

# Texas Navy Association

Historical Article



## Burgees of the 1st and 2nd Texas Navies

### Ships Numbers Other

Maritime Protocol - by Admiral Jack Dyess

*Editors Note: There is an ongoing debate about flying the flag of the First Texas Navy (Hawkins Flag) since it is identical to the current flag of the country of Liberia.*

Maritime protocol states that the country of registry flag be flown from the position of honor on a vessel (usually off the stern or over the bridge of a power driven vessel and about two-thirds up the back stay of a sailing vessel) and the host country flag flown under the starboard spreader when a vessel is visiting a country other than the one in which it is registered.

Therefore, a vessel registered in Liberia is expected to fly the Liberian flag, as specified above, at all times while underway. A VESSEL REGISTERED IN ANY OTHER COUNTRY OTHER THAN LIBERIA is expected to fly the Liberian flag ONLY when in Liberian territorial waters, ONLY after clearing customs (prior to clearance the yellow quarantine flag is flown in its place) and ONLY under the starboard spreader.

desires, including state flags, yacht club burgees, gag flags (i.e. pirate flags, drinking flags, tuna flags, etc.) as long as they are NOT flown in the positions reserved for the country of registry flag and the host country flag.

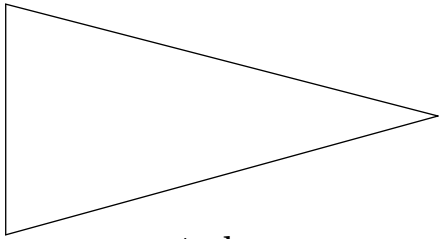
I fly the US Ensign (legal in US territorial waters only – “Old Glory” must be flown when in international [if any is flown] or foreign waters) off the backstay of my sailboat. I already have a yellow quarantine flag to fly under my starboard spreader in foreign waters (I will purchase a new host country flag to fly before I depart for a foreign port). The others are flown under the portside spreader in the following order from top to bottom: Lone Star Flag, First Texas Navy (Hawkins) Ensign, Four-star Admiral’s Flag, Personal flag followed by the Watergate Yachting Center or Corpus Christi Yachting Center burgee (depending of my mood on that particular day) This is perfectly legal, in agreement with international maritime protocol, totally acceptable, and in accordance with marine tradition.

Mariner License for 100 gross registered ton vessels up to 200 nautical miles off-shore with sail/auxiliary sail and commercial assistance towing endorsements and is a certified instructor and examination officer for the USCG. He also holds 13 American Sailing Association (ASA) certifications including six at the instructor level plus the Instructor Evaluator certification (one of only 27 nationwide) thus allowing him to sail, instruct and certify ASA instructors in all size sailing vessels, in all weather conditions, on all waters (inland and offshore). He is the owner/operator of Dyess Maritime Consultants – a company that teaches classes leading to USCG Merchant Marine Captain’s licenses, ASA instructor certifications, and provides marine accident investigation, consultation and expert witness services. He is also a certified instructor for the International Personal Watercraft Rescue Association, National Safe Boating Council, and the National Association of Boating Law Administrators. He recently retired from the position of Boating Education Coordinator for the State of Texas.”

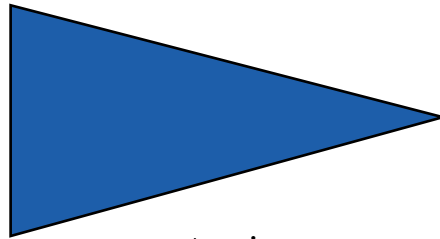
Any vessel may fly any other flag it so

Adm. Jack Dyess holds a USCG Master

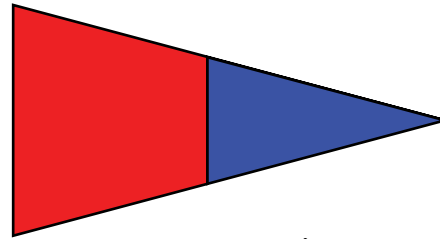
# Ships



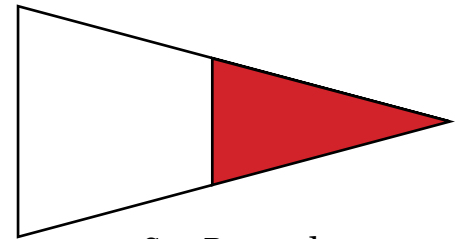
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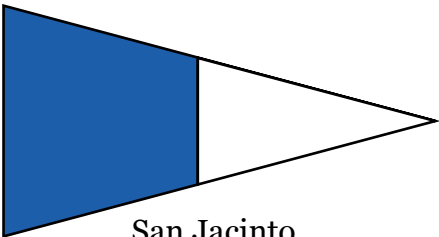
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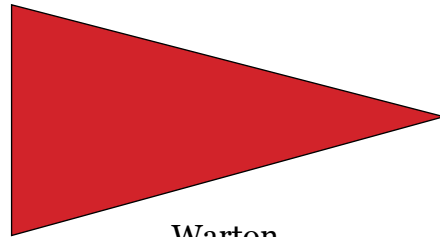
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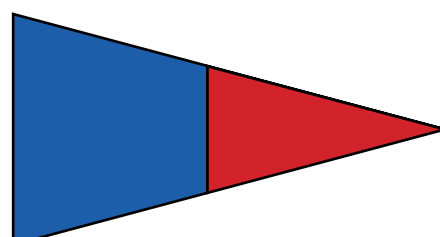
San Bernard



San Jacinto

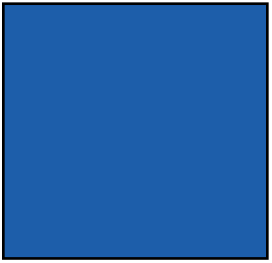


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Zavala

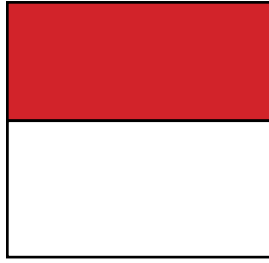
# Numbers



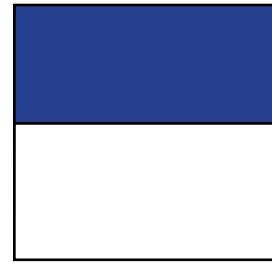
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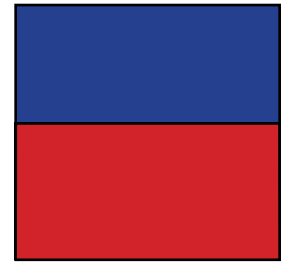
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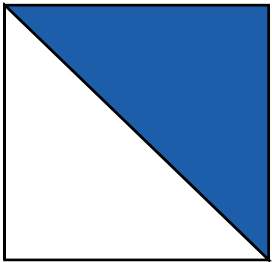
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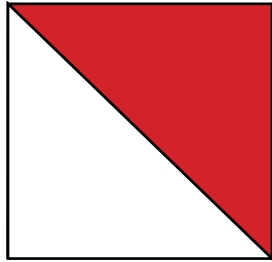
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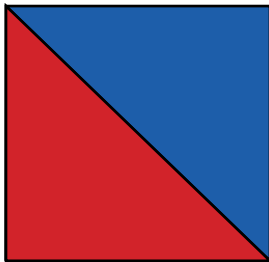
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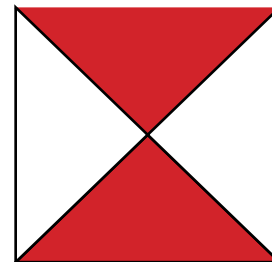
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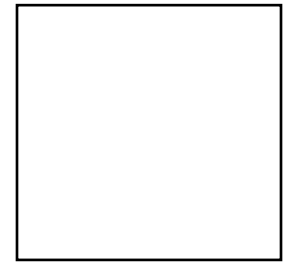
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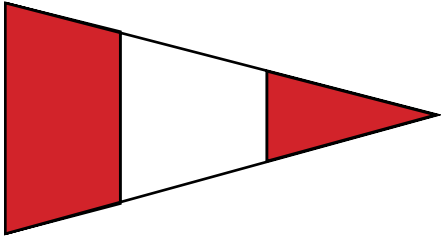


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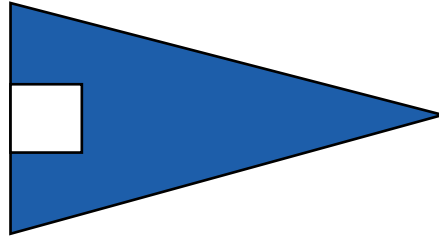


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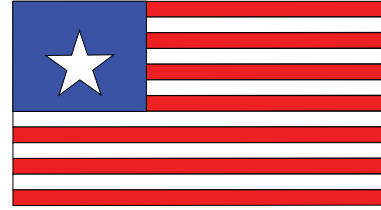
# Other



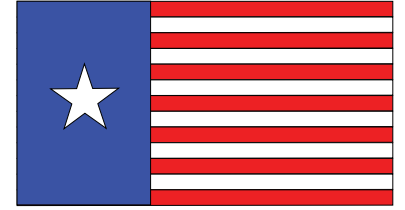
Answering



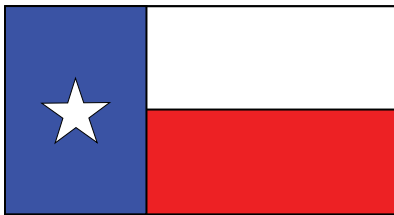
Burgee - First Republic



Ensign - First Texas Navy



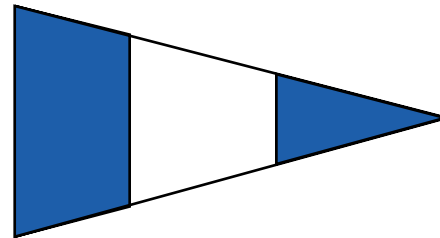
Ensign - Third Texas Navy



Lone Star Flag and Ensign  
2nd Texas Navy



Post Captain



Preparatory