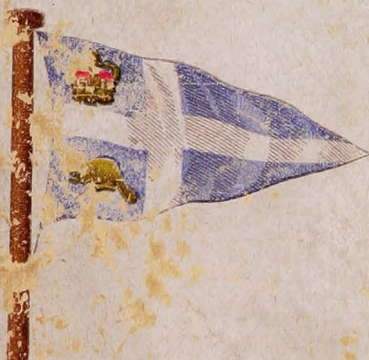


Royal Canadian Club

STATION—TORONTO, CANADA



BY-LAWS AND SAILING RULES

Established, 1854.

Incorporated 4th March, 1868.

Date of Admiralty Warrant, 10th July, 1873.

TORONTO :
MAIL JOB DEPARTMENT.
1888.



1888

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WITH THE COMPLIMENTS OF THE

Honorary Secretary

OF THE

Royal Canadian Yacht Club



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OFFICE-BEARERS, 1888



Patrons :

HIS ROYAL HIGHNESS THE PRINCE OF WALES.
HIS EXCELLENCY THE GOVERNOR-GENERAL OF CANADA.

Commodore :

GEORGE GOODERHAM, Esq.

Vice-Commodore :

GARDINER BOYD, Esq.

Rear-Commodore :

R. F. STUPART, Esq.

Hon. Sec. & Treas.:

S. BRUCE HARMAN, Esq.

Committee of Management :

H. T. BECK, Esq.

B. JENNINGS, Esq.

A. R. BOSWELL, Esq.

JOHN LEYS, Esq.

BEVERLEY JONES, Esq.

JOSEPH LESSLIE, Esq., M.D.

J. KERR FISKEN, Esq.

R. BALDWIN, Esq.

Assistant Secretary :

GEORGE E. EVANS, 10 Manning Arcade.

AN ACT

To Incorporate the Royal Canadian Yacht Club.

WHEREAS the persons hereinafter named, with a large number of others in Toronto, and elsewhere, in the Dominion of Canada, have associated themselves for the establishment of a Club, for the purpose of encouraging Yacht Building and Sailing in Canadian Waters, and have prayed to be incorporated by the name of "The Royal Canadian Yacht Club," having been permitted by Her Most Gracious Majesty to assume the style of "Royal"; and it is expedient to grant their prayer: Therefore Her Majesty, by and with the advice and consent of the Legislative Assembly of Ontario, enacts as follows :—

1. Edwin M. Hodder, George H. Wyatt, B. R. Clarkson, H. L. Hime, and William Armstrong, Esquires, the Officers, and such other persons as now are or hereafter shall become members of the said Association, shall be and are hereby declared to be a body politic and corporate, in deed and in name, by the name of "The Royal Canadian Yacht Club," and by that name shall have perpetual succession, and a common seal, and shall have power, from time to time, to alter, renew, or change such common seal, at their pleasure, and shall by the same name, from time to time and at all times hereafter, be able and capable to purchase, acquire, hold, possess, and enjoy, and to have, take, and receive to them and their successors, such lands, tenements, and hereditaments, and real and immovable property and estate, situate, lying and being within the City of Toronto, as may be necessary for the actual use or occupation of the Corporation as a Club-House and dependencies; and the same to sell, alienate, and dispose of whensoever the said Corporation may deem it proper so to do: and by the same name shall and may be able and capable in law to sue and be sued, implead and be impleaded, answer and be answered unto in any manner whatsoever: and the constitution, rules and regulations now in force, touching the admission and expulsion of members, and the management and conduct generally of the affairs and concerns of the said Association, in so far as they may not be inconsistent with the laws of this Province, shall be the constitution, rules, and regulations of the said Corporation: Provided always that the said Corporation may from time to time, alter, repeal, and change such constitution, rules, and regulations of the said Corporation.

2. All property and effects now owned by or held in trust for the said Association, are hereby vested in the said Corporation, and shall be applied solely to the maintenance of the said Corporation.

3. No member of the Corporation shall be liable for any of the debts thereof beyond a sum which shall be equal to the amount of the original entrance fee, and the annual subscriptions which may remain unpaid by such member; and any member of the Club, not being in arrears, may retire therefrom, and shall cease to be such member, on giving notice to that effect, in such form as may be required by the by-laws thereof, and thereafter shall be wholly free from liability for any debt or engagements of the Club.

4. It shall be lawful for the said Corporation to issue stock to such extent as they may deem necessary, not exceeding, in the aggregate, the sum of Thirty Thousand Dollars, in shares of Fifty Dollars each; such stock to be subscribed for in a book to be opened for that purpose, by a Committee of the said Club, and to be paid up in such manner, and within such time, as may be determined by the said Committee.

5. The funds arising from such stock shall be applied exclusively to the purchase of lands or buildings, for or to the erection of a Club-House and dependencies, and of furnishing the same.

6. The shares of such stock shall be assignable by delivery and surrender of the certificates to be issued to the holders of such shares, respectively, and by assignment on the books of the Corporation.

7. The holder of such stock, duly paid up, shall be a proprietor of an undivided share of the real estate of the Corporation, and of the buildings thereon to be erected, and shall be exempt from all liability beyond the extent of the stock he shall actually hold.

8. It shall be competent to the said Corporation to pay off so much of the said stock, from time to time, as the Committee may deem desirable; the share or shares, so to be paid off, to be selected by the said Committee by ballot.

9. The said Corporation shall make and furnish to the Lieutenant-Governor and to the Legislative Assembly of the Province of Ontario during the first fifteen days of the first Session thereof, in each and every year, a full and unreserved statement of the affairs of the said Company, and of its funds, property and securities.

FLAGS.

The Club Flag shall be a blue Burgee, with a white cross, a crown in the upper square, and a beaver in the lower—both yellow—and shall be hoisted at the mast-head. Pattern to be as follows: triangular, not less than three feet long by two feet in the luff. Each boat shall be provided with a Distinguishing Flag of the same size and shape, and of such pattern as the owner may select. The Club Ensign shall be blue, with the crown in the fly. With the view of assimilating the practice of the Royal Canadian Yacht Club to the usage of all other Yacht Clubs, the boats of the Club, when sailing in any organized meeting, shall be at liberty to hoist the following flags only, viz., the Club Flag, the Distinguishing Flag, the Official Flag, and the Blue Ensign. The Commodore's Flag shall be five feet long by two feet six inches wide—*Red*, with yellow crown in centre; the Vice-Commodore's Flag, the same shape and dimensions, *White*, with blue crown in centre; the Rear-Commodore's, do., do., *Blue*, with white crown in centre. The Lake Yacht Racing Association's code of signals has been adopted by the Club.

UNIFORM.

The Club uniform shall be a dark blue jacket with Club buttons, white or blue cloth waistcoat, black trowsers and black tie; the jacket to have a falling collar, double breast, eight buttons on each side, four buttons on the cuffs, with gold braid, lining black; blue cap and badge, of the pattern of the Royal Thames Y.C., and a badge on each shoulder as follows; Commodore, Crown and Anchor on Crow-foot (gold); Vice-Commodore, Crown on do.; Rear-Commodore, Anchor on do.; Secretary-Treasurer, two stripes of gold lace, three braids in each; (undress) officer's coat, two stripes of three braids, each $1\frac{1}{2}$ in. long, and $\frac{3}{4}$ in. between each stripe on each shoulder; the dress uniform shall be a blue tailed coat, double breasted, rolling collar, lapels to side pockets, with three large buttons on each, six buttons on each side, lining white silk; black cloth trowsers and black tie.

GOVERNMENT HOUSE,

QUEBEC, AUGUST 4TH, 1854.

SIR,—I am commanded by the Governor-General to inform you that His Excellency has received a dispatch from Her Majesty's Secretary of State for the Colonies, stating that he has laid before the Queen the Petition of the members of the Canadian Yacht Club, praying that Her Majesty would be pleased to permit them to assume the style of "Royal"; and that Her Majesty was graciously pleased to comply with their prayer.

I have the honor to be, Sir,

Your most obedient servant,

[Signed] AUG. T. HAMILTON,

Mil. Sec'y.

JOHN ETTRICK, Esq.,

Secretary, C. Y. C.,

TORONTO, C. W.

WARRANT

By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, etc.

Whereas we deem it expedient that vessels belonging to the Royal Canadian Yacht Club shall be permitted to wear the Blue Ensign of Her Majesty's fleet with a Crown in the fly.

We do by virtue of the power and authority vested in us hereby warrant and authorize the Blue Ensign of Her Majesty's fleet, with a Crown in the fly, to be worn on board the respective vessels belonging to the Royal Canadian Yacht Club accordingly.

Given under our hands and the seal of the office of Admiralty, this tenth day of July, 1878.

(Signed) A. W. A. HOOD.
GILFORD.

By command of their Lordships,

(Signed) THOS. WOLLEY.

L.M.M.

ADMIRALTY,

1st August, 1878.

1. As there appears to be a want of knowledge on the part of Secretaries of Yacht Clubs, of the conditions under which the Lords Commissioners of the Admiralty grant Warrants for Owners of Yachts belonging to the several Clubs to fly particular flags, My Lords have caused the following circular letter to be drawn up, and copies to be sent to the Secretary of each Club holding a Warrant from the Admiralty.

2. Clause 19 of the Merchant Shipping Act, 1854, sets forth, that—"Every British ship must be registered in manner hereinafter mentioned, except,

(1.) Ships duly registered before this Act comes into operation :

(2.) Ships not exceeding fifteen tons burden *employed solely in navigation on the rivers or coasts of the United Kingdom, or on the rivers or coasts of some British possession within which the managing owners of such ships are resident :*

(3.) Ships not exceeding thirty tons burden, and not having a whole or fixed deck, and employed solely in fishing or trading coastwise on the shores of Newfoundland or parts adjacent thereto, or in the Gulf of St. Lawrence, or on such portion of the coasts of Canada, Nova Scotia, or New Brunswick as lie bordering on such gulf :

And no ship hereby required to be registered shall, unless registered, be recognized as a British ship ; and no officer of customs shall grant a clearance or transire to any ship hereby required to be registered for the purpose of enabling her to proceed to sea as a British ship, unless the master of such ship, upon being required so to do, produces to him such certificate of registry as is hereinafter mentioned ; and if such ship attempts to proceed to sea as a British ship without a clearance or transire, such officer may detain such ship until such certificate is produced to him."

3. Clause 105 sets forth, that—"If any colours usually worn by Her Majesty's ships, or any colours resembling those of Her Majesty, or any distinctive national colours, except the Red Ensign usually worn by merchant vessels, or except the Union Jack with a white border, or if the pendant usually carried by Her Majesty's ships, or any pendant in anywise resembling such pendant, are or is hoisted on board any ship or boat belonging to any subject of Her Majesty, without warrant for so doing from Her Majesty or from the Admiralty,

the master of such ship or boat or the owner thereof, if on board the same, and every other person hoisting or joining or assisting in hoisting the same, shall for every such offence incur a penalty not exceeding five hundred pounds; and it shall be lawful for any officer on full pay in the military or naval service of Her Majesty, or any British officer of the customs, or any British consular officer, to board any such ship or boat, and to take away any such jack, colours, or pendant; and such jack, colours, or pendant shall be forfeited to Her Majesty."

4. In all applications for Warrants for Vessels required by the Act to be registered, it is essential that the following particulars be stated:—

Name of Vessel.
Rig.
Length, per Register.
Breadth do.
Tonnage do. (to decimals)
Port of Registry.
Name of Owner.

Applications for Warrants for Vessels *not* required by the Act to be registered, should, in addition to the dimensions, etc., of the Vessel, be accompanied by a statement of the name of the former Owner, in order that the Vessel may be identified.

5. Warrants are granted to the Secretaries of Clubs, and My Lords consider the Clubs responsible for the return of the Warrants. They would, therefore, suggest that a rule should exist in the Club requiring the return of the Warrant whenever it becomes obsolete.

Whenever a Warrant ceases to be in operation, either by the sale of the Vessel, or from any other cause whatsoever, it is the duty of the Secretary of the Club to return it to this Office, so soon as possible, in order that it may be cancelled, and each Warrant should be accompanied by a statement of the reason for its return.

In the event of a Warrant being lost, the Secretary must acquaint the Secretary of the Admiralty of the same, and the letter should be accompanied by a statement from the Owner of the circumstances under which the Warrant has been lost.

Until Warrants are returned, or a satisfactory explanation of their non-return is afforded, fresh Warrants will not be issued.

It is requested that copies of the lists of Vessels of the Clubs may be sent to the Admiralty, once a year.

By command of their Lordships,

(Signed) ROBERT HALL,

USEFUL INFORMATION.

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

ADMIRALTY WARRANTS.—Warrants granted to Clubs and the members thereof, granting permission to fly the White Ensign, or the Blue Ensign, or the Red Ensign with device on it. An Admiralty Warrant also enables the owner to ship excisable goods, such as wines, spirits, tobacco, tea, etc., direct from bond without payment of duty; and to enter ports without paying harbor dues (this does not include dock charges) and to make fast to mooring buoys laid down by the Admiralty, if such buoys be not required by ships of H. M. fleet. An Admiralty Warrant is also useful in foreign ports as it at once establishes the nationality of a yacht; and the port authorities usually show greater civility to yachts carrying an Admiralty Warrant, securely berthing them, and frequently foregoing harbor dues (not dock charges). *When a yacht changes hands her Warrant must be returned through the Club Secretary to the Admiralty.* It is compulsory that every yacht of and above fifteen tons internal capacity shall be registered. Yachts smaller than fifteen tons must also be registered before application for an Admiralty Warrant can be made on their behalf.

ENSIGN.—If an Ensign other than the Red be flown by any vessel without a warrant from the Admiralty, a penalty of £500 stg. may be inflicted, and any Custom House or Consular Officer or other officer in H. M. Service on full pay may board the vessel and seize the flag. Although the Red Ensign has been assigned to the mercantile marine, no device can be put in it other than the Jack, without the permission of the Admiralty. The jurisdiction of the Admiralty only extends to flags flown afloat, and any Ensign can be hoisted on flag-staffs on shore. When a Warrant is granted to a Club to fly the White, Blue or the Red Ensign with a device, this Warrant does not of itself entitle a member of the Club to fly either Ensign on board his yacht; before he can legally do so he must also obtain a warrant from the Admiralty through the Club Secretary. As many Warrants must be obtained as he belongs to clubs if he desires to fly the flag of each club. When the yacht is disposed of, the Warrants must be returned through the Club Secretary to the Admiralty, and if the owner obtains a new yacht he must get fresh Warrants.

ENSIGN, HOISTING OF.—Ensigns and Burgees are hoisted every morning at eight o'clock (9 a.m. from September 30 to March 31), and hauled down at sunset. It is a slovenly habit

to hoist or haul down colors at irregular hours. At sea it is only usual to hoist colors when passing another vessel.

DIPPING THE ENSIGN.—The Ensign is lowered or dipped as a means of saluting a Commodore, etc., or member of a club. The junior member shall be the first to dip. Sometimes, if no Ensign is flying, the Burgee is dipped. It is usual to "dip" in passing a Man-of-War or Royal Yacht. A Royal Yacht never answers the salute by dipping her Ensign. Strictly it is etiquette for the Blue Ensign to dip to the White, and Red to the Blue and White.

BURGEE, ETIQUETTE OF.—It is considered etiquette, if a yacht is on a station where there is a club established, and her owner is a member of the club, that the flag of that particular club should be hoisted as the yacht arrives on the station, although the owner may be the Commodore, or Vice or Rear-Commodore of another club. If his yacht is a schooner he can fly his pennant at the main, and the club Burgee at the fore. If several yachts are lying at an anchorage where there is no club, the yachts will fly the Burgee of the senior officer present, but if there be two officers of equal rank present then the flag of the one whose club is senior by virtue of the date of its Admiralty Warrant will be flown. The senior officer means the one of highest rank, and where the rank is equal, the seniority depends upon the date of the Admiralty Warrant of the club which conferred the rank and not upon the length of service of the officer; but a Vice-Commodore of a senior club does not take precedence of a Commodore of junior club. By the same rule when several yachts are present belonging to clubs that have no Admiralty Warrants, the date of the establishment of the several clubs would decide the seniority of officers of equal rank, but clubs with Admiralty Warrants always rank before those without.—(See "Royal Clubs.")

BOAT'S ETIQUETTE.—If the person in charge of a yacht's boat desires to salute a passing boat containing an Admiral, Captain, Commodore or other person of consequence, he directs the crew to lie on their oars as the boat passes, and to raise their hats or caps. The owner on leaving his yacht with a party is the last on the boat, and the first out, and on leaving the shore is the last to get into the boat and the first to board the yacht.

SALUTES.—It is usual to salute a club Flag-Officer on his first hoisting his flag on a club station at the beginning of a season, and when he hauls it down at the close of a season, by *eleven guns for a Commodore, nine guns for a Vice-Commodore, and seven guns for a Rear-Commodore*, respectively. It is etiquette for a Flag-Officer of a club to return a club salute, or a salute by a squadron, with one salute of the number of guns he is entitled to. He returns a Vice or Rear-Commodore's salute with the guns each is entitled to, unless he receives a salute from both, then he returns with the number of guns he himself is entitled to; strictly, however, the Rear should not salute the Commodore in the presence of the Vice unless he obtains permission from the Vice to do so,

A royal personage does not return a salute. The practice used to be for a yacht to "salute the flag" on arriving at a station; this practice is still in vogue in America, a junior always saluting first.

Salutes :

Royal	21 guns.
Admiral of the Fleet	17 "
Admiral	15 "
Vice-Admiral	13 "
Rear-Admiral	11 "
Commodore	9 "

A captain or other officer's salute is returned with 7 guns.

ROYAL YACHT CLUB.—A club that has obtained permission from the Home Office to use the prefix "Royal." An Admiralty Warrant obtained from the Admiralty does not confer the title, but a Royal Yacht Club that has not also the Admiralty Warrant can only fly the Red Ensign, and this can have no device. A club with an Admiralty Warrant takes precedence of a club that has only a Royal Warrant.

WINNING FLAG.—The racing flag which is hoisted immediately after a race, to denote that a yacht has won a prize, is hoisted immediately below on the same halyards as the burgee. When the yacht has sailed her last match she hoists as many racing flags as she has won prizes during the season. If a yacht has won more prizes than she has racing flags, it is usual to make up the deficiency with code signal flags or burgees.





BY-LAWS.

AS CONSOLIDATED AND CONFIRMED AT A SPECIAL GENERAL
MEETING, JULY 6TH, 1888.

1. All former By-laws are hereby rescinded.
2. The object of this Club being the encouragement of Yacht Building and Sailing in Canadian waters: *It is enacted*, that the funds of the Club (after paying the necessary current expenses) be appropriated to prizes of cups or money, as may be decided by the Committee of Management, to be sailed for as may be decided by the Committee.
3. The Club, through the Committee of Management, may allow races, open to all comers, to be run under the Club patronage and management. In Club races, and all races under Club management, the time allowance of the Lake Yacht Racing Association shall be used.
4. Politics, and religious questions of every kind, shall be absolutely excluded from open discussion in the Club.

MEETINGS.

5. The General Meeting of the Club shall take place on the first Saturday in June in each year at the Club House, at eight o'clock p.m. Nine members shall form a quorum. The Commodore, or, in his absence, the Vice-Commodore or Rear-Commo-

dore, shall take the chair at all Club Meetings; in the absence of these officers, the members present of such meeting shall elect a chairman.

6. The Secretary shall summon a Special General Meeting of the Club at any time, on receiving directions from the Committee of Management; or on a requisition signed by not less than five members of the Club. In all such cases there must be at least seven days' notice of meeting, posted in the Club House and in the waiting-room at the Esplanade, which notice shall state the object of the meeting. All notices thus posted shall be considered sufficient as regards meetings of the Club.

7. When any General or Special Meeting of the Club is about to be held, the billiard-room and the card-rooms in the Club House shall be closed at least a quarter of an hour before the time, and remain closed during the meeting.

OFFICERS, ETC.

8. The Officers of the Club shall consist of a Commodore, Vice-Commodore, Rear-Commodore, Hon. Secretary-Treasurer. The Officers, a Committee of Management and two Auditors shall be elected at the General Meeting in June, and shall take office forthwith: the Officers shall be *ex officio* members of the Committee of Management: and with the exception of the Hon. Secretary-Treasurer, they shall be owners of Yachts, or joint owners; provided always, that the other joint owners are members of the Club.

9. The Commodore, Vice-Commodore, Rear-Commodore, Hon. Secretary-Treasurer, Committee of Management and two Auditors shall be elected by ballot, as follows: Within three weeks of, and at any

time thereafter up to one week of the General Meeting in June, or any Special General Meeting called for that purpose, any member may, in writing, communicated to the Secretary, nominate one person for each office, including nine members for the Committee of Management, and two Auditors; and the Secretary shall, from day to day, as received, post up in the Club the names of all persons so nominated, with the names of the respective nominators subscribed thereto; and the election shall take place at the General Meeting. In the event of no nominations being made as aforesaid or no elections taking place at such General Meeting, the elections shall take place at a Special General Meeting called for that purpose in the manner provided by Rule 6, but no such elections shall take place until nominations have been made as before provided. New nominations may be made at such general or special meeting, but persons so nominated must receive a two-thirds vote of those present. The Officers, Committee of Management, and Auditors, shall hold office until their successors are appointed.

10. The Committee of Management shall consist of nine members, in addition to the *ex officio* members. It shall appoint all Sub-Committees, an Assistant Secretary, and Bankers, and shall have all the powers of the Club except as to rescission or alteration of By-laws, or additions thereto, election or expulsion of members, and annual election of officers. Four shall form a quorum.

11. The Committee of Management shall appoint a Sailing Committee, and such other Committees as it may deem necessary.

12. The Committee of Management shall have power to levy an assessment of not more than \$10

in any year upon every member of the Club, including Life Members, but not Honorary Life Members, subject to the approval of two-thirds of those present at the Annual General Meeting of the Club, or at a Special General Meeting of the Club called for the purpose of considering the same.

13. The Committee of Management, at a special meeting of that body to be called for that purpose, of which meeting at least three clear days' notice shall be given, are empowered to fill up any vacancies that may occur during the year in their own number or that of the Officers of the Club. No member shall vote upon any question in which he is personally interested.

14. Should any member of the Committee of Management be absent from all meetings held in any two consecutive months without a satisfactory excuse to the other members, he shall cease to hold office, and his place be filled according to By-law No. 13.

15. The Hon. Secretary-Treasurer shall keep correct Minutes of the proceedings of the Club, and shall also receive all Club moneys and pay all accounts. The Assistant Secretary, whether a member of the Club or not, shall, during his tenure of office, have such privileges only in the Club as may from time to time be accorded to him by the Committee of Management, shall hold office during the pleasure of the Committee of Management, and shall discharge all duties assigned to him by the Secretary-Treasurer, and shall be paid such salary as the Committee of Management shall decide.

16. The Auditors shall examine and audit the Club accounts, and report thereon to the Committee of Management yearly.

17. Each candidate for admission as a member shall be proposed by one member and seconded by another (such proposer and seconder not being Honorary Members), by a proposal in writing, stating the candidate's usual residence, rank, profession or other description, which shall be entered in the book of candidates for that purpose provided, and signed by both proposer and seconder, which nomination shall be posted on the notice board, at the Club House on the Island, for at least one week ; after the expiration of such week, the Committee shall proceed to elect such candidate, unless the Secretary shall have been notified by any member of the Club of his desire that a ballot should be taken. In case a ballot shall be demanded, the ballot shall take place between the hours of two and nine p.m. of the first Saturday after a clear week's notice has been posted that a ballot has been demanded. Each member voting shall write his name on a card to be provided for that purpose, which card shall be placed by such member in a box with the white or black ball, and the Honorary Secretary, or by his direction, the Assistant Secretary, in the presence of a member of the Committee of Management, shall open the ballot box and declare the result to the Committee of Management ; a separate ballot shall be taken for each candidate ; voting by proxy shall not be allowed.

18. No ballot shall be valid unless twelve members actually ballot, and one black ball in seven shall exclude. No candidate who shall have been rejected shall be eligible to be proposed again within six months. No person shall be admitted a member unless of the full age of eighteen years, except officers of Her Majesty's Service, provided that no member shall have the right to vote or take part in Club Meetings until he attains the age of twenty-one years.

19. Junior resident members may be admitted between the ages of 18 and 25 without payment of the entrance fee on payment of \$10 annually, but shall not have the right to vote or take part in Club Meetings until placed on the list of senior members. On completion of their 25th year junior members shall be entitled to become senior members without entrance fee, but shall be required to pay the full annual subscription, but they may have the option at any time of becoming senior members, on completion of their 21st year, by paying the full annual subscription.

20. On the election of each new member the Secretary shall notify the same to him, and furnish him with a printed copy of the rules and regulations, and request him to remit the amount of his entrance fee and subscription to the Secretary, and until the same be paid he shall not be entitled to the privileges of the Club, and if the same shall remain unpaid for one month after such notification, his election shall be null and void, unless such default shall be explained to the satisfaction of the Committee of Management.

21. No member shall be allowed to take part in any proceedings of the Club, or vote on any subject connected therewith, or use the Club House, until he shall have paid all arrears and subscriptions, as also any assessment which may be due by him, together with rents of boat houses and racks, and all accounts due the Steward which have remained unpaid one week after presentation.

22. Any member wishing to withdraw from the Club shall give notice in writing to that effect to the Secretary, and shall be allowed to withdraw on payment of all arrears for subscriptions, assessments, rents, and unpaid accounts.

23. Any member wilfully infringing any rule or regulation of the Club, or failing to pay his annual subscription by the first Monday in July, or failing for one month to pay any assessment, including the annual charge which may be made by the Committee to meet the expenses connected with the Launch, after the same shall have been levied or imposed, or being guilty of any ungentlemanly conduct, shall be liable to expulsion by a vote of two-thirds of the members present at any meeting specially held for that purpose, seven days' notice of such meeting having been previously given to the members.

24. Any member who shall withdraw, resign, or be expelled, shall forfeit all right or claim in or to the Club property or funds; and any member who shall be expelled shall forever thereafter be ineligible to be re-admitted a member, and no person who has been expelled or struck off as a defaulter, and not restored, shall be admitted to the Club or any of its entertainments. This rule shall also apply to those who have been excluded by ballot twice.

25. The Club shall be open every day for the reception of members at eight o'clock in the forenoon, and shall be closed and the lights extinguished at such hours as may be ordered by the Committee of Management; and no member shall be admitted into or remain in the Club after these hours on any pretence whatever, unless specially authorized by the Committee.

26. All members are to pay their bills for every expense they may incur in the Club before they leave the house.

27. Any cause of complaint that may arise is to be written, and signed by the member so com-

plaining, in the Complaint Book established for that purpose, or by letter to the Secretary, which complaint must be specially noticed by the Committee of Management at their next meeting; and any overcharge, inattention, or improper conduct on the part of a servant, is to be stated by letter, over the signature of such member, which being put in the Secretary's box, must be laid before the Committee at their next meeting.

28. No game shall, on any account, be played for money, except whist, *écarté*, *picquet*, *euchre*, billiards, and pool; nor dice used, except at backgammon.

29. No higher stakes than quarter dollar points shall be played for at whist, nor shall any bet exceed one dollar.

30. The games of *écarté*, *picquet*, *euchre*, billiards, and pool, may be played for limited stakes, the limits to be fixed by the Committee, and the Committee shall have power to fix a limit to the hours during which cards shall be played in the Club, and to make such regulations in respect thereof as circumstances may hereafter call for.

PRIVILEGED MEMBERS.

31. All members of Royal Yacht Clubs and of the United States Yacht Clubs shall be admissible as privileged members during a period not exceeding one month, on being introduced by a member, and any such member so introduced being an owner of a Yacht, shall be entitled to take part with his Yacht in any race of the Club, except that for the Champion Cups of the Prince of Wales, Marquis of Lorne, and Marquis of Lansdowne, provided that the Club to which such member belongs extends the same privilege to the Yacht-owning members of the Club.

32. Any ordinary member may have the privilege of introducing a friend resident at a distance of thirty miles from Toronto for a period not exceeding one week, provided the name of such person, with the written recommendations of two ordinary members, be submitted to and approved of by one member of the Committee of Management, and his name be entered on the Visitors' Book. The person so admitted shall thereafter be a privileged member of the Club for one week, but no person shall be so admitted more than once in the same year on the introduction of any one member, and not more than three times in the same year under any circumstances.

33. No privileged member shall at any time introduce a friend to the Club, or attend the meetings, or give his vote on any matter connected with the Club, or in any way interfere with the management of the same. The member introducing a friend as a privileged member shall be answerable for any debt he may incur to the Steward during said period, and for any damage done by him to any of the Club property.

34. The names of privileged members, with the duration of their privilege, shall be posted in a conspicuous part of the Club.

FEEES.

35. The entrance fee shall be \$15. The annual subscription for resident members, which shall be held to include persons residing in the city of Toronto and within five miles thereof, \$15, which shall include the fee for the Steam Launch; for non-resident members in the Dominion of Canada, \$5; and for members residing out of the Dominion of Canada, \$2. All owners and part owners of

Yachts or Sail Boats of not less than 3 tons burthen, shall be entitled to admission in the manner provided by By-law 17, without payment of an entrance fee; and in the case of those under 21 years of age, at an annual subscription of \$5, until they attain the age of 21, when they shall pay the usual annual fee for Junior Members until they attain the age of 26 years: payable *in advance* on the first Monday in May in each year. All entrance fees, annual subscriptions and assessments shall be paid to the Hon. Secretary-Treasurer.

36. All officers of the Army and Navy, and officers of the permanent forces of the Dominion of Canada, on actual service, and members of Royal Yacht Clubs and United States Yacht Clubs, and strangers coming from England, or from any foreign country, may be elected members for the period of six months or less, on payment of \$1 a month; but they shall have no vote nor voice in the management of the affairs of the Club. This rule shall also apply to strangers from British Columbia, Manitoba and the Maritime Provinces.

37. The name of every member failing to pay his annual subscription by the first Monday in July in each year, shall be exhibited in the Club Room. If not then paid he shall be liable to pay an additional sum of \$1 for each month, or portion thereof, he is so in default: and if the subscription, with all fines, be not paid on or before the first day of August following, he shall then cease to be a member, and his name be erased from the books of the Club, unless otherwise ordered by the Committee of Management.

38. Members leaving the Dominion of Canada, on application to the Committee of Management, may become absentee members on payment in

advance of \$2 per annum, commencing from May 1st following their departure. Should an absentee again become a resident member he shall pay \$1 per month between the months of August and November.

VISITORS.

39. A book shall be kept in which the names of all visitors shall be entered.

40. Any member, at his sole expense, shall have the privilege of introducing a friend to the Visitors' Room, and at breakfast, lunch, or dinner, provided the name of such friend shall have been previously subscribed in the Visitors' Book.

41. Guests who are non-residents of Toronto, shall have all the privileges of the Club for the day, with the exception of the Billiard and Card Rooms, provided they have lunched at the Club, and while the member introducing them is present with them.

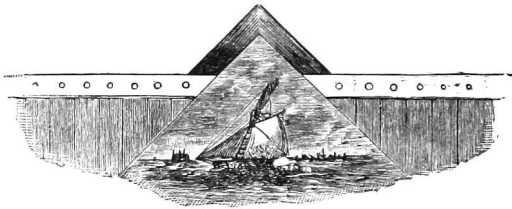
42. Guests of members shall have all the privileges of the Club after seven o'clock in the evening, provided they have dined at the Club, and while the member introducing them is present with them.

AMENDMENTS, ETC.

43. All members having any new By-law to propose, or any suggestion to make for the alteration of existing By-laws, must forward the same in writing to the Secretary at least eleven days previous to the Annual General Meeting, or any Special General Meeting, and such communication, or a copy thereof, shall be posted by the Secretary

in some conspicuous place in the Club for at least seven days next preceding such meeting. At such meeting the same shall be discussed, and if approved of, then adopted.

44. No addition, alteration, or amendment shall be made to these By-laws, unless notice thereof in writing shall be given as provided in By-law No. 43, nor without the consent of two-thirds of the members present at such meeting.



SAILING REGULATIONS.

1. No yacht shall be entered on the Club List, or considered a Club yacht, or be entitled to wear the Club Colours, unless owned exclusively by a member or members of the Club, and such owner or owners shall be entitled to a certificate of racing length, to be given by the Measuring Committee in the following form :

ROYAL CANADIAN YACHT CLUB.

*We hereby certify that the Yacht.....
built, at present the property of.....is in
water line length.....
and measures.....feet racing length,
Lake Yacht Racing Association measurement, and
that.....is the owner of the
said Yacht at present acknowledged as such by the
Royal Canadian Yacht Club.*

.....Secretary.

..... } *Measuring Officers.*

.....18

Any yacht chartered for the season from one member to another, and entered on the Club List, can enter and sail in any race, and shall be deemed for Club purposes the property of the member in whose name she is entered.

NOTE.—This certificate to be produced, if required, at the time of entry for all Club Matches.

2. The Club course shall be a triangular one of not less than thirty nautical miles, and shall be decided upon by the Sailing Committee at least three days previous to a race.

3. The race for the Prince of Wales' Champion Cup shall be over the Club course, unless otherwise *specially* directed by the Sailing Committee, and shall be sailed for annually on the 7th of September, the anniversary of the visit of His Royal Highness to Toronto. The winner of the said Cup, before taking possession of the same for the current year, shall give security to the satisfaction of the Sailing Committee, for its due and safe return to the Club by the 1st September following, and the winner shall receive a medal to represent the Cup. A medal shall also be given by the Club to the second yacht.

4. This race, as well as those for the Lorne and Lansdowne Cups, are exclusively confined to yachts belonging to the Royal Canadian Yacht Club.

5. The Marquis of Lorne, while Governor-General of Canada, having presented a Cup to be sailed for at the Annual Club Regatta, the conditions attached thereto will be such as the Sailing Committee shall from year to year appoint, governed by the General Sailing Rules.

6. The Marquis of Lansdowne, while Governor-General of Canada, having presented a Cup to the Club to be sailed for by Yachts of the Club, under 40 ft. L.W.L. length, the conditions attached thereto will be such as the Sailing Committee shall from year to year appoint, governed by the General Sailing Rules.

7. All races, and all yachts sailing therein, shall be under the direction of the Sailing Committee of

the Club. All matters shall be subject to their approval and control ; and all doubts, questions and disputes which may arise shall be subject to their decision. Their decision shall be based upon these Rules so far as they will apply, but as no rules can be devised capable of meeting every incident and accident of sailing, the Sailing Committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing and superior speed and skill. The decisions of the Sailing Committee shall be final. No member of the Sailing Committee shall take part in the decision upon any disputed question in which he is directly interested. The Sailing Committee shall award the prizes, subject to Rule 26. If any yacht be disqualified, the next in order shall be awarded the prize.

8. The Sailing Committee, which shall consist of five members, three of whom shall form a quorum, shall have power to postpone any race, should unfavorable weather render such a course desirable.

MEASUREMENT.

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

$L. W. L. + \sqrt{\text{Sail area.}}$

2

= 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 is to be ascertained by taking a perpendicular along the after side of the mainmast from the upper side of the gafftopsail block or sheave on topmast to the upper side of boom when resting on the saddle, or on the lowest part of goose neck; 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 beehole 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 mizzen-boom without any addition. On cat boats the base line to be the length of the boom, with $\frac{1}{4}$ length of gaff added. 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 Measuring Committee. 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.

ENTRIES.

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

FORM OF ENTRY.

11. 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 distinguishing flag is _____, her rig is
 _____; and her racing length, in
 accordance with Rule 9, is _____ feet. I under-
 take 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 24 hours before the race; that I will
 obey and be bound by the Sailing Rules of the

Royal Canadian Yacht Club; and that I will provide a scrutineer, who shall be a member of the Royal Canadian Yacht Club, 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 Rules of this Club.

Should any yacht duly entered for a race not start, or, having started, should 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.

POSTPONEMENT OF RACES.

12. The Sailing Committee or officer in charge for the day, shall have power to postpone any race should unfavorable weather render such a course desirable.

13. When a prize has been offered for competition, any yacht duly entered may claim to sail over the course when the number of entries required have been made, and shall be entitled to the prize, subject, however, to Rule 12.

DECLARATION THAT RULES HAVE BEEN OBSERVED.

14. 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 the Club, 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 _____, whilst sailing in the _____ race this day, has strictly observed the Sailing Rules and Regulations.

Signed.....

Date

DISTINGUISHING FLAGS.

15. Each yacht must carry at her main topmast head or main peak, a distinguishing flag of a suitable size, which must not be hauled down unless she gives up the race, except in case of Rule 26.

INSTRUCTIONS.

16. 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.

SAILS.

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

CREWS.

18. One man shall be allowed for every five feet or fraction of five feet of a yacht's racing length, exclusive of one owner and scrutineer. And in the case of first and second class yachts, 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.

RUNNING AGROUND.

19. 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.

FOULING YACHTS, MARKS, ETC.

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

STARTING.

21. 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 headsails down, or all sails down, as the Sailing Committee may direct: or in case the start be a flying one, to approach the starting line.

Five minutes before the start a preparative gun shall be fired. At the expiration of five minutes *exactly* the flag shall be hauled down and a third gun fired as a signal to start. After which signal to start is given, five minutes time shall be allowed in which to cross the line, the time of each yacht to be taken as she crosses until the five minutes have expired. No yacht shall be ruled out of any race on account of failure to cross the line at the start within the stipulated time, but the time of such yacht shall be taken from the expiration of the five minutes allowed for crossing the line.

In 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.

MEANS OF PROPULSION.

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

ANCHORING.

23. 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 19.

SOUNDING.

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

SIDE LIGHTS.

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

MAN OVERBOARD.

26. 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.

PROTESTS.

27. 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 the Distinguishing 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.

REMOVAL OF FLAG BOAT.

28. 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.

29.—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 boats 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.

PENALTY FOR DISOBEYING RULES.

30. 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 Sailing Committee, for such time as the Sailing Committee may think fit, from sailing his yacht in any race held under the Rules of the Royal Canadian Yacht Club; and should a flagrant breach of these Rules be proved against any sailing master, he may be disqualified by the Sailing Committee, for such time as the Sailing Committee may think fit, from sailing in any race held under the Rules of the Royal Canadian Yacht Club.

CLASSIFICATION.

31. The classification of yachts shall be as follows :

Class I., over 50 feet, L. W. L. length.

Class II., over 36 feet to 50 feet, L. W. L. length.

Class III., over 25 feet to 36 feet, L. W. L. length.

Class IV., 25 feet, L. W. L. length and under.

N.B.—Each yacht to be entitled to sail in its own class, and in no other.

TABLE OF TIME ALLOWANCE.

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

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

RULE FOR USING THE TABLE.

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

EXAMPLE.

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

The time opposite 25 feet is	161.71
“ “ 30 “	136.61
	25.10
	20
	502.00

Or 8 minutes, 22 seconds.

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

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

The time in table opposite 25 feet	161.71	
“ “ “ 26 “	156.12	156.12
Difference	5.59	
2-10 of difference	1.11	1.11
Time for 25.8 feet for one nautical mile	157.23	
“ 30 “ “	136.62	
Yacht 30 feet allows yacht 25.8 feet for one mile	20.61	
“ “ “ “	30	
	618.30	

Or 10 minutes, 18 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
130	.00	101	16.99	72	43.42	43	93.31
129	.49	100	17.70	71	44.61	42	95.91
128	.98	99	18.43	70	45.83	41	98.60
127	1.48	98	19.17	69	47.07	40	101.40
126	1.99	97	19.91	68	48.34	39	104.30
125	2.50	96	20.67	67	49.64	38	107.31
124	3.02	95	21.44	66	50.97	37	110.45
123	3.54	94	22.23	65	52.32	36	113.71
122	4.08	93	23.02	64	53.71	35	117.12
121	4.61	92	23.83	63	55.14	34	120.67
120	5.16	91	24.66	62	56.59	33	124.39
119	5.71	90	25.49	61	58.09	32	128.27
118	6.27	89	26.34	60	59.62	31	132.35
117	6.83	88	27.21	59	61.19	30	136.62
116	7.40	87	28.09	58	62.80	29	141.11
115	7.98	86	28.98	57	64.45	28	145.84
114	8.57	85	29.89	56	66.14	27	150.84
113	9.17	84	30.82	55	67.88	26	156.12
112	9.77	83	31.76	54	69.67	25	161.71
111	10.38	82	32.73	53	71.51	24	167.65
110	11.00	81	33.71	52	73.41	23	173.97
109	11.63	80	34.71	51	75.35	22	180.72
108	12.27	79	35.73	50	77.36	21	187.94
107	12.91	78	36.76	49	79.43	20	195.70
106	13.57	77	37.82	48	81.56	19	204.00
105	14.23	76	38.89	47	83.76	18	213.10
104	14.91	75	39.99	46	86.03	17	223.00
103	15.59	74	41.11	45	88.38	16	233.70
102	16.28	73	42.25	44	90.80		

Royal Canadian Yacht Club

- - OFFICERS - -

1888 - 89

COMMODORE

GEORGE GOODERHAM, ESQ.

VICE-COMMODORE

GARDINER BOYD, ESQ.

REAR-COMMODORE

R. F. STUPART, ESQ.

HON. SEC.-TREAS.

S. BRUCE HARMAN, ESQ.

COMMITTEE OF MANAGEMENT

H. T. BECK, ESQ.

B. JENNINGS, ESQ.

A. R. BOSWELL, ESQ.

JOHN LEYS, ESQ.

BEVERLEY JONES, ESQ.

DR. LESSLIE.

J. KERR FISKEN, ESQ.

R. BALDWIN, ESQ.

* NON-RESIDENT.

† JUNIOR MEMBERS.

HON. LIFE MEMBERS

1854..Armstrong, Wm.

1854..Heath, C. W.

1862..Stupart, Capt. R. N.

LIFE MEMBERS

1864.. Baines, C. C.
1858.. Baines, W. J.
1866.. Barwick, F. D., Q.C. *
1869.. Bickford, E. O.
1860.. Boswell, A. R.
1866..*Clarkson, B. R.
1872.. Cochran, R.
1865..*Courneen, R.
1865..*Eccles, F. H.
1869.. Fulton, A. T.
1872..*Furniss, A. H.
1869.. Gzowski, C. S., Jun.
1860.. Hawke, G. M.
1862.. Hime, H. L.

1860..*Holcombe, S. F.
1860.. Hope, W.
1868.. Macnab, John.
1866.. Moffatt, L. Henry.
1859.. Morris, James H., Q.C.
1867.. Mulock, W.
1874..*Perram, Walter H.
1873.. Postlewaite, C. W.
1868.. Robertson, Alex. J.
1868.. Robertson, Jas. E.
1854.. Shortiss, Thos.
1870.. Spragge, Dr. E. W.
1866.. Stephens, R. P.

MEMBERS

- 1886.. Aikins, Dr. W. H. B.
 1881.. Allan, A. A.
 1867.. *Allan, A. Rae.
 1876.. *Anderson, A. W.
 1871.. *Anderson, J. Weir.
 1883.. *Andros, Capt. E. B.
 1887.. Armour, E. Douglas.
 1874.. Armstrong, H. D. P.
 1881.. Arnoldi, Frank.
 1885.. Bain, John, Q. C.
 1874.. Baines, Dr. A. W.
 1880.. Baines, E. Hanley.
 1886.. Baldwin, Lawrence H.
 1881.. Baldwin, Morgan.
 1884.. Baldwin, R. Y.
 1888.. ‡Baldwin, S. Y.
 1887.. Baldwin, W. W.
 1885.. Ball, F. W.
 1881.. Ball, Reginald.
 1886.. Barwick, Walter.
 1881.. Bayly, William.
 1879.. Beardmore, George.
 1887.. Beardmore, Walter D.
 1881.. Beatty, J. W.
 1873.. Beatty, Wm. H.
 1877.. Beck, H. T.
 1884.. Beddome, W. C.
 1885.. Bell, George.
 1874.. Bethune, G. S. C.
 1883.. Bethune, R. H.
 1881.. Birchall, T. Shivers.
 1885.. Blackstock, G. Tate.
 1881.. Blackstock, T. G.
 1882.. *Bloodgood, H. K.
 1887.. Bolté, Auguste.
 1877.. Boomer, George A.
 1888.. ‡Boulton, A. C. F.
 1887.. Bowes, R. H.
 1872.. Boyd, Gardiner.
 1886.. Boyd, George, Jr.
 1887.. *Boyd, W. T. C.
 1883.. Brent, Charles J.
 1879.. Bright, T. G.
 1885.. Brock, Henry.
 1885.. Broderick, A. B.
 1885.. Brodie, J. L.
 1888.. Brooke, G. H. C.
 1860.. Brooke, D. O.
 1887.. Brouse, W. H.
 1887.. Bruce, John.
 1887.. Bryce, Dr. P. H.
 1881.. Bunting, C. W.
 1887.. Burgess, R. K.
 1886.. Burnham, Dr. G. Herbert.
 1885.. Burns, Dr. J. H.
 [M.P.
 1883.. Cameron, Hector, Q. C.,
 1888.. Capreol, A. R.
 1877.. Capreol, J. Lonsdale.
 1877.. Cassels, R. S.
 1879.. Cassels, W. Gibson.
 1887.. Cassels, W. G. P., Q. C.
 1881.. Cattnach, A. J.
 1885.. Cawthra, Henry.
 1885.. ‡Cawthra, Victor.
 1888.. ‡Cawthra, W. H.
 1888.. Cayley, F. O.
 1865.. Cayley, Frank.
 1888.. ‡Chadwick, A. E.
 1881.. Chadwick, E. M.
 1885.. *Clark, B. W.
 1884.. Clarke, J. B.
 1888.. Clarkson, A. M.
 1883.. Clarkson, E. R. C.
 1881.. Cockburn, G. R. R., M. P.
 1885.. Cockshutt, C.
 1881.. Cosby, A. M.
 1883.. Coulson, D.
 1881.. Covernton, Dr. T. S.
 1888.. Cox, E. W.
 1883.. Creelman, A. R.
 1880.. *Crickmore, Edwin.
 1874.. *Crickmore, S. Roper.
 1871.. Crombie, Marcellus.
 1876.. Crooks, Willoughby.
 1881.. Cumberland, Barlow.
 1881.. Dalton, C. C.
 1887.. Darling, Andrew.
 1879.. Darling, Frank.
 1887.. Darling, H. W.
 1883.. Darling, Robert.
 1888.. Darling, Walter.
 1884.. Davidson, John I.
 1874.. Dawson, Lt.-Col. G. D.
 1867.. Defoe, D. M.
 1887.. Dick, Norman B.
 1869.. *Dickson, Walter A.
 1861.. Duggan, E. Henry.

1867.. *Eadie, George W.
 1882.. Edwards, E. W.
 1887.. Ellis, J. E.
 1887.. *Eyre, George.
 1888.. Ewing, James.

1880.. *Fairclough, Lt.-Col.
 1876.. Ferguson, Charles L.
 1875.. *Ferguson, Dr. J., M.P.
 1870.. Ferguson, J. H.
 1881.. Fiskens, J. Kerr.
 1873.. *Ford, Herbert A.
 1881.. Foy, Augustine.
 1874.. Foy, J. J., Q.C.

1881.. Galt, Ch. Justice Sir T.
 1881.. *Gamble, A. Gordon.
 1872.. Gamble, A. W.
 1881.. Gamble, H. D.
 1873.. Gamble, R. D.
 1882.. *Gates, George E.
 1881.. Geddes, Gamble.
 1881.. *Gill, Robert.
 1878.. Gillespie, George E.
 1877.. Gillmor, Lt.-Col. C. T.
 1878.. *Gilmour, Lt.-Col. Allan
 1885.. Gilmour, R.
 1888.. Gooch, R. N.
 1881.. Gooderham, Albert E.
 1881.. Gooderham, Alfred.
 1882.. Gooderham, C. H.
 1875.. Gooderham, George.
 1886.. †Gooderham, G. H.
 1881.. Gooderham, Henry.
 1882.. Gooderham, R. T.
 1881.. Gooderham, W. G.
 1872.. Gordon, Lieut. R. N.
 1882.. *Gosling, F. J.
 1888.. Graham, Dr. J. E.
 1874.. Grasett, Arthur W.
 1876.. Grasett, Dr. F. L.
 1875.. Grasett, Lt.-Col. H. J.
 1888.. Gray, C. C.
 1887.. Greene, H. V.
 1882.. Grindlay, W.
 1885.. Gurney, Edward.

1877.. Hagarty, George F.
 1868.. Hagarty, J. H. G.
 1887.. Hall, Dr. J. B.
 1885.. Hall, W. M.
 1879.. *Hamilton, John.
 1882.. Hammond, Herbert C.
 1875.. Harman, Davidson M.
 1864.. Harman, George F.
 1876.. *Harman, Huson W. A.
 1862.. Harman, S. Bruce.
 1870.. Harrison, Arthur B.
 1886.. Harston, C. Greville.
 1879.. Hawke, Widmer.
 1885.. Hay, John D.
 1874.. Heath, Charles D.
 1881.. Heath, Stuart.
 1887.. Hebden, Edward F.
 1886.. Hedley, J.
 1881.. Henderson, Chris. M.
 1881.. Henderson, David.
 1877.. Henderson, John.
 1883.. Henderson, Wm.
 1884.. Heward, John O.
 1882.. *Hodgins, W. E.
 1881.. Holland, Charles.
 1886.. Holman, C. J.
 1883.. Howard, A. McLean.
 1881.. Howland, O. A.
 1878.. Howland, Sir W. P.
 1881.. Howland, Wm. H.
 1888.. †Hunter, H. S.

1881.. Ince, William.
 1888.. Innes, P. Long.

1886.. Janes, S. H.
 1881.. Jennings, B.
 1888.. Jennings, W. T.
 1876.. Jones, Beverley.
 1860.. Jones, Clarkson.
 1880.. Jones, Thos. W.
 1877.. Joseph, Frank J.
 1872.. Kane, J. Hamilton.
 1888.. Keefer, Charles H.
 1881.. Kemp, J. C.
 1887.. Kerr, J. K., Q.C.
 1887.. Kerr, W. H. C.

1888.. Kertland, M. M.
 1887.. *King, J.
 1887.. Kingsford, R. E.
 1879.. Kingmill, Nicol.
 1881.. Kingstone, Fred. W.

1885.. Laidlaw, Wm.
 1874.. Lee, Arthur B.
 1881.. Lee, Burdette.
 1888.. †Lee, W. Cecil
 1882.. Leslie, John P.
 1880.. Lesslie, Dr. Joseph.
 1874.. Leys, John.
 1883.. †Leys, W. A.
 1883.. Lockhart, James.

1878.. Macdonald, Dr. A. A.
 1887.. *Macdonald, Alex E.
 1887.. Macdonald, Walter.
 1887.. Macdonald, Wm.
 1888.. Mackenzie, George A.
 1881.. *Mackellar, J. A.
 1887.. MacMurchy, D.
 1881.. Malloch, A. H.
 1884.. *Malloch, Frank.
 1881.. Manning, Alex.
 1887.. Marsh, Alfred H.
 1876.. *Martin, Edward. Q.C.
 1883.. Mason, James.
 1881.. Mason, J. Herbert.
 1881.. Massey, John.
 1884.. Matthews, Wilmot D.
 1882.. Matthews, W. C.
 1883.. *May, G. C.
 1883.. Merritt, Wm. M.
 1884.. Michie, George S.
 1881.. *Monck, J. F.
 1888.. Morrison, J. B.
 1882.. Morrow, John.
 1886.. †Morse, J. Wilton.
 1887.. Morson, F. M.
 1875.. *Mortimer, C. Whyte.
 1868.. Moss, Charles, Q.C.
 1881.. Munro, George.
 1887.. †Murray, Arthur H.
 1879.. Murray, Capt. J.G., R.A.
 1886.. Murray, Charles B.
 1881.. Murray, John A.
 1874.. Murray, W. T.
 1887.. Musson, George.
 1882.. Myles, Robert.

1881.. McCarthy, D'Alton.
 1887.. McDonagh, Dr. G. R.
 1884.. McDougall, His Honor
 Judge.
 1888.. *McElderry, Frank.
 1882.. McFarlane, Dr. L.
 1862.. McMurray, J. Saurin.
 1888.. †McMurray, Leonard L.
 1874.. McMurrich, George.
 1888.. *McMurrich, John B.
 1887.. McNally, P. J.
 1884.. McPhillips, P.
 1881.. McWilliams, W. G.

1887.. Nairn, Alex.
 1884.. *Nanton, H. W.
 1888.. Nattress, Dr. Wm.
 1883.. Nelson, Charles H.
 1885.. Nelson, H. W.
 1885.. Nesbitt, Wallace.
 1883.. *Nicholson, H. A.
 1888.. Noxon, W. C.

1879.. O'Keefe, Eugene.
 1879.. O'Reilly, Dr. C.
 1884.. O'Reilly, W. T.
 1879.. Oates, E. F.
 1887.. Osler, B. B., Q.C.
 1877.. Osler, E. B.

1880.. Paterson, J. H.
 1888.. Paterson, James G.
 1881.. *Paton, Hugh.
 1882.. Payne, H. V.
 1887.. Peebles, John.
 1882.. Pellatt, Henry.
 1885.. Pepler, James.
 1887.. Percival, L. V.
 1880.. Pike, Prof. W. H.
 1883.. Pipon, Charles A.
 1884.. Plummer, Alf. E.
 1882.. Price, James.

1883.. Reid, G. P.
 1887.. *Rennie, D. M.

- 1888.. Ridout, Donald C.
 1881.. Ridout, Percival F.
 1880.. *Ridout, Walter L.
 1883.. Risley, J. F.
 1881.. Roaf, Jas. R.
 1881.. Robertson, L. H.
 1883.. Robinson, Charles E.
 1881.. Rolph, T. T.
 1881.. Ross, Dr. James, Sen.
 1885.. Ross, Dr. J. F. W.
 1887.. Ryan, Hugh.
 1874.. Ryerson, Charles E.
 1881.. Ryerson, Dr. G. S.
- 1873.. *Scarth, W. B.
 1881.. Scott, Henry J., Q. C.
 1888.. Scott, James, Jr.
 1884.. Shepley, G. F.
 1886.. Shuttleworth, E. B.
 1887.. Sloane, W. P.
 1875.. Small, J. T.
 1887.. Smith, G. B.
 1877.. Smith, James E.
 1879.. Smith, J. C.
 1886.. Smith, Larratt W.
 1884.. ‡Smith, W. A.
 1884.. Smith, W. H.
 1884.. Spencer, O. Leigh.
 1874.. Sproule, C. H.
 1883.. Sproule, George F.
 1884.. Stewart, F. J.
 1888.. Stimson, George A.
 1880.. Strathy, J. R.
 1878.. *Stuart, J. J.
 1878.. Stupart, R. F.
 1881.. *Sutherland, C. N.
 1878.. Sutherland, R. W.
 1887.. Sweny, Lt.-Col. G. A.
 1885.. Symons, Harry.
- 1883.. Tassie, W. T.
 1887.. Temple, C. V. M.
 1887.. ‡Thompson, W. D.
 1887.. ‡Thompson, W. S.
 1881.. Thorne, Horace.
 1884.. Tilley, L. A.
 1881.. Tilt, James, Q. C.
 1887.. *Tisdale, Lt.-Col.
 1879.. Todd, Philip.
 1879.. Totten, Henry.
 ——— *Turnbull, Lt.-Col. F. F.
 1881.. *Turner, John.
- 1879.. *Vernon, E. E. Harcourt.
 1884.. Vickers, John A.
- 1870.. *Wadsworth, W. R.
 1887.. Walker, B. E.
 1888.. *Walker, F. H.
 1872.. *Watson, H. M.
 1887.. Whitney, Clarence T.
 1888.. Widder, Charles.
 1877.. Wilkie, D. R.
 1882.. *Wiman, Erastus.
 1883.. Winans, F. S.
 1887.. Wood, Hon. S. C.
 1881.. Worts, T. F.
 1881.. Wright, Dr. A. H.
 1884.. Wyld, Fredk.
- 1881.. Yarker, G. W.
 1881.. Young, J. W.