will be pleasantly spent.

---

**First Class Attention in Every Department**  
**Rates, \$2.00 per Day      Weekly Rates Made**

---

**LAURENCE SHEA, Proprietor**

## HAND'S FIREWORKS SPECIALTIES FOR YACHTSMEN

Colored Sky Rockets

Cannon Rockets

Festoon Rockets

Roman Candles of all kinds

Firework Torches

Bengal Lights

Prismatic Lights

Colored Fires

Water Fireworks

New designs in

Fancy Paper Lanterns

Cotton Flags for decorations

fast colors, all sizes

and many designs

Everything in Celebration Goods, Send for Catalogue

**J. W. HAND FIREWORK CO. LTD.**  
HAMILTON, ONTARIO

EVERYTHING  
MADE FROM  
CANVAS



TENTS TO  
RENT

**THE D. PIKE CO. LIMITED**  
Manufacturers of High Grade - - -  
**TENTS, FLAGS, SAILS AND BUOYS**  
Also dealers in - - -  
SPORTING GOODS; LAUNCH & YACHT OUTFITTERS  
PHONE MAIN 1291 123 KING ST. E., TORONTO

## G. H. REDING

DEALER IN

ALL KINDS OF FRESH AND SALT MEATS

VEGETABLES AND POULTRY IN SEASON

Smoked and Pickled Tongue

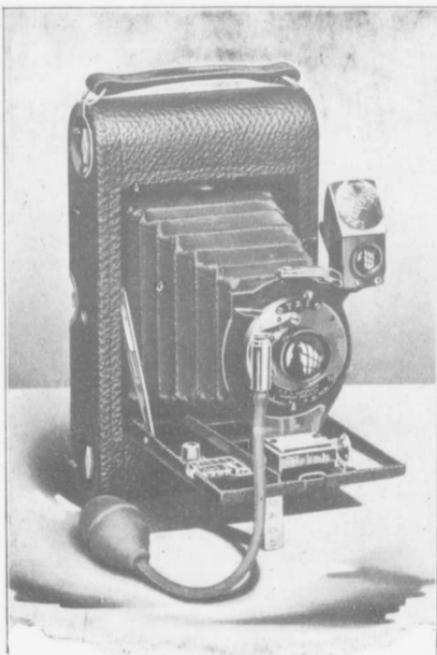
Sausages and Head Cheese

**Special attention given to Yacht Club Supplies**

**Cor. Park and Jackson Sts.**

**Phone 197**

**HAMILTON, ONT.**



---

No. 3

and

No.

3 A

---

FOLDING  
POCKET

# KODAKS

**M**ADE in a factory where accuracy is everything. Rapid Rectilinear Lenses of superb quality, and Automatic Shutters. They lock into focus automatically. Covered with seal grain leather and finished in nickel.

No. 3 Folding Pocket Kodak, pictures 3 1-4 x 4 1-4 - \$17.50

No. 3a Folding Pocket Kodak, pictures 3 1-4 x 5 1-2 (post card size) with rising and sliding front - - 20.00

## CANADIAN KODAK CO.

LIMITED

TORONTO - CANADA.

*Kodak Catalogue Free at the Dealers or by Mail*



## Crawford's

---

make an all the time  
specialty of Gent's  
Fine Blue Serge and  
Worsted Suiting.

Tailored to Perfection  
**\$20 to \$25**

**CRAWFORD BROS.**  
LIMITED  
HIGH CLASS TAILORS

211 YONGE ST., - TORONTO

---

## DUFFY'S APPLE JUICE

1842



Is a high-grade, sparkling, non-alcoholic beverage. It contains the food and curative properties of apples in their fresh state, and has a marked effect in aiding digestion and purifying the blood. Good for everyone on all occasions, in the home and at the festal board. Pint and quart bottles, with velvet corks, wired. To be served ice cold. First class grocers.

**American Fruit Product Co.**

ROCHESTER, N. Y.

## **The Brunswick-Balke Collender Co.**

---

MANUFACTURERS OF

**BILLIARD AND POOL  
TABLES AND BAR  
FIXTURES AND  
BOWLING ALLEYS**

TORONTO, MONTREAL, WINNIPEG, VANCOUVER

---

DON'T FORGET THE ICE MADE  
FROM PURE SPRING WATER

---

---

Phone for Driver to Call

### **North End Ice Co.**

Home Phone, 914

Bell Phone, 565

**1110 North St., Rochester, N.Y.**

---



CAMPING TENTS OF ALL KINDS

YACHT AND DINGHY SAILS, MEN'S BLACK  
OILED CLOTHING, ETC., OF ALL KINDS.

369 @ 371 Bay Street North  
Phone 1383 HAMILTON, Canada

## **Robert Soper**

MANUFACTURERS OF  
Tents, Awnings, Flags and  
Life Preservers

AND IMPORTER OF  
Fine Union Silk and Egyptian  
Cottons for Finest Quality of

S. SIDNEY B. ROBY, PRES.

W. S. ROBY, TREAS.

**THE SIDNEY B. ROBY CO.**  
**WHOLESALE**

Automobile Sundries, Tops and Spray  
Hoods, Tools, Boat Hardware, Horns,  
Lamps and Searchlights.

**IRON AND STEEL**

---

208-214 SOUTH AVE., ROCHESTER, N.Y.

Both Telephones No. 835

---

**All Business Firms Need Printing**

If you want Printing that will bring Results

TRY US.

This Book is a Sample of our Work.

---

---

**Douglas Ford Printing Co.**

HIGH-CLASS PRINTERS

93 CHURCH STREET, TORONTO

MAIN 3130

---

**W. E. Woodbury & Co.**

GROCCRS

ROCHESTER    ELMIRA    GENEVA

BATAVIA

Home Telephone, 3123

Bell Telephone, Main 223 L.

**Rochester, N.Y.**

# The Sovereign Bank of Canada



A GENERAL BANKING BUSINESS TRANSACTED  
SAVINGS DEPARTMENT AT ALL BRANCHES



ÆMILIUS JARVIS

President

F. G. JEMMETT

General Manager

HEAD OFFICE:

28 King Street West, Toronto

## NATURAL SARATOGA VICHY

Use it as you are accustomed to use other mineral waters--for table use--for stomach and kidney troubles--for high balls, etc.-- and if it does not come up to your expectation--and if you are not satisfied that GENUINE Saratoga Vichy is the best mineral water you ever used--phone 1568 again and we will send for the balance of the case and REFUND YOUR MONEY. Bottled at the Springs and charged with its own natural gas.

## SARATOGA GINGER ALE and SARSAPARILLA

Is made from natural Saratoga Vichy and aged for six months before being placed on the market for consumption.

# H. S. JENNER

SOLE AGENT

492 MAIN STREET E., ROCHESTER, N.Y.

PHONE 1568

