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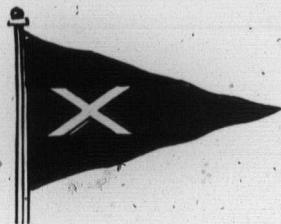
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The Royal Canadian Yacht Club

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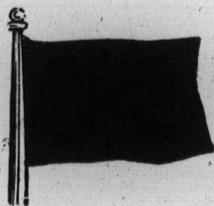
Royal St. Lawrence Yacht Club

A. H. Ross
Hon. Sec. Treasurer

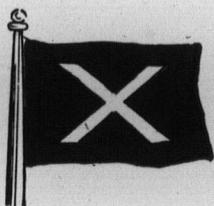
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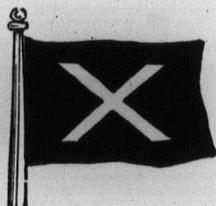
CLUB BURGEE.



COMMODORE.



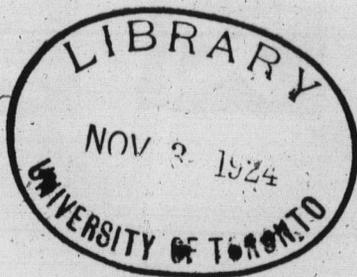
VICE-COMMODORE.



REAR-COMMODORE.

CLUB BURGEE AND OFFICERS' FLAGS.

THE ST. LAWRENCE YACHT CLUB'S
YEAR BOOK for 1894, containing the
CONSTITUTION, BY-LAWS, SAILING
REGULATIONS, MEMBERSHIP ROLL,
and SQUADRON LIST thereof.



The St. Lawrence Yacht Club is incorporated in the City of Montreal
and in the Parish of Lachine, under Chapter V. of the Revised Statutes of
the Province of Quebec.

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CONSTITUTION.

ARTICLE I.

Name and Object.

The Club is to be known as the "St. Lawrence Yacht Club," with its headquarters at Montreal from the 1st October to 30th April, and in the Parish of Lachine from the 1st May to 30th September. The object of the Club shall be to encourage yacht building, yacht racing and sailing, to establish and enforce uniform rules for the government of all races, and to provide the necessary Club accommodation.

ARTICLE II.

Meetings, Elections and Officers.

(1) There shall be an annual general meeting of the Club in Montreal, on the first Saturday in February in each year, for the election of officers and the transaction of such other business as may come before it. At all such annual or general meetings nine members shall constitute a quorum.

(2) The officers of the Club shall be elected by ballot and shall hold office for one year, or until their successors shall be elected. A majority of the votes cast shall be necessary for an election.

(3) The officers shall be and rank as follows:—Honorary Commodore, Commodore, Vice-Commodore, Rear-Commodore, Secretary-Treasurer, Measurers, and members of Committee.

(4) The offices of Commodore, Vice-Commodore and Rear-Commodore shall be filled by members who shall, at the time of election, be owners or part owners of different yachts or sailing boats in the squadron.

(5) Vacancies may be filled by the committee at any meeting.

ARTICLE III.

Office and Duties of Commodore.

It shall be the duty of the Commodore to take command of the squadron and preside at the meetings of the Club, and to enforce all the laws and regulations of the Club. He may call special meetings of the Club whenever he shall deem it necessary, and he shall do so at the written request of nine members.

ARTICLE IV.

Office and Duties of Vice-Commodore.

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

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ARTICLE V.

Office and Duties of Rear-Commodore.

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

ARTICLE VI.

Office and Duties of Secretary-Treasurer.

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

(2) To keep a correct roll of all members.

(3) To notify every member elect of his election, and upon his becoming a member to furnish him with a copy of the constitution and by-laws of the Club.

(4) To notify each member of every special, general and adjourned meeting, and such notification shall be sufficiently given, by posting a notice to that effect, stating the object of such meeting, at the Club's headquarters, at least one week prior thereto.

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

(6) To keep a correct list of the name, measurement, ownership, rig, and builder of all yachts enrolled in the squadron, and also a record of the races.

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

(8) He shall be *ex-officio* secretary to the committee.

(9) To collect all dues and assessments, receive all moneys, and to make all necessary disbursements upon the order of the executive committee.

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

ARTICLE VII.

Office and Duties of Measurers.

(1) It shall be the duty of the Measurers to make a correct return of the name, measurement, ownership, rig and builder of each yacht on her enrolment in the squadron, and deliver the same to the Secretary-Treasurer.

(2) To make a similar return of each yacht entered for any regatta, to the Secretary-Treasurer.

ARTICLE VIII.

Office and Duties of the Committee.

(1) The Committee shall consist of eight members and the office-bearers *ex-officio*, five members to constitute a quorum.

(2) They shall keep a record of their proceedings, and make a report thereof, in writing, to the Club, at the annual meeting.

(3) The Chairman of the committee shall audit all bills which shall have been presented to the Club for payment, and the annual accounts of the Secretary-Treasurer.

ARTICLE IX.

Members and their Election.

(1) The name, occupation and address of any gentleman wishing to become a member of the Club shall be sent to the Secretary-Treasurer, and by him submitted to the next Executive Committee Meeting for election.

(2) Applicants for membership with their proposers and seconders—who are held responsible by the Club for the entrance fee and first year's subscription—shall themselves sign and properly fill out membership forms kept for this purpose by the Secretary-Treasurer.

(3) No person shall become a member of the Club unless he shall have fulfilled Clauses I. and II. of this Article IX.; and unless he shall pay the entrance fee and annual subscription within fifteen days of notice of election; the Secretary-Treasurer shall report same to the Executive Committee, who shall act in accordance with By-Law relating to dues.

(4) Any member found guilty of breaking the rules and regulations of the Club, disobeying the Commodore when sailing in squadron, or of conduct unbecoming a

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

ARTICLE X.

Amendment of this Constitution.

(1) No amendment or alteration of, or addition to, this constitution, by-laws, or sailing regulations, may be made except by a vote of two-thirds of the members present at any regular or special meeting of the Club called for the purpose.

(2) No change whatsoever shall be made in the sailing regulations relating to measurement, time allowance or classification, between the first of January and the 1st October in each year.

(3) No amendment or alteration of, or addition to, this constitution, by-laws, or sailing regulations, can be made until due notice has been given, either by giving notice at a general meeting, that at a succeeding general meeting such amendment or alteration of, or addition to, will be moved; or by sending the text of the amendment, alterations of or addition to, which it is proposed to bring forward, to the Secretary-Treasurer at least eleven days previous to the general meeting to which it is to be submitted; and such communication, or a

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copy thereof, shall be posted by the Secretary-Treasurer in some conspicuous place in the Club House for at least the seven days next preceding such meeting.

ARTICLE XI.

Club Devices.

The device of the Club shall be an oval shield, delineated by two lines, upon which is displayed a St. Andrew's Cross, with the letters St. in the upper, L in right, Y in left, and C in the lower quarter.

BY-LAWS.

MEETINGS.

(1) Meetings may be called by the Commodore, as provided for in the Constitution.

(2) Nine members shall constitute a quorum for transaction of business.

(3) The Secretary-Treasurer shall, as far as possible, notify each member of the Club of each special, general and adjourned meeting of the Club, by mailing to each member, respectively, a written notice, at least four days prior thereto ; but the omission of such notices, or any defect in connection therewith, shall in no way affect the validity of any such meeting.

ORDER OF BUSINESS.

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

The members being seated, the Secretary-Treasurer shall call the roll.

A quorum being present, the order of business shall be as follows :—

(1) Reading of minutes of last meeting, which shall stand approved if not corrected.

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- (2) Reading of communications.
- (3) Collection of dues.
- (4) Report of Secretary-Treasurer.
- (5) Reports of Committees.
- (6) Election of Officers and Members.
- (7) Miscellaneous business.
- (8) Adjournment.

DUES.

(1) An entrance fee of five dollars, shall be paid by each member elect.

(2) The annual subscription shall be five dollars, due on the fifteenth of February.

(3) No member in arrears shall be eligible to any office, or vote at any election, or upon any question.

(4) If any member shall be in arrears to the Club and more than one month past due, the Secretary-Treasurer shall make report thereof to the Executive Committee, and also notify such delinquent member in writing that unless the same shall be paid within thirty days, his name may be posted in the Club rooms, and if within ten days thereafter the sum in arrears is not paid, his name may be erased from the roll of members at the option of the Executive Committee.

(5) A member thus leaving the Club shall not again be eligible till he shall have paid the amount due from him and the dues which would have accrued meanwhile.

(6) Any member, by paying at any time the sum of one hundred dollars, may become a life member.

RESIGNATIONS.

A written resignation addressed to the Secretary-Treasurer shall be required from any member wishing to sever his connection with the Club, but the resignation of no member shall be accepted whose account with the Club shall be in arrears.

YACHT SQUADRON AND BURGEE.

(1) Each boat with its sails, spars and appointments, owned wholly and in good faith, by a member or members of the Club, may be enrolled in the squadron, upon the owner's filing with the Secretary-Treasurer a description thereof, containing the name, ownership, rig, measurement, and the name and address of the builder, if known.

(2) From the time of such enrolment such boat shall be entitled to the privileges and be subject to the regulations of the Club.

(3) The Club Burgee shall have a blue ground, with a wide longitudinal red bar, on which is a white St. Andrew's cross. The officers' flags shall be square :— For Commodore, blue cross on red ground ; Vice-Commodore, white cross on red ground ; Rear-Commodore, white cross on blue ground.

NOMINATIONS AND ELECTIONS.

(1) The Officers of the Club and the Committee shall be elected at the annual general meeting in February, or at a special general meeting, called for that purpose, which must be held upon a Saturday.

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

(3) Any member may in writing, nominate one person for each office, and eight for the committee of management; but this nomination in writing, over the members signature, must be delivered to the Secretary-Treasurer—who shall give his receipt for the same—not later than 9 p.m. on the last Saturday before the annual or special general meeting, nor earlier than one fortnight prior to that day. The Secretary-Treasurer shall publish or post the names of those nominated at the Club's headquarters, and shall, also, as soon as possible, in writing, inform such persons that they have been so nominated. By informing the Secretary-Treasurer in writing of his desire to decline nomination, any person so nominated may have his name removed from the list, but this communication must be placed in the Secretary's hands before 9 p.m. on the Monday before the annual or special general meeting. The Committee of the Club shall have up to 12 p.m. on this day, the power to, by formal resolution, fill any vacancies which may occur in the list of nominations, and this resolution with the names of those thus officially nominated shall be posted in the Club's headquarters. The Secretary-Treasurer shall in no way make known the names of nominators, but shall satisfy himself that they are members in good standing.

(4) The election shall take place at the general meeting by ballot, and no person shall be elected to any office who has not been nominated and elected, as herein provided for, saving and excepting as provided for in the fifth clause of Article II. of the constitution.

UNIFORM.

The Club uniform shall be as follows:—

Club Crest—To be a white St. Andrew's cross, with the following letters worked in gold bullion in these positions: St. above, L to the left, Y to the right, and C beneath cross. All these to be surrounded by a gold bullion cord, forming an oval, the ends to be joined by a reef knot at the bottom; the ground to be the color of the article on which it is worked—blue, black or white.

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

Club Hat—To be white straw, sailor, two inch club ribbon for band.

Club Ribbon—To be of dark blue, with a central red stripe one-third the ribbon's width.

Full Dress—Coat to be customary evening dress, blue or black cloth, large gilt club buttons in usual place,

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same button on bottom of the fold of each skirt. Waistcoat to be of same material or of white drill, with four half inch club-buttons. Trousers to be of same material as coat. Tie to be white or black.

Service Dress.—Coat to be double-breasted sack of navy blue cloth, with five $\frac{7}{8}$ inch black vulcanite cloth buttons equi-distant on each side. To be worn with four lowest buttons buttoned. Waistcoat to be of the same material with six one-half inch black vulcanite club buttons equi-distant, or of white drill or flannel with gilt buttons. Trousers to be of same material as coat or of white duck or flannel. Scarf to be black silk.

Working Dress.—Jersey to be of navy blue wool, private signal worked on breast (three and a half inches long by two inches). Club crest in red worsted on left shoulder. Trousers to be same as service dress.

Distinguishing Rank.—On club crest gilt Gothic initial letter of wearer's rank, to be worked in centre of white cross as follows: C. for Commodore, V. for Vice-Commodore, R. for Rear-Commodore, S. T. for Secretary-Treasurer, M. for Measurers.

JUNIOR AND NON-RESIDENT MEMBERSHIP.

Youths of 18 and under may become members of the Club, and enjoy all its privileges excepting the right to take part in elections, by paying an entrance fee of three dollars and an annual subscription of two dollars.

Gentlemen residing not less than twenty miles from the Club's House may become members of the Club, enjoying all its privileges, by paying an annual subscription of two dollars, without entrance fee.

SAILING REGULATIONS.

I.—MANAGEMENT OF RACES.

All races and all yachts sailing therein shall be under the direction of a sailing committee to be appointed by the general committee. All matters shall be subject to their approval and control, and all doubts, questions and disputes which may arise shall be subject to their decision. Their decisions shall be based upon these rules so far as they will apply ; but, as no rules can be devised capable of meeting every incident and accident of sailing, the sailing committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing and superior speed and skill. The decisions of the sailing committee shall be final. No member of the sailing committee shall take part in the decision upon any disputed question in which he is directly interested. The sailing committee or any officer appointed to take charge of a race, shall make a written report of the result thereof ; and the prizes shall be awarded in accordance therewith. If any yacht be disqualified the next in order shall be awarded the prize.

II.—MEASUREMENT.

The measurement of yachts shall be of length and sail area according to the following formula :—“ Load-water line plus square root of sail area, divided by two

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(2), equal to racing length."—Length to be measured from the forward side of stem at the low water line to the load water-line at stern, wherever found, exclusive of any part of the rudder. This measurement to be taken when the yacht is afloat and in her ordinary trim, but without her crew on board. The measurer, at the time of taking his measurements, to affix a distinctive mark at each point.

In the A. 30 and 25 foot classes, the sail area shall be computed by multiplying the base by perpendicular, and dividing by two. The perpendicular shall be the length taken along the afterside of mainmast, from upper side of the upper halyard block or sheave on topmast, to the upper side of boom when resting on the saddle, or on the lowest part of goose-neck; but the following to be taken if greater— from the upper side of main-boom to the under side of cross-trees, or, if the yacht has no cross-trees, to the under side of the main rigging, and in the case of cat-boats, and those having no rigging, to the upper side of throat halyard sheave; plus four-fifths the length of the gaff. On schooners, cutters and sloops, the base line shall be the length, from a point half way between the bee-hole or point of contact of the jib-stay on bowsprit, or flying jib-stay on jib-boom, or from pin of out-haul sheave, when jib is set flying, and the point of contact of the topmast stay on bowsprit; to the end of the main-boom, with one-fourth of the length of the main-gaff added thereto. On yawls, the base line shall be the length from the same point on jib-boom as for schooners, etc., to the end of mizzen-boom. On cat-boats the base line shall be the length

of the boom plus one-fourth the length of gaff. Any excess of the spinnaker boom over the distance from the fore side of mast to the forward point of base line, or if the length be greater, the height from the main-boom to the under side of the cross-trees or main rigging—in the case of boats having no rigging, to the upper side of throat halyard sheave—shall be added to the base line. The gaff and boom to be measured from the afterside of mast to the end of gaff or boom, and any extension of either to be included in measurement.

In the 21 and 18 foot classes, sail area shall be computed by multiplying perpendicular by base, and dividing by two. The perpendicular shall be the length taken along the afterside of mainmast, from upper side of halyard or sheave on topmast to upper side of boom when resting on saddle or lowest part of goose-neck. The base line shall be from a point half way between the bee-hole or point of contact of the jib-stay on bowsprit, or flying jib-stay on jib-boom, or pin of out haul sheave, when jib is set flying and the point of contact of the topmast stay on bowsprit to the end of main-boom, to which shall be added the excess of the gaff over eighty per cent. of the topmast, the topmast to be taken from the hounds to the highest point of measurement. In the case of rigs to which the above rules of measurements do not, in the opinion of the sailing committee, apply, sail area shall be measured as follows:—to the actual area of the sails, exclusive of head sails and spinnaker, shall be added the area of the forward triangle, which shall be computed by measuring a base line from the end of bowsprit to the foremast, and a

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perpendicular from the deck to the highest block used to set head sails or spinnaker, and dividing the multiple of these measurements by two. In such cases the sail area may be computed from a properly certified sail plan filed with the measurers.

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

Any change in these measurements shall be reported to the Secretary-Treasurer.

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

The time allowance for Steam Yacht Races will be as follows, viz.: For yachts under fifty feet water-line, having cylinders of an equal size, the allowance will be one second per extra foot of water-line per mile; but where cylinders are of an unequal size, in addition to the above, the allowance will be one-quarter of a minute per mile per extra inch of cylinder diameter. Should any difference arise in the interpretation of the above time allowance, it must be decided by the chairman of the sub-committee on steam yachts, whose decision shall be final.

III.—CLASSIFICATION.

The squadrons of the Club shall be divided for racing into the following classes:—

Class A—All yachts of over 30 feet corrected length, as found by Rule II.

30 foot Class—All yachts of over 25 and not over 30 feet corrected length.

25 foot Class—All yachts of over 21 and not over 25 feet corrected length.

21 foot Class—All yachts of over 18 and not over 21 feet corrected length.

18 foot Class—All yachts of 18 feet corrected length and under.

Boat Class—All boats not included under the following definition of a yacht of which the beam is at least one-fourth the load-water line length.

No vessel may be enrolled as a yacht in any of these classes of which the beam is not at least one-third of the load-water line length ; or, in lieu thereof, does not carry thirty pounds of stationary ballast for each foot of load-water line length.

A yacht may sail only in the class which includes her measurement at the time of racing, unless as provided for under Rule VII.

IV.—ENTRIES.

Entries shall be made with the Secretary of the Club the day before the day appointed for starting each race. In case of a Sunday intervening, 24 hours shall be added. An extension of time may be granted by the Sailing Committee in the event of delay being shown to their satisfaction to have been unavoidable.

V.—FORM OF ENTRY.

Form of entry for yachts and boats to be signed by owner or his representative, previous to entry : Please

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to enter——for the——race at——on the——.
Her distinguishing flag is——her rig is——and her
corrected length, in accordance with Rule II., is—feet.
I undertake, that while sailing under this entry, all her
ballast shall be properly stowed under the platform or
in lockers, and shall not be trimmed or shifted in any
way whatever; and that I will be bound by the sailing
rules of the St. Lawrence Yacht Club. Signed.

The foregoing form of entry is binding upon yachts
of all classes sailing in races of this Club.

Should any yacht duly enter for a race, not start, or
having started, should she give up or be disabled during
the race, such yacht shall, in the event of the race being
re-sailed, be entitled to start; but no new entries shall be
received under any circumstances whatever for a post-
poned race.

VI.—POSTPONEMENT OF RACES.

The Sailing Committee, or officers in charge for the
day, shall have power to postpone any race, should un-
favorable weather render such a course desirable.

VII.—CONDITIONS OF RACES.

(1) There must not be less than two entries, or no
race. The Sailing Committee shall have power to
combine the classes.

(2) When a prize has been offered for competition,
any yacht duly entered may claim to sail over the
course when the number of entries required have been
made, and shall be entitled to the prize, subject, how-
ever, to Rule VI.

VIII.—DISTINGUISHING FLAGS.

Each yacht must carry a distinguishing flag of a suitable size, to be carried on leach of mainsail one foot below the gaff, which must not be hauled down unless she gives up the race, and no other flag shall be carried during the race except in the case of Rule XXII.

IX.—INSTRUCTIONS.

Every yacht entered for a race shall, at the time of entry, or as soon as possible, be supplied with written or printed instructions 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.

X.—SAILS.

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

XI.—RUNNING AGROUND.

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

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XII.—FOULING YACHTS, MARKS, ETC.

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

XIII.—STARTING.

Whenever possible, the start shall be a flying start. Before the time of starting a flag shall be hoisted as a signal for the boats of each successive race to approach the starting point. Five minutes before the start a preparative gun shall be fired, and all the boats are then amenable to the racing rules of the Club. At the expiration of five minutes exactly, the flag shall be hauled down, and a second gun fired as a signal to start. In a flying start, if any yacht or any part of her hull or spars be on or across the line before the signal to start is made, she must return and recross the line. A yacht so returning, or one working into position from the wrong side of the line after the signal to start has been made, must keep clear of all competing yachts. Should the gun miss fire, the lowering of the flag shall be the signal to start. After the signal to start is given in the A, 30' 25' and 21' clauses, five minutes time shall be allowed

in which to cross the line, the time of each yacht to be taken as she crossed the line, until the five minutes have expired. No yacht shall be ruled out of any race on account of failure to cross the line at the start within the stipulated time, but the time of such yacht shall be taken from the expiration of the five minutes allowed for crossing the line. In the 18' class, time shall be taken from the signal to start.

XIV.—BALLAST.

No shifting of ballast or planking out shall be permitted during any race. Yachts must carry the ballast they start with throughout the race, under their floors, platforms or lockers. No more than the usual anchors and chains shall be carried during a race and these must not be used as shifting ballast or for altering the trim of a yacht, nor shall any of the spars, sails, rigging or boat's furnishings be shifted for ballasting purposes. The crew carried must be limited to one man for every five feet of corrected length, according to Rule II., and every fraction thereof over fifty per cent. of five feet corrected length, excepting in the eighteen-foot class, which shall not carry more than two men.

XV.—LIFE PRESERVERS.

Each yacht starting in a race must carry at least one government standard life belt, or equivalent life-saving apparatus, for each man allowed by Rule XIV. Any yacht not complying with this regulation may be disqualified by the sailing committee.

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XVI.—PROFESSIONAL SAILORS.

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

XVII.—MEANS OF PROPULSION.

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

XVIII.—ANCHORING.

Yachts may anchor during a race, but must weigh their anchor again, and not slip. No yacht shall, during a race, make fast to any buoy, stage or pier, or send an anchor out in a boat, except as provided for by Rule XI.

XIX.—SOUNDING.

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

XX.—SIDE LIGHTS.

All yachts sailing in a race at night shall observe the statutory rule as to the carrying of side lights.

XXI.—MAN OVERBOARD.

In case of a man falling overboard from a competing yacht, all other boats in a position to do so shall use their utmost endeavors to render assistance; and if it

should appear that any yacht was prevented thereby from winning the race, the committee shall have power to order it to be re-sailed between any yachts so prevented and the actual winner.

XXII.—PROTESTS.

Should the owner of any yacht, or the person acting as his representative, consider that he has a fair ground of complaint against another for foul sailing, or any violation of these rules, he must, if it arise during the race, signify the same by conspicuously displaying a flag in the rigging till the conclusion of the race. The protest shall be made in writing, and under such regulations (if any) as the Sailing Committee may have determined, within two hours of the arrival of the protesting yacht, and shall be heard by the Sailing Committee, and decided, after such enquiries as they may consider necessary. They shall also, without a protest, disqualify any yacht should it come to their knowledge that she has committed a breach of the rules.

XXIII.—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 Sailing Committee.

XXIV.—RIGHT OF WAY.

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

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(2) A yacht free shall keep clear of one close-hauled.

(3) 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.

(4) 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.

(5) 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.

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

(7) 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.

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

(9) A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap has been established.

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

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

(12) When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht

holding a better wind, and neither claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.

(13) 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.

(14) A mark is any vessel, boat, buoy, or other object used to indicate the course, and does not in the preceding section involve any question of sea-room.

(15) When a yacht is in danger of running aground, or of touching a pier, rock or other obstruction, and cannot go clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away, in order to give room, the other shall also tack or bear away, as the case may be, at as near the same time as is possible without danger of fouling

XXV.—PENALTY FOR DISOBEYING RULES.

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

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Should a flagrant breach or infringement of any of these rules be proved against the owner of any yacht, he may be disqualified by the committee for such time as the committee may think fit, from sailing his yacht in any race held by the St. L. Y. C.; and should a flagrant breach of these rules be proved against any sailing master, he may be disqualified by the committee, for such time as the committee may think fit, from sailing in any race held by the St. L. Y. Club.

SIR DONALD A. SMITH CHALLENGE CUP
RACING RULES.

1.—The Cup shall be a perpetual Challenge Cup to be sailed for annually on Dominion Day, under the Rules of the St. Lawrence Yacht Club.

2.—The Cup may be held by the yacht winning it until the first day of June following—a satisfactory bond being given to the committee for its safe return. A commemorative medal shall be given by the club to the yacht, when the cup is returned to the club.

3.—The races for the cup to be open to yachts of the St. Lawrence Yacht Club of the "A," 30 and 25 foot classes. Sailing length as defined by Rule III.

4.—The course for the Cup races to be over the St. Lawrence Yacht Club course as decided each year.

TABLE OF TIME ALLOWANCE.

The allowances in this Table are based upon the rule accepted by naval architects—that within economic limits, opportunities for speed vary in different vessels as the square roots of their respective lengths. As strong winds are required, however, to give to larger vessels the full extent of their advantage in size, and as such a scale of allowance is not adapted to ordinary summer racing, 40 per cent. only of the allowance due to the rule is given in the table, and may be stated thus:—

Time equals .4; $\left\{ \frac{3600}{\sqrt{I}} - \frac{3600}{\sqrt{L}} \right\}$ 3,600 representing the number of seconds in an hour, I the small yacht and L the larger one. Practically the formula is $\frac{1440}{\sqrt{I}} - \frac{1440}{\sqrt{L}}$ 4-10ths of 3,600 being 1,440.

RULE FOR USING TABLE.

The figures which appear in the table are calculated for one nautical mile, and the time which any yacht has to allow for this distance is shown opposite to the figure which denotes her measurement. Take the time of the larger vessel and deduct the amount of it from that of the smaller vessel; this will give the allowance for one nautical mile; multiply this by the length of course, and the resulting amount is what the smaller vessel will receive expressed in seconds and decimal parts of a second.

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TABLE OF TIME ALLOWANCE.

EXAMPLE.

What time will a yacht of 30 feet have to allow to one of 25 feet on a course of 20 nautical miles?

The time opposite 25 feet is	161.71
" " 30 "	136.62
	25.09
	20
	501.80

or 8 minutes, 22 seconds.

For part of a foot use the nearest fraction that can be expressed in tenths, and take its proportion of the difference shown in the table between the time stated opposite to the figure to which the fraction is attached and the next higher number.

What time will a yacht of 30 feet have to allow one of 25.8 on a course of thirty nautical miles?

Time for 25.8 feet for one nautical mile . . .	157.23
" 30 " " " " . . .	136.62
	20.61
Yacht 30 feet allows yacht 25.8 feet for 1 mile .	.30
	618.30

or ten minutes, 18 seconds.

TABLE
OF TIME ALLOWANCE FOR ONE NAUTICAL MILE, IN
SECONDS AND DECIMALS.

Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
45.0	88.38	42.5	94.61	40.0	101.40
.9	88.62	.4	94.87	.9	101.69
.8	88.86	.3	95.13	.8	101.98
.7	89.10	.2	95.39	.7	102.27
.6	89.34	.1	95.65	.6	102.56
.5	89.59	42.0	95.91	.5	102.85
.4	89.83	.9	96.17	.4	103.14
.3	90.07	.8	96.44	.3	103.43
.2	90.31	.7	96.71	.2	103.72
.1	90.55	.6	96.68	.1	104.01
44.0	90.80	.5	97.25	39.0	104.30
.9	91.05	.4	97.52	.9	104.60
.8	91.30	.3	97.79	.8	104.90
.7	91.55	.2	98.06	.7	105.20
.6	91.80	.1	98.33	.6	105.50
.5	92.05	41.0	98.60	.5	105.80
.4	92.30	.9	98.88	.4	106.10
.3	92.55	.8	99.16	.3	106.40
.2	92.80	.7	99.44	.2	106.70
.1	93.05	.6	99.72	.1	107.00
43.0	93.31	.5	100.00	38.0	107.31
.9	93.57	.4	100.28	.9	107.62
.8	93.83	.3	100.56	.8	107.93
.7	94.09	.2	100.84	.7	108.25
.6	94.35	.1	101.12	.6	108.56

Measurement.

37.5

.4

.3

.2

.1

37.0

.9

.8

.7

.6

.5

.4

.3

.2

.1

36.0

.9

.8

.7

.6

.5

.4

.3

.2

.1

35.0

.9

TABLE OF TIME ALLOWANCE.

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Measurement.	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.	
37.5	108.88	34.8	117.83	32.1	127.88	
.4	109.19	.7	118.18	32.0	128.27	
1.40	.3	109.50	.6	118.54	.9	128.67
1.69	.2	109.82	.5	118.89	.8	129.08
1.98	.1	110.13	.4	119.25	.7	129.49
2.27	37.0	110.45	.3	119.60	.6	129.90
2.56	.9	110.77	.2	119.96	.5	130.31
2.85	.8	111.10	.1	120.31	.4	130.71
3.14	.7	111.42	34.0	120.67	.3	131.12
3.43	.6	111.75	.9	121.04	.2	131.53
3.72	.5	112.08	.8	121.41	.1	131.94
4.01	.4	112.40	.7	121.78	31.0	132.35
4.30	.3	112.73	.6	122.15	.9	132.78
4.60	.2	113.05	.5	122.52	.8	133.22
4.90	.1	113.38	.4	122.90	.7	133.66
5.20	36.0	113.71	.3	123.27	.6	134.09
5.50	.9	114.03	.2	123.64	.5	134.53
5.80	.8	114.30	.1	124.01	.4	134.97
5.10	.7	114.73	33.0	124.39	.3	135.30
5.40	.6	115.07	.9	124.77	.2	135.74
5.70	.5	115.41	.8	125.16	.1	136.18
7.00	.4	115.75	.7	125.55	30.0	136.62
7.31	.3	116.09	.6	125.94	.9	137.06
7.62	.2	116.43	.5	126.33	.8	137.51
7.93	.1	116.77	.4	126.71	.7	137.96
3.25	35.0	117.12	.3	127.10	.6	138.41
3.56	.9	117.47	.2	127.49	.5	138.86

TABLE OF TIME ALLOWANCE.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
29.4	139.31	26.7	152.52	24.0	167.65
.3	139.76	.6	153.05	.9	168.28
.2	140.21	.5	153.48	.8	168.91
.1	140.66	.4	154.00	.7	169.54
29.0	141.11	.3	154.53	.6	170.17
.9	141.58	.2	155.06	.5	170.81
.8	142.05	.1	155.59	.4	171.44
.7	142.52	26.0	156.12	.3	172.07
.6	143.00	.9	156.67	.2	172.70
.5	143.47	.8	157.23	.1	173.33
.4	143.94	.7	157.79	23.0	173.97
.3	144.42	.6	158.35	.9	174.64
.2	144.89	.5	158.91	.8	175.32
.1	145.36	.4	159.47	.7	175.99
28.0	145.84	.3	160.03	.6	176.67
.9	146.34	.2	160.59	.5	177.34
.8	146.84	.1	161.15	.4	178.02
.7	147.34	25.0	161.71	.3	178.69
.6	147.84	.9	162.30	.2	179.37
.5	148.34	.8	162.89	.1	180.04
.4	148.84	.7	163.49	22.0	180.72
.3	149.34	.6	164.08	.9	181.44
.2	149.84	.5	164.68	.8	182.16
.1	150.34	.4	165.27	.7	182.88
27.0	150.84	.3	165.86	.6	183.60
.9	151.36	.2	166.46	.5	184.33
.8	151.99	.1	167.05	.4	185.05

TABLE OF TIME ALLOWANCE.

Measurement	Allowance.	Measurement.	Allowance.	Measurement.	Allowance.
21.3	185.77	19.5	199.85	17.7	216.07
.2	186.49	.4	200.68	.6	217.06
.1	187.21	.3	201.51	.5	218.05
21.0	187.94	.2	202.34	.4	219.04
.9	188.71	.1	203.17	.3	220.03
.8	189.49	19.0	204.00	.2	221.02
.7	190.26	.9	204.91	.1	222.01
.6	191.04	.8	205.82	17.0	223.00
.5	191.82	.7	206.73	.9	224.07
.4	192.59	.6	207.64	.8	225.14
.3	193.37	.5	208.55	.7	226.21
.2	194.14	.4	209.46	.6	227.28
.1	194.92	.3	210.37	.5	228.35
20.0	195.70	.2	211.28	.4	229.42
.9	196.53	1	212.19	.3	230.49
.8	197.36	18.0	213.10	.2	231.56
.7	198.19	.9	214.09	.1	232.63
.6	199.02	.8	215.08	16.0	233.70

Allowance.

67.65

68.28

68.91

69.54

70.17

70.81

71.44

72.07

72.70

73.33

73.97

74.64

75.32

75.99

76.67

77.34

78.02

78.69

79.37

80.04

80.72

81.44

82.16

82.88

83.60

84.33

85.05

FORMER OFFICERS.

Honorary Commodore.

1893—A. W. MORRIS, M. L. A.

Commodores.

1888—S. GREENSHIELDS 1891—A. W. MORRIS, M. L. A.
1889—G. H. DUGGAN 1892—A. W. MORRIS, M. L. A.
1890—G. H. DUGGAN 1893—C. H. LEVIN

Vice-Commodores.

1888—G. H. DUGGAN 1891—C. H. LEVIN
1889—C. H. LEVIN 1892—C. H. LEVIN
1890—A. IRVING 1893—W. A. C. HAMILTON

Rear-Commodores.

1888—C. H. LEVIN 1891—H. J. BEAMAN
1889—T. L. PATON 1892—LIONEL, J. SMITH
1890—H. J. BEAMAN 1893—R. R. STEVENSON

Sec'y-Treasurer.

1893—J. C. C. ALMON

Secretaries.

1888—J. SIMMONS 1890—DAVID A. POE
1889—W. J. WALLACE 1891—DAVID A. POE
1892—A. F. MITCHELL

Treasurers.

1888—T. L. PATON 1890—A. G. WALSH
1889—J. AIRD 1891—W. A. C. HAMILTON
1892—W. A. C. HAMILTON

Measurers.

1888— { J. F. GIBSONE 1891— { F. P. SHEARWOOD
 { F. SCOTT { WAL. KAVANAGH
1889— { J. F. GIBSONE 1892— { F. P. SHEARWOOD
 { F. SCOTT { GEO. R. MARLER
1890— { J. F. GIBSONE 1893— { F. P. SHEARWOOD
 { W. J. WALLACE { GEO. R. MARLER
 { ARTHUR HAMILTON

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THE SEASON OF 1893.

This Season, marked by disasters unparalleled in the history of the Club, was a late one in opening. The usual racing and cruising on the 24th had to be abandoned, the boats not being ready, and a gale with extremely high water did great damage along the water front. Several boats were driven ashore, and the club pier, while it stood better than any other in the vicinity, was much damaged.

The first race of the season was sailed on the 10th of June, and was the first series race for the A, 30', 25' and 21' classes. There was a strong west wind with heavy puffs from the north, and nasty broken sea. The result was as follows:—

"A" CLASS.

<i>C.L.</i>	<i>Steersmen.</i>	<i>Start.</i>	<i>Finish.</i>	<i>Elapsed.</i>	<i>Corrected</i>
CHAPERON. 30.02	E. S. CLOUSTON	4.00.05	6.10	2.09.55	2.09.55
EAGLE. 36.02	C. H. LEVIN.	3.58.40	6.17.13	2.18.33
WHITE SQUALL, 31.01	J. H. GESNER.	3.58.36	6.24.30	2.25.54

30' CLASS.

<i>C.L.</i>	<i>Steersmen.</i>	<i>Start.</i>	<i>Finish.</i>	<i>Elapsed.</i>	<i>Corrected</i>
MOLLIE BAWN 24.92	W. KAVANAGH.	4.00.25	5.56.00	1.55.35	1.51.28
VALDA 23.51	G. H. DUGGAN.	3.59.40	5.57.50	1.58.10	1.52.34
FROLIC. 28.45	E. K. GREENE.	3.59.30	6.05	2.06.24	2.04.34
UNDA. 26.	R. A. KIDD.	4.00.00	Did not finish.
RITA. 28.	C. O. CLARK.	4.00.15	6.15.40	2.13.25

21' CLASS.

<i>C.L.</i>	<i>Steersmen.</i>	<i>Start.</i>	<i>Finish.</i>	<i>Elapsed.</i>	<i>Corrected</i>
THORA. 19.05	H. A. SIMMS.	3.59.20	6.27 40	2.28.26

17th of June—Second Series Race—"A," 30', 25', 24' classes.

Eleven boats crossed the line, but at 6.40 only half the course had been covered and the race was abandoned.

24th June—First Series Race for 25' and 18' classes. South wind with showers, freshening to a good breeze at finish.

	C.L.	Steersmen.	Start.	Finish.	Elapsed.	Corrected
BUG.....	15.08	G. H. DUGGAN..	3.45.50	6.55.20	3.09.30	3.05.42
DEBUTANTE.	18.00	W. S. CLOUSTON	3.47.17	7.08.30	3.22.20	3.22.20
LITTLE MAR- CHIONESS ..	17.06	R. C. NELLES...	3.48.53	6.59.40	3.10.47	3.09.58
WIDE-AWAKE	16.08	H. M. MOLSON..	3.47.17	7.08.50	3.21.33	3.20.05

1st July—Sir Donald A. Smith Cup Race.

The start was made at 11 a.m., and thirteen boats crossed the line. There was a slight draft of air from the southeast at the start, and the day was hot and fine. The "Lulu," "Valda," and "Chaperon" in the order named went away from the fleet, but by 2.15 the wind was dead; only the first leg of the course had been covered and the race was abandoned.

8th July—Third Series Race for the "A," 30' and 21' classes.

The "Eagle," "Chaperon," "Valda," "Mollie Bawn," "Frolic," "Coquette" and "Rita" started. A fresh club topsail breeze was blowing and the weather was threatening. On the second leg of the course, a reach from the Valois to the Chateauguay buoy, a thunder squall of unexampled force struck the lake. The "Valda," "Eagle," "Chaperon" and "Mollie Bawn," were leading, and were carrying all

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plain sail when the squall of wind, rain and thunder struck them. "Eagle" and "Chaperon" instantly capsized, and sank within a quarter of an hour, "Valda" and "Mollie Bawn" were knocked down, but got their canvas on deck in time to avert disaster. "Rita" and two boats that were not racing, "Petrel" and "Butternut" were also capsized at a moderate distance from shore. The "Valda," under bare poles, ran down under the "Eagle's" lee and took off one of her crew, but was unable to make fast to the wreck, drifted down to leeward, anchored, put in three reefs, worked back to the "Eagle" and took off two more of her crew, all that were still on her. She then ran down to the "Chaperon," and picked up three of her crew and was the only boat in the fleet under control during the whole storm. The Naptha Launch "Idle Hour" put off from Pointe Claire and received the remainder of the "Chaperon's" and of the "Eagle's" crews with the exception of C. H. Levin, the Commodore of the club, who went down with his ship. The crews of the "Rita," "Petrel" and "Butternut" were rescued from the shore.

After this most unfortunat e disaster all racing was postponed for one month.

26th August—Re-sail Sir Donald Smith's Cup race. The start was at 3.40. The day was very fine and warm, and there was hardly wind enough to carry any of the boats over the line. There were twelve starters and at 6 p.m. the race was abandoned.

2nd September—Re-sail Sir Donald Smith's Cup race. There was a heavy gale from the northwest. At the start it was blowing harder than it has ever

done on a racing day on Lake St. Louis; it being reported that the Chateaugay buoy had been carried away it was decided to sail around the Pointe Claire buoy, a course of about seven miles to windward and return. All the boats at the start carried three reefs in the main sail and storm jib.

The start was as follows:—

Steersmen.

CHAPERON.....	Æ. JARVIS.....	3.31.37
MOLLIE BAWN.....	W. KAVANAGH.....	3.32.00
VALDA.....	G. H. DUGGAN.....	3.32.21
LULU.....	J. RYAN.....	3.36.25
COQUETTE.....	A. HAMILTON.....	3.33.08
UNDINE.....	G. MARLER.....	3.34.30
DREAM.....	A. IRVING.....	3.32.10

“Valda” more than held “Chaperon” until Valois Bay was opened, when the wind lightened up, the sloop got into trouble changing jibs when the “Coquette” passed her. The wind let up steadily all the time the windward work was being done, and at Pointe Claire all were carrying full lower sail, but on the run it freshened up until it was heavy work carrying spinnakers.

The time of the race was as follows:—

	<i>Start.</i>	<i>Finish.</i>	<i>Elapsed.</i>
CHAPERON.....	3.31.37	4.47.40	1.16.03
COQUETTE.....	3.33.38	4.51.53	1.18.45
VALDA.....	3.32.11	4.55.56	1.23.45
MOLLIE BAWN.....	3.32	5.00.44	1.28.44
DREAM.....	3.32.10	5.02.52	1.30.42
UNDINE.....	3.34.30	5.11.05	1.36.35

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The course was not officially measured, but "Chaperon" was the winner. At a meeting of the Sailing Committee held on September 9th, it was decided that under the terms on which the cup is raced for, the Sailing Committee had no power to alter the course and the race was declared off.

9th September—Re-sail of Second Series race for "A," 30', 25' and 21' classes. There was a strong south-west wind, and single reefed mainsails were carried throughout the fleet.

"A" CLASS.

	Start.	Finish.	Elapsed.	Corrected.
CHAPERON.....	3.41.01	5.41.29	1 54.28	1.52.54
COQUETTE.....	3.46.42	5.54.31	2.07.49	2.05.35
DREAM.....	3.48.09	5.42.20	1.54.11	1.54.11

30' CLASS.

	Start.	Finish.	Elapsed.	Corrected.
MOLLIE BAWN.....	3.47.20	5.45.12	1.57.44	1.52.03
VALDA.....	3.48.31	5.49.33	2.01.02	1.53.52
UNDINE.....	3.47.12	6.02.25	2.15.13	2.08.32

16th September—Third Series Race for 18' Class. Strong south-west wind.

	Start.	Finish.	Elapsed.	Corrected.
BUG.....	3.52.47	6.23.50	2.31.03	2.28.04
PIRATE.....	3.52.20	6.41.55	2.49.35	2.48.35
LITTLE MARCHIONESS	3.53.38	6.45.25	2.51.47	2.51.47

23rd September—Re-sail Sir Donald Smith's Cup race.

Another attempt was made to sail this race in a light air. The fleet had now dwindled to six boats,

and again after the time-limit had expired not half the course had been sailed, and the race had to be abandoned.

30th September—Fifth race for Sir Donald Smith's Cup.

	<i>Start.</i>	<i>Finish.</i>	<i>Elapsed.</i>	<i>Corrected.</i>
MOLLIE BAWN.....	3.31.20	5.39.56	2.08.36	2.08.36
WATERWITCH.....	} Did not sail over the course.			
BUTTERNUT.....				
UNDINE.....				

As a result of the season's racing "Chaperon" wins the Honorary Commodore's Cup, by taking two straight races in the "A" Class series.

"Mollie Bawn" wins the 30' Class series and the Commodore's Cup, by two straight wins, and the Sir Donald Smith Cup by a sail-over.

"Bug" wins the series in the 18' Class by two straight wins.

OFFICERS AND COMMITTEES

FOR 1894.

Honorary Commodore.

SIR DONALD A. SMITH, K.C.M.G.

Commodore.

A. W. MORRIS, M.L.A.

Vice-Commodore.

R. CAMPBELL NELLES.

Rear-Commodore.

WM. DAVIDSON.

Secretary-Treasurer.

A. G. ROSS.

Measurers.

W. A. C. HAMILTON

JAS. G. MONK

F. P. SHEARWOOD

Committee.

G. HERRICK DUGGAN

E. KIRK. GREENE

J. C. C. ALMON

J. R. HUTCHINS

JOHN N. FULTON

C. B. MORRIS

G. H. LABBÉ

GEO. J. KILPIN

Sailing Committee.

A. W. MORRIS

G. H. DUGGAN

G. A. S. HAMILTON

G. H. LABBÉ

W. KAVANAGH

W. DAVIDSON

E. KIRK. GREENE

J. G. MONK

J. C. C. ALMON

R. C. NELLES

A. G. ROSS

OFFICERS AND COMMITTEES FOR 1894.

Steam Yacht Committee.

G. W. EADIE	J. H. GARTH
F. R. REDPATH	J. B. TRESSIDER
E. A. SMALL	

House Committee.

GEO. J. KILPIN	J. R. HUTCHINS
C. B. MORRIS	A. G. ROSS

Building Committee.

G. H. DUGGAN	C. B. MORRIS
W. A. C. HAMILTON	JAS. G. MONK
G. H. LABBÉ	

Board of Trustees.

A. W. MORRIS, M.L.A.	E. S. CLOUSTON
E. M. FULTON.	

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FIXTURES FOR THE SEASON OF 1894.

The station of the Club shall be at its house at Dorval, and the courses for racing those laid down in the chart herewith published. A, B and C courses shall be used only for the 21', 18' and skiff class.

The races and cruises of the season shall be held as follows:—

May 24th—Squadron cruise to Beauharnois.

June 2nd—First series race for 18' and skiff classes.

June 9th—First series race for "A," 30', 25' and 21' class.

June 13th—Second series race for 18' and skiff class.

June 16th—Second series race for "A," 30', 25' and 21' class.

June 23rd—Third series race for 18' and skiff class.

June 30th—Third series race for "A," 30', 25' and 21' class.

July 2nd—Sir Donald Smith cup race, open to all boats in the "A" 30' and 25' class. Start at 10.30 a.m.

Steam yacht race. Start at 11.25 p.m.

Fourth series race for 18' and skiff class.
Start at 3.30 p.m.

July 7th—Fourth series race for "A," 30', 25' and 21' class.

July 14th—Fifth series race for 18' and skiff class.

July 21st—Fifth series race for "A," 30', 25' and 21' class.

No entrance fee will be charged for any Club sailing race. The entrance fee for steam yacht race will be three dollars for each entry.

In the "A" and 30 foot classes no second prize shall be given unless three or more yachts have started, or in the 25, 21 and 18 foot classes, four or more yachts have started. In all races the preliminary gun will be fired at the hour given as that fixed for the race, and the starting gun at 3.30 ; unless the time shall be changed by signal, as elsewhere provided for. Unless the first boat shall finish within four hours and a half of the start, there shall be no race.

For the purpose of deciding disputes, arising from the racing, five members of the Sailing Committee, qualified to act, shall form a quorum.

No entry for a series race will be accepted unless the yacht so entered has been officially measured this season, and owners must place their yachts in a position convenient for, and acceptable to, the measurers, that this work may be done at least three days before a race.

Should a re-measurement be required after the inauguration of the racing season, a fee of two dollars will be charged for each re-measurement ; and at least two days before a race due notice must be given through the Secretary-Treasurer that such a re-measurement is required, and that the yacht to be so measured is in a place convenient for, and acceptable to, the measurers, that the work may be done.

The starting and finishing line, shall be an imaginary line, defined by two flag-staffs, one on the end of the Club pier, from which the Club Burgee is flown, and the Club flag-staff, from which the ensign is flown,

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and on which all signals are hoisted. The outer end of the line shall be defined, by a flag-buoy, anchored at a suitable distance off the end of the Club pier. A start can only be made by passing between this buoy and the pier across the line, defined by the two flag poles lining as one.

The officer in charge of a race, shall have the power to make such slight alteration in the time of the start, as in his opinion, the circumstances of the case require; if it come to his knowledge, before the start, that any mark or buoy of the course has been displaced, to alter the course as he may deem advisable; if there be a lack of wind, to postpone the start for a definite time, or with the consent of the majority of the owners of the entered yachts ready to start at the time for which the race is called, to postpone the race; if in his opinion, the weather is such as to make it dangerous to sail the course, with the consent of all the owners of the entered yachts, ready to start at the time for which the race is called, to postpone the race, and to send the 21', 18' and skiff classes around either the A, B or C courses at his discretion.

All such alterations and changes in the conditions of the race, must be duly stated in his written report thereon, and be signalled at the time from the Club flag-staff.

Trophies will be presented to the boats winning first and second place, respectively, in each series of class races, and prize pennants will be presented to the boats winning first, second and third place, respectively, in each class race of the series. The first prize pennants will have the Club's device in black on a yellow field,

the second prize pennants, the Club's device in blue on a red field, and the third prize pennants, the Club's device in red on a blue field.

Prizes will also be presented to the crews of boats winning first prize trophy in each series of class races.

Money prizes will be given to the first, second and third boat in the steam yacht race.

The following signals, shall be used in relation to starting and change of the

COURSE.

H—Yachts will sail over "C" course.

H J—Yachts will omit No. 1 Buoy using the light-house instead.

J H—Yachts will round No. 3 Buoy neglecting No. 1 and 2 Buoys.

J—Owners will report to the officer of the day at once to discuss change of programme.

STARTING.

			<i>Hour.</i>	<i>Minute.</i>
B P	—The start is postponed until		3	45
B S	" " " "		4	00
B W	" " " "		4	15
P B	" " " "		4	30
P S	" " " "		4	45
P W	" " " "		5	00
S B	" " " "		5	15
S P	" " " "		5	30
B	—The Race is postponed until another day.			

RECALL SIGNAL.

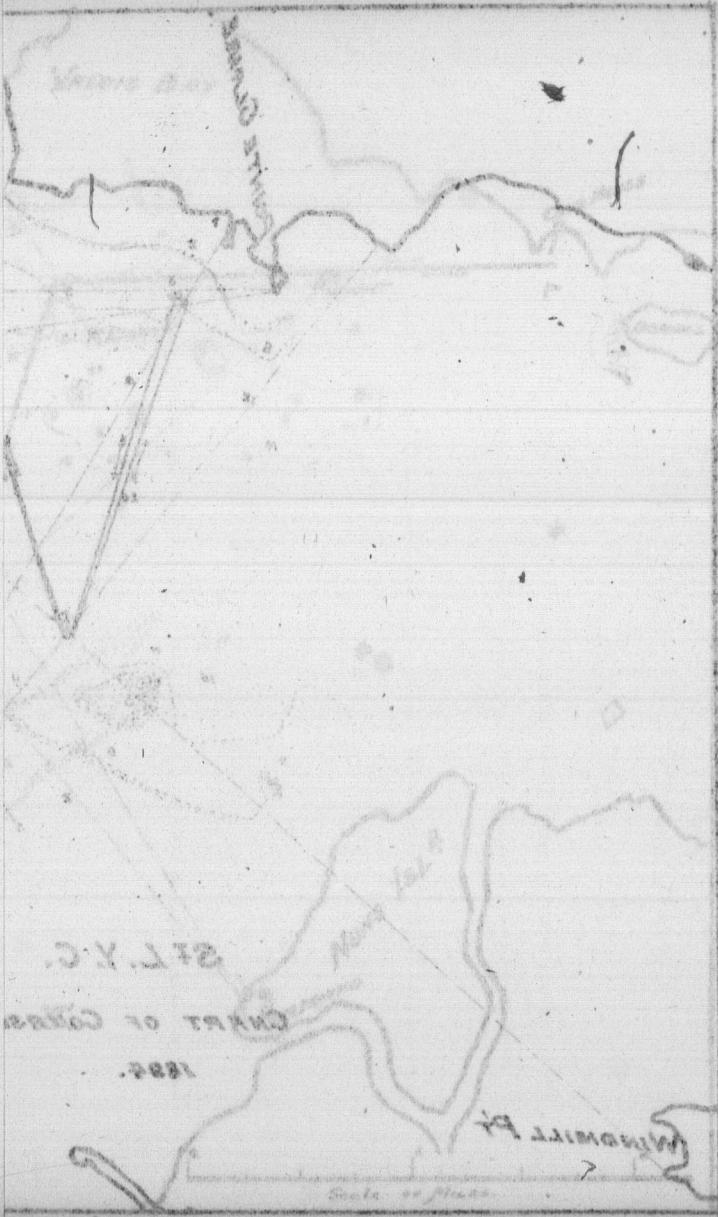
In the 18 foot class, if any yacht should start before the starting signal is given, she shall be recalled by displaying the answering pennant with her number.

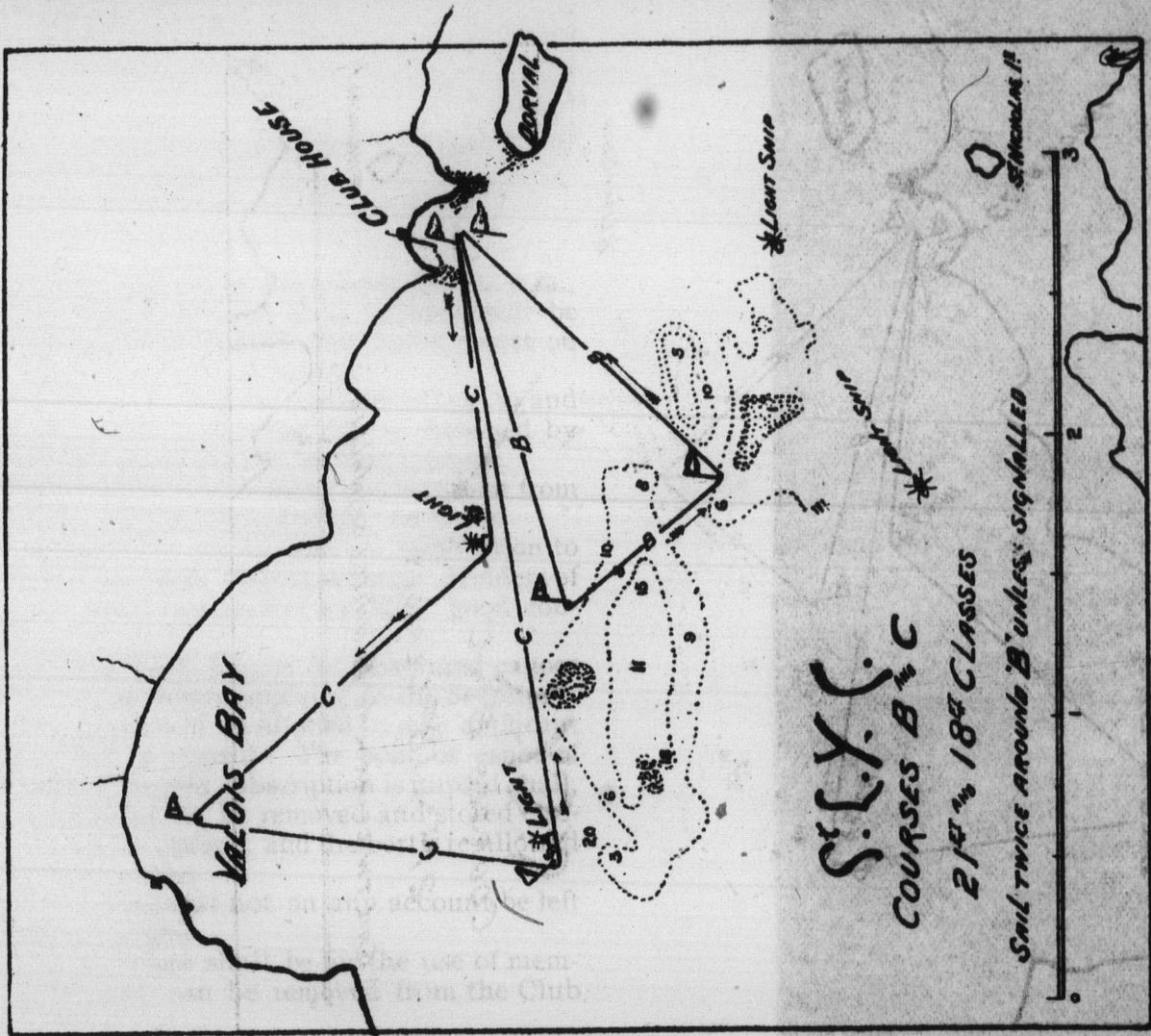
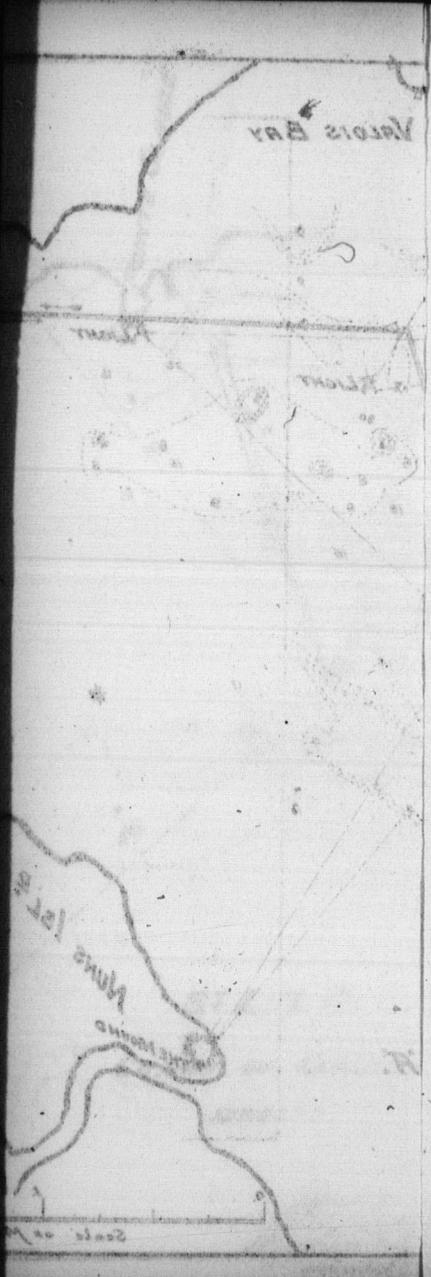
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ST. LAWRENCE YACHT CLUB
HOUSE RULES.

(1) The Steward will be in attendance till 11 p.m., at which hour the Club and Boat Houses will be closed. The House Committee shall have power on occasion to extend the hour of closing.

(2) The Club dingy may be used in going to and returning from yachts, and must not be detained by anyone longer than is necessary for that purpose.

(3) Club books and papers must not be taken from the Club rooms or off the files provided for them.

(4) The use of lockers can be had, on application to the Secretary, on payment of \$2.00 a year. Holders of lockers will be held responsible for their good condition.

(5) Berths in the Boat House for boats and canoes will be assigned to members applying to the Secretary-Treasurer. No berth will be allotted to any applicant whose subscription is unpaid. The boat or canoe of any member whose current subscription is unpaid shall, if the Committee think fit, be removed and stored elsewhere at the owner's expense, and the berth re-allotted by the House Committee.

(6) Boats or canoes must not on any account be left on the wharves or stages.

(7) The Club premises shall be for the use of members only, and a boat can be removed from the Club

premises by persons, other than the owner, only on written order to the Steward.

(8) Any member, at his own expense, may introduce a friend to the Club House at any meal, entering his guest's name and his own in the visitor's book.

(9) Any member wishing to introduce a friend temporarily visiting Montreal and not residing therein, nor within 16 miles thereof, as a privileged member of the Club, must send in a written application for permission to do so. The application thus signed must be handed to the Secretary-Treasurer, who shall notify the person named therein that he has been admitted to the Club for 14 days, and this privilege may be extended with the consent of the Committee, but no person shall be eligible to be proposed as a privileged member more than once during the season. Every member to whom this permission may be accorded will be held responsible for the eligibility of his nominee, as well as for his observance of all the rules of the Club.

(10) Members must pay their bills for every expense they incur in the Club Rooms before leaving.

(11) Any complaints concerning the management of the affairs of the Club premises must be made in writing to the Secretary-Treasurer.

SQUADRON LIST.

SAIL.

Sig. Letters.	Rig.	Yacht.	Owner.	Designer.	Builder.	L. O. A. L. W. L. Bm. Area.	Sail Area.
H. P. S.	{ Auxiliary Schooner	Cadabout	E. M. Fulton	J. Beaver Webb	A. Cantin	98.00	75.00
B. J.	Cutter	Viking	L. J. Smith	G. H. Duggan	J. McIntyre	41.00	30.42
B. H. S.	"	White Squall	J. H. Gesner	A. F. Munn	W. C. White	29.07	27.01
H. J.	"	Chaperon	H. S. Clouston	A. M. Robertson	38.00	26.70	10.00
J. B.	"	Coquette	Arthur Hamilton	Builder	Lebeuc	35.00	25.00
P. H.	"	Griffin	W. H. Benyon	J. A. Benyon	26.00	21.00	7.09
P. J.	"	St. George	J. A. Benyon	Builder	Weir	25.06	20.00
S. H.	Sloop.	Spray	{ Frank Scott	{ Builder	{ Weir	{ 26.00	{ 21.00
W. B. H.	"	Yampa	Thomas McDougall	A. E. Jarvis	A. M. Robertson	23.00	19.05
W. B. J.	Cutter	Banshee	James McDougall	Hodgson	Weir	19.05	19.05
H. B. W.	"	Unda	K. A. Kydd	Builder	Weir	29.04	25.25
B. H. P.	"	Dandy	{ H. G. Stanton	{ H. G. Stanton	{ P. Girard	{ 28.09	{ 20.09
B. P.	Sloop.	Dream	{ A. Sabiston	{ Builder	{ E. S. Matthews	{ 31.07	{ 28.46
B. W.	"	Lulu	{ A. W. Morris	{ H. M. Molson	{ E. S. Matthews	{ 31.07	{ 28.46
H. P.	"	Frolic	{ W. M. Ryan	{ Builder	{ A. F. Munn	{ 26.08	{ 23.07
H. S.	"	Ishkoodah	{ E. K. Greene	{ W. A. C. Hamilton	{ P. D. Douillet	{ 28.00	{ 24.06
H. W.	"	Sans Souci	{ R. K. Stevenson	{ Builder	{ Weir	{ 28.00	{ 24.06
J. S.	Cat.	Water Witch	{ Jas. Paton	{ F. T. Wood	{ Jas. Richards	{ 22.00	{ 18.00
P. W.	Sloop.	Minnie A	{ J. A. Lavoie	{ Builder	{ A. Cuthbert	{ 29.00	{ 25.07
J. W.	"	Molly Bawn	{ E. C. Frappier	{ E. Burgess	{ Lawley & Sons	{ 21.04	{ 8.00
W. H.	"	Lassie	{ H. M. Molson	{ Builder	{ Thos. Clapman	{ 22.00	{ 14.00
P. B.	"	Madge	{ I. C. Davidson	{ Builder	{ Edwards	{ 29.00	{ 21.01 1/2
H. B. P.	Lug.	Debutante	{ E. S. Clouston	{ Builder	{ Weir	{ 25.00	{ 17.66
S. W.	"	Jubilant	{ W. A. C. Hamilton	{ E. Jarvis	{ Bassett Boat & Canoe Co.	{ 25.00	{ 17.75
B. H.	Sloop.	Xania	{ G. H. Duggan	{ Owner	{ G. St. Onge	{ 32.00	{ 21.00
W. B.	"	Snake	{ A. L. Drummond	{ Owner	{ Weir	{ 20.00	{ 17.60
W. P.	Sloop.	Okteah	{ C. Archibald	{ Weir	{ J. Cooper	{ 25.00	{ 19.57
	Cat	Tombola	J. L. Galletti			23.00	13.00
		Gracie				15.00	14.00

Sig. Letters. Rig. Yacht. Owner. Designer. Builder. L. O. A. L. W. L. Bm. Area. Sail Area.

Sec. 2

H. P. S. { Auxiliary Schooner

Cutter

B. J. " White Squall

B. H. S. " Chaperon

H. J. " Coquette

P. H. " Griffin

P. J. " St. George

S. H. Sloop. Spray

W. B. H. " Yampa

W. B. J. Cutter Banshee

H. B. W. " Unda

B. H. P. " Dandy

B. P. Sloop. Dream

B. W. " Lulu

H. P. " Frolic

H. S. " Ishkoodah

H. W. " Sans Souci

J. S. Cat. Water Witch

P. W. Sloop. Minnie A

J. W. " Molly Bawn

W. H. " Lassie

P. B. " Madge

H. B. P. Lug. Debutante

S. W. " Jubilant

B. H. Sloop. Xania

W. B. " Snake

W. P. Sloop. Okteah

Cat Tombola

Gracie

SQUADRON LIST (SAIL).—Continued.

Reg. No.	Ship	Yacht.	Owner.	Designer.	Builder.	L.O.A.	W.L.	Bm.	Sail Area.	C.L.
P. S.	Sloop	Valda	G. H. Duggan		G. St. Onge	26.00	20.77	8.00	694	23.56
S. B.	"	Iztacchiuati	Valois Syndicate			25.00	23.11			
S. J.	"	Mabel	W. Lyall		Weir	26.00	21.00			
W. H. B.	"	Ellida	{ A. G. Fry A. D. Reford		Hodgson	23.09	19.10	7.00	491	21.00
B. H. S.	"	Rosach	David A. Poe		F. P. Shearwood	20.00	16.03	5.11	341	17.40
B. S. P.	"	Rita	O. Clark		Owner	27.07	23.71	10.02	957	27.54
B. W. J.	"	Osprey	C. L. Shorey		Lebceuf	19.07				
B. W. P.	"	Butternut	W. de Marler		Lebceuf	25.00	18.00	8.08	700	22.00
B. W. S.	Cat.	Wasp	E. L. Bond			18.00				
B. S. H.	Sloop	Elsie	Wm. Davidson		Builder	20.66	17.10	6.10	500	19.77
B. P. W.	"	Bug	G. H. Duggan		Owner	21.00	13.92	6.00	310	15.76
J. H.	"	Marguerite	F. L. Barlow			21.00		8.00		
W. B. S.	Cat.	Petrel				19.03	10.00			
B. P. S.	"	Bessie	J. H. Routh		J. H. Rushton	18.00		5.06		
B. H. W.	"	Wideawake	C. Lamothe		A. Cary Smith	16.03	16.00	6.00	333	17.10
B. J. H.	"	Bhanavar	H. R. Drummond		Builder	17.06	16.00	5.00		
B. S. W.	"	Circe	Judge C. P. Davidson			25.03	22.09	9.00		
W. H. S.	"	Undine	G. R. Marler		Builder	25.06	22.90	10.02	642	24.11
H. B.	"	{ Little Mar chioness.	R. Campbell Nelles			16.08	15.87	8.04	431	18.34
W. H. J.	Yawl	Thora	C. Newton		Builder	15.00	11.00	5.60		
J. P.	Cat.	Doubtful	H. L. Rutherford		Owner	18.00		5.60		
W. H. P.	Cat.	Pearl	W. G. Ross		Herrschoff	18.00	17.00	7.00	350	17.50
W. B. P.	Sloop	Pirate	C. H. Routh		Ackroyd	18.18	16.00	6.00	316	16.90
H. J. W.	"	Soubrette	S. Jackson		Weir	24.20	17.20	7.00	354	18.00
J. W. B.	Cat.	Scrieux	A. W. Atwater et al			29.00	23.00	8.00	500	26.00
J. S. B.	Sloop	Vanduara	R. Adair		Builder	18.00	16.00	6.00		
Cat.	"	Querida	W. J. White		Builder	18.00	16.00	6.00		
Schnr.	Countess	Countess	S. H. Woodbury & al			100.00	78.00		Originally	
Cat.	"	Rowena	A. L. Lockerby		J. R. Richard	18.00	16.00	7.02	Countess of Dufferin	
"	"	Iris	F. W. Barlow		N. Gilbert	18.00	16.00	6.00		
"	"	Mascotte	J. O'Flaherty			20.00	18.00	7.60		
Sloop	"	Colina	C. P. Schlater			20.00	17.00	8.00		
"	"	Aileen	J. W. R. Brunet			25.00	22.00	9.00		
"	"		Jas. Paton		F. J. Wood	20.00	17.06	7.50		

SQUADRON LIST.

STEAMERS.

<i>Sig. Letters.</i>	<i>Des.</i>	<i>Yacht.</i>	<i>Owner.</i>	<i>Designer.</i>	<i>Builder.</i>	<i>L'gth.</i>	<i>Eng.</i>	<i>Cy der.</i>
H. P. J.	Schnr	Nama	R. B. Angus		P. Lamote	68.00.	C.	
J. B. H.	"	Dama	C. E. Levey			92.00.	C.	
J. B. P.	Cabin.	Vivid	J. B. Wood	Builders Polson Iron Works		90.00.	C.	12x18x10
J. B. S.	"	Windemere.	And. Dawes	"	Cantin Building Co.	90.00.	HP.	10x12
J. H. B.	"	Adonis	J. B. Tressider	"	Robertson	60.00.	TE.	5x9x7
J. H. P.	"	Chipmunk	G. W. Eadie	"	J. McIntyre	50.00.	C.	
J. H. W.	"	Ingomar	C. C. Newton	"		60.00.	C.	5x9x7
J. P. B.	Launch Our Club	Evelina	J. G. Laviolette, M.D.			41.00.	HP.	6x6
J. P. H.	"	Nemo 1st	H. Charbonneau	Builder Robinson		45.00.	CO.	8x8
J. W. H.	"	Myra	A. L. Kent	"	"	32.00.	HP.	4x4
J. P. S.	"	Iris	J. H. Garth	"	P. Lamote	31.00.	HP.	6x6
J. P. W.	"	Zela	J. Higginson			30.00.	HP.	5x5
J. S. B.	"	Louise	G. A. Greene			30.00.	CO.	
J. S. P.	"	Una	W. Lafamme			30.00.	CO.	
H. J. B.	"	Beaver	H. E. Murray			30.00.	CO.	6x6
H. J. P.	"	Insect	W. A. Murray M. L. Williams	Owners. D. A. Bullock, Hull.		20.01	HC.	2 3/4 x 2 1/2
H. P. B.	"	Fly	J. R. Arnold			17.00.	CO.	
W. P. S.	"	Idle Hour	A. W. Morris	Gas Engine & Power Co.		30.00.	Naphtha.	
"	"	Gertrude	Hugh Graham			42.00		
"	"	Dorothy	F. Gilbert			36.00		

ROLL OF MEMBERS.

Honorary Members.

SIR DONALD A. SMITH, K.C.M.G., M.P.
D. GIROUARD, Q. C., M.P.

Life Members.

R. B. Angus	George W. Hamilton
S. Carsley	W. Arthur C. Hamilton
George Caverhill	H. Markland Molson
E. M. Fulton	A. W. Morris, M.L.A.
J. H. Garth	H. E. A. Morris
E. Kirk Greene	A. Haig Sims.

Members.

Aird, John	Barlow, F. L.
Angus, R. B.	Bond, E. L.
Almon, J. C. C.	Benyon, W. H.
Archbald, Chas.	Benson, G. F.
Arnoldi, J. R. (N.R.)	Blackader, C. H.
Auldjo, Geo.	Brennan, F.
Allan, A. A.	Birkett, H. S., M. D.
Atwater, A. W.	Bogert, Beverley (N. R.)
Adair, R.	Bradshaw, W. E.
Archer, Robt.	Broderick, F. (N. R.)
Atkin, John	Berkeley, G. R.
Ashe, F. W.	Bourgeau, Alex.
Abbott, Harry, Q. C.	Binmore, Fred.
Anderson, Dickson	Brodrick, A. B.
Abbott, Jno. B.	Benyon, J. A. (N. R.)
	Bell, Andrew
Beaman, H. J.	Bennallack, W. J.
Barlow, F. W.	Brunet, J. W. R.
Black, J. F.	Briggs, C. A.

Bissette, M. Z.
 Boyer, L. A.
 Brainard, Hy. R.
 Brainard, Dwight
 Beck, W. J. (N.R.)
 Burland, Lt.-Col. J. H.
 Brown, W. S.

Clouston, W. S.
 Clouston, E. S.
 Cains, G. L.
 Coursol, Chas.
 Cleghorn, G. S.
 Charbonneau, N.
 Clark, C. O.
 Claggett, C. C.
 Christie, C. R.
 Converse, W. B.
 Campbell, C. C. (N. R.)
 Caverhill, F. (Col.)
 Chapman, W. B.
 Caldwell, W. A.
 Clancey, J. R.
 Carroll, John
 Cantlie, G. S.
 Cunningham, C. H.
 Campbell, Stewart
 Cunningham, W.
 Cowley, E. A.
 Campbell, R. P.
 Cassils, Chas.
 Cooke, Wm. A.
 Chaffee, Geo. E.
 Carter, T. Hy.
 Chouillon, C. A.
 Cooke, J. P., M.L.A.

Duggan, G. H.
 Davidson, Justice C. P.

Dawes, J. P.
 Drummond, H. R.
 Davidson, T. C.
 Donnelly, T.
 Davidson, Lyall
 DeSola, G.
 Davidson, Randall
 Davis, M. B.
 Durnford, A. D.
 Davidson, Peers
 Drummond, Hon. G. A.
 Davidson, Thos.
 Drummond, A. L.
 Dodds, W. O. H.
 Drummond, A. P.
 Davidson, Wm.
 Drummond, Geo. E.
 Dillon, R. Lacy
 Devine, Hy. B.
 Drummond, T. J.
 Davidson, Shirly, (J.)
 Dobbin, C. H.
 Duncker, Geo.
 De Courtney, H. W.

Eadie, G. W.
 Eadie, Harold G.
 Esdaile, C. B.
 Edgar, John
 Ekers, H. A.
 Evans, W. H.

Fry, A. G. (N. R.)
 Fry, A. D.
 Freeman, M.
 Fulton, E. M.
 Farmer, G. A.
 Fulton, J. N.
 Frappier, E. C.

Fitzgibbon, Robt.
Fenwick, W. J.
Fairbanks, F. C.

Gilbert, F.
Galarneau, Leo.
Gabler, G. O.
Greene, E. Kirk
Gesner, J. H.
Greenshields, E. B.
Gabler, C. T.
Garth, J. H.
Gnaedinger, J. T.
Greenshields, W. D., jun.
Greene, G. A.
Galletti, J. L.
Gardner, W. S.
Gillespie, George
Godfrey, C. H.
Gilmour, W. B.
Green, F. Hilton
Gordon, J. A.
Garlarneau, H. A.
Gardiner, J. R.
Greene, M. Kirk (J.)
Guy, G. L. H.
Greene, Wm.
Glass, L. G.
Graham Hugh
Girouard, D. H.

Hodges, J. H.
Hutchins, J. R.
Hamilton, G. W.
Hamilton, W. A. C.
Higginson, J.
Hamilton, F. G. B.
Hague, Fred.
Hague, H. J.

Hamilton, G. A. S.
Hamilton, H. D., M.D.
Hosmer, C. R.
Harris, O. M.
Howard, Ernest
Henderson, T. R.
Hall, Hon. J. S.
Holt, T. G.
Harcourt, J. L.
Hutchinson, F. L.
Hood, H. W.
Holden, Albert
Hogan, Hy.
Hall, Robt.
Hodgson, P. F.

Irving, Alex.
Irwin, M. A.

Johnson, Phelps
Johnson, W., M.D.
Jack, F. B.
Jackson, S.
Joseph, Horace
James, Enoch
Johnson, C. R. G.
Joseph, W. I.
Jamieson, W. L.
Jonas, Henri
Jarvis, Æ. (N.R.)

Kent, A. L.
Kavanagh, Walter
Kinghorn, R. S.
Kinghorn, J. R.
Kennedy, Murray
Kydd, R. A.
Kidd, T. C.
Keator, Jas.
Kilpin, Geo. J.

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 Labbé, G. H.
 Lamothe, C.
 Lyall, W.
 Laviolette, J. G., M.D.
 Levey, C. E. (N. R.)
 Lallemand, A.
 Laflamme, W. S.
 Leslie, J. Norman S.
 Lacoste, Louis
 Lewis, F. O.
 Levin, P. H.
 Lindsay, Robt.
 Linton, J. A.
 Lockerby, A. L.
 Lavoie, J. A.
 Lacy, E. D.
 Lindsay, C. V.
 Law, Robt.
 Love, Thos. H.
 Lockerby, D. W.
 Liddell, Geo. W.
 Lilly, E. A.
 Lyall, Peter

Monk, J. G.
 Morris, A. W., M.L.A.
 Mountain, H. H.
 Marler, G. R.
 Mills, R. E.
 Marler, W. de M.
 Murray, W. A.
 Molson, F. W.
 Morrice, D., jun.
 Mitchell, A. F.
 Morris, C. B.
 Murphy, W. S.
 Meredith, W. H.
 Murray, H. E.
 Murray, W. G.

Morrice, W. J.
 MacInnes, W. R.
 Massey, Col. F.
 Meredith, Chas.
 Mitchell, H. S. (J.)
 Morgan, W. H.
 Morris, H. E. A. (J.)
 Morris, L. M. (J.)
 Morris, H. B. (J.)
 Morris, J. C. (J.)
 MacDonald, J. A., M.D.
 Mussen, Alb. E.
 Marechal, L. T.
 Marler, H. M. (J.)
 Meredith, Fred. E.
 Morphy, A.G., M.D.
 Meredith, J. S.
 Mann, D. D.
 Mackay, Lachlan
 Morrice, R. B.
 MacDougall, H. S.
 MacDougall, H. L.
 Macculloch, R.
 Mackie, J. F.
 MacFarlane, J. Duncan
 Morrison, Jas.
 Morton, R. N.
 McGibbon, R. D., Q.C.
 McLaren, D. W.
 McArthur Alex.
 McDougall, Jas.
 McKenzie, Peter
 McIntyre, D., jun.
 McLaurin, A. P.
 McCuaig, C. J., (N.R.)
 McKim, Anson
 McDonald, W.
 McDougall, Edgar M.
 McLennan, D.

McIntyre, C. C.
McEntyre, D.
McDougall, Thos.

Nash, A. E.
Newton, C. C.
Nelles, J. Widmer
Nelles, R. Campbell
Nichol, H. J. S.
Nelson, F. E.

O'Flaherty, J. (N.R.)
Oliver, G. S. A.
Ogilvie, A. T.
Oswald, W. W., (N.R.)
O'Brien, Jas., jr.

Paton, T. L.
Perreault, Jos.
Paton, Jas.
Phillips, E. W. H.
Poe, D. A.
Pelletier, V.
Pease, E. L.
Peck, J. H.
Peverley, C.
Paterson, Alex.
Porteous, C. E. L.
Penny, E. Goff
Peck, Thos.
Price, W. E.
Pringle, Alex.

Robertson, Duncan
Routh, C. H.
Reford, A. D.
Reed, S.
Ruttan, R. F., M.D.
Riddell, A. F.

Robertson, Wm.
Reynolds, F. H.
Routh, J. H.
Ramsay, W. M.
Ross, A. G.
Reid, R. H.
Redpath, F. R.
Ricketts, E. Ramsay
Ryan, Wm.
Ruthven, W. W.
Ross, W. G.
Rutherford, H. L.
Ramsay, S. C. T.
Ross, James
Richards, G. J.
Robertson, John
Russell, Lindsay
Rodden, W. T.
Robertson, W. F.

Scott, Frank
Simmons, John
Smart, C. A.
Shearwood, A. W.
Smith, L. J.
Shearwood, F. P.
Simms, Hy.
Stewart, F. W.
Small, E. A.
Stevenson, R. R.
Sewell, C. J. (N. R.)
Shorey, C. L.
Smith, R. W. H.
Stewart, J. H.
Scott, R. N.
Shearer, J. T.
Sexton, D. M.
Starr, D. A.
Stevenson, J, A.

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Shepherd, Del.
Sclater, C. P.
Silverman, S.
Stevenson, S. W. (J.)
Stevenson, H. R. (J.)
Sutherland, W. D., M.D.
Strathy, J. Alex. L.
Stanton, H. G.
Sabiston, A.
Sutherland, Louis
Schwob, S.
Starke, Lt.-Col. Geo. R.
Smith, James H.
Shorey, S. Orson
Summerskill, E. W.
Scott, W. H.
St. Jean, A.
Smith, Alb. E.
Schultze, John E.
Stephenson, W. A.
Shaw, F. J.

Tooke, B.
Thomas, A. C.
Thomas, H. W.

Tressider, J. B.
Towers, W. C.
Thomas, F. Wolferstan
Torrance, W. F.

Walsh, A. G.
Whitehead, Col. E. A.
Wilson, Robt.
Williams, M. L.
White, W. J.
Wanklyn, F. L.
Whitehead, E. A., jun.
Wright, H. K.
White, R. S.
Woodbury, S. H. (N. R.)
Wilson, L. A.
Wolff, Hermann H.
Wainwright, G. H. R.
Ward, F. H.
Wood, J. B.
Wilson, Walter
Walbank, W. McLea
Wilson, D.

Young, H. B.

ST. LAWRENCE YACHT CLUB
SIGNAL CODE.

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

Yachts will commence to execute an order when the signal ordering it is hauled down.

SECTION ONE.

In using this section the *Club Signal* must be hoisted *above the Code Signal*.

PREPARATORY.

H—Repair on board, all hands.

J—Boats recall.

S—Prepare to get under away.

W—Get under way.

B—Yes.

P—No.

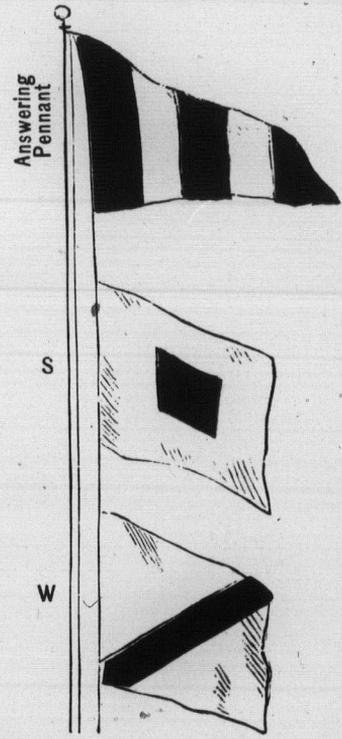
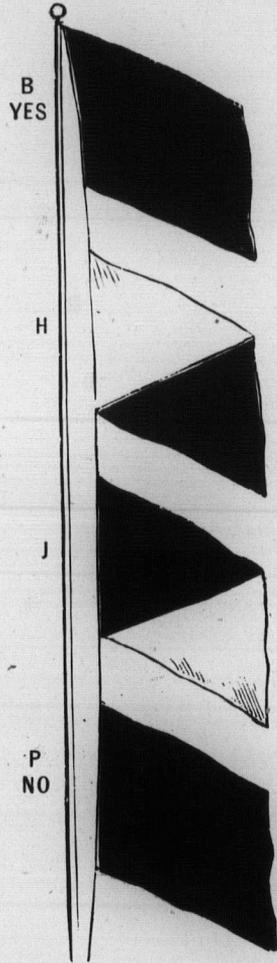
SQUADRON EVOLUTIONS AND SAILING
ORDERS.

B H—Anchor without regard to order of sailing.

B J—Anchor as near the flag-ship as possible.

B W—Commodore will lead, other vessels follow.

soon as
when the
hoisted



SIGNAL FLAGS.

ng.
ow.

H B
H P
H S
HW
J B
J H
J P
J S
J W
P B
P H
P J
P S
P W
S B
S H
S J
S P
S W
W B
W H
W J
W P

W S

- H B—Follow in succession in wake of leading vessel.
H P—Tack in succession in wake of leading vessel.
H S—Tack altogether.
H W—Wear all together.
J B—Wear in succession in wake of leading vessel.
J H—Haul by the wind on starboard tack.
J P—Haul by the wind on port tack.
J S—Leading vessel shorten sail.
J W—Leading vessel lay to.
P B—Close more the order of sailing.
P H—Fleet shorten sail.
P J—Fleet lay to —.
P S—Disregard all particular order of sailing.
P W—Sail direct for —.
S B—Make nearest harbor.
S H—Prepare to get under way at —.
S J—Sail on course to be designated.
S P—All captains (owners) come aboard.
S W—All hands come aboard.
W B—Put about.
W H—Dress ship.
W J—Fire a gun.
W P—Squadron will pass in review to leeward of flag-
ship.
W S—When ready to sail, report by flying signal—
“ We are ready.”

CONVERSATIONAL.

ABOARD.

B H J—Will you come aboard?

B H P—Do you wish me to come aboard?

ACCIDENT.

B H S—Have you met with an accident?

B H W—We have met with an accident.

B J H—We are aground.

B J P—The accident is serious.

B J S—The accident is not serious.

ANCHOR.

B J W—Where shall we anchor?

B P H—Do you wish to anchor before dark?

B P J—We wish to anchor before dark.

B P S—Anchor near us.

B P W—Is the anchorage good?

B S H—The anchorage is bad; do not come to.

SHORE.

B S J—Keep near the shore.

B S P—Keep clear of the shore.

ASHORE.

B S W—Are you going ashore?

B W H—We are going ashore.

B W

B W

B W

H B

H B

H B

H B

H J

H J

H J

H J

H P

H P

H P

H P

H S

H S

H S

H S

H S

- B W J—Will you go ashore in our boat?
B W P—There are letters for you ashore.
B W S—There are some friends of yours ashore.

ASSISTANCE.

- H B J—Are you in need of assistance?
H B P—We are in need of assistance.

BUOY-BEACON.

- H B S—Leave the buoy (or beacon) to starboard.
H B W—Leave the buoy (or beacon) to port.

COMMUNICATION.

- H J B—Come nearer ; we have important communication.

COURSE.

- H J P—Are we on a safe course?
H J S—What is the proper course?
H J W—Keep your present course.
H P B—North.
H P J—North-east.
H P S—East.
H P W—South-east.
H S B—South.
H S J—South-west.
H S P—West.
H S W—North-west.

READINESS.

H W B—Are you ready ?

H W J—We are ready.

DANGER.

H W P—You are standing into danger.

H W S—You are in a dangerous position.

ENSIGN.

J B H—Show your ensign.

HARBOR.

J B P—What harbor are you from ?

J B S—To what harbor are you bound ?

J B W—What harbor will you make to-night ?

J H B—What is the nearest good harbor ?

DISTRESS.

J H P—We saw (or see) a yacht (boat) in distress at
or near —.

REPORT.

J H S—All hands report at Club House.

WEATHER.

J H W—Will we have good weather ?

J P B—We look for bad weather.

J P H—We expect fair weather.

J P
J P
J SJ S
J S
J S
J WJ W
J W
P B
P B
P BP B
P H
P H
P H
P HP J
P J
P J

- J P S—Light winds or a calm.
J P W—Storm coming ; better make harbor.
J S B—What weather to-night ?

SALUTATIONS.

- J S H—We welcome you.
J S P—Bon voyage.
J S W—Congratulations extended.
J W H—We cannot salute you with a gun ; out of powder.
J W P—ABOARD.
J W S—ASHORE.
P B H—Shall we put about ?
P B J—Shall we fire a gun ?
P B S—Shall we dress ship ?

BOAT.

- P B W—We will send a boat for you (or them).
P H B—Shall we send you a boat ?
P H J—We have no boat.
P H S—Can you send us a boat ?
P H W—Will you let your boat set us ashore ?

DEPTH OF WATER.

- P J B—What depth of water at — ?
P J H—What depth of water have you ?
P J S—Not enough water for your draught.

- P J W—Not enough water for our draught.
 P S B—Keep your lead going.
 P S H—Look out for shoals (or bar).
 P S J—Plenty of water for all.

SAILING.

- P S W—When do you sail?
 P W B—Where will you sail for?
 P W H—We will sail at and for —.
 P W J—Will you meet us at —.
 P W S—What yachts will accompany us to —?
 S B H—Will you accompany us to —?
 S B J—We will accompany you.
 S B J W—Keep well to windward.

STEAM.

- S B P—We want a steamer.
 S B W—We want a tug or tow.
 S H B—Shall we give you a tow?

SOCIAL.

- S H J—Bring your company aboard.
 S H P—We have company.
 S H W—We expect company.
 S J B—May we visit you?
 S J H—Will you dine with us?
 S J P—We have dined.
 S J W—Will you meet us at (or aboard the) —?

S P
 S P
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REGATTAS.

- S P B—Will you sail in regatta ?
S P H—Will you sail over the course ?
S P J—We will go in the race.
S P W—We will not go in the race.
S W B—What yacht ahead in class — ?

LANDING.

- S W H—Will you land at — ?
S W J—We shall land at —.

IN GENERAL.

- S W P—We cannot sail to-day.
W B H—Throw them (it) overboard.
W B J—Excuse us. Cleaning ship.
W B P—Will you go on our yacht ?
W B S—We have news for you.
W H B—Have you late papers or mail.
W H J—Where will you meet us ?
W H P—We (I) will meet you at —.
W H S—Have you seen or heard from — ?
W J B—Come close ; we must speak to you.
W J H—Where is he ? (Where are they ?)
W J P—When will he (they) return ?
W J S—Report us home.
W P B—Report us home by telegraph.
W H P—It is time.

W P J—Shall we stand or make harbor?

W P S—Stand on.

W S B—Make harbor.

W S H—When will the race come off?

W S J—Excuse us; will explain later.

W S P—Do not know.

W S B J—What yacht is that?

W S H J—Come closer we want to photograph you.

SECTION TWO.

In using this section, CLUB SIGNAL must be hoisted
BETWEEN THE TWO UPPER CODE SIGNALS.

FOR YACHT CALL LETTERS, *See Squadron List.*

TH
SIGN

B H
B
B S
B W
H I
H I
H S
H W
H
J I
J H
J
J

J W
P
P I
P

SECTION THREE.

This section is to be used WITHOUT the CLUB
SIGNAL :—

OFFICERS' CALL.

- B H—Commodore.
- B J—V. Commodore.
- B P—Rear Commodore.
- B S—Secretary-Treasurer.
- B W—Hon. Commodore.
- H B—Measurers.
- H P—Fleet Surgeon.
- H S—Captain (owner).
- H W—Sailing Master.
- H J—Steward wanted.
- J B—The Regatta Committee wanted.
- J H—The Judges wanted.
- J P—Company.
- J S—Ladies.

DESCRIPTIVE.

- J W—Good.
- P B—Bad.
- P H—A success (I won).
- P J—A failure (I lost).

HEALTH.

- P S—All well.
 P W—We hope you are all well.
 S B—Sea-sickness prevalent.
 S H—Man sick.
 S J—Surgeon wanted.

SPORT.

- S P—Fishing.
 S W—Shooting.
 W B—Is fishing good?
 W H—Is shooting good?
 W J—Can you loan us fishing tackle, etc.?

ABSENCE.

- W P—Most of our crew absent.
 W S— ——— absent.

PLACES.

Yachts on breaking company with the Flag-Ship will be expected to announce place of destination (or intention) by flying one of the following signals:—

- B P S—Lachine.
 B H P—Dixie.
 B H S—Dorval.
 B H W—Club House.
 B J H—Valois.

J S
 B P
 B S
 B S
 B S
 B S
 B W
 B H
 B W
 B W
 B S
 B W
 H I
 H I
 H I
 H B
 H J
 H J
 H J
 H I
 H S
 P F
 H S
 H V
 H V

CLUB SIGNALS.

71

- J S H—Forest and Stream.
B P W—Yukwa Point.
B S H—Point Claire.
B S J—Beaconsfield.
B S P—Thompson's Point.
B S W—Lake View.
B W H—St. Annes.
BHSP—Como.
B W J—Lalondes.
B W P—Sunday Point.
BSHP—Our Club.
B W S—Windmill Point.
H B S—Cascades.
H B P—Vaudreuil.
H B J—Melocheville.
H B W—Beauharnois.
H J B—Beauharnois Islands.
H J P—Upper Entrance, Chateauguay.
H J S—Lower “ “
H J W—Lake of Two Mountains.
H P B—Oka.
H S J—Lower Ottawa Light.
H S P—Upper “ “
P H S—Lachine “
H S W—Lower St. Lawrence Light (Chateauguay).
H W B—Upper “ “ “
H W J—Lachine Canal.

Ship
n (or

P B J—Dorval Island.
 H W P—Dixie “
 P H W—Busby “
 H W S—Lynch's Island.
 J B H—Isle Perrot.
 J B P—Montreal.
 J B S—Chateauguay (Proper).

IN GENERAL.

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

SIGNALS.

P W H—Signals do not blow out clear.
 P W J—Repeat your signals. Not understood.
 P W S—An error in signals. We will repeat.

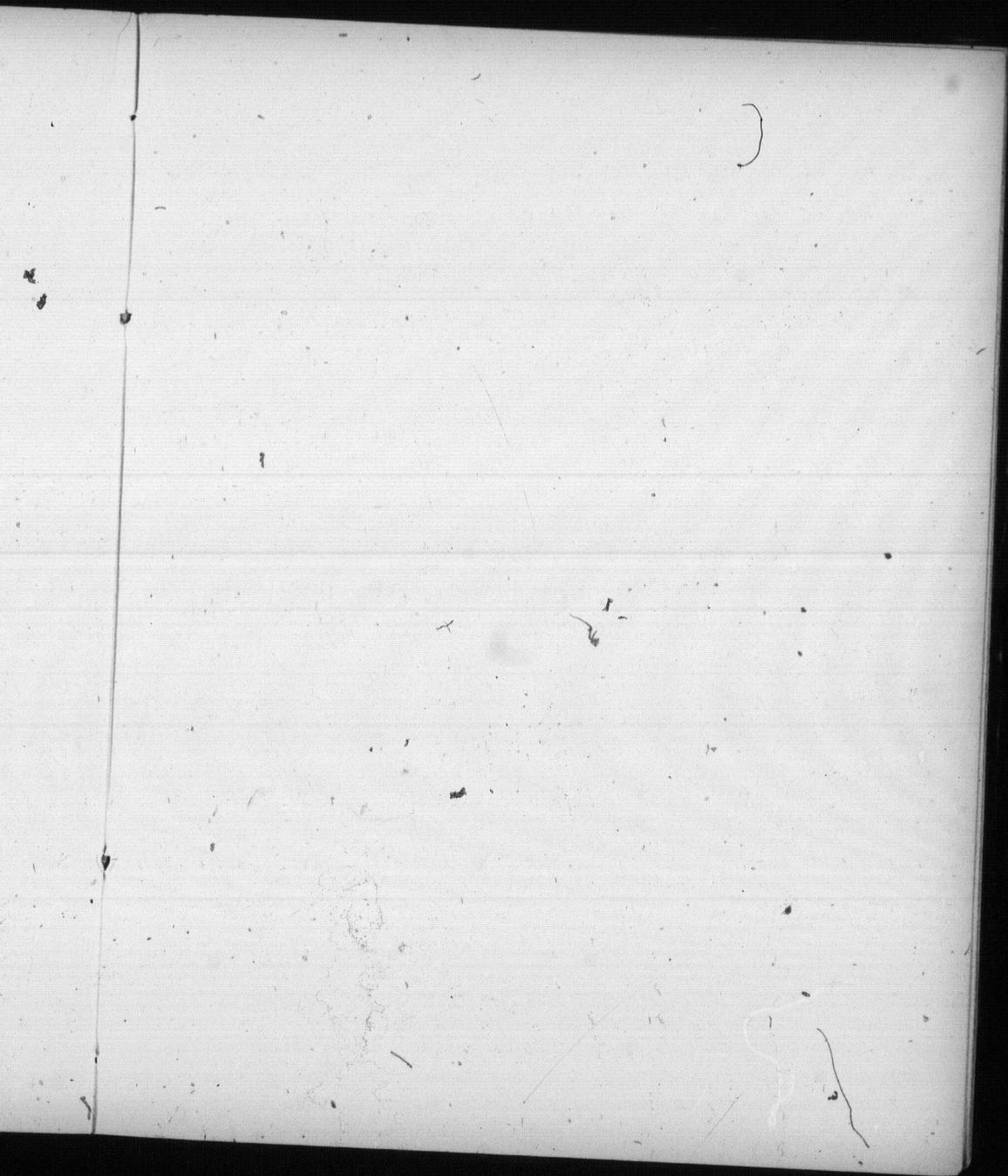
DATES, NUMBERS, ETC.

S B H—Sunday.
 S B J—Monday.

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 W H

S B P—Tuesday.
S B W—Wednesday.
S H B—Thursday.
S H J—Friday.
S H P—Saturday.
S H W—A. M.
S J B—Noon.
S J H—P. M.
S J P—Evening.
S J W—Midnight.
S P B—To-night.
S P H—Yesterday.
S P J—To-morrow.
S P W—Days.
S W B—Weeks.
S W H—Now.
S W J—Never.
S W P—1.
W B H—2.
W B H—3.
W B P—4.
W B S—5.
W H B—6.
W H J—7.
W H P—8.
W H S—9.

W J B—o.
W J H—oo.
W J P—Miles.
W J S—Feet.
W P B—Fathoms.
W P H—Hours.
W P J—Nowhere.
W P S—When?
W S B—How far to ——?
W S H—Where?
W S J—Who? (which?)
W S P—Soon.



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