

LYMINGTON  
YACHT CLUB.

FOUNDED: APRIL, 1922.



FLAG  
AND  
SIGNAL RULES,  
APRIL, 1932.

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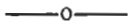
*Lymington :*  
*Chas. T. King, Printer.*

*Owners are requested to see that their Masters  
have a Copy of these Rules.*

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# Lymington Yacht Club.



## FLAG AND SIGNAL RULES.

APRIL, 1932,

## YACHTING NOTES

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### FLAG ETIQUETTE

FROM OUR YACHTING CORRESPONDENT

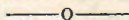
The Skipper of the Trade Winds, in his letter to the Editor regarding the flags to be flown by yachts during the Coronation, raises a question of general interest. Many nice points could be raised on this colourful subject, but the answer here is fortunately a straightforward one.

It can be assumed that on Coronation Day all British vessels throughout the world will dress ship. A ship is "dressed" in one of two ways. When she is moored or at anchor she is dressed over all (rainbow fashion, some call it), when the flags of the International Code are strung over the vessel from stem to stern, the appropriate Ensign being hoisted at the mastheads. When a vessel is under way she is dressed only by the Ensigns at the mastheads: it is regarded as incorrect to be dressed over all when under way.

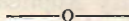
The point that perhaps does need emphasis is that yachts must fly only the Ensign to which they are entitled. The majority of yacht clubs have the privilege of wearing what is known as special Ensigns—the Blue, plain or defaced; or the Red, defaced, or in the case of the R.Y.S., the White Ensign. Owners entitled to the use of a special Ensign must have the Admiralty Warrant on board. In all other cases the proper flag is the Red Ensign. To fly a flag to which the vessel is not entitled is an infringement of the Merchant Shipping Act, Section 73.

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## LYMINGTON YACHT CLUB.



### Flag and Signal Rules.



1. The flags distinguishing yachts belonging to the Lymington Yacht Club are the Club Burgee and the Defaced Red Ensign.

#### The Club Burgee.

The Burgee.

2. The Club Burgee is Red with a White St. George's Cross, on which there is a Blue St. George's Cross and the Lymington Ship in the centre in Gold. The Club Burgee must always be flown at the truck of the main mast, and it may be flown without the Club Ensign when the owner is on board in home waters. The Burgee is never to be dipped under any circumstances, except on the death of the owner. The Burgee must never be flown in the bows of yachts' boats or launches. Flag Officers will fly their broad pennants in their boats.

#### The Defaced Red Ensign.

3. The Defaced Red Ensign is flown under a Warrant issued by the Admiralty to each yacht,

Obtaining an  
Admiralty  
Warrant,

On purchasing a yacht, or on election to the Club, a member must communicate with the Secretary and request him to send an Admiralty Application Form for a Warrant, which the owner must fill in, sign, and forward to the Secretary, together with the yacht's Certificate of Registry. Upon being found in order the Secretary will forward the Application Form to the Admiralty for issue to the Member, through the Secretary, of the necessary Warrant to fly the Club Ensign. The Secretary will at the same time supply the Member with the usual Foreign Customs Certificates.

A Warrant must be obtained for each Yacht flying the Club Ensign.

A Member holding a Warrant for the Club Ensign to be flown in any particular Yacht may not fly it in any other Yacht, unless he has obtained a Warrant for the **other** Yacht also; nor may he fly it in any boat or launch which does not belong to the Yacht or Yachts for which he holds a Warrant or Warrants, and which cannot conveniently be hoisted on board the said Yacht or Yachts.

When to fly the Club Ensign.

4. While a Yacht is in commission, it is correct to fly the Ensign when the owner is on board or otherwise in effective control; the Burgee should be also flown,



In Foreign Ports, an Ensign shall always be flown. If the owner is on board or living on shore so close to the Yacht as to be in effective control of her, the Club Ensign and Burgee are to be used: but should the owner be away and not in effective control of the Yacht, the Club Ensign only is to be flown.

When in  
Foreign  
Waters.

This rule applies to all Lymington Yacht Club yachts on entering ports either at home or abroad when the owner is not on board, and when colours are flown at sea.

On Passage  
and when  
entering  
Ports.

5. The Ensign must be flown on every vessel holding the Warrant on an Ensign Staff when at anchor.

How to fly  
the Club  
Ensign.

Steam and motor yachts fly the Ensign on an Ensign Staff when under way.

Sailing vessels carry the Ensign at the after peak when under way. Bermudian rigged vessels when under way should hoist the Ensign to a batten or cringle fitted two-thirds of the way up the after leech of the after sail. The Ensign must not be flown on a flag staff by sailing vessels when under way.

6. No private flag is ever hoisted when the Club Ensign is flying.

Private flags.

Foreign  
Members.

7. Foreign Members of the Lymington Yacht Club fly the Club Burgee with the Ensign of their own nationality.

L.Y.C.  
Yachts  
flying flags  
of other  
Clubs.

8. Members of the Lymington Yacht Club may wish to fly the Burgee and Ensign of another Yacht Club when away from Lymington, in which case neither the Club Ensign nor the Club Burgee may be flown. The Burgee of another Yacht Club may be flown at the fore in two masted vessels, and two Burgees of other Clubs in three masted vessels, if desired, when the Club Burgee is flown at the main and the Club Ensign is displayed as in these rules.

Chartering,  
Hiring, and  
Lending  
Yachts.

9. If a yacht is chartered or lent to anyone not a member of the Lymington Yacht Club, she is not entitled to the Lymington Yacht Club privileges, nor to fly the Club Ensign or the Burgee.

A Member of the Lymington Yacht Club hiring a yacht may fly the Burgee without the Club Ensign subject to the General Rules of the Lymington Yacht Club, and enjoy the privilege of the Lymington Yacht Club as if the yacht were his own; this rule applies also in the case of one Member of the Lymington Yacht Club

lending his yacht to another Member of the Lymington Yacht Club.

If a yacht belonging to a Member of the Lymington Yacht Club is hired by another Member of the Lymington Yacht Club, the Member hiring may request the Secretary to apply for a special Warrant enabling him to fly the Club Ensign, such Warrant to expire at the termination of the charter, and to be returned at once by the hiring member to the Secretary for transmission to the Admiralty for cancellation. If the above conditions are not complied with, the Club Ensign may not be flown.

It is strictly enjoined that any Member chartering his yacht for hire, or lending her to anyone otherwise than a Member of the Lymington Yacht Club, shall remove all the Lymington Yacht Club Papers, Books and Flags.

N.B.—On occasions when Flags, Books, etc., cannot be removed, such articles should be placed safely under lock and key until opportunity for removing them occurs.

10. On disposing of a yacht a member shall within fourteen days of the transfer inform the Secretary of the Lymington Disposing of a Yacht.



Yacht Club thereof, and transmit to him the Admiralty Warrant together with the foreign customs certificates for return to the Admiralty and cancellation.

Neglect to return the Admiralty Warrant within the period stated may involve serious consequences to the Member and the Club.

### **Rules for Signals, Ceremonial and other occasions.**

**Time of  
Hoisting and  
Lowering  
Colours.**

11. Colours are to be hoisted at 8 a.m. from 25th March to 20th September inclusive, and at 9 a.m. from 21st September to 24th March inclusive and lowered at sunset. When in Lymington Harbour time will be taken both when hoisting and lowering Colours from the Commodore, in his absence from the Vice-Commodore or Rear-Commodore, and in the absence of all three, from the Club.

This Rule shall be observed by Lymington Yacht Club yachts in other ports if in company with either of the Flag Officers' Broad Pennants.

12. Yachts shall show their numbers to any vessel if requested and in foreign waters to H.M. Ships and to foreign Men-of-War. Making a Yacht's Number.

13. When passing Royal Yachts, Men-of-War, or the Flag Officers' Broad Pennants, Ensigns should be dipped. When passing a Squadron of War Ships, the Ensign should be dipped to the Senior Officers' Ship only. Dipping Ensign.

In the Solent and about Lymington Harbour, yachts should dip to the Flag Officers once a day only. Ensigns should be dipped to Flag Officers' Pennants whether flown ashore or afloat.

14. When dressing ships with Mast-head Flags or in "Rainbow Fashion" the signal will be made by the Senior Flag Officer present and in the absence of Flag Officers, from the Lymington Yacht Club. The time for dressing ship will be taken from the Senior Flag Officer, or if none is present, from the Lymington Yacht Club. Dressing Ships.

No Ensigns of any kind are to be used in the Dressing Line. Ensigns used for dressing ship may be used at Mast-heads only.

Dressing  
Ship when  
under way.

When yachts are ordered to dress "Rainbow Fashion" those under way will fly Mast-head Ensigns only (Yachts under way are never dressed "Rainbow Fashion") the Burgee being hoisted alongside the Mast-head Flag and never above it. When dressing ship in a Foreign Port, the National Ensign of the Country should always be hoisted at the main alongside the Burgee.

Mast-head  
flags.

Mast-head Flags should not be dipped while a yacht is at anchor, but they should be dipped when under way and passing the Royal Yacht.

Flying  
Colours  
at Half-mast.

15. When Colours are flown at half-mast, the Ensign only will be lowered, except in the event of the death of an owner, in which case both Ensign and Burgee should be half-masted on board the deceased's yacht until sunset on the day of the funeral, and then hauled down for the last time.

Answering  
Signals at  
Lynington.

16. When any signal is made by Flag Officers, or from the Club, the yacht or yachts will at once hoist the answering Pennant, keeping it at the dip until the signal is understood, when the Pennant



should be hoisted "Close up" and kept flying until the signal is hauled down.

17. Salutes are fired on such occasions <sup>Salutes.</sup> as the Flag Officers or Committee may determine.

When a salute is fired from the Lymington Yacht Club Battery, Ensigns should be dipped and kept lowered during the firing of the salute.

18. Members returning in their yachts from Foreign Ports or from the Channel Islands are required by law to hoist the Red Ensign at the fore on entering a British Port, and to keep it flying until boarded by the Customs authorities. In one masted vessels it may be hoisted in any conspicuous position. <sup>Hoisting the Red Ensign for Customs Authorities.</sup>

The Club Ensign must not be used for this purpose.

19. It is requested that owners of yachts will consider themselves responsible that their Masters understand these Rules relating to flags and signals and have a copy if necessary.

20. Owners sailing to Foreign Ports are requested to communicate with the Secretary, who will inform them of any particular foreign order relating to such ports.

## **Dardanelles and Constantinople.**

British Yachts which enjoy the privileges of carrying the White, Blue, or defaced Red Ensigns are frequently detained at Chanak, owing to their attempting to enter the Dardanelles without flying the Red Ensign.

The Lords Commissioners of the Admiralty have requested that the attention of Yacht Owners should be drawn to Admiralty Circular Letter of the 24th May, 1883, in which they were informed that yachts flying the White or Blue Ensigns of His Majesty's Fleet would be treated by the Ottoman Government as Men-of-War, and would, consequently, be compelled to obtain an Imperial Iradé before being allowed to pass the Dardanelles—also to avoid such detention, it was recommended that they should be advised to hoist the plain Red Ensign (i.e., the Red Ensign undefaced by any distinguishing Club mark), when wishing to pass the Dardanelles and during their sojourn in Turkish Waters.

*(Above is an extract from Admiralty Letter N.L./6269, dated 29th May, 1903).*