

1911
Annual Regatta
Put-in-Bay

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Yacht Routine
and Etiquette

ISSUED BY THE FLEET CAPTAIN

July 16, 1911.

This booklet is distributed in anticipation of its receiving a careful perusal by all boat owners, who will assist materially in the success of this Regatta by observing its suggestions.

The following papers will be delivered through the Fleet daily, immediately upon their arrival. No delivery charge. Usual price.

Buffalo Express
Cleveland Leader
Cleveland Plain Dealer
Columbus Dispatch
Erie Dispatch
Sandusky Register
Toledo News Bee

Through the kindness of the Motor Boat and Power Boating, copies of the current issues will be distributed gratis during the week.

Copies of the Motor Boat Law and Pilot Rules can be obtained at headquarters.

Harold B. Anderson,
Fleet Captain.

Be in the Big Event!
Squadron Sail, Wednesday
July 19th at 2:30 p.m.

I. L. Y. A. 1911

Officers

ALEXANDER WINTON, L. Y. C.
COMMODORE

CHAS. D. LYNCH, B. L. Y. C.
VICE-COMMODORE

ROLLIN M. STARR, M. R. Y. C.
REAR-COMMODORE

A. J. PRENTICE, L. Y. C.
SECRETARY-TREASURER

HAROLD B. ANDERSON, L. Y. C.
FLEET-CAPTAIN

WALTER COAKLEY, T. Y. C.
SAIL YACHT MEASURER

OLIVER BARTHEL, D. Y. C.
POWER BOAT MEASURER

DR. P. E. BETHARD, T. Y. C.
FLEET SURGEON

FILE NO.	PHOTO DATE
TITLE	
PLACE	COLLECTION
COLLECTION	WLEHS. - HELEN BROOKS

Yacht Routine and Etiquette

The Yacht Routine here given is condensed for the more particular use and guidance of yachts manned by amateur crews, and for the proper carrying of colors on the increasingly large class of mastless yachts.

Yachts carrying professionals or manned by professional crews under the direct charge of Sailing Masters require a more formal organization and discipline which should be established and given rigid adherence.

The Special Etiquette to be observed by officers of the I. L. Y. A. only, will be found in Chapter V.

Owing to the greatly increased supervision of the Government over pleasure craft, particular attention is directed to Chapters VI and VII.

CHAPTER I.

Yacht Flags, Their Use and Positions.

General.

Section 1. Two or more flags should never be flown from the same hoist, except as code signals, or for dressing ship on ceremonial occasions.

"Colors" are the various flags in position. Colors are broken out at 8.00 a. m. (8 bells), and hauled down at the sunset gun. Between sunset and 8.00 a. m. is officially "night." Time is given by the senior officer present. When in company with a vessel of the U. S. Navy or Naval Militia vessel the senior officer should give the time for colors with such vessel.

In making and returning salutes a yacht always represents its Captain (owner) whether he be aboard or not.

(NOTE.—The Sailing Master and other paid officers of a Private Yacht are properly addressed as Mister).

Salutes should be made in kind, that is a gun answers a gun, or a dip of the ensign is answered by a dip of the ensign, a yacht without a gun answers a gun by dipping the ensign.

Guns should not be used for promiscuous saluting, being reserved for salutes to flag officers and the senior officers of foreign clubs.

A yacht should never salute with a whistle, bell, horn or other signal used in navigation. No guns should be fired by way of salute on Sundays, nor at night. A gun at night is always a distress signal. Naval vessels should be saluted by dipping the ensign, and it is courteous to likewise salute yachts and vessels when passing on the open lake.

Foreign Waters are the anchorages of any clubs of which the Captain (owner) is not a member, and any locality in which the yacht does not customarily cruise.

Time for Colors in Foreign Waters is taken from the club being visited, otherwise from any U. S. Naval Station, or U. S. Naval vessel, or Naval Militia vessel present, in order.

Yachts will carry the flag (ensign) of the country to which they belong.

U. S. Yacht Ensign.

Sec. 2. The United States Yacht Ensign has thirteen stripes alternating red and white, with a blue field, containing a foul anchor, encircled by thirteen stars. The above ensign was approved by the Secretary of the Navy, August 7, 1848. A pleasure vessel should not fly the United States Ensign, but should always fly the U. S. Yacht Ensign. By so doing it is distinguished from vessels engaged in trade, and is also not required to comply with certain of the regulations which all vessels engaged in trade must observe.

There is no standard length for ensigns. They should be proportional to the height of mast, or size of sail, from which flown. Attached to staff, they should be diagonally about the length of the staff.

The ensign is **always** hoisted and lowered from and to the deck flying open; that is, unlike other flags, it may never be "made up" to be hoisted to its position and then "broken out" and should be hoisted and lowered slowly.

Under Way the ensign is flown on:

Cat, Sloop, Cutter and Schooner, from the main peak; Yawl and Ketch, from the mizzen peak.

Steamer, Auxiliary under power, Launch, Dingey or other small boat, from taffrail or stern flagstaff.

(NOTE.—Steamer, Schooner rigged with standing main gaff, may fly ensign from the gaff end).

At Anchor.—Cat, Sloop, Cutter, Schooner, Steamer, Launches, Dingeys, at the taffrail or stern flagstaff.

Yaws and Ketches, at the mizzen masthead.

Club Burgee.

(See General Remarks Under Burgee and Private Signal).

Sec. 3. A Club Burgee indicates a club of which the yacht's owner is a member. It should be triangular in shape, the hoist two-thirds of the fly.

(NOTE 1.—Some confusion exists in the shape of Burgees. Some older clubs, before the shape was standardized, adopted and still retain swallowtails and a few, rectangular shaped Burgees).

Under Way.—On Cat, Sloop, Cutter, Yawl or Ketch, the Burgee is **not** flown under way, except upon Annual Club Cruise, when it is flown from the main topmast head instead of the Private Signal. (See Private Signal).

(NOTE 2.—Yawl or Ketch have option in some clubs of dressing as Schooners, when the Club Burgee may be carried at the main topmast head under way, in which case the private signal is carried at the mizzen masthead; but this is against the practice of the largest clubs).

On Schooner and Steamer so rigged, the Burgee is **flown** under way and is set at the foretopmast head.

Steamer, Launch and Motor Boat, when rigged with a signal mast, fly the Burgee under way on the bowstaff. If without signal mast, do not fly it.

Dingeys and other small boats fly the Burgee under way at the bowstaff when the Captain (owners) is not in the boat. When Captain is in a boat, the Private Signal is substituted for the Burgee, but only during the time he is in the boat or that it is definitely waiting at his orders.

At Anchor.—On Cat, Sloop, Cutter, Ketch and Yawl, the Burgee is flown while at anchor and from main topmast head.

(NOTE 3.—On a Cat where the Burgee might foul the peak halyards, or there are no flag halyards, it may be flown from the forestay).

On Schooner, and Steamer so rigged, at foretopmast head.

On Steamer, Launch and Motor Boat with or without signal mast, at the bowstaff.

Dingeys (anchored or trailing to anchored yacht) at the bowstaff.

Owner's Private Signal.

(Note Exceptions and General Remarks).

Sec. 4. The Private Signal designates who is the owner of the yacht. It shall be swallowtail, the hoist being two-thirds of the fly, and width of swallowtail one-third of the fly.

Each owner's private signal should be of a different design, and it is advisable that the design be registered, so as to avoid complications that might arise through the use of the same or a similar design of more than one owner.

(NOTE 1.—Prior to the standardizing of the swallowtail shape for the Private Signal, some owners adopted and still retain triangular or rectangular private signals, and in some countries the rectangular shape is standard. The proper use and position of the Private Signal will generally avoid any confusion between it and the Club Burgee through this cause).

Under Way the Private Signal is flown on: Cat, Sloop, Cutter, Yawl, Ketch, Schooner and Schooner Rigged Steamer, at the maintopmast head.

(NOTE 2.—Yawl or Ketch, as noted in Section 3, have option of carrying Club Burgee at maintopmast head under way, which option, if exercised, transfers Private Signal to mizzen mast-head when under way, but it is repeated that it is not customary).

(NOTE 3.—On a Cat where the colors might foul the peak halyards, the Private Signal may be flown from the forestay at as high a point as it will fly clear of the spar).

Steamer, Launch and Motor Boat, when rigged with a signal mast, fly owner's private signal at the signal mast truck under way; when without signal mast, at the bowstaff.

Dingies and Launches (only when the Captain (owner) is in the boat) at the bowstaff.

(NOTE 4.—During the annual cruise of a Club and at the annual meet of the I. L. Y. A., all rigs will fly the Club Burgee both at anchor and under way, additionally, and when racing, the Private Signal shall be carried at the main peak. See Racing Rules).

Schooners and equivalent rigs, on the annual cruise and at the annual meet of the I. L. Y. A., therefore dress as usual; except when racing, the Private Signal shall be transferred to main peak.

Inasmuch as the Private Signal flying at the main peak indicates that a yacht is participating in a race, it is a courtesy which all other yachts should extend to keep clear by altering course if possible and before they approach sufficiently close to interfere with the course of the racing yacht. A yacht engaged in racing is, however, bound to observe all rules of the road to all other vessels, hence any altering of course by another yacht must be done before approaching, "so as to involve risk of collision;" in other words, unless the courtesy be extended before the question of rights arises at all it must not be offered and the vessels must pass on their rights whether at disadvantage to the racing yacht or not.

General Remarks on Burgee and Private Signal.

Sec. 5. Two flags or signals of any description (other than Code Signals) must never be flown from the same hoist, nor from the same spar. (Routine Information Signals, Chapter II, are not "flags"). Hence a schooner rig, or a rig equivalent to that of Schooner, is the only one which can display Ensign, Club Burgee and Private Signal, simultaneously.

In general, therefore, the main or mizzen peak

and the mizzen masthead and taffrail staff are properly reserved for the Yacht Ensign.

A Schooner's maintopmast head is in general reserved for the Captain's (owner's) Private Signal, or his official flag, if he be a flag officer, and the foretopmast head for his Club Burgee, and these flags are so carried on a Schooner both at anchor and under way.

Yawls and Ketches are commonly considered as Sloops (except for the position of the Yacht Ensign), and as a single masted yacht has no hoists from which to carry both Burgee and Private Signal simultaneously, she elects to fly the private signal when under way and the Burgee while at anchor. At anchor, in this connection, means moored at the regular anchorage of her own or another club; a yacht lying at anchor while cruising carries her Private Signal as when under way.

In the case of a flag officer, with a single masted yacht or yawl rig, his official flag takes the place of both his Club Burgee and Private Signal, with a further provision that it is kept flying continuously day and night throughout the season.

In power-driven yachts equipped with a signal mast or headlight staff, this stands in the same relation as a Schooner's mainmast, while the bowstaff is relative to a Schooner's foremast.

A power yacht without a signal mast or headlight staff corresponds to a sloop or other single masted sailing vessel, and uses her bow staff much as the mast of such sail yachts.

U. S. Jack.

Sec. 6. The U. S. Jack is a blue rectangular flag with white stars, one for each state. Its proper proportions are those of the Jack in the ensign.

It is particularly a ceremonial flag for use in port, hence is only displayed when the yacht is all in order, work about the decks all done, and awnings, if any set up. It is a flag for Sundays, official receptions and gala occasions, and when the senior officer present has it set.

The Jack is never carried when under way, excepting only on steam yachts when "dressed" for a naval parade and on sailing yachts in tow when similarly dressed.

It follows that in inclement weather it is not used, nor when wash clothes are triced up, nor when awnings are housed, nor at any time when the yacht is prepared for action, or under way alone.

Its position is on a staff set at the bow or at any suitable or convenient point on the bowsprit. The custom of hanging it from the bowsprit end is not to be commended.

Night Pennant.

Sec. 7. The night pennant is a plain blue triangular flag, the length of fly about five times the hoist. Ordinarily it is made with a stiffening band across the hoist, the halyard being made fast to the center thereof.

It is hoisted to the maintopmast head on all yachts (except flagships) at sunset (evening colors) and flies until morning colors. On power yachts it is flown from the signal mast or in the absence of that, from the bowsprit.

Dressing Ship.

Sec. 8. On the Fourth of July, and when ordered on other national anniversaries, a yacht in commission, not under way, should, when the weather permits, dress ship at 8.00 a. m., and remain dressed until sunset.

When said anniversaries occur on Sunday, all special ceremonies may be postponed to the following day.

On special occasions, such as marine parades, a steam yacht under way, or a sailing yacht under tow, may dress ship.

To "dress ship" set the ensign and Jack as prescribed; also the Club Burgee on Cats, Sloops, Ketches and Yawls, and the Club Burgee and Private Signal on a Schooner and equivalent rigs. Then set up a "Rainbow" of Code Signal or fancy flags, but never using private or club flags, Club Burgees, or flag officers' flags of any character, nor national flags of any nation.

Honoring Foreign Nation.

Sec. 9. On an occasion of ceremony in the port or anchorage of a club of a foreign nation, the ensign of said nation should be set at the foretopmast head on a Schooner, or yacht of equivalent rig.

On a Sloop, Cat, Yawl or Ketch it should be set or lashed to the jib stay at a convenient height by fastening the head only to the stay with a line straining the foot vertically to the bowsprit, or it may be set on a staff in the same position, but such staff must be materially higher than the jack staff.

On a Motor Boat with a signal mast it should be set as for a Sloop on the forestay of the mast.

On a Motor Boat without a signal mast but having a headlight staff or facilities for setting up the equivalent of a headlight staff, a tempo-

rary stay can be rigged from the head of such staff to the stem head and the foreign ensign displayed on that as provided for a Sloop.

On a Motor Boat with only a bow staff, this must be used for the purpose in which case, of course, the Club Burgee cannot be shown.

CHAPTER II.

Routine Information.

The use of any of the signals conveying routine information as described in this chapter is entirely independent of and does not exempt a yacht from showing all other proper flags and observing any regular or specially prescribed routine. None of the signals described in this Chapter are made when under way.

Absent Signal.

Section 1. The absent signal is the "not at home" of the sailor and indicates that the Captain (owner) is not on board, or being on board is not receiving guests. It is displayed only if the yacht is moored or lying to dock, etc. If the yacht is under way without the Captain aboard, his absence is not indicated. A yacht coming in to port without her Captain aboard will set the absent signal instantly as the anchor is hove.

By Day the absent signal is a small plain blue rectangular flag flown from the starboard main spreader of a Schooner, or on a masted steamer or power yacht without spreaders, from the starboard masthead shroud at the height of the hounds or point where the main shroud joins the spar, or on a motor vessel with signal mast at or near the starboard end of the signal yard.

On a mastless motor boat, the signal should be set on a staff at any convenient point on the starboard side of the cabin trunk, but preferably at the forward end of the cockpit awning, and showing well above it.

By Night a blue light is shown in the same position and under the same circumstances.

Owner's Meal Signal.

Sec. 2. This signal is displayed during the time the Captain is at meals on board, with the yacht at anchor. It is set in the same manner and position as provided for the absent signal.

It is discourteous to visit a yacht while the meal signal is set.

By Day the Captain's meal signal is a plain white rectangular flag.

By Night, a white light.

Crew's Meal Pennant.

Sec. 3. The crew's meal pennant indicates that the crew is at meals and that they should not be

called upon to perform any duty that may be avoided or postponed, either for the Captain (owner) or guests. Displayed only while not under way. The pennant is a plain red triangular flag, in length about twice the height. It is displayed at the foremast port spreader of a schooner or the equivalent point if there is no spreader.

Cat, Sloop, Cutter, Ketch and Yawl display at port main spreader.

Power boats with signal mast, at port yard arm.

Mastless power boats, on a staff on the port side of the cabin house as well forward as possible.

As crews' meals are regularly served during daylight, there is no night signal for the purpose.

CHAPTER III.

Flag Officers' Signals.

A Commodore's official flag is a rectangular blue flag, having a height of two-thirds the length. On the flag is such a device, executed in white, as the club may designate with three white stars suitably arranged.

This flag is flown continuously day and night during the time the yacht is in commission.

By night the commodore additionally shows two blue lights hung one above the other to the taffrail flagstaff.

A Vice-Commodore follows the same order as the commodore except that the flag is red, with the device in white and with only two stars which are white, and at night shows additionally two red lights.

A Rear Commodore follows the same order as the commodore except that the flag is white with the device in red and with only one star which is red and at night shows additionally two white lights.

Flag officers of the several clubs composing the I. L. Y. A. at the annual meet and cruise of the Association, take rank as Captains and do not display any flags designating their official rank in their clubs, but instead fly flags as provided in Chapter I, Section 4, Note 4.

A flag officer cruising in company with another club, of which he is a member, but not a flag officer, will also take rank as a Captain and fly only his private signals as duly prescribed for a Captain.

CHAPTER IV.

Boat Service.

Flags should be carried on small boats as prescribed in Chapter I. By night a rowboat shall have a white light showing all around the horizon

and a power dingey must be provided with a full set of lights, regulations, whistle and bell, all as required by Government regulation, the penalty for violation of which is a severe fine.

The Captain and his guests should use the star-board gangway, all others the port.

The lading of the gig should be arranged so that juniors in rank and official importance should enter the boat first, and the one highest in rank and importance should immediately precede the Captain, who should always be the last to enter the boat and the first to disembark. The disembarking should take place in the reverse order to the embarking, so that the junior in rank should be the last to leave the boat.

Salutes shall only be made to boats displaying flags.

CHAPTER V.

Flags, Uniforms and Insignia of Rank for the Officers of the I. L. Y. A.

I. L. Y. A. Burgee.

Section 1. The Burgee of this Association shall be a triangular flag, the height of which shall be two-thirds its length. It shall consist of a blue field trisected by three white stripes running one from each corner, and meeting at a point distant from the inner edge of the flag two-fifths of its entire length, forming on the background a Y-shaped device. A red circle of about the same diameter as the width of the stripes shall surmount the stripes at their point of intersection.

Commodore.

The Commodore shall fly a blue rectangular flag, on which is a white fowl anchor set oblique, with three white stars placed one at each side of, and one above the anchor.

Vice-Commodore.

The Vice-Commodore shall fly a red rectangular flag, on which is a white fowl anchor set oblique, with two white stars placed one at each side of the anchor.

Rear Commodore.

The Rear Commodore shall fly a white rectangular flag, on which is a red fowl anchor set oblique surmounted by one red star.

Fleet Captain.

The Fleet Captain shall fly a white rectangular flag on which is a blue fowl anchor set oblique.

Regatta Committee.

Members of the Regatta Committee shall fly a white rectangular flag on which are the letters "RC" in blue. These letters shall be of block type, in height one-half the width of the flag, and shall be placed with their edges just touching, so as to form a monogram.

Size of Flags.

The Bugee and flag officer's signals of this Association shall be one inch in length for every foot of over-all length of the yacht on which they are carried. The height shall be two-thirds the length.

Uniforms.

Sec. 2. Uniforms shall be uniform with the prevailing practice of the New York Yacht Club, (except sleeve braid. See Sec. 3).

Insignia of Rank.

Commodore.

Sec. 3. The insignia of the Commodore's cap shall consist of crossed foul anchors one and one-quarter inches long, embroidered in gold. At their intersection there shall be a raised disc embroidered in silk or enameled on metal, five-eighths of an inch in diameter, consisting of a blue background equally trisected by three white stripes one-eighth of an inch wide, meeting in the center. At the intersection of these stripes there shall be a red circle of about the same diameter as the width of the stripes. The disc shall be bordered by a narrow gold band. At each side of and above this device there shall be a five-pointed gold star one-half inch in diameter.

On the sleeves of the coat there shall be three stripes of lustrous braid three-eighths of an inch wide and one-half inch apart, the lower stripe being two and one-half inches from the edge of the cuff. The top stripe shall form a trefoil on the upper side of the sleeve. Inside of each loop there shall be a five-pointed star embroidered in gold.

Vice-Commodore.

The insignia on the cap shall be the same as the Commodore's, omitting the star above the foul anchors.

The insignia on the sleeves of the coat shall be the same as the Commodore's, omitting the star within the upper loop.

Rear Commodore.

The insignia on the cap shall be the same as the Commodore's, omitting the stars on each side of the foul anchors.

The insignia on the sleeves of the coat shall be the same as the Commodore's, omitting the stars in the two lower loops of the trefoil.

Former Commodore.

The former Commodores of this Association shall be entitled to wear on the sleeve the insignia of their former rank, except that silver stars shall be substituted for the gold stars.

Fleet Captain.

The insignia on the cap shall be the same as the Commodore's, omitting the stars and in place thereof shall be a foul anchor embroidered in gold, one-half inch long, placed horizontally above the crossed foul anchors.

The insignia on the sleeves of the coat shall be the same as the Commodore's, except that the stars are omitted and in the upper loop of the trefoil there shall be a horizontal foul anchor one inch long, embroidered in gold.

Secretary-Treasurer.

The insignia on the cap shall be the same as the Fleet Captain's, omitting the horizontal anchor and with a gold quill seven-eighths of an inch long placed horizontally above the foul anchors.

The insignia on the sleeves of the coat shall be the same as the Fleet Captain's, except that in the upper loop of the trefoil, in place of the horizontal foul anchor, there shall be a horizontal quill embroidered in gold, one inch long.

Fleet Surgeon.

The insignia on the cap shall be the same as the Fleet Captain's, omitting the horizontal foul anchor and with a right angled red cross one-half inch long, with arms of equal length set vertically above the foul anchors.

The insignia on the sleeves of the coat shall be the same as the Fleet Captain's, except that in the upper loop of the trefoil, in place of the horizontal foul anchor, there shall be a red cross of the same size and design as on the cap.

Fleet Measurer.

The insignia on the cap shall be the same as the Fleet Captain's, omitting the horizontal foul anchor and with a gold bar one inch long placed horizontally above the foul anchors.

The insignia on the sleeves of the coat shall be the same as the Fleet Captain's, except that in the upper loop of the trefoil, in place of the horizontal foul anchor, there shall be a gold bar one inch long, placed horizontally.

Regatta Committee.

The insignia on the cap shall be the same as the Fleet Captain's, omitting the horizontal foul

anchor and with the following device placed above the foul anchors: Two rectangular flags embroidered in gold, one-half inch long by one-third inch wide, a space of one-quarter inch square being left in the center of each flag, showing the navy blue background of the cap. The flag staves shall be three-quarters inches long, crossed, and set at an angle of 45 degrees from the perpendicular.

The insignia on the sleeves of the coat shall be the same as the Fleet Captain's, except that in the upper loop of the trefoil, in place of the horizontal foul anchor, there shall be crossed two flags embroidered in gold, of the same size and design as on the cap.

I. L. Y. A. Burgee to Be Flown.

Sec. 4. Throughout the Annual Meet and Regatta of the I. L. Y. A., the flagships of flag officers of this Association shall fly the Inter-Lake Burgee. All other yachts, unless otherwise ordered, shall fly the Burgees of their respective clubs.

Honors to the Commodores of Clubs.

Commodores of the clubs composing this Association should, during the Annual Meet and Regatta of the Association, receive and extend the same honors in respect to official visits and salutes as the Junior Flag Officers of the Inter-Lake except that their official flags should not be displayed.

CHAPTER VI.

Government of the Yacht. Ship's Bells.

The manner of telling the time on board ship is by striking the bell. Eight bells indicate midnight, 4 a. m., 8 a. m., noon, 4 p. m., and 8 p. m. Thus it will be seen that every four hours after midnight brings 8 bells around. The time should always be taken from the flagship, or the senior officer's yacht present.

Table.

Midnight	8 bells	6.30 a. m.	5 bells
12.30 a. m.	1 bell	7.00 a. m.	6 bells
1.00 a. m.	2 bells	7.30 a. m.	7 bells
1.30 a. m.	3 bells	8.00 a. m.	8 bells
2.00 a. m.	4 bells	8.30 a. m.	1 bell
2.30 a. m.	5 bells	9.00 a. m.	2 bells
3.00 a. m.	6 bells	9.30 a. m.	3 bells
3.30 a. m.	7 bells	10.00 a. m.	4 bells
4.00 a. m.	8 bells	10.30 a. m.	5 bells
4.30 a. m.	1 bell	11.00 a. m.	6 bells
5.00 a. m.	2 bells	11.30 a. m.	7 bells
5.30 a. m.	3 bells	12.00 noon.	8 bells
6.00 a. m.	4 bells		

Concerning Watches.

As soon as a yacht leaves port, bound on a voyage, the crew should be divided into watches and the first regular watch set at 8 p. m. on the day of sailing. The Captain always takes the first watch out, and the Sailing Master the first watch home. The stewards, cooks and waiters are known as "idlers" and they stand no watch.

The Captain's watch is called the "starboard" and the Sailing Master's the "port" watch.

If there is an uneven number of men in the forecabin, the odd man goes into the Captain's watch by courtesy.

Provided the yacht carries a mate, the Captain's watch is kept by him, so that the Captain has no regular deck duty, but goes and comes as he pleases.

The officer on watch is known as the "officer of the deck," and while in possession, his orders must be obeyed to the letter. He has full powers to alter the course of the ship to avoid danger, to make or alter, or take in sail, etc.

The seven regular watches are named as follows:

From midnight to 4 a. m.	The Mid Watch
From 4 a. m. to 8 a. m.	The Morning Watch
From 8 a. m. to noon.	The Forenoon Watch
From noon to 4 p. m.	The Afternoon Watch
From 4 p. m. to 6 p. m.	The First Dog Watch
From 6 p. m. to 8 p. m.	The Second Dog Watch
From 8 p. m. to 12 midnight.	The First Watch

Under Way at Night.

Always have a lookout stationed forward, and in case of unusual darkness or thick weather, it is better to have two lookouts—one on either bow. As soon as a light or a sail is sighted, it should be reported in clear sharp tones to the officer of the deck, who will at once convince himself as to its character and whether his vessel or the one reported has the "right of way" and act accordingly.

At Anchor at Night.

As soon as it is dark the "anchor watch" should be set. According to the number of the crew available, the length of time for each man to guard the deck should be regulated, so that from the time the first anchor watch is set until all hands are called in the morning, the watches shall be uniform, and no one man called on deck twice during the night. It is the duty of the watch to keep continually on the alert, examining the moorings occasionally, keeping an eye to the bright burning of the anchor light, observing the drift lead, the swinging of his own vessel with

the current, also of the vessels around him, and being careful that no boat gets alongside his vessel unawares. In case a boat is seen making for the yacht, it should be hailed—"Boat-Ahoy!" and if the hail is answered satisfactorily, the boat can be allowed to board, but if not, it must be warned off. In case of danger pound on the top of the fore-castle slide with anything available, at the same time calling "All Hands!" in a voice calculated to rouse the sleepers, and then, until the deck is officered, act yourself under the circumstances, as your common sense dictates. The anchor watch should strike the bells regularly through the night.

There is a mail box at headquarters for communication to officers and committeemen.

The Annual Ball will be held at Hotel Commodore, Thursday evening, July 20, at 9.00 p. m.

Four o'clock tea is served aboard the Flagship, daily, for the ladies.

Squadron Sail, Wednesday,
July 19th at 2:30 p.m.
