

IN THE GALLEY.

Watch), from four till eight a.m.; the forenoon, from eight till noon; the afternoon, from noon till four p.m.; and the dog watches, from four till six, and from six till eight. The object of the dog watches is to change the rotation of the men, so that the same gangs shall not always have the same hours off and on duty. When a sailor wants to tell how little a shipmate knows his work, he says 'he has not been a Dog Watch at sea.'

"The Starboard Watch is the first on duty. Busy as is the life by day, it is no less so by night. The course has to be directed. The lights have to be attended to. The lookout must be kept on the alert. Things about the deck are made fast for change of weather. The barometer is watched. Compasses are compared. Coffee is served periodically to the men. Twice in every watch the log is hove. This is the process of finding out the speed of the vessel. A leather bag attached to a rope marked off with knots is thrown into the sea. An officer holds a sand-glass, and at a given signal the men grasp the rope, haul in, and count the knots. Hence 'running so many knots an hour.'"

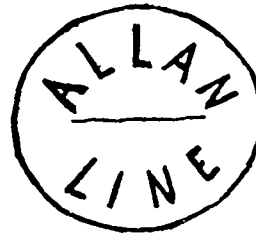
"At 11-30 the fire hose is laid along the deck for the daily scrub. At 11-45 the boatswain goes below and blows his shrill whistle. The sleeping watch gets up to be ready for the midnight bell to turn out and let the others turn in. The course is again set, lookouts are

visited, sails are attended to, the log is hove, and at half an hour past midnight the great scrubbing process begins with hose and broom. At four a.m. the morning watch comes on, with the same careful regard for course, lights, and lookout, and the same careful regard for the men and their coffee. Decks are dried. Paint is washed. Brass is polished. Everything is put in ship-shape for the passengers as they come up to sniff the morning air. How many of us could credit the care and responsibility that watched while we slept?"

"The firemen's day is divided into three watches. Every man has always the same hours on and off duty. The third Engineer and assistants take eight to twelve; the fourth, twelve to four; and the second, four to eight. This watch goes by the name of the 'Black Pan Watch.' The men are in the habit of filling the cooks' coal bunkers with 24 hours' supply, and in return the cooks prepare a specially savoury mess for them at eight o'clock, cooked in a pan whose colour, from long and good service, gives the name to the dish and to the watch."

"No watches are required in the Stewards' and Cooks' departments, as the work is done by day. The hours vary. Bakers are called at three a.m., boots at four, cooks at five, stewards at six. Lights in rooms are out at midnight, and watchmen, in rotation, have charge all night."

"The Company's flag is blue, white, and red. How the mate laughed when I called it red, white, and blue. You must begin at the mast, he says. The blue comes

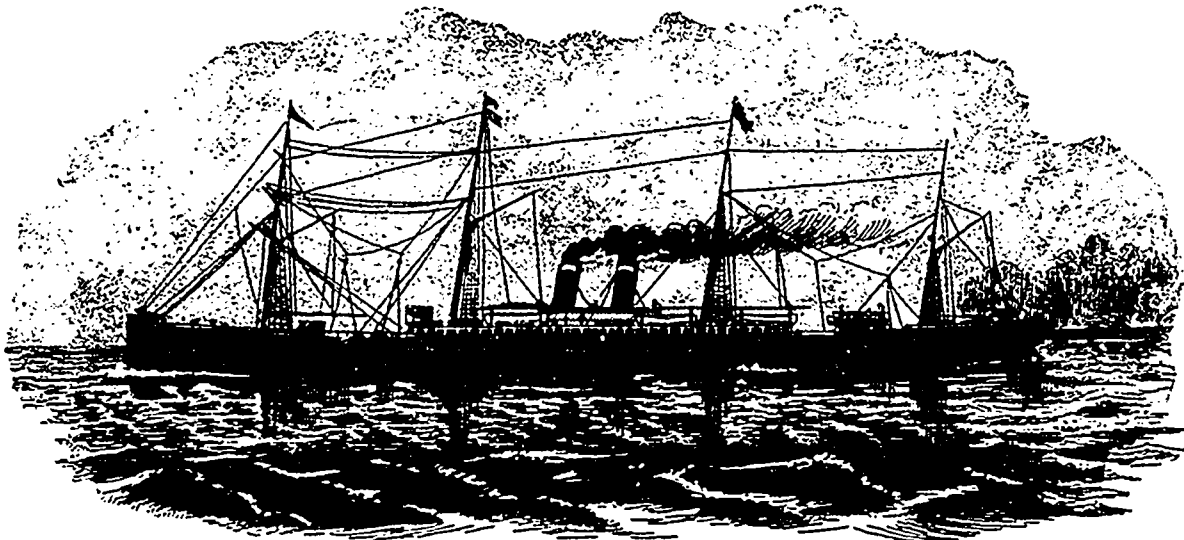


first, and the pennant shows it is not a national flag. When passing another ship at night we show three blue lights in the form of a triangle, thus . . . and fire rockets blue, white, and red, in keeping with the flag. At night a green light is shown from the Starboard and a red from the Port side. In older

days it was Starboard and Larboard, but in the noise of storms the distinction was not enough. The Starboard is the right-hand looking forward, and the Port is the left. Then there is the mast-head light, the binnacle light for the compasses, and the light at the wheel-house. If we should get into distress we fire guns and rockets. The bombs have two charges, one to send them off and another to explode them after they are well out."

"Just look at that steering rope there, 4½ inches thick, bears 60 tons."

"Here's the ship's stamp for silver, crystal, linen, note paper, etc. I sketched it last night from my soup plate."



IN THE GULF.