



## **1902 YEARBOOK OF THE BUFFALO YACHT CLUB**

Containing Constitution & By-Laws,  
Member & Fleet Rosters and Sailing Rules

Scanned to Commemorate the 150th Anniversary  
of the Buffalo Yacht Club

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1902



## CONSTITUTION AND BY-LAWS

Classification, Measurement, Sailing Rules  
and Regulations, Time Allowances,  
Memoranda, Etc., Etc.



CLUB HOUSE AND ANCHORAGE, FOOT  
OF PORTER AVENUE, BUFFALO.

Point Abino Station and Anchorage, East Side of  
Point Abino, Welland County, Ontario.



1902



U. S. YACHT ENSIGN.



CLUB BURGEE.



COMMODORE.



VICE-COMMODORE.



FLEET CAPTAIN.

**OFFICERS.**

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**1902.**

**Commodore.**

HARRISON N. VEDDER.

**Vice-Commodore.**

HENRY V. BISGOOD.

**Fleet Captain.**

FRANK E. WOOD.

**Secretary and Treasurer.**

ALLEN A. THOMAS.

**Measurer.**

FRANK D. WOOD.

**Assistant Measurer.**

H. V. BISGOOD, JR.

**Fleet Surgeon.**

E. P. HUSSEY, M. D.

**Ex-Commodores.**

JOHN S. NEWKIRK,	L. B. FORTIER,
JOHN S. PROVOOST,	HARRISON N. VEDDER,
PHILO G. COOK,	HARRY D. WILLIAMS,
CLARENCE L. BRYANT,	D. P. DOBBINS,
FRANK B. HOWER,	JAMES S. THOMPSON.



### **BOARD OF DIRECTORS.**

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COMMODORE HARRISON N. VEDDER, *Ex-officio*.

VICE-COMMODORE HENRY V. BISGOOD, *Ex-officio*.

SECRETARY - TREASURER ALLEN A. THOMAS, *Ex-officio*.

1902.

THEO. V. FOWLER,            GEO. W. MAYTHAM,  
WM. F. WHITE,            JOHN L. DANIELS.

1902-3.

JOHN W. FISHER,            FRANCIS G. WARD,  
FRANK A. ABBOTT.

### **Chairman Board of Directors.**

THEO. V. FOWLER.

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### **REGATTA COMMITTEE.**

---

E. P. HUSSEY, M. D., Chairman.

LOUIS G. NORTHRUP, Secretary.

HIRAM R. WATSON.

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### **HOUSE COMMITTEE.**

---

FRANK E. WOOD, Chairman.

H. A. WARREN,            W. H. ANNOWSKI,  
FRANK A. ABBOTT,        ALLEN A. THOMAS.

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### **WAYS AND MEANS COMMITTEE.**

---

GEORGE W. MAYTHAM, Chairman.

WM. F. WHITE,            FRANK A. ABBOTT,  
CHARLES L. SHERRILL,    WILLIAMS LANSING.

### **ENTERTAINMENT COMMITTEE.**

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H. A. WARREN, Chairman.

CHARLES P. FORBUSH,    WALTER HAYES.

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### **PRESS COMMITTEE.**

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H. V. BISGOOD, JR., Chairman.

SAMUEL C. RYAN, JR.,    CHARLES E. FISHER.

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### **ADDRESSES.**

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SECRETARY - TREASURER, .....P. O. Drawer 58  
MEASURER, .....139 Front Avenue  
ASSISTANT MEASURER, .....88 Pearl Street

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Regatta Committee's program of fixtures, and rules and regulations governing races, with charts of club courses, may be obtained of the committee's secretary or of the club secretary.

Members may obtain lockers, house keys, club badges, boat space, spar storage, etc., by applying to the chairman of House Committee or club secretary.

Buffalo Club House telephone, Tupper 133.

## MEMBERS.

### Honorary.

Ball, Andrew T., Port Dover, Ont.  
 Gardner, Com. George W., Cleveland, Ohio.  
 Symons, Major Thomas W., U. S. A., Buffalo, N. Y.

### Life Members.

Abell, C. L.	Koerner, H. T.
Albright, J. J.	Langdon, Andrew
Bailey, George J.	Letchworth, O. P.
Barnum, N. C.	Loomis, Thomas
Bell, E. A.	McIntire, J. E.
Box, Henry W.	McWilliams, G. N.
Cook, E. N.	McWilliams, R. E.
Cushman, C. W.	Noble, Horace A.
Dowdell, A.	O'Day, Chas.
Guenther, Henry H.	Pierce, Dr. R. V.
Hall, E. F.	Pooley, Geo. C.
Hamlin, William	Prescott, J. H., Jr.
Hayes, C. E.	Roberts, Eugene C.
Hayes, Edmund	Smith, Lee H.
Hayes, Geo. B.	Springer, H. C.
Hedstrom, A. E.	Thompson, Jas. S.
Hill, C. B.	Underhill, Irving S.
Hollaway, Allan I.	Ward, Francis G.
Hower, F. B.	Williams, Robt. H.
	Wright, A. J.

## Active Members.

Abbott, Frank A.	Chester, H. M.
Annowski, W. H.	Chisholm, Geo. H.
Bailey, Frank J.	Chisholm, H. L.
Bailey, Harlow W.	Clinton, DeWitt
Baker, Howard A.	Clinton, George
Baker, Howard H.	Coatsworth, E. E.
Baker, Samuel	Cook, Philo G.
Banta, Chas. W., M. D.	Conners, W. J.
Barndollar, Fred	Costello, J. H.
Baynes, Jas. B.	Courtney, A. W.
Becker, Tracy C.	Cowan, Wm. A.
Bennett, Leslie J.	Cowles, W. C.
Beyer, Arthur E.	Culbertson, J. N.
Beyer, Oliver J.	Cushman, W. D.
Bisgood, H. V.	Daniels, J. L.
Bisgood, H. V., Jr.	Dann, Jesse C.
Bodamer, W. G.	Davidson, J. A.
Bosworth, H. P.	DeGraff, L. S.
Bowen, Jesse C.	Desbecker, Louis E.
Boyd, Thomas E.	Dixon, John C.
Breed, Henry G., Jr.	Doherty, H. W.
Brendel, Henry W.	Dudley, Wesley C.
Brunskill, J.	Eames, Dan D.
Brunskill, William	Evans, J. M.
Bullock, William F.	Fairbairn, John T.
Bulymore, Chas. L.	Farquharson, James H.
Burke, J. F.	Farrington, W. C.
Camps, L. D.	Fisher, John W.
Cary, Thomas	Flett, John
Case, W. G.	Forbush, C. P.
Chamberlin, H. L.	Fowler, Theo. V.
Cheney, Nelson W.	Fowler, Theo. V., Jr.

# Active Members.

Fuller, Robert B.	Jones, Lodowick H.
Ganson, Henry	Jung, Edward L.
Gaylord, H. R., M. D.	Kasting, Wm. F.
Gerrans, H. M.	Kellogg, George S.
Gibson, Walter F.	Kellogg, Louis
Graham, Edgar M.	Kellogg, Spencer
Halbin, George A.	Kellogg, Spencer, Jr.
Hall, Benjamin W.	Kendall, George M.
Hall, Ernest C.	Kendall, L. F.
Hart, Austin H.	Kenefick, D. J.
Haskin, J. R.	King, W. Grant
Hayes, George D.	Kleinhans, E. L.
Hayes, J. Arthur	Klipfel, Geo. J.
Hayes, Walter	Knoblock, John F.
Hazel, John R.	Koons, Edward L.
Hedley, I. L. Kenneth	Lansing, Williams
Hedley, Wm. E.	Lee, Edward Clinton
Heintz, Otto L.	Legate, O. M.
Hickman, Arthur W.	Litchfield, L. C.
Hickman, Chas. A.	Loosen, A. E.
Hill, Herbert M.	Love, Wm. H.
Hinkley, George B.	Lyon, Emory T.
Hitchcock, Lucius	Magner, Robert E.
Hopkins, Edward P.	Marcus, Louis W.
Horton, C. Harvey	Martin, George C.
Hucker, James	Martin, Wm. M.
Hume, Gilbert L.	Mason, Robt. H.
Hussey, E. P., M. D.	Mayer, Lawrence J.
Inman, William C.	Maytham, E. H.
Isham, J. H.	Maytham, Frank
Johnson, Irving R.	Maytham, Geo. W.
Johnson, James W.	Maytham, J. E.

# Active Members.

McCarthy, Edmond D.	Quackenbush, Jas. L.
McDonnell, J. B.	Raeker, Edward A.
McGrath, Henry	Rebadow, Adolph
Meaney, J. F.	Reid, James J.
Merrick, S. B.	Reynolds, Frank T.
Messing, E. G.	Rich, A. J.
Mills, Irving J.	Richardson, Chas. A.
Morgan, George D.	Roberts, Wm. T.
Morgan, Gifford	Robertson, W. J.
Morris, Walter B.	Rockwell, C. F.
Moseley, George T.	Root, Albert A.
Mugridge, Geo. W.	Root, George F.
Myer, A. J.	Ryan, S. C.
Nagel, J. C.	Ryan, S. C., Jr.
Noble, Frank	Satterlee, Richard H.
North, C. J.	Shamp, D. Clinton
Northrup, L. G.	Sharp, E. P.
Noye, Albert A.	Sherman, F. W.
Obersheimer, Jacob	Sherrill, Charles L.
Otterstatter, J. E.	Simon, William
Palmer, A. B. M.	Slee, Frederick C.
Palmer, W. J.	Smith, William H.
Parmenter, John, M. D.	Souter, Jesse R.
Patterson, Edward	Spaulding, Henry F.
Penfold, Edward, Jr.	Stark, Michael J., Jr.
Petrie, Sidney W.	Sternberg, F. B.
Pettit, Harry H.	Stevenson, F., Jr.
Phillips, Bradley H.	Stickney, S. W.
Phillips, Thos. C.	Strong, E. C.
Pierce, V. Mott	Taylor, Edgar A.
Poole, H. M.	Thebaud, Frank L.
Potter, Russell H.	Thomas, Allen A.

#### Active Members.

Thomas, E. R.	Wettlaufer, C. E.
Thorn, F. S.	White, Charles Miles
Thornton, G. H.	White, Wm. F.
Tiernon, John L., Jr.	Williams, Harry D.
Tiffany, J. A.	Williams, J. G.
Tiffany, N. O.	Wilson, Walter T.
Tompkins, Herbert B.	Winkler, F. G.
Turver, W. T.	Wood, F. D.
Vedder, Harrison N.	Wood, Frank E.
Wadsworth, J. F.	Wood, John S.
Ward, Hamilton, Jr.	Wood, Richard L.
Warren, H. A.	Yates, Russell P.
Watson, H. R.	Young, William Dickson
Wertimer, Henry	

#### Junior Members.

Beyer, Frank A.	McDonnall, Robert Q.
Bowen, Howard D.	Miller, Percy P.
Costello, J. H., Jr.	Morris, Thomas W.
Florian, Harry M.	Reeves, Cuthbert E.
Gregory, Arthur R.	Roberts, Eugene C., Jr.
Halladay, Frank A.	Sherrill, J. Richmond
Heussler, Arthur F.	Smith, Harry G.
Heussler, Robert A., Jr.	Stafford, Wm. H.
Hodge, Sheldon	Stafford, W. F.
Imhoff, Harry B.	Treble, Norris R.
McDonnall, H. S.	

#### Army Officers.

Rogers, Major B. H.

#### Non-Residents.

Campbell, Henry L., Leesburg, Fla.  
Chester, George T., Ridgeway, Ont.  
Fisher, Charles E., 127 West Ave., Lockport, N. Y.  
Jones, W. S., 1137 South Salina St., Syracuse, N. Y.  
Kinne, Volney P.  
Kittle, S. LaSelle, 820 Grand St., Jersey City, N. J.  
Maddock, Thomas.  
Mohr, R. H., Continental Hotel, New York City.  
Tiffany, N. O., Jr., 320 Maple St., Sault Ste. Marie, Mich.

# The Fleet—Buffalo Yacht Club.

## Schooners.

NAME.	OWNER.	C. B. OR KEEL.	DIMENSIONS.			
			Length Over All.	L. W. L.	Beam.	Draft.
Thora .....	Henry G. Breed, Jr. ....	Keel.	FT. 50	FT. IN. 40	FT. IN. 15	FT. IN. 7
Roamer .....	Albert A. Root .....	C. B.	45	36	9 11	1 8
West Wind .....	Bodamer <i>et al.</i> .....	C. B.	41	32 8	11 10	3 8
May Belle .....	F. G. Winkler .....	Keel	39	36	10 6	6

## Yawls.

NAME.	OWNER.	C. B. OR KEEL.	DIMENSIONS.			
			Length Over All.	L. W. L.	Beam.	Draft.
Aeola .....	White & Cowan .....	C. B.	FT. IN. 38 10	FT. IN. 31	FT. IN. 10	FT. IN. 2 6
Cricket .....	Jas. S. Thompson .....	Keel	38	33	10	7
Althea .....	F. C. Slee .....	C. B.	36	25	10	5
Tomahoe .....	Williams Lansing .....	C. B.	34 6	21 6	10 6	4 6
Theodora .....	Theo. V. Fowler .....	C. B.	25 2	24	7 10	1 6
Dad .....	F. S. Thorn .....	C. B.	25	20	8	5
Helen .....	E. E. Coatsworth .....	C. B.	25	.....	8	.....
Iris .....	W. C. Farrington .....	C. B.	.....	.....	.....	.....
Hannah Maria Jane	J. C. Dann .....	C. B.	23	18	7 6	2

# Cutters.

NAME.	OWNER.	C. B. OR KEEL.	DIMENSIONS.			
			Length Over All.	L. W. L.	Beam.	Draft.
			FT. IN.	FT. IN.	FT. IN.	FT. IN.
Zelma .....	Geo. H. Chisholm <i>et al</i>	Keel	55	38 6	10 6	9 6
Echota .....	Maytham & Johnson...	Keel	44	22	10 11	6 8
Alcyone .....	Watson & Strong .....	Keel	33	24	8	5 3
Nereid.....	Martin & Loosen.....	Keel	32 8	24 4	8	6
Rocky John .....	Evans & Oehrsheimer...	Keel	28	19 6	9	4 6

# Sloops.

NAME.	OWNER.	C. B. OR KEEL.	DIMENSIONS.			
			Length Over All.	L. W. L.	Beam.	Draft.
			FT. IN.	FT. IN.	FT. IN.	FT. IN.
Irene .....	C. L. Sherrill.....	Keel	60	48	15 6	6 6
Cypress .....	G. W. Mugridge.....	C. B.	45	35	12 8	7 6
Merle .....	Jas. S. Thompson .....	C. B.	40	34	12 8	5 5
Brenda .....	F. E. Wood .....	Keel	33	21	9 2	5 5
Kathleen .....	W. C. Cowles .....	C. B.	32	24	10	3 8
Ida .....	Harrison N. Vedder...	C. B.	30	22	10 6	3 8
Marie .....	J. L. Daniels .....	Fin	30	19	6 6	4 6
Beppo .....	D. C. Champ .....	Keel	29	21	6 1	4 4
Kittiwake .....	H. L. Chisholm .....	Fin	28	19	6 6	4 6
Virginia .....	L. W. Hitchcock.....	C. B.	28	19	7 10	2 6
Lorna .....	H. L. Chamberlin.....	Keel	27	24	8 4	4 6
Sibyl .....	Mason & Farquharson..	C. B.	27	23 7	9	2 2
Winona .....	King & Wetlaufer .....	C. B.	24 6	22 10	9 2	2 6
Cassie .....	Otto L. Hentz .....	C. B.	24	14 6	8 8	6 6
Caprice .....	H. M. Chester .....	C. B.	22 6	19	8 8	3 3
Caution .....	Geo. S. Kellogg .....	C. B.	22	.....	6	1 3



### Sailing Skiffs.

NAME.	OWNER.	C. B.	DIMENSIONS.				Rig.
			L. O. A.		Beam.		
			FT.	IN.	FT.	IN.	
Theta .....	R. A. Heussler .....	C. B.	18		5	3	Cat
Kate .....	W. H. Annowski .....	C. B.	18		4	10	Sloop
Rambler .....	Benjamin Hall .....	C. B.	18		5		Cat
Myrtle .....	James Hucker .....	C. B.	18		4	6	Yaw
Idlewood .....	F. Barndollar .....	C. B.	17	10	4	11	Cat
Banshee .....	E. C. Hall .....	C. B.	17	6	5		Cat
Ping Pong .....	H. D. Bowen .....	C. B.	17	6	4	10	Cat
Fly .....	F. D. Wood .....	C. B.	17	6	3	8	Yaw
Squib .....	Geo. D. Moseley .....	C. B.	17	4	4	10	Cat
Omoo .....	E. P. Hussey .....	C. B.	17		5	9	Cat
	Walter Hayes .....	C. B.	17		3	2	Yaw
Splash .....	Edward Patterson .....	C. B.	16	8	4	10	Yaw
Omega .....	Dan D. Eames .....	C. B.	16		4	4	Yaw
	Jno. F. Fairbairn .....	C. B.	15	6	4	10	Cat
Elf .....	C. E. Reeves .....	C. B.	12	6	4	5	Cat

### Bird Class.

NAME.	OWNER.	CRAFT.	C. B.	DIMENSIONS.				
				L. O. A.		Beam.	Rig.	
				FT.	IN.			
Elita .....	Harvey R. Gaylord ...	Large Skiff	C. B.	19	6	7½	Knockabout	
	Geo. H. Thornton.....	Large Skiff	C. B.	18	6	6	Cat	
Hornet.....	H. A. Warren <i>et al.</i> ....	Bird	C. B.	19	6		Knockabout	
Hen.....	E. P. Sharp .....	Bird	C. B.	18	6		Cat	
Kingfisher .....	H. A. Warren .....	Bird	C. B.	18	6		Cat	
Coo Coo .....	E. C. Strong .....	Bird	C. B.	18	6		Knockabout	
Oriole .....	L. G. Northrup .....	Bird	C. B.	18	6		Cat	
Petrel .....	Edgar A. Taylor .....	Bird	C. B.	18	6		Cat	
Petrel II.....	Edgar A. Taylor .....	Bird	C. B.	18	6		Cat	

# Cats.

NAME.	OWNER.	C. B. OR KEEL.	DIMENSIONS.			
			Length Over All.	L. W. L.	Beam.	Draft.
Monsoon.....	H. V. Bisgood.....	C. B.	FT. IN.	FT. IN.	FT. IN.	FT. IN.
Nerena.....	G. W. Maytham.....	C. B.	25 21	21 21	10 2	3
Sumpter.....	A. H. Hart.....	C. B.	22 2	20 2	9	4
			18	18	5	9

# Steamers.

NAME.	OWNER.	DIMENSIONS.				Power.
		Length Over All.	L. W. L.	Beam.	Draft.	
Sagamore.....	Edward Clinton Lee	FT.	FT.	FT. IN.	FT. IN.	600 H. P.
Whim Wham.....	Dr. R. V. Pierce.....	186	160	26	12	50 H. P.
Alcina.....	O. P. Letchworth.....	House Boat.	100	20	3	137 H. P.
Apache.....	Spencer Kellogg.....	86	67	12 2	6	150 H. P.
Virginia.....	A. H. Hart.....	65	46	7 6	5	30 H. P.
		57		9	4 2	

# Launches.

NAME.	OWNER.	DIMENSIONS.				Power.
		L. O. A.	L. W. L.	Beam.	Draft.	
Naiad.....	Erving I. Mills.....	FT.	FT.	FT. IN.	FT. IN.	16 H. P.
Diana.....	Lee H. Smith.....	38	34	7 6	3	8 H. P.
Idler.....	H. T. Koerner.....	37	33	8 2	3	8 H. P.
Lady Marion.....	V. M. Pierce.....	32	28	6	3	5 H. P.
The Palmer.....	A. B. M. Palmer.....	31	.....	5	2	.....
Nydia.....	L. S. DeGraff.....	28	.....	7 6	2	5 H. P.
Josephine R.....	E. C. Roberts.....	26	.....	6 6	2	5 H. P.
Cornell.....	F. A. Abbott.....	25	.....	6	2	5 H. P.
Delta.....	E. P. Hopkins.....	25	.....	5 6	2	3 1/2 H. P.
Tompkins.....	H. B. Tompkins.....	20	20	3 7	6	1 1/2 H. P.
It.....	A. H. Hart.....	18	.....	5 6	1 8	2 1/2 H. P.
Hootman.....	Lee H. Smith.....	16	14	4 6	1 8	2 H. P.
Iris.....	H. M. Hill.....	25	.....	5	2	5 H. P.
Marie.....	Harry F. Spaulding.....	20	.....	6	2	5 H. P.
Teddy.....	Albert A. Noye.....	36	6	6 4	14	11 H. P.

## BY-LAWS.

### ARTICLE I.

The name of this corporation shall be the BUFFALO YACHT CLUB. *Name*

### ARTICLE II.

SECTION 1. The officers of this club shall be and rank as follows: A commodore, vice-commodore, fleet captain, secretary and treasurer, measurer, and a fleet surgeon. The commodore, vice-commodore, and secretary and treasurer, shall be *ex-officio* members of the Board of Directors. The commodore and vice-commodore shall be yacht owners. Elective officers, except directors, shall hold office for one year and until their successors are elected. *Officers*

SECTION 2. At the annual election in January, 1896, there shall be seven directors elected. At the first meeting of the directors, following the election, the Board of Directors shall designate four of their number to serve for two years, the others serving for one year; and thereafter at each annual election directors shall be elected to serve two years, to succeed those whose terms expire. *Board of Directors*

### ARTICLE III.

#### DUTIES OF OFFICERS AND COMMITTEES.

SECTION 1. The commodore shall command the squadron, preside at all meetings, and enforce all laws *Commodore*

and regulations. He shall be a member of all committees *ex-officio*.

*Vice-Commodore*

SECTION 2. The vice-commodore shall assist the commodore in the discharge of his duties, and in his absence officiate in his stead.

*Fleet Captain*

SECTION 3. The fleet captain shall be appointed by the commodore and shall be his executive officer. In case of the absence or inability to act of the commodore and vice-commodore, he shall command the squadron. In case of the absence or inability to act of the commodore, vice-commodore and fleet captain, the senior yacht owner present shall command the squadron.

*Secretary and Treasurer*

SECTION 4. The secretary and treasurer shall keep a record of the proceedings of all meetings of the club in books belonging to it, and make such returns as he is required to do by the laws of the State of New York. He shall keep a correct roll of membership; also a list of the name, rig and ownership of all yachts belonging to members of the club sent to him for registry. He shall advise new members of their election and notify each member of every meeting. He shall collect and have the custody of all the moneys due to and belonging to the club, and shall disburse the same as ordered by the Board of Directors. All payments shall be made by check, which must be countersigned by the commodore. He shall keep, in books belonging to the club, a correct account of his receipts and disbursements, and present a report thereof at each annual meeting, and at such other times as may be demanded by the commodore or by resolution of the Board of Directors. He shall give a bond in such sum as the Board of Directors shall determine and approve.

SECTION 5. The secretary and treasurer shall receive such compensation as the Board of Directors may determine. In case of the absence or inability to act of the commodore, checks shall be countersigned by the vice-commodore, and in case of the absence or inability to act of both of such officers, by the chairman of the Board of Directors.

SECTION 6. The measurer shall measure all yachts enrolled in the club and report their measurements to the secretary.

*Measurer*

The measurer, subject to approval by the Board of Directors, may appoint an assistant measurer and prescribe his duties. The board may allow compensation to the measurer and assistant measurer, or to either of them.

SECTION 7. The Board of Directors shall have full charge of the general business management of the club. They may make or authorize all necessary contracts. They shall have power to make such regulations and rules for the government of the club as they may deem expedient, and generally to do all things which may be necessary for the proper management of its affairs. Any rule or regulation established by them may be rescinded by a two-thirds vote of the members present at a meeting of the club called for that purpose. They shall have the power to fill any vacancies which may occur in their board or upon committees appointed by them or elected by the club, or in any office; also to accept resignations of members of their board or of such committees, or of officers.

*Board of Directors*

They shall audit the accounts of the secretary and of the treasurer.

The board shall elect, at its first meeting, or as soon



thereafter as convenient, a chairman, who shall preside in case of the absence or inability to act of the commodore and vice-commodore, and it may choose a temporary chairman to preside at any of its meetings when the proper presiding officer is absent.

The board may appoint sub-committees, with such powers and duties as are not in conflict with law or these by-laws, as it may deem advisable. It shall appoint a House Committee, which shall have full charge and custody of the club house, and of all the property of the club therein contained, subject to the board.

The board may appoint a clerk, who need not be a member of the club, and prescribe his duties and compensation.

*Regatta  
Committee*

SECTION 8. There shall be a Regatta Committee, which shall consist of five members, including the commodore and vice-commodore who shall be members *ex-officio*. They shall hold office for one year, and until their successors are elected. The committee shall be subject to the control of the Board of Directors.

The Regatta Committee (subject always to the Board of Directors) shall have charge of the arrangements for all regattas, and shall notify the members of the club thereof.

*Racing Rules*

The racing rules of the Yacht Racing Union of the Great Lakes shall govern all races and regattas of the club, so far as same may be applicable.

The Regatta Committee shall appoint, from among any members of the club not interested in any yacht participating in that particular race, two judges and a referee, who shall have full charge of the race for which they shall be appointed, and whose decision on all questions relating to such race shall be final, except that in a case of unusual

occurrence, a ruling on which might prove of interest to yachting interests, the Regatta Committee may, by permission of the Board of Directors, refer the question for the decision of the council of the Yacht Racing Union.

The owner or representative of any competing yacht may file a written protest with the judges, within one hour after the race, unless it shall appear that the protesting yacht was unable to return within the time, in which case the protest may be filed with the chairman of the Regatta Committee before twelve o'clock noon on the following day, and it shall be his duty then to call together the judges to decide such protest. If the judges have reason to believe that such a protest will be filed they shall withhold their decision until that time.

The Regatta Committee shall, within five days of the receipt of any report of the judges of a regatta, send a copy of the same to the owners of all yachts competing, and post the same upon the bulletin board of the club house. They shall also give notice to the donor of any prize the result of any race wherein such prize is contended for.

ARTICLE IV.

MEETINGS.

SECTION I. The annual meeting shall be held on the first Saturday after the first Monday of January of each year. At the annual meeting the report of the secretary and treasurer shall be read, and directors, officers not appointive and the Regatta Committee for the ensuing year, elected by ballot. At this meeting the club may transact any business in addition to that enumerated above.

Not less than sixty days prior to the date of the annual meeting of the club, the commodore shall appoint a Nominating Committee, consisting of three yacht owners and three non-yacht owners, who shall nominate the elective officers, directors and Regatta Committee for the ensuing year, who shall make a blanket ballot, and shall report such nominations at a meeting of the club called for that purpose, not less than thirty nor more than forty days prior to the annual meeting. Any other person may be nominated for any such offices by any ten members in good standing nominating such person in writing, and by posting such nomination on the bulletin board of the club at least fifteen days before such annual election; and no member shall be eligible for any office unless duly nominated by either the Nominating Committee or by ten of the members. The secretary and treasurer shall cause to be printed such ballots made by such Nominating Committee and names of all persons so nominated, and shall mail a copy of such ballot to each member at least one week before said election, and shall also post a copy thereof on the bulletin board of the club. Such Nominating Committee, and one person from each ten who may make nominations, shall also act as tellers at such election, and at least one of them shall be in attendance at the polls at all times while they are open.

SECTION 2. Meetings of the club, except the annual meeting, shall be held subject to the call of the commodore, or at the request of the Board of Directors, or upon request of five members of the club, submitted in writing.

SECTION 3. Notices shall be issued by the secretary for all meetings, at least four days before the date ordered.

Notices may be served by mail addressed to the last known place of residence of the member served.

SECTION 4. Five members of the Board of Directors shall constitute a quorum at meetings of the board. Ten members of the club shall constitute a quorum at all meetings of the club.

SECTION 5. No member shall be allowed to vote on club matters who is indebted to the club.

SECTION 6. Upon questions directly affecting the sailing regulations and the government of yachts and regattas, only yacht owners shall vote, each yacht being represented by but one owner. In determining what is a yacht, for the purposes of this section, the rules of the Yacht Racing Union of the Great Lakes now in force shall apply. At the election of officers, and upon all other questions, each life, each active and each junior member shall have one vote.

## ARTICLE V.

### MEMBERSHIP.

SECTION 1. The membership shall be divided into five classes, *i. e.*, honorary, life, active, junior and non-resident.

SECTION 2. Application for active, life, junior and non-resident membership must be made in writing to the secretary and treasurer, and must bear the recommendation of two members in good standing, and be signed by the applicant. The election of members shall be by ballot of the Board of Directors at any meeting of said board at which a quorum of five members shall be present and voting. The adverse vote of three directors shall reject a candidate. The name of the applicant shall be posted in the club house or winter quarters ten days prior to his election. An application may be withdrawn by either spon-



sor at any time previous to the final action of the Board of Directors. No applicant who has been rejected shall be again proposed within six months thereafter.

SECTION 3. The Board of Directors may elect such persons as it may deem to have rendered important services or benefits to the club, or whom, for any reason, they may see fit thus to honor, honorary members. The board may drop honorary members from the roll of members.

SECTION 4. Yacht owners under twenty-one years of age, not members of the club, may become junior members by joining under the regular forms. Only one junior member shall be admitted for any one yacht. The directors shall determine what constitutes a yacht for the purposes of this section. Applications for junior membership shall state the age of the applicants. Upon reaching the age of twenty-one years a junior member shall become an active member. Junior members shall be elected in the same manner as active members.

SECTION 5. Commissioned officers of the army and navy of the United States shall be entitled to the same privileges as honorary members, upon making application to the Board of Directors and being approved by them. The board may drop any such officer from the roll of membership.

SECTION 6. Members of any regularly organized Yacht Club, and other persons residing outside of a radius of ten miles from Buffalo, may become non-resident members upon making application and being elected in the same manner as active members.

## ARTICLE VI.

### ORDER OF BUSINESS—ANNUAL AND DIRECTORS' MEETINGS.

1. Reading of minutes.
2. Election of officers and Regatta Committee.
3. Reports of officers.
4. Reports of committees.
5. Miscellaneous business.

In case of dispute as to order and debate, Cushing's Manual of Parliamentary Rules shall govern.

All reports of officers and committees shall be in writing, and, if accepted, filed with the secretary.

## ARTICLE VII.

### RESIGNATIONS AND EXPULSIONS.

SECTION 1. Resignations must be made in writing to the secretary and treasurer. No resignation shall be accepted until the current dues or other indebtedness to the club are paid.

SECTION 2. Any member of the club may present to the Board of Directors written charges against any other member for conduct unbecoming a gentleman or likely to endanger the good order and welfare of the club, or for insubordination or disobedience of orders of the officers when in squadron, or for violation of the requirements of the By-Laws; and after he shall have been notified and given an opportunity to be heard in answer to such charges, they may suspend such member from all rights and privileges of membership, or may declare his membership forfeited.

SECTION 3. Any member thus suspended shall have the right, within one month thereafter, to appeal to the club at a special meeting, which shall be called for such purpose, and the club, by a two-thirds vote of the members present, may reverse the action of the board and restore the appellant to membership, but until such reversal he shall not be entitled to any rights or privileges of membership.

SECTION 4. When a member is indebted to the club, it shall be the duty of the secretary and treasurer to post the name of such member on the bulletin board of the club, and if the dues are not paid within thirty days thereafter, his name may be dropped from the roll of membership by a majority of the Board of Directors.

#### ARTICLE VIII.

##### DUES AND ASSESSMENTS.

SECTION 1. The annual dues of the club shall be \$15.00, which shall be payable semi-annually in advance, on or before the first day of January and July.

The annual dues of junior members, non-resident members and commissioned officers of the army and navy, shall be \$5.00, non-resident members who are members of other regularly organized Yacht Clubs, \$2.00.

SECTION 2. Every active and junior member, upon his election, shall pay an entrance fee of \$15.00. Non-resident members and commissioned officers of army and navy shall pay no entrance fee.

SECTION 3. Life membership fee shall be \$250.00.

SECTION 4. No assessments shall be levied, except by a two-thirds vote of the members of the club present and voting at a meeting called for the purpose, notice of which meeting shall state the subjects to be considered.

SECTION 5. The secretary and treasurer, life and honorary members shall be exempt from all assessments and dues.

#### ARTICLE IX.

##### PROPERTY.

The title to and ownership of all property, effects and assets of the club shall be in the Board of Directors for the time being, in trust for the benefit and enjoyment of the members; and any lease that may be made by that board shall be for the exclusive benefit of the club, the members of which hereby accept and assume the responsibility therefor. A resignation, death or forfeiture of membership for any one cause shall operate as an assignment and release to the Board of Directors, as trustees of the club, of all the right, title and interest of such member in and to the property and assets of the club.

following Yacht Clubs: New York, Eastern, Larchmont, Seawanhaka and Corinthian.

### ARTICLE XIII.

#### AMENDMENTS.

The By-Laws may be amended by a two-thirds vote of the members present and voting at any meeting of the club, provided that the call for the meeting shall contain a brief and fair statement of the proposed amendment and shall be issued at least ten days previous to the date of said meeting, and shall specify the titles of the articles and sections proposed to be amended, and the amendment or amendments shall be posted in full on the bulletin board in the club house or winter quarters for at least ten days before the date of said meeting.

## CAP ORNAMENTS



COMMODORE



VICE-COMMODORE



FLEET CAPTAIN



CAPTAIN



MEMBER

THE ABOVE DESIGNS ARE SLIGHTLY REDUCED. FOR FULL SIZE SEE "UNIFORM AND DRESS"

## UNIFORM AND DRESS.

### BUTTONS.

The club buttons shall be of two kinds, gilt and black, and of two sizes, large and small, bearing as a device a foul anchor, with a star on each side, surrounded by the circular inscription, "BUFFALO YACHT CLUB," on the gilt buttons for sailing masters, etc., and the same on the black buttons for members.

### CAPS.

Cap of navy-blue cloth or white serge; crown from nine inches to nine and five-eighths inches in diameter, according to size of cap; quarter of cap from top of band to crown seam one and seven-eighths inches; band one and six-eighths inches of plain ribbed mohair; drooping visor, crescent shaped, two inches at widest part, covered with blue cloth, bound with braid to match band of cap.

### CAP ORNAMENTS.

Two crossed foul anchors, one inch and three-eighths in length, with flukes down, embroidered in gold. At their intersection a raised enameled disk showing club burgee on white ground in center and a gold star one-half inch in diameter at each end of, and one above, the device, with a space of three-sixteenths of an inch between the device and stars, to be worn on the band.

*For  
Commodore*

<i>For Vice-Commodore</i>	Same as for commodore, omitting the star above device.
<i>For Captain or Owner</i>	Same as for commodore, omitting stars.
<i>For Fleet Captain</i>	Same as for captain, with F. C. in gold letters, in old English above device—letters one-half inch long.
<i>For Secretary and Treasurer</i>	Same as for fleet captain, substituting letters S. & T. in old English.
<i>For Measurer</i>	Same as for treasurer, substituting letter M.
<i>For Assistant Measurer</i>	Same as for measurer.
<i>For Fleet Surgeon</i>	Same as for measurer, substituting letters F. S.
<i>For Regatta Committee</i>	Same as for fleet surgeon, substituting letter R.
<i>For Member</i>	Same as for captain, omitting one anchor.

#### COATS.

Double-breasted sack coat of blue or white cloth, serge or flannel, blue or white vest, each with the black club button. Trousers of the same materials as coat, or of white drill or flannel.

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

<i>By the Commodore</i>	Four stripes of heavy black silk braid, three-eighths of an inch wide, the first below and joining the cuff seam, the others above and one-quarter of an inch apart,
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the upper stripe ending in a described trefoil on the outer side of the sleeve.

Three stripes as above.

*By the Vice-Commodore*

Captains, secretary and treasurer, measurers, fleet surgeon, fleet captain and Regatta Committee, two stripes as above.

*By Other Officers*

One stripe only, with the trefoil.

*By Members*

#### RATING MARKS.

To be worn on the outside of right sleeve, half way between the shoulder and elbow.

Two clear anchors, in silver, each an inch and a quarter in length, crossed at right angles, with stocks up. Under this a silver chevron of 115 degrees, point down, consisting of three bars, each three-sixteenths of an inch in width and three-sixteenths of an inch apart, arms of chevron to be one inch and a quarter in length, the point of intersection of the anchors to be one inch above center of upper bar of chevron.

*For Sailing Master*

Same device as for sailing master, substituting a chevron of two bars.

*For First Mate*

Same device as for first mate, substituting a chevron of one bar.

*For Second Mate*

Same device as first mate, worked in red silk, substituting a propeller of three blades, one inch and a quarter in diameter, for the crossed anchors.

*For Chief Engineer*



*For Assistant Engineer* Same device as for chief engineer, substituting a chevron of one bar.

*For Second Ass't Engineer* Same as assistant engineer, without chevron.

*For Boatswain* A spread eagle, U. S. N. pattern, two inches and three-quarters from tip to tip, in white silk.

*For Quartermaster* A ship's wheel of eight spokes, one inch and one-half in diameter, worked in white silk on blue, and in blue silk on white clothes.

*For Coxswain* A pair of crossed oars in white silk, two inches in length, worked as for quartermaster.

Yachts while cruising in foreign waters may adopt other distinctions of rank for petty officers.

#### UNIFORM FOR CREW.

*For Sailing Masters* The dress shall be a double-breasted sack coat, of blue cloth or flannel, with large size gilt club buttons. Vest of same material with six small size gilt club buttons. Trousers of same material as coat. Cap of navy-blue cloth with ribbed silk band one and one-quarter inches wide; to be two and three-quarter inches high in front, and two and one-half inches high behind. Top to be eight and one-half inches long and seven and one-half inches wide. Visor of black leather, crescent shape, one and five-eighths inches in the widest part, set at an angle of forty-five degrees. Black leather strap, three-eighths inch wide, fastened with small gilt club buttons. Cravat of black silk.

*For Mates* Same as for sailing masters.

The regulation boatswain's jacket. Cap same as sailing masters.

*For Boatswains*

Shirt of blue flannel or white linen, with wide blue cuffs and collar, braided in white. Trousers of same material as shirt, to be worn without braces. Neckerchief of black silk. Cap of blue cloth with band and without visor, or white Senat straw hat with black ribbon. The name of the yacht may be worked in red, white or blue upon the breast of the shirt, or worked or printed upon the band of cap, at option of the owner.

Same as for quartermasters.

*For Coxswains*

Same as for quartermasters, but without insignia. White working clothes, jerseys and racing hoods may be worn.

*For Crew*

Same as for sailing masters.

*For Chief Engineer*

Same as for mates.

*For Assistant Engineers*



## YACHT ROUTINE.

UNIFORM WITH THE NEW YORK, EASTERN,  
LARCHMONT AND SEAWANHAKA AND  
CORINTHIAN YACHT CLUBS.

### SECTION I.

#### COLORS, ETC.

*Rank* 1. In making "colors," salutes, etc., the yacht always represents the rank of the owner, whether he is aboard or not.

*In Commission* 2. Yachts in commission should make colors at eight o'clock A. M., and haul down at sunset, taking time from the senior officer present.

*In Company with a U. S. Vessel, etc.* 3. When in company with a vessel of the United States Navy, or at anchor off a United States naval station, the senior officer should give the time for "colors" with such vessel or station.

*Entering Port Before or After Colors* 4. Before "colors" in the morning and after "colors" at sunset the ensign and distinguishing flags should be shown when entering and when leaving port, and should be hauled down immediately on coming to anchor.

*Night Pennants* 5. At all other times yachts should fly a night pennant at the main, from "colors" at sunset until "colors" the next morning.

6. No guns should be fired for colors except by the yachts giving the time, nor from "colors" at sunset until "colors" the next morning, nor on Sunday.

*Guns*

7. Absent flags and meal pennants are not considered "colors."

*Exceptions*

8. On Decoration Day and occasions of national mourning, the ensign only should be half-masted. On the death of the owner of the yacht, both the club flag 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 flag only should be half-masted. This rule should apply to yachts both at anchor and under way.

*Half-Masting Colors*

9. Flags should always be mastheaded before half-masting them and should be mastheaded before hauling them down. Saluting with the ensign at half-mast should be done by mastheading it first.

*Colors, How Half-Masted*

### SECTION II.

#### OFFICERS IN COMMAND OF ANCHORAGE.

1. The senior officer present should be in command of the anchorage, should give the time for "colors," make and return salutes, visits, etc.

*Duties*

2. His yacht should remain the station vessel until a senior to him in rank arrives and assumes the command of the anchorage.

*Station Vessel*

### SECTION III.

#### PENNANTS, PRIVATE SIGNALS, ETC.

1. Flag officers should always fly their pennants while in commission.

*Flag Officers*

*Absent Flag*

2. Yachts, when the owner is not on board, should fly at the starboard main spreader, *during daylight*, a blue flag, rectangular in shape. The flying of the absent flag does not exempt a yacht from the observance of all routine.

*Single-Masted Vessels*

3. Single-masted vessels should fly the private signal of the owner when entering a home port of this club, or when approaching other yachts at sea; at other times the club flag, except when with the squadron, when No. 5, Sec. VI, should apply.

*Ensigns*

4. Shall be flown only from main peak when yachts are under sail and from staff over stern when at anchor. Always use halliards.

*Owner's Meal Pennant*

5. A white flag, rectangular in shape, should be displayed by day and a white light by night at the starboard main spreader on schooners, and at the starboard spreader on single-masted vessels, during the meal hours of the owner.

*Crew's Meal Pennant*

6. A red pennant should be flown at the port-fore spreader on schooners, and at the port spreader on single-masted vessels, during the meal hour of the crew. Meal pennants should not be flown while under way.

7. Two flags shall not be flown from any one place at same time, unless it be when dressing ship.

SECTION IV.

LIGHTS.

*Commodore*

1. From "colors" at sunset until sunrise, the commodore should show one blue light at the stern.

2. The vice-commodore should show light, as provided for the commodore, substituting red light in place of blue.

*Vice-Commodore*

3. Owners and flag officers, when on board, should show a white light under the main boom.

*Owners and Flag Officers*

SECTION V.

SALUTES.

All salutes should be returned in kind.

1. The following rules, excepting No. 2, will not apply to yachts leaving for or returning from a day's sail:

*Exceptions*

2. Yachts should always salute vessels of the United States Navy by dipping the ensign once.

*To Vessels of the U. S. Navy*

3. The commodore, on entering port to join the squadron, should be saluted on coming to anchor by the yachts present. On all other occasions the commodore should be saluted, on coming to anchor, by the officer in command.

*Entering Port*

Junior flag officers should be saluted, on coming to anchor, by the officer in command, unless the latter be a senior in rank, in which case they should salute him.

Captains should, on all occasions, salute the officer in command.

4. The senior officer, when leaving the anchorage, except temporarily, should indicate the transfer in command to the next in rank, by firing a gun on getting under way. All other yachts should salute the officer in command.

*Leaving Port*

5. All visits should be made according to rank.

*Visits*

*Passing*

6. Yachts passing one another should always exchange salutes by dipping the ensign once, juniors saluting first.

Steam whistles should never be used to make salutes.

*From Yachts  
Entering Port*

7. The salute from yachts entering port should be made by dipping the ensign once or by firing a gun, on letting go anchor.

*To Yachts  
Entering Port  
Entitled to a  
Salute*

8. The salute to yachts entering port, entitled to a salute, should be made by dipping the ensign once, or by firing a gun, when they let go anchor.

*Official Salutes  
to Foreign  
Clubs*

9. An official salute to a foreign club should be made by firing a gun, with the flag of the foreign club at the fore on schooners and steamers, and at the main on single-masted vessels; or, in the absence of such flag, by half-masting the club flag and firing a gun. When the salute has been returned or a reasonable time for its return allowed, the flag should be hauled down and the club flag hoisted again.

*After Sunset,  
Etc.*

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

*Personal  
Salutes to  
Flag Officers*

11. When a flag officer makes an official visit, a gun should be fired.

*Judge's Boat*

12. A yacht acting as judge's boat should not be saluted during a race.

*Quarter-Deck*

13. The quarter-deck should always be saluted by lifting the cap on coming on board or from below.

SECTION VI.

WITH THE SQUADRON.

1. Yachts should report to the commanding officer on joining the squadron, and should obtain his permission before leaving it.

*Joining  
or Parting  
Company*

2. When under way, with the squadron, firing guns and signaling should be avoided, except when joining or parting company, or when repeating signals.

*Guns and  
Signals*

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

*Squadrons  
Passing at Sea*

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

*Salutes from  
Single Yachts*

5. Single-masted vessels should fly the private signals of the owner when under way; when at anchor, the club flag.

*Single-Masted  
Vessels*

SECTION VII.

FOREIGN YACHTS.

1. 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.

SECTION VIII.

VISITING A FOREIGN PORT.

1. 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.

*Salutes and  
Visits on  
Entering Port*

*Both Squadrons in Port*

2. 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 of this club entering, when he should be saluted by the officer in command, and should in his turn salute the foreign squadron.

*Colors*

3. The time for "colors" in the home waters of a foreign club should be given with its senior flag officer present.

*Meaning of Term "Foreign"*

4. The term "foreign" should be understood as applying to all clubs outside the waters of Buffalo harbor.

SECTION IX.

BOAT SERVICE.

*Precedence*

1. The order of entering and leaving boats is—juniors enter first and leave last.

*Boat Flags*

2. Flag officers and the fleet captain should fly their pennants, and captains their private signals, when in their boats; members, the club flag. After sunset, a white light should be shown at the bow.

*Salutes*

3. Passing one another, juniors should salute seniors by raising the cap.

*Hailing*

4. Every boat approaching a yacht at night should be hailed.

*Answers to Boat Hails*

5. The answer of the commodore, when intending to board, should be "commodore"; for junior flag officers and the fleet captains, "flag"; for captains and members, "aye, aye"; for captains returning on board, the name of their yacht; for visitors, "visitors"; for sailing masters, etc., "no, no," using the port side; for passing boats, "passing."

## HOUSE RULES.

1. The club house is for the exclusive use of the members of the club and their immediate families, except as hereinafter provided.

2. No member of the club shall invite to the second floor of the club house the same male resident of Buffalo more often than once a month.

The privilege of a guest shall not be extended to any person who may have been expelled at any previous time.

3. On request of any member, an invitation may be extended by the secretary to any person not residing within ten miles of Buffalo, entitling such person to the privileges of the club house for the period of ten days; but such invitation may be withdrawn by the House Committee, if improperly used.

Visiting yachtsmen, and all members of the organized yacht clubs, shall be allowed the privileges of the house upon an invitation of a member.

The names of all visitors to the club house shall be entered in the register provided for that purpose, together with the names of members introducing them.

4. Ladies accompanied by a member, or who are members of the families of resident members, will be admitted at all times to the privileges of the club house, except as hereinafter provided.

5. Ladies have the privilege of the library and



the men's lounging room on "ladies' days"; also each morning, except Saturday, Sunday and holidays. Ladies to have the privilege of dining room at all times.

6. Members shall not allow their club keys to go out of their possession.

7. Owners of yachts employing sailing masters shall be entitled to the club house keys for such sailing masters during their term of service, which shall be returned to the secretary at the end of such term.

Sailing masters shall not use the club rooms or balconies.

8. All damages to property of the club shall be paid for by the members causing same.

9. No property of the club shall be taken from the club house, except by order of the House Committee.

10. No property of any description in the club house shall be delivered to any person by the janitor without a *written order from the owner*.

11. No member or visitor shall give any gratuity to any employe of the club.

12. No house servant shall be sent out of the club house for any reason except to accompany a member or visitor in the club boat for purpose only of boarding a yacht.

13. No member or visitor shall use the club boat for a longer time than one-half hour on any occasion.

14. No game for a wager of money will be allowed in the club house.

15. No billiard or pool playing, or game of cards, will be allowed in the club house on Sunday.

16. The café and wine room will be open as the House Committee may direct.

17. Dogs are not allowed on the premises, except in boat room.

18. No subscription paper or petition shall be circulated, nor any article exposed for sale in the club house, without permission of the House Committee.

19. As places are provided for the accommodation of sails, spars, ballast, etc., the same will not be allowed to be left anywhere else upon the club premises.

20. All requests and complaints must be made in writing, addressed to the secretary of the House Committee. No verbal requests or complaints will receive attention.

21. Admission to the club building or its docks must be by card. Yacht owners having employes will procure cards of admission for them from the secretary-treasurer or from the chairman of the House Committee. This card, however, is not valid unless countersigned by the yacht owner.

22. On the first day of each month the steward shall render to the secretary-treasurer a statement of accounts against all members indebted to him. The secretary-treasurer shall at once notify each member of the amount of his account; should the members so notified fail to pay their accounts by the 20th of the month, their names, together with the amount of their arrearage, shall be posted on the bulletin board, at which time they shall again be notified of the amount of their account. Should any so notified fail to pay by the first of the following month, he shall be suspended

from all privileges of the club, and can be reinstated by authority of the Board of Directors only, and upon settlement of all indebtedness.

23. Members who are not boat or yacht owners shall not be permitted to retain possession of large lockers to the exclusion of boat or yacht owners. Members who are dispossessed during the fiscal year shall receive from the secretary-treasurer a pro-rata rebate of the amount paid by them.

## RACING RULES OF THE YACHT RACING UNION OF THE GREAT LAKES.

ADOPTED BY BUFFALO YACHT CLUB, JAN., 1897.

### I.—MANAGEMENT.

All races, and all yachts sailing therein, shall be under the direction of the Regatta Committee of the association or club under whose auspices the races are being sailed. All matters shall be subject to their approval and control, and all doubts, questions and disputes which shall arise shall be subject to their decision. Their decision shall be based upon these rules as far as they apply, but as no rules can be devised capable of meeting every incident and accident of sailing, the Regatta Committee should keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing, and superior skill and speed. The decision of the Regatta Committee shall be final, unless they think fit, on the application of the parties interested, or for other reasons, to refer the questions at issue for the decision of the Council of this Union, whose decision shall be final. No member of the Regatta Committee or Council shall take part in the discussion or decision upon any disputed question in which he is interested.

### II.—APPLICATION.

1. The rules shall apply to all yachts, whether sailing in the same or different races.

2. Yachts shall be amenable to the rules from the time the preparatory signal is given until the finish of the race.



### III.—MEASUREMENT.

1. Yachts shall be rated by racing measurement, which shall be determined by adding together the load-waterline length, the beam, .75 of the girth, .5 of the square root of the sail area, and dividing the sum by 2.

Formula :

$$\frac{L. W. L. + B. + .75G. + .5\sqrt{\text{Sail Area.}}}{2} = R. M.$$

2. The load-waterline length shall be the distance in a straight line between the points furthest forward and furthest aft, where the hull, exclusive of the rudder stock, is intersected by the surface of the water, when the yacht is afloat in racing trim in smooth water, with any person or persons who may be aboard when the measurement is being taken, stationed amidships.

If any part of the stem, stern post, or other part of the yacht below the load-waterline, projects beyond the length thus measured, such projection shall be added to the measured length; and a form, resulting from the cutting away of the fair line of the stem, stern post, or the ridge of the counter, for the apparent purpose of shortening the load-waterline, shall be measured between fair lines.

The measurement for load-water length and girth shall be made with the same number of persons on board as are allowed for crew in the yacht's class, whose average weight shall not be less than 150 pounds; or, at the option of the measurer, with a dead weight equivalent thereto.

The measurer, at the time of taking his measurements, shall affix a metal plate as a distinctive, permanent mark at each end of the load-waterline.

3. The beam shall be taken from outside to outside

of the planking on the broadest part of the yacht, and no allowance should be made for wales, double planks or moldings of any kind.

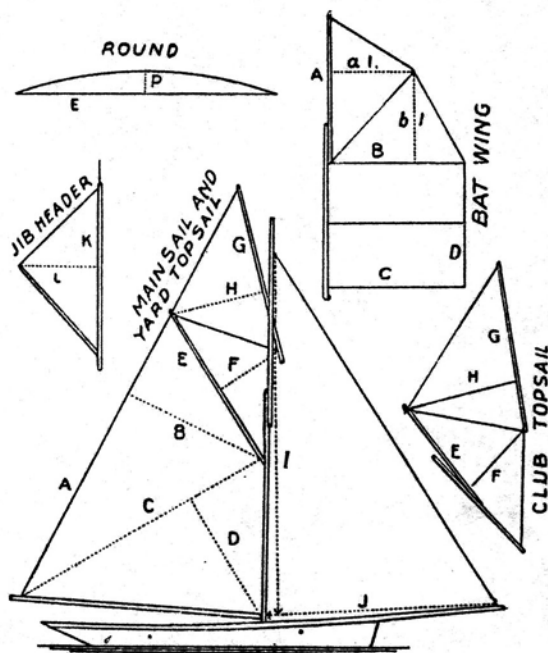
4. The girth shall be taken from L. W. L. to L. W. L. under the keel at a point 0.6 of the distance between the outer edges of the L. W. L. marks from the fore end. The girth shall be measured along the actual outline of the vertical cross section at that point at right angles to the L. W. L. If the draught forward of that point exceeds the draught at that point, twice such excess to be added to girth. In taking these measurements all hollows on the fore and aft under-water profile of the vessel to be treated as filled up straight.

To the girth of centerboard yachts must be added twice the distance between the lower side of the keel to the center of the area of the centerboard when lowered to its fullest extent. Centerboards when ballasted, except to overcome flotation, or fitted with bulbs, or otherwise weighted, to be measured as fixed keels.

Measurers shall mark the points for measuring the girth as follows: By fixing three metal plates of suitable size on each side of the yacht, not less than two inches, or more than six inches, above the L. W. L. level, and parallel thereto, and not less than three feet, or more than six feet, from end to end, and so that the center mark of the three coincides with the distance 0.6 from the fore edge of the bow marks. The measurer shall also place a plate coinciding with this center mark under the rail or covering board, and another on the side of the keel perpendicular to the L. W. L. level. The distance between the L. W. L. level and the horizontal marks to be measured when the yacht is afloat in smooth water, and deducted from the girth as obtained from center mark to center mark. Measurers

may accept for the measurement of the girth the designer's written certificate or drawing, certified to as being correct by designer and builder, but this shall not relieve the owner from fixing the marks heretofore described, or relieve him from the responsibility of the accuracy of the certificate and proper position of the marks. In the event of a measurement protest, the yacht must be measured as heretofore provided.

5. The sail area shall be ascertained as follows:



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

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

*C*—Measured from top of boom at end, or any extension thereof, when extended to its full limit, to under side of gaff close in to mast.

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

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

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

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

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

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

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

*I*—Measured from main boom goose-neck to shoulder of topmast, or in cases where no sails are attached to topmast stay, or pole stay, the measurement shall be taken from main boom goose-neck to pin of highest sheave in or on topmast or pole, or to pin of sheave of any block secured to topmast or pole, and used in either case for headsail or spinnaker. In the case of

*Mainsail*

*Yard Topsail  
or Club  
Topsail*

*Jib Header*

*Headsails*

a schooner which has no fore topmast, but has a main spinnaker, the perpendicular for the fore triangle shall be measured from main boom goose-neck to shoulder of main topmast.

*J*—Measured from fore side of mast to top of crane iron on bowsprit end, or where bowsprit is cut by line of topmast stay or pole stay; or, in cases where no sail or sails are attached to stay, the measurement shall be taken from the fore side of mast to pin of sheave for jib out-haul.

In all cases, if the distance from the center fore and aft line of the mast to the outer end of spinnaker boom (when shipped in its place and square to the keel), exceeds the distance from the heel of the spinnaker boom, when shipped in its place, to the crane iron on the bowsprit end (where cut by the line of topmast stay), or pin of sheave for jib out-haul, as the case may be, the excess shall be added to the base of the triangle formed by the headsails, and the area of the headsail shall be computed accordingly.

In case of a yacht having no head sail, but carrying a spinnaker, the area for headsail shall be computed from the length of spinnaker boom and the height from main boom goose-neck to shoulder of topmast, or highest pin in sheave of polemast, as provided for in this rule.

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

In the case of a yacht carrying a square sail, or square topsail, or raffe (together or separately), the actual area of the same shall be computed, and if such area exceeds the area of the fore triangle, such excess shall be added thereto.

*A*—Measured from fore side of mainmast (in a line with main boom goose-neck) to under side of gaff at end; any extension of gaff to be considered part of gaff and to be extended when measured to its full limit.

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

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

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

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

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

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

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

To find the area of headsail for pole mast: Multiply *I* by *J* and divide by 2.

To find the area of bat-wing sails: Multiply *A* by *A* 1 and *B* by *B* 1, and add the two products together and divide by 2, and multiply *C* by *D* and add the product to the others.

The area of a schooner's sail or a yawl's sail would similarly be found. In the case of a yawl having a lug mizzen, the lacing holes in the yard would be taken as the upper boundaries.

*Foresail  
of Schooners*

*Area of  
Mainsail*

*Area of Yard  
Topsail or  
Club Topsail*

*Area of  
Jib Header*

*Area of  
Headsails*

*Area of  
Pole Mast  
Headsails*

*Area of Bat-  
Wing Sails*

*Area of  
Schooners' and  
Yawls' Sails*

*Area of  
Lugsails and  
Headsails*

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

*Area of Round  
in Sail*

To compute the area bound by the round in the head of a lugsail, or the foot of a loose footed mainsail when extending below the boom (or leach, luff, etc., if extended by battens), multiply the base  $E$  by two-thirds of the perpendicular  $P$  (see diagram).

*Formula*

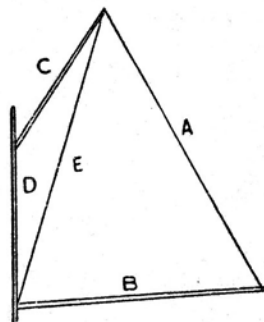
The following formula can be used at the option of the measurer:

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

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

$\frac{a + b + c}{2}$

Then area of triangle  $= \sqrt{S(S-a)(S-b)(S-c)}$ .



Example:

To find area of a mainsail having the dimensions  $a$ ,  $b$ ,  $c$ ,  $d$ , and diagonal  $e$ .

If  $a=38$ ,  $b=29$ ,  $c=18$ ,  $d=20$ , and  $e=37$ .

Then 1st in triangle  $a$ ,  $b$ ,  $e$ ,

$$S = \frac{a + b + e}{2} = \frac{38 + 29 + 37}{2} = 52.$$

$\therefore$  Area of triangle  $a$ ,  $b$ ,  $e$ .

$$\begin{aligned} &= \sqrt{S(S-a)(S-b)(S-e)} \\ &= \sqrt{52 \times 14 \times 23 \times 15} \\ &= \sqrt{251160} \\ &= 501.16 \end{aligned}$$

And 2nd in triangle  $c$ ,  $d$ ,  $e$ ,

$$S = \frac{c + d + e}{2} = \frac{18 + 20 + 37}{2} = \frac{75}{2}$$

$\therefore$  Area of triangle  $c$ ,  $d$ ,  $e$ ,

$$\begin{aligned} &= \sqrt{\frac{75}{2} \left( \frac{75}{2} - 18 \right) \left( \frac{75}{2} - 20 \right) \left( \frac{75}{2} - 37 \right)} \\ &= \sqrt{\frac{75}{2} \times \frac{39}{2} \times \frac{35}{2} \times \frac{1}{2}} \\ &= \sqrt{\frac{102375}{16}} \\ &= \frac{319.96}{4} = 79.99 \end{aligned}$$

Therefore, area of mainsail —

$$= 501.16 + 79.99 = 581.15.$$

In cases of disputed measurements, or if the necessary measurements cannot be obtained from the sailmaker, the sails can be measured in the manner following: Take the length of boom from mast to end,

*Mode of  
Measuring*



and length of gaff from mast to end (any extension of gaff or boom to be considered part of gaff or boom, and to be extended when measured to its full limit), then hoist the sail with the tack fast, and set the luff and peak up taut, and let go the topping lifts, so that the weight of the boom comes on the leach of the sail. With a line and tape, measure the leach and luff and the diagonal *C*. For the headsail, measure the height *I* and the distance *J*, as provided for in the section dealing with headsail. For topsail, the sail would be hoisted and marked in a line with the gaff, then lowered and the other dimensions taken. From the measurements so taken a sail plan would be made and the areas calculated as described.

*Sails of Unusual Form*

If the various methods of measuring sails, as herein shown, do not, in the opinion of the measurer, cover the case, he is to divide the sails into such triangles or figures as will get at accurate results, and a sail plan, showing the manner in which the yacht has been measured, giving the different measurements, and the points from which they have been taken, shall be furnished by the measurer to the owner of every yacht measured by him.

6. If a yacht, after having been officially measured, be increased in load-waterline length, beam, girth or sail area, the yacht must be re-measured before starting the race.

IV.—RESTRICTION ON CONSTRUCTION.

The frame timbers, keels, planking and other parts of all wooden yachts built after November 7th, 1896, or brought to the lakes after that date, shall be

restricted to the minimum sizes fixed in Stephens' Scantling Table, copies of which will be furnished on application to the secretary.\*

V.—CLASSIFICATION.

1. All yachts shall be classified by racing length, and shall be divided into classes as follows:

1st Class, A—Yachts over 45 feet, R. L.

45-foot Class, B—Not over 45 feet and over 40 feet R. L.

40-foot Class, C—Not over 40 feet and over 35 feet R. L.

35-foot Class, D—Not over 35 feet and over 30 feet R. L.

30-foot Class, E—Not over 30 feet and over 25 feet R. L.

25-foot Class, F—Not over 25 feet R. L.

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

VI.—RESTRICTION OF DRAUGHT.

The maximum draught of any yacht built after November 7th, 1896, or brought to the lakes after that date, when in racing trim, shall not exceed that specified for her class in the following table, exclusive of centerboard, if it be not a board weighted for ballast:

1st Class—Unlimited draught.

45-foot Class—9 feet draught.

40-foot Class—8 feet draught.

35-foot Class—7 feet draught.

30-foot Class—6 feet draught.

25-foot Class—5 feet draught.

\*Names of classes in above table should be changed to read: 52, 45, 40, 35, 30 and 25-foot classes.



#### VII.—TIME ALLOWANCE.

1. Time allowance shall only be allowed in the first class, and shall be calculated on the racing length, according to the appended table; but in class racing the racing measurement of a yacht shall be assumed to be the maximum limit of her class.

#### VIII.—ALLOWANCE FOR RIG.

In races where yachts of different rigs sail together, schooners shall be rated for time allowance at 85 per cent. of their R. L.; yawls at 93 per cent., and all other yachts at their actual R. L.

#### IX.—OWNERSHIP.

1. No person shall be the owner of more than one yacht entered for a race in the same class.

2. Each yacht entered for a race must be the *bona fide* property of the person or persons in whose name she is entered, who must be a member or members of a recognized yacht club belonging to one of the Associations of the Union. A yacht chartered for the season shall be considered the property of the person or persons chartering it.

#### X.—ENTRIES.

1. All entries shall be in writing and shall be signed by the owner or his representative, giving name of yacht, racing length and racing number, and must be lodged with the Regatta Committee not later than noon of the day before the race, exclusive of Sundays, unless otherwise ordered by the Committee.

2. The Regatta Committee may refuse to accept any entry made after the time of closing.

3. The same yacht shall not be entitled to enter for a race under different rigs.

4. The Regatta Committee may, if they consider it expedient, reject any entry.

#### XI.—INSTRUCTIONS AND POSTPONEMENT.

1. Each 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.

2. The Regatta Committee shall have power to change the courses, or amend the instructions, on or before the day of the race, provided notice of such change is given to each yacht in writing before the preparatory signal is given.

3. The Regatta Committee shall also have power to postpone any race should such a course appear to them desirable. No race, however, in which there is a time limit, shall be postponed merely because of lack of wind if any of the competing yachts shall have sailed round the course once within the allotted time; but should such race not be finished, the prizes shall be awarded in the order in which the last completed round shall have been finished. The Regatta Committee may, in their discretion, suspend this rule in the case of special races.

#### XII.—SAILS.

There shall be no restriction as to sails, or the manner of setting or working them, but no yacht shall carry any sail for which she has not been measured.

#### XIII.—FITTINGS AND BALLAST.

1. Floors shall be kept down, and bulkheads and

doors left standing. All yachts shall keep their fixtures on board and in their proper places. All yachts must carry one serviceable anchor and cable on board, and a life buoy on deck.

2. Trimming by dead weight shall not be allowed after the preparatory signal. Ballast shall not be taken in or discharged after noon of the day preceding the race. A race postponed or resailed shall, so far as regards this rule, be considered a new race.

#### XIV.—CREWS.

1. The total number of persons on board a yacht shall not exceed the allowance in the following schedule:

First Class—One person to every 5 feet of R. L., or fraction thereof.

45-foot Class—Nine persons.

40-foot Class—Eight persons.

35-foot Class—Seven persons.

30-foot Class—Five persons.

25-foot Class—Four persons.

In the First Class and 45-foot Class, one guest or owner may be carried, and a cook and waiter, if regularly employed during the season. They shall not, however, assist in working the yacht.

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

3. In all races each yacht of 45-foot racing length, or under, must be steered by a Corinthian, who must be a member of a recognized yacht club belonging to one of the Associations of the Union, and manned by Corinthians, except that any such yacht may carry and use not more than the number of professionals regularly

employed on the yacht, and not more than two in any case.

#### XV.—TIME OF MAKING RACES.

There shall be no limit to the time in which a race is to be sailed, except when it is otherwise specified in the instructions.

#### XVI.—RE-SAILED RACES.

No new entries shall be received for a race re-sailed, but a yacht duly entered shall be entitled to start though she originally failed to start, or having started was withdrawn. No yacht disqualified in a race shall be entitled to start in case the race shall be re-sailed.

#### XVII.—NUMBERS.

Each yacht shall display a number, which will be assigned to her, on both sides of the mainsail, above the reef bands, at an equal distance from the luff and leach.

#### XVIII.—LIGHTS AND FOG SIGNALS.

The Government regulations regarding lights and fog signals shall be observed.

#### XIX.—PROPULSION.

1. No means of propulsion other than sails shall be employed.

2. Manual power only shall be used for working a yacht.

#### XX.—STARTING AND FINISHING.

1. All starts shall be flying, and shall be one-gun starts.

2. Half an hour before the time of starting, a gun shall be fired and a flag hoisted as a signal for the yachts to approach the starting line. Ten minutes before the start a preparatory gun shall be fired. At the expiration of ten minutes *exactly* the flag shall be hauled down and a third gun fired as a signal to start. Should the gun miss fire the lowering of the flag shall be the signal to start.

3. In the event of different classes starting in succession, not more than ten minutes apart, the starting gun of each class shall be the preparatory gun for the next class to start. Each yacht shall be timed from the starting signal of her class.

4. If any yacht, or any part of her hull or spars, be on or across the line before the signal to start is given, she must return and re-cross the line. A yacht so returning, or one working into position from the wrong side of the line after the signal to start has been given, must keep clear of all competing yachts.

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

#### XXI.—MARKS.

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

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

#### XXII.—ANCHORING.

A yacht may anchor, but must weigh her anchor again and not slip. A yacht shall not warp or kedge or make fast to a buoy, pier, vessel or other object, except as provided under these rules.

#### XXIII.—RUNNING AGROUND AND FOULING.

A yacht running aground or fouling a buoy, pier, vessel or other object may use her anchors, warps, boats, etc., to get clear, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, warp or boat so used must be taken on board again before continuing the race.

#### XXIV.—ACCIDENTS.

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

#### XXV.—SOUNDING.

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

#### XXVI.—RIGHT OF WAY.

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

*On Different  
Points of  
Sailing*

1. A yacht free shall keep clear of one close hauled.

*On the Same  
Point of  
Sailing with  
the Wind on  
Opposite Sides*

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

*On the Same  
Point of  
Sailing with  
the Wind on  
the Same Side*

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

*Wind Aft*

4. 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.

*Overtaking*

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

*Definition of  
Overlap*

6. 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.

*Altering  
Course*

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

*Luffing*

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

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

*Bearing Away*

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

*Rights on  
New Courses*

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

*Converging  
Close-Hauled*

12. 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.

*Passing and  
Rounding  
Marks*

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

*Obstruction to  
Sea Room*

#### XXVII.—PROTESTS.

1. A yacht having cause during a race to protest against another yacht for a violation of these rules may



display a flag in the rigging, and keep such flag flying till answered from the Regatta Committee's boat by the answering pennant.

2. Protests must be filed in writing with the Regatta Committee within twelve hours after the finish of the race, and must be signed by the owner or his representative.

3. If through protest the measurement of a yacht be called in question the Regatta Committee shall direct the measurer to re-measure such yacht, and the result as reported by him shall be final.

A charge of ten cents per foot R. L. for measuring shall be collected from the owner, if the measurement be found wrong to a greater extent than one per cent. of the R. L., and from the person protesting, if the measurement be found within that limit.

#### XXVIII.—DISQUALIFICATION.

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

2. A yacht shall not, after crossing the finishing line, interfere with any yachts still in the race so as to affect the times of such yachts at the finish. A yacht so doing may be disqualified.

3. A yacht in any way causing a mark boat to shift her position to avoid being fouled by such yacht may be disqualified.

4. A yacht which in consequence of her neglect or violation of any of these rules shall foul another yacht or compel another yacht to foul a mark or obstruction,

or run aground, may be disqualified, and shall pay all damages, and a yacht which shall wrongfully cause another to luff or bear away in order to avoid fouling, or shall without cause compel another yacht to give room or tack as otherwise provided in these rules, or shall herself fail to tack or bear away as required, or shall in any way infringe or fail to comply with any of these rules, may be disqualified.

5. The Regatta Committee may, without protest, disqualify any yacht should it come to their knowledge that she has committed a breach of these rules.

6. A yacht whose measurement has not been filed with the Regatta Committee prior to the start of the race may be disqualified and forfeit all claim to a prize, and such yacht may, at the discretion of the Regatta Committee, be debarred from entering any other race of the Association or Club until her certificate of measurement has been filed with the Regatta Committee.

7. If a yacht which has been officially measured makes any alteration causing an increase of her racing length, and starts in a race without having been remeasured or notifying the Regatta Committee in writing previous to the start that such alteration has been made, she must be disqualified.

8. If a winning yacht be disqualified the next yachts in order shall be awarded the prizes.

#### XXIX.—AWARD OF PRIZES.

1. When a prize has been offered for competition any yacht duly entered may claim to sail over the course, and shall be entitled to a prize of not less than



one-half the value of the first prize, subject, however, to Rule XI.

2. Before receiving a prize the owner of a winning yacht, or in his absence the person representing him on the yacht, shall sign a declaration that the rules governing the race have been complied with.

## DEFINITIONS.

### I.—CORINTHIANISM.

Corinthianism in yachting is that attribute which represents participation for sport as distinct from gain, and which also involves the acquirement of nautical experience through the love of sport rather than through necessity or the hope of gain. It is consistent with the motive higher than mercenary found in the ranks of officers of the navy and naval architects, notwithstanding the remuneration they receive, while it is inconsistent with the trade of the fisherman, even though one following such a trade has never been a paid sailor. In this respect the following general definition is given :

No person who follows the sea as a means of livelihood, or who has accepted remuneration for services rendered in handling or serving on a yacht, or who is a professional in any other sport, shall be considered a Corinthian yachtsman.

### II.—YACHTS.

A yacht shall be defined as a vessel of not less than 16 feet L. W. L., and must carry not less than 300 pounds of ballast permanently stowed under the platform or in lockers, or have a beam of not less than one-third of her L. W. L. length. She must have standing rigging, or a fixed mast, and must be kept

permanently on the water during the season, and must not be engaged in trade. Yachts built after November 7, 1896, or brought to the lakes after that date, shall comply with the restrictions on draught and size of timbers, keels, planking and other parts required by the rules.

## 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  $.5 \left\{ \frac{3600}{\sqrt{1}} - \frac{3600}{\sqrt{L}} \right\}$ ; 3600 representing the number of seconds in an hour, 1 the smaller yacht and L the larger one. Practically the formula is  $\frac{1800}{\sqrt{1}} - \frac{1800}{\sqrt{L}}$ ; 5-10ths of 3600 being 1800.

### 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  
 20  
 Allowance..... 177.80  
 Or 2 minutes 57 $\frac{1}{2}$  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  
 " " 25.9 " ..... 195.83 195.83  
 Difference ..... .68  
 4-10ths of difference ..... .272 .272  
 Time for 25.86 feet for one nautical mile .... 196.102  
 " 30 " " " " " .... 170.77  
 Number of seconds yacht 30 feet allows yacht  
 25.86 feet for one mile..... 25.332  
 30  
 759.96  
 Or 12 minutes 39 $\frac{9}{10}$  seconds.

# TIME ALLOWANCE FOR ONE NAUTICAL MILE

In Seconds and Decimals.

Measurement	Allowance	Measurement	Allowance	Measurement	Allowance	Measurement	Allowance
16.	292.11	19.	255.05	22.	225.89	25.	202.14
.1	290.76	.1	254.00	.1	225.02	.1	201.42
.2	289.42	.2	252.96	.2	224.16	.2	200.70
.3	288.08	.3	251.92	.3	223.30	.3	199.99
.4	286.73	.4	250.87	.4	222.45	.4	199.29
.5	285.39	.5	249.83	.5	221.60	.5	198.59
.6	284.05	.6	248.79	.6	220.76	.6	197.89
.7	282.70	.7	247.74	.7	219.93	.7	197.20
.8	281.36	.8	246.70	.8	219.10	.8	196.51
.9	280.02	.9	245.66	.9	218.28	.9	195.83
17.	278.68	20.	244.62	23.	217.46	26.	195.15
.1	277.44	.1	243.62	.1	216.65	.1	194.47
.2	276.21	.2	242.63	.2	215.84	.2	193.79
.3	274.97	.3	241.64	.3	215.04	.3	193.12
.4	273.74	.4	240.66	.4	214.24	.4	192.45
.5	272.51	.5	239.69	.5	213.45	.5	191.79
.6	271.27	.6	238.72	.6	212.66	.6	191.14
.7	270.04	.7	237.76	.7	211.88	.7	190.48
.8	268.80	.8	236.81	.8	211.10	.8	189.83
.9	267.57	.9	235.86	.9	210.33	.9	189.18
18.	266.34	21.	234.92	24.	209.56	27.	188.54
.1	265.21	.1	233.99	.1	208.80	.1	187.90
.2	264.08	.2	233.07	.2	208.04	.2	187.26
.3	262.95	.3	232.14	.3	207.28	.3	186.63
.4	261.82	.4	231.23	.4	206.53	.4	186.00
.5	260.69	.5	230.33	.5	205.79	.5	185.37
.6	259.56	.6	229.43	.6	205.05	.6	184.75
.7	258.43	.7	228.54	.7	204.32	.7	184.13
.8	257.30	.8	227.65	.8	203.59	.8	183.52
.9	256.17	.9	226.77	.9	202.86	.9	182.91

# TIME ALLOWANCE—Continued.

Measurement	Allowance	Measurement	Allowance	Measurement	Allowance	Measurement	Allowance
28.	182.30	32.	160.34	36.	142.14	40.	126.75
1	181.60	1	159.84	1	141.72	1	126.39
2	181.00	2	159.34	2	141.30	2	126.03
3	180.40	3	158.85	3	140.89	3	125.67
4	179.80	4	158.36	4	140.48	4	125.32
5	179.30	5	157.87	5	140.07	5	124.97
6	178.71	6	157.38	6	139.66	6	124.62
7	178.12	7	156.90	7	139.26	7	124.28
8	177.54	8	156.43	8	138.85	8	123.93
9	176.96	9	155.96	9	138.46	9	123.59
29.	176.38	33.	155.49	37.	138.06	41.	123.25
1	175.81	1	155.01	1	137.66	1	122.90
2	175.24	2	154.53	2	137.26	2	122.56
3	174.67	3	154.06	3	136.86	3	122.22
4	174.10	4	153.59	4	136.46	4	121.88
5	173.54	5	153.12	5	136.07	5	121.54
6	172.98	6	152.66	6	135.68	6	121.20
7	172.42	7	152.20	7	135.29	7	120.87
8	171.87	8	151.74	8	134.90	8	120.54
9	171.32	9	151.29	9	134.52	9	120.21
30.	170.77	34.	150.84	38.	134.14	42.	119.89
1	170.22	1	150.38	1	133.75	1	119.55
2	169.68	2	149.93	2	133.37	2	119.22
3	169.14	3	149.48	3	132.99	3	118.89
4	168.60	4	149.03	4	132.61	4	118.56
5	168.06	5	148.58	5	132.23	5	118.23
6	167.53	6	148.14	6	131.85	6	117.91
7	167.00	7	147.70	7	131.47	7	117.59
8	166.48	8	147.26	8	131.10	8	117.27
9	165.96	9	146.83	9	130.73	9	116.95
31.	165.44	35.	146.40	39.	130.37	43.	116.64
1	164.92	1	145.96	1	130.00	1	116.32
2	164.40	2	145.53	2	129.63	2	116.00
3	163.88	3	145.10	3	129.26	3	115.68
4	163.36	4	144.67	4	128.89	4	115.36
5	162.85	5	144.24	5	128.53	5	115.04
6	162.34	6	143.81	6	128.17	6	114.73
7	161.83	7	143.39	7	127.81	7	114.42
8	161.33	8	142.97	8	127.45	8	114.11
9	160.83	9	142.55	9	127.10	9	113.81

# TIME ALLOWANCE—Continued.

Measurement	Allowance	Measurement	Allowance	Measurement	Allowance	Measurement	Allowance
44.	113.50	48.	101.95	52.	91.76	56.	82.67
1	113.19	1	101.67	1	91.51	1	82.45
2	112.88	2	101.40	2	91.27	2	82.23
3	112.57	3	101.13	3	91.03	3	82.02
4	112.27	4	100.86	4	90.79	4	81.81
5	111.96	5	100.59	5	90.55	5	81.59
6	111.66	6	100.32	6	90.31	6	81.38
7	111.36	7	100.06	7	90.08	7	81.17
8	111.06	8	99.81	8	89.85	8	80.96
9	110.76	9	99.55	9	89.62	9	80.76
45.	110.47	49.	99.29	53.	89.39	57.	80.56
1	110.17	1	99.02	1	89.15	1	80.34
2	109.87	2	98.75	2	88.91	2	80.13
3	109.57	3	98.49	3	88.68	3	79.92
4	109.27	4	98.23	4	88.45	4	79.71
5	108.97	5	97.97	5	88.22	5	79.50
6	108.68	6	97.71	6	87.99	6	79.30
7	108.39	7	97.46	7	87.76	7	79.10
8	108.10	8	97.20	8	87.53	8	78.90
9	107.82	9	96.95	9	87.31	9	78.70
46.	107.54	50.	96.70	54.	87.09	58.	78.50
1	107.25	1	96.44	1	86.86	1	78.29
2	106.96	2	96.18	2	86.63	2	78.08
3	106.67	3	95.93	3	86.40	3	77.87
4	106.38	4	95.68	4	86.18	4	77.67
5	106.09	5	95.42	5	85.95	5	77.47
6	105.80	6	95.17	6	85.73	6	77.27
7	105.52	7	94.92	7	85.51	7	77.07
8	105.24	8	94.67	8	85.29	8	76.87
9	104.97	9	94.43	9	85.07	9	76.68
47.	104.70	51.	94.19	55.	84.85	59.	76.49
1	104.42	1	93.94	1	84.63	1	76.28
2	104.14	2	93.69	2	84.41	2	76.08
3	103.86	3	93.44	3	84.19	3	75.88
4	103.58	4	93.20	4	83.96	4	75.68
5	103.31	5	92.95	5	83.75	5	75.48
6	103.04	6	92.71	6	83.53	6	75.28
7	102.77	7	92.47	7	83.31	7	75.09
8	102.49	8	92.23	8	83.09	8	74.90
9	102.22	9	92.00	9	82.88	9	74.71

# TIME ALLOWANCE—Continued.

Measurement	Allowance	Measurement	Allowance	Measurement	Allowance	Measurement	Allowance
60.	74.52	64.	67.14	68.	60.42	72.	54.27
.1	74.32	.1	66.96	.1	60.25	.1	54.12
.2	74.12	.2	66.78	.2	60.09	.2	53.97
.3	73.93	.3	66.60	.3	59.93	.3	53.82
.4	73.74	.4	66.43	.4	59.77	.4	53.67
.5	73.55	.5	66.26	.5	59.61	.5	53.53
.6	73.36	.6	66.08	.6	59.45	.6	53.38
.7	73.17	.7	65.91	.7	59.29	.7	53.23
.8	72.98	.8	65.74	.8	59.14	.8	53.09
.9	72.79	.9	65.57	.9	58.99	.9	52.95
61.	72.61	65.	65.40	69.	58.84	73.	52.81
.1	72.42	.1	65.22	.1	58.68	.1	52.66
.2	72.23	.2	65.05	.2	58.52	.2	52.51
.3	72.04	.3	64.88	.3	58.36	.3	52.37
.4	71.85	.4	64.71	.4	58.20	.4	52.23
.5	71.66	.5	64.54	.5	58.04	.5	52.09
.6	71.47	.6	64.37	.6	57.89	.6	51.95
.7	71.28	.7	64.20	.7	57.74	.7	51.81
.8	71.10	.8	64.03	.8	57.59	.8	51.67
.9	70.92	.9	63.87	.9	57.44	.9	51.53
62.	70.74	66.	63.71	70.	57.29	74.	51.39
.1	70.55	.1	63.54	.1	57.13	.1	51.24
.2	70.36	.2	63.37	.2	56.97	.2	51.09
.3	70.17	.3	63.20	.3	56.81	.3	50.95
.4	69.99	.4	63.03	.4	56.66	.4	50.81
.5	69.81	.5	62.86	.5	56.51	.5	50.67
.6	69.63	.6	62.69	.6	56.36	.6	50.53
.7	69.45	.7	62.53	.7	56.21	.7	50.39
.8	69.27	.8	62.37	.8	56.06	.8	50.25
.9	69.09	.9	62.21	.9	55.91	.9	50.12
63.	68.92	67.	62.05	71.	55.76	75.	49.99
.1	68.73	.1	61.88	.1	55.60	.1	49.85
.2	68.55	.2	61.71	.2	55.45	.2	49.71
.3	68.37	.3	61.54	.3	55.30	.3	49.57
.4	68.19	.4	61.38	.4	55.15	.4	49.43
.5	68.01	.5	61.22	.5	55.00	.5	49.29
.6	67.84	.6	61.06	.6	54.85	.6	49.15
.7	67.66	.7	60.90	.7	54.70	.7	49.01
.8	67.48	.8	60.74	.8	54.55	.8	48.87
.9	67.31	.9	60.58	.9	54.41	.9	48.74

# TIME ALLOWANCE—Continued.

Measurement	Allowance	Measurement	Allowance	Measurement	Allowance	Measurement	Allowance
76.	48.61	78.	45.95	80.	43.39	82.	40.91
.1	48.47	.1	45.81	.1	43.26	.1	40.77
.2	48.33	.2	45.68	.2	43.13	.2	40.63
.3	48.19	.3	45.55	.3	43.00	.3	40.49
.4	48.06	.4	45.42	.4	42.87	.4	40.36
.5	47.93	.5	45.29	.5	42.75	.5	40.22
.6	47.80	.6	45.16	.6	42.62	.6	40.09
.7	47.66	.7	45.03	.7	42.50	.7	39.95
.8	47.53	.8	44.90	.8	42.38	.8	39.82
.9	47.40	.9	44.78	.9	42.26	.9	39.68
77.	47.27	79.	44.66	81.	42.14	83.	39.55
.1	47.13	.1	44.53	.1	42.01	.1	39.41
.2	46.99	.2	44.40	.2	41.88	.2	39.28
.3	46.86	.3	44.27	.3	41.76	.3	39.14
.4	46.73	.4	44.14	.4	41.63	.4	39.01
.5	46.60	.5	44.01	.5	41.51	.5	38.87
.6	46.47	.6	43.88	.6	41.39	.6	38.74
.7	46.34	.7	43.75	.7	41.27	.7	38.60
.8	46.21	.8	43.63	.8	41.15	.8	38.47
.9	46.08	.9	43.51	.9	41.03	.9	38.33



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