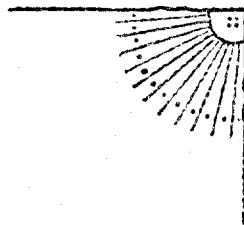


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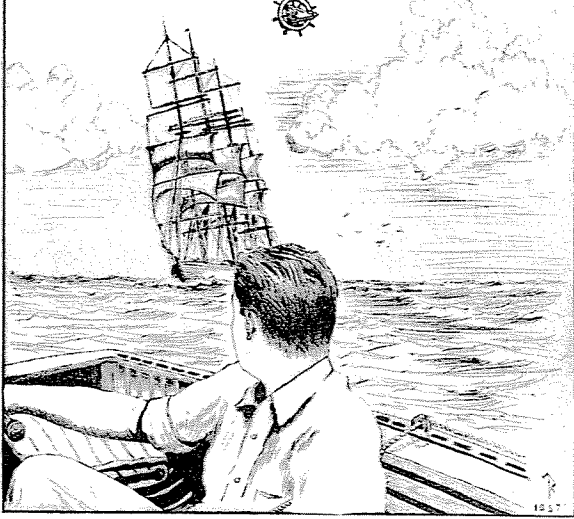


Y.

1892.

C.

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ROCHESTER YACHT CLUB



PRESENTED BY



Samuel C. Steele

CHARTER,
CONSTITUTION AND BY-LAWS,
SAILING REGULATIONS, ETC.,

OF THE

Rochester Yacht Club,

1892.

ORGANIZED DEC. 1886. INCORPORATED 1887.

CLUB HOUSE,

West Bank Genesee River, Charlotte Harbor.

ANCHORAGE,

Genesee River, near Club House.

CLUB ROOMS,

No. 607 Ellwanger & Barry Building, Rochester, N. Y.

UNION AND ADVERTISER PRESS, ROCHESTER, N. Y.

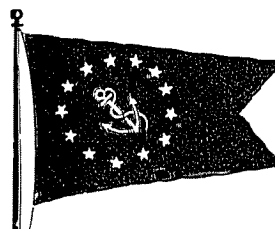
*Club Book Committee,
1892:*T. B. PRITCHARD,
JAMES PILLOW.*Club Book Committee,
1887:*CHAS. A. WORTS,
E. N. WALBRIDGE.

Copies of Club Book may be obtained from Club Book Committee at \$1.00 per copy.

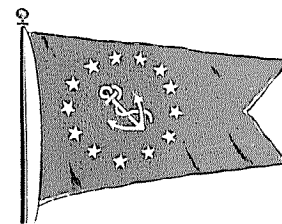
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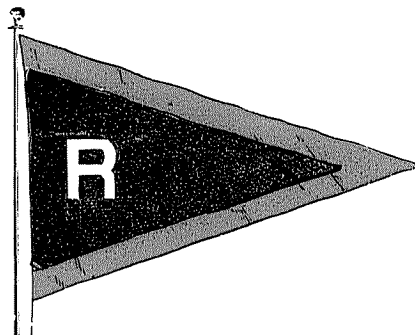
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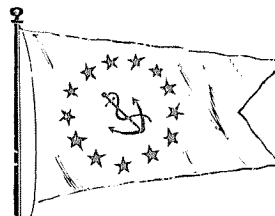
COMMODORE.



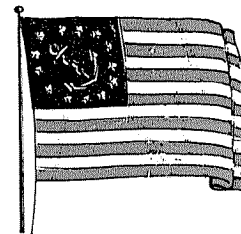
VICE COMMODORE.



CLUB SIGNAL.



CAPTAIN.



U. S. YACHT ENSIGN.

OFFICERS - 1892.

Commodore, - - - - MATTHEW CARTWRIGHT.
Vice-Commodore, - - - - E. N. WALBRIDGE.
Fleet Captain, - - - - J. GEO. CRAMER.
Secretary, - - - - THOS. B. PRITCHARD.
Corresponding Secretary, - - - - F. G. NEWELL.
Treasurer, - - - - W. H. BRIGGS.
Measurer, - - - - JAMES PILLOW.
Fleet Surgeon, - - - - DR. F. H. SAWERS.

Directors.

J. R. WHITE, R. K. DRYER,
 A. T. HAGEN, GEO. H. NEWELL.

Regatta Committee.

B. G. SAUNDERS, *Chairman*.
 T. B. PRITCHARD, GEORGE W. BROWNE,
 HENRY WILLIS, J. E. BURROUGHS,
 C. S. DAVIS, GEO. H. CLARK.

Membership Committee.

B. G. SAUNDERS, C. S. DAVIS, A. E. BICKFORD.

House and Room Committee.

J. J. LEARY, J. R. WHITE, A. T. HAGEN.

L. Y. R. A. Delegates to Rochester.

E. N. WALBRIDGE, C. S. DAVIS, J. J. LEARY.

For Addresses, See List of Members.

OFFICERS—1891.

Commodore, - - - - - J. R. WHITE.
Vice-Commodore, - - - - - E. N. WALBRIDGE.
Fleet Captain, - - - - - WILLIAM WOOD.
Secretary, - - - - - CHAS. S. DAVIS.
Corresponding Secretary, - - - - - E. B. LEARY.
Treasurer, - - - - - W. H. BRIGGS.
Measurer, - - - - - JAMES PILLOW.
Fleet Surgeon, - - - - - DR. F. H. SAWERS.

Directors.

R. K. DRYER, A. T. HAGEN,
 GEO. H. NEWELL, J. F. LECLAIRE.

Regatta Committee.

B. G. SAUNDERS, *Chairman*.
 J. W. ROBBINS, F. J. NUGENT,
 A. R. SHEFFER, CHAS. S. DAVIS,
 R. H. SALMONS, E. N. WALBRIDGE.

Membership Committee.

B. G. SAUNDERS, A. E. BICKFORD, T. B. PRITCHARD.

House and Room Committee.

WM. WOOD, J. G. CRAMER, E. B. LEARY.

I. Y. R. A. Delegates to Oswego.

MATTHEW CARTWRIGHT, B. G. SAUNDERS, T. B. PRITCHARD.

OFFICERS—1890.

Commodore, - - - - - GEO. H. NEWELL.
Vice-Commodore, - - - - - MATTHEW CARTWRIGHT.
Fleet Captain, - - - - - J. R. WHITE.
Secretary, - - - - - CHAS. S. DAVIS.
Treasurer, - - - - - W. H. BRIGGS.
Measurer, - - - - - E. B. LEARY.
Fleet Surgeon, - - - - - DR. F. H. SAWERS.

Directors.

E. N. WALBRIDGE, R. K. DRYER,
 A. T. HAGEN, A. R. SHEFFER.

Regatta Committee.

E. N. WALBRIDGE, *Chairman*.
 J. J. LEARY, THOS. G. YOUNG,
 MATTHEW CARTWRIGHT, CHAS. S. DAVIS,
 JAMES PILLOW, W. H. BRIGGS.

Membership Committee.

W. H. BRIGGS, B. G. SAUNDERS, E. B. LEARY.

House and Room Committee.

THE EXECUTIVE COMMITTEE.

I. Y. R. A. Delegates to

Hamilton, May, 1890, and Toronto, November, 1890.

MATTHEW CARTWRIGHT, E. N. WALBRIDGE, H. S. TOMER.

OFFICERS—1889.

Commodore, - - - - - GEO. H. NEWELL.
Vice-Commodore, - - - - - MATTHEW CARTWRIGHT.
Fleet Captain, - - - - - JOHN J. LEARY.
Secretary, - - - - - CHAS. S. DAVIS.
Treasurer, - - - - - J. E. BURROUGHS.
Measurer, - - - - - ADOLPH SMITH.
Fleet Surgeon, - - - - - DR. R. H. BEMISH.

Directors.

J. R. WHITE, E. N. WALBRIDGE,
 A. T. HAGEN, R. K. DRYER.

Regatta Committee.

MATTHEW CARTWRIGHT, *Chairman*.
 J. J. LEARY, J. R. WHITE,
 A. T. HAGEN, CHAS. S. DAVIS,
 H. G. THAYER, E. J. WOODBURY.

Membership Committee.

W. H. BRIGGS, B. G. SAUNDERS, E. B. LEARY.

House and Room Committee.

THE EXECUTIVE COMMITTEE.

L. Y. R. A. Delegates to Rochester.

MATTHEW CARTWRIGHT, E. N. WALBRIDGE, JOHN J. LEARY.

OFFICERS—1888.

Commodore, - - - - - GEO. H. NEWELL.
Vice-Commodore, - - - - - E. N. WALBRIDGE.
Fleet Captain, - - - - - JOHN J. LEARY.
Secretary, - - - - - CHAS. S. DAVIS.
Treasurer, - - - - - J. E. BURROUGHS.
Measurer, - - - - - E. J. WOODBURY.
Fleet Surgeon, - - - - - DR. R. H. BEMISH.

Directors.

H. S. TOMER, GEO. P. GOULDING,
 N. S. PHELPS, J. GEO. CRAMER.

Regatta Committee.

H. S. TOMER, *Chairman*.
 MATTHEW CARTWRIGHT, R. K. DRYER,
 GEO. G. STREET, CHAS. S. DAVIS,
 N. S. PHELPS, CHAS. B. WOLTERS.

Membership Committee.

C. M. EVEREST, D. D. SULLY, W. H. BRIGGS.

House and Room Committee.

THE EXECUTIVE COMMITTEE.

L. Y. R. A. Delegates to Kingston.

GEO. H. NEWELL, MATTHEW CARTWRIGHT, CHAS. S. DAVIS.

OFFICERS—1887.

<i>Commodore,</i>	- - - - -	GEO. H. NEWELL.
<i>Vice-Commodore,</i>	- - - - -	MATTHEW CARTWRIGHT.
<i>Fleet Captain,</i>	- - - - -	E. N. WALBRIDGE.
<i>Secretary,</i>	- - - - -	CHAS. A. WORTS.
<i>Treasurer,</i>	- - - - -	EDMUND OCUMPAUGH.
<i>Measurer,</i>	- - - - -	JOHN J. LEARY.
<i>Fleet Surgeon,</i>	- - - - -	DR. WM. S. HALL.

Directors.

WM. N. OOTHOUT,	H. S. TOMER,
C. A. PHILLIPS,	GEO. P. GOULDING,

Regatta Committee.GEO. G. STREET, *Chairman.*

J. I. HARMON,	F. W. BICKFORD,
E. P. OLNSTEAD,	J. GEO. CRAMER,
CHAS. A. WORTS,	GEO. W. RIVES,

Membership Committee.

C. M. EVEREST,	D. D. SULLY,	W. H. BRIGGS.
----------------	--------------	---------------

House and Room Committee.

THE EXECUTIVE COMMITTEE.

L. Y. R. A. Delegates to Belleville.

MATTHEW CARTRIGHT,	E. N. WALBRIDGE,	C. A. WORTS.
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LIST OF MEMBERS.

Admitted.	Name.	Address.
April 30, '89,	Appel, Wm. J.	14 Exchange St.
Sept. 5, '87,	Baker, Hon. Chas. S.	195 Lake Ave.
March 5, '88,	Bausch, Geo. R.	6 E. Main St.
Charter	Bemish, Dr. Reuben H.	323 Central Ave.
Charter	Bennett, Arthur M.	313 State St.
Charter	Bickford, A. E.	70 Mill St.
Charter	Bickford, F. W.	70 Mill St.
Nov. 3, '90,	Bishop, F. B.	Monroe Co. Savings Bank.
Sept. 11, '89,	Bosworth, Wm. H.	82 State St.
March 7, '92,	Brennan, L. S.	Flour City Bank.
Charter	Briggs, Wm. H.	600 Cox Building.
Charter	Browne, Geo. W.	336 N. St. Paul St.
Charter	Burroughs, J. E.	N. Y. C. Station.
June 8, '91,	Butts, I. W.	16 State St.
May 21, '89,	Carroll, Chas. H.	144 E. Main St.
April 30, '88,	Carscadin, Chas. A.	Buffalo, N. Y.
Charter	Cartwright, Matthew	Rochester Club.
March 2, '91,	Church, Fred F.	505 Wilder Building.
March 5, '88,	Clark, Daniel R.	131 State St.
March 2, '91,	Clark, Geo. H.	123 Lake Ave.
May 6, '89,	Clarke, L. Ward.	Democrat & Chronicle Office.
Jan. 3, '89,	Cleveland, S. D. W.	18 E. Main St.

Admitted.	Name.	Address.
April 30, '89,	Cole, Fred. A.	Monroe Co. Savings Bank.
Nov. 28, '87,	Compton, Norman	Charlotte, N. Y.
Charter	Cook, Hon. Frederick	257 East Ave.
June 6, '89,	Cox, Patrick	293 East Ave.
Charter	Cramer, J. Geo.	53 E. Main St.
Feb. 12, '89,	Crandall, Chas. F.	400 Ellwanger & Barry Bldg.
Dec. 3, '88,	Crerar, Thos. V.	187 E. Main St.
Feb. 12, '89,	Crosman, Geo. F.	503 Monroe Ave.
July 6, '91,	Cuming, Rochester	13 Meigs St.
Feb. 26, '89,	Cushman, Wm. G.	503 Monroe Ave.
May 23, '87,	Davis, Chas. S.	7 Exchange St.
Oct. 5, '91,	DeLand, Wayland M.	Fairport, N. Y.
Aug. 3, '91,	DeLano, E. W.	57 Exchange St.
Charter	Doran, S. G.	Broad St., New York.
June 15, '91,	Doxtater, M. H.	193 S. Goodman St.
Feb. 28, '88,	Dryer, Rufus K.	13 Canal St.
March 7, '92,	Drake, Charles D.	57 S. Goodman St.
June 15, '91,	Eastwood, Albert B.	126 E. Main St.
May 2, '92,	Emerson, Frank W.	9 Sibley Pl.
Aug. 5, '89,	Enos, Frank M.	30 Exchange St.
Charter	Everest, Chas. M.	1004 Wilder Building.
May 26, '90,	Farrar, Raleigh.	200 Ellwanger & Barry Bldg.
Charter	Field, James.	43 Exchange St.
Charter	Fisk, C. M.	138 E. Main St.
Mar. 27, '88,	Fitt, Jas.	Shipman Eng. Mfg. Co., Bismarck Pl.
April 1, '89,	Fonda, Edward J.	Democrat & Chronicle Office.
Feb. 26, '89,	Fowler, Purdy A.	73 S. St. Paul St.
June 3, '89,	Freeman, H. P.	500 Ellwanger & Barry Bldg.
June 8, '91,	Gerhard, Frederick T.	51 E. Main St.
Charter	Gorsline, A. R.	501 Cox Building.

Admitted.	Name.	Address.
Charter	Goulding, Geo. P.	Charlotte, N. Y.
Charter	Graves, Fred. B.	30 Center St.
Charter	Graves, L. S.	30 Center St.
Charter	Greenleaf, Hon. H. S.	100 Court St.
Dec. 12, '87,	Hagen, Arthur T.	55 North Ave.
Oct. 14, '89,	Hardigg, Oscar C.	51 E. Main St.
May 2, '92,	Hendrie, L. W.	Hamilton, Ont.
Oct. 5, '91,	Herriman, Dr. W. J.	89 Allen St.
Charter	Hotchkiss, Frank D.	105 Wilder Building.
Dec. 2, '89,	Jackson, J. Arthur	Dansville, N. Y.
July 21, '87,	Jones, Wm. H.	85 Exchange St. — 9.5.9
May 6, '89,	Kiefer, Wm. L.	62 Marshall St.
Dec. 9, '89,	Kiehel, C. D.	19 City Hall.
April 9, '89,	Langslow, Stratton C.	73 S. St. Paul St.
April 30, '88,	Leahy, W. J.	Buffalo, N. Y.
Charter	Leary, Edward B.	Mill & Platt Sts.
May 2, '92,	Leary, Herbert.	26 Frank St.
Charter	Leary, John J.	236 Mill St.
	LeClaire, Jas. F.	38 Vick Park, Ave B.
June 11, '88,	Lee, Wm. E.	Oswego, N. Y.
March 7, '92,	Loomis, Geo. W.	P. O. Box 179.
Charter	Mackie, Henry S.	100 State St.
May 4, '91,	Macomber, F. S.	30 Trust Building.
April 4, '92,	Mason, Edwin C.	285 S. Goodman St.
May 23, '87,	McCabe, James.	43 State St.
May 25, '91,	McDonell, James	250 East Ave.
April 7, '90,	McDuff, M. A.	92 E. Main St.
March 3, '90,	McFarlane, D. L.	506 Wilder Building.
Charter	McFarlin, F. H.	40 N. St. Paul St.

Admitted.	Name.	Address.
Jan. 6, '90,	Meyer, Edward C.	417 Monroe Ave.
June 15, '91,	Miller, Frederick A.	888 E. Main St.
Oct. 6, '90,	Miller, Henry G.	888 E. Main St.
June 11, '88,	Miller, John F.	888 E. Main St.
Sept. 1, '90,	Miller, William W.	888 E. Main St.
March 7, '92,	Miller, Mortimer R.	P. O. Box 670.
May 2, '92,	Moore, L. M.	74 S. Fitzhugh St.
Oct. 14, '89,	Morgan, William P.	Brockport, N. Y.
May 2, '92,	Morrison, Hugh	67 Frank St.
May 25, '88,	Nash, C. H.	81 Glasgow St.
Charter	Newell, Frank G.	57 Gorham St.
Charter	Newell, Geo. H.	57 Gorham St.
May 5, '90,	Nugent, Frank J.	137 Fulton Ave.
Charter	Ocuppaugh, Edmund.	85 E. Main St.
May 4, '91,	Ordway, B. R.	48 Mason St.
Dec. 15, '90,	Parker, Force.	117 Ellwanger & Barry Bldg.
June 8, '91,	Platt, Daniel B.	48 N. St. Paul St.
Jan. 3, '88,	Pillow, James.	209 Fulton Ave.
Feb. 26, '89,	Pillow, Jr., Wm. H.	209 Fulton Ave.
May 6, '89,	Pritchard, Thos. B.	421 Lake Ave.
March 7, '92,	Powers, J. C.	234 East Ave.
Feb. 3, '90,	Roades, F. B.	52 State St.
Charter	Rives, Geo. W.	144 N. Water St.
Aug. 4, '90,	Robbins, J. W.	133 West Ave.
April 7, '90,	Rogers, Wm. H. H.	243 Powers' Block.
March 2, '91,	Ross, Lewis P.	48 N. St. Paul St.
Charter	Sackett, C. F.	Cape Vincent, N. Y.
Charter	Sackett, F. A.	Cape Vincent, N. Y.
June 11, '88,	Salmons, R. H.	805 Wilder Building.

Admitted.	Name.	Address.
June 11, '88,	Saunders, Dr. B. G.	63 East Ave.
Feb. 12, '89,	Sawers, Dr. F. H.	224 Lake Ave.
Jan. 20, '88,	Schirck, Albert	144 N. Water St.
April 2, '88,	Schirck, Edward	164 W. Maple St.
April 17, '88,	Schirck, Louis	164 W. Maple St.
Charter	Schutte, J. J.	27 Leopold St.
Feb. 12, '89,	Sheffer, Allen R.	359 State St.
Feb. 26, '89,	Shelp, W. I.	340 Lyell Ave.
May 23, '87,	Smith, Adolph.	8 N. Water St.
July 6, '91,	Smith, L. Boardman	15 Exchange St.
Charter	Smith, Winfred J.	125 State St.
Feb. 26, '89,	Soule, Wilson	155 Lake Ave.
Dec. 2, '89,	Spaulding, O. S.	108 Mill St.
Charter	Stace, Wm. A.	82 State St.
July 6, '91,	Steele, Frank M.	18 N. Washington St.
May 21, '89,	Stowell, C. L.	401 Powers' Block.
Charter	Street, Geo. G.	329 Powers' Block.
July 6, '91,	Stull, H. J.	40 Trust Building.
Charter	Sully, Darrell D.	307 Powers' Block.
Oct. 6, '90,	Symonds, Edward J.	92 E. Main St.
March 7, '92,	Stockbridge, M. G.	32 State St.
Charter	Thayer, H. G.	17 Vick Park.
May 6, '89,	Thompson, J. Frank	463 State St.
May 25, '91,	VanVoorhis, Chas.	209 Powers' Block.
Dec. 3, '88,	Vary, C. P. H.	Newark, N. Y.
April 30, '89,	Vicinus, Wm. H.	279 S. St. Paul St.
Charter	Wackerman, Geo. W.	50 S. Ford St.
Charter	Walbridge, Edward N.	Allen and State Sts.
Feb. 12, '89,	Walker, Wm. C.	701 Ellwanger & Barry Bldg.
Charter	Warner, H. H.	68 N. St. Paul St.

Admitted.	Name.	Address.
Feb. 12, '89,	Warner, J. Foster.....	226 Powers' Block.
Jan. 15, '89,	Whipple, Geo. C.....	136 W. Main St.
July 21, '87,	White, J. R.....	.92 E. Main St.
Oct. 5, '91,	Whittlesey, W. Clarence ..	32 State St.
June 8, '91,	Whittlesey, W. W.....	55 Madison St.
Charter	Wile, Julius M.....	116 Mill St.
May 6, '89,	Williams, Clarence.....	600 Cox Building.
Oct. 5, '91,	Willis, Henry.....	.....Shipman Eng. Mfg. Co., Bismarck Pl
May 5, '90,	Wood, J. V. I.....	41 State St.
April 7, '90,	Wood, Wm.....	.92 E. Main St.
Charter	Woodbury, E. J.....	278 West Ave.
Charter	Worts, C. A.....	Boston, Mass.
May 23, '87,	Wright, Alfred G.....	333 West Ave.
Charter	Yates, Arthur G.....	2 Elwood Building.
Jan. 3, '89,	Yates, Frederick W.....	2 Elwood Building.
Jan. 3, '89,	Yates, Harry.....	130 S Fitzhugh St.
Charter	Young, Thos. G.....	1 Aqueduct St.

DECEASED MEMBERS.

Admitted.	Name.	Died.
Charter	I. F. Carter.....	December 11, 1888.
Charter	N. S. Phelps.....	August 6, 1889.
Dec. 12, '87,	A. Winterroth.....	November 25, 1891.

SAILING YACHTS—ROCHESTER YACHT CLUB.

NAME.	LY R A No.	Type. Rig.	Designer.	Racing length	Over all. Water Line. Depth. Draught.	Builder. Where Built.	When Built.	Owner.	Port.
Alta.....	158	C. B. Cutter.	Follett & Schutte.	22.14	3.00 19.60 2.33	Follett & Schutte, Rochester, N. Y. 1888	1888	J. J. Schutte.	Charlotte, N. Y.
Amelia....	6	Keel. Cutter.	Schirck Bros.	29.94	31.42 5.20 26.90 6.00	Schirck Bros., Rochester, N. Y. 1888	1888	Schirck Bros. Rives, Cumings, Bennett, et al.	Charlotte, N. Y.
Armida...	7	Keel. Cutter.	J. O. Doyle.	31.28	33.60 4.00 28.80 4.50	J. O. Doyle, Charlotte, N. Y. 1885	1885	James Pillow.	Charlotte, N. Y.
Cherokee..	159	C. B. Cat.	J. O. Doyle.	13.81	15.50 1.90 14.64 1.00	Charlotte, N. Y. 1887	1887	C. P. H. Vary.	Sodus Bay, N. Y.
Chestnut..	200	Keel. Sloop.	C. P. H. Vary.	15.50	18.50 4.50 13.50 3.00	C. P. H. Vary, Newark, N. Y. 1888	1888	E. N. Walbridge, et al.	Charlotte, N. Y.
Choctaw..	212	C. B. Cutter.	E. Burgess.	.....	51.00 39.80 6.00	Boston, Mass. 1889	1889	R. K. Driver.	Charlotte, N. Y.
Cinderella	217	C. B. Cutter.	A. E. Smith.	.....	61.30 16.95 7.00 52.00 6.80	Henry Pieperas Pottery Bch. N. Y. 1886	1886	A. M. Bennett.	Charlotte, N. Y.
Cupid.....	210	C. B. Cat.	A. M. Bennett.	12.10	13.00 1.50 12.67 4.42	Wm. Long, Rochester, N. Y. 1892	1892	W. C. Whittlesey.	Charlotte, N. Y.
Dot.....	214	C. B. Cat.	E. W. DeLano.	.....	14.00 1.33 13.92 3.30	Rochester, N. Y. 1891	1891	J. R. White.	Charlotte, N. Y.
Edith.....	24	Keel. Cutter.	J. R. White.	32.90	32.00 4.50 28.15 6.00	John Luke, Rochester, N. Y. 1888	1888	J. J. Leary.	Charlotte, N. Y.
Gonza.....	165	Keel. Sloop.	F. Burgess.	.....	22.67 3.75 19.60 4.33	Charlotte, N. Y. 1891	1891	Cartwright & Goulding.	Charlotte, N. Y.
Lady Eva..	48	C. B. Sloop.	.....	.....	26.00 3.00 24.00 2.00	Whitney, Sodus Bay, N. Y. 1882	1882	Geo. P. Goulding.	Charlotte, N. Y.
Madge.....	56	Keel. Cutter.	G. L. Watson.	43.94	46.08 16.00 39.60 8.00	G. L. Watson, Gowan, Scotland. 1879	1879		

SAILING YACHTS—ROCHESTER YACHT CLUB. *Continued.*

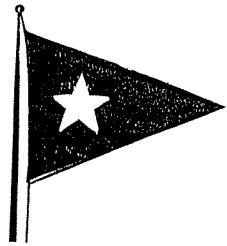
NAME.	LY RA No.	Type Rig.	Designer.	Rac- ing length	Over all. Beam. Water Line. Depth. Draught.	Builder. Where Built.	When Built.	Owner.	Port.
Majel.....	57	Keel. Cutter.	E. Burgess.	30.78	30.30 4.70 26.50 9.90 6.30	Wm. B. Smith, Boston, Mass.	1887	Mackie, Cramer and LeClaire.	Charlotte, N. Y.
Mayflower	206	C. B. Sloop.	.....	28.80	32.00 4.00 28.75 10.67 2.75	Stratford, Conn.	1886	J. A. Jackson.	Conesus Lake, N. Y.
Modjeska.	64	Keel. Cutter.	.....	34.22	33.50 4.00 30.10 10.00 5.00	Hazeltine, Cleveland, Ohio.	1885	O. S. Spaulding.	Charlotte, N. Y.
Nox.....	213	Keel. Lug.	Wm. Fife, Jr.	24.00	.....	Wm. W. Miller, Rochester, N. Y.	1892	Miller Bros. and Meerdink.	Charlotte, N. Y.
Onward...	160	C. B. Cutter.	A. E. Smith.	54.26	58.00 6.00 51.90 17.00 5.00	A. E. Smith, Islip, N. Y.	1875	White, Davis, Dryer and Hagen.	Charlotte, N. Y.
Priscilla...	209	C. B. C't with jib	E. W. DeLano.	.....	16.00 1.33 15.83 4.83 .75	E. W. DeLano, Rochester, N. Y.	1892	E. W. DeLano.	Charlotte, N. Y.
Restless...	152	C. B. Cutter.	Miller Bros.	24.15	25.50 5.00 21.60 7.50 3.50	Wm. W. Miller, Rochester, N. Y.	1887	Miller Bros. and Meerdink.	Charlotte, N. Y.
Ripple.....	78	Keel. Cutter.	Geo. H. Newell.	.....	34.00 5.50 27.12 9.83 6.00	Geo. H. Newell, Rochester, N. Y.	1889	Geo. H. Newell.	Charlotte, N. Y.
Romola...	153	Keel. Cutter.	N. H. Compton.	21.73	27.00 4.67 18.70 6.83 4.50	N. H. Compton, Rochester, N. Y.	1890	Norton, Hardigg and Nugent.	Charlotte, N. Y.
Soubrette.	166	Keel. Cat.	E. Burgess.	19.68	23.00 3.75 19.25 7.42 4.33	N. H. Compton, Charlotte, N. Y.	1891	Bennett & Rives.	Charlotte, N. Y.
Undine....	163	C. B. Sloop.	J. W. Robbins.	15.60	17.75 1.25 15.58 4.63 .75	W. C. Harris, Rochester, N. Y.	1890	J. W. Robbins.	Charlotte, N. Y.
Velnette...	90	Keel. Cutter.	E. L. Williams.	27.58	27.00 4.92 23.98 8.00 5.00	E. L. Williams, S. Boston, Mass.	1887	T. B. Pritchard and M. R. Miller.	Charlotte, N. Y.
Verve.....	90	Keel. Cutter.	G. L. Watson.	43.98	48.20 6.50 41.80 7.80 8.00	McQuiston.	1881	J. W. Hendrie.	Hamilton, Ont.

SAILING YACHTS—ROCHESTER YACHT CLUB. *Continued.*

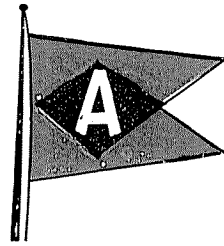
NAME.	LY RA No.	Type Rig.	Designer.	Rac- ing length	Over all. Beam. Water Line. Depth. Draught.	Builder. Where Built.	When Built.	Owner.	Port.
Wenona..	164	Keel. Cat.	E. Burgess.	19.81	23.00 3.75 19.43 7.50 4.49	N. H. Compton, Charlotte, N. Y.	1891	Clark and Ross.	Charlotte, N. Y.
Why Not..	215	C. B. Shar- pie. Cat.	W. J. Herriman.	.....	22.67 4.83 .50	W. J. Herriman, Rochester, N. Y.	1892	W. J. Herriman.	Charlotte, N. Y.
Yarle.....	211	C. B. Stand- ing Lug.	N. H. Compton.	12.58	13.42 1.50 13.17 5.00 .67	N. H. Compton, Charlotte, N. Y.	1892	Edward B. Leary.	Charlotte, N. Y.

STEAM YACHTS—ROCHESTER YACHT CLUB.

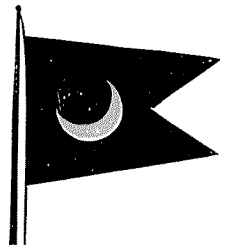
NAME.	Engine.	Designer.	Length. Beam. Water Line. Depth. Draught.	Builder. Where Built.	When Built.	Owner.	Port.
Cygnet....	Steam.	Codington & Son.	35.00 30.00 7.00 3.00	Codington & Son, Geneva, N. Y.	1888	Shipman Engine Co	Charlotte, N. Y.
Harlem...	Naphtha.	Gas Engine & Power Co.	25.00 2.42 22.00 5.67 1.75	Gas Engine & Power Co., N. Y. City.	1888	A. T. Hagen.	Charlotte, N. Y.
Lulu May.	Naphtha.	Kuhnhardt.	31.00 4.00 25.00 6.50 2.50	Gas Engine & Power Co., N. Y. City.	1890	F. B. Graves.	Charlotte, N. Y.
Mary Stuart.	Steam.	C. S. Coding- ton.	28.16 2.75 26.00 6.00 2.50	Codington & Son, Geneva, N. Y.	1887	Alfred G. Wright.	Rochester, N. Y.
Siesta.....	Steam.	Herreshoff Mfg. Co.	98.00 8.60 92.00 17.00 5.60	Herreshoff Mfg. Co., Bristol, R. I.	1882	H. H. Warner.	Alexandria Bay, N. Y.
The Mar- garet....	Naphtha.	Gas Engine & Power Co.	39.50 3.42 27.33 6.50 2.58	Gas Engine & Power Co., N. Y. City.	1891	L. J. & W. M. DeLano.	Fairport, N. Y.
Lottie.....	Steam.	J. O. Doyle.	16.83 1.33 15.00 3.66 1.83	J. O. Doyle, Charlotte, N. Y.	1887	G. W. Wackerman.	Rochester, N. Y.



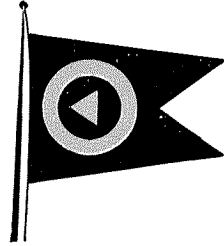
ALTA.



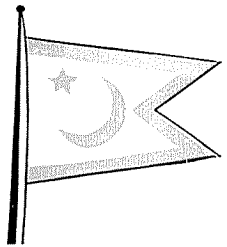
AMELIA.



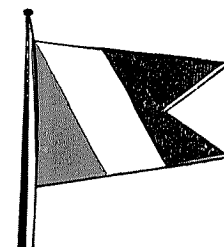
ARMIDA.



CHEROKEE.



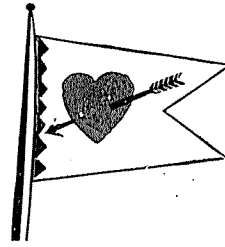
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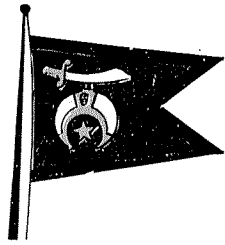
CHOCTAW.



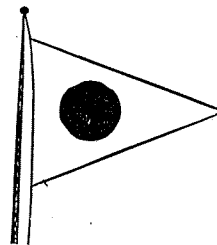
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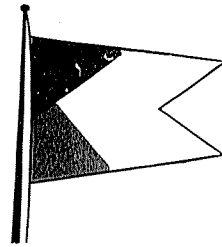
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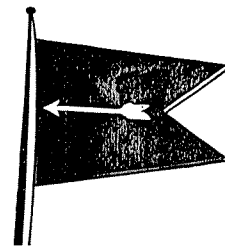
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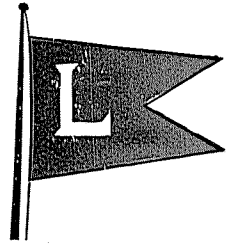
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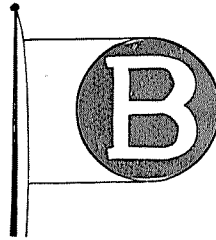
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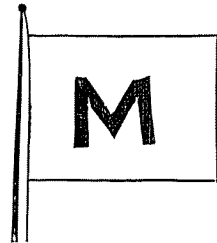
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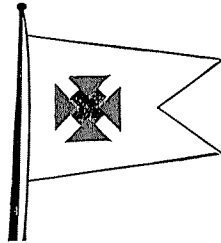
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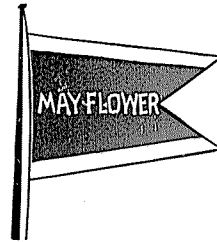
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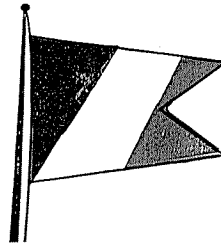
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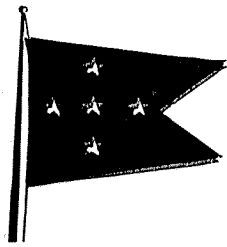
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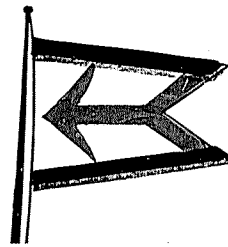
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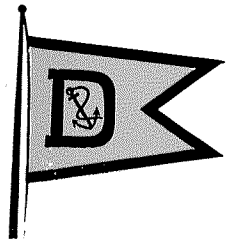
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NOX.



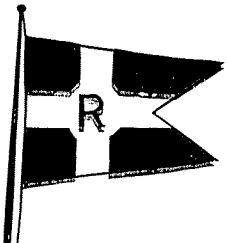
ONWARD.



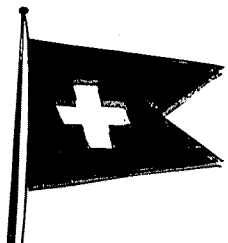
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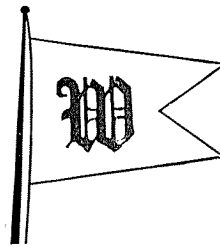
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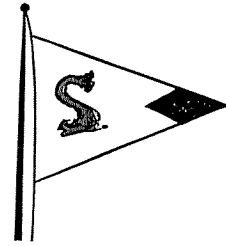
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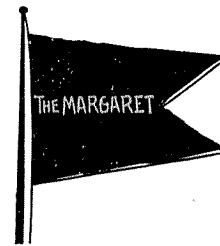
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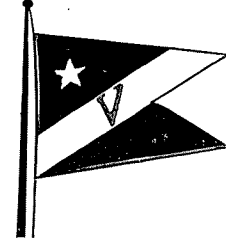
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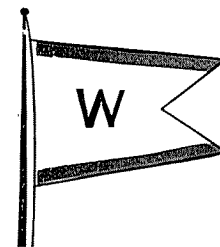
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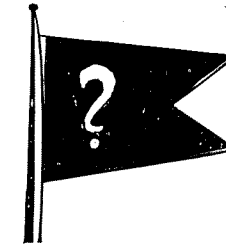
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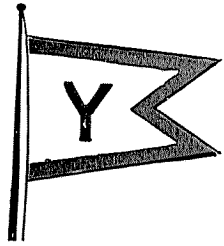
VELNETTE.



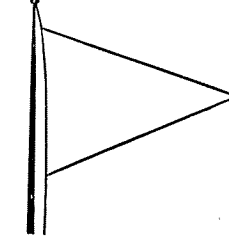
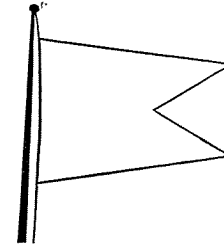
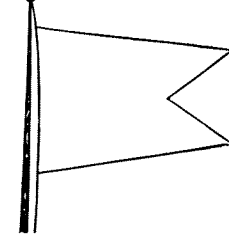
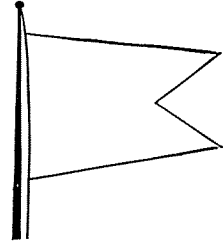
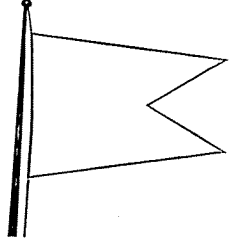
WENONA.



WHY NOT.



YARLE.



THE CHARTER.

We, the subscribers, GEORGE H. NEWELL, MATTHEW CARTWRIGHT, EDWARD N. WALBRIDGE, CHARLES A. WORTS, EDMUND OCUMPAUGH, WM. N. OOTHOUT, HERVEY S. TOMER, GEORGE P. GOULDING and C. ADDISON PHILLIPS, citizens of the United States and of the State of New York, and of full age, desire to associate ourselves together as a club to be known in law as the

ROCHESTER YACHT CLUB.

The particular object of said Rochester Yacht Club shall be to increase the interest in matters appertaining to yachting, and encourage the construction, ownership, and sailing of yachts

The office of said ROCHESTER YACHT CLUB shall be in the City of Rochester, County of Monroe and State of New York.

There shall be nine directors to manage said ROCHESTER YACHT CLUB, and the said GEORGE H. NEWELL, MATTHEW CARTWRIGHT, EDWARD N. WALBRIDGE, CHARLES A. WORTS, EDMUND OCUMPAUGH, WILLIAM N. OOTHOUT, HERVEY S. TOMER, GEORGE P. GOULDING and C. ADDISON PHILLIPS shall be the directors thereof for the first year.

GEORGE H. NEWELL,

MATTHEW CARTWRIGHT,	EDWARD N. WALBRIDGE,
CHARLES A. WORTS,	EDMUND OCUMPAUGH,
WILLIAM N. OOTHOUT,	HERVEY S. TOMER,
GEORGE P. GOULDING,	C. A. PHILLIPS.

STATE OF NEW YORK, }
 COUNTY OF MONROE, } ss.
 CITY OF ROCHESTER. }

On this fourth day of April, 1887, before me personally came GEORGE H. NEWELL, MATTHEW CARTWRIGHT, EDWARD N. WALBRIDGE, CHARLES A. WORTS, EDMUND OCUMPAUGH, WILLIAM N. OOTHOUT, HERVEY S. TOMER, GEORGE P. GOULDING and C. ADDISON PHILLIPS to me severally known to be the same persons described in and who executed the foregoing certificate, they severally acknowledging that they executed the same.

DARRELL D. SULLY,
Commissioner of Deeds.

In and for the City of Rochester, N. Y.

I, JAMES L. ANGLE, a Justice of the Supreme Court of the State of New York, for the seventh judicial district of said State, in which district the principal office of the ROCHESTER YACHT CLUB shall be located, do hereby approve and consent to the filing of the above certificate.

JAMES L. ANGLE,
Justice Supreme Court, Seventh District.

Rochester, N. Y., April 5, 1887.

(Endorsed.)

Certificate of incorporation of
 ROCHESTER YACHT CLUB.

STATE OF NEW YORK, }
 Office of Secretary of State. }
 Filed and recorded April 14, 1887.
 DIEDRICH WILLERS,
Deputy Secretary of State.

SEAL.

STATE OF NEW YORK, }
 OFFICE OF THE SECRETARY OF STATE. } ss.

I have compared the preceding with the original certificate of incorporation of ROCHESTER YACHT CLUB with acknowledgment thereto annexed, filed and recorded in this office on the fourteenth day of April, 1887, and do hereby certify the same to be a correct transcript therefrom and of the whole of the said original

WITNESS my hand and the seal of office of the Secretary of State, at the City of Albany, this fourteenth day of April, one thousand eight hundred and eighty-seven.

FREDERICK COOK,
Secretary of State.

CONSTITUTION
OF THE
ROCHESTER YACHT CLUB.

ARTICLE I.

NAME.

This association shall be known by the name of the ROCHESTER YACHT CLUB.

The OBJECT of said Yacht Club shall be to increase the interest in matters appertaining to yachting, and encourage the construction, ownership and sailing of yachts.

ARTICLE II.

MEMBERS AND PROPERTY OF CLUB.

The association shall consist of active and honorary members. All the estate of the club, real and personal, shall be deemed vested in the active members thereof.

Termination of membership for any cause whatever shall operate as a release of all right and title to and interest in the property and assets of the club.

ARTICLE III.

OFFICERS.

The officers of the Club shall consist of a Commodore, Vice-Commodore, Captain, (who shall be yacht owners) Secretary,

Corresponding Secretary, Treasurer and four Directors, all of whom shall constitute the executive committee; also Measurer and Fleet Surgeon who shall hold office till the annual meeting or until their successors are chosen.

A majority of the executive committee shall consist of Yacht owners.

ARTICLE IV.

ELECTION OF OFFICERS—CALL OF MEETING.

The Officers of the Club shall be chosen by ballot at an annual meeting to be held on the first Monday of December of each year. A majority of the votes cast shall make an election. As regulated by the by-laws, or at the request of five members, a meeting of the club may be called for the election of officers or any other purpose. An attendance of nine active members shall constitute a quorum for the transaction of all business.

At the annual meeting the delegates to meetings of the Lake Yacht Racing Association shall be elected. Delegates' expenses shall be paid by the club.

ARTICLE V.

DUTIES OF THE COMMODORE.

It shall be the duty of the Commodore to preside at all meetings of the Club, and of the Executive Committee, to enforce all laws and regulations of the Club; to exercise a general supervision over the affairs of the Club, and to take command of the fleet.

ARTICLE VI.

DUTIES OF THE VICE-COMMODORE.

It shall be the duty of the Vice-Commodore to act in the absence of the Commodore and to assist him in the discharge of his duties.

ARTICLE VII.

DUTIES OF THE CAPTAIN.

It shall be the duty of the Captain to act in the absence of the Commodore and Vice-Commodore and to assist them in the discharge of their duties.

ARTICLE VIII.

DUTIES OF THE SECRETARY.

It shall be the duty of the Secretary to keep a record of the members, and of all the meetings of the Club and Executive Committee; to notify members of their election and of all meetings of the Club; to take charge of and preserve all records of and data of interest to the Club; to notify the Treasurer of the names of members elected; to make whatever notices and communications that may be required by order of the Club or Commodore thereof. He shall also conduct all correspondence pertaining to his office and keep the records of the same open to the inspection of any member of the Club. It shall also be his duty to see that the constitution and by-laws of the Club are duly signed by every member thereof.

ARTICLE IX.

DUTIES OF THE CORRESPONDING SECRETARY.

It shall be the duty of the Corresponding Secretary to keep the different sporting papers and magazines informed in regard to the Club, its races, cruises, receptions, etc., assist the Secretary, and in the absence of the Secretary act in his place.

ARTICLE X.

DUTIES OF THE TREASURER.

It shall be the duty of the Treasurer to take charge of all the funds belonging to the Club; to collect all entrance fees,

dues, assessments or other money owing to the Club; to make all necessary disbursements upon the order of the Executive Committee; to make a report at every annual meeting, which shall be audited by the Executive Committee, and whenever required, report the state of the treasury from a correct account which he shall keep; to report the names of members who may be in arrears of dues for three months, and to keep his books of account and vouchers at all times open to the inspection of any member of the Club.

The Secretary or Treasurer may be removed by the Club or by the Executive Committee at any time for any sufficient misconduct in office.

ARTICLE XI.

DUTIES OF THE MEASURER.

It shall be the duty of the Measurer to measure all Yachts and calculate their measurement as prescribed by the sailing regulations or Regatta Committee; to make a correct list of the name, size, rig, measurement and ownership of all Yachts enrolled in the fleet and deliver the same to the Secretary; to make a similar return of each Yacht entered for any Regatta to the Regatta Committee, as directed by them.

ARTICLE XII.

DUTIES OF THE FLEET SURGEON.

It shall be the duty of the Fleet Surgeon to look after the sanitary condition of the Fleet, and to perform such other professional duties as shall from time to time be assigned him.

No person shall be so elected who is not at the time a member of the Club, a regular graduate in medicine, and in good standing in his profession.

ARTICLE XIII.

DUTIES OF THE EXECUTIVE COMMITTEE.

It shall be the duty of the Executive Committee to devise and submit to the election of the Club at a meeting thereof suitable by-laws.

They shall have full management of all property, effects and assets of the Club.

They shall appoint immediately after each annual election a Membership Committee and any other committees deemed necessary or directed by the Club.

They shall be responsible to the Club for their actions and proceedings and shall make an annual report of the same to the Club. The entire body or any one or more of them shall be liable to expulsion from office by a two-thirds vote of the Club at any regular meeting, due notice of such intended action having been given. They shall decide all questions arising under the Constitution and By-laws subject to an appeal at a regular meeting of the Club. They shall have full power to provide meeting rooms and an anchorage, and shall have full control of the same and make any and all regulations governing the same deemed necessary.

The Executive Committee shall audit all bills and accounts.

This committee shall enforce the preservation of order and obedience to the Constitution and By-laws subject to the restrictions of the Constitution and By-laws and such directions as the Club may deem fit to give them, excepting that they shall have no power to render the Club or any member thereof liable for any debt or obligation, beyond the amount of money which shall at the time of contracting such debt or obligation be in the treasury and not needed for the discharge of prior debts or liabilities unless they are especially authorized so to do by a resolution of the Club passed at a meeting thereof.

They shall meet at least once a month or at the call of four members, or by request of the Commodore.

VACANCIES.

Vacancies in any of the Flag Offices may be filled by the Club at any meeting, due notice of the purpose of such meeting having been given.

Vacancies in any of the other offices or committees shall be filled by the Executive Committee. The term of any office so filled shall expire at the annual meeting.

ARTICLE XIV.

MEMBERSHIP.

Before any member shall become an active member of the Club he shall subscribe to the Constitution and By-laws and pay into the treasury the initiation fee established by the Club. No person shall be proposed for active membership unless he shall have expressed his desire and given his unqualified consent thereto. To entitle any person to become an active member of the Club, an application for that purpose shall be made in writing, signed by at least two active members and handed to the Secretary, who shall post the name of the applicant on the bulletin board in the Club House and hand the application to the Committee on Membership, who shall report at the next meeting of the Club. If their action be favorable, the Club shall immediately proceed to ballot on the names (separately if there be more than one) proposed.

This balloting shall be secret, and five ballots cast in the negative shall be sufficient to reject.

A person so rejected, shall not be proposed for membership a second time within the space of six months after such rejection.

Any change in the residence or business address of a member must be given within ten days thereof to the Secretary, who shall promptly report the same to the Treasurer.

All members residing in Monroe County shall be considered Resident Members, all other members shall be considered Non-Resident Members.

ARTICLE XV.

HONORARY MEMBERS.

Any person may become an honorary member of the Club who shall receive in his favor the ballots of two-thirds of the members present at any meeting. The name of such person shall be presented and voted on the same as an active member.

They shall be exempt from all fees, dues and assessments, and shall be entitled to all privileges of the Club except voting and holding office.

ARTICLE XVI.

RESIGNATIONS.

Resignations shall be in writing addressed to the Secretary, by him presented at a meeting of the Club and acted upon immediately; but the resignation of no person shall be accepted whose account with the Club shall be in arrears except by a two-thirds vote. The power to expel for cause shall reside in the Club.

ARTICLE XVII.

DUTIES OF THE REGATTA COMMITTEE.

The Regatta Committee shall consist of six members and the Secretary, but not more than one of said committee shall be an owner in the same yacht. The Committee shall be appointed by the Commodore.

1. It shall be their duty to select sailing ground.
2. To appoint two Judges, Scorer, Time Keeper and Referee, who are not owners of or interested in any competing yacht.
3. To provide the necessary buoys, stakes and boats, and place them in position on the sailing ground selected.
4. To provide a suitable boat to carry the Judges, and such other persons as they deem fit.
5. To provide printed tickets of admission to the Judges' boat, and admit no one without them, unless properly vouched for by a member of the Club.
6. To provide such prizes as they deem best, in money or otherwise.
7. To fix the amount of entrance fees, if any.
8. To appoint a time and place of starting, and designate the manner of signal to be given.
9. To obtain from the Measurer, and furnish to each Judge and Time Keeper, the official measurement of each yacht entered, as also her classification, name and that of her Captain, and the number of men each yacht is entitled to.
10. To provide and hand to the Captain of each yacht, and one for the use of the Judges, a map or chart, which shall show the location of the starting point, stake boats, buoys, &c, the manner of rounding the same, and giving as nearly as possible a correct idea of the course to be sailed over, accompanied by printed instructions.
11. To appoint a time and place of meeting, previous to and on the day of the regatta, to distribute instructions, maps, etc., or, in case of bad weather, to hear the wishes of the Captains in matters of interest, postponement, etc.
12. To meet with the Judges after each regatta, at the Club House and receive Judges' report.

13. To notify the Judges, Referee, Scorer and Time Keeper of their appointment and duties at least twenty-four hours previous to any regatta.

14. To conduct all matters connected with the regattas, as may from time to time be necessary, except ordering the time for holding the regattas, which is the duty of the Executive Committee.

ARTICLE XVIII.

COMMITTEES.

The Committee on membership shall consist of three members to whom all applications for membership shall be referred. They shall act upon and report the same at the next meeting of the Club.

No Officer or Committee shall incur any debt for the Club unless authorized to do so by the Executive Committee.

All committees shall be responsible to the Club for their actions and proceedings, and may be removed at any time for cause.

ARTICLE XIX.

POWER OF CONSTITUTION AND BY-LAWS.

This Constitution and By-Laws shall establish the organization and relations of the Club.

In case of conflict between the Constitution and By-Laws the Constitution shall govern. This Constitution may be amended at any meeting by a two-thirds vote of the members present, due notice of such meeting and intended action having been given.

BY-LAWS.

CHAPTER I.

MEETINGS.

SECTION 1. The order of business at all meetings shall be as follows :

1. Roll call.
2. Reading minutes.
3. Reading communications.
4. Reports of committees.
5. Balloting for admission.
6. Collection of dues and assessments.
7. Unfinished business.
8. Report of officers.
9. Election of officers.
10. Miscellaneous business.
11. Adjournment.

SEC. 2. The meetings of the Club shall be governed by the rules of parliamentary law as laid down in Cushing's Manual.

SEC. 3. No member shall speak more than twice on any one question nor more than ten minutes at any one time unless by unanimous consent.

SEC. 4. Any member may, at any time, call for the reading of any article of the Constitution or By-Laws, or minutes of any meeting, or any of the papers relating to the question then under consideration.

SEC. 5. The yeas and nays may be taken on any question at the request of one member.

SEC. 6. When the floor is not occupied a motion to adjourn is always in order and is not debatable.

SEC. 7. Any of the foregoing rules may be suspended at any regular or special meeting, by a vote of two-thirds of the members present, but such suspension shall terminate with the meeting.

SEC. 8. The stated meetings of the Club shall be held on the first Monday of each month; during the months of April, May, June, July, August, September, October and November, at 8 P. M., and from November to April at 7:30 P. M., at such place as the Executive Committee shall designate.

CHAPTER II.

CHARGES.

SECTION 1. Any member of this Club conducting himself in an ungentlemanly manner, or rendering himself obnoxious thereto, may, by a vote of two-thirds of the members present, be expelled.

SEC. 2. All charges against any member must be submitted in writing to the Secretary of the Club within ten days of the occurrence of causes upon which they may be predicated, and the member against whom said charges are made shall be furnished with a copy thereof at the same time by the person or persons making them.

SEC. 3. The Secretary shall record the same and transmit the original charge to the Executive Committee, who shall investigate all such complaints or charges and report thereon at the next meeting of the Club regularly organized, and a vote of two-thirds of the members present, at such meeting, shall be necessary to sustain such charges.

CHAPTER III.

INITIATION FEES AND DUES.

SECTION 1. The initiation fee to this Club shall be ten dollars to all active members.

SEC. 2. The dues of this Club shall be one dollar per month, payable six dollars on the first days of May and August in advance. Members joining between the dates named shall pay at the rate of one dollar per month from the first of the month following the date of election.

CHAPTER IV.

MEMBERS IN ARREARS.

SECTION 1. No member in arrears to the amount of five dollars shall be eligible to any office or vote at any election or upon any question upon which the yeas or nays may be called. And before any election or taking such vote the Treasurer shall read the names of those present who by this rule, may be deprived of a vote, if the same shall be required by any member present.

SEC. 2. If any member shall be in arrears to the Club in an amount exceeding five dollars, the Treasurer shall make report thereof to the Club, and if required by the Club shall notify such delinquent member in writing that unless the same shall have been paid within thirty days his membership shall cease and his name erased from the roll of members.

Upon satisfactory proofs of the service of such notice and action upon the member and his default in payment, the Chairman in monthly meeting must publicly order the Secretary to erase his name from the roll and the same to be noted in the proceedings of the meeting. A member thus leaving the Club, shall not again be eligible till he shall have paid the amount due from him and the monthly dues which shall have accrued in the meanwhile.

SEC. 3. The Club at any monthly meeting may remit any amount due from a member in its discretion.

By a vote of two-thirds of the members present at any meeting the Club may assess all the members to pay expenses, in a sum not exceeding five dollars in any one year.

SEC. 4. The Secretary, Treasurer and Measurer shall be exempt from all dues.

CHAPTER V.

YACHT FLEET.

SECTION 1. Each yacht owned with its sails, spars and appointments, wholly by a resident member or members of the Club or partly by a non-resident member or members may be enrolled in the Yacht Fleet upon the owners filing with the Secretary a description thereof, containing its name, ownership, size, rig and the name and address of the builder, if known. From the time of such enrollment, such yacht shall be entitled to the privileges and subject to the regulations of the Club.

SEC. 2. Any yacht for hire or which may be let or hired, unless to an active member of the Club, shall be debarred all rights and privileges of the Club during the time in which she may be so let or hired; and the owner of any yacht infringing this rule shall be liable to expulsion.

SEC. 3. Every member buying or selling a yacht of the fleet, shall give written notice thereof to the Secretary, who, if the purchaser be not a member of the Club, shall erase its name from the fleet and make report to the Club.

SEC. 4. Each enrolled yacht shall have its name legibly upon the outside of its stern, and carry the Club Signal when under way, except in cases where either of the Flag Officers are on board, when they shall fly their pennant.

SEC. 5. A member using a yacht not enrolled in the fleet, may carry the Club Flag or signal only by permission of the Commodore previously obtained.

SEC. 6. Each yacht may carry the American Yacht Ensign, adopted under the Act of Congress and approved by the Secretary of the Navy.

SEC. 7. Each yacht shall have a set of such signals as may be ordered by the Club; also a distinguishing signal flag, and to show it when signaled by another yacht. A description of the signal of each yacht to be filed with the Secretary.

CHAPTER VI.

FLAGS.

The colors of this club shall be the national Yacht Ensign and the Club Signal.

The Club Signal shall be a sharp-pointed pennant of blue ground with red border, white letter R in center of blue ground.

The Commodore's signal shall be a swallow tailed pennant of blue ground with white foul anchor in a circle of white stars.

The Vice-Commodore's signal shall be of same shape with red ground and white foul anchor in a circle of white stars.

The Captain's signal shall be of same shape with white ground and red foul anchor in a circle of red stars.

All Club signals shall be the property of and owned by the Club, and in the event of any yacht leaving the Club for any cause whatever, shall turn over its Club Signal to the Secretary of the Club.

The Officers' pennants shall be the property of and owned by the Club, and officers retiring from office shall turn over their respective pennants to the Secretary of the Club.

Club and private signals shall be made according to following dimensions: One-half inch in length for each foot of height from water to truck; width, two-thirds of length.

Code signal flags; length, 48 inches; width, 45 inches. Answering pennant: length, 70 inches; width, 42 inches.

CHAPTER VII.

HOISTING COLORS.

It shall be the duty of the officer in command, at any anchorage where there shall be two or more yachts of the Club, to fire a gun at 8 A. M., as a signal for setting colors, and again at sunset, as a signal for lowering the same.

Yachts in commission should hoist their colors at eight o'clock A. M., and haul them down at sunset, taking time from the senior officer present.

Between sunset and colors they should carry a night pennant.

Absence flags and meal pennants are not considered colors.

On Decoration Day and occasions of national mourning, only the ensign should be half masted. On the death of the owner of the yacht, both the club burgee and his private signal should be half masted, but not the ensign. When mourning is ordered for the death of a member of the club, the club

burgee only should be half masted. This rule should apply to yachts both at anchor and underway.

Flags should always be mast headed before half masting them and should be mast headed before hauling them down. Saluting with the ensign at half mast should be done by mast heading it first.

No guns should be fired on setting or hauling down the colors, except by the yacht giving the time; nor between sunset and colors, nor on Sunday.

OFFICER IN COMMAND.

The senior officer in port should be in command, and should make colors and sunset, make and return salutes, visits, etc.

His yacht should remain the station vessel until a senior to him in rank arrives, when such senior should assume the duties of the anchorage.

PENNANTS AND PRIVATE SIGNALS.

Flag officers should display their pennants while in commission, except when absent for more than forty-eight hours. In such cases their private signal should be hoisted.

Single-masted vessels should display their private signal when entering a home port of this club or when approaching other yachts at sea.

Owners when not on board should display a blue rectangular flag at the starboard spreader. A white rectangular flag should be displayed at the starboard spreader during the meal hours of owners.

A red pennant at the port spreader during meal hours of crew.

The Commodore when on board AT NIGHT at anchor should display two blue lights perpendicularly at the stern under the

boom, and over the cockpit or quarter deck and when absent one blue light should be so displayed.

Vice-Commodore, red lights, as above.

Fleet Captain, white lights, as above.

SALUTES.

All salutes should be returned in kind.

Yachts passing each other should always exchange salutes, juniors saluting first.

Flag Officers on entering port should be saluted on rounding to by the yachts present.

Captains should salute the yachts at anchor.

These rules should not apply to yachts leaving for or returning from a day's sail.

All visits should be made according to rank.

Salutes between yachts passing at sea should be made by dipping the ensign three times or by firing a gun, followed by the dipping of the ensign.

Salutes from yachts entering port will be by dipping the ensign or by firing a single gun on letting go anchor.

Salutes to yachts entering port (entitled to a salute) will be by dipping the ensign or by firing a single gun when they let go anchor.

Official salutes to foreign clubs will be by firing a single gun, with the flag of the foreign club displayed—schooners and steamers at the fore, single-masted vessels at the topmast head—or, in the absence of such flag, by half masting the club flag while firing a gun. When the salute shall have been returned, or a reasonable time for its return allowed, the flag should be hauled down and the club flag hoisted.

The salute from or to yachts arriving after sunset or on Sunday should be made immediately after hoisting the colors on the following morning.

When a flag officer makes an official visit, a gun should be fired, and his pennant displayed at the fore in schooners, and at the topmast head in single-masted vessels, while he remains on board.

WITH THE SQUADRON.

Owners of yachts with the squadron should signal their intentions to the officers in command. If too distant to signal, and they proceed with the squadron into port, they should report to him on anchoring; if they part company, as above, they should notify him on reaching whatever port they make and of their immediate plans.

If they join the squadron at anchor, they should report to the commanding officer, and should obtain his permission before leaving it.

When under sail, with the squadron, firing guns and signaling should be avoided, except when joining or parting company or when repeating for information signals made from the flagship.

When squadrons of different clubs meet at sea, salutes should be exchanged only by the commanding officers.

Salutes from single yachts at sea should only be answered from the flagship.

Single-masted vessels should display their private signals when under sail WITH THE SQUADRON. When at anchor, the Club flag.

FOREIGN YACHTS.

When a foreign yacht arrives, the senior officer present should send on board, without regard to rank, a tender of the civilities of the Club.

VISITING A FOREIGN PORT.

Yachts should salute on entering port in the home waters of a foreign club where any of its fleet are lying. After the tender of civilities has been made, owners of the entering yachts should visit the officer in command of the anchorage. All other visits should be made according to rank, visits to their equals in rank being made by the owners of the entering yachts.

If the squadron of this Club be at anchor also, the salute should be made to its commanding officer, unless it be a senior flag officer entering, when he should be saluted by the squadron, and should in his turn salute the foreign fleet.

Colors and sunset in the home waters of a foreign club should be made with its senior flag officer.

The term "foreign" should be understood as applying to all other clubs.

BOAT SERVICE.

Flag officers should display their pennants and owners their private signal when in their boats. Members the Club signal.

Salutes should be made only to boats displaying such flags.

All boats approaching a yacht at night should be hailed.

The answer for Commodore when intending to board should be "Commodore" for junior flag officers "Flag."

For Captains (owners) the name of their yacht and for members "aye, aye."

CHAPTER VIII.

REGATTAS AND RACES.

SECTION 1. There shall be an opening cruise and an annual regatta of the Club each year, and such other regattas as may be provided for by the Club, or Executive Committee.

There shall be such practice sails and cruises as directed by the Commodore.

The annual regatta shall be held according to the rules and regulations of the L. Y. R. A.

The sailing regulations of the L. Y. R. A. shall govern all regattas of the Club.

CHAPTER IX.

DRESS UNIFORM.

The dress uniform will consist of an ordinary black evening dress coat.

Vest to be of white Marseilles, cut low, with three small Club buttons.

Trousers, ordinary evening dress.

Officers' *insignia* of rank to be worn on the collars of coat.

SERVICE UNIFORM.

The coat shall be a double-breasted sack coat of navy blue yacht cloth, with two rows of large sized club buttons, five in each row.

Vest same material or white duck, with six small club buttons.

Trousers same material as coat.

Caps of navy blue cloth with ribbed band, and drooping, cloth-covered visor; flat braid trimmings on visor and band.

Cap ornaments to be as follows :

For Commodore, a fowl anchor one inch and a half in length, placed horizontally, embroidered in gold with a gold star of half an inch in diameter at each end of, and one above the anchor.

For Vice-Commodore, same as for Commodore, substituting a star below in lieu of two stars at either end of the anchor.

For Captain, same as for Commodore, omitting the stars at either end of the anchor.

For Secretary, same as for Captain, substituting the letter "S" in Old English, in gold; in lieu of a star.

For Corresponding Secretary, same as Secretary, substituting "C. S." for "S."

For Treasurer, same as for Secretary, substituting the letter "T" in lieu of "S."

For Measurer, same as for Secretary, substituting the letter "M" in lieu of "S."

For Fleet Surgeon, same as for Secretary, substituting the letters "M. D." in lieu of "S."

For Captains (owners), two crossed foul anchors of one inch and a half in length, embroidered in gold.

For Members, the letters "R. Y. C.," and if desired, the name of such yacht as they may be interested in, or sail upon, providing the owner or owners of such yacht shall have previously given them permission so to do.

DESIGNATION OF RANK FOR SERVICE UNIFORM.

The designation of rank shall be worn on the sleeves, as follows:

By the Commodore, five stripes of heavy black silk tubular braid one quarter of an inch wide, put on as per pattern furnished by the Secretary.

By the Vice-Commodore, four stripes as above.

By the Captain, three stripes.

By the Secretary, Corresponding Secretary, Treasurer, Directors, Measurer and Fleet Surgeon, two stripes, and by all other members one stripe.

HOUSE RULES.

1. The Club House and its approaches are for the exclusive use of the members of the Club and their immediate families, not including those members of their families who are eligible to membership in the Club. The entrance door is to be kept locked at all times.

2. Members may extend the privileges of the Club House and rooms to a visitor, not a resident of Rochester or vicinity, for three days, by entering the name and residence of such visitor in Visitor's Register, kept for the purpose, and providing him with a visitor's card—such card to be dated, and to give the name of visitor and member introducing him.

This card may be renewed for two weeks, at the discretion of the Commodore or Secretary, and when so renewed will be countersigned by the officer so renewing it.

3. The privileges of the Club House are extended to visiting members from any organized Yacht Club.

4. No member shall extend the privileges of the Club House to the same gentleman, eligible to membership, residing in Rochester or vicinity, oftener than once a month, and then only in members' company.

5. The Ladies' Parlor is for ladies' exclusive use. Positively no gentlemen allowed therein.

6. Children will not be allowed on Club premises, unless accompanied by adults.

7. No dogs allowed upstairs in Club House.

8. No member shall furnish or loan his key of the Club House to any person not a member of the Club, except that a member may furnish his key temporarily to any person sent to the Club House on business, he being personally responsible for its proper use.

9. No intoxicating liquors shall be drunk on the Club premises. No intoxicated person will be permitted in or about the Club House. Steward will report violation of this rule to Executive Committee. Repetition will be ground for expulsion.

10. No gambling of any kind will be allowed on the Club premises.

11. No games of any kind will be allowed on the Club premises on Sunday.

12. Members may use the Club House at any time of the day or night, but the Club House will be closed and all lights, except signal light, or any in use by members, will be put out at 11:30 P. M., at which hour the Steward goes off duty. Any member using the house after 11:30 P. M., will put out the lights and properly close house when leaving.

13. No property of the Club shall be removed from the premises, books or papers from the Assembly Room, or alterations made, without permission from the House Committee.

14. All damage to the Club property shall be paid for by the member causing it, or, if caused by a guest, by the member introducing him.

15. Lockers or Boat Racks, upon which rents remain unpaid thirty days after they are due, shall be deemed vacant, and re-let, and the property therein stored elsewhere at expense of owner.

16. All articles stored or left on Club premises are solely at the owner's risk. Boats and dunnage must be stored in their proper places. Lockers and racks are to be secured on application to the House Committee.

17. Any person shown to have appropriated to his own use any property of the Club or another member, without permission, shall be liable to suspension and for any loss or damage.

18. Any complaints of the management of the Club House, or of neglect by the Steward, or criticism of action of or suggestion to the Executive Committee, will be addressed in writing to the Secretary of the Club.

STEWARD.

The Steward is to be in attendance at Club House, except as necessarily absent in discharge of his duties, from 8 to 10:30 A. M., 12:30 to 6 P. M., and 7 to 11:30 P. M.

The Steward is to do all janitor work about the house, is to see that all House Rules are strictly enforced, reporting violations to the House Committee; he is to assist at landing or departure of yachts or boats from the Club Dock; is to attend to anchor lights on Club yachts when at their designated moorings, dry canvas when necessary, and wet down decks each morning.

In case of emergency he is to do all in his power to provide for the safety of yachts, or assist their crews.

He is to receive no gratuity or fees from any club member or visitor.

He is directly responsible to, and under the direction of the House Committee.

BUOYS.

In approaching the channel, etc., from seaward, red buoys with even numbers, will be found on the starboard side of the channel, and must be left on the starboard hand in passing in; black buoys, with odd numbers, will be found on the port side of the channel, and must be left on the port hand in passing in.

Buoys painted with red and black horizontal stripes will be found on obstructions with channel ways on either side of them, and may be left on either hand in passing.

Buoys painted with black and white perpendicular stripes will be found in mid-channel, and must be passed close to avoid danger.

All other distinguishing marks to buoys will be in addition to the foregoing, and may be employed to mark particular spots, a description of which will be found in the government list of buoys.

Perches with balls, cages, etc., will, when placed on buoys, be at turning points, the color and number indicating on what side they shall be passed.

RULES FOR FORETELLING THE WEATHER.

ADAPTED FOR USE WITH THE ANEROID BAROMETERS.

A RISING BAROMETER.

A rapid rise indicates unsettled weather.

A gradual rise indicates settled weather.

A rise with dry air and cold increasing in summer, indicates wind from the northward, and if rain has fallen, better weather may be expected.

A rise with moist air and low temperature indicates wind and rain from the northward.

A rise with southerly wind indicates fine weather.

A STEADY BAROMETER.

With dry air and seasonable temperature indicates a continuance of very fine weather.

A FALLING BAROMETER.

A rapid fall indicates stormy weather.

A rapid fall with westerly wind, indicates stormy weather from the northward.

A fall with a northerly wind indicates storm, with rain and hail in summer and snow in winter.

A fall with increased moisture in the air and the heat increasing, indicates wind and rain from the southward.

A fall with dry air and cold increasing in winter indicates snow.

A fall after very calm and warm weather indicates rain with squally weather.

The barometer rises for northerly wind, including from north-west by north to the eastward for dry, or less wet weather for less wind, or for more than one of these changes, except on a few occasions, when rain, hail or snow comes from the northward with strong wind.

The barometer falls for southerly wind, including from south-east by south to the westward, for wet weather, for stronger wind or for more than one of these changes, except on a few occasions, when moderate wind, with rain or snow, comes from the northward.

GENERAL REMARKS.

A rosy sky at sunset presages fine weather; a sickly greenish hue—wind and rain; tawny or coppery clouds—wind; a dark (or Indian) red—rain; a red sky in the morning, fine weather; a high dawn—wind; a low dawn—fair weather; soft looking or delicate clouds foretell fine weather, with moderate or light breezes; hard edged oily-looking clouds—wind. A dark gloomy blue sky is windy, but a bright blue sky indicates fine weather. Generally, the softer clouds look the less wind, but perhaps more rain may be expected; and the harder, more greasy, tufted, rolled or ragged, the stronger the coming wind will prove. Also, a light yellow sky at sunset presages wind; a very pale yellow—wet; orange color,—wind and rain.

Light, delicate, quiet tints or colors, with soft indefinite forms of clouds, indicate and accompany fine weather; but gaudy or unusual hues, with hard, definitely outlined clouds, foretell rain, and probably strong wind. Small inky looking clouds foretell rain; light scud clouds driving across heavy masses show wind and rain; but if alone may indicate wind only—proportionate to their motion.

High upper clouds crossing the sun, moon or stars, in a direction different from that of the lower clouds or the wind then felt below, foretell a change of wind toward their direction.

After fine clear weather, the first signs in a sky of a coming change are usually light streaks, curls, wisps, or mottled patches of white distant cloud, which increase and are followed by an overcasting of murky vapor that grows into cloudiness. This appearance, more or less oily or watery, as wind or rain will prevail, is an infallible sign.

Usually the higher and more distant such clouds seem to be, the more gradual but general the coming change of weather will prove. Misty clouds forming or hanging on heights, show wind and rain coming if they remain, increase, or descend. If they rise or disperse, the weather will improve or become fine.

UNITED STATES SIGNAL SERVICE.

WIND SIGNALS.

On the Great Lakes there will be displayed, as storm indications may demand, day signals as follows:

A cautionary signal, a red flag with a white center, will indicate that the winds expected are not so severe but well-founded and seaworthy vessels can meet them without danger.

A storm signal, a red flag with a black center, will indicate that the storm is expected to be of more marked violence.

Wind direction signals displayed with storm and cautionary signals are as follows :

A red pennant will indicate that the winds are to be easterly; that is, from northeast to south, inclusive, and that the storm center is approaching.

A white pennant will indicate westerly winds ; that is, from north to southwest, inclusive, and that the storm center has passed.

The pennant when displayed above the storm or cautionary signals indicates that the wind is expected to blow from the northerly quadrant ; below, from the southerly quadrant.

By night a red light will indicate easterly winds and a white light above a red light will indicate westerly winds.

An information signal consisting of a red pennant of the same dimensions as the red and white wind direction pennants, when displayed alone indicates that the local observer has received information from the central office, of a storm covering a limited area, dangerous only for vessels about to sail to certain points. The signal will serve as a notification to shipmasters that the necessary information will be given them upon application to the local observer.

Treatment of the Apparently Drowned.

As life may not be extinct even after an almost incredible length of time spent in the water, it is well to consider all drowned persons as only apparently dead, and life may be restored after hours of unceasing effort.

1. Send for a physician, but without waiting for his arrival proceed at once (in the open air, unless weather is very unfavorable) to remove wet clothing, dry the skin, open the mouth and remove from it and the nostrils all the mucous, sand, etc., with a pocket handkerchief, draw the tongue forward, and keep it in position with an elastic band or a pocket handkerchief tied over the tongue and under the chin, push the lower jaw forward.
2. Try to excite natural respiration by means of snuff, smelling salts or ammonia applied to the nostrils and dash hot and cold water alternately on the chest or beat the chest with a wet towel.
3. Do not waste too much time with the above, but proceed to artificial respiration. There are several different ways of doing this, but the best is known as Silvester's Method and this only need concern us.
4. Place the apparently dead person flat on his back with shoulders slightly raised by means of a folded article of dress.

Stand behind the patient and grasp the arms above the elbows, draw them both simultaneously, gently and steadily upwards over the head, thereby expanding the chest.

5. Then carry the arms back again in the same way, and press them gently, but firmly, against the sides of the chest for about two seconds.

6. These movements are to be repeated carefully and perseveringly about 15 times in a minute, until natural respiration begins, then stop them and endeavor to restore circulation and warmth.

7. Wrap the body in dry blankets or articles of clothing obtained from the bystanders and rub the limbs upwards firmly and energetically either over or under the covering.

8. If possible place the patient into a warm bed, cover with hot flannels and place bottles of hot water, or heated bricks to the soles of the feet, between the thighs, in the arm-pits, and at the pit of the stomach.

9. When the patient is able to swallow, give him warm fluids by teaspoonfuls, warm water, tea, coffee, brandy and water, wine, in small quantities.

CONSTITUTION

OF THE

Lake Yacht Racing Association,

WITH

SAILING REGULATIONS AND TABLE OF TIME ALLOWANCES,

As Amended to November 14, 1891.

ALSO

LIST OF YACHT CLUBS

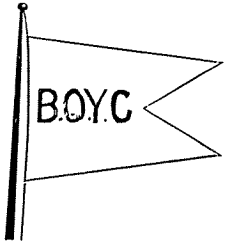
ENROLLED IN THE SAME.

BAY OF QUINTE YACHT CLUB,	-	-	-	Belleville.
OSWEGO	"	"	-	Oswego.
QUEEN CITY	"	"	-	Toronto.
ROCHESTER	"	"	-	Charlotte.
ROYAL CANADIAN	"	"	-	Toronto.
ROYAL HAMILTON	"	"	-	Hamilton.

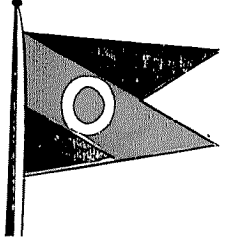
Organized March 29th, 1884.

BURGEES OF YACHT CLUBS

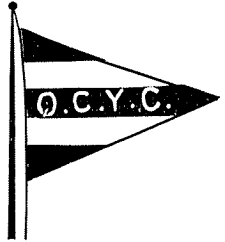
ENROLLED IN THE
Lake Yacht Racing Association.



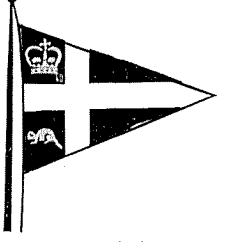
B. O. Y. C.



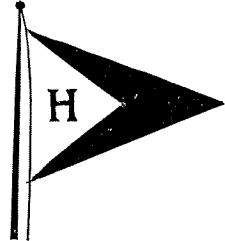
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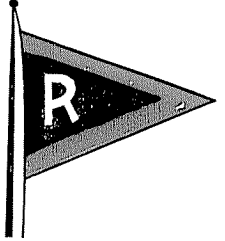
O. C. Y. C.



R. C. Y. C.



R. H. Y. C.



R. Y. C.

L. Y. R. A. Officers for 1892.

PRESIDENT :

MATTHEW CARTWRIGHT.
Commodore Rochester Yacht Club.

VICE-PRESIDENT :

W. H. BIGGAR.
Bay of Quinte Yacht Club.

HON. SECRETARY-TREASURER :

GEORGE E. EVANS.
Royal Canadian Yacht Club.

COMMITTEE :

W. B. PHELPS, JR.
Oswego Yacht Club.

J. C. ALLAN.
Queen City Yacht Club.

J. F. MONCK.
Royal Hamilton Yacht Club.

SECRETARY'S ADDRESS :

10 MANNING ARCADE,
TORONTO, ONT.

For Season of 1891.

President, - - - JOHN T. MOTT.
Oswego Yacht Club.

Vice-President, - MATTHEW CARTWRIGHT.
Rochester Yacht Club.

Hon. Secretary-Treasurer, - GEORGE E. EVANS.
Royal Canadian Yacht Club.

Committee :

James C. Allan, Queen City Yacht Club.
J. B. Carruthers, Kingston Yacht Club.
J. F. Monck, Royal Hamilton Yacht Club.

For Season of 1890.

President, - - - A. R. BOSWELL.
Commodore Royal Canadian Yacht Club.

Vice-President, - - - J. B. CARRUTHERS.
Commodore Kingston Yacht Club.

Hon. Secretary-Treasurer, - GEORGE E. EVANS.
Of the Royal Canadian Yacht Club.

Committee :

Matthew Cartwright, Rochester Yacht Club.
W. H. Biggar, Bay of Quinte Yacht Club.
A. E. Jarvis, Hamilton Yacht Club.
T. World, Queen City Yacht Club.
Allen Ames, Oswego Yacht Club.

For Season of 1889.

President, - - - J. F. MONCK.
Commodore Hamilton Yacht Club.

Vice-President, - - - JOHN T. MOTT.
Oswego Yacht Club.

Hon. Secretary-Treasurer, - GEORGE E. EVANS.
Royal Canadian Yacht Club.

For Season of 1888.

President, - - - GEORGE H. NEWELL.
Commodore Rochester Yacht Club.

1st Vice-President, - - - T. MCGAW.
Commodore Toronto Yacht Club.

2d Vice-President, - - - F. E. KILVERT.
Commodore Hamilton Yacht Club.

Hon. Secretary-Treasurer, - GEORGE E. EVANS.
Toronto Yacht Club.

For Season of 1887.

President, - - - J. B. CARRUTHERS.
Commodore Kingston Yacht Club.

1st Vice-President, - GEORGE H. NEWELL.
Commodore Rochester Yacht Club.

2d Vice-President, - - - JOHN LEYS.
Commodore Royal Canadian Yacht Club.

Hon. Secretary-Treasurer, - GEORGE E. EVANS.
Toronto Yacht Club.

For Season of 1886.

President, - - - W. H. BIGGAR.
Commodore Bay of Quinte Yacht Club.

1st Vice-President, - COLONEL CAMPBELL.
Kingston Yacht Club.

2d Vice-President, - - - T. MCGAW.
Commodore Toronto Yacht Club.

Secretary-Treasurer, - - GEORGE E. EVANS.
Captain Toronto Yacht Club.

For Season of 1885.

President, - - - JOHN T. MOTT.
Commodore Oswego Yacht Club.

1st Vice-President, - - - W. H. BIGGAR.
Bay of Quinte Yacht Club.

2d Vice-President, - - - T. MCGAW.
Commodore Toronto Yacht Club.

Secretary-Treasurer, - GEORGE E. EVANS.
Captain Toronto Yacht Club.

For Season of 1884.

President, - - - JOHN LEYS.
Commodore Royal Canadian Yacht Club.

1st Vice-President, - - - JOHN T. MOTT.
Commodore Oswego Yacht Club.

2d Vice-President, - - - HUGH C. DENNIS.
Toronto Yacht Club.

Secretary-Treasurer, - GEORGE E. EVANS.
Captain Toronto Yacht Club.

CONSTITUTION
OF THE
Lake Yacht Racing Association.

ARTICLE I.

NAME.

The Association shall be known as the "Lake Yacht Racing Association."

ARTICLE II.

OBJECTS.

The objects of the Association shall be to encourage yacht building and yacht racing, and to establish and enforce uniform rules for the government of all races in which the yachts of two or more clubs compete.

ARTICLE III.

MEMBERSHIP.

Section 1. Any Yacht Club on the lakes in good standing, having fifty members and five yachts of sixteen feet load-line and upwards, shall be eligible for membership.

§ 2. Application for membership must be made in writing to the Honorary Secretary-Treasurer of the Association, must

be signed by the Commodore or Vice-Commodore and by the Secretary of the Club applying, and must contain a correct list of the members and yachts of such Club. The Executive Committee of the Association shall decide upon such application, and their decision shall be final.

ARTICLE IV.

EXECUTIVE COMMITTEE.

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

ARTICLE V.

DUTIES OF EXECUTIVE COMMITTEE.

PRESIDENT.

§ 1. The President shall preside at all meetings and enforce all the regulations of the Association.

VICE-PRESIDENT.

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

HONORARY SECRETARY-TREASURER.

§ 3. The Honorary Secretary-Treasurer shall keep a true record of the proceedings of all meetings of the Association and Executive Committee in a book provided for that purpose; shall keep a correct roll of all the clubs and delegates; shall

keep the Yacht Register provided for by Article XI., Section 2: shall keep a record of the names and times of the starters in each race held under the auspices of the Association in a book provided for that purpose; shall notify the Secretary of each Club of its election to membership and of every general meeting of the Association and of the purpose for which it is called, and shall notify the members of the Executive Committee of each meeting of that body. He shall conduct all correspondence, collect all assessments and other money due the Association, and pay all bills contracted by it, keeping a correct account of the same in a book provided for that purpose. He shall make a detailed report at each Annual General Meeting of all the receipts and expenditures of the Association and of the amount of money remaining in his hands.

EXECUTIVE COMMITTEE.

§ 4. The Executive Committee shall act as a membership committee, shall establish and enforce penalties for the infringement of this Constitution and of the Sailing Regulations of the Association, and shall settle any dispute which may be referred to them.

ARTICLE VI.

REPRESENTATION.

§ 1. Each Club belonging to the Association, and any club joining the Association under Article III., shall be entitled to be represented at the Annual and any other General Meetings by three delegates.

§ 2. Delegates may be represented and vote by proxy duly authorized in writing, but no delegate shall give a proxy to any person who is not a co-member with him from the same club.

ARTICLE VII.

MEETINGS.

§ 1. The Annual General Meeting shall be held on the second Saturday in November, at such place as may be decided upon by the Executive Committee.

§ 2. A special General Meeting may be held at any time upon the requisition of any two Clubs of the Association, signed by the Commodore or Vice-Commodore and the Secretaries of such Clubs, and stating the object of such meeting. Such requisition shall be sent to the Honorary Secretary-Treasurer of the Association, who shall call such meeting for a date within one month of the time he receives it.

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

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

ARTICLE VIII.

ASSESSMENTS.

Funds for defraying the current expenses of the Association shall be raised by an annual assessment on each club of ten dollars, which shall be due and payable in advance, and the financial year shall begin at the date of the Annual Meeting. No other assessment other than the assessment mentioned in

Rule I., of the Sailing Regulations, shall be levied except by a two-thirds vote of all the members of the Executive Committee present at a meeting called for that purpose.

ARTICLE IX.

RESIGNATIONS AND EXPULSIONS.

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

ARTICLE X.

CONSTITUTION AND SAILING REGULATIONS.

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

ARTICLE XI.

YACHTS.

§ 1. No yacht shall be allowed to enter in any race given under the auspices of the Association unless her owner, or a part-owner or owners to the extent of at least one-third interest in such yacht, be a member or members of a Club belonging to the Association.

§ 2. A correct register of all yachts so owned shall be kept by the Honorary Secretary-Treasurer, which register shall contain the name, class, rig, ownership and, so far as possible, complete measurements of all such yachts, and each yacht shall be allotted a number under which she shall be registered and

which shall be her distinguishing number in all races held under the auspices of the Association.

ARTICLE XII.

AMENDMENTS.

This Constitution or the Sailing Regulations may be amended by a two-thirds vote of those delegates present in person or by proxy at any general meeting of the Association, provided, however, that notice of any such proposed amendments be given to the Honorary Secretary-Treasurer in writing at least three weeks beforehand, and that the notice of such meeting shall have contained any such proposed amendments in full.

ARTICLE XIII.

§ 1. No Club which is in arrear for any assessment shall be entitled to be represented at any meeting of the Association, nor shall any of its fleet be allowed to compete in any race held under the auspices of the Association.

§ 2. No yacht, the owner of which is not in good standing in the Club to which he is supposed to belong, shall be entitled to compete in any race held under the auspices of the Association.

LAKE YACHT RACING ASSOCIATION.

SAILING REGULATIONS.

I.—MANAGEMENT OF RACES.

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

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 shall think fit, whose duty it shall be to attend all regattas held under the auspices of the Association, and (under the direction of the officers of the Club giving the regatta) superintend the laying and logging of courses and laying of buoys, calculate the time allowances 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 time of the yachts at the finish, correct the same, and generally do such work in connection with the management of the regattas as may be reasonably 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.

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

Any dispute or protest which may arise among the yachts taking part in any such race shall be decided by the Sailing Committee of the Club holding it, whose decision shall be final, unless they think fit to refer such dispute or protest to the Executive Committee of the Association.

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.

II.—MEASUREMENT.

§ 1. The measurement of yachts shall be of length and sail area according to the following formula:—

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

Length to be measured from the forward side of stem at the load water line to the load water line at stern, wherever found, exclusive of any part of the rudder. This measurement to be taken when the yacht is afloat and in her ordinary trim, and without the crew on board.

The Measurer, at the time of taking his measurements, to affix a distinctive mark at each point.

The sail area to be ascertained by taking a perpendicular along the after side of the mainmast from the upper side of gaff-topsail block or sheave on topmast to the upper side of boom when resting on the saddle, or when resting on the lowest part of goose-neck; should the gaff-topsail sheave or block be more than a quarter of an inch for every foot on the water line below the topmast rigging, then the measurement

shall be taken from the underside of the topmast rigging, the length of which line is to be recorded by the Measurer, together with the other points used in measurement. But the measurement to be recorded as the height of the perpendicular shall in no case be taken as less than the distance from the upper side of main boom to the under side of the cross trees, or, if the yacht have no cross trees, to the under side of the main rigging (in the case of cat boats, perpendicular to be taken from the upper side of the throat halliard sheave), with four-fifths of the length of the gaff added thereto.

On schooners, cutters and sloops, a base line to be taken from the bee hole or point of contact of the jib-stay on bowsprit or flying jib-stay on jib-boom to the end of the main boom, with one-quarter of the length of the main gaff measured from after side of mast to end added thereto. Any extension of either gaff or boom to be considered part of the gaff or boom. On yawls a base line is to be taken to the end of the mizzen-boom without any addition. On cat boats the base line to be the length of the boom, with one-quarter length of gaff added. On luggers the base line is to be taken as in cutters and sloops with 38 per cent. of that portion of the yard which extends above the point where the main halliard is bent added. The perpendicular to be taken from the upper side of the main halliard sheave to the usual point on boom. Where the jib is set flying the measurement will be taken from the pin of the outhaul sheave.

The area from these figures is to be obtained by multiplying the base by the perpendicular and dividing by two. To the square root of the area, as ascertained, add the length, as ascertained, and divide by two; the result is the measurement for time allowance.

Any change in these measurements to be reported to the Honorary Secretary-Treasurer of the Lake Yacht Racing

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

In mixed races, schooners shall be rated at 85 per cent. of their sailing length, and yawls at 94 per cent. of their sailing length, but shall be classed and have crews allowed at their full rating.

III.—ENTRIES.

§ 1. Entries shall be made with the Secretary of the Club twenty-four hours at least before the time appointed for starting each race. Sundays shall not be computed.

§ 2. Prior to the first race in which a yacht may compete in any circuit, its owner shall deposit a certificate of measurement with the Association officer mentioned in Rule I., which certificate shall be in the form following or to the like effect.

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

- Jib stay or bee-hole in bowsprit to end of boom.....ft.
- Topsail halliard sheave to top of boom.....ft.
- Eyes of rigging to top of boom.....ft.
- Gaff.....ft.
- Water line.....ft.
- Corrected length.....ft.
- Time allowance for one knot.....

.....
Measurer. *Secretary.*
189..

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

IV.—FORM OF ENTRY.

Form of entry for yachts to be signed by the owner or his representative, previous to the race:—

Please to enter the yacht.....for the
race at.....on the.....
 Her Association number is.....her rig is.....
 her corrected length, in accordance with Rule II., is.....feet,
 and her time allowance for one knot is.....
 I undertake that while sailing under this entry all her ballast shall be properly stowed under the platform or in lockers, and shall not be *shifted or trimmed in any way whatever*; that none of her ballast shall be taken out, nor shall any ballast be put into her, within twenty-four hours before the race; that I will obey and be bound by the Sailing Rules of the Lake Yacht Racing Association: and that I will provide a scrutineer, who shall be a member of a Club belonging to the Lake Yacht Racing Association, and whose name shall be submitted to the Sailing Committee on the morning of the race.

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

Signed.....

The foregoing form of entry is binding upon yachts of all classes sailing in races under the auspices of this Association.

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

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 Rule I, to postpone any race, or alter any course, should such a course appear to them desirable. No race, however, shall be postponed in which one yacht shall have sailed round the course once within the allotted time; but if such race be not finished the prizes shall be awarded to the competing yachts in the order in which the last completed round shall have been finished.

VI.

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

VII.—DECLARATION THAT RULES HAVE BEEN OBSERVED.

The Sailing Committee shall have the power, if they deem it advisable, to place a scrutineer upon any yacht entered for a race. They shall also, upon the request of any yacht-owner who has entered his yacht for a race, place a scrutineer upon any other yacht or yachts he may name. Every scrutineer placed upon a yacht as aforesaid shall be a member of a Club belonging to the Lake Yacht Racing Association, and shall

sign a declaration that the yacht under his charge has strictly conformed to all the Sailing Regulations, as follows :—

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

(Signed)

Date

VIII. DISTINGUISHING NUMBERS.

Each yacht must display her distinguishing number in a conspicuous manner on both sides of the peak of the mainsail, and any mistake arising by any yacht not so displaying her number shall be at her own risk. Each number shall be at least two feet six inches in length.

IX. INSTRUCTIONS.

Every yacht entered for a race shall, at the time of entry, or as soon after as possible, be supplied with written or printed instructions as to the conditions of the race, the course to be sailed, marks, etc. Nothing shall be considered as a mark in the course unless specially named as such in these instructions, or in the chart of the course, should one be furnished.

X. SAILS.

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

XI. CREWS.

One man shall be allowed for every five feet or fraction of five feet of a yacht's corrected length, exclusive of one owner and scrutineer. And in the case of yachts over thirty feet corrected length, exclusive of the cook or any *bona fide* member

of the press, neither of whom, shall, however, in any way assist in the working of the yacht. No one, however, in the case of yachts of thirty feet corrected length and under shall be allowed to steer a yacht in any race unless he be a member of a Club belonging to the Association. Professionals to be allowed to steer boats in classes above 30 feet corrected length only.

XII. RUNNING AGROUND.

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

XIII.—FOULING YACHTS, MARKS, ETC.

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

XIV.—STARTING.

The yachts shall start from moorings, anchors, or under way, as directed by the Sailing Committee. Half an hour before the time of starting a gun shall be fired and a flag hoisted, as a signal for the yachts of each successive race; in case of a start from anchors 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.

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

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

XV.—MEANS OF PROPULSION.

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

XVI.—ANCHORING.

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

XVII.—SOUNDING.

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

XVIII.—SIDE LIGHTS.

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

XIX.—MAN OVERBOARD.

In case of a man falling overboard from a competing yacht, all other yachts in a position to do so shall use their utmost endeavors to render assistance; and if it should appear that any yacht was prevented thereby winning the race, the Committee shall have power to order it to be resailed between any yacht or yachts so prevented and the actual winner.

XX.—PROTESTS.

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

XXI.—REMOVAL OF FLAG BOAT.

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

XXII.—RIGHT OF WAY.

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

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

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

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

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

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

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

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

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

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

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

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

§ 13. When two yachts both close-hauled on the same tack are converging by reason of the leeward yacht holding a

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

§ 14. 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.

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

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

XXIII.—PENALTY FOR DISOBEYING RULES.

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

Should a flagrant breach or infringement of any of these Rules be proved against the owner of any yacht, he may be disqualified by the Executive Committee, for such time as they may think fit, from sailing his yacht in any race held under the Rules of the Lake Yacht Racing 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 Yacht Racing Association.

XXIV.—CLASSIFICATION.

§ 1. The classification of yachts shall be as follows :

1st class, over 46 feet corrected length.					
46 foot class, 46 feet corrected length and under.					
40	“	“	40	“	“
35	“	“	35	“	“
30	“	“	30	“	“
25	“	“	25	“	“

Each yacht shall be entitled to sail in her own class and in no other.

§ 2. When there is no race for a yacht in the class to which she belongs, she shall be allowed to sail in the class above. Time allowance to be computed upon the minimum corrected length of the class above.

XXV.—MEASUREMENT PROTESTS.

The measurement of any yacht made by and certified to as 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 Yacht Racing Association as correct, but subject to protest as is hereinafter provided.

The owner of any yacht or his representative, shall, by a letter addressed to the owner of the yacht whose measurement he desires to protest, give notice of such desire, at the same time depositing with the association officer mentioned in Rule I., the sum of \$5.00. The yacht protested shall then be measured in the presence of the owner (if he desires it) by the said officer, and if the measurement appealed from is found to

be correct within three-tenths of a foot, the owner so protesting shall forfeit his deposit to the Association ; and if incorrect, the owner of the yacht protested shall forfeit the sum of \$5.00, and the yacht's time shall be computed according to her corrected measurement.

TABLE OF TIME ALLOWANCE.

The allowances in this Table are based upon the rule accepted by naval architects, that within economic limits opportunities for speed vary in different vessels as the square roots of their respective lengths. As strong winds are required, however, to give to larger vessels the full extent of their advantage in size, and as such a scale of allowance is not adapted to ordinary summer racing, 50 per cent. only of the allowance due to the rule is given in the table, and may be stated thus :

Time equals $.5 \left\{ \frac{3,600}{\sqrt{l}} - \frac{3,600}{\sqrt{L}} \right\}$; 3,600 representing the number of seconds in an hour, l the smaller yacht and L the larger one. Practically the formula is $\frac{1,800}{\sqrt{l}} - \frac{1,800}{\sqrt{L}}$; five-tenths of 3,600 being 1,800.

RULE FOR USING THE TABLE.

The figures to be found in the table show in seconds and hundredths of a second what a yacht of the measurement opposite to these figures would be allowed by one of 130 feet in sailing one nautical mile. To find what a yacht of any measurement should receive from a larger one, take the figures to be found opposite to the smaller measurement ; from these subtract the figures opposite to the measurement of the larger yacht, and the difference multiplied by the number of nautical miles in the course will give the amount of the

allowance due to the smaller vessel, in seconds and hundredths of a second.

EXAMPLE.

What time will a yacht of 39 feet racing length have to allow to one of 36.7 feet racing length in a course of 20 nautical miles?

The time opposite 36.7 feet is.....	139.26	
“ “ “ 39 “	130.37	
		8.89
		<u>20</u>

Allowance 177.80
 Or 2 minutes 57 4-5th seconds.

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

EXAMPLE.

What time will a yacht of 30 feet have to allow one of 25.86 feet on a course of 30 nautical miles?

The time opposite 25 8 feet is.....	196.51	
“ “ “ 25 0 “	195.83	195.83
		.68
Difference		<u>.0952</u>
14-100ths of difference .....		.0952

Time for 25.86 feet for one nautical mile..... 195.9252
 “ 30 “ “ “ 170.77

Number of seconds yacht 30 feet allows yacht 25.86 feet for 1 mile..... 25.1552

30
 754.656

Or 12 minutes 34 3-5th seconds.

Time Allowance for One Nautical Mile IN SECONDS AND DECIMALS.

Measure-ment.	Allow-ance.	Measure-ment.	Allow-ance.	Measure-ment.	Allow-ance.	Measure-ment.	Allow-ance.
16.	292.11	20.	244.62	24.	209.56	28.	182.30
.1	290.76	.1	243.02	.1	208.80	.1	181.69
.2	289.42	.2	242.03	.2	208.04	.2	181.09
.3	288.08	.3	241.04	.3	207.28	.3	180.49
.4	286.73	.4	240.60	.4	206.53	.4	179.89
.5	285.39	.5	239.69	.5	205.79	.5	179.30
.6	284.05	.6	238.72	.6	205.05	.6	178.71
.7	282.70	.7	237.76	.7	204.32	.7	178.12
.8	281.36	.8	236.81	.8	203.59	.8	177.54
.9	280.02	.9	235.86	.9	202.86	.9	176.96
17.	278.68	21.	234.92	25.	202.14	29.	176.38
.1	277.44	.1	233.69	.1	201.42	.1	175.81
.2	276.21	.2	233.07	.2	200.70	.2	175.24
.3	274.97	.3	232.14	.3	199.99	.3	174.67
.4	273.74	.4	231.23	.4	199.29	.4	174.10
.5	272.51	.5	230.33	.5	198.59	.5	173.54
.6	271.27	.6	229.43	.6	197.89	.6	172.98
.7	270.04	.7	228.54	.7	197.20	.7	172.42
.8	268.80	.8	227.65	.8	196.51	.8	171.87
.9	267.57	.9	226.77	.9	195.83	.9	171.32
18.	266.34	22.	225.89	26.	195.15	30.	170.77
.1	265.21	.1	225.02	.1	194.47	.1	170.22
.2	264.08	.2	224.16	.2	193.79	.2	169.68
.3	262.95	.3	223.30	.3	193.12	.3	169.14
.4	261.82	.4	222.45	.4	192.45	.4	168.60
.5	260.69	.5	221.60	.5	191.79	.5	168.06
.6	259.56	.6	220.76	.6	191.14	.6	167.53
.7	258.43	.7	219.93	.7	190.48	.7	167.00
.8	257.30	.8	219.10	.8	189.83	.8	166.48
.9	256.17	.9	218.28	.9	189.18	.9	165.96
19.	255.05	23.	217.46	27.	188.54	31.	165.44
.1	254.00	.1	216.65	.1	187.90	.1	164.92
.2	252.96	.2	215.84	.2	187.26	.2	164.40
.3	251.92	.3	215.04	.3	186.63	.3	163.88
.4	250.87	.4	214.24	.4	186.00	.4	163.36
.5	249.83	.5	213.45	.5	185.37	.5	162.85
.6	248.79	.6	212.66	.6	184.75	.6	162.34
.7	247.74	.7	211.88	.7	184.13	.7	161.83
.8	246.70	.8	211.10	.8	183.52	.8	161.33
.9	245.66	.9	210.33	.9	182.91	.9	160.83

TIME ALLOWANCE—CONTINUED.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
32.	160.34	36.	142.14	40.	126.75	44.	113.50
.1	159.84	.1	141.72	.1	126.39	.1	113.19
.2	159.34	.2	141.30	.2	126.03	.2	112.88
.3	158.85	.3	140.89	.3	125.67	.3	112.57
.4	158.36	.4	140.48	.4	125.32	.4	112.27
.5	157.87	.5	140.07	.5	124.97	.5	111.96
.6	157.38	.6	139.66	.6	124.62	.6	111.66
.7	156.90	.7	139.26	.7	124.28	.7	111.36
.8	156.43	.8	138.86	.8	123.93	.8	111.06
.9	155.96	.9	138.46	.9	123.59	.9	110.76
33.	155.49	37.	138.06	41.	123.25	45.	110.47
.1	155.01	.1	137.66	.1	122.90	.1	110.17
.2	154.53	.2	137.26	.2	122.56	.2	109.87
.3	154.06	.3	136.86	.3	122.22	.3	109.57
.4	153.59	.4	136.46	.4	121.88	.4	109.27
.5	153.12	.5	136.07	.5	121.54	.5	108.97
.6	152.66	.6	135.68	.6	121.20	.6	108.68
.7	152.20	.7	135.29	.7	120.87	.7	108.39
.8	151.74	.8	134.90	.8	120.54	.8	108.10
.9	151.29	.9	134.52	.9	120.21	.9	107.82
34.	150.84	38.	134.14	42.	119.89	46.	107.54
.1	150.38	.1	133.75	.1	119.55	.1	107.25
.2	149.93	.2	133.37	.2	119.22	.2	106.96
.3	149.48	.3	132.99	.3	118.89	.3	106.67
.4	149.03	.4	132.61	.4	118.56	.4	106.38
.5	148.58	.5	132.23	.5	118.23	.5	106.09
.6	148.14	.6	131.85	.6	117.91	.6	105.80
.7	147.70	.7	131.47	.7	117.59	.7	105.52
.8	147.26	.8	131.10	.8	117.27	.8	105.24
.9	146.83	.9	130.73	.9	116.95	.9	104.97
35.	146.40	39.	130.37	43.	116.64	47.	104.70
.1	145.96	.1	130.00	.1	116.32	.1	104.42
.2	145.53	.2	129.63	.2	116.00	.2	104.14
.3	145.10	.3	129.26	.3	115.68	.3	103.86
.4	144.67	.4	128.89	.4	115.36	.4	103.58
.5	144.24	.5	128.53	.5	115.04	.5	103.31
.6	143.81	.6	128.17	.6	114.73	.6	103.04
.7	143.39	.7	127.81	.7	114.42	.7	102.77
.8	142.97	.8	127.45	.8	114.11	.8	102.49
.9	142.55	.9	127.10	.9	113.81	.9	102.22

TIME ALLOWANCE—CONTINUED.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
48.	101.95	52.	91.76	56.	82.67	60.	74.52
.1	101.67	.1	91.51	.1	82.45	.1	74.32
.2	101.40	.2	91.27	.2	82.23	.2	74.12
.3	101.13	.3	91.03	.3	82.02	.3	73.93
.4	100.86	.4	90.79	.4	81.81	.4	73.74
.5	100.59	.5	90.55	.5	81.59	.5	73.55
.6	100.32	.6	90.31	.6	81.38	.6	73.36
.7	100.06	.7	90.08	.7	81.17	.7	73.17
.8	99.81	.8	89.85	.8	80.96	.8	72.98
.9	99.55	.9	89.62	.9	80.76	.9	72.79
49.	99.29	53.	89.39	57.	80.56	61.	72.61
.1	99.02	.1	89.15	.1	80.34	.1	72.42
.2	98.75	.2	88.91	.2	80.13	.2	72.23
.3	98.49	.3	88.68	.3	79.92	.3	72.04
.4	98.23	.4	88.45	.4	79.71	.4	71.85
.5	97.97	.5	88.22	.5	79.50	.5	71.66
.6	97.71	.6	87.99	.6	79.30	.6	71.47
.7	97.46	.7	87.76	.7	79.10	.7	71.28
.8	97.20	.8	87.53	.8	78.90	.8	71.10
.9	96.95	.9	87.31	.9	78.70	.9	70.92
50.	96.70	54.	87.09	58.	78.50	62.	70.73
.1	96.44	.1	86.86	.1	78.29	.1	70.55
.2	96.18	.2	86.63	.2	78.08	.2	70.36
.3	95.93	.3	86.40	.3	77.87	.3	70.17
.4	95.68	.4	86.18	.4	77.67	.4	69.99
.5	95.42	.5	85.95	.5	77.47	.5	69.81
.6	95.17	.6	85.73	.6	77.27	.6	69.63
.7	94.92	.7	85.57	.7	77.07	.7	69.45
.8	94.67	.8	85.29	.8	76.87	.8	69.27
.9	94.43	.9	85.07	.9	76.68	.9	69.09
51.	94.19	55.	84.85	59.	76.49	63.	68.92
.1	93.94	.1	84.63	.1	76.28	.1	68.73
.2	93.69	.2	84.41	.2	76.08	.2	68.55
.3	93.44	.3	84.19	.3	75.88	.3	68.37
.4	93.20	.4	83.96	.4	75.68	.4	68.19
.5	92.95	.5	83.75	.5	75.48	.5	68.01
.6	92.71	.6	83.53	.6	75.28	.6	67.84
.7	92.47	.7	83.31	.7	75.09	.7	67.66
.8	92.33	.8	83.09	.8	74.90	.8	67.48
.9	92.09	.9	82.88	.9	74.71	.9	67.31

TIME ALLOWANCE—CONTINUED.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
64.	67.14	68.	60.42	72.	54.27	76.	48.61
.1	66.96	.1	60.25	.1	54.12	.1	48.47
.2	66.78	.2	60.09	.2	53.97	.2	48.33
.3	66.60	.3	59.93	.3	53.82	.3	48.19
.4	66.43	.4	59.77	.4	53.67	.4	48.06
.5	66.26	.5	59.61	.5	53.53	.5	47.93
.6	66.08	.6	59.45	.6	53.38	.6	47.80
.7	65.91	.7	59.29	.7	53.23	.7	47.66
.8	65.74	.8	59.14	.8	53.09	.8	47.53
.9	65.57	.9	58.99	.9	52.95	.9	47.40
65.	65.40	69.	58.84	73.	52.81	77.	47.27
.1	65.22	.1	58.68	.1	52.66	.1	47.13
.2	65.05	.2	58.52	.2	52.51	.2	46.99
.3	64.88	.3	58.36	.3	52.37	.3	46.86
.4	64.71	.4	58.20	.4	52.23	.4	46.73
.5	64.54	.5	58.04	.5	52.09	.5	46.60
.6	64.37	.6	57.89	.6	51.95	.6	46.47
.7	64.20	.7	57.74	.7	51.81	.7	46.34
.8	64.03	.8	57.59	.8	51.67	.8	46.21
.9	63.87	.9	57.44	.9	51.53	.9	46.08
66.	63.71	70.	57.29	74.	51.39	78.	45.95
.1	63.54	.1	57.13	.1	51.24	.1	45.81
.2	63.37	.2	56.97	.2	51.09	.2	45.68
.3	63.20	.3	56.81	.3	50.95	.3	45.55
.4	63.03	.4	56.66	.4	50.81	.4	45.42
.5	62.86	.5	56.51	.5	50.67	.5	45.29
.6	62.69	.6	56.36	.6	50.53	.6	45.16
.7	62.53	.7	56.21	.7	50.39	.7	45.03
.8	62.37	.8	56.06	.8	50.25	.8	44.90
.9	62.21	.9	55.91	.9	50.12	.9	44.78
67.	62.05	71.	55.76	75.	49.99	79.	44.66
.1	61.88	.1	55.60	.1	49.85	.1	44.53
.2	61.71	.2	55.45	.2	49.71	.2	44.40
.3	61.54	.3	55.30	.3	49.57	.3	44.27
.4	61.38	.4	55.15	.4	49.43	.4	44.14
.5	61.22	.5	55.00	.5	49.29	.5	44.01
.6	61.06	.6	54.85	.6	49.15	.6	43.88
.7	60.90	.7	54.70	.7	49.01	.7	43.75
.8	60.74	.8	54.55	.8	48.87	.8	43.63
.9	60.58	.9	54.41	.9	48.74	.9	43.51

TIME ALLOWANCE—CONTINUED.

Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.	Measure- ment.	Allow- ance.
80.	43.30	81.	42.14	82.	40.91	92.	29.79
.1	43.26	.1	42.01	83.	39.79	93.	28.77
.2	43.13	.2	41.88	84.	38.52	94.	27.79
.3	43.00	.3	41.76	85.	37.36	95.	26.80
.4	42.87	.4	41.63	86.	36.22	96.	25.84
.5	42.75	.5	41.51	87.	35.11	97.	24.80
.6	42.62	.6	41.39	88.	34.01	98.	23.96
.7	42.50	.7	41.27	89.	32.92	99.	23.04
.8	42.38	.8	41.15	90.	31.86	100.	22.12
.9	42.26	.9	41.03	91.	30.82	101.	21.24

Pillow's

Numerical Signal System.

For Lake Ontario.

1892.

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BY



JAMES PILLOW.

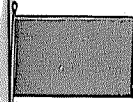
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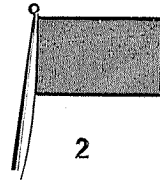
PREFACE.

This signal system has been adopted by the Rochester Yacht Club and the Lake Yacht Racing Association. Its principal advantage is that it is numerical instead of alphabetical, and therefore when a signal is given it can be found almost instantly. Another advantage is the classification, which is so arranged that there can be no doubt as to what heading a signal will come under. In addition to their numerical order the signals are arranged in alphabetical order wherever practicable.

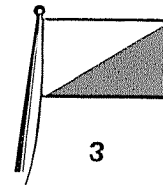
FLAGS OF THE CODE.



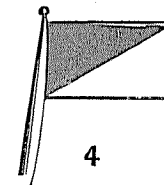
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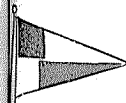
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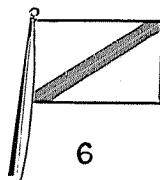
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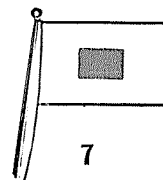
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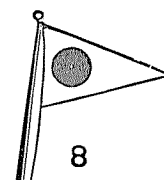
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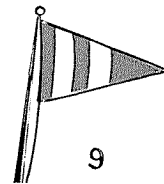
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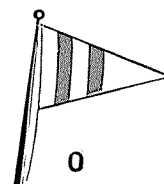
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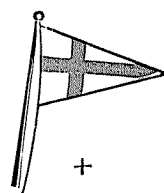
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9



0



+

- 1—Yes.
- 2—No.
- 3—Repair on board, all hands.
- 4—Boats recall.
- 5—Prepare to get under way.
- 6—Get under way.
- 7—We wish to signal by old L. Y. R. A. Code.
- 8—We wish to signal by Numerical System.
- 9—Answering pennant. We understand.
- 0—Cipher. When at top the signal means a number.
- +—Plus.

Three or more numbers are given for each letter, so that if one of the flags of a number is in use another number can be taken to indicate the letter. By this means the same letter may appear more than once in the same hoist. For instance in the sentence, "Look astern," O would come twice in the first hoist. The sentence would be made in three hoists as follows:

72-51-64-30 } The yacht receiving the signal would
63-57-21-48 } write it down as below, first writing the
24-39 } numbers, and then by referring to the
alphabet for receiving signals put the proper letter over each
number.

L O O K A S T E R N

72-51-64-30-63-57-21-48-24-39

To find a letter and how to make it, look in the alphabet for making signals, which is in alphabetical order. To find the meaning of a number, look in the alphabet for receiving signals, which is in numerical order.

ALPHABET FOR MAKING SIGNALS.

A-29 or 54 or 63 or 78	N-14 or 39 or 56
B-27 " 46 " 93	O-23 " 51 " 64
C-16 " 73 " 82	P-26 " 87 " 95
D-13 " 42 " 67	Q-15 " 84 " 92
E-12 " 37 " 48 " 59	R-24 " 58 " 97
F-68 " 74 " 91	S-32 " 57 " 61
G-35 " 70 " 89	T-21 " 38 " 47 or 50
H-53 " 62 " 80	U-10 " 34 " 69
I-31 " 49 " 52	V-17 " 25 " 96
J-18 " 20 " 94	W-45 " 60 " 98
K-19 " 30 " 86	X-28 " 76 " 90
L-41 " 65 " 72	Y-36 " 81 " 79
M-43 " 71 " 85	Z-40 " 75 " 83

ALPHABET FOR RECEIVING SIGNALS.

10-U	34-U	56-N	78-A
12-E	35-G	57-S	79-Y
13-D	36-V	58-R	80-H
14-N	37-E	59-E	81-Y
15-Q	38-T	60-W	82-C
16-C	39-N	61-S	83-Z
17-V	40-Z	62-H	84-Q
18-J	41-L	63-A	85-M
19-K	42-D	64-O	86-K
20-J	43-M	65-L	87-P
21-T	45-W	67-D	89-G
23-O	46-B	68-F	90-X
24-R	47-T	69-U	91-F
25-V	48-E	70-G	92-Q
26-P	49-I	71-M	93-B
27-B	50-T	72-L	94-J
28-X	51-O	73-C	95-P
29-A	52-I	74-F	96-V
30-K	53-H	75-Z	97-R
31-I	54-A	76-X	98-W
32-S			

TIME.

102—12:30 A. M.	140—12:30 P. M.
103— 1:00 "	142— 1:00 "
104— 1:30 "	143— 1:30 "
105— 2:00 "	145— 2:00 "
106— 2:30 "	146— 2:30 "
107— 3:00 "	147— 3:00 "
108— 3:30 "	148— 3:30 "
109— 4:00 "	149— 4:00 "
120— 4:30 "	150— 4:30 "
123— 5:00 "	152— 5:00 "
124— 5:30 "	153— 5:30 "
125— 6:00 "	154— 6:00 "
126— 6:30 "	156— 6:30 "
127— 7:00 "	157— 7:00 "
128— 7:30 "	158— 7:30 "
129— 8:00 "	159— 8:00 "
130— 8:30 "	160— 8:30 "
132— 9:00 "	162— 9:00 "
134— 9:30 "	163— 9:30 "
135—10:00 "	164—10:00 "
136—10:30 "	165—10:30 "
137—11:00 "	167—11:00 "
138—11:30 "	168—11:30 "
139—12:00 Noon.	169—12:00 Midnight.
170—Sunday.	194—Seconds.
172—Monday.	195—Minutes.
173—Tuesday.	196—Hours.
174—Wednesday.	197—Days.
175—Thursday.	198—Weeks.
176—Friday.	201—Months.
178—Saturday.	203—Years.

TIME—CONTINUED.

179—January.	204—A. M.
180—February.	205—P. M.
182—March.	206—Yesterday.
183—April.	207—To-day.
184—May.	208—To-night.
185—June.	209—To-morrow.
186—July.	210—Morning.
187—August.	213—Noon.
189—September.	214—Evening.
190—October.	215—Midnight.
192—November.	216—Day.
193—December.	217—Night.
	218—Now.
	219—Never.
	230—Soon.

POINTS OF COMPASS

240—N	260—S
241—N by E	261—S by W
243—N N E	263—S S W
245—N E by N	264—S W by S
246—N E	265—S W
247—N E by E	267—S W by W
248—E N E	268—W S W
249—E by N	269—W by S
250—E	270—W
251—E by S	271—W by N
253—E S E	273—W N W
254—S E by E	274—N W by W
256—S E	275—N W
257—S E by S	276—N W by N
258—S S E	278—N N W
259—S by E	279—N by W

DISTANCE.

280—Inches.	286—Far.
281—Feet.	287—Near.
283—Yards.	289—Too Far.
284—Fathoms.	290—Too Near.
285—Miles.	

COMMANDS AND REQUESTS.

- 301—All captains (owners) come aboard.
 302—All hands come aboard.
 304—All hands report at club house.
 305—Anchor as near the flagship as possible.
 306—Anchor near us.
 307—Anchor without regard to order of sailing.
 310—Bear away in succession in wake of leading vessel.
 312—Bear away together at right angles to present course.
 4—Boats recall.
 314—Bring your company aboard.
 318—Close more the order of sailing.
 319—Come close. We must speak to you.
 320—Come nearer. We have important communication.
 321—Commodore will lead. Other vessels follow.
 326—Disregard all particular order of sailing.
 327—Dress ship.
 328—Excuse us. Cleaning ship.
 329—Excuse us. Will explain later.
 345—Fire a gun.
 346—Fleet lay to.
 347—Fleet shorten sail.
 348—Follow in succession in wake of leading vessel.
 349—Follow flagship.
 6—Get under way.
 351—Haul by the wind on port tack.
 352—Haul by the wind on starboard tack.
 354—Keep clear of the shore.

COMMANDS AND REQUESTS—CONTINUED.

- 356—Keep near the shore.
 357—Keep your lead going.
 358—Keep your present course.
 362—Leading vessel lay to.
 364—Leading vessel shorten sail.
 365—Leave the buoy (or beacon) to port.
 367—Leave the buoy (or beacon) to starboard.
 368—Look out for shoals (or bar).
 370—Make more sail.
 371—Make harbor.
 372—Make nearest harbor.
 5—Prepare to get under way.
 374—Prepare to get under way at _____.
 375—Put about.
 3—Repair on board, all hands.
 379—Report us home.
 380—Report us home by telegraph.
 381—Repeat your signals. Not understood.
 384—Sail direct for _____.
 385—Sail on course to be designated.
 386—Send your boat.
 387—Show your ensign.
 389—Squadron will pass in review to leeward of flagship.
 390—Stand on.
 394—Tack all together.
 395—Tack in succession in wake of leading vessel.
 396—The anchorage is bad. Do not come to.
 397—Throw them (it) overboard.
 402—Wear all together.
 403—Wear in succession in wake of leading vessel.
 405—When ready to sail report by flying signal, "We are ready."

QUESTIONS.

- 409—Are there dangerous reefs in this vicinity?
 410—Are we on a safe course?
 412—Are you going ashore?
 413—Are you in need of assistance?
 415—Are you ready?
 418—Can you loan us ——?
 419—Can you loan us fishing tackle?
 420—Can you loan us men?
 421—Can you loan us something to read?
 423—Can you send us a boat?
 425—Do you wish me to come aboard?
 426—Do you wish to anchor before dark?
 427—Do you wish to come aboard?
 431—Have you late papers or mail?
 432—Have you met with an accident?
 435—Have you seen or heard from ——?
 436—How far to ——?
 437—In what direction?
 438—Is fishing good?
 439—Is shooting good?
 450—Is the anchorage good?
 456—May we visit you?
 457—Shall we dress ship?
 458—Shall we fire a gun?
 459—Shall we give you a tow?
 460—Shall we have rain?

QUESTIONS—CONTINUED.

- 461—Shall we put about?
 462—Shall we send you a boat?
 463—Shall we stand on or make harbor?
 469—To what harbor are you bound?
 470—What depth of water at ——?
 471—What depth of water have you?
 472—What harbor are you from?
 473—What harbor will you make to-night?
 475—What is the nearest good harbor?
 476—What is the proper course?
 478—What time is it?
 479—What weather to-night?
 480—What yacht is that?
 481—What yacht ahead in class ——?
 482—What yacht will accompany us to ——?
 483—What year's issue is the signal book you are using?
 Answer by hoisting 091 or 092 as the case may be.
 487—When?
 489—When do you sail?
 490—When will he return?
 491—When will the race come off?
 492—When will they return?
 493—Where?
 495—Where are they?
 496—Where is he?
 497—Where shall we anchor?
 498—Where will you meet us?
 501—Where will you sail for?
 506—Which?
 508—Who?
 510—Will we have good weather?

QUESTIONS—CONTINUED.

- 512—Will you accompany us to ——?
 513—Will you come aboard?
 514—Will you dine with us?
 516—Will you go ashore in our boat?
 517—Will you go fishing with us?
 518—Will you go on our yacht?
 519—Will you go shooting with us?
 520—Will you land at ——?
 521—Will you let your boat set us ashore?
 523—Will you meet us aboard the ——?
 524—Will you meet us at ——?
 526—Will you sail in the regatta?
 527—Will you sail over the course?

ASSERTIONS.

- 532— —— absent.
 534—A failure. (I lost.)
 536—All well.
 537—An error in signals. We will repeat.
 538—A success. (I won.)
 539—Bon voyage.
 541—Congratulations extended.
 543—Do not know.
 546—It is bad.
 547—It is good.
 548—It is time.
 549—It will rain.
 560—I want a pilot.
 561—Man sick.
 562—Most of our crew absent.
 563—My anchor is foul.
 2—No.
 567—Not enough water for our draught.
 568—Not enough water for your draught.
 570—Our vessel is afire.
 572—Plenty of water for all.
 574—Sea sickness prevalent.
 576—Signals do not blow out clear.
 578—Storm coming; better make harbor
 579—Surgeon wanted.
 582—The accident is not serious.

ASSERTIONS—CONTINUED.

- 583—The accident is serious.
 584—There are letters for you ashore.
 586—There are some friends of yours ashore.
 590—We are aground.
 591—We are going ashore.
 592—We are going fishing.
 593—We are going sailing for a few hours.
 594—We are going shooting.
 596—We are in need of assistance.
 597—We are ready.
 602—We cannot sail to-day.
 603—We cannot salute you with a gun ; out of ammunition.
 605—We expect company.
 607—We expect fair weather.
 608—We expect light winds or a calm.
 610—We have been fishing.
 612—We have been shooting.
 613—We have company.
 614—We have dined.
 615—We have met with an accident.
 617—We have news for you.
 618—We have no boat.
 621—We hope you are all well.
 625—We look for bad weather.
 627—We (or I) will meet you at ———.
 629—We saw (or see) a yacht (or boat) in distress, at or near ———.
 631—We shall land at ———.
 634—We want a steamer.
 635—We want a tug or tow.
 638—We welcome you.

ASSERTIONS—CONTINUED.

- 650—We will accompany you.
 651—We will go into the race.
 652—We will not go into the race.
 653—We will sail at ——— and for ———.
 654—We will send a boat for you (or them).
 657—We will send for him (or it).
 670—We wish to anchor before dark.
 7—We wish to signal by old L. Y. R. A. Code.
 8—We wish to signal by Numerical System.
 9—We understand.
 1—Yes.
 673—You are in a dangerous position.
 675—You are standing into danger.

LOCATION AND PLACES.

- | | |
|---------------------------|------------------------|
| 680—Aboard. | 730—Cape Vincent. |
| 681—Ashore. | 731—Charlotte. |
| 682—City Club House. | 732—Chaumont Bay. |
| 683—Club House. | 734—Clayton. |
| 684—Club House on Island. | 735—Cobourg. |
| 685—Down the river. | 740—Deseronto. |
| 687—Home. | 741—Devil's Nose. |
| 689—Nowhere. | 743—Fair Haven. |
| 690—Stoddard's. | 745—False Ducks. |
| 691—Up the river. | 746—Frenchman's Bay. |
| 692—Up town. | 753—Galloo Island. |
| | 754—Gananoque. |
| 701—Alexandria Bay. | 756—Gardner Island. |
| 702—Amherst Island. | 758—Grenadier Island. |
| 709—Bay of Quinte. | 759—Grindstone Island. |
| 710—Bath. | 760—Gull light. |
| 712—Bear Creek. | 764—Hay Bay. |
| 713—Belleville. | 765—Hamilton. |
| 714—Big Sandy Bay. | 768—Henderson Harbor. |
| 715—Big Sodus Bay. | 781—Indian Point. |
| 716—Braddock's Bay. | 784—Kingston. |
| 718—Brighton. | 789—Little Sandy Bay. |
| 719—Brockville. | 790—Long Point. |
| 720—Brother Islands. | 791—Long Pond. |
| | 794—Main Ducks. |
| | 795—Manitou Beach. |

LOCATION AND PLACES—CONTINUED.

- | | |
|---|--|
| 796—McDonald's Cove. | 852—Pultneyville. |
| 798—Mexico Point. | 862—Real Duck Island. |
| 802—Murray Canal. | 863—Rochester City. |
| 805—Napanee. | 864—Rochester Yacht
Club's anchorage. |
| 806—Niagara. | 865—Rockport. |
| 807—Nicholson's Island. | 875—Sackett's Harbor. |
| 809—Nine Mile Point (east
of Charlotte). | 879—Salmon Point. |
| 810—Nine Mile Point (west
of Oswego). | 890—Scotch Bonnet. |
| 812—Nine Mile Point (east
of Oswego). | 891—Sea Breeze. |
| | 892—Snake Island. |
| 820—Oak Orchard. | 893—Sodus Bay. |
| 821—Oakville. | 894—South Bay Point. |
| 823—Ogdensburgh. | 895—Stella. |
| 824—Olcott. | 896—Stone Mills. |
| 825—Ontario Beach. | 897—Stony Island. |
| 826—Oshawa. | 901—Summerville. |
| 827—Oswego. | 912—Telegraph Light. |
| 840—Picton. | 913—Thirty Mile Point. |
| 841—Pigeon Island. | 914—Thousand Island Pk. |
| 842—Pleasant Point. | 915—Timber Island. |
| 843—Port Bay. | 916—Toronto. |
| 845—Port Credit. | 917—Trenton. |
| 846—Port Dalhousie. | 924—Weller's Bay. |
| 847—Port Darlington. | 925—Wellington. |
| 849—Port Hope. | 926—Whitby. |
| 850—Port Ontario. | 927—Wilson. |
| 851—Presque Isle Bay. | 928—Windsor Beach. |

SUPPLIES.

936—Bread.	963—Lemons.
937—Berries.	964—Marline.
938—Butter.	965—Milk
941—Canned fruit.	967—Minnows.
942—Can opener.	968—Onions.
943—Cheese.	970—Pepper.
945—Cigars.	971—Pilot bread.
946—Coffee.	972—Pipes.
947—Condensed milk.	973—Potatoes.
950—Eggs.	974—Powder.
951—Fish hooks.	975—Salmon.
952—Fish lines.	976—Salt.
953—Fish rods.	978—Salt pork.
954—Flour.	980—Shot.
956—Gasoline.	981—Soap.
957—Ice.	982—Soup.
958—Indian meal.	983—Sugar.
961—Kerosene.	984—Tobacco.
962—Lard.	986—Worms

PEOPLE.

1023—Captain.
1028—Commodore.
1032—Commodore, B. Q. Y. C.
1035—Commodore, O. Y. C.
1036—Commodore, Q. C. Y. C.
1037—Commodore, R. C. Y. C.
1038—Commodore, R. H. Y. C.
1039—Commodore, R. Y. C.
1042—Company.
1052—Corresponding Secretary.
1062—Fleet Captain.
1072—Fleet Surgeon.
1082—Judges.
1092—Ladies.
1203—Measurer.
1230—Owner.
1235—President of L. Y. R. A.
1240—Regatta Committee.
1250—Sailing Master.
1260—Secretary.
1270—Honorary Secretary-Treasurer of L. Y. R. A.
1280—Secretary-Treasurer.
1290—Steward.
1302—Treasurer.
1320—Vice-Commodore.
1321—Vice-President of L. Y. R. A.

To call people, hoist signal with + after it; for instance:

1042+ to call company.

1072+ to call fleet surgeon.

VESSELS.

		L. Y. R. A. Number.
2014—Argo,	B. Q. Y. C.	—
2015—Acacia,	Hamilton	— 43
2016—Adela,	Toronto	— 189
2017—Adeline,	Hamilton	— 108
2018—Aegeria,	Toronto	— 190
2019—Aggie,	Oakville	— 2
2031—Aideen,	Hamilton	— 109
2034—Aileen,	Toronto	— 3
2035—Alert,	Hamilton	— 5
2036—Alert,	Toronto	— 4
2037—Alliance,	Toronto	— 139
2038—Alta,	Charlotte	— 158
2039—Amelia,	Charlotte	— 6
2041—Ariadne,	Hamilton	— 123
2043—Ariel,	Toronto	— 191
2045—Armida,	Charlotte	— 7
2046—Atalanta,	Brighton	— 8
2059—Bessie,	New York	— 9
2061—Brenda,	Toronto	— 11
2068—Cinderella,	Charlotte	— 217
2069—Cupid,	Charlotte	— 210
2071—Choctaw,	Charlotte	— 212
2073—Canuck,	Toronto	— 203

To call a yacht's boat, hoist signal with + after it.
2041+ to call Ariadne's boat.

VESSELS—CONTINUED.

		L. Y. R. A. Number.
2074—Caprice,	Toronto	— 12
2075—Caruli,	Hamilton	— 181
2076—Cherokee,	Charlotte	— 159
2078—Chestnut,	Sodus Bay	— 200
2079—Christabel,	Toronto	— 13
2081—Clytie,	Hamilton	— 173
2083—Condor,	Toronto	— 14
2084—Coquette,	Hamilton	— 15
2085—Cricket,	Oswego	— 16
2086—Cygnet,	Toronto	— 18
2087—Cyprus,	Hamilton	— 19
2103—Daisy,	Toronto	— 20
2104—Dinah,	Hamilton	— 167
2105—Dolphin,	Toronto	— 204
2106—Dot,	Charlotte	— 214
2138—Echo,	Hamilton	— 23
2139—Eclipse,	Hamilton	— 112
2140—Edith,	Charlotte	— 24
2143—Edna,	Toronto	— 192
2145—Ella,	Oswego	— 26
2146—Elleada,	Hamilton	— 168
2147—Elsie,	Toronto	— 138
2148—Enid,	Toronto	— 146
2149—Erechless,	Buffalo	— 22
2150—Erma,	Toronto	— 193
2153—Escape,	Toronto	— 28
2154—Estelle,	Toronto	— 202
2156—Ethel,	Toronto	— 201
2157—Excelsior,	Toronto	— 142

To call a yacht's boat, hoist signal with + after it.
2150+ to call Erma's boat.

VESSELS—CONTINUED.		L. Y. R. A. Number.
2170—Fanny Jutton,	Hamilton	— 184
2173—Finette,	Toronto	— 31
2174—Fleetwing,	Toronto	— 195
2175—Florence,	Oswego	— 33
2176—Florrie B.,	Toronto	— 208
2178—Freida,	Toronto	— 194
2186—Gonza,	Charlotte	— 165
2187—Gracie,	Kingston	— 207
2189—Gwendoline,	Toronto	— 1
2197—Heather Bell,	Hamilton	— 114
2198—Hebe,	Kingston	— 37
2301—Hilda,	Toronto	— 38
2309—Imogene,	Toronto	— 40
2310—Ina,	Toronto	— 128
2314—Iolanthe,	Belleville	— 41
2315—Irene,	Toronto	— 42
2316—Ishkoodah,	Montreal	— 185
2317—Isle of Wight,	Hamilton	— 122
2318—Java,	Toronto	— 175
2347—Kathleen,	Toronto	— 45
2348—Katie Gray,	Oswego	— 46
2349—Katie Hall,	Hamilton	— 148
2350—Kelpie,	Toronto	— 47
2358—Lady Eva,	Charlotte	— 48
2359—Lady Evelyn,	New York	— 49
2360—Latona,	Hamilton	— 180
2361—Lenore,	Toronto	— 216
2364—Little World,	Toronto	— 141
2365—Lotus,	Hamilton	— 125

To call a yacht's boat, hoist signal with + after it.
2348+ to call Katie Gray's boat.

VESSELS—CONTINUED.		L. Y. R. A. Number.
2367—Lucretia,	Hamilton	— 182
2368—Midget,	Oswego	—
2379—Madge,	Charlotte	— 56
2380—Majel,	Charlotte	— 57
2381—Maud B.,	Hamilton	— 127
2384—May Flower,	Conesus Lake	— 206
2385—May Flower,	Dundas	— 178
2386—Medora,	Hamilton	— 177
2387—Mermaid,	Hamilton	— 176
2389—Meteor,	Toronto	— 205
2390—Modjeska,	Charlotte	— 64
2391—Molly,	Toronto	— 63
2407—Nadgy,	Hamilton	— 116
2408—Nadia,	Hamilton	— 66
2409—Naiad,	Toronto	— 67
2410—Nancy,	Hamilton	— 145
2413—Nellie G.,	Toronto	— 129
2415—Nimbus,	Sodus Bay	— 68
2416—Norine,	Hamilton	— 179
2417—Nox,	Charlotte	— 213
2435—Odie,	B. Q. V. C.	— 270
2436—Onone,	Toronto	— 70
2437—Old Girl,	Toronto	— 197
2438—Onward,	Charlotte	— 160
2439—Oriole,	Toronto	— 71
2457—Pappoose,	Oswego	— 172
2458—Phyllis,	Hamilton	— 186
2459—Pixie,	Toronto	— 74
2460—Psyche,	Hamilton	— 76

To call a yacht's boat, hoist signal with + after it.
2439+ to call Oriole's boat.

VESSELS—CONTINUED.		L. Y. R. A. Number.
2461—Puritan,	Toronto	— 77
2463—Priscilla,	Charlotte	— 209
2470—Quickstep,	Toronto	— 187
2479—Restless,	Charlotte	— 152
2480—Ripple,	Charlotte	— 78
2481—Rivet,	Hamilton	— 79
2483—Romola,	Charlotte	— 153
2485—Rustler,	Hamilton	— 156
2496—Samoa,	Toronto	— 117
2497—Schemer,	Hamilton	— 118
2498—Seabird,	Toronto	— 82
2501—Serapis,	Hamilton	— 174
2503—Siesta,	Toronto	— 140
2504—Soubrette,	Charlotte	— 166
2506—Spray,	Hamilton	— 188
2507—Stella,	Hamilton	— 83
2508—Swan,	Toronto	— 131
2517—Triton,	Hamilton	— 87
2536—Undine,	Charlotte	— 103
2537—Uneasy,	Toronto	— 88
2548—Vendetta,	Hamilton	— 89
2549—Velnette,	Charlotte	— 90
2560—Vera,	Hamilton	— 21
2561—Verve,	Hamilton	— 92
2564—Vision,	Cobourg	— 53
2567—Vixen,	Hamilton	— 199
2568—Volante,	Hamilton	— 147
2569—Volante,	Oswego	— 95
2570—Volante,	Toronto	— 198

To call a yacht's boat, hoist signal with + after it.
2549+ to call Velnette's boat.

VESSELS—CONTINUED.		L. Y. R. A. Number.
2571—Vreda,	Toronto	— 149
2586—Why Not,	Charlotte	— 215
2587—Water Witch,	Hamilton	— 120
2589—Water Witch,	Toronto	— 154
2590—Wave,	Hamilton	— 121
2591—Wenona,	Charlotte	— 164
2593—Whistlewing,	Toronto	— 98
2594—White Wings,	Hamilton	— 97
2596—Widgeon,	Toronto	— 133
2597—Wona,	Toronto	— 143
2598—Woos,	Toronto	— 100
2608—Xantho,	Hamilton	— 126
2617—Yolande,	Toronto	— 101
2618—Yama,	Oswego	— 155
2619—Yarle,	Charlotte	— 211
2637—Zeta,	Sackett's Harbor	— 102

To call a yacht's boat, hoist signal with + after it.
2618+ to call Yama's boat.

NUMBERS.

When a signal begins with O it means a number. When a number calls for the same flag twice, it is necessary to divide the number into two or more parts and hoist the parts either all at once with the + flag between them, or by two or more hoists with the + flag at the end of all except the last hoist. There is no number that cannot be signaled by this system.

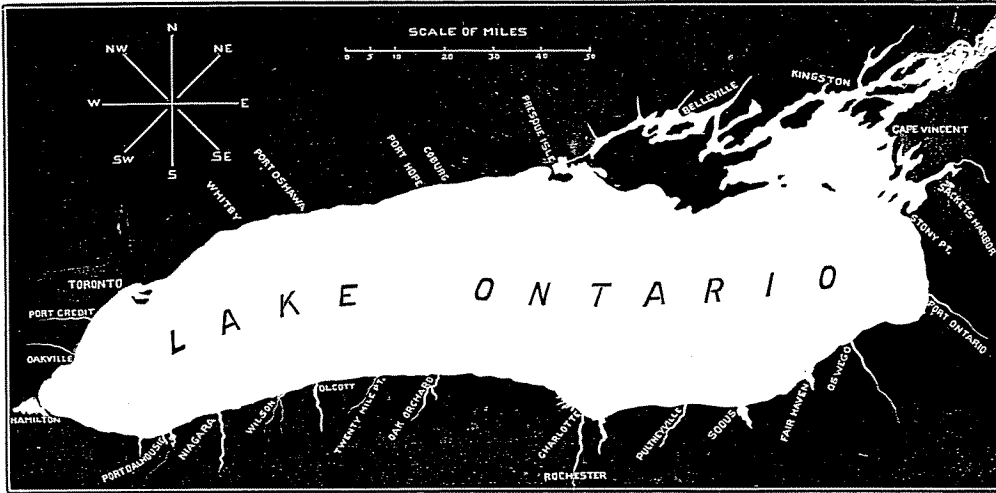
EXAMPLES.

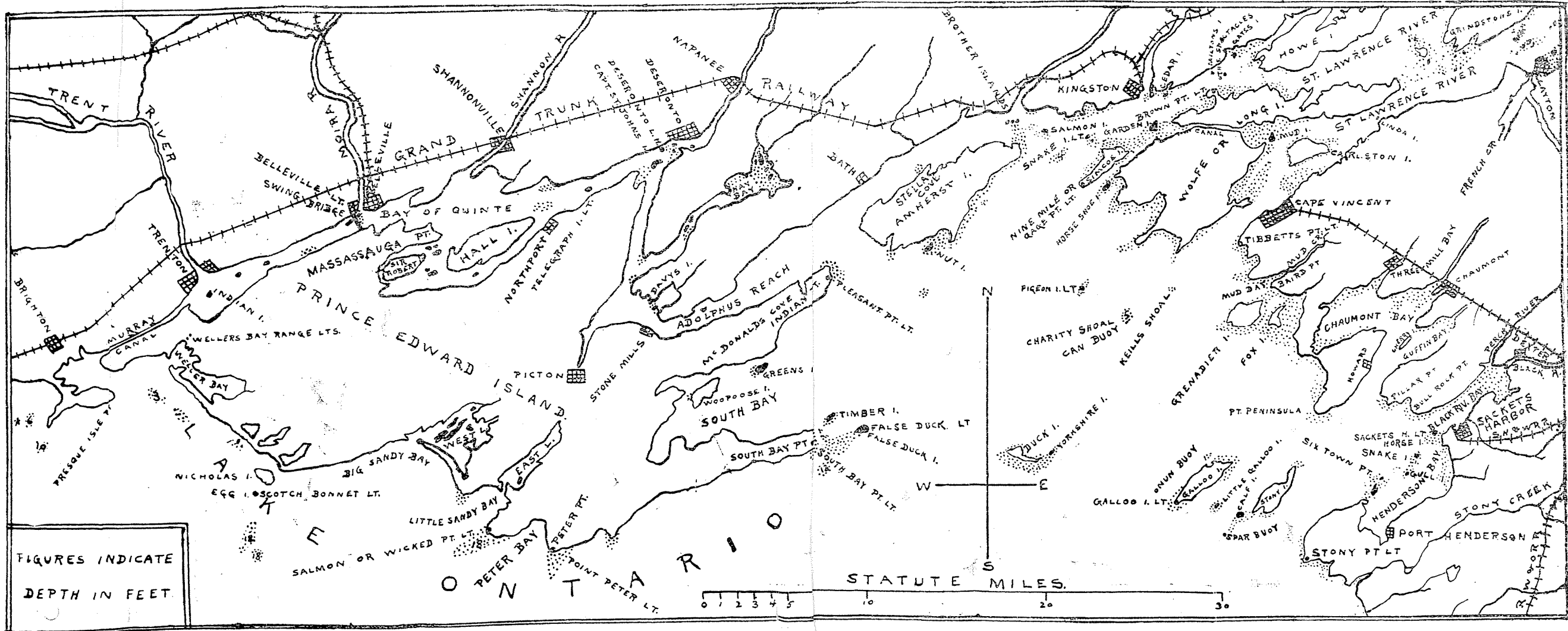
O=0
 O1=1
 O79=79
 O1+9=10
 O19+3=22
 O642+ }
 O846+ } =2201
 O713 }

This signal is made in three hoists. 642+ means add what follows to 642. 846+ means add what follows to the sum of 642 and 846. 713 without the + means that the signal is complete and that by adding the three numbers you get the number signaled.

TABLE OF SAILING DISTANCES ON LAKE ONTARIO.

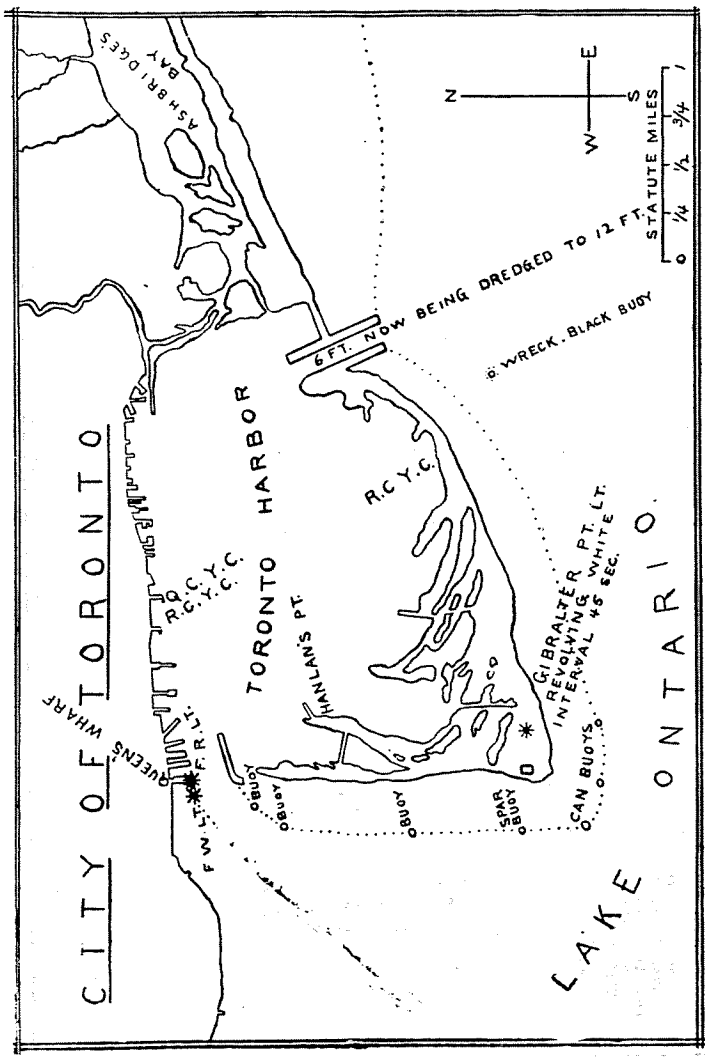
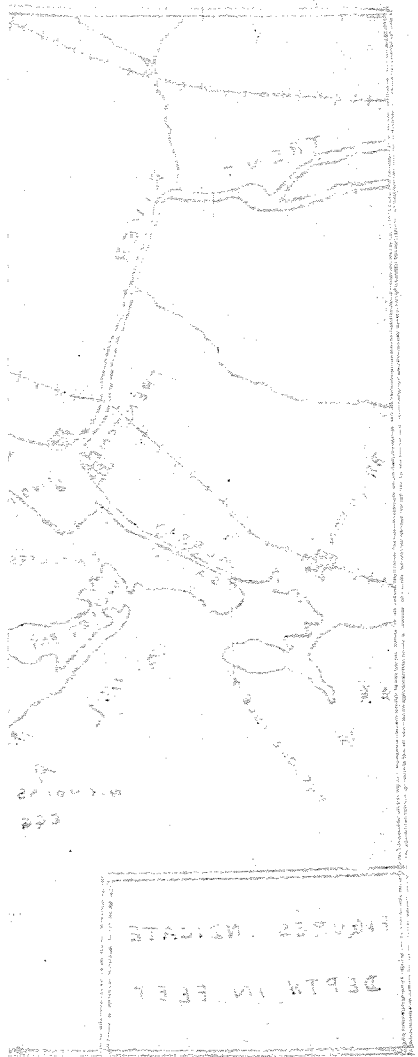
Belleville	65	66	43	79	140	60	103	67	83	82	114	48	18	69	73	74	108	81	92
Cape Vincent	66	88	96	58	189	22	150	107	132	48	160	102	73	72	23	67	160	133	138
Charlotte Lt.	66	88	54	46	118	87	78	32	39	57	89	57	49	22	87	32	95	77	65
Cobourg	43	96	34	83	97	95	65	39	50	89	74	5	25	66	103	74	65	39	55
Fair Haven Lt	79	58	46	83	160	62	120	75	102	13	132	88	65	24	52	15	57	116	108
Hamilton	140	189	118	97	160	187	40	85	38	170	31	92	120	137	193	147	35	60	52
Kingston	60	22	87	93	62	187	149	105	130	53	150	100	73	74	34	70	158	133	136
Niagara	104	150	78	65	120	40	149	45	18	130	10	62	86	97	153	107	30	40	12
Oak Orchard Lt.	67	107	32	39	75	85	105	43	27	85	56	38	49	52	110	62	63	48	33
Olcott Lt	16	132	59	50	102	58	130	18	27	112	29	46	68	79	137	89	49	35	7
Oswego Lt.	82	48	57	89	13	170	53	130	85	112	140	93	68	36	40	27	146	123	118
Port Dalhousie	114	160	89	74	132	31	150	10	56	29	140	70	96	108	166	118	30	46	23
Port Hope	48	102	57	5	88	92	109	62	38	46	93	70	30	70	108	118	60	34	51
Presque Isle Bay	18	73	49	25	65	120	73	86	49	68	68	96	30	53	80	59	91	64	74
Pultneyville	69	72	22	66	24	137	74	97	52	79	30	108	70	53	70	11	114	95	85
Sackett's Harbor	75	23	87	103	52	193	35	155	110	137	40	166	108	80	70	63	166	140	142
Sodus Lt.	74	67	32	74	15	147	70	107	62	89	27	118	78	59	11	61	125	105	96
Toronto	108	160	95	65	137	35	158	39	65	40	146	30	60	91	114	166	125	28	30
Whitby	81	133	77	39	116	60	133	40	48	35	123	46	34	64	95	140	105	28	36
Wilson	92	138	65	55	108	52	136	12	33	7	118	23	51	74	85	14	96	36	36

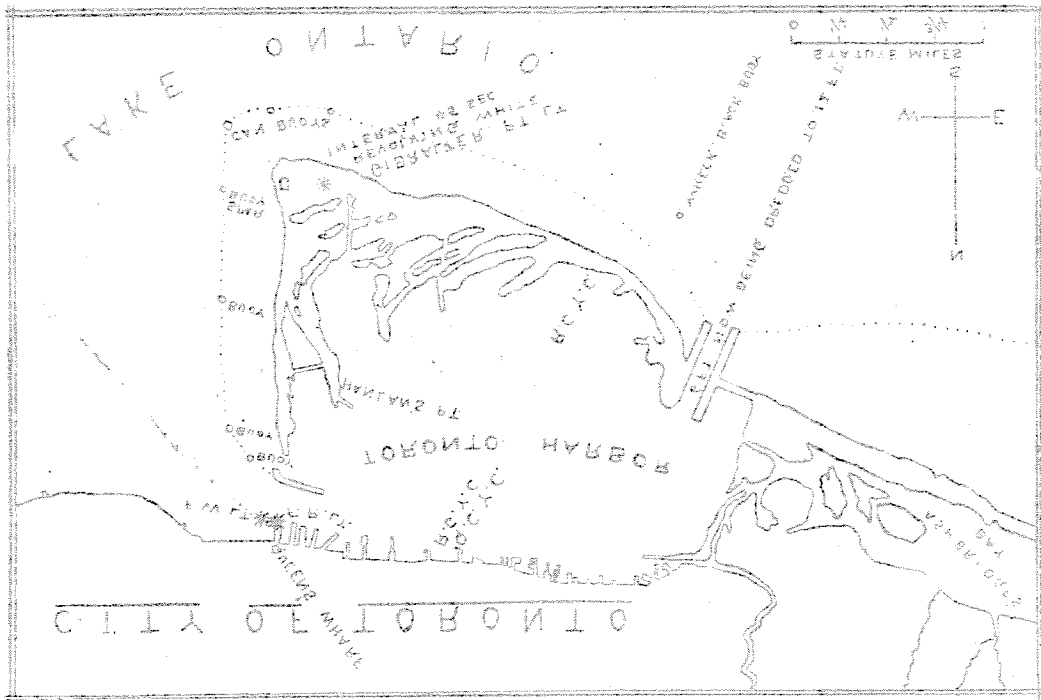




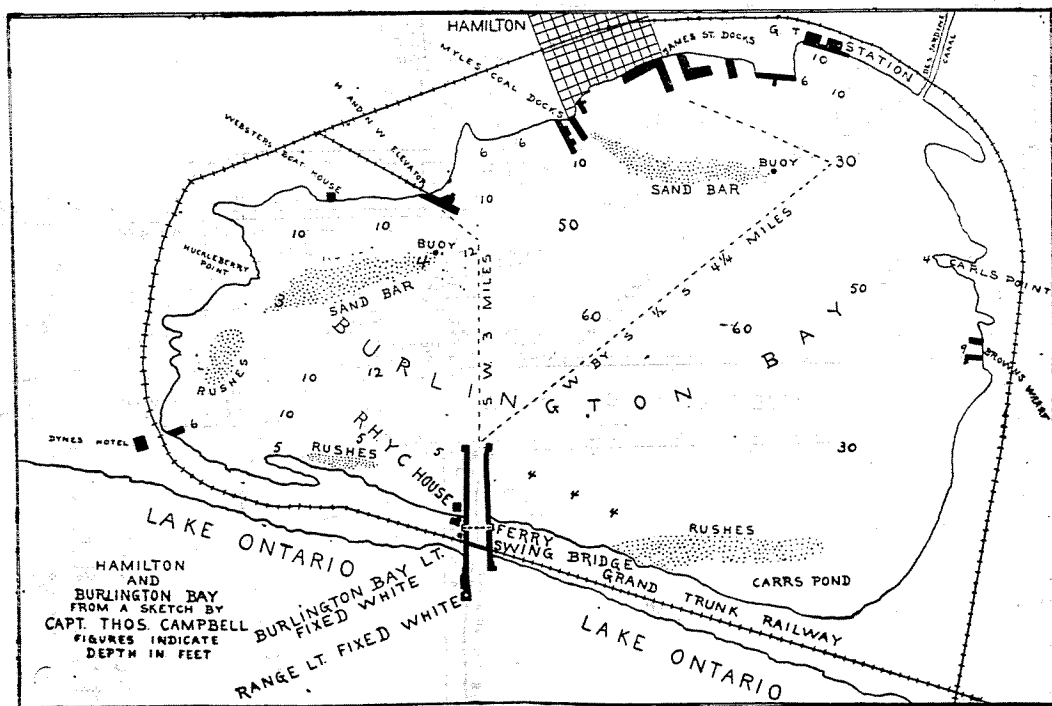
FIGURES INDICATE
DEPTH IN FEET.

0 1 2 3 4 5 10 20 30
STATUTE MILES.



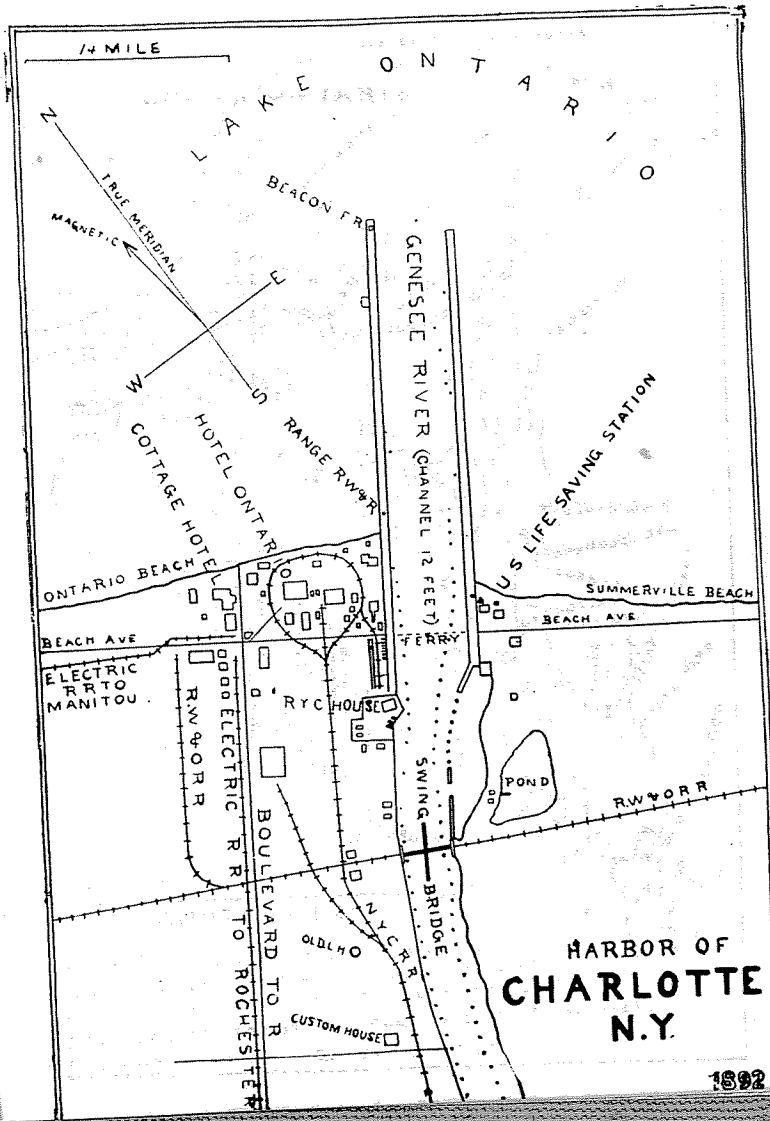
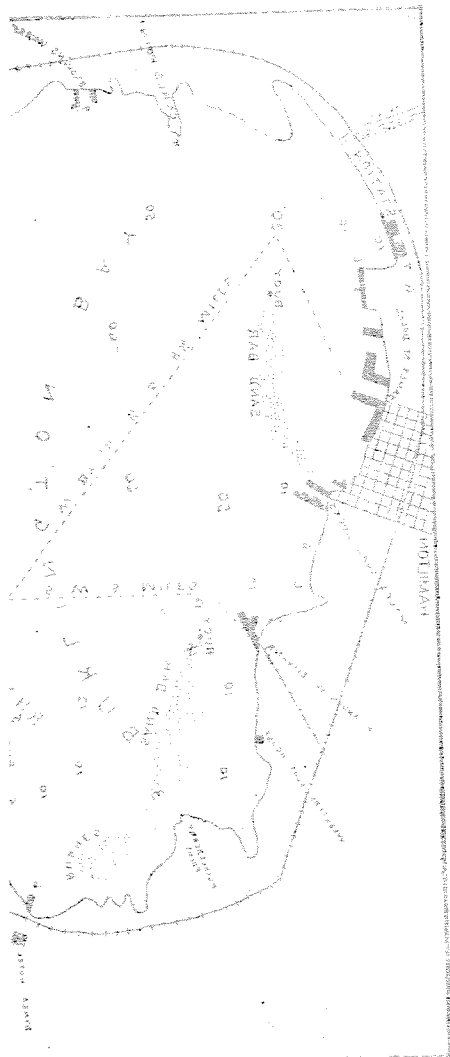


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HAMILTON AND BURLINGTON BAY FROM A SKETCH BY CAPT. THOS. CAMPBELL FIGURES INDICATE DEPTH IN FEET

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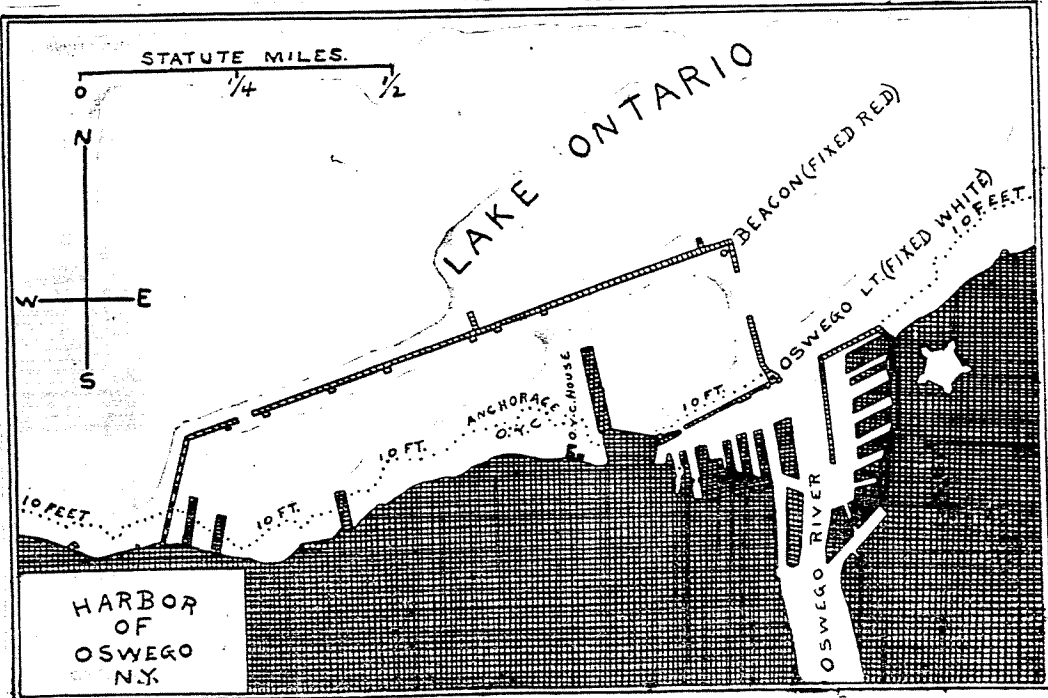


LIGHTS INDICATE DEPTH IN FEET

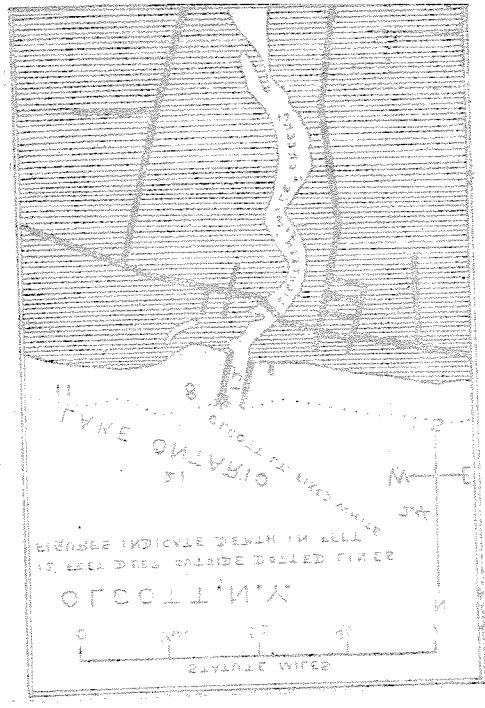
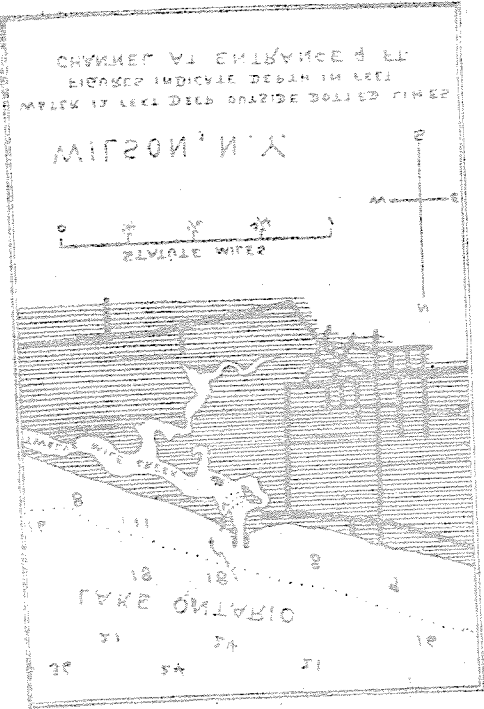
CHANNEL IS ABOUT 20 FEET DEEP FROM WEST SIDE
CHANNEL IS ABOUT 10 TO 15 FEET DEEP
FIRST EXCELLENT BEACHED WHEAT WHERE THE
WATER IS 15 FEET DEEP OR DEEPER WHEAT



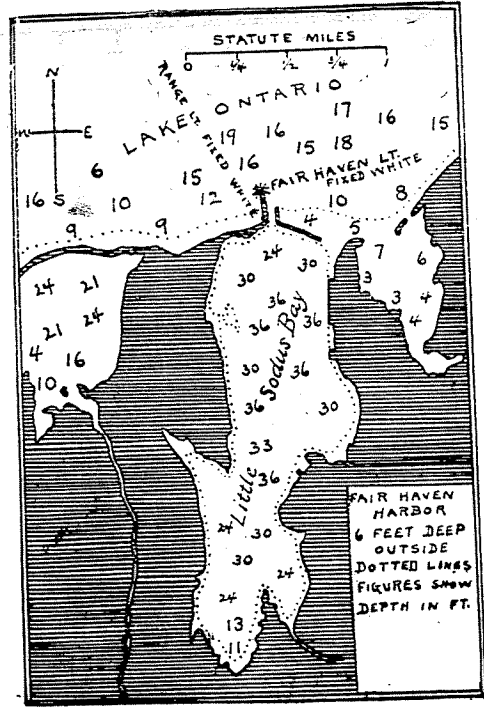
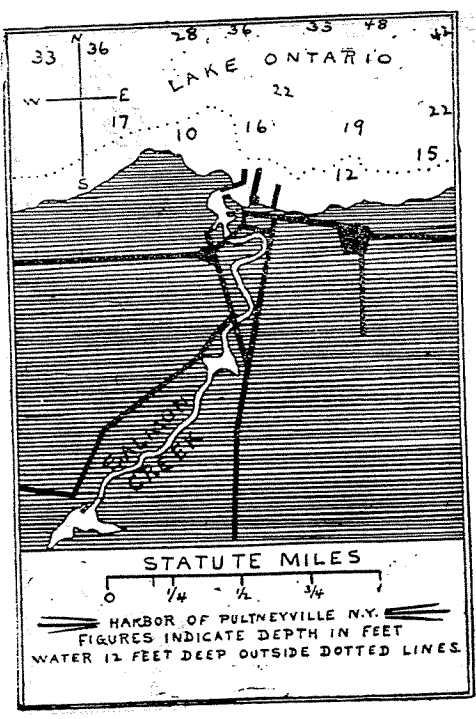
111



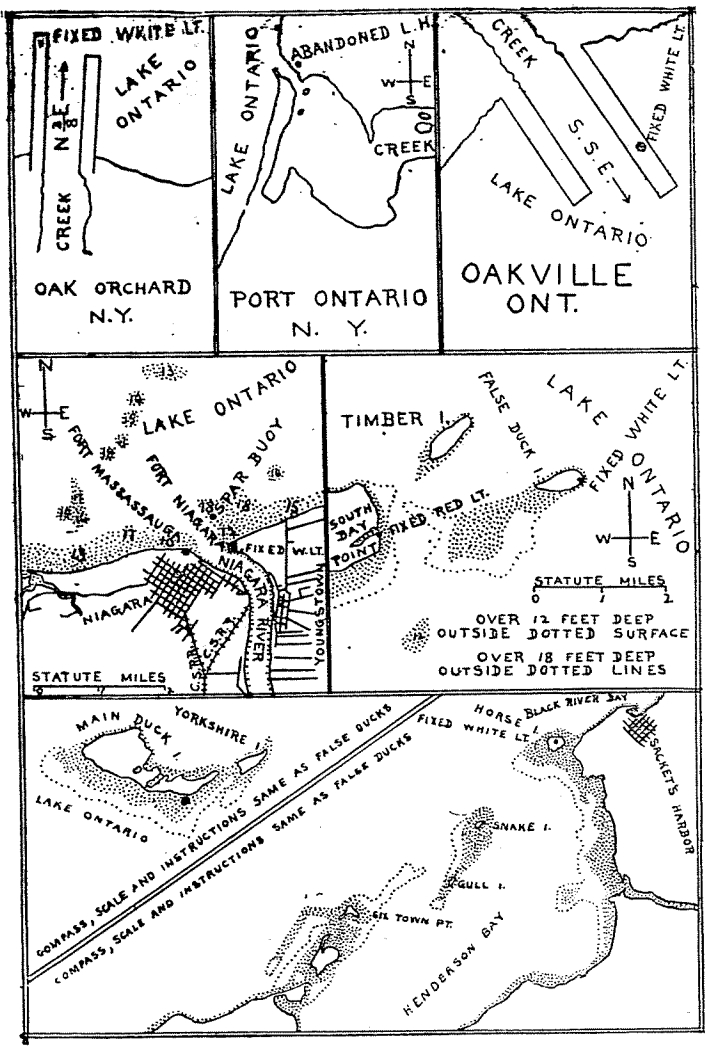
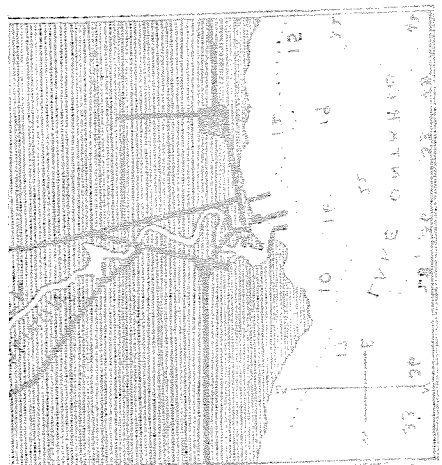
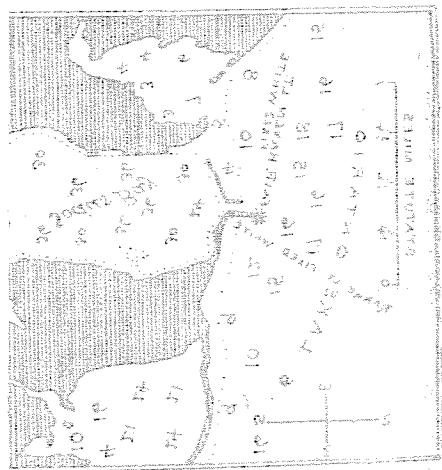
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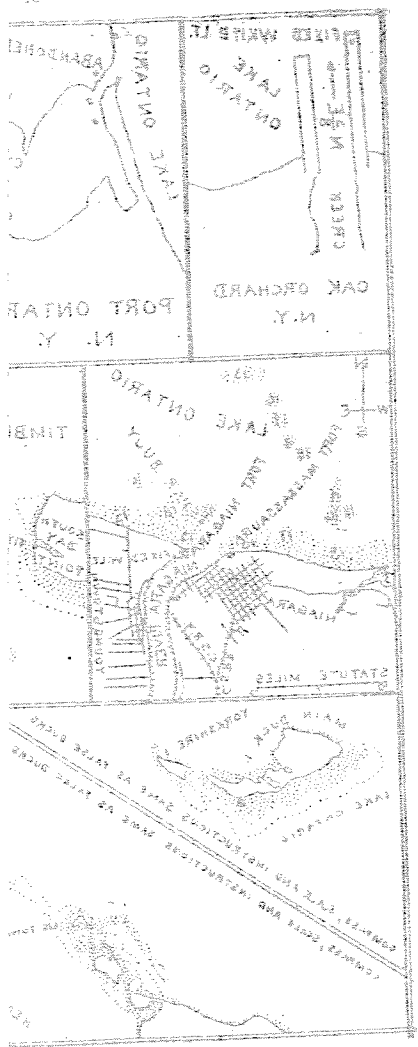


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Memoranda.

A series of horizontal dotted lines for writing memoranda.