

MOTOR BOAT

YACHT
AND
SAILING
-SKIFF

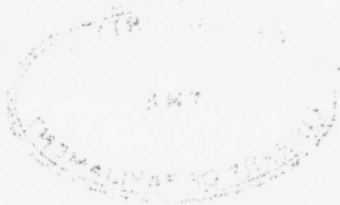
RULES AND RACING
SCHEDULES
OF ALL CLUBS ON
LAKE ONTARIO



GV 815
R33
1906
p***

1906

Car. Leonard, G. V.





Complete Engines and Launches



2 Cycle 3 Port Engines. 4 Cycle Engines.

HAMILTON MOTOR WORKS, LIMITED
HAMILTON ✦ CANADA

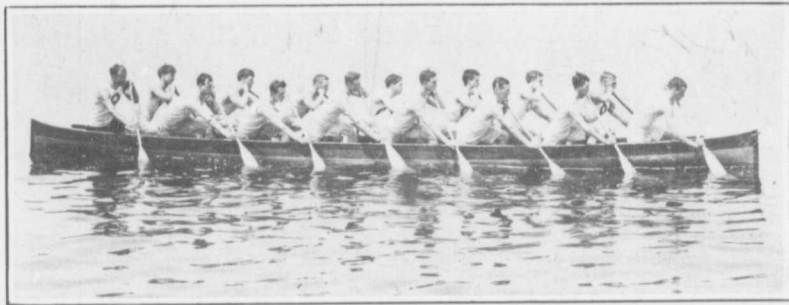
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and
Professional**

Coppley, Noyes & Randell
Limited

Hamilton, Ontario.

“Dean” Metal Joint Canoes still lead.



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**“Dean” Canoes must paddle easy
FOR THEY ALWAYS WIN**



HIAWATHA WAR CANOE CREW.

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ELECTRIC LIGHTING FOR GASOLINE
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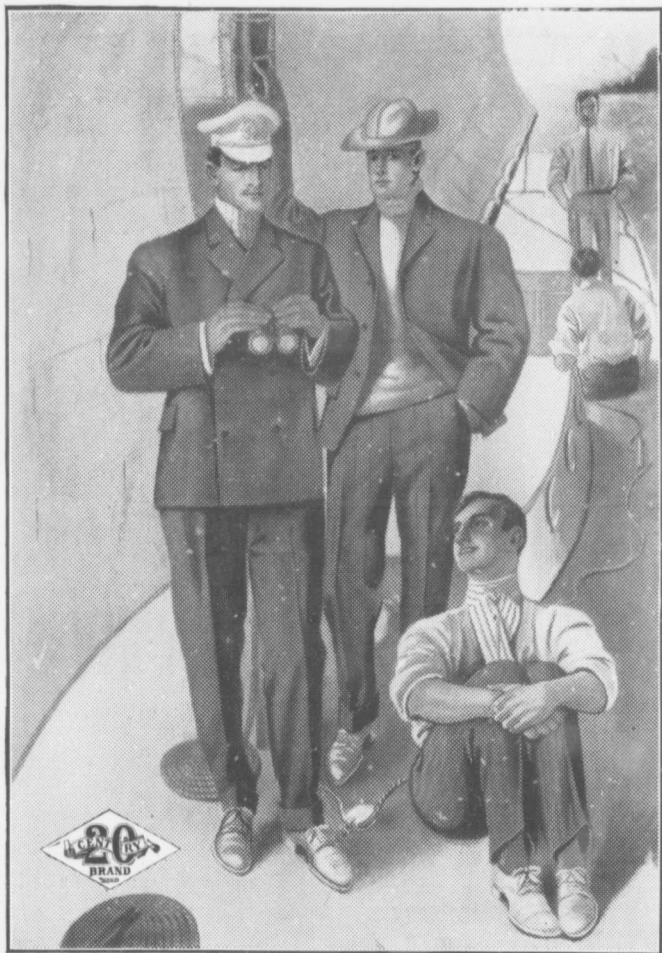
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BATTERY COMPANY.

423-425 West Queen Street,
TORONTO, CAN.

Long Distance Telephone - Main 5072.

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Complete Racing Schedules

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ON

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881035

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N.W. Winds.

The pennants displayed with the flags indicate the direction of the wind: red, easterly (from northeast to south); white, westerly (from southwest 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.



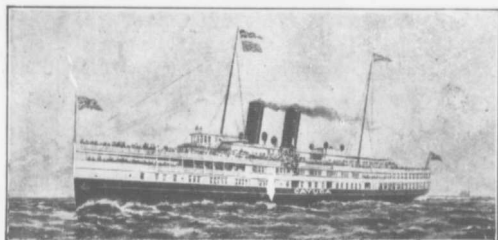
Hurricane
Signal

The "information Signal" consists of a 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.



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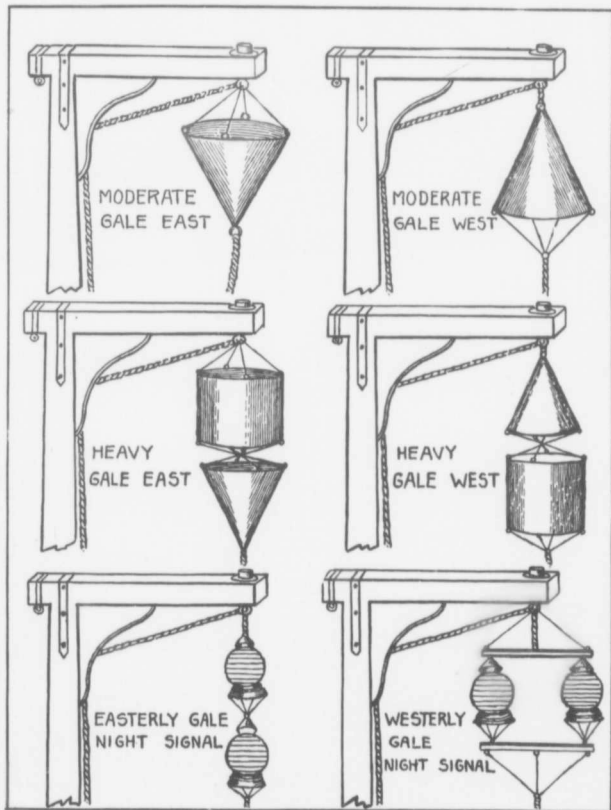
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STORM SIGNALS.

(Continued.)



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British America Assurance Company

FIRE AND MARINE

Capital	-	-	-	-	-	-	\$850,000.00
Assets	-	-	-	-	-	-	2,043,678.59
Annual Income	-	-	-	-	-	-	2,602,298.90
Losses paid since organization	-	-	-	-	-	-	25,868,544.80

HON. GEO. A. COX,	J. J. KENNY,	P. H. SIMS,
President.	Vice-President.	Secretary.

INCORPORATED 1851

Western Assurance Company

FIRE AND MARINE

Capital	-	-	-	-	-	-	\$1,500,000
Assets, over	-	-	-	-	-	-	3,460,000
Income for 1905, over	-	-	-	-	-	-	3,600,000
Losses paid since organization, over	-	-	-	-	-	-	43,000,000

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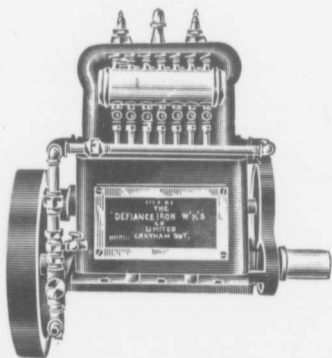
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ROCHESTER YACHT CLUB,	Charlotte
OSWEGO YACHT CLUB,	Oswego
CRESCENT YACHT CLUB,	Watertown
VICTORIA YACHT CLUB,	Hamilton

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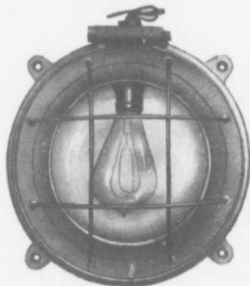
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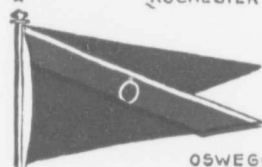
KINGSTON



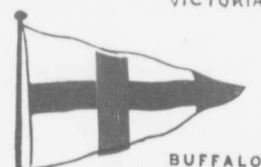
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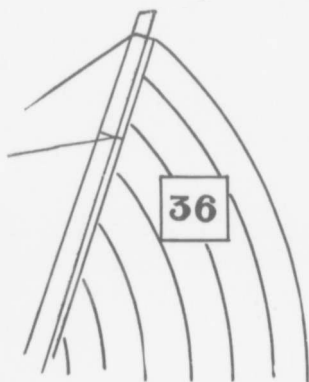


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is needed
if you have
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RANGE**

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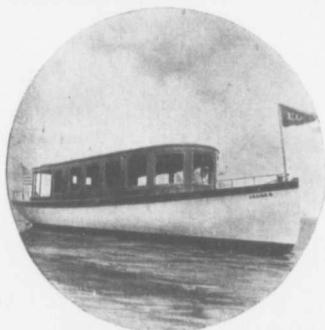
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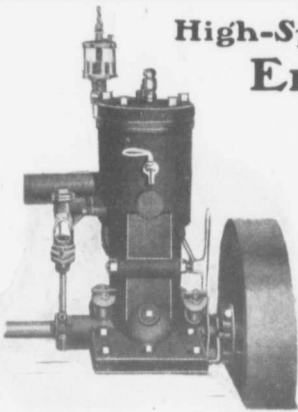
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That will make a boat move a little faster than the "other fellows," are in demand. Our Two Cycle, Three Port Engine fills the bill. Every piece, subject to strain or pressure, thoroughly tested. Nothing but the best materials used. Prices no higher than for slow engines. For particulars write

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You soon get over it, and for that don't need

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Association**

1906.

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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 Club	Toronto
Sunnyside Yacht Club	Sunnyside, Toronto
Mimico Boating Club	Mimico
Lakeside Cove Yacht Club	Toronto

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First Class Attention in Every Department.
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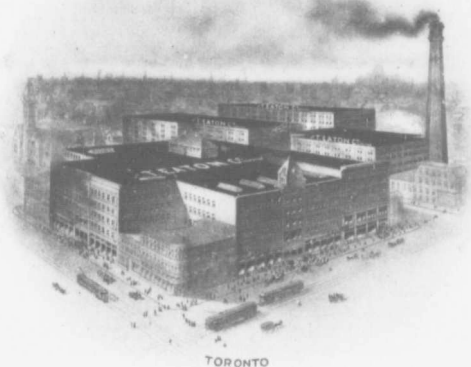
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☞ If you wish to pay a visit to our factories---the largest in the world that sell their entire output direct to the consumer---Guides will be supplied to show Visitors through. Inquire at Superintendent's Office, 2nd Floor.

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Filled
Promptly.**

If you cannot visit our Store, send your Order by Mail. We guarantee Satisfaction.

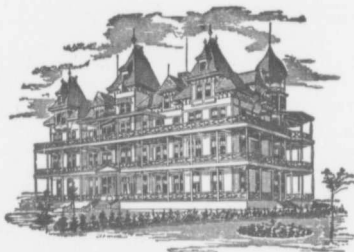
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12 Branch Offices.
5 Yards.

Toronto.

R.C.Y.C.

SCHEDULE OF RACES.

CLASSIFICATION OF YACHTS.

First Class, 35 ft. and over, L.Y.R.A.
30 ft. Class, L.Y.R.A.
25 ft. Class, L.Y.R.A.
20 ft. Class, L.Y.R.A.
16 ft. Ballasted Class, L.S.S.A.
14 ft. Dinghy Class, L.S.S.A.

RACING FIXTURES.

Thursday, May 24—30 ft. Class and 14 ft. Dinghy Class.
Saturday, May 26—20 ft. Class.
Saturday, June 2—30 ft. Class.
Saturday, June 9—First Class Cruising Race, Lorne Cup to winner; 25 and 16 ft. Classes; 14 ft. Dinghy Class.
Saturday, June 16—30 ft. Class.
Saturday, June 23—First Class Cruising Race, 20 and 16 ft. Classes and 14 ft. Dinghy Class.
Saturday, June 30—30 ft. Class.
Monday, July 1—Queen's Cup Race at Toronto for Yachts over 40 ft.; 30 ft. Class, Nicholl's Gold Cup to winner, and L.S.S.A. at Hamilton.
Saturday, July 7—25 and 16 ft. Classes.
Saturday, July 14—30 ft. Class and 14 ft. Dinghy Class.
Saturday, July 21—First Class Cruising Race, Lansdowne Cup to winner, 20 and 16 ft. Classes.
Saturday, July 28—30 and 25 ft. Classes; 14 ft. Dinghy Class.
Saturday, August 4—16 ft. Class and L.Y.R.A.
Saturday, August 11—14 ft. Dinghy Class and L.Y.R.A.
Saturday, August 18—16 ft. Class and L.Y.R.A.
Saturday, August 25—14 ft. Dinghy Class.
Saturday, Sept. 1—First Class Cruising Race, 30, 25 and 20 ft. Classes.
Saturday, Sept. 8—Prince of Wales Cup Race for all Classes, and 16 ft. Class.

PRIZE.

	1st.	2nd.	3rd.	No. Races.
First Class	\$35.00	\$25.00	\$15.00	4
30 ft. Class	30.00	15.00	7
25 ft. Class	25.00	15.00	10.00	4
20 ft. Class	20.00	15.00	10.00	4
16 ft. Class	15.00	10.00	5.00	7
14 ft. Dinghy Class	5.00	3.00	2.00	7

A Cup and Championship Flag will be awarded to the Yacht making best average in her class.

R.C.Y.C. SAILING RULES.

1. All Club Races, except in the 16 ft. Ballasted and 14 ft. Dinghy Classes, 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.

3. Any member buying or selling a Yacht or altering the name, rig, model, or trim of a Yacht, shall notify the Measurer, who shall make and record any necessary change and remeasurements as soon as possible.

4. Entries may be made with the Secretary of the Club not later than 6 p.m. of the day before the day appointed for starting the races; in case of 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.

5. The Sailing Committee or officer in charge for the day, shall have the power to postpone any race should unfavorable weather or any other circumstances render such a course desirable, and no new entries may be made for a postponed race.

6. Unless two or more boats enter, the race may be postponed or cancelled, at the discretion of the Committee. The number of prizes awarded shall always be less than the number of boats starting. In case of a "walk-over," half the money shall be awarded.

7. Charts of the course and instructions for each race shall be posted in the Club rooms.

8. The start in every race shall be a flying one, and no time shall be allowed for crossing the line. A Yacht shall be considered to have finished the race, when on completing the course, any part of her hull or spars be on or across the line.

9. No distinguishing flags need be carried, but each Yacht must carry her "Association Number" of the size prescribed by the L.Y.R.A., and each 16 ft. Ballasted her number of the size prescribed by the L.S.S.A. throughout all races of the season, conspicuously displayed on both sides of the peak of the mainsail.

10. There shall be a time limit of four hours in local races for all Classes, except in Cruising Races.

11. Attention is called to the rule of the L.Y.R.A., which provides that no ballast shall be shifted or trimmed in any way whatever within 24 hours before the race.

12. None but Corinthian Yachtsmen shall be allowed to sail in Club races, except such professional or professionals as may be regularly employed to take charge of, or to sail on each Yacht throughout the season. All Yachts and Skiffs must be steered in Club Races by members of the R.C.Y.C.

13. There shall be no scrutineers in Club races, unless the Sailing Committee deem it advisable to appoint one in any particular case or cases.

14. In Cruising Races there shall be no limit as to the size of crews.

15. In all Cruising Races Dinghys shall be carried or towed, and Life Buoys shall be carried unlashd and within convenient distance of the helmsman.

16. The owner or owners of the Yacht making the best average for the season—in each class—shall present to the Club a model of such Yacht. The Sailing Committee reserves the right to retain prize money won by such Yacht until the said model shall have been presented to the Club.

17. The enforcement of these rules shall be in the hands of the Sailing Committee, who shall have the power to suspend the operations of any rule, should any circumstances arise which, in their opinion, make such a course advisable.

18. No spinnakers to be carried in the bay or channels.

SCHEDULE OF FEES FOR YACHT MEASUREMENT.

	25 ft. and Under Class. Over 25 ft.	
Complete Cft.	\$3.50	\$5.00
Hull, or any part thereof (except Section and Survey)	1.00	1.50
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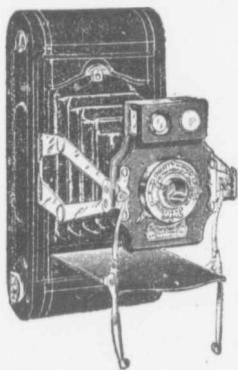
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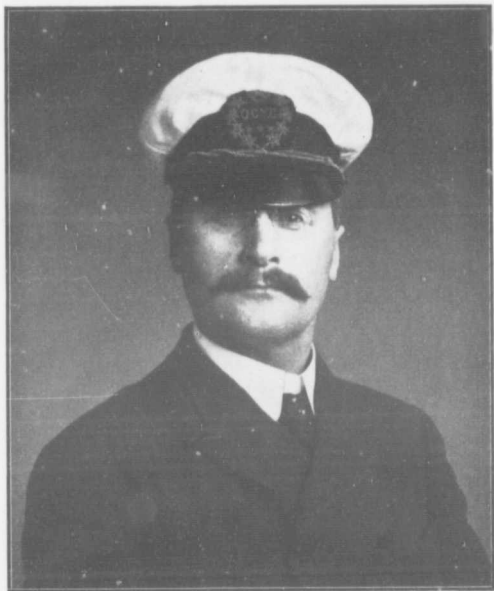
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SCHEDULE OF RACES

CLASSIFICATION OF YACHTS FOR CLUB RACES.

- First Class—Yachts of 20 ft. Class and over, measured according to rules of L.Y.R.A.
16 ft. Knockabout Class—As specified by rules of L.S.S.A.
16 ft. Class, Skiffs—According to classification of L.S.S.A.
Special Class—Boats under 20 ft. corrected length, measured according to rules of L.S.S.A.
Dinghy Class—As specified by rules of L.S.S.A.
Mackinaw Class—Boats of Mackinaw rig 24 ft. over all and of light draft.
Motor Boat Class.

RACING FIXTURES.

- May 24—Dinghy Class, 16 ft. Knockabout Class.
May 26—16 ft. Class, First Class.
June 2—Special Class, Dinghy Class.
June 9—16 ft. Class, Mackinaw Class.
June 16—16 ft. Knockabout Class, Dinghy Class.
June 23—Special Class, First Class.
June 30—Cruising Race, all classes.
July 2—L.S.S.A. Regatta, R.H.Y.C., Hamilton.
July 7—16 ft. Class, Dinghy Class.
July 14—16 ft. Knockabout Class, Mackinaw Class.
July 21—Special Class, First Class, Dinghy Class.
July 28—16 ft. Class.
August 4—Dinghy Cruising Race.
August 18—16 ft. Class.
August 25—Mackinaw Class, Special Class, First Class.
Sept. 1—Cruising Race, all classes.
Sept. 8—16 ft. Knockabout Class, 16 ft. Class, Dinghy Class.
Sept. 15—Club Regatta.
Sept. 22—Mackinaw Class, Special Class, First Class.

SAILING RULES AND REGULATIONS.

1. All Club Races shall be sailed in the bay, and be governed by rules of the L.Y.R.A. and L.S.S.A., subject to any exception made by the rules.

2. Any Yacht, one-half owned by a member, or members of the Club, after being duly measured and enrolled, shall be eligible without further entry to participate in all Club events, subject to these rules, and must be steered by a member of the Queen City Yacht Club in all Club Races.

3. None but Corinthian Yachtsmen shall be allowed to sail in Club Races.

4. Upon the receipt of due notice the Honorary Measurer shall appoint a day and hour convenient to the owner, who shall bring his boat to the Club Dock to be measured, and shall render the Honorary Measurer any assistance he may require.

5. Any member buying or selling a Yacht, or altering the name, rig, model, or trim of a Yacht, shall notify the Measurer, who shall make and record any necessary change and re-measurements as soon as possible.

6. The Sailing Committee, or officer in charge for the day, shall have power to postpone any race should unfavorable circumstances render such a course desirable. No new entries may be made for a postponed race.

7. In case of a sail-over, one-half of the First Prize shall be awarded. In every case the number of prizes given shall be less than the number of boats starting.

8. The start in every race shall be a flying one, and no time shall be allowed for crossing the line. A Yacht shall be considered to have finished the race when on completing the course, any part of her hull or spars shall be on or across the line.

9. Time limit. four hours, excepting Cruising Races.

10. Cruising Races are not restricted as to crew, trim, etc.

11. In all Class Races, a time gun will be fired at 2.15, a preparatory gun at 2.40, and starting gun at 2.45, except in Cruising Races, which will be started 15 minutes earlier. Chart of Course to be posted in Club House.

12. In case of more than one race being held on the same day, the starting gun for larger class shall be preparatory gun for smaller class.

13. All boats must display a distinguishing letter or number on both sides of the mainsail, and such distinguishing mark must be registered with the Honorary Secretary of the Club prior to starting in any race.

14 FT. DINGHY CLASS RESTRICTIONS.

Length Over All—14 ft. maximum.

Beam—Maximum, 5 ft. 6 in.; minimum, 5 ft.

Depth—Minimum, 16 in.

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

Sail Area—Maximum, 140 square ft.

Planking—Minimum, $\frac{3}{8}$ inch thick.

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

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.

16 FT. KNOCKABOUT CLASS RESTRICTIONS.

Maximum Load Water Line—16 ft.

Maximum Draw—4 ft.

Maximum Sail Area—350 square ft.

Maximum Beam, L.W.L.—Keel, 5 ft. 7 in.; Centreboard, 6 ft. 2 in.

Minimum Area Largest Immersed Vertical Cross Section—6,125 square ft.

Minimum Draft for at least 4 ft. length of Keel—2 ft. 3 in.

Minimum Freeboard—Keel, 18 in.; Centreboard, 17 in.

For Scantling Rule see L.S.S.A. Rule Book.

CUPS AND FLAGS.

Club Cups will be awarded the Yacht or Skiff making the best average in her class:

Frederic Nicholls Cup—First Class.

Tupper Cup—First Class.

Smith Cup—16 ft. Skiff Class.

Dodd Cup—Special Class.

World Cup—Mackinaw Class.

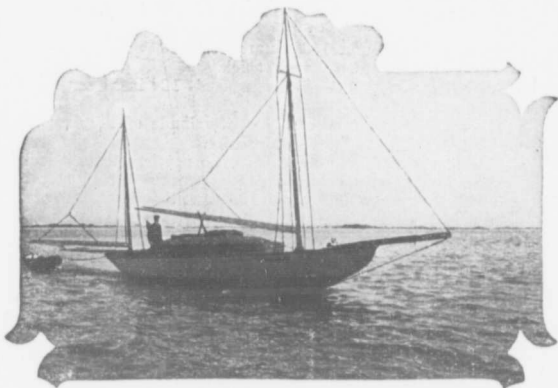
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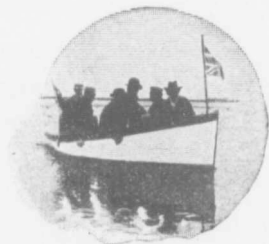
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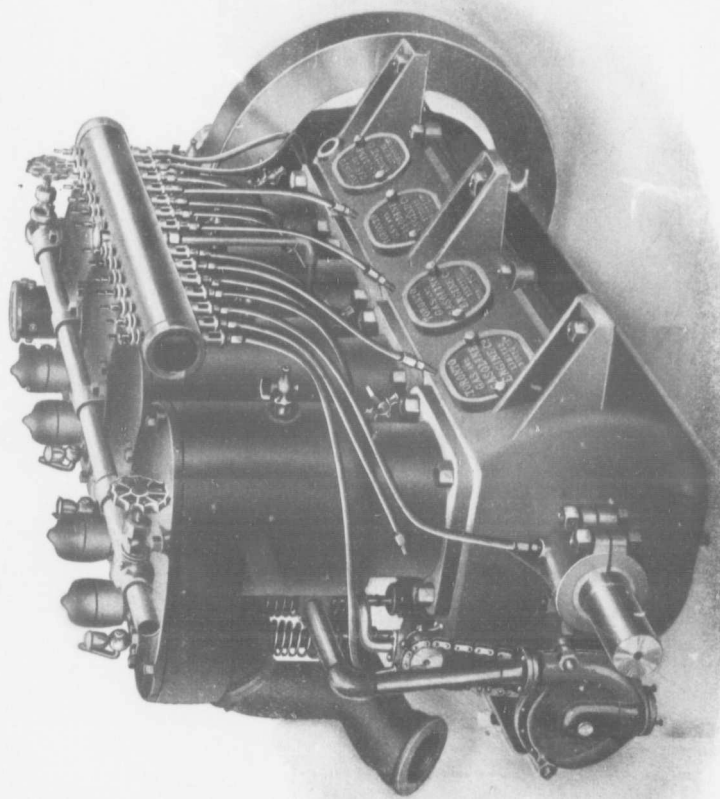
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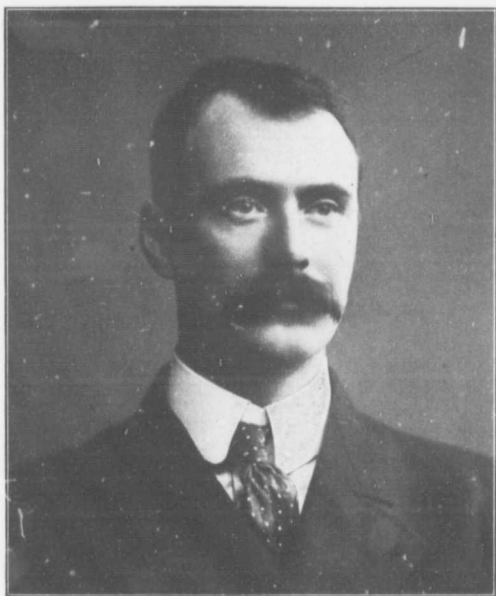
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SCHEDULE OF RACES.

CLASSIFICATION FOR CLUB RACES.

Handicap Class for Yachts over 20 ft. Class.

20 ft. Class.

16 ft. Knockabout Class.

16 ft. Skiff Class.

Yawl Class.

16 ft. Dinghy Class.

Handicap Power Boat Class.

PRIZES FOR CLUB RACES EXCEPT CUP RACES.

	1st.	2nd.	3rd
Each Handicap Class Race	\$10.00	\$6.00	\$4.00
Each 20 ft. Class Race	10.00	6.00	4.00
Each Cruising Race	10.00	6.00	4.00
Each Yawl Class Race	10.00	6.00	4.00
Each Skiff Class Race	8.00	6.00	4.00
Each Dinghy Class Race	6.00	4.00	3.00

Each Handicap Power Boat Class Race 10.00 6.00 4.00

The "Frederic Nicholls" Shields will be awarded to boats making best average in the following classes:

Silver Shield to Handicap Class.

Bronze Shield to 20 ft. Class.

Bronze Shield to 16 ft. Dinghy Class.

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

The Jarvis Anchor will be awarded to Yacht making best average in 25 ft. Class.

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 AND OTHER RACES.

May 24—a.m., 16 ft. Dinghy Class; p.m., Seamanship Race.

June 2—16 ft. Skiff Class, 16 ft. Dinghy Class, Yawl Class.

June 9—Handicap Class, 20 ft. Class, Short Course Dinghy Race.

June 16—Seamanship Race.

June 23—Cruising Race for Yachts over 20 ft. Class, Cruis-

R.H.Y.C. Schedule of Races

(Continued)

ing Race for Yachts of 20 ft. Class and under.

June 30 and July 1—L.S.S.A. at Hamilton.

July 2—Queen's Cup Race at Toronto.

July 7—White Wings Cup for all Yachts, 16 ft. Skiff Class, 16 ft. Dinghy Class, Yawl Class, Handicap Power Boat Class.

July 14—Ladies' Day, Short Course Dinghy Race.

July 21—Handicap Class, 20 ft. Class, Greening Cup for 20 ft. Class, Marguerite Cup for 25 ft. Class.

July 28—L.Y.R.A.—Walker Cup will be sailed for by 25 ft. Class in L.Y.R.A. Regatta at Hamilton.

August 4—16 ft. Skiff Class, 16 ft. Dinghy Class, Yawl Class, Handicap Power Boat Class.

August 11—Ladies' Day—Seamanship Race, Short Course Dinghy Race.

August 18—Handicap Class, 20 ft. Class.

August 25—Cruising Race for Yachts over 20 ft. Class, Cruising Race for 20 ft. Class and under.

September 1—Malloch Cup for 20 ft. Class, Lucas Cup for 30 ft. Class, Monck Cup for 35 ft. Class.

September 3—a.m., Short Course Dinghy Race; p.m., Seamanship Race.

INSTRUCTIONS.

1. Courses for Bay Races:

For Handicap Class—Start from between City Club House and a buoy moored opposite thereto, then around No. 1 buoy, then around buoys at Brant House corner, Piers and Dynes' corner, returning to No. 1 buoy and finishing at the starting line.

For 20 ft. Class—The same course, omitting the second rounding of No. 1 buoy and sailing direct from buoy at Dynes' corner to finishing line.

For Skiff Class, Yawl Class and Dinghy Class—Start from between South Pier at Beach and a buoy moored opposite thereto; then around a triangular course formed by buoys at Dynes' corner and Smelting Works, finishing at starting line, course to be sailed twice around. Dinghy Class once around.

Short Course, Dinghy Class—Start from Beach Club House. Instructions will be given prior to each race.

For Handicap Power Boat Class—Start from Piers. Instructions as to course, etc., will be announced prior to first race.

2. In races, if blue flag is hoisted, all mark buoys shall be left to starboard, and if red flag is hoisted, all mark buoys shall be left to port. Skiffs, Yawls and Dinghys only may disregard shoal buoys.

R.H.Y.C. Schedule of Races

(Continued)

3. The guns for Yacht races will be fired from the City Club House as follows: Time Gun, 2 o'clock; Preparatory Gun, 2.25; Starting Gun for Handicap Class, 2.30; for 20 ft. Class, 2.35. In Cruising Races, Starting Gun for Class over 20 ft., 2.30; for Class of 20 ft. and under, 2.35. The Guns for Skiff Class, Yawl Class and Dinghy Class will be fired from the South Pier at Beach, as follows: Time Gun, 3 o'clock; Preparatory Gun, 3.10; Starting Gun for Skiff Class, 3.15; for Yawl Class, 3.20; for Dinghy Class, 3.25. The Starting Gun for each class will be the Preparatory Gun for the next class to start. The Flags on the City Club House and Beach Pier will each be lowered when Starting Gun is fired.

4. The courses for the Cruising Races will be announced prior to the start. The start will be from west to east.

5. The courses for the Monck Cup, Lucas Cup and Malloch Cup Races will be announced prior to first race.

6. Except in Cruising Races, any race the first boat in which has not finished at seven o'clock shall be re-sailed.

7. In Skiff Class there shall be one less prize awarded than the number of boats starting.

RACING RULES.

1. All Yacht Races shall be sailed under the Rules of the Lake Yacht Racing Association, and all Skiff and Dinghy Races under the Rules of the Lake Sailing Skiff Association, except as herein modified.

2. Each boat must be steered by a member of the Royal Hamilton Yacht Club.

3. Entries must be made with the Secretary not later than noon of the day preceeding the race, exclusive of Sundays.

4. No boat shall be entered for a race unless holding a Measurer's certificate.

5. Upon written notice from the Measurer each Yacht and Skiff owner must hold his Yacht or Skiff in readiness to be measured. Any delay in this will be at the owner's risk. A fee of \$2.00 will be charged for each measurement after the first one during the season. A new certificate shall cancel all previous certificates.

6. Any member buying or selling a Yacht or Skiff, or altering the name, rig, model or trim of a Yacht or Skiff, shall immediately notify the Assistant Secretary, who shall cause all necessary changes and remeasurements to be made and recorded as soon as possible.

7. Any Yacht, which by reason of its construction is not qualified to race, shall be permitted to sail in all Club Races, subject to such handicap as the Sailing Committee may impose upon it.

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SCHEDULE OF RACES

- June 30—Cruising Race to Gananoque.
July 7—Bruce Carruthers Trophy Race.
July 14—Cruising Race to Stella.
July 21—Bruce Carruthers Trophy Race.
August 7—Cruising Race to Cape Vincent, N.Y.
August 14—Bruce Carruthers Trophy Race.
September 1—Cruising Race to Macdonald's Cove and Main Docks.

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OFFICERS FOR 1906

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FRANK T. CHRISTY.

VICE-COMMODORE

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FLEET CAPTAIN

A. HAMILTON SMITH.

SECRETARY AND TREASURER

THOMAS G. YOUNG.

CORRESPONDING SECRETARY

CLUTE E. NOXON.

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R.Y.C.

SCHEDULE OF RACES

- May 30—Memorial Day—Opening Cruise Race to Sodus Bay.
- June 9—Club Race, triangular course, six miles, all classes.
- June 16—Club Race, triangular course, six miles, all classes.
- June 23—Club Race, triangular course, six miles, all classes.
- June 30—Club Race, triangular course, six miles, all classes.
- July 4—Club Race in morning followed by squadron parade.
A. P. B. A.

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R.Y.C. Schedule of Races

(Continued)

July 13—Grand Squadron run of fleet to Presque Isle Bay across the lake. Special prizes to winners in each class.

July 21—Club Race.

July 28—Club Race.

August 4—Speed boat handicap contest, under rules of A. P. B. A.

August 11—First Race for Fisher Cup (presumably). This matter is pending with Toronto now.

August 25—Club Race.

September 3—Labor Day—Cruising Race from Oak Orchard to Charlotte, all classes.



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O.Y.C.

(OSWEGO)

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VICE-COMMODORE

JAMES PARKER.

FLEET CAPTIAN

ED. SCHILLING.

SECRETARY AND TREASURER

C. J. McDOWELL.

DIRECTORS

R. A. DOWNEY,

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Commodore JOHN P. PHELPS
O.Y.C.

N.Y.C.
(TORONTO)
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VICE-COMMODORE
B. H. ARCHER.

REAR COMMODORE
H. JONES.

CAPTAIN
A. L. WHINTON.

TREASURER
E. H. BURNS.

MEASURER
W. WOLFRAM.

ASSISTANT MEASURER
B. HOEFNER.

SECRETARY
G. ARCHER.

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E. H. BURNS, J. H. JOHNSTON,
J. VAN SICKLER, R. F. FIELDING,
G. BENHAM, A. L. WHINTON,
T. RILEY.

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CHAIRMAN—CAPT. A. L. WHINTON.
J. TURRELL, F. MARTIN,
A. JONES, E. WITCHALL,
AND FLAG OFFICERS.



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

N.Y.C.

SCHEDULE OF RACES

May 24—Victoria Day—16 ft., 14 ft., Dinghy, Macks.,
Specials, Motor Boats.

June 2—Macks. and Specials.

June 9—14 ft. Dinghy.

June 16—Low Cup for 16 ft. Class.

June 23—16 ft., 14 ft., and Macks.

June 30—Whinton Shield, Cruise to Oakville, all classes.

July 2—L.S.S.A. Regatta at Hamilton—For Walker and
Cake Walk Cup (for 16 footers), Birley and Commeford Cups
(for 14 ft. Dinghys).

July 14—16 ft., 14 ft. Specials, and Macks.

July 21—Hallam Cup, all classes and Motor Boats.

July 28—Cruising Race.

August 4—Cruising Race.

August 11—Invitation Regatta—16 ft. 14 ft., L.S.S.A.
Clubs.

August 25—16 ft., 14 ft. Specials, and Macks.

September 1—Cruising Race.

September 8—Spanner Cup (for Specials).

September 15—Mack's, Specials, and Motor Boats.

September 22—16 ft. Class, 14 ft. Dinghys.

The champion in each class will receive a Club Cup and
Flag. Hammall Cup for Motor Boats.

The Low Cup will be sailed in all 16 ft. races.

The points to be awarded as follows: First boat, 4 points;
second boat, 3 points; third boat, 2 points, and 1 point to
every boat finishing course.

RACING RULES.

1. Entries for all classes must be made on a printed form supplied by the Club, which shall be properly filled in by the Secretary, and then handed to the Measurer, with at least three days' notice for measurement, the said measurement to be handed to the Captain at least 24 hours previous to race.
 2. Every boat must carry one life preserver; and every Skiff must be sufficiently buoyant, in case of capsizing, to float boat, centreboard, and crew.
 3. Every boat carrying ballast must carry one life preserver for every member of the crew. A life preserver must be a ring or belt of cork capable of floating 10 lbs. of iron.
 4. Every boat must carry its distinguishing number, according to Article IV. of Sailing Regulations.
 5. Every boat must be steered by a member of the N. Y. C. in good standing.
 6. Boats not classed by the L.S.S.A. may carry one man for every five feet, or fraction thereof, of over all length.
 7. In all cruising races there will be no restrictions as to sail area or number of crew on any boat.
 8. If Blue Flag is hoisted all buoys will be left to starboard. If Red Flag is hoisted all buoys will be left to port.
 9. No instructions as to the course will be furnished other than the Sailing Committee may think necessary, but a chart of the course will be placed in the Club Room.
 10. The officer of the day shall be appointed from time to time by the Sailing Committee or Captain. He or his assistant shall fire all guns, see that the Sailing Rules are strictly adhered to, keep a correct record of time of each boat and give a copy of same to Captain after each race, and report to the Sailing Committee at its next meeting. He shall have absolute control of Club Dinghy from Starting Gun until expiration of time limit. Time limit three hours, except in Cruising Races.
 11. Any protest, to be valid, must be made to the officer of the day, or the Sailing Committee, within two hours after the finish of the race, in writing, and must state the ground of protest and rule violated, and be accompanied by \$1, which will be returned if protest carries.
 12. Should only one boat start, it shall be awarded the first prize or cup, provided there are at least three boats of the same class in the club.
 13. Special Class Races will be handicaps.
 14. All boats must report to officer of the day after each race.
- The Sailing Committee desire to impress upon the members the necessity of making themselves familiar with the Sailing Regulations and Rights of Way.

S.Y.C.

(TORONTO)

OFFICERS FOR 1906

COMMODORE

W. F. GIBSON.

VICE-COMMODORE

W. ADAMS.

SECRETARY-TREASURER

F. DACK.

CAPTAIN

W. B. TENNANT, 34 Rolyat.

SAILING COMMITTEE

F. DUCK,

C. HOWDEN,

W. GIBSON.

H. PRIDHAM,

C. COOPER,

G. DUNCAN,

W. WALKER,

R. ELLIOT.



Commodore W. F. GIBSON
S.Y.C.

S.Y.C.

SCHEDULE OF RACES

June 16—For Burgee presented by Devins & Orr.

June 30—L.S.S.A., at Hamilton.

July 2—Walker Cup, at Hamilton.

July 14—Commeford Cup.

July 28—Club Races.

August 11—Commeford Cup.

August 25—Commodore's Cup.

September 8—Cruising Race to Oakville.

September 22—Commeford Cup.

L.C.B.C.
(TORONTO)
OFFICERS FOR 1906

COMMODORE
MR. GEO. EDWARDS.

VICE-COMMODORE
MR. S. W. HOWARD.

CAPTAIN
MR. H. PERCY EDWARDS.

SECRETARY-TREASURER
MR. GEO. E. GOUDIE.

COMMITTEE
MR. GEO. SCHOFIELD.

L.C.B.C.

SCHEDULE OF RACES

June 16—Comodore Cup, first race.

June 23—Schofield Cup, first race.

June 30 and July 2—Lake Sailing Skiff Association Regatta at Hamilton.

July 14—Clementine Cup.

July 21—Commodore Cup, second race.

July 28—Schofield Cup, second race.

August 4—Commodore Cup, third race.

August 11—Schofield Cup, third race.

August 18—Club Cruise.

August 25—Commodore Cup, fourth race.

September 1—Schofield Cup, fourth race; Commodore Cup, fifth race.

September 8—Schofield Cup, fifth race.

B.L.C.

(BUFFALO)

OFFICERS FOR 1906

COMMODORE

DR. A. E. HUBBARD.

VICE-COMMODORE

ALBERT F. DOHN.

FLEET CAPTAIN

FRANK L. DUNBAR.

SECRETARY

ROGER F. WILLIAMS.

TREASURER

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HARRY C. ELDRING,	C. S. JONES,
	HARRY S. ELLIOTT



Commodore DR. A. E. HUBBARD
B.L.C.

B.L.C.

(BUFFALO.)

SCHEDULE OF EVENTS FOR 1906.

May 30th—Club Run around Grand Island.

July 14th—Opening of New Club House on Grand
Island—Races for all Classes.

August 11th—Races for all Classes.

Sept. 1st to 3rd—Club Run to Port Maitland, Ont.,
and return.

Oct. 9th—Anniversary Day.

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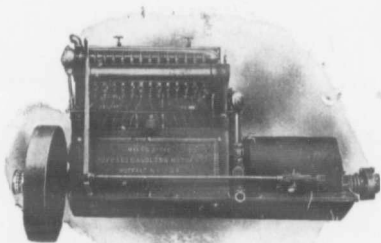
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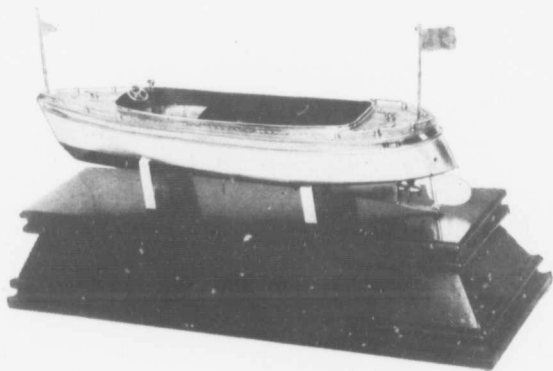
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Canadian Motor Boat Racing Rules

And Classification as used by the Q.C.Y.C.

CLASSIFICATION OF MOTOR BOATS.

Class.	L.O.A.	Min. Beam at L.W.L.	H.P.
18 ft.	18 ft.	4 ft. 8 in.	3
22 ft.	22 ft.	5 ft.	5
25 ft.	25 ft.	5 ft. 9 in.	10
30 ft.	30 ft.	6 ft. 2 in.	15
40 ft.	40 ft.

SCHEDULE.

- June 2—18 ft. Class.
- June 9—25 ft. Class.
- June 16—30 ft. Class.
- June 23—22 ft. Class.
- June 30—Cruise to Hamilton for L.S.S.A. Regatta, July 2, 1906.
- July 7—18 ft. Class.
- July 14—22 ft. Class.
- July 21—25 ft. Class.
- July 28—30 ft. Class.
- August 4—Cruising Race.
- August 11—25 ft. Class.
- August 18—22 ft. Class.
- August 25—30 ft. Class.
- Sept. 1—Cruising Race.
- Sept. 8—18 ft. Class.

Shall any boat built or being constructed prior to April 1st, 1906, exceed the over all length of her class by not more than 6 inches, the same will not bar her from competing in that class.

The beam of a boat shall be completed at a point 6-10 of the over all length, measured from the bow.

All boats will be given a number by the Measurer, which must be at least 12 inches in length and be displayed on both sides of the boat while racing.

Steam Boat Regulations to govern.

The Hon. Measurer will donate a championship flag for each Motor Boat Class for the highest number of points during the season.

American Power Boat Association

RACING RULES

As used in Buffalo and along the South Shore.

Amended to July 1st, 1906.

RULE I.

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 these 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.

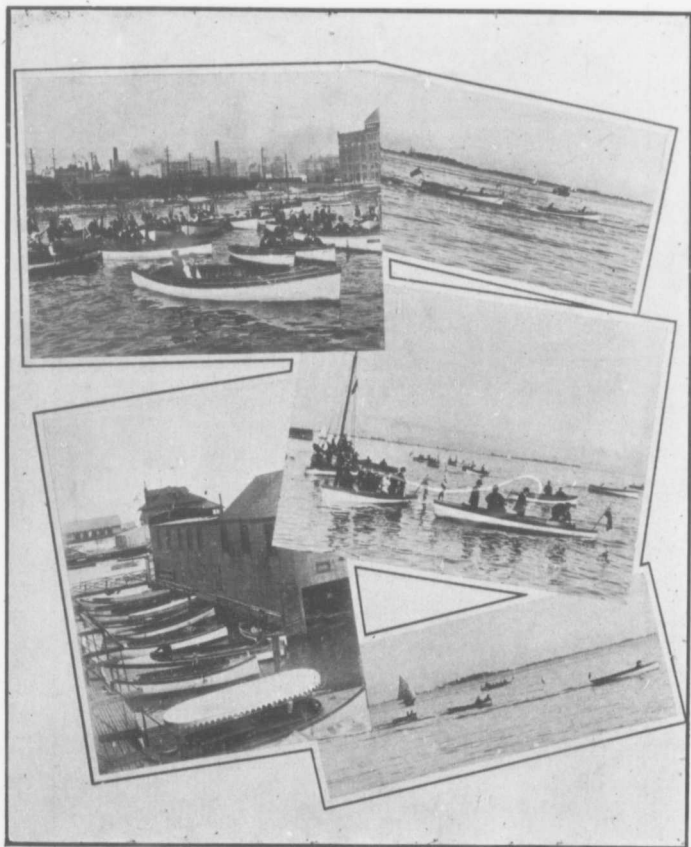
No member of any Race Committee shall take part in the decision of any question in which he is directly interested.

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.

RULE II.

Application.

1. The rules shall apply only to boats sailing in a race.
2. Boats shall be amenable to the rules after the preparatory signal has been given.



Scenes on the water front near the
Queen City Yacht Club.

RULE III.

Measurement.

1. Boats shall be rated for classification and time allowance by a rating which shall be determined by taking 16 times the cube root, of the square root of the load water line multiplied by the horse power and divided by the area of midship section.

The result is the measurement for classification and time allowance.

2. *Load Water Line.*

Shall be the distance in a straight line between the points farthest forward and farthest aft where the hull, exclusive of the rudder stock, is intersected by the surface of the water, when the boat is afloat in racing trim, in smooth water, with two persons aboard, stationed amidships, when the measurement is being taken.

If any part of the stem, stern post or 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 a form resulting from the cutting away of the fair line of the stem, stern post or the ridge of the counter, for the apparent purpose of shortening the load water line, shall be measured between fair lines.

In boats having flat or "torpedo boat" sterns, the knuckle shall be taken as the after point of the load water line.

3. *Midship Section.*

To be expressed in square feet, and is to be obtained as follows:

With the boat in same trim as when being measured for load water line length, take the beam (B) of the boat at the water surface at a point 55 per cent. from the forward end of the load water line. Divide B into five equal parts or stations, and at the first inboard station from either end measure perpendicular from the water surface down to the under side of the boat's planking (C). Then C multiplied by B will give the midship section.

If the measurement for C is taken on the inside of hull the thickness of planking of boat must be added, allowance being made for the angle at which C intersects the bottom planking.

The Measurer shall, at the time of measuring, mark the forward and after ends of the load water line, and also the water line on each side of the boat at the point where the midship section is taken; such marks shall be made in a plain and permanent manner by a horizontal stripe one-half inch in width and three inches in length, the lower edge to be on the water line.

4. *Horse Power.*

The horse power of all motors shall be obtained as follows:

Steam.—The horse power shall be obtained by dividing the total number of square feet of heating surface of the boiler by two and seven-tenths.

Electricity.—To be calculated at the rate of 750 watts to equal one horse power.

Gasolene Explosive Engines.—To be calculated by multiplying (A) the area of one piston in square inches by (N) the number of cylinders, and dividing by (C) a constant.

$$\frac{A \times N}{C}$$

The constant in automobile racing boats shall be 2 for four cycle engines, and 1.5 for two cycle engines.

In all other boats it shall be 3 for four cycle engines, and 2.25 for two cycle engines.

5. 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.

6. If through protest the measurement of a boat be called in question, the Race Committee shall direct the Measurer to remeasure such boat, and the result as reported by him shall be final. The usual fee for measurement shall be collected from the owner, if the measurement be found to exceed the measurement filed, and from the person protesting, if not.

The owner of a boat so protested shall present his boat for measurement immediately after the race, when so required by a Race Committee.

7. Any boat whose official rating has not been filed with the Race Committee prior to the start of a race shall not be eligible to compete. The official certificate of measurement shall be shown to the Race Committee upon request therefor.

8. 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 Race 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 IV.

Automobile Racing Boats.

1. An automobile racing boat is one whose rating exceeds ten times the square root of its load water line length.
2. Each boat of this class shall contain and be fitted with such mechanical power as will drive it astern at a rate of speed of not less than four knots an hour in still water.
3. In automobile racing boats, the midship section mentioned in Rule III., subdivision 3, is to be expressed in square feet and shall be the actual greatest transverse immersed area. All other elements for measurements shall be obtained as prescribed in Rule III.

RULE V.

Classification.

1. All boats shall be classified by their rating, and shall be divided into classes, as follows:

FIRST DIVISION.

- 1st Class—A—All over 50 feet.
- 50-foot Class—B—Not over 50 feet, and over 40 feet.
- 40-foot Class—C—Not over 40 feet, and over 32 feet.
- 32-foot Class—D—Not over 32 feet, and over 26 feet.
- 26-foot Class—E—Not over 26 feet, and over 21 feet.
- 21-foot Class—F—Not over 21 feet, and over 17 feet.
- 17-foot Class—G—Not over 17 feet.

SECOND DIVISION.

- 1st Class—All over 50 feet.
 - 50-foot Class—I—Not over 50 feet, and over 40 feet.
 - 40-foot Class—J—Not over 40 feet, and over 32 feet.
 - 32-foot Class—K—Not over 32 feet, and over 26 feet.
 - 26-foot Class—L—Not over 26 feet, and over 21 feet.
 - 21-foot Class—M—Not over 21 feet, and over 17 feet.
 - 17-foot Class—N—Not over 17 feet.
2. All cabin boats and boats with standing awnings shall be classed in the First Division.
 3. Hunting launches and open boats shall be classed in the Second Division.

Automobile Racing Boats.

- 1st Class—O—All over 100 feet.
- 100-foot Class—P—Not over 100 feet, and over 90 feet.
- 90-foot Class—Q—Not over 90 feet, and over 80 feet.
- 80-foot Class—R—Not over 80 feet, and over 70 feet.
- 70-foot Class—S—Not over 70 feet, and over 60 feet.
- 60-foot Class—T—Not over 60 feet, and over 50 feet.
- 50-foot Class—V—Not over 50 feet.
- 40-foot Class—X—Not over 40 feet waterline length.

There shall be no restriction on the number, size or horse power of the engines or motors in the 40-foot class, 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 four knots an hour in still water. No time allowance in this class.

4. Any boat appearing alone in her class may enter and compete in the next larger class in her division, at the minimum limit of that class, provided that notice of her intention so to do has been given to the Race Committee at least five minutes before the hoisting of the starting signal of the class that she enters.

RULE VI.

Time Allowance and Endurance Contests.

1. Time allowance shall be calculated on racing measurement according to the appended table.

2. Points in endurance contests shall be scored as follows: 50 points shall be allowed for speed and 50 points for performance.

For Speed.—The corrected times shall be calculated in accordance with the rules and tables of allowances. Each yacht making the fastest corrected time in its class shall receive 50 points. Each other yacht in the same class shall receive the number of points (X) equal to the fastest corrected time in her class, expressed in minutes and decimal fractions (T) multiplied by 50, and the product divided by such other yacht's own corrected time expressed in the same manner (T')—the formula being:

$$X = \frac{T \ 50}{T'}$$

For Performance.—Fifty points shall be given for perfect performance of motor, which must run from start to finish of the race without adjustment or manipulation of motor, dynamo, batteries, reversing gear, or any part connected with the motive power of the boat, except for purposes of lubrication by means of the usual devices provided for that purpose.

From 50 points the following deductions shall be made:

For each stop of motor or propeller for any cause, 5 points; and in addition thereto:

For each minute or fraction thereof of duration of stop or stops, 5 points.

For each adjustment or manipulation of motor, dynamo, batteries, reversing gear, or other mechanism connected with the motor power of the boat, 2 points.

For any stop of five minutes' duration, 50 points, or 50 points for three stops.

3. Courses for Endurance Contests shall be so arranged that at least two hours shall be required to complete the race for boats rating 26 feet or under, and at least three hours for boats rating over 26 feet.

4. 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 VII.

Ownership.

1. 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.

2. A person chartering a boat shall be considered as the owner.

3. 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.

4. No two boats owned wholly or in part by the same person shall enter in the same class.

RULE VIII.

Entries.

1. All entries shall be made in writing, and shall be signed by the owner or his representative, giving the name of the boat, class, rating, and racing number, and must be lodged with the Race Committee not later than forty-eight hours before the time of starting, exclusive of Sundays, unless otherwise ordered by the committee.

2. The Race Committee may refuse or accept any entry made after the time of closing.

3. The Race Committee may, if they consider it expedient, reject any entry.

RULE IX.

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 Race 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 X.

Life Buoys.

Boats in all classes shall carry two serviceable life buoys.

RULE XI.

Fittings, Water and Ballast.

1. Floors shall be kept down and bulkheads left standing. Doors, galley fixtures and fittings shall be kept on board, and one serviceable anchor and cable shall be carried.

2. Trimming by dead weight shall not be allowed, and neither water nor ballast shall be taken in or discharged on the day of the race.

RULE XII.

Crews.

1. The total number of persons on board a boat shall not be less than two.

2. No person shall board or leave a boat after the starting signal has been made, except in case of accident, or injury to a person on board.

3. All boats must carry as one of its crew a member of a recognized yacht club.

4. The owner of every winning boat shall, before the awarding of prizes, file with the Race 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 XIII.

Numbers.

All boats shall carry racing numbers, which shall be placed so they can be easily seen by the Race Committee as the boats approach the line.

RULE XIV.

Postponement.

The Race Committee may postpone a race, should unfavorable weather or other circumstances make a postponement advisable.

A race postponed or re-sailed shall be considered a new race.

RULE XV.

Starting and Finishing Signals.

1. The starting signals shall be as follows:
Preparatory—Blue Peter.
For Classes A and B—Three red balls.
For Classes C and D—Three white balls.
For Class E—Three blue balls.
For Class F—Two red balls.
For Class G—Two white balls.
For Classes H and I—Two blue balls.
For Classes J and K—One red ball and one white ball.
For Class L—One white ball and one blue ball.
For Class M—One blue ball and one red ball.
For Class N—One red ball.
For Class O—Two red balls and one white ball.
For Class P—Two white balls and one blue ball.
For Class Q—Two blue balls and one red ball.
For Class R—Two red balls and one blue ball.
For Class S—Two white balls and one red ball.
For Classes T and V—Two blue balls and one white ball.
Special starting signal—One red ball, one white ball, and one blue ball.
Each starting signal shall be dropped at the expiration of the starting interval.
The intervals shall be five minutes between the setting of each two signals.
The club burgee shall be hoisted at the expiration of the starting interval of the last division.
2. The signal to denote the conclusion of the race shall be the lowering of the club burgee.
3. Attention to these signals shall be called by whistle or gun from the Race Committee's boat.

RULE XVI.

Start and Finish.

1. All starts shall be flying, and shall be "one-gun" starts. Each boat in a class shall be timed from the starting signal of that class.
2. The time of finish of each boat shall be taken when the point marked by the fore flag staff crosses the finish line.
3. In any start, if the point marked by the fore flag staff has crossed the line before the signal for the start in her class is given, she must turn and recross the line.
A boat so turning, or one working into position from the wrong side of the line after the first starting signal has been given, must keep clear of, and give way to, all boats in the race.

A boat shall not after crossing the finishing line interfere with any boat still in the race so as to affect the time of such boat at the finish.

RULE XVII.

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 the club flag, or show a ball in the club colors.

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

RULE XVIII.

Changing Course.

Should the Race 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 Blue Peter (the preparatory signal) shall be the signal for so doing.

RULE XIX.

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, except for purposes specified in the following rules:

RULE XX.

Running Aground and Fouling.

A boat running aground 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.

RULE XXI.

Accidents.

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

RULE XXII.

Sounding.

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

RULE XXIII.

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 obstruction, 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 XXIV.

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 Race Committee with the answering pennant.

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

RULE XXV.

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 Race 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 XXVI.

Awarding of Prizes.

1. Prizes shall be awarded in all classes in which one or more boats sail the course. Should a boat sail alone in her class she shall be entitled to a "sail-over" prize of one-half the value of the regular prize.

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

RULE XXVII.

Suspension of Rules.

The Race 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 XXVIII.

Amendments.

Amendments to these rules may be adopted at any meeting of the Association, 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.

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.

National Association of Engine and Boat Manufacturers

(INCORPORATED)

The American Power Boat Association Rules for 1906 were formulated by a Committee from that Association and one from this, acting jointly. The only addition made to the A.P.B.A. Rules are in their classification. Added to their classification the Association (Nat. Engine and Boat Mnfrs.) have placed under the title of "Special Classes" the following :

HIGH SPEED MOTOR BOATS :

Class 1 includes all boats length over all 12 metres or 39.37 feet.

Class 2 includes all boats length over all 40 ft. and above.

Class 3 includes all boats lengths over all 33 feet and under.

NOTE.—All boats in the above Class 1 have no restrictions as to horse-power (being a case of boat for boat so long as they are of the 12 metre class).

All other classes (2 and 3) are rated and time allowance made out in accordance with the formula of the A.P.B.A.

Per Instructions,

H. S. GAMBEL,
Secretary.



DARRELL SHIELD.

Presented to the L. S. S. A. by Harry Darrell, to be raced for annually on a date set by the Executive of the L.S.S.A., and to be competed for by two Dinghys nominated from each Club in the Association.

L.S.S.A.

SAILING REGULATIONS

Amended to July 1st, 1906
Per order, Secretary.

Article 1.

Management of Races.

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

Sec. 2. The Executive Committee may, however, at least one month prior to the first race of the Annual Circuit, appoint an officer, at such remuneration as they may think fit, whose duty it shall be to attend all Regattas held under the auspices of the Association, and (under the direction of the officers of the Club giving the Regatta), superintend the laying and logging of courses and laying of buoys. calculate the time allowance in the different classes, see that the guns are fired at the proper times, and with the assistance of two properly qualified officers, who shall be appointed by the Club giving the Regatta, take the times of the competing Skiffs at the finish, correct the same, and generally do such work in connection with the management of the Regattas as may reasonably be required of him. He shall also keep a record of the names and times of the starters in each race, and after the close of each Circuit shall send such record to the Honorary Secretary-Treasurer of the Association. He shall also, on orders of Executive, measure any boats competing.

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

Sec. 4. "Any dispute or protest which may arise among Skiffs taking part in any such race shall be decided by the Sailing Committee of the Club holding it. Should the member protesting or protested think such decision unfair he shall have the right of appeal to the Executive of the Association by giving notice of appeal in writing to the Hon. Secretary.

Treasurer within one week after the decision appealed from. The decision of the Executive shall be final on any question that may be brought before them. The member appealing shall at the time of making his appeal deposit five dollars with the Hon. Secretary-Treasurer of the Association, which amount, if the appeal be unsuccessful, shall be forfeited to the Association."

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

Article II.

Classification.

16 FT. KNOCKABOUT CLASS.

- A.—Maximum Load Water Line, 16 ft.
 - B.—Maximum Draft, 4 ft.
 - C.—Maximum Sail Area, 350 square ft.
 - 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 ft. 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 $2\frac{1}{2}$ in. for every foot greatest beam on deck.
 - J.—Stem, sided at head, $2\frac{1}{4}$ inches.
 - K.—Forward and aft overhang timber, oak, rock elm or fir, $1\frac{3}{8}$ in. thick.
 - L.—Frames, oak or rock elm, sectional area, 1 square in. Spacing, 9 in.
 - M.—Floors, oak or rock elm. $\frac{7}{8}$ in. thick.
 - N.—Clamp, oak, rock elm, fir, hard pine or spruce, $2\frac{3}{4}$ square in.
 - O.—Bilge Stringer, oak, rock elm, fir, hard pine or spruce, $2\frac{3}{4}$ square in.
 - P.—Deck Beams, oak, sectional area, main, $2\frac{1}{2}$ square in.; auxiliary, $1\frac{1}{8}$ square in.; half beams, 1 square in.; spacing, 9 in.
 - Q.—Planking to finish full. 11-16 in. thick.
 - R.—Deck to finish full, $\frac{5}{8}$ in. thick.
 - S.—House Deck to finish full, 7-16 in. 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 $1\frac{1}{8}$ 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 ft. for at least 3 ft. 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 three persons.

16 FT. SKIFF CLASS.

Maximum length over all, 24 ft.

Maximum sail area, 330 square ft.

Maximum weight of centreboard, 100 pounds.

Maximum beam over all, 5 ft. 2 in.

Minimum freeboard, 12 in.

Minimum of ribbing, 1 in. square to foot.

Minimum of planking, $\frac{3}{8}$ in. thick.

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

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

Skiff to have full canvas and centreboard and 300 pounds dead weight placed midway between the fore and aft ends of the light water line when measured. Boat to stand on an even keel, and properly trimmed, as far as possible, when measured.

All Skiffs 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 capsizes to float boat centreboard, crew and ballast.

No Skiff shall carry a "hiking" board or ballast, except centreboard.

Crew to consist of not more than three 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.

18 FT. DINGHY CLASS.

Maximum length over all, 18 ft.

Maximum sail area, 250 ft.

Maximum weight of centreboard, 75 pounds.

Minimum beam, over all, 5 ft. 6 in.

Minimum area of largest entire vertical cross section, 7 square ft.

Minimum depth amidships, 17 in.

Minimum planking, $\frac{3}{8}$ in. thick.
Minimum ribs, cross sectional area, $\frac{1}{2}$ square in.
Minimum spacing, 8 in.
Minimum width of decking, 8 in. wide.
Minimum thickness of decking, $\frac{3}{8}$ in.
Rudder must be hung outboard.
Dinghys in this class must be clinker built.
No spinnaker or balloon jibs allowed.
Area of mainsail not to exceed 85% of total allowed sail area.
Crew to consist of three persons.

14 FT. DINGHY CLASS.

Length over all, 14 ft. maximum.
Beam, maximum, 5 ft. 6 in.; minimum, 5 ft.
Depth, minimum, 16 in.
Area of largest vertical cross section, 875 square in., minimum.
Sail area, maximum, 140 square ft.
Planking, minimum, $\frac{3}{8}$ in. thick.
Ribs, minimum 1 x $\frac{3}{4}$ in., spaced 12 in. centres or its equivalent.
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 in. in decked boats, but if built without decking then 3 in. must be added to the depth and 180 square in. to the area of the largest vertical cross section.
Crew—Two men must be carried.

EXPLANATION OF SCANTLING TABLE.

Scantling Table.

The sizes in the scantling table are based upon the assumption that the construction, as a whole, is planned by a competent naval architect, with the usual complement of minor members not specifically called for in the table; that the Yacht is built under cover; and that the materials and workmanship are what are commonly called "first class," namely all wood sound, well seasoned, and free from loose knots, shakes and sap, all knees and crooks being cut with the grain; all metal work properly wrought and neatly finished; all parts carefully fitted, with adjoining surfaces in actual contact throughout the full area; and all fastenings carefully selected with regard to their relative strength and the sizes and materials of the parts they are intended to unite, and that they are properly located and driven.

Stem.

J. Oak.—The minimum siding (thickness) measured at the rabbet at highest point on stem head, no decrease of siding allowed.

Apron.

In some cases an apron is necessary inside of stem, with breasthook.

Forward and Aft Overhang Timbers.

K. Oak, Rock Elm or Fir.—With the usual iron or lead keel and good floor construction, there is no necessity for a great depth of timber to secure vertical strength. The depth called for in the table (1 $\frac{3}{4}$ in.) is intended to secure sufficient wood outside the rabbet for the proper caulking of the garboard seam, for the depth of rabbet, and for additional wood inside up to the bearding line, as well as for scarphs. The width across rabbet to be not less than 2 $\frac{1}{4}$ inches at any place. The breadth of timbers will taper from point of greatest section to siding of stem and transom.

Frames.

L. Oak or Rock Elm.—To be steamed and bent. To be of equal sectional area from heads to heels.

Floors.

M. The many varieties of floor construction make it difficult to establish any standard, but there should be at least six strong floors in the centre of the Yacht in wake of the metal keel, and two at each mast step. The arms of the main floors should run up to a length at least equal to the spacing given in the table, to allow space for fastenings through heels of frames. Provided that the main floors are of ample strength, the floors opposite centreboard box may be of flat iron or straight grained plank. All floors should be thoroughly bolted to the keel, stem and horn timbers. It is not essential that the main keel bolts should pass through the floors, as the large size of the holes weakens the knees unnecessarily. The keel bolts may set up on top of the wood keel, in which case the floors should be very thoroughly fastened by smaller bolts to the wood keel; or a keelson may be worked over the throats of the floors, and the keel bolts may set up on it.

Shelf or Clamp.

N. Oak, Rock Elm, Fir, Hard Pine or Spruce.—To extend from stem to stern continuous, in one length. The ends of deck beams may be jogged into top of shelf a distance not exceeding one-third of their own depth. If a beam clamp is used, fitted close up to the planksheer, the beams being thus jogged in for their full depth, the sectional area shall be increased in proportion.

Bilge Stringer.

O. Oak, Rock Elm, Fir, Hard Pine or Spruce.—To be at least 18 ft. long. At least one bilge stringer must be run on each side, at about the lower part of turn of bilge, and two are recommended in any case, the sectional area of each being at least one-half of that of the single stringer.

Deck Beams.

P. Oak.—The minimum sectional area of deck beams shall cover at least the middle third of the beam, allowing a taper, in the moulding, to each end. There must be one main beam at the butts, two at each mast (partner beams), one at fore-end of cabin trunk, and one at aft end of cockpit. The auxiliary beams and the half-beams abreast of house, skylights, etc., may be of the smaller areas given for each. The beams may be jogged into the shelf or clamp a distance equal to one-third of the moulded depth of beam at ends.

Planking.

Q. The dimensions given in the table are the minimum thicknesses allowed, after final planing, over a distance in the middle of the vessel equal to at least one-half of the over all length.

It is recommended that wherever practicable the planking shall be in single lengths, without butts, and that where butts are unavoidable they should be made, not on frames, but on butt-blocks between the frames. Butts in adjoining strakes should be at least 4 ft. apart, and butts in the same space should be separated by at least three intervening strakes. The planking should be worked in narrow widths, especially in the top sides.

Decking.

R. The thickness given for the deck plank applies also to the plank sheer (covering board), and the partner planks. The ends of the deck plank should be well supported, and in no case should they be wrought to a shim edge, which will crush down in caulking.

It is recommended that the outside metal keel, whether of lead or iron, be cast before the wood keel is worked out; the contraction of the iron or lead is more or less an unknown quantity, and the keel, when finally cast, may not be of the exact dimensions intended, and may not fit the wood keel as worked from the plans.

Load Water Line.

A. The load water line length shall be the distance in a straight line between the points furthest forward and furthest aft, where the hull is intersected by the surface of the water, when the Yacht is afloat in racing trim in smooth water. This distance is measured in the usual way, i.e., by measuring the forward and aft overhangs by means of a thin graduated wooden batten just floating on the surface of the water,

and by plump-bobs hanging from stem and stern of Yacht at points of measured over all length. The difference between the over all length and the sum of the forward and aft overhangs gives the load water line length. If any part of the stem, sternpost or other part of the Yacht below the load water line projects beyond the length thus measured, such projection shall be added to the measured length; and a form resulting from the cutting away of the fair line of the stem, sternpost or the ridge of the counter, for the apparent purpose of shortening the load water line, shall be measured between fair lines. The Measurer, at the time of taking his measurements, shall insert a round-headed brass screw of size not less than No. 14, as a distinctive permanent mark at each end of the load water line.

Draft.

B. The draft measurement shall be taken by placing reference marks on the planking of the Yacht exactly at surface of the water, when Yacht is floating at measured load water line length. When the Yacht is out of water, the draft is determined by measuring downward from these reference marks at right angles to the load water line plane, to a straight edge resting against lowest point of the bottom of the keel and parallel to load water line plane.

Sail Area.

C. The sail area shall be ascertained as follows:

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.

Area of Mainsail.

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

Formula.

The following formula can be used at the option of the Measurer:

To find the area of any triangle of which the three sides are given:

In a triangle having sides, A, B and C: Let S=Semi-Perimeter. i.e., one-half the sum of the three sides of $A+B+C$.

2

Then area of triangle = $\sqrt{S(S-A)(S-B)(S-C)}$.

If A=38, B=29, C=18, D=20 and E=37,

Then 1st in triangle A, B, E,

$$S = \frac{A+B+E}{2} = \frac{38+39+37}{2} = 52$$

∴ Area of triangle A, B, E,

$$= \sqrt{S(S-A)(S-B)(S-E)}$$

$$= \sqrt{52 \times 14 \times 23 \times 15}$$

$$= \sqrt{251160}$$

$$= 501.16$$

And 2nd in triangle C, D, E.

$$S = \frac{C+D+E}{2} = \frac{18+20+37}{2} = \frac{75}{2}$$

∴ Area of triangle C, D, E,

$$= \sqrt{\frac{75}{2} \left(\frac{75}{2} - 18 \right) \left(\frac{75}{2} - 20 \right) \left(\frac{75}{2} - 27 \right)}$$

$$= \sqrt{\frac{75}{2} \times \frac{39}{2} \times \frac{35}{2} \times \frac{1}{2}}$$

$$= \sqrt{\frac{102375}{16}}$$

16

$$= \frac{319.96}{4} = 79.99$$

Therefore

$$\text{area of mainsail} = 501.16 + 79.99 = 581.15.$$

Headsails.

I. Measured from main boom goose-neck, and in case the boom is on a sliding goose-neck, Haggarty hoist or adjustable attachment from the lowest point to which the boom can be lowered, to pin of highest sheave of any block secured to mast and used in either case for headsail or spinnaker.

J. Measured from fore side of mast to where bowsprit or stem head is cut by line of forestay.

Area of Headsails or Spinnaker.

To find the area of headsails or spinnaker: Multiply *I* by *J* and divide by 2.

Spinnaker.

If the distance from the mast to the end of the spinnaker boom when shipped in its place and swung at any angle forward or aft exceeds the measurement *J*, such excess shall be added to the measurement *J* in calculating the area of the headsail.

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

Directions for Measuring Sail Area.

In cases of disputed measurements, or if the necessary measurements cannot be obtained from the Sailmaker, the sails can be measured in the manner following: Take the length of boom from mast to end, and length of gaff from mast to end (any extension of gaff or boom to be considered part of gaff or boom, and to be extended, when measured, to its full limit), then hoist the sail with the tack fast and set the 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.

From the measurements so taken a sail plan would be made and the areas calculated as described. If the various methods of measuring 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.

Measurer to Furnish Sail Plan.

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.

Beam.

D. The load water line beam is the widest part of the Yacht at the load water line. It shall be measured by dropping plumb-bobs from a straight edge placed immediately above that part, measuring the distance between these lines, and deducting from this measurement the sum of the distances between side of Yacht at load water line and plumb lines.

Area of Largest Immersed Vertical Cross Section.

E. Measurers may accept for the measurement of immersed section the designer's written certificate or drawing, certified to as being correct by designer and builder, but this shall not relieve the owner from the responsibility of the accuracy of the certificate. In other cases the yacht shall be measured as follows: The Measurer at time of measuring load water line shall place several temporary reference marks on the outside of the Yacht, three or four feet apart, all lying exactly in the load water line plane. When the Yacht is out of water these points can be connected by a fair line. This line will serve to indicate the top boundary line of the vertical cross section to be measured.

Methods of Determining Area of Cross Section.

The following are suggested as methods by which the shape of the cross section of the yacht can be determined:

1. By carefully levelling up Yacht by blocking or otherwise, so that the Yacht will stand in exactly the same position as she floated when load water line measurement was taken. Then by placing a graduated straight edge horizontally against the bottom and centre line of keel and exactly in plane of section to be measured, then by carefully plumbing up and measuring at stated distances from the centre of the Yacht's keel, from straight edge to point of intersection of plumb lines with the Yacht, a series of points can be determined. These points can then be plotted on a smooth floor and a fair curve drawn through them.

2. By fitting a template (furnished by owner) against side of Yacht when out of the water, then placing the template on a smooth floor and scribing the curve with a lead pencil. It is recommended that "Simpson's Rule" be used for calculating this area.

Simpson's Rule.

Divide the length of the figure into any even number of equal parts, at the common distance D apart, and draw ordinates through the point of division to touch the boundary lines.

Add together the first and last ordinates and call the sum A; add together the even ordinates and call the sum B; add together the odd ordinates, except the first and last, and call the sum C, thus:—

$$\text{Area of the figure} = \frac{A + 4B + 2C}{3} \times D$$

Example.—See cut on page 29.

Assume figure to represent one-half largest vertical immersed cross section, ordinate 1 representing surface of water; then in formula,

$$\begin{aligned}
 A &= 6.04 + 0.6 = 6.64 \\
 4B &= (5.41 + 3.08 + 1.38 + 0.83 + 0.67) \times 4 = 45.48 \\
 2C &= (4.38 + 2.04 + 1.00 + 0.75) \times 2 = 16.34 \\
 D &= 0.83
 \end{aligned}$$

$$\begin{aligned}
 \text{Then area of figure} &= \frac{6.64 + 45.48 + 16.34}{3} + 0.83 \\
 &= 18.94 \text{ square feet.}
 \end{aligned}$$

$$\begin{aligned}
 \text{Therefore area of required section of yacht} &= \\
 18.94 \times 2 &= 37.88 \text{ square feet.}
 \end{aligned}$$

Freeboard.

F. Freeboard shall be measured vertically from the top of the covering board to the surface of the water. Any excess of freeboard over the minimum required may be deducted from the required height for cabin trunk. See cut.

Article 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 ft. 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 ft. Knockabout Class.

..... Measurer.

Dated at 190...

Form of Certificate for 16 ft. Skiff Class, 18 ft. and 14 ft. Dinghy Classes.

We hereby certify that the owner of the rigged Skiff is at present a member of the Club in good standing, and that the measurements of said in accordance with Articles II. and III. are as follows:

Sail area square feet
 Square root of the sail area feet
 Centreboard lbs.
 Beam at widest part feet
 Minimum freeboard feet
 Load water line feet
 Racing length feet

..... Measurer.

..... Secretary.

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.

Article 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. centre-
board. 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 19..

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 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.

Article 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.

Article VI.

Prizes.

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

Article VII.

Declaration That the Rules Have Been Strictly Observed.

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

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

Signed

Date 19.....

Article VIII.

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 Clubs' numbers to be black numbers on white ground. Hamilton Clubs' numbers to be red numbers on white ground.

Article IX.

Instructions.

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

Article X.

Sails.

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

Article XI.

Running Aground.

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

Article XII.
Fouling Skiffs, Marks, Etc.

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

Article XIII.

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.

Article XIV.

Means of Propulsion.

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

Article XV.

Anchoring.

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

Article XVI.

Soundings.

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

Article XVII.

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.

Article XVIII.

Protests.

Should the owner of any boat, or the person acting as his representative, consider that he has fair grounds for complaint against another for foul sailing, or any violation of these Rules, he must, if it arises during the race, signify the same in writing and under such regulations (if any) as the Sailing Committee may have determined, within one hour of the arrival of the protesting boat, and shall be heard by the Sailing Committee and decided, after such inquiries as they may consider necessary. They shall also, without a protest, disqualify any boat, should it come to their knowledge that she has committed a breach of these Rules. This article is, however, subject to Article 1, Section 4.

Article XIX.

Removal of Flag Boat.

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

Article XX.

Right of Way.

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

1. *On different points of sailing.*

A Yacht free shall keep clear of one close hauled.

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

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

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

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

4. *Wind aft.*

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

5. *Overtaking.*

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

6. *Definition of overlap.*

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

7. *Altering course.*

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

8. *Luffing.*

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

9. *Bearing away.*

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

10. *Rights on new courses.*

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

11. *Converging close hauled.*

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

12. *Passing and rounding marks.*

If an overlap exists between two Yachts when both of them, without tacking, are about to pass a mark on the required side, then the outside Yacht must give the inside Yacht room to pass clear of the mark. A Yacht shall not, however,

be justified in attempting to establish an overlap, and thus force a passage between another Yacht and the mark, after the latter has altered her helm for the purpose of rounding.

13. *Obstruction to sea room.*

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

14. *Course.*

That hereafter all Association Races take place on Bay course only.

Article XXI.

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 Master he may be disqualified by the Executive Committee, for such time as they may think fit, from sailing in any race held under the Rules of the Lake Sailing Skiff Association.

Article XXII.

Measurement Protests.

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

The owner of any Sailing Skiff, or his representative, shall, by a letter addressed to the owner of the Sailing Skiff whose measurement he desires to protest, give notice of such desire, at the same time depositing with the Association officer mentioned in Article I., the sum of \$2.50. The Sailing Skiff protested shall then be measured in the presence of the owner

(if he desires it) by the said officer, and if the measurement appeared from is found to be correct within three-tenths of a foot, the protestor shall forfeit his deposit to the Association; and if correct or affects the result of the race, the owner of the Sailing Skiff protested shall forfeit the sum of \$2.50.

CONDITIONS UNDER WHICH THE CUP PRESENTED
TO THE "LAKE SAILING SKIFF ASSOCIATION"
BY FRANK E. WALKER, PRESIDENT,
SHALL BE SAILED FOR.

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

CONDITIONS UNDER WHICH THE CUP PRESENTED
TO THE "LAKE SAILING SKIFF ASSOCIATION"

BY E. K. M. WEDD, PRESIDENT,
SHALL BE SAILED FOR.

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

CONDITIONS UNDER WHICH THE CUP PRESENTED
TO THE "LAKE SAILING SKIFF ASSOCIATION"
BY G. F. BIRELY, PRESIDENT,
SHALL BE SAILED FOR.

1. The Cup shall be known as the "G. F. Birely Cup."
2. The Cup shall be offered as a perpetual Challenge Cup for competition once in each yachting season on a day to be fixed by the Lake Sailing Skiff Association.
3. The Cup is for competition for Dinghys of 14 ft. racing length. Should there be any change in the Association measurements introduced in the Association, the Cup shall remain in the class nearest to the present 14 ft. Dinghy measurements.
4. The Sailing Rules and Regulations under which the Cup shall be sailed for shall be those in force from time to time in the Lake Sailing Skiff Association.
5. The owner of the Dinghy winning the Cup shall have it handed over to him on satisfactory bond given to the officers of the Lake Sailing Skiff Association, as a guarantee to the safe return of the Cup in good condition to the Association at such time or times as the President may request.
6. In the event of the Lake Sailing Skiff Association ceasing to exist or having less than two clubs in good standing, the Cup is to revert back to the original donor.

COMMEFORD CUP.

Conditions Under Which the Cup Presented to the "Lake Sailing Skiff Association" by James W. Commeford, Jr., Rear Commodore National Yacht and Skiff Club, Toronto, Shall be Sailed for.

1. The Cup shall be known as the Commeford Cup.
2. The Cup shall be offered as a perpetual Challenge Cup for competition once in each yachting season on a day to be fixed by the Lake Sailing Skiff Association.
3. The Cup is for competition for Dinghys of 14 ft. racing length. Should there be any change in the Association measurements introduced into the Association, the Cup shall remain in the next larger to the present 14 ft. Dinghy measurements. Owners of boats must present a certificate of measurement from the Club from which the boat is entered, such measurement to be made during the season in which the race is sailed. No time is allowed in competing for this Cup.
4. No person who has followed sailing or boat building as a profession or trade for a period of three months shall be eligible to sail on any skiff competing for this Cup.
5. The course shall be designated by the officers of the Lake Sailing Skiff Association at their Annual Meeting.
6. The Sailing Rules, Rules of Measurement and other conditions under which the Cup shall be sailed for shall be

those in force from time to time in the Lake Sailing Skiff Association so far as they are not antagonistic to the rules and conditions of this gift.

7. No Skiff shall be entitled to compete for this Cup unless its owner has been a member of a Club belonging to the Lake Sailing Skiff Association, and in good standing therein for at least one week prior to the race, and in case a Skiff has more than one owner, then unless all her owners are and have been members in good standing of a club belonging to the Lake Sailing Skiff Association for at least one week prior to a race.

8. The owner of a Skiff winning the Cup, upon giving to the President of the Lake Sailing Skiff Association a bond that is satisfactory to him in the sum of one hundred dollars, for the safe return of the Cup in good condition to the Association at such time as the President requests, shall have the Cup handed over to him.

9. Should the same boat and owner win the Cup thrice in succession it shall become his property.

10. The donor will at his own expense each year present a silk flag to the winner.

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

CONDITIONS GOVERNING THE INTER-CLUB CHALLENGE SHIELD.

1. The Shield to be known as the Inter-Club Challenge Shield.

2. The Shield is for competition for the 16 ft. Knockabout Class of the L. S. S. A.

3. No person who has followed sailing or boat building as a profession or trade for a period of three months shall be eligible to sail on any boat competing for this Shield.

4. The Sailing Regulations, Rules of Measurement, and other Conditions under which the Shield shall be sailed shall be those in force from time to time in the L. S. S. A., so far as they are not antagonistic to the rules and conditions of this gift.

5. No boat shall be entitled to compete for this Shield unless its owner has been a member of a Club belonging to the Lake Sailing Skiff Association, and in good standing therein, and in case a boat has more than one owner, then unless all her owners are and have been members in good standing of a Club belonging to the L. S. S. A.

THE MATCH.

6. The Match shall be awarded to the boat winning two out of three races.

Each race shall be of a total length of twelve nautical miles, as measured by the log.

NOMINATION OF YACHTS.

7. The challenging Club shall name its representative Yacht at least five days before the first race. Any protest as to the eligibility of either Yacht must be made at least three days before the first race.

THE JUDGES.

8. The challenging and challenged Clubs shall each nominate a person and secure his consent to act as a Judge. Notice of such nomination and consent shall be given by each Club to the other at least ten days before the first race. This notice shall be forthwith communicated by such other Club to its nominee.

9. The two Judges so appointed shall elect a third Judge from the Executive of the L. S. S. A.

10. The third Judge shall act as Convener and Chairman of the Judges, and shall forthwith notify the two Clubs of his own appointment.

11. In the event of the Judges so nominated by either Club subsequently refusing, or being for any cause unable to act, the nominating Club shall immediately make a new nomination and give notice thereof.

For like reason and in a like manner a new selection of a third Judge shall be made and notified to the Clubs.

12. Subject to the provisions of this agreement, the Judges shall

(a) Verify and decide whether the competitors come in all respects within the prescribed conditions.

(b) Lay out the courses.

(c) Order in what direction the course for the day shall be sailed.

(d) Postpone a start in the event of a fog or a calm; or of a competitor being injured or disabled.

(e) Generally manage the races, and decide all questions in dispute or relation thereto.

(f) Act as timekeepers and declare the results.

(g) The decision of the Judges shall be final.

Note.—If either Yacht is found by the Judges not to be within the conditions, the competitor whose Yacht is excluded may nominate another.

The racing length, measurements, scantling, sail area, etc., as amended by the L. S. S. A. from time to time, and printed in the Constitution and Sailing Regulations of the L.S.S.A.

CREWS.

13. The crew shall be amateurs and members of the respective Clubs. Helmsmen are required to be nominated in writing twenty-four hours before the day appointed for the first race.

The challenging and challenged Clubs shall furnish each to the other, or their respective representatives, a certificate in a form of the following tenor:

"It is hereby certified that who are nominated to sail on the representative Yacht of this Club, are amateurs in the spirit of the word, and are members of this Club."

COURSES.

14. The courses shall consist of a triangular course and a course to windward and return.

Each leg of the triangular course shall be one and one-third nautical miles in length. The course shall be sailed over three times.

Each leg of the course to windward and return shall, if possible, be two nautical miles, and in any event, not less than one nautical mile.

The course shall be sailed over a sufficient number of times to make a total of twelve nautical miles.

MARKS.

15. The marks to indicate the courses shall consist of staffs bearing red and white flags for the triangular course, and black and white for the windward and return course, and they shall be capped with bright tin cones.

16. A race may be postponed or suspended for such time as the Judges deem reasonable, to permit of repairs to a competitor disabled or injured before the second or preparatory signal.

17. A start may be postponed or suspended to a late hour of the same day or to the next following day (excepting Sunday), in the event of a fog or a calm.

ORDER OF COURSES.

18. The races shall be sailed alternately over the triangular and the windward and return courses.

The first race to be triangular or windward and return, as the winner of the toss may select.

Time limit for triangular course, three hours.

Time limit for windward and return, three and one-half hours.

Each Yacht must carry a racing number fastened securely on both sides of the mainsail.

Any Club desiring to challenge must notify the Secretary of the L.S.S.A. in writing, who shall in turn notify Club holding Shield.

All communications with reference to the Inter-Club Challenge Shield Races should be addressed to the Secretary of the L.S.S.A.

J. W. Commeford, Jr., donor.

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.

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 merchantmen. 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.

T.C.C.

(TORONTO)

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COMMODORE

J. G. RAMSEY.

VICE-COMMODORE

W. A. McNABB.

REAR COMMODORE

H. E. BRASIER.

HONORARY TREASURER

A. PARDOE, JR.

HONORARY SECRETARY

W. H. PLANT.

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H. FORD,

G. R. BAKER,

H. H. MASON,

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REG. BLOMFIELD,

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L. E. THOMAS,

C. R. JENKINS,

A. M. GRAHAM,

H. FRASER, SECRETARY.

AUDITORS

A. G. M. CARRUTHERS,

J. J. VAUGHAN.

T.C.C.

SCHEDULE OF EVENTS

PROGRAMME.

Saturday, May 19—Trip to Humber, Football.

Friday, May 25—Ladies' Night (under direction of House Committee).

Saturday, May 26—Club Dinghy Race (first of two races, Series A).

Saturday, June 2—Single Blade Novice, Double Blade Novice, Single Blade Junior. Single Relay Race.

Saturday, June 9—Trip to Humber (weather permitting), Special Open Races, Dinghy Race to Humber (Flags).

Saturday, June 16—Club Dinghy Race (finale, Series A), First Heat Handicap Fours (Diamond Hall), Single Blade, Senior Fours (Shea's Cups), Single Blade.

ANNUAL REGATTA.

Saturday, June 23—1, Club Dinghy Race (first race, Series B); 2, Single Blade Open; 3, Single Blade Fours (Shea's Cups); 4, War Canoe Race, Open; 5, Double Blade Tandem; 6, Crab Race; 7, Handicap Fours (Diamond Hall Cup); 8, Single Blade Tandem, Open; 9, Double Blade Fours; 10, Tandem Handicaps (Shea's Trophy); 11, Tilting.

Military Band in afternoon, Orchestra in evening.

Dance under direction of House Committee.

July 2—Dominion Day Regatta.

July 4—Challenge from Takoma Canoe Club accepted for International Single Blade Fours.

July 14—Club Dinghy Race (second race, Series B).

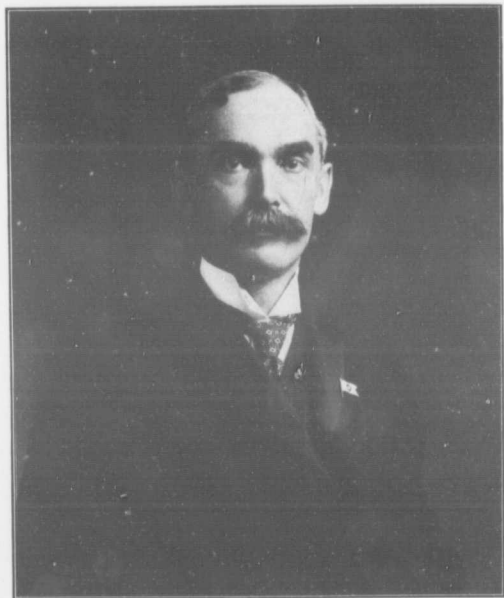
July 21—Ladies' Night (under direction of House Committee).

August 10 to 24.—A. C. A. Camp at Sugar Island.

August 18—Ladies' Night (under the direction of the House Committee).

August 25—Trip to Nurses'.

September 8—Fall Regatta—1, Club Dinghy Race (Special Commodore Prize); 2, International Double Blade; 3, Single Blade Championship; 4, War Canoe Race, Open; 5, Gunwale Race; 6, Tandem Championship; 7, Fours Championship; 8, Fours Double Blade.



Commodore J. G. RAMSEY
T.C.C.

T.C.C. Schedule of Events

(Continued)

NOTES.

All events subject to change at discretion of Aquatic Committee.

International Double Blade and War Canoe Championship will be one mile straightaway. All other events will be half mile with turn.

All competitors, members of the Toronto Canoe Club, must wear the regulation Club Jersey, white with Totem on breast.

Competition for the F. W. Bailey Life Membership Prize will be decided on points at the Fall Regatta. Four points for first, three for second, two for third and one for finishing.

Ladies' Nights are for members only and their lady friends, and are held under the direction of the House Committee.

During the season, series of Canoe Races will be held to decide the awarding of the following prizes and trophies presented to the Club:

Shea's Cups—Presented by "Shea's Theatre" for Senior Fours.

Shea's Trophy—Presented by "Shea's Theatre" for Single Blade Tandem Handicap.

"Diamond Hall" Cup—Presented by the T. C. C. members of "Diamond Hall" for Single Blade Handicap Fours.

"Wanless" Trophy—Presented by John Wanless & Co. for War Canoe Races.

DINGHY NOTES.

In all races Preparatory Gun will be fired at 2.50 p.m., One-minute Gun at 2.59 p.m., Starting Gun at 3 p.m.

All races will be sailed under the rules of the Lake Sailing Skiff Association.

The Club Championship carrying the J. D. Bailey Trophy will be awarded on the points given for all races in Series A and B—four points for first, three points for second, two points for third, and one point for finishing.

In Series A and B a Flag will be given to the winner of each race.

There will be first, second and third prizes given in each series.

All Dinghys competing in Club events must carry the Club's Ensign, viz., red ring with sailing number.

All races, unless otherwise specified, will be sailed on the Club's three-mile triangular course, distance twice around.

A time limit of 2½ hours will be placed on all Dinghy Races.

T.R.C.

(TORONTO)

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THOS. MEANY.

PRESIDENT
P. J. MULQUEEN.

VICE-PRESIDENT
R. BURGER.

SECRETARY
E. F. BOLAND.

TREASURER
HARRY THORLEY.

CAPTAIN
SANDY FRASER.

EXECUTIVE COMMITTEE
H. BERRIMAN, F. DALL, A. B. DAVISON.

T.R.C.

SCHEDULE OF RACES

These are divided into three meets as follows:

Spring Regatta.

Midsummer Regatta.

Fall Regatta.



P. J. MULQUEEN
President T.R.C.

A.R.C.

(TORONTO)

OFFICERS FOR 1906

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PRESIDENT

R. McKAY.

1st VICE-PRESIDENT

MAJOR O. HERON.

2nd VICE-PRESIDENT

CAPT. R. K. BARKER.

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SECRETARY-TREASURER

DONALD BREMNER.

EXECUTIVE COMMITTEE

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H. ROSS MURPHY,

W. H. GREEN,

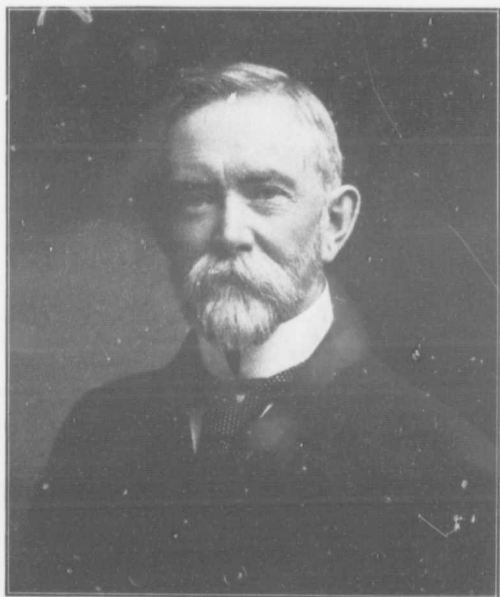
G. P. REIFFENSTEIN,

D. R. MACKENZIE,

W. R. WADSWORTH,

E. W. HAMBER,

BEDFORD JONES.



ROBERT McKAY

President A.R.C.